



## **Bradley Performance Products 2001+ TW200 Jet Kit** (Aftermarket exhaust is a minimum requirement)

Disclaimer: Modifying your bike is 100% on you. This product may not meet regulations in your area. We are not responsible.

Always wear protective clothing, gloves, and safety glasses during the entire process. Work in a well ventilated area. Shut off the fuel supply and disconnect the battery before beginning. You are working with a highly flammable substance, keep away from flame.

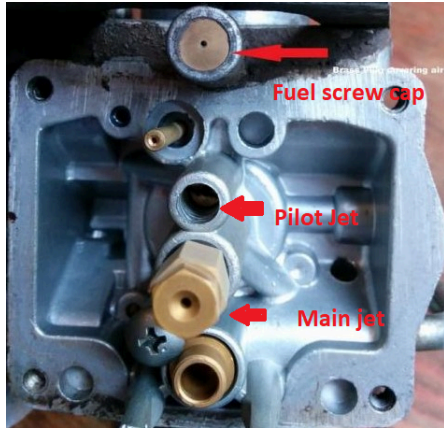
This process can be done by turning the carburetor sideways in the bike but it may be easier to remove the carburetor and perform this task on a workbench. Do not lose parts! Always take inventory of your parts and tools. Take pictures if needed.

**Adjusting for elevation and temperature**– These modifications are normal for sea-level to 1000 ft elevation and average temps of 60-90 degrees. If you are operating in colder temps the engine mixture will be leaner and may require larger jets than previously mentioned. If you are operating at higher elevations the mixture will be richer and may require smaller jets. The airbox lid mod is a good tool for these types of changes. Adding the lid mod will lean the mixture by adding more air into the box. Removing a quiet core insert from the exhaust will give similar results and lean the mixture as well. Keep a check on the color of the spark plug to determine if changes are needed. If it is a very light color then you are too lean. If it is very dark or black then you are too rich.

**Things to remember**– It is a good idea to mark the inside edge of your throttle grip to the throttle housing in increments of off, quarter turn, half turn, and wide open. This allows you to pinpoint a jetting issue down to the proper circuit. Idle issues are usually only in the fuel screw circuit. An issue at the first quarter turn is an issue with the pilot jet. An issue above a quarter turn but below three-quarter turn is usually the needle height. A wide-open issue is the main jet.

**Determining driveability issues**– A bog, or slow acceleration issue is usually a lean condition. A rich condition will usually come in the form of a stutter.

## Disassembly



Remove the top of the carburetor. Remove the slide, needle, and spacers, noting their order. (Only if you have a larger cylinder bore) (Not necessary on stock bore engines)

On the bottom of the carburetor on the front side towards the engine is a raised embossment with a cap pressed in it. It will usually have a small pinhole in the center of the cap. This is the cover for the fuel mixture screw. Use the 5/32 drill bit to drill a hole in the cap.

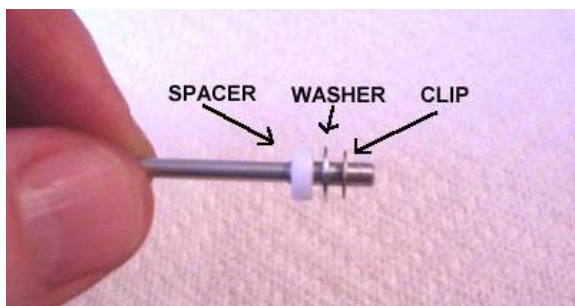
The mixture screw head is located just under the cap, so be very careful to pull the drill back as soon as it breaks through the cap. Installing the supplied #10 screw will allow you to use pliers to pull on the screw head and remove the rest of the cap.

Remove the four screws holding the fuel bowl to the carburetor body. Remove the main jet and the pilot jet. The reason for the pilot jet removal is to take the time to clean it. We find that these are almost always partially clogged. Run a small piece of wire through the pilot jet. Do not just spray a cleaner through it and call it good. It isn't.

## Modifications

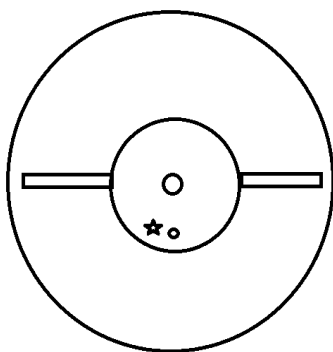
**Fuel screw adjustment**– Turn the fuel screw clockwise until lightly seated. Do not overtighten. The best starting position is 2.25 turns out. 2.5-2.75 turns out if you have the airbox mod. 1.75 turns on a big bore engine. Adjust this in or out a quarter turn at a time to achieve the highest idle. Do this on a warm engine. Wait 5-10 seconds between each movement of the screw as it takes this long for a change to occur.

**Main Jet changes**– Stock bore engines running an exhaust with a partially restricted quiet core install a 130 main jet. Stock bore engines running an unrestricted free-flow exhaust and an airbox mod install a 135 main jet. Big bore engines with a restricted quiet core in the exhaust install a 125 main jet. Some big bore engines will like a slightly bigger jet depending on other factors such as an airbox mod. If this is the case you will probably use a 128 or a 130, especially when no quiet core insert is used.



**Needle adjustment**– Stock bore engines generally require no changes to the needle. If a lean midrange condition is found, install one washer above the OEM plastic spacer. Big bore engines– Remove the plastic spacer from under the needle and replace it with the two supplied black plastic washers. Do not reuse the thick OEM plastic spacer.

Some big bore engines will prefer only one washer depending on other factors.



**Slide Modifications**– Using the supplied #59 drill bit, drill an additional hole in the bottom front side of the slide offset from the vent hole in the front. Do not drill the vent hole or the needle hole. The new hole location is marked with a star in the pic.

**Optional Spring clipping**– For faster throttle openings clipping the spring is a good option. From one end of the spring count 1.5 turns down the spring and cut with wire snips. This will shorten the spring and allow the slide to open quicker. It is not recommended to cut more than 2 turns as it may affect low speed driveability.

