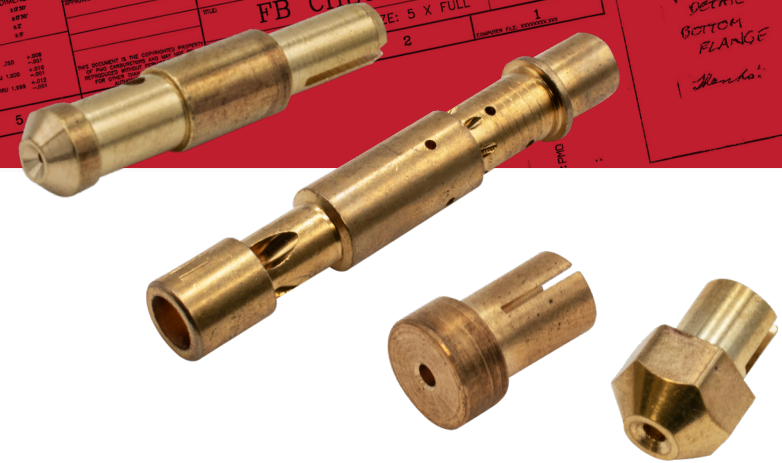


# CARBURETOR JET SET

## 40, 46 & 50mm

- PM-O850-0 PMO 40MM Carburetor Jet Set
- PM-O852-0 PMO 46MM Carburetor Jet Set
- PM-O854-0 PMO 50MM Carburetor Jet Set



Part #	Carb Size	Kit Contents
<a href="#">PM-O850-0</a>	40MM	1.25, 1.35, 1.45 main jets, .60, .65 idle jets, F3 emulsion tubes, 1.45 air correctors
<a href="#">PM-O852-0</a>	46MM	1.50, 1.55, 1.60 main jets, F3 emulsion tubes, 1.75 air correctors
<a href="#">PM-O854-0</a>	50MM	1.65, 1.75, 1.90 main jets, F3 emulsion tubes, 1.85 air correctors

### Tuning guidelines for choke and carb sizing per Weber

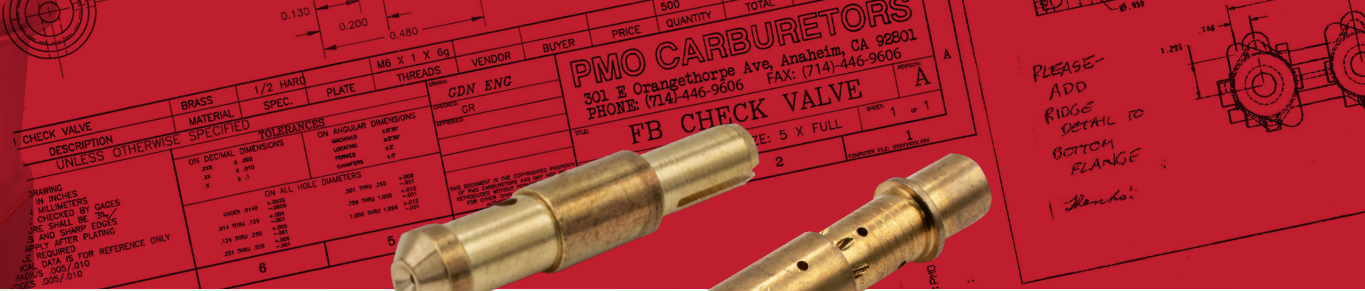
Venturi size Formula (mm)  $20\sqrt{V/1000*N/1000}$

V = Cylinder volume for one cylinder of engine in CCs

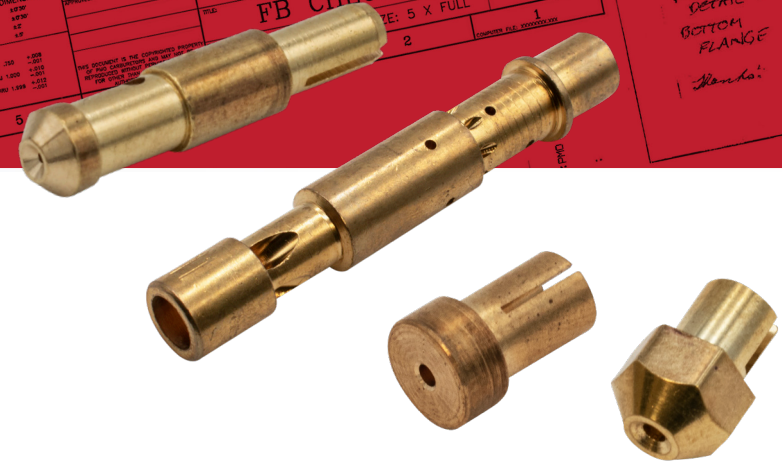
N = Peak engine power RPM

Carb bore to venturi size recommendation is (10-25% larger than calculated venturi size)\*

\*The larger the ratio to higher the engine tune and peak power output



# CARBURETOR JETS



Idle Jets	
<a href="#">43-5513-0</a>	0.50
<a href="#">43-5514-0</a>	0.52
<a href="#">43-5546-0</a>	0.55
<a href="#">43-5516-0</a>	0.60
<a href="#">43-5517-0</a>	0.65

Main Jet	
<a href="#">43-5304-0</a>	1.25
<a href="#">43-5306-0</a>	1.35
<a href="#">43-5307-0</a>	1.40
<a href="#">43-5308-0</a>	1.45
<a href="#">43-5309-0</a>	1.50
<a href="#">43-5310-0</a>	1.55
<a href="#">43-5311-0</a>	1.60
<a href="#">43-5312-0</a>	1.65
<a href="#">43-5313-0</a>	1.70
<a href="#">43-5314-0</a>	1.75

Air Correction Jet	
<a href="#">43-5410-0</a>	1.45
<a href="#">43-5411-0</a>	1.50
<a href="#">43-5412-0</a>	1.55
<a href="#">43-5413-0</a>	1.60
<a href="#">43-5414-0</a>	1.65
<a href="#">43-5415-0</a>	1.70
<a href="#">43-5416-0</a>	1.75
<a href="#">43-5417-0</a>	1.80
<a href="#">43-5418-0</a>	1.85
<a href="#">43-5419-0</a>	1.90
<a href="#">43-5420-0</a>	1.95
<a href="#">43-5421-0</a>	2.00

Idle Air Jet	
<a href="#">PM-O136-0</a>	90
<a href="#">PM-O136-1</a>	100
<a href="#">PM-O136-2</a>	110
<a href="#">PM-O136-3</a>	130

Emulsion Tube	
<a href="#">43-5670-0</a>	F2
<a href="#">43-5671-0</a>	F3
<a href="#">43-5672-0</a>	F4
<a href="#">43-5673-0</a>	F5
<a href="#">43-5674-0</a>	F7
<a href="#">43-5675-0</a>	F8
<a href="#">43-5676-0</a>	F9
<a href="#">43-5677-0</a>	F10
<a href="#">43-5678-0</a>	F11
<a href="#">43-5679-0</a>	F14
<a href="#">43-5680-0</a>	F15
<a href="#">43-5681-0</a>	F16
<a href="#">43-5682-0</a>	F6
<a href="#">43-5683-0</a>	F24
<a href="#">43-5684-0</a>	F50
<a href="#">43-5685-0</a>	F66