



Jet Kit for Pro Circuit T-6 Silencer

Part# AB-11264

Fits: 2017+ 125 RR-S 4-stroke

Installation Instructions – For Off-road Use Only:

Tools: Phillips screwdriver, flat-blade screwdriver, 4mm & 3mm allen wrenches, needle-nose pliers, 8mm socket wrench, 10mm crescent wrench, 14mm crescent wrench.

The hoses & wires connected to the carb must be disconnected for it to rotate 45°-90° to enable: float bowl screw removal for changing the main jet, removing diaphragm cap & shimming the needle, & removing the idle mixture screw cap to enrich the idle circuit.

1. Remove seat, radiator shrouds, rear side panels & airbox cover, gas tank (first turn off fuel petcock), rear silencer, & headpipe.
2. On left side of carb unplug the 2 carb heater wires, unscrew the choke cable with a 14mm wrench & pull out choke cable from carb body.
3. Loosen both carb intake & airbox band clamps, loosen both throttle cable stop screws approx. ¼ turn so the metal cable guides can rotate freely & not get pinched.
4. Pull both throttles cables through zip-ty towards the rear of the bike to enable the carb to rotate, drain the carb float bowl gas into a container.
5. Unscrew phillips screw holding the crankcase vent tube to the left engine mount plate, & move EGR hose aside.
6. Ensure carb can rotate freely both clockwise & counter clockwise approx. 45°-90° in order to remove carb float bowl screws & carb diaphragm cap screws.
7. Unscrew brass main jet, Fig 1, with a flat blade screwdriver & install optimal main jet for your elevation (142 MJ is recommended for sea level, 140 or a 138 MJ is for higher elevations).
8. Reinstall carb float bowl, ensuring metal tang on right side is positioned correctly.
9. At top of carb, unscrew 4 diaphragm cap screws, remove cap, & gently lift up an edge of the rubber diaphragm to pull out the carb slide with its captive jet needle.
10. Remove white the plastic 4-post needle holder & jet needle. Place the .5mm shim under the jet needle's head & reinstall. This will enrich the needle jet fuel circuit, Fig 2.
11. Reinstall 4-post white plastic locator & replace diaphragm being careful to insert jet needle into the needle jet (it should easily slide in), reinstall carb diaphragm spring & cap.
12. Locate the metal cap covering the idle-mixture screw, Fig 3. Use a drill-bit to carefully drill through the cap 1-2mm max, Fig 3-4. (only drill into cap 1-2mm max to prevent the drill-bit from damaging idle mixture screw). A wood screw may help pull out the metal cap, Fig 5.
13. Use a screwdriver to screw in the idle mixture screw clockwise & record how many turn(s) for the stock setting. Marking the carb body with a sharpie helps record this number.
14. Unscrew the idle mixture screw counter-clockwise 2.5 turns out from full stop, & this will be a very close starting point for optimal tuning of this jet kit.
15. Re-install everything in reverse order, making sure all wiring, hoses & cables are routed correctly & not pinched, & carb band-clamps are tightened snugly to prevent vacuum leaks.
16. To fine-tune the idle mixture circuit, engine must be fully warmed up & hot, idling at 1,900 rpm. From 2.5 turns out, adjust fuel mixture screw for the strongest, most consistent idle.
17. The 142 Main Jet is optimal for sea level & most elevations, but extended riding above 6K' elevation a smaller (leaner) main jet will improve high-elevation performance.

