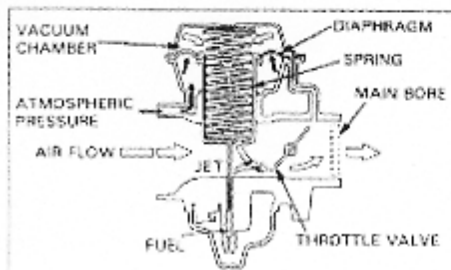


plus one washer. Yes, this is a wide range, but all of my plugs look good and are running clean. Some more advice when tuning midrange; if the engine pulls better when cold, but soft when fully warmed up, it is too rich in the midrange, and the needle(s) should be lowered. If the engine pulls better when fully warmed up, but still not great between 5,000 to 8,000, try enriching up the fuel mixture. A hesitation when grabbing a handful of throttle at mid-rpm can be caused by either a rich or lean condition. Generally, if the hesitation is drastic, resulting in a major loss of power, it is too lean; if it is only slight, then it may be rich. However, this logic doesn't apply for a stumble at one-eighth throttle coming off idle. See above. Setting the midrange needle positions by reading plugs is difficult and usually results in burnt fingers, but you can do it. Here's how; with your bike fully warmed up cruise on a long road consistently at 3,500 or 4,000 rpm for 15 minutes. Then hit the kill switch, pull in the clutch and close the throttle all at the same time. Pull over to a safe spot roadside and remove and read the plugs. You're shooting for the same conditions that I described above. Remember, you should use clean plugs every time.

Some other things of interest, while I was tuning my carbs (had them off a dozen times) I learned the X will take a lot of fuel in the midrange. I raised all the needles way up which caused a terrible misfire problem from 2,000 to 3,000 rpm, but above 4,000 rpm it flew. The X can use a lot of fuel in midrange, but the late model carbs can't deliver. That's why the '79 carbs had a primary and secondary main fuel supply.

With these settings you might find your bike a little more cold natured than before. Mine will misfire in the midrange throttle



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positions depending on bike temperature, the outside air temperature and how quickly I open the throttle. I spoke with Dynojet about this condition. They said this indicates a very well tuned bike and for best performance I should tolerate it. Once the bike is fully warmed up, it runs fine. During the summer when air temperatures are warmer, I don't notice any stumbling at all. Think about it, I already said a cold bike needs more fuel than a warm bike (that's why they have a choke), so this condition makes sense.

Okay! You're done, almost. You need to synchronize the carbs once more. Bet you find

they're out again. I did. Whew! That's a lot of stuff to go over, but if you've done it all properly, you'll notice a big difference in how your X runs. I did on mine. I was also hoping for an improvement in gas mileage, but didn't see any. I'm running a K&N filter in an open airbox (cover removed) with a Dynojet stage one kit and Kerker six into two exhaust. I still get about 35 mpg.

John Seltzer ICOA #4255