



Overview

The Lectron carburetor compensates for altitude, temperature, and other atmospheric conditions, but some initial tuning may be required.

Idle Screw

Turning it to the left lowers your slide height and your idle. Turning it to the right raises the slide height and your idle.

Metering Rod

The metering rod delivers fuel in all throttle positions. Adjust the rod primarily for low to mid throttle response. The flat side must always be facing the motor to do this. Don't adjust it without running it first. It comes preset from the factory, and tuning it on the stand will not accurately represent conditions when the motor is operating under load at the track or on the trail.

To tune the rod, remove the slide and hold it to where the rod is pointing towards you. Turning it to the right will richen it. Turning it to the left will lean it. What you are doing is either threading it in and shortening the length of it, or threading it out and adding length to it. Then, push the rod into the slide to collapse the spring it rides on, and turn it back to where the flat side is facing the motor to save your setting. You can use a set of calipers to measure the length of the rod and get back to the starting point (on your invoice). Each ¼ turn is a .006" adjustment.

Power Jet

The power jet is used to fine tune your top end and works like a faucet. If you turn it to the left, it opens the valve and richens it. If you turn it to the right, it closes the valve and leans it out. Tuning this has nothing to do with your idle or low to mid-range throttle response. NEVER ride with a closed power jet. If you are riding dunes, deep sand, outdoor motocross, or snow where you are wide open for extended periods, we recommend going 1/8 to 1/4 turn richer to keep your motor cool. The fuel level in the power jet line will be even with the level in your float bowl when the power jet is not activated.

Your power jet should rarely be more than 1.5 turns out. If it is, you may need to reset it, and adjust your metering rod instead. Dirt Bikes will never need a larger power jet.

Setting Your Cable Free Play

With Lectrons fitting such a wide variety of applications, cables are not preadjusted from the factory. To properly set the cable free-play for most applications:

1. Thread the cable all the way into the Lectron top cover, through the gasket, the spring, and seat it all the way into the back of the slide.
2. Thread the cable into the throttle housing leaving about 3 threads showing at the adjuster, and liberally apply white lithium grease to the cable.
3. While looking through your air box, twist your main adjuster apart (adding visible threads) until you see your slide begin to move. When it moves, twist it back together 2-3 turns and lock it with the lock nut.

Routing Your Vent Lines

At least one vent line must be routed down at all times, however, you can run the other one to your air box, or add a "T" and route the third line to your frame to prevent clogging.

Tuning Basics

Signs of a lean rod condition include gagging or bogging when you get on the throttle and stuttering or gurgling is associated with a rich condition. Being down on power or feeling flat in the mid-range could be a symptom of a slightly too lean setting or a way too rich setting. If any of these conditions occur with a sustained ½ or more open throttle position, adjust your power jet.

If your idle hangs, or bounces around before settling, your motor is burning excess fuel off, which is a rich condition. We do not recommend tuning around it, but you can minimize it by going slightly leaner and raising the idle.

For more in-depth tuning and installation guides, visit www.LectronFuelSystems.com/Guides