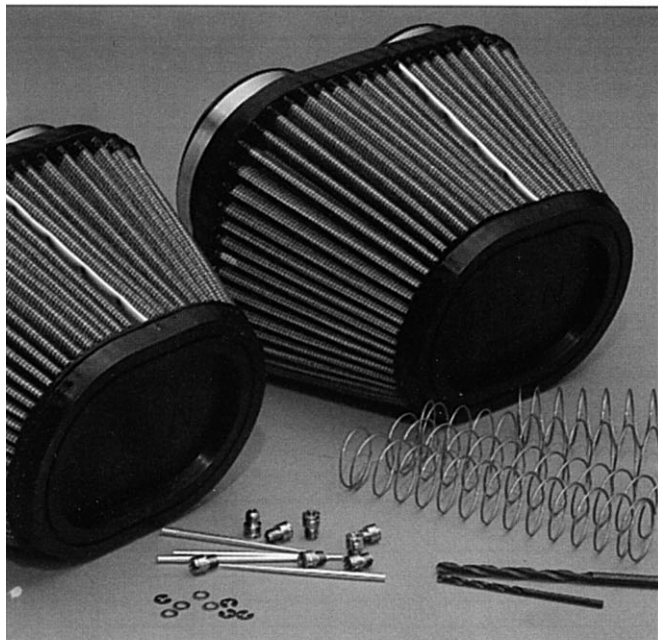


MOTORCYCLE POWER KITS



MAIN JET

K&N develops its' main jets to correctly serve two functions; Static load and Dynamic load. The static load is the fuel recieved through the main jet in the upper gears, where the tachometer is moving very slow. The dynamic fueling portion of the main jet is the amount of fuel recieved in the mid-range portion of the power. For example, you have a GSXR1100 G with #130 main jets. You install #125 mains. After running the bike you notice the top end has improved but the mid-range doesn't pull as well. You then install #135 and you can tell the mid-range is great but the top end is slower. This is a common compromise when using the stock main jets and needles. When you install K&N #130 mains, you will get the good mid-range power of the #135 and the good top end of the #125. This is because the K&N main has a venturi design more consistent to the engine's needs.

MAIN AIR JET

This jet allows air into the emulsion tube to mix with fuel being drawn up from the float bowl. It controls the amount of fuel which can be pulled from the float bowl into the venturi. The larger the size of the main air jet, the more air you get and the less fuel. The smaller the main air jet, the more fuel you get and the less air. K&N alters this only to achieve the flattest possible fuel delivery curve.

NEEDLE JET (Emulsion Tube)/Needle Cap

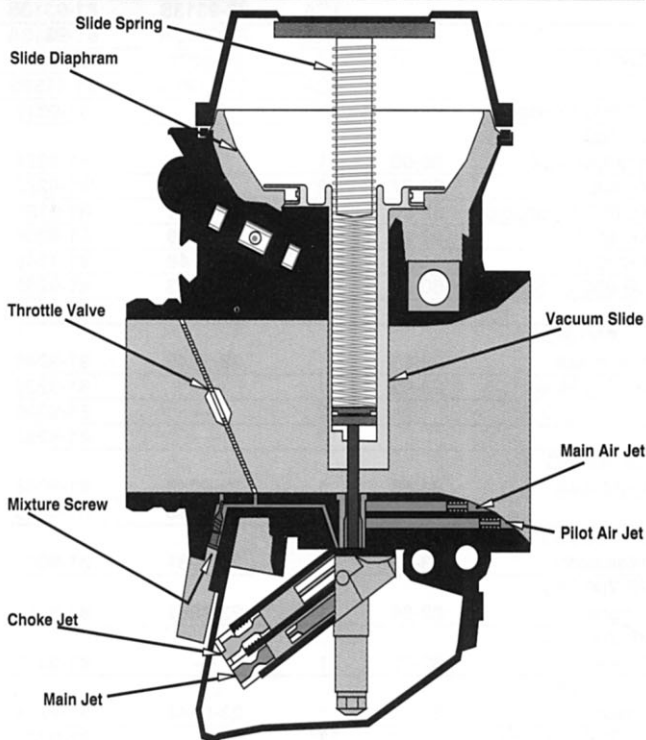
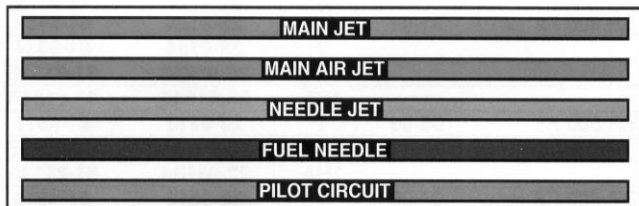
Many newer bikes have very flat power and fuel delivery curves when used with stock exhaust and air-box. When aftermarket pipes are used, the power curve is usually not flat. You usually need to lean out for low speed and richen up for top end, or leaner on the top end and richer at low speed. In order to achieve full function and drivability, K&N uses shrouds or cap style nozzles for adjusting the upper or lower top end. These also have an effect similar to fuel injection by breaking up the fuel as it enters the air-stream.

FUEL NEEDLE

The design of the needle is where most of the R&D time is spent. The needle is designed to give the correct amount of fuel throughout the mid-range and is also designed to allow adjustments from groove 1 to groove 6 with little or no effect below 3000 rpm. With the correct end dimensions, the needle will have little effect on the main jet regardless of needle position. This isolates all circuits from each other and ensures easy set-up of the mid-range and driveability.

PILOT CIRCUIT

This controls 100% of the engine idle and 25% of the transition onto the needle. K&N has found that the engine will idle with the standard pilot jet, with or without the air-box and with the slides and needles removed from the carburetors, therefore K&N rarely changes the pilot jet. Changing the pilot jet is proof that you are not using the other circuits correctly. Idle and off idle is controlled by the mixture screws and the float level which has the most positive effect below 4000 rpm. On some models the pilot air jet is changed to provide optimum fuel economy. Correct balancing of the carburetors also ensures a smooth idle.



High Performance Straight out of a Box!

K & N MOTORCYCLE POWER KITS

\$259.95-J

Intended for motorcycles with a stock or mildly tuned engine using a well designed aftermarket pipe with a modified air box and a K&N stock replacement air filter. These kits are designed for applications where individual air filters cannot be installed and for applications where air box modification improves the engine's performance. In most cases power increases of approximately 8% can be achieved. Kits include: recalibration jet kit and instructions, K&N Filter Charger Air Filter and K&N Re Charger Service Kit.



581-234165
581-239378

Fits 2000 Yamaha R1
Fits '99-00 Yamaha R6

K & N ATV POWER KITS

The K&N ATV Power Kits are a premier combination of a carburetor recalibration kit, K&N Filter charger air filter, K&N Pre Charger pre-filter and a K&N Recharger service kit. Designed to fit the most popular ATV vehicles, the ATV Power Kits incorporate the latest technology in carburetor jet kit art, delivering a superior level of performance found only in expensive racing ATV's. Each ATV Power Kit will deliver an average of 15% increase in horsepower, improve throttle response while still maintaining optimum fuel economy.

Each ATV Power Kit contains:

- Complete recalibration jet kit, including jets, needle, spring, shims and detailed instructions
- K&N Filter Charger air filter
- K&N Pre Charger pre filter
- K&N Re Charger service kit.



TCI PART # 581-238144 \$199.95-J

Fits:

Honda TRX 450 Foreman S	'98-04
Honda TRX 450 Foremans ES	'99-04
Honda TRX 300 Fourtrax 4x4	'98-01
Honda TRX 300 Fourtrax	'98-01
Honda TRX 400 Foreman 4x4	'98-03

TCI PART # 581-238498 \$224.95-J

Fits:

Yamaha Banshee YFZ350	'87-06
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MX X-STREAM FILTER



** A restrictive or dirty air filter inside your air can can choke off critical airflow, keeping your engine from realizing its full horsepower potential. The MX XStream air Filter adds a new dimension to K&N Filters and feeds your engine all the clean air it can use. The result is maximum horsepower and peak performance*

- Two piece design: proven washable/reusable air filter technology integrated into a 2 piece. High-flow air filter allows an easy installation and cleaning process.
- Larger surface area: pleated cotton filter offers up to 2-3 times more surface area than a foam filter.
- Higher Filtration: 4 layers of woven, surgical grade cotton media provides optimum filtration.
- Perfect Seal: filter's sealing bead is designed for an airtight fit into air box
- Straightened Airflow: epoxy-coated aluminum air mesh incorporated into a backfire screen protects the filter element & assists to straighten airflow.
- Pre-Oiled
- For specific applications go to pages 12 thru to 36

