

Consolidated YDIS Carb Jetting table for SRX and other bikes that use the YDIS carb
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 All data in this table is sourced from the original Yamaha Workshop manuals for a specific bike model. Do not alter information in this table.
 While carefully put together, errors are always possible. Feedback, suggestions and comments are highly appreciated

Model	Country /region	Model code	Year	Carb ID Mark [1]	YDIS carb type	Primary Main jet	Primary main airjet diameter [2]	Primary Needle	JN Clip position [3]	Primary Main Needle jet (nozzle) diameter [4]	Secondary Mainjet	Secondary main airjet diameter [2]	Secondary Jet Needle	JN Clip Position 2 [3]	Secondary Main Needle Jet (nozzle) diameter [4]	Slide Cutaway [5]	Pilot Jet	A/F Mixture Setting (Pilotscrew) [6]	Pilot Airjet Diameter [2]	Enricher (Bypass) Airjet Diameter [2]	Starter Jet Diameter (Choke/starter circuit) [7]	Fuel Level [8]	Float Level [8]	Vacuum pressure @ Idle	Idle RPM
SRX400	Japan	1JL	1985	1JL00	Y27PV	#122	1,3mm	5C39	2/5	2,61mm	#88	1,0mm	5Z70	2/5	2,6mm	?	#44	2-1/4-3-1/4	0,7mm	NA	0,64mm	7-9mm	26-28mm	210mmHg	1200 rpm
SRX600	Japan	1JK	1985	1JK00	Y27PV	#118	0,8mm	5C39	3/5	2,60mm	#100	1,3mm	5Z70	3/5	2,6mm	?	#46	2-1/4-3-1/4	0,6mm	NA	0,64mm	7-9mm	26-28mm	210mmHg	1200 rpm
SRX400	Japan	2NY	1987	2NY00	Y27PV	#118	1,3mm	5C46	3/5	2,61mm	#84	1,3mm	5Y71	3/5	2,6mm	?	#44	2-3/4	0,7mm	1,4mm	0,80mm	7-9mm	26-28mm	205mmHg	1300 rpm
SRX600	Japan	2NX	1987	2NX00	Y27PV	#118	0,8mm	5C3E	3/5	2,60mm	#96	1,3mm	5Y70	3/5	2,6mm	?	#46	2-1/2	0,6mm	2,5mm	0,66mm	7-9mm	26-28mm	205mmHg	1300 rpm
SRX400	Japan	3HU1	1988	3HU00	Y27PV	#106	0,8mm	5C54	3/5	2,61mm	#84	1,3mm	5Z30	3/5	2,6mm	?	#44	2-1/2	0,7mm	1,4mm	0,80mm	7-9mm	26-28mm	205mmHg	1300 rpm
SRX600	Japan	3GV1	1988	3GV00	Y27PV	#102	0,8mm	5C49	3/5	2,60mm	#84	1,3mm	5Z10	3/5	2,6mm	?	#46	1-1/2	0,6mm	2,0mm	0,66mm	7-9mm	26-28mm	205mmHg	1300 rpm
SRX400	Japan	3VN	1990	3VN00	Y27PV	#106	0,7mm	5C4C	3/5	2,60mm	#100	1,0mm	5Z30	3/5	2,6mm	?	#44	3	0,8mm	1,4mm	0,80mm	7-9mm	26-28mm	210mmHg	1300 rpm
SRX600	Japan	3SX	1990	3SX00	Y27PV	#118	1,0mm	5C56	3/5	2,61mm	#90	1,0mm	5Z73	3/5	2,6mm	?	#46	2-3/4	0,8mm	2,0mm	0,66mm	7-9mm	26-28mm	205mmHg	1300 rpm
SRX600	EU/UK	1XL	1986	1XL00	Y27PV	#118	0,8mm	5C39	3/5	2,6mm	#100	1,3mm	5Z70	3/5	2,6mm	#5,5	#46	2-3/4	0,6mm	1,1mm	0,64mm	6,5-7,5mm	26-28mm	26,6kPa/200mmHg/7.9inHg or	1150-1250 rpm
SRX600	Switzerland	1XN	1986	1XN00	Y27PV	#112	0,8mm	5C3E	3/5	2,6mm	#104	1,3mm	5Z70	2/5	2,6mm	#5,5	#46	2	0,6mm	1,1mm	0,64mm	6,5-7,5mm	26-28mm	26,6kPa/200mmHg/7.9inHg or	1150-1250 rpm
SRX600	Switzerland	2TM	1987																						
SRX600	Germany	1XM	1986																						
SRX600	Oceania	1XR	1986																						
SRX600	USA	2EF	1986	2EF00	Y27PV	#118	0,8mm	5C3F	1/1	2,6mm	#100	1,3mm	5Z71	1/1	2,6mm	#5,5	#46	Preset	0,6mm	1,1mm	0,64mm (*)	6,5-7,5mm	26-28mm	26,6kPa/200mmHg/7.9inHg or	1250-1350rpm
SRX600	USA (CA)	2EG	1986	2EG00	Y27PV	#118	0,8mm	5C3F	1/1	2,6mm	#100	1,3mm	5Z71	1/1	2,6mm	#5,5	#46	Preset	0,6mm	1,1mm	0,64mm (*)	6,5-7,5mm	26-28mm	26,6kPa/200mmHg/7.9inHg or	1250-1350rpm
SRX600	Canada	2EH	1986	2EH00	Y27PV	#118	0,8mm	5C3F	1/1	2,6mm	#100	1,3mm	5Z71	1/1	2,6mm	#5,5	#46	2-1/2	0,6mm	1,1mm	0,64mm (*)	6,5-7,5mm	26-28mm	26,6kPa/200mmHg/7.9inHg or	1250-1350rpm
SZR660	Not Specified	4SU	1995	4SU00	Y26PV-3J	#140	1,0mm	5D96	3/5	V-00*	#165	1,0mm	5X7C	4/5	2,7mm	Not Specified	#50	3	0,6mm	1,0mm	0,76mm	6,0-8,0mm	25-27mm	26,6-34,6kPa/200-260 mmHg	1250-1350rpm
XT400E	Japan	4DW	1991	4DW00	Y27PV	#108	1mm	5D90	3/5	2,6mm	#96	1mm	5Y15	3/5	2,59mm	Not Specified	#48	3	1mm	n/a	0,76mm	8-10mm	26-28mm	205mmHg	1300rpm
XT600	Not Specified	2KF	1987	2KF10	Y27PV	#125/#135	0,9mm	5C41/5C42	4/5-3/5	2,6mm	#120	0,9mm	5X74	3/5-4/5	2,6mm	#5,5	#46/#48	1-1/2-3	0,8mm*	1mm*	0,76mm	5-7mm	25-27mm	Not Specified	1250-1350rpm
XT600	Not Specified	2NF	1987	2KF00	Y27PV	#138	0,9mm	5C42	3/5	2,6mm	#120	0,9mm	5X74	4/5	2,6mm	#5,5	#48	3	0,8mm*	1mm*	0,76mm	5-7mm	25-27mm	Not Specified	1250-1350rpm
XT600Z[U]	Europe*	3AJ*	1988	3AJ10	Y27PV	#155	1mm	5C47	3/5	2,6mm	#125	1,2mm	5X76	3/5	2,6mm	#5,5	#48	1-5/8*(2)	0,8mm	1mm	0,8mm	5-7mm	25-27mm	Not Specified	1250-1350rpm
XT600Z[U]	Germany	3AJ*	1988	3AJ00	Y27PV	#165	1mm	5C48	3/5	2,6mm	#125	1,2mm	5X76	3/5	2,6mm	#5,5	#48	1-5/8*(2)	0,8mm	1mm	0,8mm	5-7mm	25-27mm	Not Specified	1250-1350rpm
XT600A	USA	3UY2	1990	3UY10	Y26PV	#130	1mm	5D39	1/1	V-00*	#104	0,9mm	5X7B	1/1	00*	#5,5	#48	Preset	1mm	1,1mm	0,76mm	6-8mm	25-27mm	Not Specified	1300-1400rpm
XT600AC	USA(CA)	3UY1	1990	3UY00	Y26PV	#130	1mm	5D39	1/1	V-00*	#104	0,9mm	5X7B	1/1	00*	#5,5	#48	Preset	1mm	1,1mm	0,76mm	6-8mm	25-27mm	Not Specified	1300-1400rpm
XT600E	Not Specified	3TB1	1990	3TB00	Y26PV	#130	1mm	5D90/5D94	3/5	V-00*	#110	0,9mm	5Y10/5Y14	3/5	00*	#5,5	#50	2-1/2	0,6mm	1,4mm	0,76mm	8mm	25-27mm	Not Specified	1200-1400rpm
XT600E	Germany	3TB1	1990	3UW00	Y26PV	#130	1mm	5D94	3/5	V-00*	#110	0,9mm	5Y14	3/5	00*	#5,5	#50	1-1/4	0,6mm	1,4mm	0,76mm	8mm	25-27mm	Not Specified	1200-1400rpm
XT600E	Switzerland	3TB1	1990	3UX00	Y26PV	#125	1mm	5D92	3/5	V-00*	#108	0,9mm	5X74	3/5	00*	#5,5	#46	2-1/2	0,6mm	1,1mm	0,76mm	8mm	25-27mm	Not Specified	1300-1400rpm
XTZ660	Europe*	3YF1/2	n/a	3YF00	Y26PV	#130	1mm	5D96	3/5	V-00*	#165	1mm	5X7C	3/5	2,7mm	Not Specified	#48	2-1/2	0,6mm	1mm	0,76mm	6-8mm	25-27mm	200-260mmHg/7.87-10.24 in Hg	1250-1350rpm
XTZ660	Switzerland	4BW1	n/a	4BW00	Y26PV	#130	1mm	5D97	3/5	V-00*	#165	1mm	5X7C	3/5	2,7mm	Not Specified	#48	2-1/2	0,6mm	1mm	0,76mm	6-8mm	25-27mm	200-260mmHg/7.87-10.24 in Hg	1250-1350rpm
TT350	Not Specified	1RG	1985	1RG00	Y24PV	#122	1mm	5C9A	3/5	Not Specified	#125	0,8mm	4A70	3/5	Not Specified	Not Specified	#40	1-1/4 - 3-1/4	0,8mm	Not	0,70mm	5-5,6,5mm	26+/-0,5mm	27,3-30,0kPa/ 205-225mmHg	
TT600RE	Not Specified	5CH5	2003	5CH5 10	Y30PV-2ATK	#150	1mm	5C5A	3/5	2,6mm	#145	0,9mm	5Y18	3/5	2,6mm	4,00	#50	2-1/4 - 3-1/4	0,8mm	1mm	0,74mm	6-8mm	Not Specified	30,6-33,36 kPa / 230-250mmHg	1150-1450rpm

[Table notes]

- [1] The Carb ID mark is printed on the inner side (right side) or the primary carb float bowl and helps identifying from which bike model the carb came off. However the ID mark could have been erased over the years or might be difficult to read.
- [2] The primary, secondary, pilot and enricher airjet are press fitted in the backside of both carb bodies and are fixed & non orderable items. Sliding the pilot jet and both main jets should be considered together with the respective airjet sizes when re-jetting
- [3] The Jet needle (JN) Clip position is counted from bottom to top. A 2/5 setting means 2nd clip position counted from the bottom to top out of a total of 5 positions. On US models clips cannot be re-positioned and are fixed in one position
- [4] On the later Y26PV carbs needle jet nozzle diameters are not always specified. Instead a coding is specified. I can't say if these nozzles are of the same diameter as found in Y27PV carbs. The emulsification hole patterns on the needle jets are different however.
- [5] The Primary slide cutaway is not always specified. Primary slides do have a number imprinted which can be found on the inside of the slide. A slide number 55 corresponds with number #5,5 and is an indication of the cutaway angle.
- [6] On US models the A/F mixture setting is not provided, instead the value 'preset' is listed. It's my understanding that US EPA emission regulations apparently do not allow tampering with carbs. It's probably because of this reason the A/F screw is covered with a brass plug which can be removed if it's still present
- [7] The starterjet has a press fit in the carb body and to my knowledge is a non orderable item. According to the workshop manuals the EU and US models have the same size starterjet. However I've noticed that US specification starterjets seem to be of a smaller size compared to EU versions. I am not certain whether this is coincidence or an error in the manual

[General Notes and setup tips]

- [a] Many YDIS carbs have been re-jetted over the years. When acquiring one, you cannot assume the carb still has it's original jetting setup and you should verify the jetting first before setting up and tuning. This listing is an aid to restore a carb to it's original jetting and can help to establish a known working baseline when setting up or tuning YDIS carbs
- [b] Carb wear can have a major effect on jetting and wear is not uncommon after 20-30 years of operation. Worn needles, needle jets, o-rings and worn slides can affect behaviour quite negatively and should be checked before tuning and setup. Also jets might be drilled out or not properly cleaned in the past and may no longer represent the size that is printed on them.
- [c] When setting up carbs, first clean them thoroughly, remove all brass items, o-rings and rubber items. Soak in solvent (fuel works best) and then preferably clean in an ultrasonic cleaner and blow all carb passages, jets and needle jets through with compressed air. Do not clean jets by pushing wire through the orifices !
- [d] When setting up or tuning the YDIS carb, make sure the choke plunger is properly functioning and does not (internally) leak fuel or air. Leaks in the choke/starter circuit will make it impossible to setup a YDIS carb
- [e] When setting up YDIS carbs ensure there are no airleaks caused by worn or damaged manifolds, vacuum lines and balance tubes. It's impossible to properly setup a YDIS carb when airleaks are present.
- [f] Check and if necessary re-setting fuel level by changing the floatlevel is critical on YDIS carbs and should be done first. A too high or too low fuellevel will result in frustrating jetting nightmares. From my experience setting the fuellevel closer to the higher range mark (= lower fuel level) yields better results. But this may vary.
- [g] When refurbishing a YDIS carb, it's a good idea to replace the float needle valve and seat. There is a fuel filter behind the float needle seat which can get clogged. Clogged fuel filters can lead to poor fuel flow through and possibly fuel starvation problems