

# TRS FUEL, CARBURETOR & JETTING SPECIFICATIONS

COMPILED BY JIM SNELL, TRS-USA ~ REVISED June 29th 2019

**Gasoline - 95 Minimum octane USA -  
(Ethanol content must be 0%)  
we recommend 98 OCTANE race gas, no ethanol  
Premix ratio - 100:1 (absolutely no richer than 80:1)**

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## **250cc 280cc AND 300cc MODELS**

### **2016-19 TRS One and Xtrack 205,280,300cc**

with Dellorto PHBL26 (26mm) carburetor  
MAIN JET: 118 (120 OK)  
PILOT JET: 35 (38 OK)  
NEEDLE: D36 - CLIP POSITION 2nd DOWN FROM TOP  
SLIDE: 60  
FUEL SCREW: 3.5 TURNS OUT (NOTE: THIS IS A FUEL SCREW)

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### **2017-2018 "RR" ADAM RAGA RACING, 250cc,280cc,300cc**

With KEIHIN PWK28 (28mm)  
FLOAT HEIGHT: 19mm  
MAIN JET: 125  
PILOT JET: 45  
NEEDLE: JJH (3rd "center" clip position)  
SLIDE SIZE: 3.5  
CHOKE JET (starter jet): 62  
Air screw standard position (factory setting) - 1.5 turns out

### **HIGH-ALTITUDE ABOVE 5,000FT ~ 1,500M RR "RAGA RACING" and GOLD EDITION 250cc,280cc,300cc**

WITH KEIHIN PWK28 (28mm)  
MAIN: 118  
PILOT: 52 (55 PILOT ABOVE 10,000FT ~ 3,000M)  
NEEDLE: JJH (2nd FROM BOTTOM OF FIVE POSITIONS)  
SLIDE: 3.5  
AIRSCREW: 2.25 TURNS OUT (APPROX)

**VERY HIGH ALTITUDE "RACE GASOLINE ONLY"**

**ABOVE 8000FT ~ 2,400M RR "RAGA RACING" and GOLD EDITION  
250cc, 280cc, 300cc**

WITH KEIHIN PWK28 (28mm)

MAIN: 122

PILOT 50 (58 if you must use "Premium" pump gas)

NEEDLE: JJH (3rd "center" clip position)

SLIDE: 3.5

AIR SCREW: 1.5 TURNS OUT

ABOVE SPECIFICATIONS AS PER TRS COLORADO DEALER Bill Haskell

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**ALERNATIVE JETTING, 2018 GOLD EDITION 250cc WITH BOYESEN  
"DUAL STAGE" REED VALVES**

WITH KEIHIN PWK28 (28mm)

MAIN: 122

PILOT: 45 (48 OK)

NEEDLE: JJH (SECOND FROM THE TOP OF FIVE POSITIONS)

SLIDE: 3.5

AIRSCREW:  $\frac{3}{4}$  TO 1.5 TURNS OUT

FLOAT HEIGHT: ARMS IN LEVEL PLANE WITH FLOAT BOWL BASE (PARALLEL)

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**2019 "RR" ADAM RAGA RACING, 250cc, 280cc, 300cc**

With KEIHIN PWK28 (28mm)

FLOAT HEIGHT: 19mm

MAIN JET: 125

NEEDLE: JJH (3rd "center" clip position)

SLIDE SIZE: 3.5

PILOT (slow) JET: 48

CHOKE JET (starter jet): 62

AIRSCREW:  $\frac{3}{4}$  TO 1.5 TURNS OUT

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**2018-2019 GOLD EDITION 250cc**

**ALTERNATIVE JETTING & BOYESEN "DUAL STAGE" REED VALVES**

WITH KEIHIN PWK28 (28mm)

MAIN: 122

PILOT: 45 (48 OK)

NEEDLE: JJH (SECOND FROM THE TOP OF FIVE POSITIONS)

SLIDE: 3.5

AIRSCREW:  $\frac{3}{4}$  TO 1.5 TURNS OUT

ADOVE SPECIFICATIONS AS PER AARON AND ANDY MILLER, NEW YORK

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## 125cc MODELS

### 2018-2019 "RR" ADAM RAGA RACING, 125cc

With KEIHIN PWK28 (28mm)

FLOAT HEIGHT: 19mm

MAIN JET: 125

NEEDLE: JJH (3rd "center" clip position)

SLIDE SIZE: 3.5

PILOT: 50 (45 standard on some early bikes but 50 works better)

CHOKE JET: 62

AIRSCREW:  $\frac{3}{4}$  TO 1.5 TURNS OUT

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### ALERNATIVE 125cc RR "RAGA RACING" and GOLD EDITION

WITH KEIHIN PWK28 (28mm) carburetor.

MAIN: 125

PILOT: 55 (50 MAY BE OK)

NEEDLE: JJH (CENTER OF FIVE POSITIONS)

SLIDE: 3.5

AIRSCREW:  $\frac{3}{4}$  TO 1.5 TURNS OUT

FLOAT HEIGHT: ARMS IN LEVEL PLANE WITH FLOAT BOWL BASE (PARALLEL)

NOTES: *BOYESEN CARBON REEDS SEEM TO MAKE AN IMPROVEMENT ON THE LOW END ENGINE POWER.*

ADOVE SPECIFICATIONS AS PER AARON AND ANDY MILLER, NEW YORK

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### 2019-2020 TRS Xtrack 125cc

with Dellorto PHBL26 (26mm)

MAIN JET: 120

PILOT JET: 35

NEEDLE: D36 clip position (THIRD DOWN FROM TOP)

SLIDE: 60

FUEL SCREW: 3.5 TURNS OUT (NOTE: THIS IS A FUEL SCREW)