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SUZUKI RM125 JETTING RECOMMENDATIONS

Here are our jetting suggestions for your **RM125**. We've spent countless hours of testing to determine which settings work best when bolting on one of our pipes and silencers to a stock machine. These are recommendations only, based upon our testing at sea-level atmospheric pressure, a 65-80F degree ambient air temperature, a 32:1 fuel to oil mixing ratio on super unleaded pump fuel with a stock motor.

For some models we offer a Power Up jet kit for optimum tuning. Kits may include jets, needles and any necessary hardware and have been developed with the assistance of Dynojet.

There are too many variables outside of our control to give you an exact configuration that works perfectly under all conditions. Our recommendations are just that, a starting point to reference from. Higher elevations, high humidity, hotter temperatures are examples that will require leaner jetting. Colder temperatures are an example that will require richer jetting.

If you are unknowledgeable or don't feel comfortable tuning your machine yourself, find a mechanic in your area who is. FMF Racing is not responsible for problems derived from improper jetting and/or usage.

Always check that your jetting is correct when changing parts that could affect the intake system, exhaust system and any product or change that could alter fuel combustion in the cylinder (ie. aftermarket ignition module).

Check out our website www.fmfracing.com for additional information.

Use the following suggestions when using a FMF Fatty, Factory Fatty, Gnarly, Rev or SST exhaust pipe.

2003

Main Jet	440
Pilot Jet	37.5
Needle	STOCK
Clip Position	3RD
Air Screw	1.5 out

2002

Main Jet	430
Pilot Jet	27.5
Needle	STOCK
Clip Position	2ND
Air Screw	1.5 out

2001

Main Jet	450
Pilot Jet	27.5
Needle	STOCK
Clip Position	2ND
Air Screw	1.5 out

2000

Main Jet	170
Pilot Jet	48
Needle	STOCK
Clip Position	3RD
Air Screw	1.25 out

1999

Main Jet	168
Pilot Jet	50
Needle	STOCK
Clip Position	4TH
Air Screw	2.0 out

1998

Main Jet	168
Pilot Jet	50
Needle	R1469M
Clip Position	4TH
Air Screw	1.5 out

1997

Main Jet	172
Pilot Jet	50
Needle	STOCK
Clip Position	3RD
Air Screw	1.5 out

1996

Main Jet	172
Pilot Jet	52
Needle	STOCK
Clip Position	3RD
Air Screw	1.5 out

1995

Main Jet	180
Pilot Jet	52
Needle	STOCK
Clip Position	3RD
Air Screw	1.5 out

1994

Main Jet	172
Pilot Jet	50
Needle	STOCK
Clip Position	3RD
Air Screw	1.5 out

1993

Main Jet	330
Pilot Jet	55
Needle	STOCK
Clip Position	3RD
Air Screw	1.5 out

1992

Main Jet	320
Pilot Jet	50
Needle	STOCK
Clip Position	3RD
Air Screw	1.5 out

1991

Main Jet	330
Pilot Jet	55
Needle	STOCK
Clip Position	3RD
Air Screw	1.5 out

1990

Main Jet	330
Pilot Jet	55
Needle	STOCK
Clip Position	3RD
Air Screw	1.5 out

1989

Main Jet	330
Pilot Jet	55
Needle	STOCK
Clip Position	3RD
Air Screw	1.5 out