



Jet-Tech ICC

Using DP and DQ Needlejets

You should use the DP needlejet with the U series needles and the DQ needlejet with the K series needles.

If you use the K series needles you use the DQ tube because it matches up with the K series needle's longer length. (The DQ tube is 2mm longer than the DP tube)

We have used a U series needle with a DQ tube with no problems but never a K series needle with a DP tube. So to stay safe use the DQ needlejet series.

However with careful testing you will be able to establish an optimum Needle Design Factor and Main Jet Factor for both series (DQ & DP) but these will be different.

To configure Jet-Tech ICC with both options:

The drop-down list (circled in red) is to select the size of needlejet not the type.

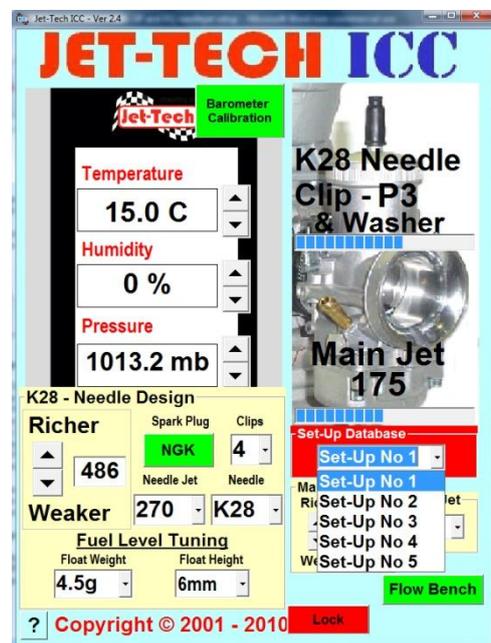
If you have both needlejets available (the DP and the DQ) then you need to set up the software for each configuration separately.



If you have two carburettors (one with the DP needlejet and one with the DQ needlejet) do the following:

1. Select the carburettor with the DP needlejet. Open the software and from the drop-down database list select *Set-Up 1*.
2. Put the rest of the carburettor configuration into the software (needle, idle jet, floats etc) Go through the fine tuning process with that carburettor as detailed in the Help files and the video tutorials.
3. Change to the carburettor with the DQ needlejet. Open the software and from the drop-down database list select *Set-Up 2*.
4. Put the rest of the carburettor configuration into the software (needle, idle jet, floats etc) Go through the fine tuning process with that carburettor as detailed in the Help files and the video tutorials.

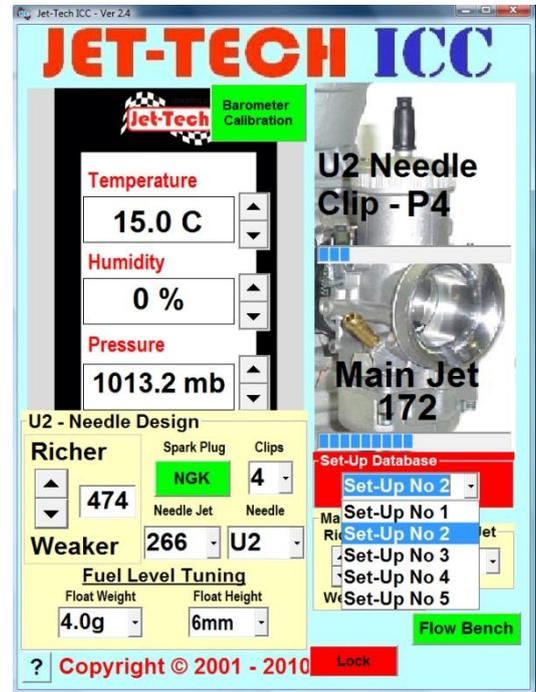
The software setup process will then have configured the software to suit both carburettor configurations and saved each configuration to its own database (*Set-Up 1 & 2*). You will then just select the database that corresponds to the carburettor that you will be using on the day.



If you have one carburettor but have both needlejets (a DP & DQ) do the following:

1. Install the DP needlejet. Open the software and from the drop-down database list select *Set-Up 1*.
2. Put the rest of the carburettor configuration into the software (needle, idle jet, floats etc) Go through the fine tuning process with that carburettor as detailed in the Help files and the video tutorials.
3. Change the needlejet in the carburettor and install the DQ needlejet. Open the software and from the drop-down database list select *Set-Up 2*.
4. Put the rest of the carburettor configuration into the software (needle, idle jet, floats etc) Go through the fine tuning process with that carburettor setup as detailed in the Help files and the video tutorials.

The software setup process will then have configured the software to suit both carburettor configurations and saved each configuration to its own database (*Set-Up 1 & 2*). You will then just select the database Set-Up that corresponds to the carburettor that you will be using on the day.



Dell'Orto VSH30 Floats

Earlier models of the Dell'Orto VSH30 ICC carburettor were shipped from the factory with double floats (1-piece float assembly). These were specified for use in the rotary valve versions of the ICC motors. More recently with the advent of reed valve motors the latest versions of the carburettor shipped with individual floats (two individual floats). On page 10 of the VSH30 manual, a description of the baseline set-up for the carburettor, Dell'Orto recommend the 4.0g individual floats as a starting setup, which will be equivalent to your double 9g set-up (4g+4g+1g - the 1g is for the lever arm which is attached in the case of double floats).

Should you use the individual set-up ? Well as ever the choice is yours. The Dell'Orto Old Guide page 8, states that the individual floats were developed for racing motorcycles (which lean over on corners) to maintain a constant float level. Now as you realise we in the kart world do not normally lean over on a corner so provided you are not having problems with fuel level regulation coming out of corners you may like to save yourself some money and stick with your current set-up.

Now turning to the use and adjustment of the software, for your current setup use the 4.0g floats from the drop down menu and fine tune the software using the Needle Design Factor and Main Jet Factor adjustment to suit your individual carburettor and engine combination.

If you change your float setup or height adjustment then you will need to fine tune your software anyway so this is not an issue, the drop down menu provides only a quick adjustment you will always have to fine tune your software settings for each hardware change.

Jet-Tech Help pages and Tutorials:

Help pages for each Jet-Tech screen are accessed by clicking on the '?' in the lower-left corner of the screen or by pressing 'F1' on your computer keyboard.

Video tutorials are also available at: <http://www.rotaxjetting.com/Video.htm>