Main Jet Correction Chart
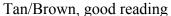
Example: 160 x 0.89= 142 Main Jet

Altitude - Meters	0m	500m	1000	1500	2000	2500	3000	3500	4000
- Feet	0'	1500'	3000'	4500'	6000'	7500'	9000'	10500'	12000'
Temperature									
-22F -30C	1.04	1.03	1.01	1.00	0.98	0.97	0.95	0.94	0.93
-4F -20C	1.03	1.02	1.00	0.99	0.97	0.96	0.95	0.93	0.92
14F -10C	1.02	1.01	0.99	0.98	0.96	0.95	0.94	0.92	0.91
32F 0C	1.01	1.00	0.98	0.97	0.95	0.94	0.93	0.91	0.90
50F 10C	1.00	0.99	0.97	0.96	0.95	0.93	0.91	0.90	0.88
59F 15C	1.00	0.99	0.97	0.96	0.94	0.93	0.92	0.90	0.88
68F 20C	1.00	0.98	0.97	0.95	0.94	0.93	0.91	0.90	0.88
86F 30C	0.99	0.97	0.96	0.94	0.93	0.92	0.90	0.89	0.88
104F 40C	0.98	0.96	0.95	0.94	0.92	0.91	0.90	0.88	0.87
123F 50C	0.97	0.96	0.94	0.93	0.92	0.90	0.89	0.88	0.86

Notes: Humidity is also a variable in determining air density. A high humidity means a lower density of air to be consumed by combustion. Because we are generally not equipped with a way of easily reading humidity, it can be read into this chart by adding altitude on high humidity days and subtracting altitude on low humidity days (dry climates). An EGT gauge will illustrate changes in these conditions under full throttle readings. (Info courtesy of Ultralight News.) The chart below is also helpful. DO NOT RUN YOUR ENGINE TOO LEAN!

SPARK PLUG READING CHART

Tan/Brown, good reading   Black, too rich   White, too lean

For a detailed explanation on how to read spark plugs, go here:
http://www.dragstuff.com/techarticles/reading-spark-plugs.html