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Gordon Jennings Two Stroke Tuners Handbook is obviously the most complete technical two-hit engine setting article ever written. Gordon Jennings Two Stroke Tuners Handbook considered two blow-kicking engine tuners Bible. This paper of two-stroke engine tuners contains formulas, theory, examples and illustrations to literally turn anyone into a professional two-stroke engine guru. Gordon Jennings was a long life motorcycle enthusiast and writer who worked as a cycle magazine editor and motorcyclist magazine. Gordon had a natural love for anything mechanical and in 1973 published his two-stroke Tuner's Handbook, which soon became a collector's highly regarded post-two stroke engine tweaking guide. This two-stroke article of engine customization is courtesy edj.net/2stroke/jennings/. 2 Stroke Engine Animation 2 Stroke Engine Animations, Pics and Auxiliary Articles This is one of the best 2 stroke engine animation gifs I've ever seen. It clearly shows a mixture of air fuel like green mist when entering the engine through the water intake track. As the handle turns the piston moves up first covering the intake ports and then covering the exhaust port just after returning the exhaust wave pushes the fresh mixture that has been drawn down the pipe, and squeezes it back into the cylinder. Finally the mixture starts to turn gray as it becomes volatile due to extreme pressure before the ignition candle ignites the mixture with a red explosion pushing the piston back down the cylinder again. This 2 stroke engine animation is accompanied by an excellent article with several 2 chart of the stroke engine and in-depth explanation of 2 stroke engine cycles. This is 2 stroke engine animations, articles and courtesy www.southernskies.net charts. 2 Stroke Engine troubleshooting Video and articles about 2 Stroke engine troubleshooting. Having trouble getting a 2 stroke the engine started? This basic 2 stroke engine troubleshooting guide will help you get your 2 stroke engine running again. In this article we take a professional approach to the basic 2 stroke engine troubleshooting. We'll show you how to test air, spark and fuel, as well as providing tips to help you get it running again. This 2 stroke engine troubleshooting article is a good place to start if you're just here to learn the basics about 2 stroke engine. This article was written by me, the creator of this site. Jim Marquardt. 2 Stroke Engine Oil Everyone Has An Opinion. There is nothing like the great smell of premix in the morning. In this article we explain the difference between oil-based oils and synthetic oils, as well as the pros and cons of both. At the end I recommend the oil that worked best for me. I've been running a high performance 2 stroke engine for about 30 years in my mine Bikes. My passion is in motorcycle hillclimbing and in this sport we set up engines to produce the most horsepower possible on a wide open throttle. Hillclimbers are a true testman as 2 stroke motor oil performs and protects the engine in extreme conditions. There are a lot of good 2 stroke engine oils out there and I hope this article will help you decide what type of oil you want to run. Carburetor Jetting How some Great Info About 2 Stroke Engine Carb Jetting 2 Stroke Engine Carburetor Jetting is something you absolutely need to know if your mind is to get the best performance from your 2 stroke engine. For one thing, jet changes can give you inexpensive means to instantly increase horsepower, throttle reaction and power characteristics. On the other hand, if done wrong, can lead to engine capture, contaminated traffic jams and a real bad day. Click on the link above to explore the carb jet for Mikuni, Keihin and Lectron carbohydrates. 2 Stroke Engine Repair Learn 2 Stroke Engine Repair 2 Stroke Engine Repair Videos, Pics And Articles 2 Stroke Engine Rebuild Step by Step 2 Stroke Engine Rebuild Videos, Pics And Articles Covering 2 Stroke Engine Rebuilding 2 Stroke Engine Diagram 2 Stroke Engine Diagrams And Pics Specific 2 Stroke Engine Diagrams 2 Stroke Engine Parts 2 Stroke Engine Parts 2 Stroke Engine Parts Lising The Best Engine , Race Gas Polls, Articles and Opinions on 2 Stroke Engine Gas by Gordon Jennings' Two-Stroke Tuner Handbook was written in the early heyday of two-stroke, motorcycle road racing, drag racing and motocross. This book, now long out of print, was the bible of two-stroke performance of engine builders and racers, and it is a valuable addition to the library of any mechanic. In the decades since this treatise was written, no one has ever produced a better, deeper understanding of the technique behind the two-stroke engine. Jennings has explored all possible methods to improve the performance of these economically powerful engines, and he has also provided practical solutions to known problems with two strokes. For those who work on vintage two-stroke (race or not), this book is important. I found a PDF online and I'm sharing it with friends (please see the link below). Enjoy! jenningswstrokereadbook.pdf File Size: 6319 kBFile Type: pdfDownload file Start your review of The Handbook Two Stroke Tuner Great Book for those who want to get some power out of their two strokes. The information here is just amazing, literally at the top of the line stuff, except that its getting a bit dated. This book is a little hard to go through and requires loads of coffee as well as hands to practice. But once you get through it, 2 The engines will be familiar to you as your own hands. Central to technical tips and information Moderators: r2tom, Silverstrom Bngt ----- 316 Joined: Mon Aug 06, 2012 5:41am Location: Bjared, Sweden #1 Post by Bngt ft Feb 13, 2014 6:23pm F2 1986 Project (suspension x636R) F2 1987 Mule, test bench for tuning. 31K 1984 Donor THR 2MA 1986 Racer THR 2MA 1987 Stoke x10 1988 Cruiser VTR 2005 (with suspension CBRRR, Brakes and Wheels) Husaberg FS 570 GSX-R 1000 KS Silverstrom Moderator Messages: 6826 Joined: Singer March 24, 2010 2:20 Place: Eastern Ontario, Canada #2 Silverstrom Thurs 13, 2014 10:19pm Awesome! Thanks for posting the link. 1985 RH500 1GE Specification 1984 (85) R'500 47X Special Bike Project 1990 R'350 N2 Again 1986 RG500 AT R 1987 RG250 1988 RGV250 1986 NS400R 1987 THR250 1980 1986 NS400R 1987 THR250 198090 TDR250 Pre-production No 000001 2007 DL650 VStrom 2014 Triumph Traxton Modified aaronmvrider -----0 <2> <8> Messages: 6607 Joined: W Sep Sep 02, 2008 7:44am Location: Central Coast N.S.W Australia #3 Post Aaronmvrider Fri February 14, 2014 5:35am should be listed somewhere on the forum as tacky... technical advice ??? 1 x 4 mm stroker rz 375cc 1983 1 x 7mm stroker rz 443cc 1984 (under construction) 1 x rz 500 1 x MV agusta 1000 Kenny Messages: 565 Joined: Sat June 13, 2009 5:57am Location: Worcestershire UK Contact: #5 Kenny Post Fri 14 Feb 2014 9:52am His good reading and the principles in it are still valid but its very outdated. Porting and exhaust sections especially they have moved on loads since this book came out. Click picture below for the alan1949 Website Posts: 108 Joined: Mon October 21, 2013 9:51pm Location: Bowmanville, Ont #6 Post by Alan1949 Fri February 14, 2014 2:47pm Over 40 years of technology though the basics of sound. Do there are any books that cover 30-year-old technology used in RH with cane, exhaust valve, multiports, ignition management, etc. I would assume very little development has occurred in the last 20 years of the manufacturer of RSR as there's nothing in it for them because of environmental pressures. I saw adjustable camera extensions and water injections into the expansion chamber also tried. If you'd like to see some really radical engine ideas read the article published by Dr Gordon Blair from the University of Belfast (THE NSW). He spent a career on 2 beats and developed some pre-date software to simulate port time/ignition/camera combinations. I would like to discuss more before the date of events and results, rather than unproven theories. Kenny Posts: 565 Joined: Sat June 13, 2009 5:57am Location: Worcestershire UK Contact: #7 Kenny Post Sat 15 February 2014 7:27am Modern Porting Events can be used in RH and make good gains over old things. The development of RS, remained the same in the U.S. mate, but the rest of the world is steadily promoting it. Here in the UK, I've tried to transform porters into new ways, and most of them are stuck in old ways. I have an RD400 race here with my porting and pipes etc which finished 15 seconds over the next two strokes on a regular basis. This 400 was ported with new theories and guessing what made a huge difference in how power was produced and the results spoke for themselves. Im not knocking any of them to efforts to port old outdated theories at all they still work, but the new ways are much better. Click picture below for the alan1949 website Posts: 108 Joined: Mon Oct 21, 2013 9:51pm Location: Bowmanville, Ont #8 Post on Alan1949 Sat Feb 15, 2014 11:03am Im from England and know the tuning/race culture there. I built and raced The Bantam Formula 40 years ago, using Jennings' book as my Bible. The Bantam guys were very inventive in those days and I'm sure they're still within there rules.UK tuners such as Stan Stevens and lately people like you have progressed the art, but since the GP went 4 strokes in 2002 the development hasn't kept pace with the pace it's had. Since the late 60's there have been many manufacturers developing different configurations to try to accomplish each other, but since then progress has slowed. I came to Canada 32 years ago and kept in touch with 2 beats through my kids karting using Rotax engines that have a later design, but the rules prevent any proper engine development and tuners just looking for loopholes in the rules to use. I recently bought a pair from the RH 350s. One is worth rebuilding and the other will be prepared for vintage racing in Canada. Im trying to catch up on what has developed in the last 3 decades and find it frustrating that Jennings' book still looked like the Holy Grail. I am a retired design engineer and looking to reconnect with my motorcycle roots and hope to fill in a few gaps and update my knowledge of this obsession we call 2 beats. Kenny Posts: 565 Joined: Sat June 13, 2009 5:57am Location: Worcestershire UK Contact: #9 Kenny's Message Sat Feb 15, 2014 5:33pm Hey Im not offended Im just saying it's ok to read, but everything went on quite a bit lol. I will help people wanting to listen and those who can't go slowly forward lol. Click picture below for T.RexRacing Website Posts: 1318 Joined: Fri November 01, 2013 8:34pm Location: Back in the Mountains #10 T.RexRacing Post Sat 15 Feb 2014 5:47pm Kenny, where are the new ways to explore? I would love to see what has changed since then and I understand that it is very much. There is only one difference between a lunatic and me. The madman thinks he's sane. I know I'm angry. Salvador Dali Kenny Posts: 565 Joined: Sat Jun 13, 2009 5:57am Location: Worcestershire UK Contact: #12 Kenny Post Sun February 16, 2014 10:53am T.RexRacing wrote: Where are the new ways available to explore? I would love to see what has changed since then and I understand that it is very much. Im not sure where its available for public, to be honest. Im a member of a private forum that has all the new data, and the creators of that data are members too. Names such as Ian Thiel, Wayne Wright, Friths Overmars, Vine, Slinger and many others. We are still working to make more advances so that 2 strokes do not stand still, but stay alive. Im not saying there are knowledgeable people out there who are not members because there are sure and when they are they are invited to join. What I can say is the exhaust area is of paramount importance in the Blairs book, but blowing off the area and timing is much more important. The TSR software was part of out there with this, but it didn't go into detail about what to change and what didn't change. At the moment Im learning to tuner the UK in new ways and it's making a lot of progress with its setting. The best software that is available there is without a doubt Engmod2T from Neels Van Niskerk it will get you up to speed pretty quickly if you know That's what Im using to design my porting and pipes etc. Click image below for website alan1949 Posts: 108 Joined: Mon October 21, 2013 9:51 pm Location: Bowmanville, Ont #13 Post by alan1949 Sun February 16, 2014 11:53am Specifically Kenny lets you get a little more. Your RD400 racer is a major 2 stroke development setting. Assuming you kept std bore/stroke and did the expected cranking and rotating mass work you were left with porting, cameras, carbs, cane, ignition and head to adjust until everyone gave their best, which in itself is something between art and black magic so congratulations on achieving this, but if there are some other secret ingredients of its still customization 30 year old design. RH has YPVS added to the mix and things like booster cans are added to the consumption of banshee. Also, the end of the 2nd-hitting GP era had their own tricks. Fuel injection and ignition trick are other things to ponder. While I would be very interested in your customizing ideas I am also interested in any innovations that are not easily discussed and the relative pros of each one. I also know that what works on the track can be very unsuitable on the road. In karting we found that slowing the ignition a bit, reducing the upper end power, but spreading the middle range of solutions for a faster lap time. It was on a single speed slipper clutch Rotax 125 engine, but probably have little to do with the 6-speed two-cylinder 350. I plan to build a racing engine RS 350 over the next few months and would like a good starting point for its current development? Well Im not going to shed any secrets for a quick 400 that's what I lol. Ill say they have a more modern pipe and porting configuration, but you won't believe how little has been done for the cylinders. It runs a head, a std of ignition points, a 28mm carb and is ported to std reedblocks. It produced 67bhp @9700rpm revs to 12,000rpm. The reason he goes so fast is the middle class is huge and he rides from low rpm without hesitation. There is much more to come from this bike, but we don't do it until others catch up. All of this can be replicated in this software down to very close bhp and rpm figures. Click the image below for the website jennings gordon two stroke tuner's s handbook

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