

204 BHP NORMALLY ASPIRATED SUZUKI B-KING

2010, and the first Customer project to leave the shop this year is Mark Haskins's 2007 1340 Suzuki B-King.

Mark has a particular love of bikes, and currently owns around 15 different machines (last time he counted anyway) and is forever bringing them in for tweaks here and there...

However, he decided he wanted to go to town on this one, and so we did...

The bike had already been set up with a Power Commander to optimise the fuel. Also a Healtech x-tre Power Box which derestricts the factory set ignition curve and top speed restrictions. So the bike already ran like a dream but he had decided he wanted a NOS Nitrous Kit installed just for a bit of fun and to give him a little extra kick when he wanted it!

Mark had also read about a Supercharged B-King that was making around 205 BHP, and after some discussion Tim thought it was possible to crack the 200BHP mark without the means of any forced induction at all.

Some engine work had to be carried out and so the cylinder head undertook a mild gas flow and High Comp Pistons were fitted. The cams were subtly modified and we had to fit adjustable cam sprockets so that they could be re-dialed to our requirements. The exhaust was replaced by a Brock full stainless exhaust system. We also added after market velocity stacks in the air box, and these were modified for better flow.

The bike undertook initial running in miles on the dyno. The Power Commander was then completely remapped to optimise the air/fuel mixture to suit.

Mark wanted a Dynojet Quickshifter fitted, and as his particular model needed an Ignition Module for it to work. We took advantage of this, by completely custom mapping the ignition to squeeze a little more power out of the engine. This resulted in substantial improvements in the mid range.

The result of this work is 204bhp with 111ft lbs torque, without any gas (nitrous oxide). However there is still more to come as the motor is still slightly on the tight side at present.

Further modifications including a custom under tray to be made after the removal of the under-seat exhaust.

The bike is now off to Mark to put a few miles on before returning for final tuning. We would expect to see a few extra bhp will have been freed up as a result of the running in process.

We haven't set up the Nitrous system at this point, but will introduce it at a later stage, starting with a very low dose!
We're confident he's got more than enough to play with right now ! More news on that later.

2007 SUZUKI B-KING:

ENGINE:

Cylinder Head Mild Gas Flow - Modified Camshafts - Adjustable sprockets & re-dialed lobe centres

Exhaust:

Brock full system - K&N air filter - After market velocity stacks with mods

Induction:

Standard Fuel Injection - Fitted with a Dynojet Power Commander III & custom dyno mapped

NOS Nitrous Oxide System (Disarmed at present)

Ignition:

Standard - with a Dynojet Ignition Module custom mapped

Accessories:

Dynojet Quickshifter

Healtech X-TRE Power Box

All Products and Accessories Available at the Tim Blakemore Racing Shop in
Bristol, or by Mail Order. Just call 01179042216