

Introduction

The sport of drag racing in the U.K is currently growing at a phenomenal rate with regular gates of over 30,000 at the bigger events! However, with promotion directed mainly at the car enthusiast, many bike fans don't realise that a drag bike scene even exists or that the level of competition here is world class! The entries are growing year by year with Top fuel bikes clipping into the 5 second bracket for a standing quarter mile and the Street bike classes running way down in the low 7's (seconds) at over 200mph!! It really is spectacular!

On top of this many regular bike riders are unaware that armed with £20, a helmet, some protective clothing and any serviceable motorcycle. They too can go along to any of the U.K drag or sprint track open practice days throughout the year, and have a go themselves!

Kawasaki Motors UK and Tim Blakemore Racing decided on a project to promote this, and what better machine to showcase than the power and finesse of the ZZR1400.

STAGE ONE:

We wanted to show that with a few very simple adjustments you too can get into entry level drag racing....So we purposely used relatively affordable, over the counter, bolt on upgrades that are readily available, street legal and reasonably simple to install! With absolutely no engine work needed at all...

Initially the bike was dyno'd as standard producing 168.25 bhp and was tested over the quarter running just into the 9's straight out of the box!

NOTE: we always use rear wheel figures as read by the rotating drum on our dyno and not the crank figures which the manufacturers quote. Losses between the crank and the rear tyre can be over 20% compared with manufacturers claims. Rear wheel figures are what the rider feels and thus far more relevant.

The bike was then simply fitted with a DNA air filter charger (K&N filters will produce similar results), a full Akrapovic stainless 4-2-1 system and then, of course, we fitted a Dynojet Power Commander III. This so we could optimise the air fuel delivery on the dyno. This combination gave an extra 20bhp, bringing the total to a healthy 188.23bhp.

The exhaust itself provides massive weight saving against the very bulky standard system and although it sounds real nice and throaty its no louder than standard! So your MOT guy will be more than happy!

The next thing to consider was the basic geometry of the bike, This is to improve the launch from the start line and to keep the front end down. Bolt on swing arm extender blocks were fitted by simply dropping out the rear wheel and then sliding them into the rear spindle slots. This adds roughly an extra 200mm to the wheel base.

The chain is upgraded to a split link type so that we can revert to standard when necessary. We also fitted lowering links (a simple adjustable bolt on kit) these replace the standard suspension linkage to lower the back end. Finally we shorten the front end with lowering straps. These bolt to the front brake calipers up through the bottom yokes and ratchet down to compress the suspension to suit. This helps to stop wheelies by preventing the forks extending too much. The bike at this stage would happily run around 9.4 second quarters at 150mph, proving very competitive in the ACU entry level 9.50 bracket class.

STAGE TWO:

It was then decided to develop the bike further for promotional events and with a view to move up a class to the recently launched 8.50 street bike class. Which is where..ahmm.. financial consideration was starting to go out the window...well just a little bit!

A Tim Blakemore Racing low pressure turbo system was developed using a Garret charger all stainless pipe work and plenum beautifully crafted and custom made to suit but with only 6psi of boost at this stage. That and the addition of a lock up clutch to hold the power, the bike is remapped to suit and is now

putting out around 276bhp.

With this current combination we use Power Pour, an anti detonation fuel additive mixed with normal pump unleaded. This product is proven to protect the motor from the harsh environment that is caused by high compression / nitrous or turbo applications. It will also free up a few extra horsepower as a result! It is also a great option and perfectly legal for competition classes that are not allowed to use high octane race fuels, especially road racing.

Our rider and good friend Jon Webster of Webster race engineering in Rushden has been campaigning the bike in the 9.50 bike class in 08 & 09 bringing home excellent results, whilst also driving an 8000bhp dragster in the top fuel car class.

FUTURE PLANS & UPDATES:

We expect to carry on in the very competitive world of 9.50 bike for 2010, but may consider jumping to Super Street Bike in 2011 instead of moving to the 8.50 bike as previously considered. This move, of course, will require a lot more development with a few engine mods which, again, will be undertaken here at Tim Blakemore Racing. Although, the incredibly strong standard Kawasaki ZZR1400 crank and cases will not require any strengthening. The chassis geometry will also require work and that will be entrusted to chassis wizard Jon Webster at Webster Engineering. Aesthetically the bike will look pretty much the same.

We will be posting news and results from the track, so check out the 2010 race calendar and stay tuned. You can also check out www.eurodragster.com for all the latest racing news and many race events will be live on Nitro FM via www.audiorealm.com

Many thanks to our project sponsors: Kawasaki Motors UK - Rock Oil - Webster Race Engineering - Dynojet UK - Performance Parts LTD - CR Turbo Engineering - TJC design - HEL

All Project Components available from Tim Blakemore Racing Mail Order Call 01179042216