

	Front: Mikuni BDS 36 SS									Rear: Mikuni BS 36 SS									Consumption at 90-100 km/h <i>Hypothesis/verified</i>	Max adv. (full load)	(Hypothesis)										
	Idle				Main circuit					Idle				Main circuit							KW	HP (CEE)	Rpm x 1000	Torque Nm	Rpm x 1000						
	Throttle valve	Pilot Jet	Pilot Air Jet	Idle screw	Jet needle position conicity	Needle Jet	Main Jet MKD	Orifice of piston valve	Spring lenght	Throttle valve	Pilot Jet	Pilot Air Jet	Idle screw	Jet needle position conicity	Needle Jet	Main Jet MKC	Orifice of piston valve	Spring lenght													
Virtual V90	Suzuki VZ 800 Marauder	Nr 115	40	65	5C-3 (0°45')	P4	90	Ø = ?	19	Nr 115	45	65		5D-3 (1°)	P3	100	Ø = ?	19		30	36.5	50	6.2	64	4.2						
	Suzuki VS 800 Intruder	Nr 115	40	65	5C-3 (0°45')	P4	95	Ø = 2.3	19	Nr 115	45	65		5F-3 (1°30')	P3	107.5	Ø = 2.5	19		30	36.5	50	6.2	64	4.2						
	Suzuki VX 800 California	Nr 110	40	65	5D-3 (1°)	P2	122.5	Ø = ?	19	Nr 125	45	65		5E-3 (1°15')	P7	132.5	Ø = ?	19		30	41	55	6.5	64	5						
	Suzuki VS 800 Int. USA	Nr 110	40	65	5D-1 (1°)	P2	127.5	Ø = ?	19	Nr 125	45	65		5D-1 (1°)	P7	132.5	Ø = ?	19		30	41	55	6.5	64	5						
	Sachs Roadster 800	Nr 115	40	65	1-1/4	5C-3 (0°45')	P4	127.5	Ø = 2.0	15	Nr 115	45	70	1-1/2	5F-2 (1°30')	P3	140	Ø = 1.5	15	5.7 L	30	42.5	58	6.2	71	4.2					
	Dynojet 1 for VX/VS 800 USA				5H-3 (2°)			Ø = 3.3	19					5H-3 (2°)			Ø = 3.3	19	6.25 L	30											
Virtual V120	Suzuki VX 800 Europa (adv 32°)	Nr 115	40	65	5D-3 (1°)	P4	120	Ø = 2.3	19	Nr 115	47.5	70		5F-3 (1°30')	P4	132.5	Ø = 2.5	19	5.5 L	32	45	61	6.8	72	5.8						
	Suzuki VX 800 Swiss. (adv 35°)	Nr 115	40	65	5D-3 (1°)	P2	125	Ø = ?	19	Nr 115	45	70		5F-3 (1°30')	P4	135	Ø = ?	19		35	44	59	6.5	70	5.5						
	VX 800 Café-racer	Nr 115	40	65	5F-3 (1°30')	P4	120	Ø = 3.0	19	Nr 115	47.5	70		5H-3 (2°)	P4	132.5	Ø = 3.3	19	6.25 L	32	49	65.7	7.75	72	6.25						
Sachs Roadster 800	Original air filters Original exhausts	Keyster-1148SKF/SKR	Nr 115	40	65		P4	122.5	Ø = 2.3	19	Nr 115	45	70		P4	135	Ø = 2.5	19	5.2 L	30	44	59	6.5	70	5.25						
																										5D-2.5 (1°)	5D-3 (1°)	5D-3.5 (1°)	5F-2.5 (1°30')	5F-3 (1°30')	5F-3.5 (1°30')
																										1-1/4	1-1/2	1-3/4	1-1/2	1-1/2	1-3/4
																										to	to	to	to	to	to
Sachs F 805	K&N air filters (in airbox) free exhausts	Clouseau stage 2 >	Nr 115	42.5	65	1-1/4	P4	127.5	Ø = 2.5	17	Nr 115	47.5	70	1-1/2	P3	140	Ø = 2.8	17	5.5 L	31	50	68	7.7	72	6.00						
																										5D-2 (1°)	5D-2.5 (1°)	5D-3 (1°)	5F-2 (1°30')	5F-3 (1°30')	5F-3.5 (1°30')
																										to	to	to	to	to	to
																										with SCS pipes	with SCS pipes	with SCS pipes	with SCS pipes	with SCS pipes	with SCS pipes

Jet needle: 5 means 50mm long .A=0°15' B=0°30' C=0°45' D=1° etc..

Jet: Ø = number x 1/100mm

Needle Jet : M = Ø2.5mm N = Ø2.55mm O = Ø2.6mm P = Ø2.65mm + (1=0.005 2=0.010 3=0.015 4=0.02 etc )

P3 = Ø2.665mm P4 = Ø2.67mm

It seems that diameter of cylindric part of needle is 2.5mm

Idle screw: The default value (leaner) is good for summer. In winter, increase turning out : -1/4 T

I did not find explanations about number of throttle valves. I think there are different angles of pause

Original Sachs Roadster 800 uses mutilated springs of piston valve ! 15 cm long

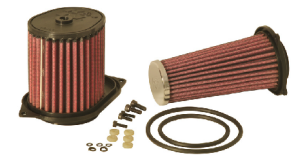
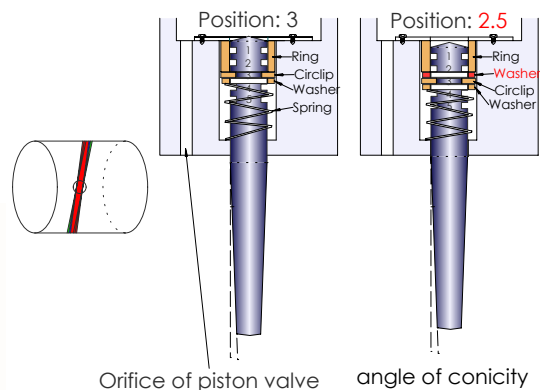
All others existing bikes use Mikuni springs for 36 mm carbs : 19cm long

Exception: First Intruder 750 use Mikuni 34 mm with springs: 17 cm long

K-1148SKF/SKR is a carburetor repair kit, by Keyster. Japanese quality. For VX800.

Without valves springs. Don't use the idle jets and main jets...

And change the valves springs with the original parts (19cm)



K&N air filters (in airbox)



Sound Control System (open)

02 O  
03/04/2016  
Ech = 1:X

