

SUZUKI  
GSX-R1000 K9

HONDA  
CBR600RR

YAMAHA  
YZF-R1

YAMAHA  
XJ6



**Benjamin: SUZUKI GSX-R1000 K9**

*This month I have mostly been:*  
"Adding interesting electronics to the Gixer and, finally, getting some new brake pads."

ON TEST SINCE: JULY 2009 | ODOMETER MILES: 04334 | BHP: 165 GAIN: 10 | NEXT AIM: More Bazzaz!

**Modifications**

MODIFICATION	PRICE
SKIDMARX SCREEN	£50.00
AKRAPOVIC CANS	£1,025.00
MICHELIN POWER ONE 2CTS	£200.00
SCORPION CANS	£718.00
MICHELIN POWER ONES	£200.00
DUNLOP GP RACERS	£200.00
YOSHIMURA CASE-SAVERS	£159.00
GPR DAMPER	£365.00
PAZZO LEVERS	£139.00
YOSHI MID RACING PIPE	£256.68
GILLES REAR-SETS	£386.00
BAZZAZ	£721.00
<b>RUNNING TOTAL</b>	<b>£4,749.68</b>



Probably the coolest button on any UK GSX-R right now - traction control ahoy

Good news people, I've finally gotten round to fitting the Bazzaz control unit to the Suzuki. I was quite happy with my Power Commander and the map James had cooked up for it, but as Moby was the one to actually sourced me the Bazzaz from decent fellas HPS, it was time I pulled my finger out.

This is not just like a PC, though, this is an entirely different kettle of fish even though it does some of the same things. The big difference is that while we await the additional modules to the new Dynojet PCV to add traction control and so forth, it comes as standard with the Bazzaz. That's joined by a quick-shifter, and the option to tune all the injectors rather than just one rail. So far, so awesome.

Fitment is another story though. It's not a ten minute job, or even a half-an-hour job like a PCV. If you're doing it yourself then be prepared for at least two hours to figure it all out. It's

nearly an entire loom, connecting to almost everything under the tank. And, be careful when you're plugging the new connectors back in as if you damage or bend one accidentally, you could have to remove the lot to discover which, eating even more time.

little number allows you to turn the TC on/off, and adjust it on a scale of ten. There's also a switch for a wet or dry map. Better yet, is that even with this fitted the standard SDMS system works uninterrupted.

All fitted and raring to go, James slung it on the dyno. The first run

**IT'S A POWER CURVE JESUS HIMSELF WOULD DREAM OF**

Easier would be to bite the bullet and take it somewhere like JHS so they can fit it and set it all up for you. That said, I'm now an expert in removing injector plugs, over and over!

The supplied gear-rod took a bit of fiddling and Mark helped me grind off a few centimetres so it fitted the Suzuki perfectly. The last thing to do was attach the handlebar mounted control switch. This cool

was massively gay, on the stock Bazzaz mapping, losing 5bhp on the PCV. James pulled up that map, transposed it onto the Bazzaz and hey presto; 165bhp and a power curve Jesus himself would dream of.



**CONTACTS** Bikehps.com 0845 873 8256

The QC and TC are preset, though there's the option to fiddle endlessly on a 'puter. James created a wet map and increased its TC setting. We'll remap the TC on the dry map next time I'm there.

On the road the fuelling is as good as the PCV, and the TC works really well in the wet, I'm genuinely surprised. We'll have to wait for a dry track test once it's finished, but at £715 it seems like excellent value for money. Oh, and it's cool as hell.

Lots more on the Bazzaz next month coz I just don't have the room to cover it all in one hit!

