

Charles Bronson, actor and motorcyclist.
*"My kids and I really enjoy off-road riding.
 But we're also aware of our responsibilities.
 We stick to off-road parks and
 approved trails, use the right
 mufflers and ride safely."*



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 MOTORCYCLE INDUSTRY COUNCIL, INC. (MCI)



WHO CARES?

In Search of the Free Lunch

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these bikes low restriction air filters will mean both a power gain *and* a jetting change. You don't get something for nothing.

A case of getting something for little might be made for airbox modifications. The dyno, if not the drag strip, says there is power to be found in GS1100s by removing the airbox lid. The lid removal also means that jetting must be changed. The same power gain might be found for other motorcycles by enlarging the opening to the airbox, but there is no way of knowing if the carburetion can be put right afterwards with only changes to the main jet without performing the modification. If you do, you're on your own, as only someone who has tried the same modification on the same motorcycle could know how the carburetion would be affected.

Removing the airbox and installing individual air filters of any brand is a modification we could only recommend to hard working individuals who would be willing to spend as much or more on jets as they spent on the air filters, and who would be willing to spend days or weeks rejetting. The dyno measured a power gain with this set up, street riding has shown the bike to be rideable, with good carburetion, but we haven't had it running well enough at the drag strip to show an improvement in quarter-mile time or speed. This modification is complicated by the limited availability of tuning parts for many of the CV carburetors. The BS series of Mikuni CV carburetors has the best parts availability; main jets and pilot jets are available. There are some sources for Keihin CV jets (Ontario Moto Tech Corp., 6850 Vineland Ave. #16, North Hollywood, Calif. 91605), but anything other than main jets probably aren't available from the local Honda dealer. When it comes to the off-brand CV carburetors such as Hitachi or TK, obtaining any alternative tuning components becomes a problem.

If you're determined to use individual air filters, perhaps you should be using them on a set of aftermarket smoothbore or other slide throttle carburetors. These offer the possibility of a greater power gain, and while they may be as much trouble to jet as the stock carburetors, at least a complete range of tuning parts is available.

Finally, this is a small sample. Your motorcycle doesn't read motorcycle magazines, and may not react the same way as the bikes we experimented with. In any case, if you elect to make changes to the intake system, be prepared to become a carburetion expert.

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