

## ROAD TEST

# Twins that *weren't* treated the same

One tuning firm wanted to give Suzuki's SV1000S more power. One owner wanted to focus his on finer handling. We ride the results to discover which tweaks make the greatest difference to the big value V-twin

BY TREVOR FRANKLIN PICTURES HOWARD BOYLAN

**T**HE SV1000 has only been with us a year. It's a great bike at a great price. But there are plenty of tuners and tweekers who think they can make it better. The question is, what makes more sense: Lashing out on more power or trying to refine the handling?

The stock bike is good value at £6749 for the half-faired SV1000S and under £6000 for the naked version. Its nearest big-bore budget twin competitors are the £6849 Honda FireStorm, and even pricier Ducati Supersport 1000DS at £7250.

So, for the price, you might expect the Suzuki to be a cheap and cheerful no-thrills package, but the SV has fully adjustable front suspension, a decent monoshocked rear end, sharp looks and a gutsy 996cc water-cooled lump that bangs out a solid 102bhp at the rear wheel.

For a bargain big-cubed V-twin the Suzuki takes some beating. It can be a day-to-day workhorse, or, depending on how hard the throttle is turned, a deceptively quick bike with relatively agile steering to match.

Neither engine nor handling are quite Ducati 999 class – but both can be developed. Already, there is an array of tuning mods available for the task.

MCN brought together two bikes which have taken their tweaks in very different directions.

## MORE POWER... JHS RACING SV1050S

JHS Racing's bike goes for more power. It's actually bored out to 1036cc, but 40cc over the standard capacity, combined with some

other fairly serious engine work, gives an additional 17bhp and 5ftlb of torque.

### HOW DID THEY DO IT?

The extra cubes come from a 2mm over-bore, pushing the SV's barrels out to 100mm from 98mm, and re-coating the cylinders with a durable Nikasil treatment. JE high compression pistons (12:1, from 11:5.1) fill the holes.

Internally, that's it – sweet and simple. JHS have never even seen inside this bike's crankcases, claiming the stock crankshaft and conrods are more than a match for the extra power and stress put through them and backing up Suzuki's reputation for over-engineering many of its engines (look at the tuning Bandit 1200 owners go in for...)

Further work has been confined to the top ends, on the inlet and exhaust routes. Greater airflow into the heads has been achieved by cutting a foot-square hole in the airbox lid and binning the inlet snorkel. A Pipercross free-flow filter (developed in conjunction with JHS) replaces the more restrictive standard air filter.

Exhaust gases are vented via JHS hand-formed downpipes married to a Yoshimura GSX-R1000 exhaust can. The system was originally a prototype/stop gap until the main aftermarket exhaust manufacturers jumped on the SV bandwagon.

Yoshimura has just released its own £750 two-into-one pipe and JHS are looking to try one in the near future – so that's a good guide of the kind of prices you'll be paying. The JHS system hangs low and on this bike it was all too easy to clout raised manholes

and sleeping policemen.

To squeeze every last drop of available output from the bike, a Dynojet Power Commander III tidies up the fuelling curve. JHS says it's possible to avoid the expense (£248 plus dyno-testing time) of a PCIII if you want to, because the stock 32-bit ECU reprograms itself by reading the carbon-dioxide content via a built-in sensor on the exhaust's pipework.

At this moment JHS Racing is working on an 1150cc big-bore conversion, but until it's a fully tested package the 1050cc kit is the only one it has available.

## ✪ JHS RACING SV1050S



BIG bore makes for a walloping extra 17bhp on the JHS SV1000

### HOW DOES IT GO?

Often, a major leap in performance comes at a serious cost in terms of usability, but the beauty of the JHS bike is how it retains its flexibility and factory-like power delivery – it still has a smooth, dip-free power curve. It also takes the power into Ducati 999 output territory.

Large, deliberate throttle openings in first reward you with a high wheelie or solid front-wheel-hopping shunt from the lights.

It also has greater midrange drive. Snap the throttle open anywhere above 5000rpm and you get big power pulses

making the bike's speedo rack up big numbers in a short space – an indicated 178mph flashed up on the LCD speedo with a slight tail wind at Bruntingthorpe proving ground.

Because of the lazy way the engine revs, it's easy to barrel up behind traffic without realising how quickly you're closing in on it. So the £67 braided steel brake hoses is just as important a modification as the engine work. Steel lines and quality Dot-4 fluid give the standard front brakes more feel and make them sharper. There's a £68 Braking Wave rear disc, too.

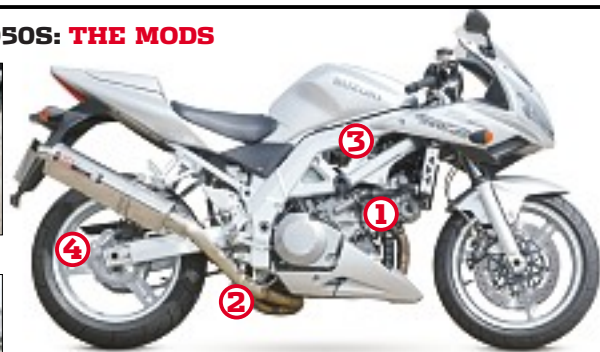
### JHS RACING SV1050S: THE MODS



BIG bore boosts low down drive



JHS one-off pipe ends in Yoshi can



1 Engine bored 2mm over-size up from 996cc to 1036cc.

2 Exhaust is a one-off: JHS's own front section pipework is married to a Yoshimura Tri-Oval end can.

3 Free-flow Pipercross air filter and Power Commander.

4 The only other additions are braided steel brake lines and a Braking Wave rear disc.



## ✦ GRAHAM WOODWARD'S SV1000S

**DYMAG wheels, Ohlins shock and revalved GSX-R1000 forks – of course there's some improvement**



**“The working action of the forks is beautiful... but there is a but”**

As well as aiding bhp gains, the mutant airbox growls like a lion with a pine cone up its flue. The induction noise even overpowers the boom of the race exhaust can. Loud it is, but very addictive too.

● **Prices:** Big bore kit £1100, exhaust £750 (est), Power Commander, airbox work and dyno time £400, upgraded brake £135. **Total: £2385**

● **Improvement rating: 80%**

### MORE CONTROL... GRAHAM WOODWARD'S SV1000S

Graham Woodward's SV1000S has been tweaked with styling and handling improvements in mind. The self-employed 44-year-old wanted a bike that looked different and which would cause a few surprises on the occasional track day. He had an R1 in the garage but chose to part-exchange it against a new SV1000S.

### HOW DID HE DO IT?

Woodward's visual reworking started with the SV's back end. The rear mudguard was trimmed and the numberplate repositioned to give the back end a tidier look. It's not as professional as the fitment of a Crescent Racing or Powerbronze undertray, but then it didn't cost anything.

He aided the new sleeker stance by removing the standard Suzuki rear indicators. Their replacements are side repeaters from a BMW M3 car; at the front, small and incredibly subtle LED indicators from Demon Tweaks are mounted inside the outer corners of the headlight unit.

Then there's the lack of the foot bracket

on the sidestand. Unpainted hacksaw marks are dead giveaways. For me, the tiny weight saving isn't justified by the need to get off the bike every time you put the stand down? Each to his own.

Woodward also feels that coughing up £1500 for a brand new set of GSX-R1000 K3 forks, with yokes (surplus to a race team's requirements) has been money well spent – and I can see his point. They look good and work well. Most importantly, they drop straight in the SV's headstock, no messing. Reactive Suspension revalved the forks for fast road use. Expect to pay £250-£300 for this work.

The only prospective problem was the alignment of the SV's front wheel and discs to run in the alien forks and calipers. But custom-fit Dymag magnesium wheels (GSX-R front, SV rear) and Braking Wave front discs was Woodward's expensive but classy way round.

The rear suspension is now a fully-adjustable Ohlins shock with remote hydraulic pre-load. And ground clearance gets a boost from a pair of Gilles rearsets. Multi-positionable, they've been set high to complement the clip-on bars (also by Gilles).

ART twin exhaust cans mated to one-off intermediate pipes help raise power a few bhp. JHS Racing made airbox mods, added a Power Commander and set it up on a rolling road – adding close to £400 to the final bill.

### HOW DOES IT GO?

This bike is a mix of amazing parts, but more changes are still required to help

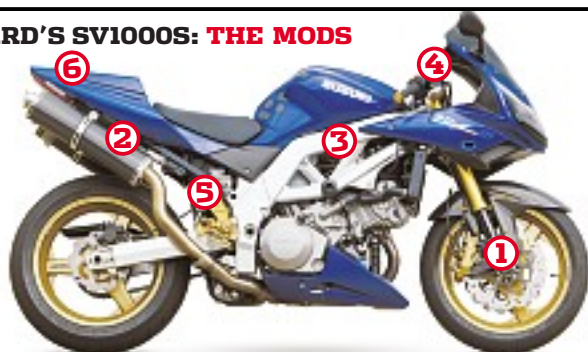
### GRAHAM WOODWARD'S SV1000S: THE MODS



**ART cans add noise and power**



**WAVY brakes on Dymag wheels**



**1** Revalved GSX-R1000 forks, magnesium Dymag wheels and Braking Wave discs.  
**2** ART carbon cans connect to the SV's downpipes via one-off stainless pipework.  
**3** Airbox lid is trimmed to use a bigger

and less restrictive air filter.  
**4** Gilles clip-ons, Ohlins steering damper.  
**5** Gilles rearsets, Ohlins rear shock.  
**6** Cosmetic mods include indicators from a BMW car at the rear.

them deliver their full value.

The working action of the forks is beautiful. There's plenty of low-speed compression for detailed road info from the front Rennsport tyre, and the right amount of high-speed compression to allow bumps to be soaked up and not upset the rest of the chassis and handling.

But...and there is a but... the forks are from a short wheelbase, quick-steering GSX-R; the SV has a 20mm longer wheelbase, one degree less rake and 7mm less trail. As a result, the SV's front end tries to tuck under when the throttle's closed

and the bike's banked over. It is as rapid as a supersport 600 race bike at changing direction and tipping in. But cut the throttle and the bike's longer, heavier chassis pushes the front end sideways – deeply unnerving the first time, and something you would be hard pushed to ever get used to.

It doesn't get lively in a straight line, but any ill effects could be masked by the Ohlins steering damper under the bottom yoke. The only way of curing the excessive wheel tuck is by kicking the front end out further. Woodward has ordered a set of Gilles adjustable fork yokes to tackle the problem.

Then perhaps the full benefit of light wheels and quality suspension can be gained.

It's early days for SV1000 tuners and the handling on Woodward's bike makes a great leap forward – but there is still work to be done.

● **Prices:** Forks and revalving £1800, wheels £1200, Ohlins rear shock £564, Ohlins steering damper £322, brake discs £550, rearsets £285, clip-ons £191, exhaust £600, Power Commander and tuning £400, indicators £15.

**Total: £5927**

● **Improvement rating: 75%**