

		Front: Mikuni BDS 36 SS											(Hypothesis)	Rear: Mikuni BS 36 SS						Consumption at 90-100 km/h Hypothesis/verified	Comment...	
		Idle			Main circuit					KW HP (CEE) Rpm x 1000	Torque Rpm x 1000	Idle			Main circuit							
		Throttle valve	Pilot Jet	Pilot Air Jet	Jet needle position conicity	Needle Jet	Main Jet MKD	Orifice of piston valve	Throttle valve			Pilot Jet		Pilot Air Jet	Jet needle position conicity	Needle Jet	Main Jet MKC	Orifice of piston valve				
Virtual V90 up to 7500 Rpm	Suzuki VZ 800 Marauder	Nr 115	40	65	5C-3 (0°45')	P4	90	∅ = ?	36.5	48.9	6.5	64	5	Nr 115	45	65	5D-3 (1°)	P3	100	∅ = ?		
	Suzuki VS 800 Intruder	Nr 115	40	65	5C-3 (0°45')	P4	95	∅ = 2.3	37	49.6	6.5	64	5	Nr 115	45	65	5F-3 (1°30')	P3	107.5	∅ = 2.5		
	Suzuki VX 800 California	Nr 110	40	65	5D-3 (1°)	P2	122.5	∅ = ?	41	55	6.5	64	5	Nr 125	45	65	5E-3 (1°15')	P7	132.5	∅ = ?		
	Suzuki VS 800 Int. USA	Nr 110	40	65	5D-1 (1°)	P2	127.5	∅ = ?	41	55	6.5	64	5	Nr 125	45	65	5D-1 (1°)	P7	132.5	∅ = ?		
	Sachs Roadster 800	Nr 115	40	65	5C-3 (0°45')	P4	127.5	∅ = 2.0	42.5	57	6	71	4	Nr 115	45	70	5F-2 (1°30')	P3	140	∅ = 1.5	5.7/100	Idle to 3500 rpm: Horrific 4000-6000: a gun!
Virtual V120 up to 8500 Rpm	Suzuki VX 800 Europa	Nr 115	40	65	5D-3 (1°)	P4	120	∅ = 2.3	42	56.3	6.8	72	5.8	Nr 115	47.5	70	5F-3 (1°30')	P4	132.5	∅ = 2.5	5.5/100	soft sensations from 2500 to 7500 rpm
	Suzuki VX 800 Swiss.	Nr 115	40	65	5D-3 (1°)	P2	125	∅ = ?	44	59	6.8	72	5.8	Nr 115	45	70	5F-3 (1°30')	P4	135	∅ = ?		
	Dynojet 1 for VX/VS 800				5H-3 (2°)			∅ = 3.3									5H-3 (2°)			∅ = 3.3	6.25/100	FORGET IT!

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

Jet: ∅ = number x 1/100mm

Needle Jet : M = ∅2.5mm N = ∅2.55mm O = ∅2.6mm P = ∅2.65mm + (1=0.005 2=0.010 3=0.015 4=0.02 etc)

P3 = ∅2.665mm P4 = ∅2.67mm

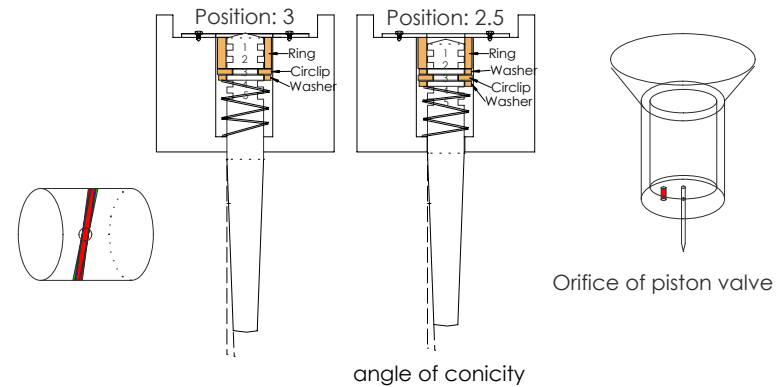
It seems that diameter of cylindric part of needle is 2.5mm

I did not found 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



angle of conicity

Realised	VX 800 Café-racer	Nr 115	40	65	5F-3 (1°30')	P4	120	∅ = 3.0	49	65.7	7.75	72	6.25	Nr 115	47.5	70	5H-3 (2°)	P4	132.5	∅ = 3.3	6.25/100	9000 rpm with Busso exhausts		
Sachs Roadster 800 B 805	Ignition 30/32° Original air filters Original exhausts	Clouseau stage 1 >			5D-3.5 (1°)												5F-3.5 (1°30')							
						5D-3 (1°)	P4	120	∅ = 2.5	44	59	6.25	71	5.25	Nr 115	45	70	5F-3 (1°30')	P3	132.5	∅ = 2.8	5.05/100		
						5D-2.5 (1°)													5F-2.5 (1°30')					
						5D-3 (1°)													5F-3 (1°30')					
						5D-2.5 (1°)	P4	122.5	∅ = 2.5	45.5	61	6.5	71	5.5	Nr 115	45	70	5F-2.5 (1°30')	P3	135	∅ = 2.8	5.3/100	Best choice	
						5D-2 (1°)													5F-2 (1°30')					
						5D-2.5 (1°)													5F-2.5 (1°30')					
						5D-2 (1°)	P4	125	∅ = 2.8	47	63	6.75	72	5.75	Nr 115	45	70	5F-2 (1°30')	P3	137.5	∅ = 3.0	5.6/100		
						5D-1.5 (1°)													5F-1.5 (1°30')					
						5D-3.5 (1°)													5F-3.5 (1°30')					
Sachs F 805 Café-racer	Ignition 32/34° K&N air filters and free exhausts	Clouseau stage 2 > with springs: 17 cm			5D-3 (1°)	P4	127.5	∅ = 2.8	48.5	65	7.0	72	6.00	Nr 115	45	70	5F-3 (1°30')	P3	140	∅ = 3.0	5.9/100			
					5D-2.5 (1°)													5F-2.5 (1°30')						
					5D-3 (1°)														5F-3 (1°30')					
					5D-2.5 (1°)	P4	130	∅ = 3.0	50	67	7.25	73	6.25	Nr 115	45	70	5F-2.5 (1°30')	P3	142.5	∅ = 3.3	6.2/100	Future Tests		
					5D-2 (1°)													5F-2 (1°30')						
					5D-2.5 (1°)													5F-2.5 (1°30')						
					5D-2 (1°)	P4	132.5	∅ = 3.0	51.5	69	7.50	73	6.50	Nr 115	45	70	5F-2 (1°30')	P3	145	∅ = 3.3	6.5/100			
		5D-1.5 (1°)													5F-1.5 (1°30')									

Sachs Roadster 800

Modification de la carburation



02 L
25/08/2011
Ech = 1 : X