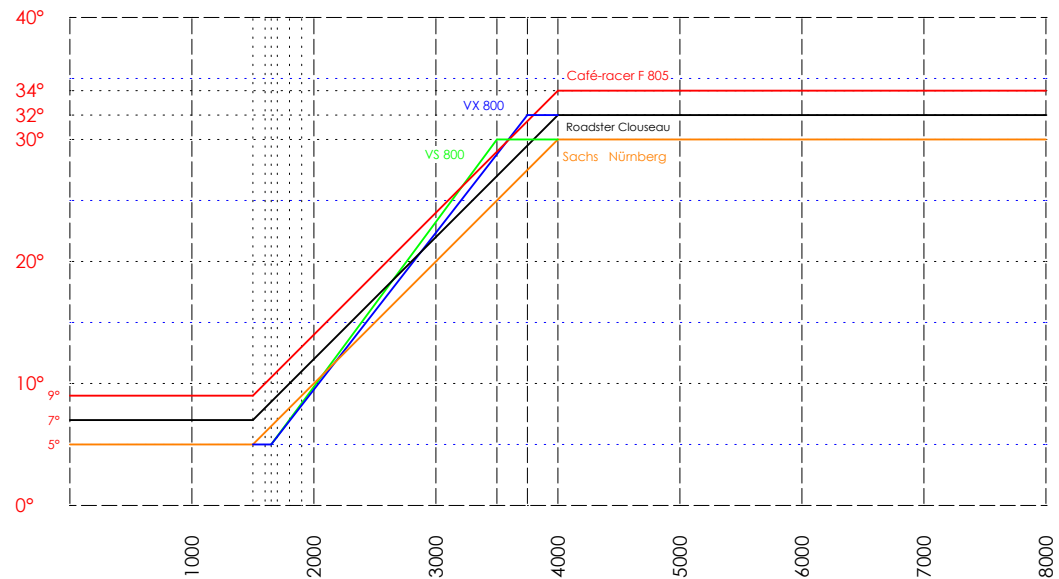
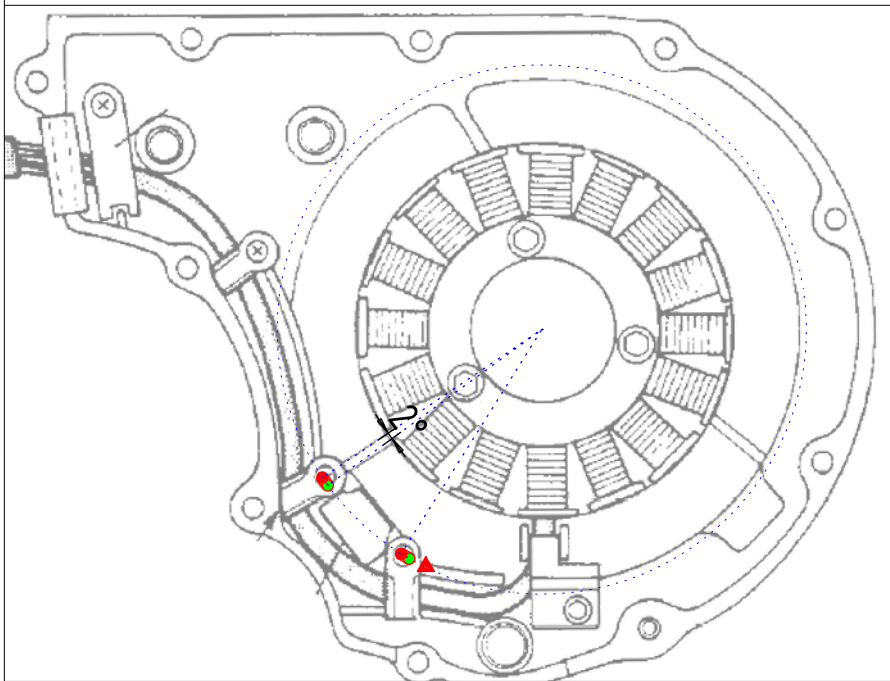


A little choice of "old school" twins	Ignition timing				
	Compression	Bore / Stroke	init. advance	max advance	max Power/Rating
Suzuki VS 800 GL Intruder (virtual V90°)	10/1 13-16kg/cm ²	83 / 74.4	5°/1650 rpm	30°/3500 rpm	50 hp/6000 rpm
Sachs VS 800 GL Roadster (virtual V90°)	10/1 13-16kg/cm ²	83 / 74.4	5°/1500 rpm	30°/4000 rpm	58 hp/6000 rpm
Suzuki VX 800 (virtual V120°)	10/1 13-16kg/cm ²	83 / 74.4	5°/1625 rpm	32°/3750 rpm	56 hp/6800 rpm
Laverda 750 SF (Vert 360°)	9.5/1 ? kg/cm ²	80 / 74	?°/ ? rpm	<36°/ ? rpm	60 hp/6600 rpm
Norton Commando 750 (Vert 360°)	10/1 ? kg/cm ²	73 / 89	4°/1200 rpm	32° - 28° /? rpm	60 hp/7500 rpm
BMW R100R (Flat 360°)	8.5/1 ? kg/cm ²	94 / 70.6	6°/1500 rpm	32°/3000 rpm	60 hp/6500 rpm
Guzzi le Mans II 850 (real V90°)	9.8/1 12 kg/cm ²	83 / 78	8°/1500 rpm	34°/4400 rpm	74 hp/7700 rpm
BMW R90S (Flat 360°)	9.5/1 ? kg/cm ²	90 / 70.6	9°/800 rpm	34°/3200 rpm	67 hp/70000 rpm
Ducati 860 GTS (real V90°)	9.8/1 ? kg/cm ²	86 / 74.4	7°/ 2000 rpm	35°/ ? rpm	65 hp/6500 rpm

It seems that usals choices are: 30° for cruisers, 32° for roadsters and 34°/35° for racers. No more 36°!

Project	Hypothesis with modified carburation, air filtration and exhaust system				
Sachs Roadster 800 Fr (Clouseau stage 1)	10/1 13-16kg/cm ²	83 / 74.4	7°/1500 rpm	32°/4000 rpm	63 hp/6800 rpm
Sachs F805 Café-racer (Clouseau stage 2)	10/1 13-16kg/cm ²	83 / 74.4	9°/1500 rpm	34°/4000 rpm	68 hp/7500 rpm



Sachs Roadster 800

Ignition timings. Modification



04 E

28/03/2011

Ech = 1:x