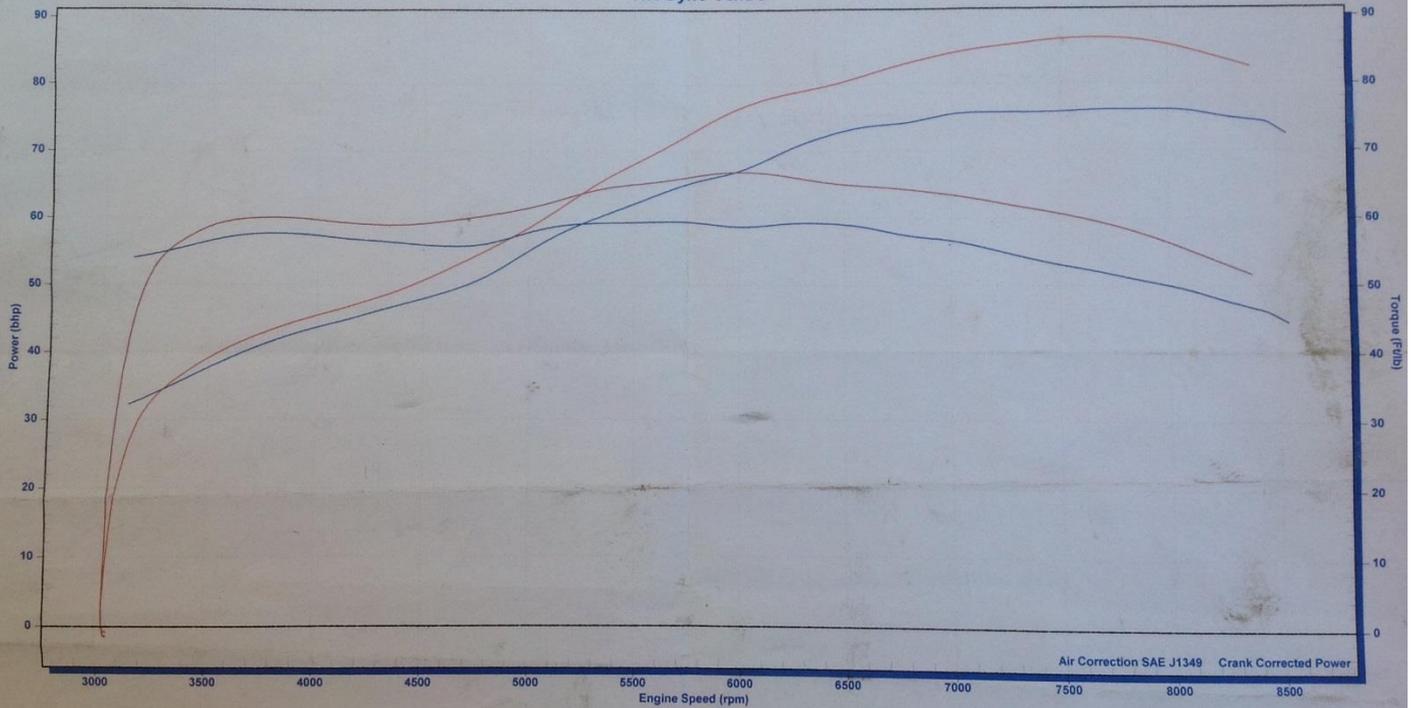




The Dyno Centre  
Unit 25, Moor Lane  
Moorlands Industrial Estate  
Metheringham  
Lincolnshire UK LN4 3HX  
+44 (0) 1526 321449  
steve@kppms.com

**Dyna Pro**  
Dynamometers

The Dyno Centre



33-New head.Dpr, New head, 01/01/2003, 02:34:17  
Air Temperature 18.3°C, Air Pressure 990.5mBar, Humidity 66 %, RAD 95.36%, SAE J1349 C/F: 1.003  
Max Power 88.78 bhp @ 7662.8 rpm, Max Torque 66.86 Ft/lb @ 6002.9 rpm

25-As arrived 8 July 2015.Dpr, As arrived 8 July 2015, 01/01/2003, 00:24:44  
Air Temperature 18.9°C, Air Pressure 988.9mBar, Humidity 71.7 %, RAD 94.85%, SAE J1349 C/F: 1.008  
Max Power 76.1 bhp @ 7970.5 rpm, Max Torque 59.48 Ft/lb @ 5689.4 rpm

Run Notes

Run Notes

## Testimonials:

"Went out for a 10 mile ride to warm things up, take cylinder head temp measurements and tune my seat of the pants. Returned home and installed the pulse-jet plugs. The R75/5 started right up and settled into a very smooth idle. First impression was I was not using as much throttle to maintain speed. A couple of miles later a hard left on to a motorway and roll on the throttle to get up to speed. Immediately noticed I had to tighten my grip on the left handle bar to keep from sliding off the back. Reads more dramatic than it really was. However definitely quicker response. It definitely pulls stronger in 2 and third gear. Harder to tell in fourth, could not feel it in fifth. But my R75 is geared tall for the highway. Seventy mph held steady and less vibration. Very comfortable ride. Stopped after about ten miles and cylinder head temps were slightly lower than on the pre pulse-jet plug installation having ridden exactly the same route earlier. Rode back to the house and it was a very enjoyable ride. Smoother than pre-pulse-jet install.

Jim

Just a quick de-brief on the weekend's testing, started and warmed to operating temps making notes on CHT, EGT and 100% rpm, installed the PJI inserts and made no other adjustments ran on full power for 60 seconds to allow for inertial stability and then took the readings. CHT was up a few degrees, EGT was down 70 degrees and RPM was up by 300, I then reduced throttle angle to bring RPM back to original max and this equated to a 15% reduction!!!!.... mega impressive!! I need to know when these are certified as I NEED them.

Chris

Just a short note to express my gratitude for your help over the weekend, I think it's fair to say that we were all sceptical, but how we were proved wrong, can't believe what we got just by changing the plugs!, now all I've got to do is drive it.....

John.