

**SUZUKI
KATANA
LONG TERMER**



ON THE ROAD AGAIN!

Words and pics by Ferdie Pieterse

The black Kat is finally back in my grubby little paws and to say that I'm happy, is an understatement of note. I've been following Katana lovers worldwide on various Facebook Groups and let me tel you, the new Katana has a passionate following which rivlas the old original one.

Similarly, there are many mods done by owners worldwide, not dissimilar to the one's I've undertaken so far. The Katana tends to lend itself to many improvements and owners' customization more so than many other bikes, which was also one of the reasons we decided to buy one as a long-term test bike.

So far, as I reported last month, my Katana has received the following bits and pieces: Flame brake discs (front and rear); custom made tail tidy; heated grips; rim tape and decals; red body pinstriping, Suzuki logo custom valve caps, higher screen, de-cat and Yoshimura shorty exhaust silencer and an EJK (Electronic Jet Kit) tuning



module. Custom-made handlebars (slightly lower and a bit ore forward-set) is still in the process of being made and fine-tuned. And on the performance side, a K&N filter is also on the way in the near future. All these additions and mods, with the exception of the heated grips, pin stripes and rims stickers, were courtesy of Tornado Developments.

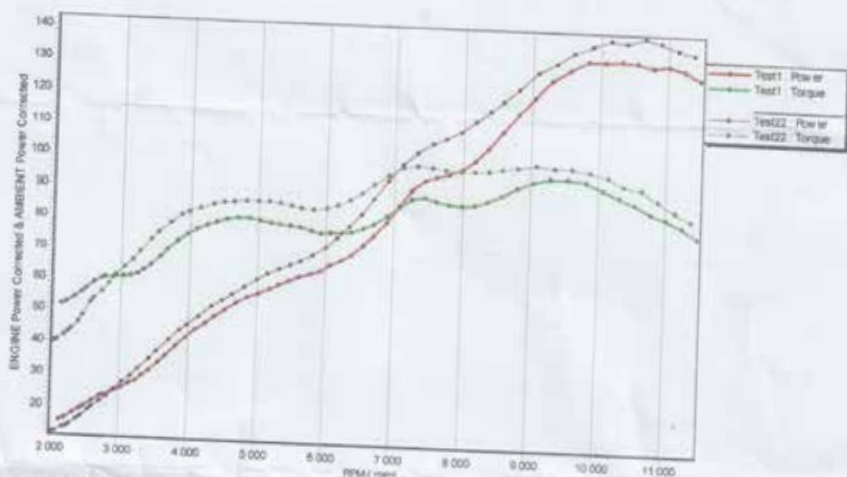
So, on to riding the Kat. Firstly, the Yoshi sounds absolutely fantastic at idle, and once you get going, it bellows out a beautiful tune, much to my delight. The fine tuning done with the EJK unit, has all but completely rid the Kat of its original overly snatchy throttle, something which new Katana owners are bemoaning worldwide.

HYPER POWER DYNAMOMETERS DYNO BY TORNADO DEVELOPMENT

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Vehicle: 2750
Test : Test1
Duration: 0:0:9.681
Date: 21/08/23
Ambient Correction : 41 %
for Petrol Normally aspirated.

Owner Name : bike sa
Speed : 207 km/h @ 11468 rpm
Power : 134.4 Hp @ 10301 rpm
Torque : 97 Nm @ 6534 rpm
Family :
Rated Power : 0 Hp @ 0 RPM
Rated Torque : 0 Nm @ 0 RPM

Test : Test22
Duration: 0:0:9.60
Date: 21/08/18
Ambient Correction: 42 %
for Petrol Normally aspirated.

Power : 141.9 Hp @ 10635 rpm
Torque : 101 Nm @ 9071 rpm

Tornado Developments are also now the South African official agents for Yoshimura, so it made sense that TG decided to sort the Kat out with a custom-made shortened Yoshi silencer, coated in satin black to fit in with the Katana's predominantly black theme. To start with, TG put the Katana in standard trim on his Dyno, to get a benchmark dyno run. Then followed the removal of the catalytic convertor and baffle box which lived under the engine which was replaced by a straight-through link pipe. The shortened Yoshi pipe was fitted and checked for clearances.

The EJK unit was fitted and the bike was strapped back onto the dyno, where it underwent a number of runs to set up the fueling until we found the perfect setting. The resultant increase in power and torque is plain to see in the dyno graph published in this article.

A healthy 7,5 horsepower and 4 Nm of torque were liberated at the top end, and more importantly, loads of horsepower and torque were freed up in the mid-range. As much as 12 horsepower was gained at 8,000 rpm, and a healthy 10 Nm of torque was gained at various points in the mid rev-range. TG says there is a bit more to come, once the K&N performance air filter arrives.

Where these changes really show up is in real-world riding. Too often dyno graphs are either misleading, or don't tell the whole story. But in this case, the work done by TG and Tornado Developments made the Katana instantly better on the road. As mentioned, gone is the overly abrupt and snatchy throttle, in its place is a linear and smooth throttle response and boy does it fly! The extra power transforms the Katana from a good bike to a great bike. As





can be seen from the dyno graph, power and torque is way up throughout the rev range over the standard bike all the way from 3,000 rpm upwards. With the traction control turned off (the way I like it) first and second gear becomes a handful on our pre-rain season dusty winter leftover roads, and the Suzuki breaks traction easily in the bottom gears. But when it hooks up, the surrounding landscape flashes by like you're in the Starship Enterprise during a warp speed jump.

I found myself giggling with pleasure from Blairgowrie in Randburg all the way to Calisto's Portuguese restaurant in the South of Joburg during a recent ride. The ride included suburban roads and those beautiful high-speed sweeps on Johannesburg's Southern bypass. And to think I merely wanted better sound out of an exhaust change so extra power would have been a bonus, but this much extra power is a bonus of note!

As far as the rest of the upgrades done, more about that in the next issue, but I can happily report that the higher screen manufactured and supplied by Tornado Developments works a treat, I can now sit at speeds around 160 km per hour reasonably comfortably. I am still careful with the brakes, 'running in' the flame discs so to speak and so far, they work very well. But more importantly, they look the business.

Next up is the fitment of the much anticipated K&N air filter and then back on the dyno for some final fine tuning though adjustments on the EJK unit. And then we will revisit the handlebar situation. Thereafter we will start working on suspension upgrades.