

Boosterplug

If you own one of these:

- R850
- R1100
- R1150
- R1200
- HP2
- K1200
- K1300
- F800
- F650 single
- G650 single

then your motorcycle could run much better.

Here's the problem in a nutshell: European regulations prevent good engine design. Modern engines are required to run far too lean and hot. That's all there is to it. When an old time BMW rider complains how his old airhead used to pull smoothly at all RPM, how much better it idled, he tends to blame BMW. That's not fair. The German engineers know what they are doing. But they can only do what the law allows. The law requires that the Motronic seek an ideal stoichiometric fuel to air ratio which is too lean for the real world. The result is often surging at certain speeds, uneven idle, a touchy throttle, burping exhaust when engine braking, ragged running at low speed.



Here's an example: My 2003 R1200CLC is made to turn slow. It develops peak horsepower at a lower RPM than any model since BMW first began making boxer twins eighty years ago. Idle is a mere 900 RPM. Combine that with an excessively lean condition, and you have an engine which actually will strangle and die when you stop too suddenly. RPM just dive too low before the Motronic brain gets a chance to catch up and steady the idle. This has been going on ever since she came to live with us. All owners of this model complain of the same condition. Over the years, I have become used to babying her throttle when coasting to a light. My older K75 doesn't have that problem. My ancient R69 didn't have that problem. Even my shabby newer KLR doesn't have that problem. What happened? Did BMW lose their touch? Not at all.

Here's the irony: As the original manufacturer, BMW is not allowed to solve this problem. On the contrary, they are required to create it. But aftermarket companies are allowed to solve it! Over the years, readers of BMW forums have watched gusy spend small fortunes on various performance chips and associated dyno tests with the object being to enrich the mixture and boost performance. Many of these projects run to thousands of dollars and require a year or two of painstaking research and fooling around.

Well, a Danish company has come up with a simple plug and play solution for a hundred fifty bucks which they will ship free anywhere in the world and guarantee or your money back.

It's called the Booster Plug. You tilt your tank up, plug this thing into the air box temperature sensor, drop the tank back down, and ride. That easy. And it works! I tried it. Years of frustration disappeared instantly. Now, she idles smooth, pulls strong below 1500 RPM, and comes to a sudden stop without the idle diving to where she dies.

How's it work? The Booster Plug has a temperature sensor of its own which is external to the temp sensor inside the airbox. By combining the two readings with programmed resistors, it is able to fool the bike's brain into thinking that the temperature is a bit cooler than it actually is. Thus the brain allows a slightly richer mixture more appropriate for the real world.

I urge you to visit boosterplug.com and check this out. It works. And it's the easiest farkle you ever installed.