

PRODUCT REVIEW



Most machines these days run with fuel injection and the idea that leaner is greener. This thought occasionally causes fuel mixture problems, bad throttle response, poor idling among other shoddy tendencies.

Some of these things go by unnoticed as we get used to them and just assume that is the way the bike is supposed to be.

As time goes on these symptoms can get worse. Think of it like your eyesight that may get worse as time goes on but you just don't notice it.

If there was an easy and cost effective way to remedy this situation would you not go for it?

I know I would and now have for my BMW R1200GS.

The Booster Plug is the creation of Jens Lyck and utilizes the stock connections to make installation of the Booster Plug easy and spliceless.

Basically the Booster Plug utilizes and processes readings from the original Air Intake Temperature sensor and its external sensor that provides ambient air temperature data along with its internal resistor data and it is this output that is sent to the Fuel Injection Control Unit.

I know this sounds like too much Star Trek talk; why not just run the data as a Tachyon Pulse through the Forward Phaser Array?

Let's bring this down to Earth, hmmm?

Simply put, the Booster Plug makes the Fuel Injection Engine Control Unit think that the ambient air temperature is 20 degrees Celsius (plus/minus one degree) lower than it actually is and accordingly the Engine Control unit makes the mixture richer by a specific amount.

According to Jens, "The idea itself is actually rather simple: if you can trick the computer to think the ambient temperature is lower than the actual temperature reading, it will enrichen the mixture a little which will improve acceleration and throttle response."

This sounded good to me so I ordered a Booster Plug from Jens website and in about a week a package arrived.

While waiting for the package to arrive from Denmark I perused some websites where riders had installed and used the Booster Plug. All the reviews were glowing and it seemed that installation would be fairly simple as the Booster Plug is a Plug and Play sort of device.

For me the time taking off my tank bag, with all the power and communication cables and various body panels would take a bit longer than the actual installation of the Booster Plug.

From soup to nuts it took me an easy half hour with WNTI (local college station) on the radio and a cold beer sitting near by.

Once I was able to get to the Air Intake Sensor I simply unplugged the BMW connection and plugged in the Booster Plug, the other end went onto the original BMW plug. I then routed the external NTC Resistor along the top of the fuel cell and zip-tied it in place where it would be far from engine heat and get a good flow of fresh air while I was moving along the roads.

Installation was incredibly easy.

Now this R1200GS starts with greater ease and idles stronger. On the road the throttle response is far improved and through the entire power range it feels far smoother than it had previously been running.

It was like getting your bike back from a tune-up after ignoring it for far too long. It made my GS even that much more fun to ride.

The 1200GS, which currently has 34,000 miles on the clock, just felt like a better and more responsive machine. The BMW even shifts smoother with far less clunking than before. On steep hill where I would always get a bit of puffing and low occasional backfires I had no more issues. If you have an aftermarket exhaust you will really notice the difference.

I was more than impressed and very pleased to see a product work exactly as advertised.

The Booster Plug is available for most modern BMW machines as well as the Triumph Tiger 1050 and they list for around \$150 American.

We have another one on order for our F650GS and I recommend this to all modern BMW riders – the Booster Plug could just be the best investment you will ever make in your machines performance.

Log onto www.boosterplug.com for more information or to orders yours.



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