

World's best track day R1

► German tuner shaves 30kg off 2009 R1 to create an amazing track special



German Yamaha dealer Dominik Klein has tuned his special to BSB level

By Rupert Paul

Any idiot can throw 20,000 euros (around £17,500) at a 2009 R1. But this race-ready special, almost five stone (30kg) lighter than standard, shows how to spend that kind of money wisely.

It's the latest project to emerge from the workshop of Dominik Klein, a German Yamaha dealer with a long history of building superb road and race bikes.

Klein told MCN: "The standard R1 is a fantastic street bike, but not a perfect race bike, so I tried to keep that fantastic rideability of the new R1 for an uncompromising race bike. I think I brought home the bacon."

Work began on the crossplane-crank machine in the spring, and Klein is still testing some engine parts in a bid to raise performance above the 188bhp and 84ftlb he has achieved so far.

With 30kg less to push along – fully-fuelled weight is now 187kg – the bike is already fairly lively.

One of the most interesting mods is a new, American-made Motty AFR Tuner which piggybacks the race-kit ECU and

CHASSIS

► BKG yokes which change the front ride height and offset, modified Ohlins forks, TTX rear damper (longer than standard) and steering damper, complete set of new bearings ("with almost zero tolerances"), PVM forged magnesium wheels with France Equipement superbike discs, Magura forged radial front brake cylinder, BKG bars, Gilles footrests, Dunlop slicks.

ENGINE

► Reground cams, skinned and ported head, higher compression, balanced pistons/rods, shorter air intakes for higher rpm, Yamaha kit ECU and harness with US-made Motty air-fuel ratio tuner (www.afrtuner.com) running a closed-loop fuel injection system. Big radiator by German specialist Böckers (www.aluconstruction.de), Tellert quick shifter, Akrapovic titanium full exhaust system.

DETAILS

Klein is trying to improve on the current 188bhp, but with 30kg less to push along, it's already fairly lively

MCN'S RUPERT PAUL

uses oxygen sensors in each downpipe to detect the air/fuel ratio and adjust it to whatever parameters the tuner specifies. Because the system runs largely on a 'closed loop', it teaches itself what the bike needs and automatically adjusts for altitude, engine wear or a clogged filter. It can also map individual cylinders differently, and additionally can act as an engine datalogger.

Klein has gone for some radical chassis changes. Not only are the front and rear 10mm and 23mm higher than stock respectively; the Yamaha's seat is 50mm higher, too.

He's also replaced the bearings in the headstock, swingarm and linkage with custom-made items designed to fit the steering stem, spindle and bolts more tightly. German specialist Emil



HOW MUCH?
If you have a donor 2009 R1, total cost is around 20,000 euros (£17,500). For a complete bike, it's 30,000 euros (£26,200). To find out more, email Dominik Klein on dom@yamaha-klein.de



Bodywork is replica of Ben Spies' World Superbikes R1 race bike



Gorgeous replacement yokes alter the steering geometry



Full Akrapovic titanium system is wildly expensive and sounds great



Tellert quickshifter is the best, says Klein – and he's tried plenty

kit harness, missing ignition, lack of lights, and so on. If somebody wanted a road-legal version, we would need to change some of the parts."

Klein has created an R1 special that must be close to being the ultimate track bike

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