

## Busi Iridium NGK CPR9EAIX9 dan Koil Standard (TEST 1)

**Mototech**  
Indonesia

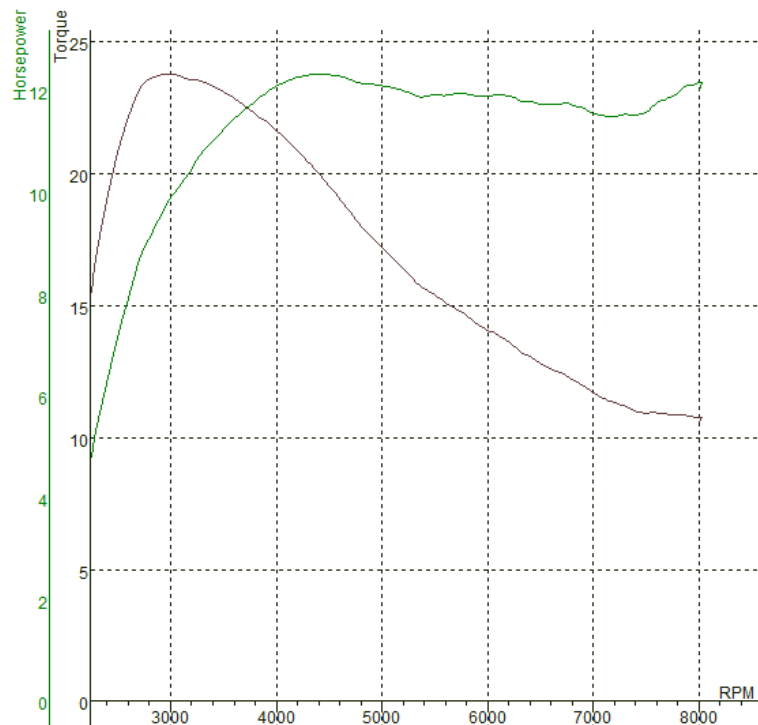
Dyna Centre & Motorcycle Research Support

Jl. Ringroad Selatan, Kemasen, Singosaren, Banguntapan,  
Bantul, Yogyakarta, Indonesia  
Telp : +62 274 658633

SPORTDYNO V3.3  
DYNAMOMETER: MOTOTECH  
ROLLER INERTIA: 1.446

Displacement Correction  
Correction Factor: ISO 1585  
NOTE: Load Cell Included.

TEST NAME	MAX POWER	MAX TORQUE	Temp. °C	Humidity %	Pressure	KMH	Date/Time
N MAX T006	12.3 (12.3) / 4415	23.79 (23.79) / 2992	35.4 °C	20 %	1000.0 mbar	100.3	14/09/2017 14:11:52



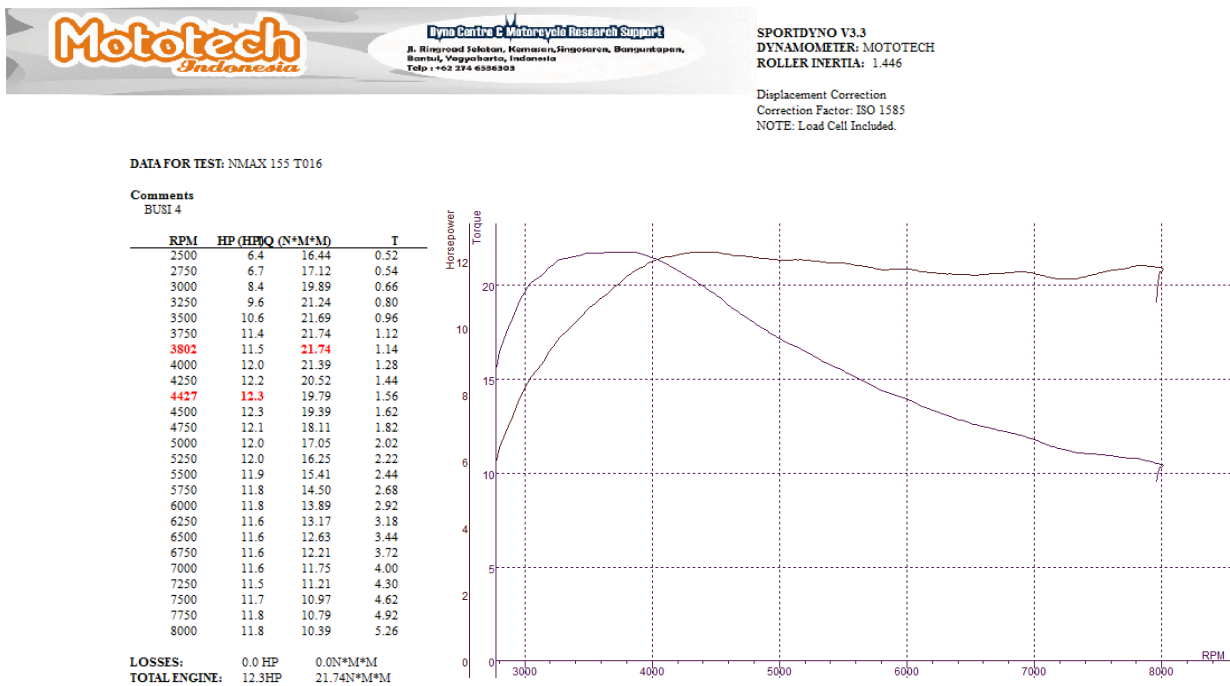
DATA FOR TEST: N MAX T006

Comments  
TEST 1

RPM	HP (HP) (N*M*M)	T
2000	5.2	16.49
2250	5.5	17.39
2500	7.2	20.97
2750	9.0	23.50
2992	9.9	23.79
3000	10.0	23.77
3250	10.6	23.54
3500	11.3	23.09
3750	11.8	22.33
4000	12.1	21.60
4250	12.3	20.62
4415	12.3	19.96
4500	12.3	19.39
4750	12.2	18.24
5000	12.1	17.17
5250	11.9	16.13
5500	11.9	15.39
5750	12.0	14.74
6000	11.9	14.04
6250	11.8	13.39
6500	11.7	12.78
6750	11.8	12.32
7000	11.5	11.64
7250	11.5	11.25
7500	11.6	10.92
7750	11.9	10.85
8000	12.2	10.74

LOSSES: 0.0 HP 0.0N\*M\*M  
TOTAL ENGINE: 12.3HP 23.79N\*M\*M

## Busi Iridium NGK CPR9EAX9 dan Koil Standard (TEST 2)



## Busi Iridium NGK CPR9EAI9 dan Koil Standard (TEST 3)



Dyno Centre & Motorcycle Research Support

Jl. Ringroad Selatan, Kemasan, Singosaren, Banguntapan,  
Bantul, Yogyakarta, Indonesia  
Telp. +62 274 6556305

SPORTDYNO V3.3

DYNAMOMETER: MOTOTECH

ROLLER INERTIA: 1.446

Displacement Correction

Correction Factor: ISO 1585

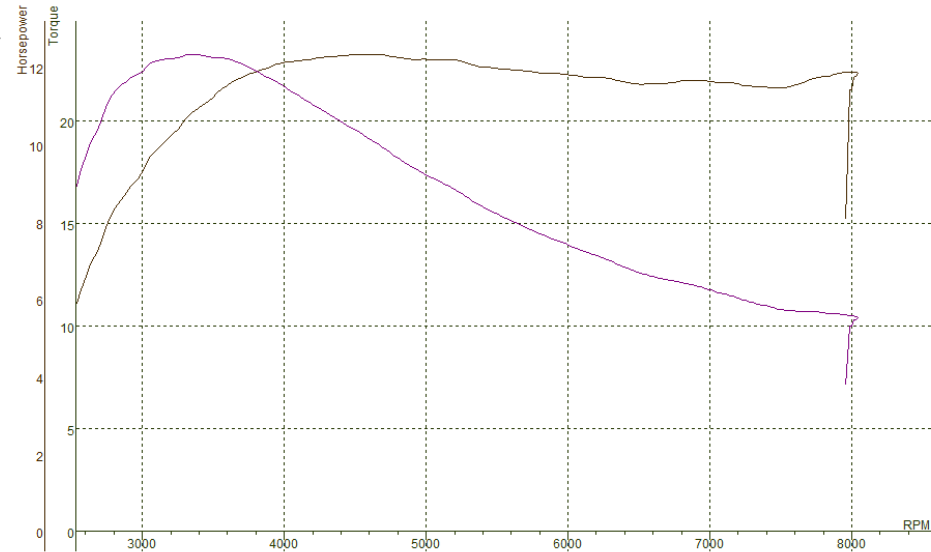
NOTE: Load Cell Included.

DATA FOR TEST: NMAX 155 T035

### Comments

BUSI 9

RPM	HP (HPQ)	(N*M*M)	T
2250	6.3	17.61	0.52
2500	6.6	18.31	0.54
2750	8.1	21.12	0.64
3000	9.3	22.43	0.76
3250	10.4	23.06	0.90
<b>3350</b>	<b>10.8</b>	<b>23.23</b>	0.96
3500	11.3	23.07	1.06
3750	11.8	22.55	1.20
4000	12.1	21.57	1.36
4250	12.3	20.52	1.52
4500	12.3	19.41	1.70
<b>4558</b>	<b>12.3</b>	19.30	1.72
4750	12.3	18.42	1.86
5000	12.2	17.33	2.06
5250	12.1	16.41	2.26
5500	12.0	15.40	2.48
5750	11.9	14.63	2.70
6000	11.8	13.91	2.94
6250	11.7	13.29	3.18
6500	11.6	12.59	3.44
6750	11.6	12.16	3.72
7000	11.6	11.75	3.98
7250	11.5	11.22	4.28
7500	11.5	10.80	4.58
7750	11.7	10.69	4.88
8000	11.9	10.49	5.18



LOSSES: 0.0 HP 0.0N\*M\*M  
TOTAL ENGINE: 12.3HP 23.23N\*M\*M

## Busi Iridium NGK CPR9EAI9 dan Koil Ultraspeed Racing (TEST 1)



SPORTDYNO V3.3  
DYNAMOMETER: MOTOTECH  
ROLLER INERTIA: 1.446

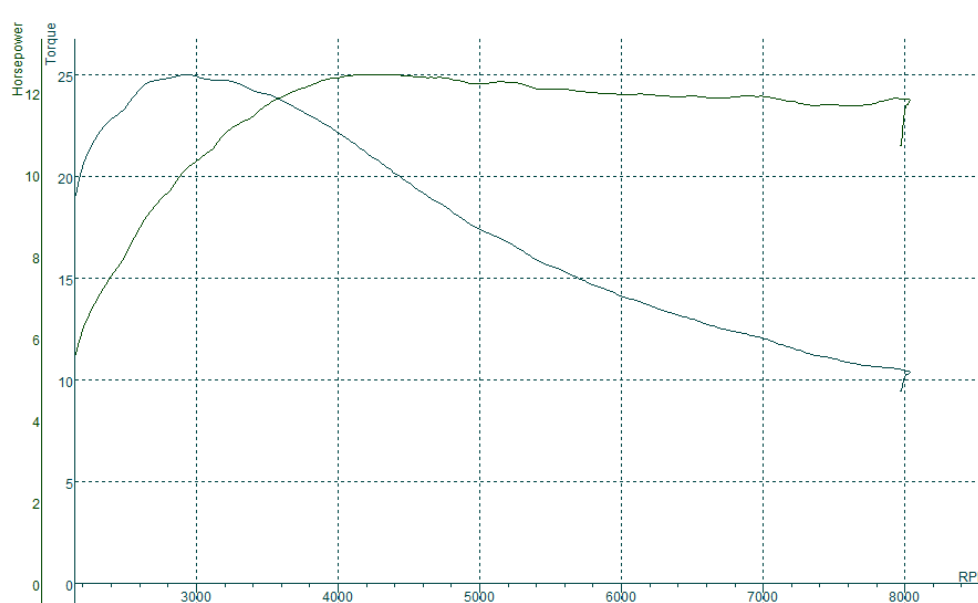
Displacement Correction  
Correction Factor: ISO 1585  
NOTE: Load Cell Included.

DATA FOR TEST: NMAX T007

Comments  
BUSI 2

RPM	HP (HPQ)	(N*M*M)	T
1750	5.9	19.90	0.52
2000	6.3	20.66	0.54
2250	6.8	21.81	0.58
2500	8.2	23.64	0.70
2750	9.4	24.78	0.82
<b>2908</b>	<b>10.1</b>	<b>25.01</b>	<b>0.90</b>
3000	10.4	24.84	0.96
3250	11.1	24.67	1.08
3500	11.7	24.00	1.22
3750	12.1	23.14	1.36
4000	12.4	22.03	1.52
4250	12.4	20.79	1.68
<b>4283</b>	<b>12.4</b>	<b>20.79</b>	<b>1.68</b>
4500	12.4	19.59	1.84
4750	12.4	18.46	2.02
5000	12.2	17.38	2.20
5250	12.2	16.54	2.40
5500	12.1	15.60	2.60
5750	12.0	14.76	2.84
6000	11.9	14.09	3.06
6250	11.9	13.49	3.30
6500	11.9	12.97	3.54
6750	11.9	12.45	3.80
7000	11.9	12.04	4.06
7250	11.7	11.45	4.34
7500	11.7	11.02	4.64
7750	11.7	10.68	4.94
8000	11.8	10.46	5.24

LOSSES: 0.0 HP 0.0N\*M\*M  
TOTAL ENGINE: 12.4HP 25.01N\*M\*M



## Busi Iridium NGK CPR9EAI9 dan Koil Ultraspeed Racing (TEST 2)



SPORTDYNO V3.3  
 DYNAMOMETER: MOTOTECH  
 ROLLER INERTIA: 1.446

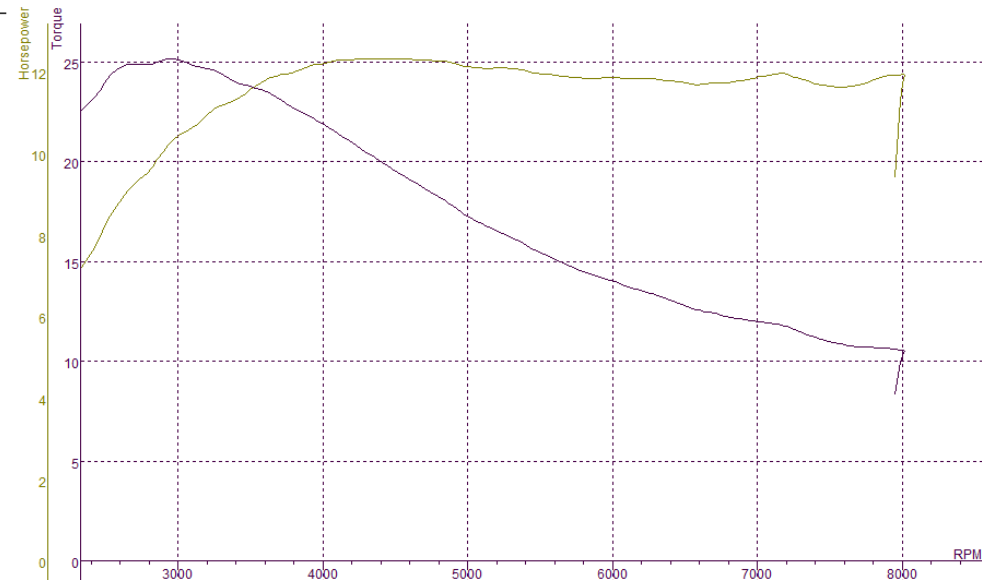
Displacement Correction  
 Correction Factor: ISO 1585  
 NOTE: Load Cell Included.

DATA FOR TEST: NMAX T020

Comments  
 BUSI 4

RPM	HP (HPQ)	(N*M*M)	T
1750	7.5	22.90	0.52
2000	7.7	23.23	0.54
2250	8.0	23.60	0.56
2500	8.5	24.32	0.60
2750	9.5	24.86	0.72
<b>2966</b>	<b>10.3</b>	<b>25.18</b>	<b>0.82</b>
3000	10.4	25.11	0.84
3250	11.1	24.51	0.98
3500	11.6	23.71	1.12
3750	12.0	22.76	1.26
4000	12.2	21.81	1.40
4250	12.3	20.64	1.56
<b>4419</b>	<b>12.3</b>	<b>19.93</b>	<b>1.66</b>
4500	12.3	19.50	1.72
4750	12.3	18.38	1.90
5000	12.1	17.25	2.08
5250	12.1	16.36	2.28
5500	12.0	15.45	2.48
5750	11.9	14.64	2.70
6000	11.9	13.99	2.94
6250	11.8	13.43	3.16
6500	11.7	12.76	3.42
6750	11.7	12.29	3.68
7000	11.9	12.00	3.94
7250	11.9	11.59	4.20
7500	11.6	10.96	4.50
7750	11.7	10.71	4.78
8000	11.9	10.55	5.08

LOSSES: 0.0 HP 0.0N\*M\*M  
 TOTAL ENGINE: 12.3HP 25.18N\*M\*M



## Busi Iridium NGK CPR9EAIX9 dan Koil Ultraspeed Racing (TEST 3)



SPORTDYNO V3.3  
 DYNAMOMETER: MOTOTECH  
 ROLLER INERTIA: 1.446

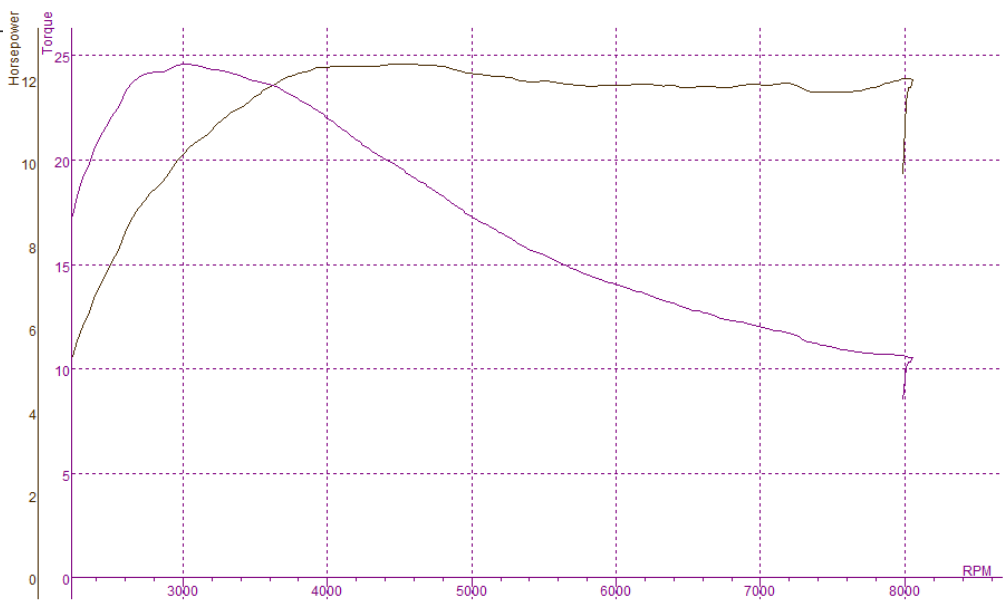
Displacement Correction  
 Correction Factor: ISO 1585  
 NOTE: Load Cell Included.

DATA FOR TEST: NMAX T043

Comments  
 BUSI 9

RPM	HP (HP)	Q (N*M*M)	T
2000	5.7	18.29	0.52
2250	6.1	19.12	0.54
2500	7.6	22.07	0.64
2750	9.2	24.18	0.78
3000	10.2	24.60	0.90
<b>3041</b>	<b>10.4</b>	<b>24.61</b>	0.92
3250	11.0	24.29	1.04
3500	11.7	23.76	1.18
3750	12.1	23.04	1.32
4000	12.3	21.99	1.46
4250	12.3	20.54	1.64
4500	12.4	19.52	1.80
<b>4532</b>	<b>12.4</b>	<b>19.52</b>	1.80
4750	12.3	18.51	1.96
5000	12.1	17.23	2.16
5250	12.0	16.26	2.36
5500	12.0	15.37	2.58
5750	11.9	14.63	2.78
6000	11.9	14.00	3.02
6250	11.9	13.43	3.26
6500	11.8	12.84	3.50
6750	11.8	12.37	3.76
7000	11.9	12.00	4.02
7250	11.8	11.54	4.30
7500	11.7	11.01	4.60
7750	11.8	10.75	4.88
8000	12.0	10.62	5.18

LOSSES: 0.0 HP 0.0N\*M\*M  
 TOTAL ENGINE: 12.4HP 24.61N\*M\*M



# Busi Laser Iridium SIMR8A9 dan Koil Standard (TEST 1)



SPORTDYNO V3.3  
 DYNAMOMETER: MOTOTECH  
 ROLLER INERTIA: 1.446

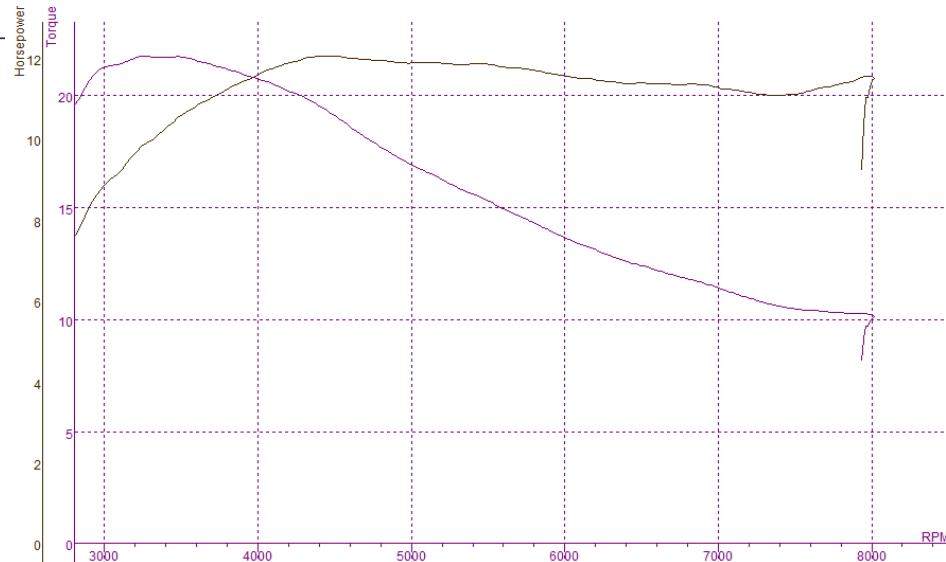
Displacement Correction  
 Correction Factor: ISO 1585  
 NOTE: Load Cell Included.

DATA FOR TEST: NMAX 155 T011

Comments  
 BUSI 3

RPM	HP (HPQ)	(N*M*M)	T
2500	7.9	19.97	0.52
2750	8.1	20.34	0.54
3000	8.9	21.29	0.62
3239	9.8	21.77	0.76
3250	9.9	21.76	0.78
3500	10.6	21.71	0.92
3750	11.2	21.22	1.08
4000	11.6	20.69	1.24
4250	12.0	19.99	1.40
4448	12.1	19.35	1.52
4500	12.0	19.10	1.56
4750	11.9	17.83	1.76
5000	11.9	16.89	1.94
5250	11.9	15.97	2.16
5500	11.8	15.27	2.36
5750	11.7	14.47	2.58
6000	11.6	13.65	2.82
6250	11.4	12.94	3.08
6500	11.4	12.38	3.34
6750	11.3	11.90	3.60
7000	11.3	11.39	3.88
7250	11.1	10.84	4.18
7500	11.1	10.48	4.48
7750	11.3	10.33	4.80
8000	11.6	10.22	5.10

LOSSES: 0.0 HP 0.0N\*M\*M  
 TOTAL ENGINE: 12.1HP 21.77N\*M\*M



## Busi Laser Iridium NGK SIMR8A9 dan Koil Standard (TEST 2)



Dyno Centre & Motorcycle Research Support

Jl. Ringroad Selatan, Kemasan, Singosaren, Banguntapan,  
Bantul, Yogyakarta, Indonesia  
Telp. +62 274 659303

SPORTDYNO V3.3  
DYNAMOMETER: MOTOTECH  
ROLLER INERTIA: 1.446

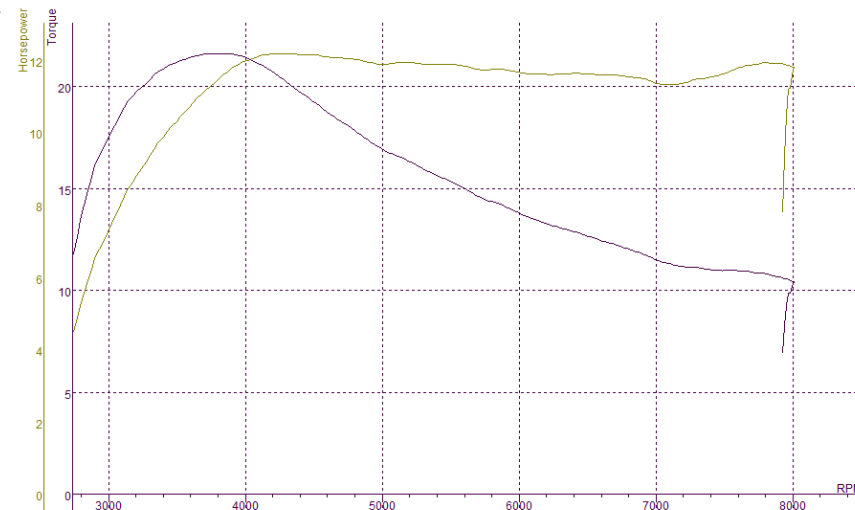
Displacement Correction  
Correction Factor: ISO 1585  
NOTE: Load Cell Included.

DATA FOR TEST: NMAX 155 T020

Comments  
BUSI 5

RPM	HP (HPQ)	(N*M*M)	T
2750	4.9	12.63	0.52
3000	7.5	17.82	0.70
3250	9.2	20.13	0.86
3500	10.4	21.25	1.02
3750	11.4	21.59	1.18
3871	11.7	21.61	1.24
4000	12.0	21.35	1.34
4219	12.2	20.61	1.48
4250	12.2	20.32	1.52
4500	12.1	19.14	1.70
4750	12.0	17.95	1.90
5000	11.9	16.85	2.10
5250	11.9	16.05	2.32
5500	11.9	15.31	2.54
5750	11.7	14.44	2.78
6000	11.6	13.72	3.04
6250	11.6	13.14	3.30
6500	11.6	12.65	3.56
6750	11.6	12.10	3.86
7000	11.4	11.49	4.14
7250	11.4	11.15	4.46
7500	11.7	10.97	4.78
7750	11.9	10.86	5.08
8000	11.8	10.41	5.42

LOSSES: 0.0 HP 0.0N\*M\*M  
TOTAL ENGINE: 12.2HP 21.61N\*M\*M





## Busi Laser Iridium NGK SIMR8A9 dan Koil Standard (TEST 3)



**Dyno Centre & Motorcycle Research Support**  
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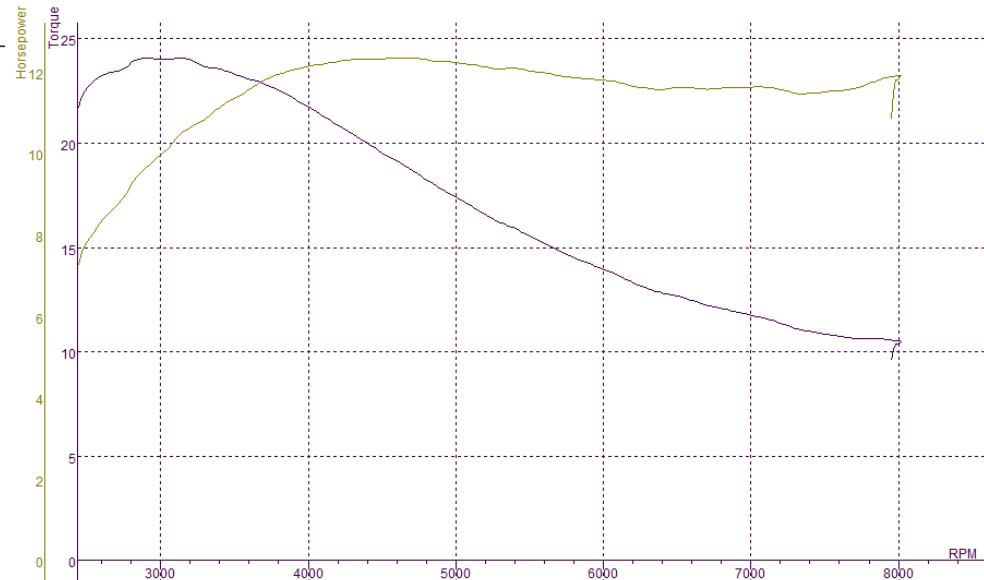
SPORTDYNO V3.3  
 DYNAMOMETER: MOTOTECH  
 ROLLER INERTIA: 1.446

Displacement Correction  
 Correction Factor: ISO 1585  
 NOTE: Load Cell Included.

DATA FOR TEST: NMAX 155 T028

Comments  
 BUSI 7

RPM	HP (HEQ)	(N*M*M)	T
2000	7.6	22.26	0.52
2250	7.8	22.69	0.54
2500	8.1	23.01	0.56
2750	9.1	23.74	0.68
<b>2888</b>	<b>9.6</b>	<b>24.10</b>	0.74
3000	10.0	24.01	0.80
3250	10.8	23.78	0.94
3500	11.4	23.27	1.08
3750	11.9	22.69	1.22
4000	12.2	21.66	1.38
4250	12.3	20.57	1.54
4500	12.3	19.51	1.70
<b>4652</b>	<b>12.4</b>	18.93	1.80
4750	12.3	18.43	1.88
5000	12.2	17.41	2.06
5250	12.1	16.35	2.26
5500	12.0	15.46	2.48
5750	11.9	14.61	2.70
6000	11.8	13.94	2.92
6250	11.6	13.18	3.16
6500	11.6	12.66	3.42
6750	11.6	12.15	3.68
7000	11.6	11.76	3.94
7250	11.5	11.22	4.24
7500	11.5	10.86	4.52
7750	11.7	10.63	4.82
8000	11.9	10.53	5.12



LOSSES: 0.0 HP 0.0N\*M\*M  
 TOTAL ENGINE: 12.4HP 24.10N\*M\*M

# Busi Laser Iridium NGK SIMR8A9 dan Koil Ultraspeed Racing (TEST 1)



**Dyno Centre & Motorcycle Research Support**  
 Jl. Ringroad Selatan, Kemasan, Singosaren, Banguntapan,  
 Bantul, Yogyakarta, Indonesia  
 Telp. +62 274 659303

SPORTDYNO V3.3  
 DYNAMOMETER: MOTOTECH  
 ROLLER INERTIA: 1.446

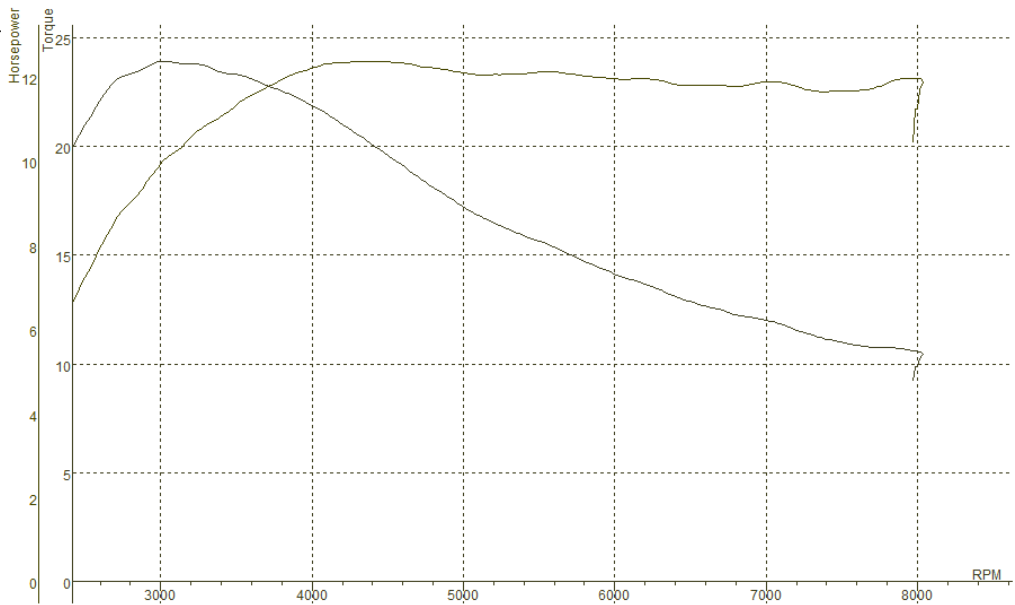
Displacement Correction  
 Correction Factor: ISO 1585  
 NOTE: Load Cell Included.

DATA FOR TEST: NMAX T013

Comments  
 BUSI 3

RPM	HP (HPQ)	(N*M*M)	T
2000	7.0	20.53	0.52
2250	7.2	20.99	0.54
2500	7.5	21.42	0.56
2750	8.8	23.24	0.68
3000	10.0	23.91	0.82
3014	10.0	23.91	0.82
3250	10.8	23.75	0.96
3500	11.4	23.26	1.10
3750	11.9	22.63	1.24
4000	12.2	21.77	1.40
4250	12.4	20.67	1.56
4360	12.4	20.27	1.62
4500	12.4	19.56	1.72
4750	12.2	18.33	1.90
5000	12.1	17.15	2.10
5250	12.1	16.29	2.30
5500	12.1	15.64	2.50
5750	12.1	14.88	2.72
6000	12.0	14.11	2.96
6250	11.9	13.52	3.20
6500	11.8	12.84	3.46
6750	11.8	12.37	3.70
7000	11.9	12.01	3.98
7250	11.7	11.42	4.26
7500	11.7	10.99	4.56
7750	11.8	10.75	4.86
8000	12.0	10.57	5.16

LOSSES: 0.0 HP 0.0N\*M\*M  
 TOTAL ENGINE: 12.4HP 23.91N\*M\*M



## Busi Laser Iridium NGK SIMR8A9 dan Koil Ultraspeed Racing (TEST 2)



SPORTDYNO V3.3  
DYNAMOMETER: MOTOTECH  
ROLLER INERTIA: 1.446

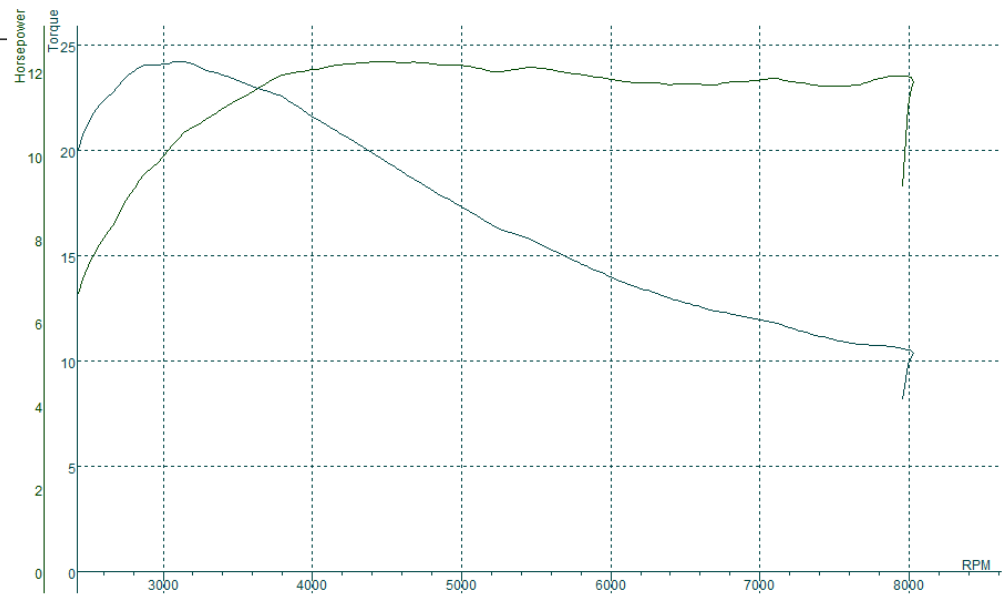
Displacement Correction  
Correction Factor: ISO 1585  
NOTE: Load Cell Included.

DATA FOR TEST: NMAX T023

Comments  
BUSI 5

RPM	HP (HP)	Q (N*M*M)	T
2000	7.0	20.72	0.52
2250	7.3	21.31	0.54
2500	7.6	21.78	0.56
2750	9.0	23.55	0.68
3000	10.0	24.06	0.80
<b>3105</b>	<b>10.4</b>	<b>24.20</b>	<b>0.86</b>
3250	10.8	23.89	0.94
3500	11.3	23.28	1.08
3750	11.9	22.59	1.24
4000	12.1	21.57	1.38
4250	12.2	20.51	1.54
<b>4484</b>	<b>12.3</b>	<b>19.51</b>	<b>1.70</b>
4500	12.3	19.37	1.72
4750	12.2	18.27	1.90
5000	12.2	17.21	2.10
5250	12.0	16.26	2.28
5500	12.1	15.59	2.50
5750	12.0	14.73	2.72
6000	11.8	13.92	2.96
6250	11.8	13.30	3.20
6500	11.7	12.76	3.44
6750	11.7	12.31	3.70
7000	11.8	11.93	3.98
7250	11.7	11.45	4.26
7500	11.7	11.00	4.54
7750	11.8	10.76	4.84
8000	11.9	10.49	5.16

LOSSES: 0.0 HP 0.0N\*M\*M  
TOTAL ENGINE: 12.3HP 24.20N\*M\*M



## Busi Laser Iridium NGK SIMR8A9 dan Koil Ultraspeed Racing (TEST 3)



SPORTDYNO V3.3  
 DYNAMOMETER: MOTOTECH  
 ROLLER INERTIA: 1.446

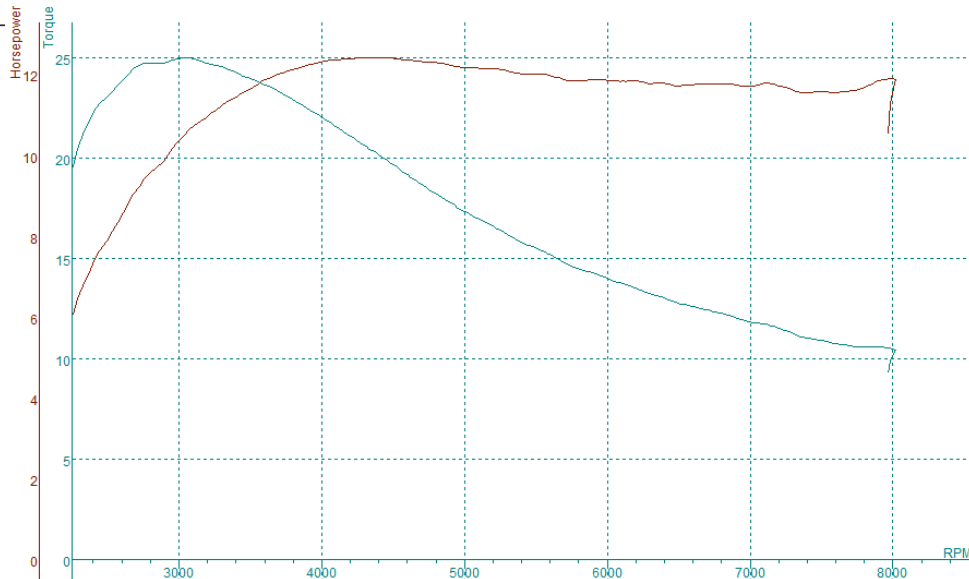
Displacement Correction  
 Correction Factor: ISO 1585  
 NOTE: Load Cell Included.

DATA FOR TEST: NMAX T033

Comments  
 BUSI 7

RPM	HP (HPQ)	(N*M*M)	T
2000	6.4	20.46	0.52
2250	6.8	21.21	0.54
2500	8.1	23.33	0.64
2750	9.4	24.72	0.76
3000	10.5	25.01	0.90
<b>3037</b>	<b>10.5</b>	<b>25.01</b>	0.90
3250	11.1	24.60	1.02
3500	11.7	23.90	1.16
3750	12.1	23.07	1.30
4000	12.3	21.92	1.46
4250	12.4	20.73	1.62
<b>4372</b>	<b>12.4</b>	<b>20.31</b>	1.68
4500	12.4	19.60	1.78
4750	12.3	18.39	1.96
5000	12.2	17.32	2.14
5250	12.1	16.41	2.34
5500	12.0	15.46	2.56
5750	11.8	14.59	2.78
6000	11.9	14.01	3.00
6250	11.8	13.33	3.26
6500	11.7	12.75	3.50
6750	11.8	12.34	3.76
7000	11.7	11.83	4.04
7250	11.7	11.36	4.32
7500	11.6	10.92	4.60
7750	11.6	10.60	4.90
8000	11.9	10.51	5.20

LOSSES: 0.0 HP 0.0N\*M\*M  
 TOTAL ENGINE: 12.4HP 25.01N\*M\*M



## Busi Standar NGK CPR8EA9 dan Koil Standard (TEST 1)



SPORTDYNO V3.3  
 DYNAMOMETER: MOTOTECH  
 ROLLER INERTIA: 1.446

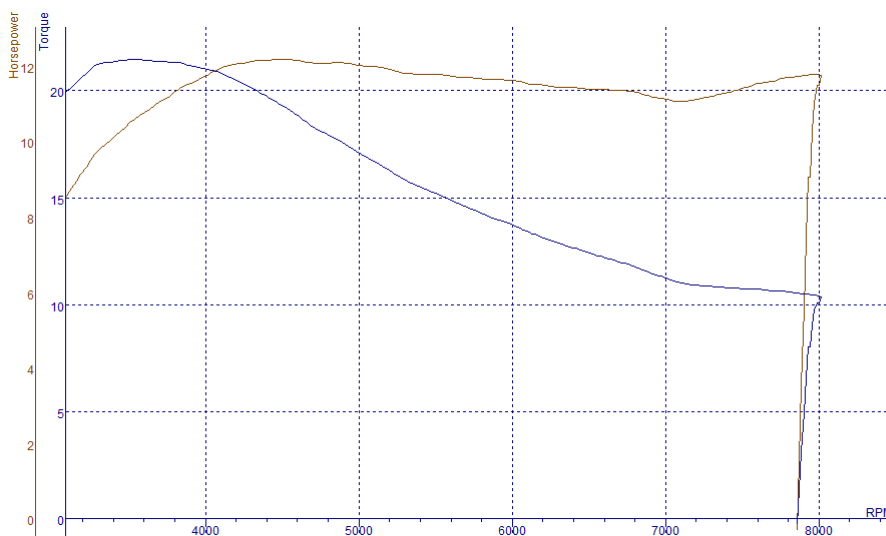
Displacement Correction  
 Correction Factor: ISO 1585  
 NOTE: Load Cell Included.

DATA FOR TEST: NMAX 155 T002

Comments  
 BUSI 1

RPM	HP (HP@ (N*M*M))	T
2750	8.8	20.16
3000	8.9	20.37
3250	9.5	21.01
3500	10.5	21.47
3641	10.6	21.47
3750	11.2	21.33
4000	11.8	20.98
4250	12.1	20.31
4500	12.2	19.19
4530	12.2	19.19
4750	12.1	18.05
5000	12.0	17.04
5250	11.8	15.96
5500	11.8	15.15
5750	11.7	14.42
6000	11.6	13.70
6250	11.4	12.96
6500	11.4	12.36
6750	11.3	11.86
7000	11.1	11.20
7250	11.2	10.88
7500	11.4	10.75
7750	11.7	10.64
8000	11.8	10.40

LOSSES: -2.0 HP -1.8N\*M\*M  
 TOTAL ENGINE: 14.2HP 23.24N\*M\*M



## Busi Standar NGK CPR8A9 dan Koil Standard (TEST 2)



SPORTDYNO V3.3  
DYNAMOMETER: MOTOTECH  
ROLLER INERTIA: 1.446

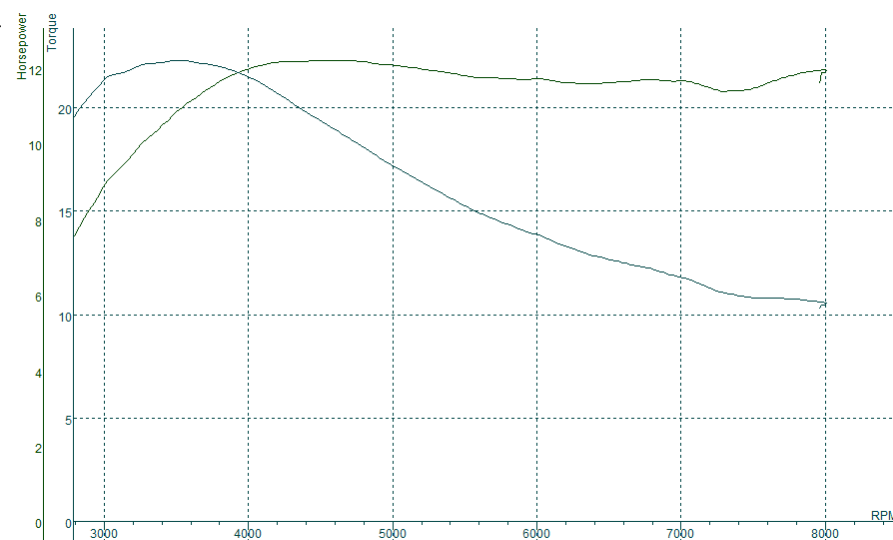
Displacement Correction  
Correction Factor: ISO 1585  
NOTE: Load Cell Included.

DATA FOR TEST: NMAX 155 T023

Comments  
BUSI 6

RPM	HP (HPQ (N*M*M))	T
2500	7.8	19.92
2750	8.0	20.23
3000	9.0	21.46
3250	10.0	22.07
3498	10.9	22.27
3500	11.0	22.26
3750	11.6	22.01
4000	12.0	21.37
4250	12.2	20.41
4500	12.2	19.27
4627	12.2	18.81
4750	12.2	18.24
5000	12.1	17.14
5250	11.9	16.16
5500	11.8	15.23
5750	11.7	14.43
6000	11.7	13.83
6250	11.6	13.16
6500	11.6	12.66
6750	11.7	12.26
7000	11.7	11.78
7250	11.4	11.11
7500	11.5	10.81
7750	11.8	10.76
8000	11.9	10.54

LOSSES: 0.0 HP 0.0N\*M\*M  
TOTAL ENGINE: 12.2HP 22.27N\*M\*M



## Busi Standar NGK CPR8EA9 dan Koil Standard (TEST 3)



Dyno Centre & Motorcycle Research Support

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Telp. +62 274 659303

SPORTDYNO V3.3  
DYNAMOMETER: MOTOTECH  
ROLLER INERTIA: 1.446

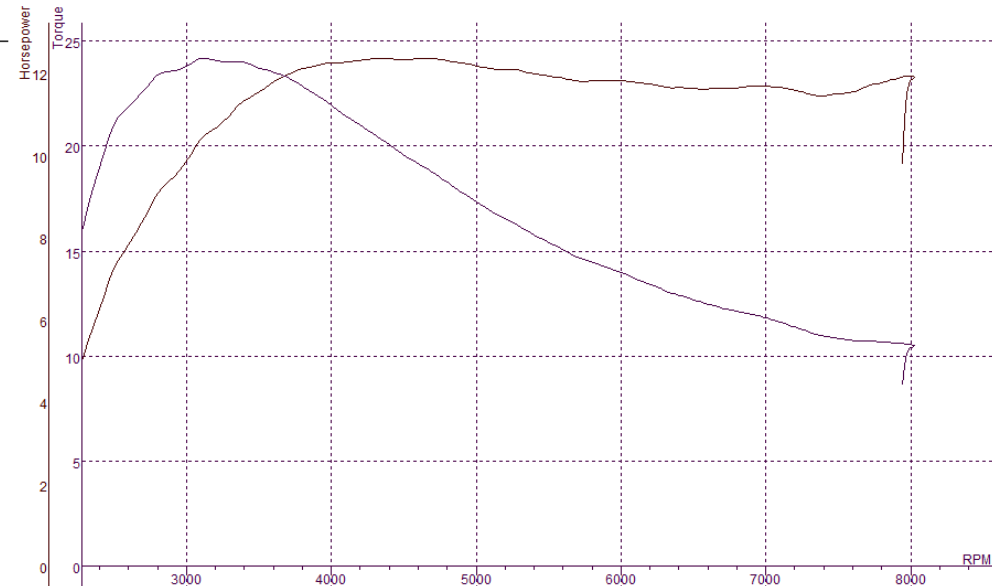
Displacement Correction  
Correction Factor: ISO 1585  
NOTE: Load Cell Included.

DATA FOR TEST: NMAX 155 T032

Comments  
BUSI 8

RPM	HP (HPQ)	(N*M*M)	T
2000	5.4	17.02	0.52
2250	5.8	17.94	0.54
2500	7.5	21.35	0.64
2750	8.8	23.07	0.76
3000	10.0	23.91	0.90
3130	10.5	24.17	0.96
3250	10.8	23.99	1.02
3500	11.5	23.71	1.16
3750	12.1	22.92	1.32
4000	12.2	21.88	1.46
4250	12.3	20.70	1.62
4500	12.3	19.46	1.80
4666	12.4	18.90	1.90
4750	12.3	18.40	1.98
5000	12.2	17.31	2.16
5250	12.1	16.34	2.36
5500	11.9	15.35	2.58
5750	11.8	14.54	2.80
6000	11.8	13.97	3.02
6250	11.7	13.23	3.28
6500	11.6	12.67	3.52
6750	11.6	12.17	3.80
7000	11.7	11.81	4.06
7250	11.5	11.23	4.36
7500	11.5	10.85	4.64
7750	11.7	10.71	4.94
8000	11.9	10.53	5.26

LOSSES: 0.0 HP 0.0N\*M\*M  
TOTAL ENGINE: 12.4HP 24.17N\*M\*M



## Busi Standard NGK CPR8EA9 dan Koil Ultraspeed Racing (TEST 1)



SPORTDYNO V3.3  
 DYNAMOMETER: MOTOTECH  
 ROLLER INERTIA: 1.446

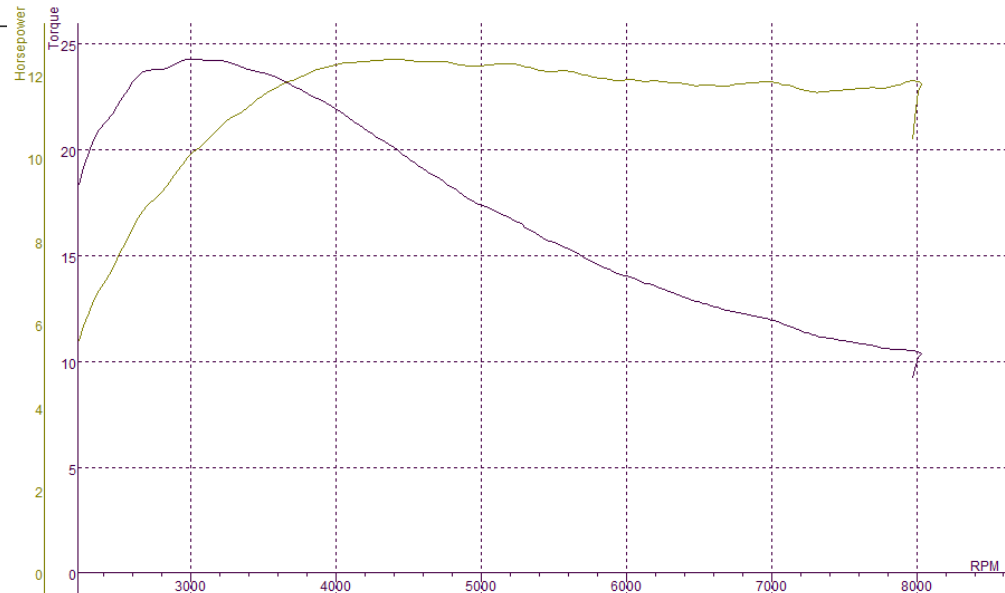
Displacement Correction  
 Correction Factor: ISO 1585  
 NOTE: Load Cell Included.

DATA FOR TEST: NMAX T004

Comments  
 BUSI 1

RPM	HP (HPQ)	(N*M*M)	T
2000	6.0	19.19	0.52
2250	6.3	19.89	0.54
2500	7.8	22.49	0.66
2750	9.0	23.80	0.78
3000	10.1	24.30	0.92
<b>3012</b>	10.1	<b>24.30</b>	0.92
3250	11.0	24.12	1.06
3500	11.6	23.59	1.20
3750	12.0	22.78	1.34
4000	12.2	21.92	1.48
<b>4250</b>	12.3	20.75	1.64
<b>4399</b>	<b>12.4</b>	20.10	1.74
4500	12.3	19.51	1.82
4750	12.3	18.40	2.00
5000	12.2	17.38	2.18
5250	12.2	16.56	2.38
5500	12.1	15.56	2.60
5750	11.9	14.71	2.82
6000	11.9	14.03	3.04
6250	11.8	13.42	3.28
6500	11.7	12.78	3.54
6750	11.8	12.34	3.80
7000	11.8	11.96	4.06
7250	11.6	11.31	4.36
7500	11.6	10.98	4.64
7750	11.7	10.64	4.96
8000	11.8	10.48	5.24

LOSSES: 0.0 HP 0.0N\*M\*M  
 TOTAL ENGINE: 12.4HP 24.30N\*M\*M





## Busi Standard NGK CPR8EA9 dan Koil Ultraspeed Racing (TEST 2)



SPORTDYNO V3.3  
DYNAMOMETER: MOTOTECH  
ROLLER INERTIA: 1.446

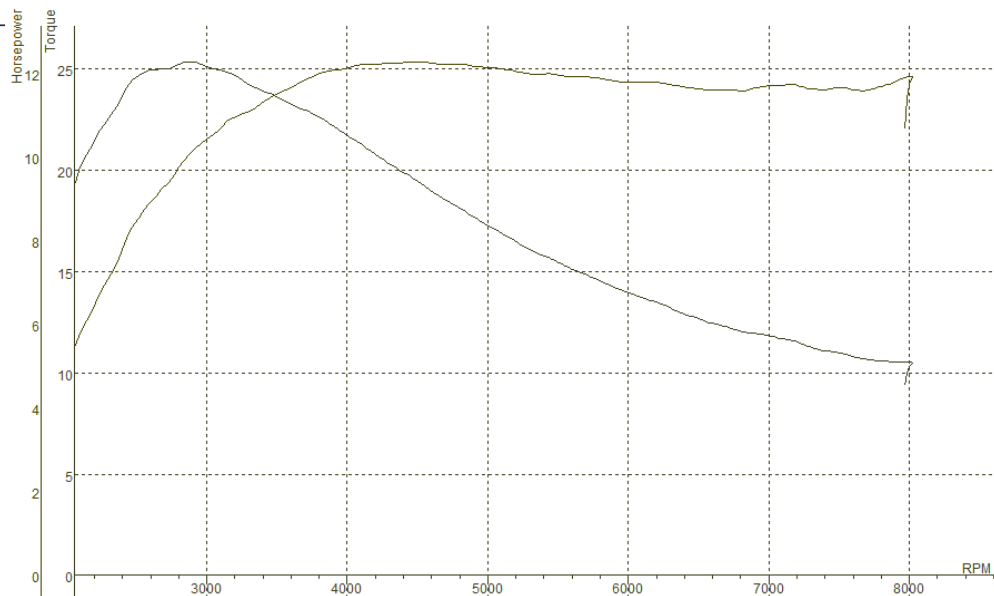
Displacement Correction  
Correction Factor: ISO 1585  
NOTE: Load Cell Included.

DATA FOR TEST: NMAX T029

Comments  
BUSI 6

RPM	HP (HPQ)	N*M*M	T
1750	5.8	20.14	0.52
2000	6.1	20.76	0.54
2250	6.9	22.29	0.60
2500	8.5	24.70	0.72
2750	9.6	25.12	0.84
<b>2878</b>	<b>10.1</b>	<b>25.36</b>	0.90
3000	10.4	25.12	0.96
3250	11.0	24.39	1.10
3500	11.5	23.55	1.24
3750	11.9	22.72	1.38
4000	12.1	21.68	1.52
4250	12.2	20.51	1.68
4500	12.3	19.45	1.84
<b>4506</b>	<b>12.3</b>	19.45	1.84
4750	12.2	18.30	2.02
5000	12.1	17.26	2.20
5250	12.0	16.23	2.40
5500	11.9	15.36	2.62
5750	11.9	14.66	2.82
6000	11.8	13.88	3.06
6250	11.8	13.32	3.28
6500	11.6	12.63	3.54
6750	11.6	12.16	3.78
7000	11.7	11.81	4.06
7250	11.6	11.33	4.34
7500	11.7	10.98	4.62
7750	11.6	10.61	4.90
8000	11.9	10.53	5.20

LOSSES: 0.0 HP 0.0N\*M\*M  
TOTAL ENGINE: 12.3HP 25.36N\*M\*M



## Busi Standard NGK CPR8EA9 dan Koil Ultraspeed Racing (TEST 3)



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 Bantul, Yogyakarta, Indonesia  
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SPORTDYNO V3.3  
 DYNAMOMETER: MOTOTECH  
 ROLLER INERTIA: 1.446

Displacement Correction  
 Correction Factor: ISO 1585  
 NOTE: Load Cell Included.

DATA FOR TEST: NMAX T039

Comments  
 BUSI 8

RPM	HP (HPQ)	(N*M*M)	T
2000	6.3	19.01	0.52
2250	6.7	19.78	0.54
2500	7.3	21.16	0.58
2750	8.9	23.17	0.72
3000	9.9	23.80	0.84
<b>3154</b>	<b>10.5</b>	<b>23.94</b>	0.92
3250	10.7	23.73	0.98
3500	11.4	23.28	1.12
3750	11.8	22.62	1.26
4000	12.2	21.68	1.42
4250	12.3	20.52	1.58
<b>4360</b>	<b>12.3</b>	20.10	1.64
4500	12.2	19.38	1.74
4750	12.2	18.29	1.92
5000	12.2	17.24	2.12
5250	12.0	16.16	2.32
5500	11.9	15.40	2.52
5750	11.9	14.62	2.74
6000	11.7	13.85	2.98
6250	11.7	13.28	3.22
6500	11.7	12.74	3.46
6750	11.7	12.29	3.72
7000	11.8	11.95	3.98
7250	11.7	11.46	4.26
7500	11.6	10.92	4.56
7750	11.8	10.71	4.86
8000	11.9	10.50	5.16

LOSSES: 0.0 HP 0.0N\*M\*M  
 TOTAL ENGINE: 12.3HP 23.94N\*M\*M

