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The article is based on press work arranged by Ronald Maerz, MAERZ MOTORRADHANDEL, the VEE TWO distributor for Germany, which features approx. 105 DUCATI dealerships.

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Main Title: I AM GOING TO LOAD YOU UP GOOD

Main Title Byline: Why have we not thought of this before: A compressor wakes up sleepy engines. Australian tuner Vee Two blows a Ducati Monster into 7th torque heaven.

Picture Byline: Good Thing: The screw compressor is driven via two belts, a slip clutch avoids mismatches.

The most important thing for any engine is air. You can always supply additional fuel, but without sufficient oxygen in the combustion chamber there is no power. How to get max. possible air into it? This is where the math of the constructors begins. Two big inlet valves, which stay open as long as possible, straight suction channels, preferably vibration synced with large air boxes: The naturally aspirated 4-stroke engine offers a multitude of possibilities to have fun with.

...Or you apply forced induction. How? With a compressor which creates pressure forcing more air into the engine than the motor would be able to do on its own. This is particularly helpful with a Ducati 2-valve engine. It can call neither large valves, nor straight suction channels its own and it is therefore a thankful candidate for forced induction. Vee Two, renowned Australian Ducati tuner, has developed a compressor kit, which truly 'blows' the Ducati Monster S2R.

What does it do? To begin with – great visual. The compressor is mechanically driven; for the Ducati via belts. Fortunately its cams are belt driven too; that enables the use of the existing setup. Via a slip clutch and belts up to the compressor, which is throned above the horizontal cylinder. Looks very important, and thanks to beautifully fashioned billet parts pleases the eye.

The engine start is unspectacular. The V-2 Ducati fires, then grumbles nice and even in neutral. Hmm, all hype? Not so. Already with the first forward movement the Ducati comes alive with vigor. Things are happening. Already at 2000/min.

The supercharged Ducati shows manors one can only wish from the OEM version. Smooth throttle reaction at low RPMs, forceful acceleration throughout the range. The injection setup has been wonderfully adjusted to the new circumstance. Feels real good.

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Even Euro3 (emissions standard) has been maintained. Want a little more? OK. Attack. Throttle to the tilt, the Monster charges like a bull. In the lower gears the front tire lifts up; be aware and handle with care. 4th gear onwards pure propulsion is the order of the day. 6th gear acceleration is pure sex. The Duc seams to be pushed forward by a mighty fist. Subjectively, only the Suzuki B-King gives you that steam. What a thrill!

Rarely have we seen a tuned bike produce such a formidable appearance. Everything fits. Is the compressor the big solution? If engine and gear parts are in sync with it – Yes. The powerful pressure stresses pistons, crank shaft, gears and chain considerably. Therefore, the Vee Two boys applied their magic giving ‘only’ 115 BHP to the ordinarily 90 BHP strong Desmo-V2. With more pressure 150 BHP would be possible, but probably at the expense of a shorter engine life span. Compared with the OEM performance curve, the supercharged curve is on top all the way. Up to 25% more torque speak for themselves, 40 BHP at 3800/min too.

To avoid knocking damage to the pistons, Premium Unleaded is a must. However, the supercharged 1000 uses the costly liquid very economically. On the country road: less than 5 ltr. p/100km flow through the injectors; aided by the RPM saving characteristics. So, rev the engine again and celebrate the acceleration in 3rd gear – uups! Almost lost it. The road is moist, and the rear wheel is spinning! Bridgestone BT 014 is not on. In addition to the € 4,500 cost incl. installation, you should include proper sport tires into you calculation ...

Test Results

Performance (OEM Values)

Top Speed	224 km/h (210 km/h)
Acceleration	0-100 km/h 3.7 (3.6) sec
	0-140 km/h 6.0 (6.4) sec
	0-200 km/h 12.9 (20.2) sec
In-Line Accelr.	60-100 km/h 3.8 (4.6) sec
	100-140 km/h 3.4 (4.6) sec
	140-180 km/h 3.9 (6.6) sec
Fuel Consumption	Country Road 4.5 l/100 km
	Theor. Distance 321 km
	Fuel Prem.Unleaded

