

TECH STUFF

Some of the most common problems we encounter in our shop are motorcycle exhaust related. These range from cosmetic problems like bluing to performance and sound related problems. Most aftermarket motorcycle exhaust systems will outperform the stock Harley Davidson motorcycle pipes, so we suggest owners choose a set based on criteria including style, sound, and cost. When you find the motorcycle exhaust of your fancy, be sure to order some Blue-Shield (#DSKR005) or Dyno Kote (CCI 11-499) to coat the inside of the header to prevent it from turning blue. If you get a system with good heat shields this may not be necessary, but it's worth the extra effort to keep your new pipes shiny. If you have motorcycle exhaust that has changed from chrome to blue-black, there are several products, which can restore the shine with a little elbow grease. These include Blue-Away (CCI 12-415) and Blue-Buster (CCI 35-125). If your pipes blue repeatedly or very quickly, it can be a sign that the air-fuel mixture or timing is out of whack. An over-rich mixture can cause a blue spot to appear far down the pipe or muffler where the unburned gas ignites on a baffle or hot spot. A very lean mixture or timing that is too advanced can cause pinging and the extra hot motorcycle exhaust gas can cause the pipe near the head to blue severely. Malfunctioning advance weights or a module that doesn't advance will blue the pipes, but by that time your pistons will need replacing! Some motorcycle exhausts are designed with style in mind and are very hard to tune properly. This is especially true on the large diameter drag pipe sets so popular lately. The symptoms are usually a lack of low-end power, a flat spot in the midrange, and gas dripping out of the air-cleaner. Strangely the same thing causes them all. The lack of back pressure causing a weak turbulence at low speed. This inefficient burning also causes the hydrocarbon readings to be excessive at idle. Reversion or negative pressure waves traveling back up the pipe can actually cause gas to be sprayed out the intake at certain Rpm's, and makes the mixture over-rich in the mid-range. A cam with more duration and overlap than stock will make this even more noticeable. Inserting an anti-reversion device in the pipe near the port can sometimes cure problems like this. These are cones with a venturi shape to them that creates a high pressure area which blocks the reversion waves and gives the exhaust a little back pressure and a "tuned" feel without adding a baffle or changing the sound of the pipe. There are several anti-reversion motorcycle part devices on the market including AR Power Cones (CS280003), and Exhaust Venturi (CS280004). Another problem area is "popping" in the motorcycle exhaust. Several things can cause this, the most common being an exhaust leak near the head. Newer EVO models use a crushable aluminum gasket which tends to stay in the port when the pipes are removed and don't get replaced very often. Always replace these when the exhaust is taken off. There are two kinds of gaskets Harley Davidson used, early and late. The early thin gaskets are better for high performance applications because they don't crush and stick out into the port. The thick late ones are better for sealing in general and work well for poor fit-up. Either of these can be used on older model shovel exhaust to take up gaps and seal poorly aligned flanges. High temp black RTV can be used at joints and at the head to seal problem leaks as well. It is possible to get backfires from unburned gas in the motorcycle exhaust, sometimes caused by a sticky float, or choke that is partially on, and also from fouled plugs which cause misfires.

Author Unknown

Remember When!!!

Remember When you were young and you seen your first motorcycle go by, be it a Harley, Triumph, BMW. Did you say to yourself "I have got to get me one of them some day!"

Then you get your first mini-bike (mine was an Artic Cat) and you were on top of the world. After a few more dirt bikes you get old enough to drive. That first taste of freedom never left you as you grew up. Your on a back road somewhere just cruising along, not a worry in your head! How you're thinking that dreams do come true. Keep that dream alive, because no one can take that away from you.

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