



UP CLOSE

D&D Performance Exhaust

D&D Performance Exhaust exists today because back in the early '70s, D&D's owner David Rash couldn't find a pipe he liked. No not that kind of pipe, but an exhaust pipe for a race bike of his. Being a competitive guy and knowing a good exhaust would give him a competitive edge, he decided to build one himself.

Funny how little events like that can be life changing and morph into a successfully huge business like D&D Performance Exhaust in Fort Worth, Texas, has become. After 30 years and a quarter of a million exhaust pipes later, David must still get a chuckle at this turn of events. The rest of us should be happy that he couldn't find what he wanted as we've now got a huge choice of performance exhausts from D&D that covers just about any bike currently made except maybe Moto Guzzi and Aprilia.

There are good reasons why D&D is so successful and taking performance seriously along with great designs, finish, and quality. All of their pipes are dyno tested to make sure you're getting what you're paying for. D&D uses a state-of-the-art Super Flow Eddy Current Ram Air dyno, a Super Flow bench, and what they say is the first in the industry multi-cylinder Lambda fuel-air ratio sensors interfaced with their dyno for real time meter and graph analysis. What they're saying is that your V-twin will deliver great performance with the rumble you expect.

If you've got questions about a slip-on or a complete exhaust application for your bike, you can call their Tech Line at 817-834-0996. For more information be sure to check out www.danddexhaust.com or call 817-834-8961. Dar did and he couldn't be happier with the results.



but for an inexpensive unit, it's proven itself reliable and functional. "When you're trying to build a price-point bike you've got to pick and chose and I'd rather spend my money on a BAKER trans," said Dar. "I have over 100 bikes on the road with the DNA forks and I've never had one problem." Dar designed and machined the springer's brake hanger that bolts up a choice Wilwood Performance 4-piston caliper and disc on the 21" spoked wheel. Out back there's another identical Wilwood setup working on a traditional 16" wheel. Premium Metzeler ME 880s, 90mm front and 140mm rear, provide good handling. This is such a plus choice, as you'd expect some cheap-ass tire on a budget bike. Not so here.

For motivation, Dar chose motorcycling's version of the venerable 350 Chevy crate motor, a Harley-Davidson 80" Evo. "It's such a proven reliable motor and it runs fantastic. We pair it up with an S&S E carb and an S&S teardrop air cleaner. We went to D&D and developed an exhaust system for our bikes. It's a fat slash cut that we ceramic coat," said Dar. "When we dyno'd the bike, my dyno guy said he'd never gotten this much horsepower out of one of these, which I attribute to the D&D setup." If you're looking for numbers, that'd be 65hp and 74lb-ft of torque. Now you might say, "Big deal, the fastest non-CVO air-cooled Harley is a 1200 Sportster and that gets 65hp and 79lb-ft of torque." That's at the crank, at the rear wheel it's 58hp and 66lb-ft. Dar says his bike weighs 498 with a full tank while a Sporty clocks in at 85 pounds more. A stock Sporty is quick, but I wouldn't suggest taking on a Model 1 if it involves money or pride.

Power to weight always wins. Making sure this power gets transferred time and time again is the combo of a Tauer Machine 2" open-belt primary and clutch and a BAKER 5-speed tranny. More American-made products like Excel Components' hand and foot controls, a Wire Plus wiring harness, and a Crane HI-4 ignition keep it safe and consistent. "The power train in this bike is *really* solid," said Dar.

The "you can have it in any color you want as long as it's black" Model 1 doesn't have a lick of paint on it. It's a durable two-tone black powdercoat, well that's as long as you consider the wrinkle-black finish of the tinwork as another tone to the gloss black frame. Dar's custom touches like