

PERFORMANCE TRIO

Making Power With SuperTrapp, Wimmer, and Daytona Twin Tec

When looking for a boost in performance a 2-into-1 exhaust system is usually a good choice for increasing horsepower and torque numbers. When used in conjunction with a high-flow air cleaner, the numbers continue to climb. Lastly, for electronically fuel-injected motorcycles, a fuel tuner is great because it compensates the altered flow-metrics by adding or subtracting fuel/air depending on riding conditions and other criteria.

SuperTrapp's new 2-into-1 SuperMegs (\$749 black; \$699 chrome) was just the ticket for our '11 Dyna Street Bob. The SuperMegs feature SuperTrapp's patented disc tuning technology, which allows the user to adjust the exhaust's backpressure by adding or removing discs. SuperTrapp recommends adding discs to increase the exhaust outlet, which decreases backpressure and widens the powerband at the top end. By removing discs, it decreases the exhaust opening and increases backpressure, which decreases the powerband to create more low-end torque while decreasing exhaust tone and enrichen carburetion.

Wimmer Machine's Better Sucker (\$135) features the company's Internal Breathing System (IBS) technology, which helps avoid oil mist from dripping on your machine. The Better Sucker includes a new backing plate, and when used with Wimmer's high-flow air filter, air flows into the throttle body more optimally. The filters are available in four colors, and you can choose from any of any of Wimmer's decorative air cleaner covers.

Daytona Twin Tec's Twin Tuner II (\$249.95) allows the new pipes and air cleaner to work together the most optimally. The Twin Tuner II fits '01-11 Twin Cams with Delphi System, '07-11 Sportsters, and '02-11 V-Rods, and it claims to increase horsepower, improve throttle response, eliminate spark knock, and more. Users can adjust the fuel injection and ignition by adding or subtracting fuel (+30%, -20%), and retarding spark timing up to 10 degrees, according to Daytona Twin Tec. This plug-and-play application is installed very easily into the stock ECM. The Twin Tuner II also has an advanced mode that can be accessed with the optional USB interface and Windows software to check and observe system operation and make precise adjustments and fine tune to the user's preference.

We headed over to Huntington Beach Hogs & Choppers' new location in Huntington Beach, California (15631 Graham St., Unit C), where Technician Trey Mills performed the install and put these new components to the test on the dyno. **HB**



Here's a shot of the spruced-up '11 Dyna Street Bob with the new components installed.



1 Featured are the SuperTrapp 2-into-1 SuperMegs for Dyna models, the hardware, and tunable discs. For the intake, a Wimmer Better Sucker with two mesh air cleaner covers, backing plate, and provided hardware were used. Lastly, to get everything flowing optimally with the EFI system, Daytona Twin Tec's new air/fuel tuner, the Twin Tuner II was chosen to do the trick.



2 They removed the stock exhaust heat shields, oxygen sensors, and disconnected the entire system from the mounting brackets to remove it all as one piece. He needed the stock exhaust flanges and oxygen sensors to be used on the SuperMegs. He then installed the oxygen sensors (A) with a little dab of anti-seize on the threads, and hooked up the flanges (B) and circlips (C).



3 Next up, Trey installed SuperTrapp's mounting bracket to the right side of the transmission case. He removed the two stock bolts and inserted the provided bolts and spacers to the bracket and tightened it to the transmission case.



4 With everything prepped on the exhaust, Trey installed the pipe and tightened down the nuts to the exhaust studs.



5 Trey then reinstalled the stock two-piece P-clamp underneath the engine case (*arrow*) to also secure the pipe in place. He torqued all the hardware to factory specs, and then reconnected the oxygen sensors to their respective receptacles.



6 Next, Trey installed the muffer to the head pipe and tightened it to the bracket with the supplied hardware (*red arrow*) along with the new muffer clamp to the head pipe (*blue arrow*). After tightening everything down using threadlocker, he was ready to install the heat shields.



7 Trey slid the hose clamps into the heat shields and installed them to head pipes. There are three heat shields: two for the head pipes and one for the crossover leading to the muffer.



8 Disc time. The amount of discs used is based on personal preference. The kit comes with 20, but for this install we only used 16 discs. According to Jeff Wells from SuperTrapp, 16 to 18 is a good all-around number to use with a stock motor and upgraded pipes and air filter because it provides the best balance of off-idle torque with clean top-end performance, which remains strong throughout the powerband. You want off-idle mid range power because that's where most riding takes place. Twenty discs might provide a slight gain in the top end, but you could lose power down low on a stock motor. Trey installed the discs and torqued them to SuperTrapp's specs.



9 Moving on to the air cleaner, Trey removed the entire stock air cleaner. He then installed the Wimmer Better Sucker's new backing plate with the provided breather bolts and spacers to the cylinder heads, and the hardware to the throttle body.



10 After Trey hooked up the air filter, he chose the black air filter cover to match the bike's blacked-out theme.



11 To install the Twin Tuner II, Trey removed the left side cover, pulled the Maxi-Fuse from the fuse box, and disconnected the main harness from the ECM.



12 Trey removed seven pins from the stock harness using a small flathead screwdriver (a detailed schematic is provided in the instructions of which pins to remove). He then installed the Twin Tuner II's seven wires into the main harness...



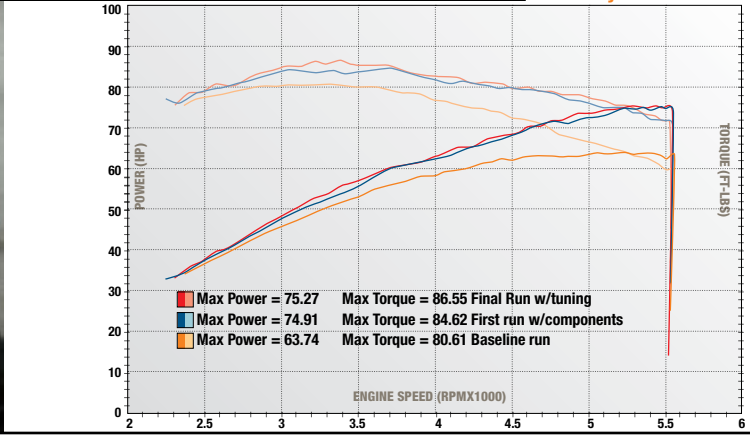
13 ...And plugged the stock seven wires into the Twin Tuner II's small mating connector.



14 With all the pins in place, he placed the protective plastic cover over the pins on the main harness and hooked up all the connectors.



15 The Twin Tuner II's ground wire was hooked up to the battery (arrow) and installation was completed at this time.



16 HB Hogs Owner Ed Syer took the bike for a short spin around the block and then put the bike on the dyno to see how well the new components performed. Before the parts were installed, Ed made a baseline run of the stock bike on the dyno. The stock bike produced 63.74 hp and 80.61 lb-ft of torque. With the new components installed, he reached 74.91 hp and 84.62 lb-ft of torque without adjusting the Twin Tuner II. He then made some adjustments via Daytona Twin Tec's instructions to the Twin Tuner II and achieved 75.27 hp and 86.55 lb-ft of torque. In total, that's a gain of 11.53 hp and 5.94 lb-ft of torque. The Twin Tuner II can be fine-tuned even more in the advanced mode with the provided USB interface and PC link software for even better performance. Straight out of the box, that's a pretty substantial gain, and the bike's owner was extremely pleased with the overall results.

SOURCE:

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