

Dear D&D,

In the UK and been out on my Harley Breakout all weekend enjoying your Bobcat exhaust. Just bobbing along it's not too loud to attract unwelcome attention as we have noise level laws here, one of many unwanted gifts from the European Union! But when opened up out of town the pipe's howl is outrageous - I love it!. So all this is simply offered as feedback that I hope is helpful!

My Breakout is now fitted with the following items.

S&S MR103 gear driven cams

S&S Easy Push Rods

Kibble White Spring Kit

Thundermax ECU

K&N Breather

D&D Bobcat

The result is the standard asthmatic Harley settings and the mad hot running has completely gone. The bike is now a naughty minx with lots more torque from launch and roll-on almost everywhere up to 80mph.

Plan was to put torque over HP, to make noticeably more accelerating torque spread from very low to upper mid revs levelling off at about 80mph. I did not want to have head work and cams that make maximum HP as my past experience of this is that the torque gets pushed up the rev range stealing it from low down, meaning you have to rev more to get to the torque. So a lazy riding style that forgives the wrong gear.

I had the bike dyno tested after the upgrade and I know these results should not be taken as gospel but I think the results are good! I did not have a dyno run in standard form as the Breakout's rear wheel output is well publicised at 70.9 HP and 88.5 lb ft torque. Now the rear wheel is laying down 94.5 HP and 112 lb ft torque. I have included pics of the results that show two runs, one red and the other blue. Upper lines are torque and lower are HP. The thin graph is Air/Fuel mix which is credit to the Thundermax ECU doing a great job meticulously adjusting the mix under load.

I know this upgrade is not earth shattering but as a group of carefully selected parts the Bobcat delivers!

Kind regards Mark