

Greetings Adventurers!

Today we do "adventure prep" and the task is to install the...

FMF Gnarly-pipe and Turbine-Core silencer!

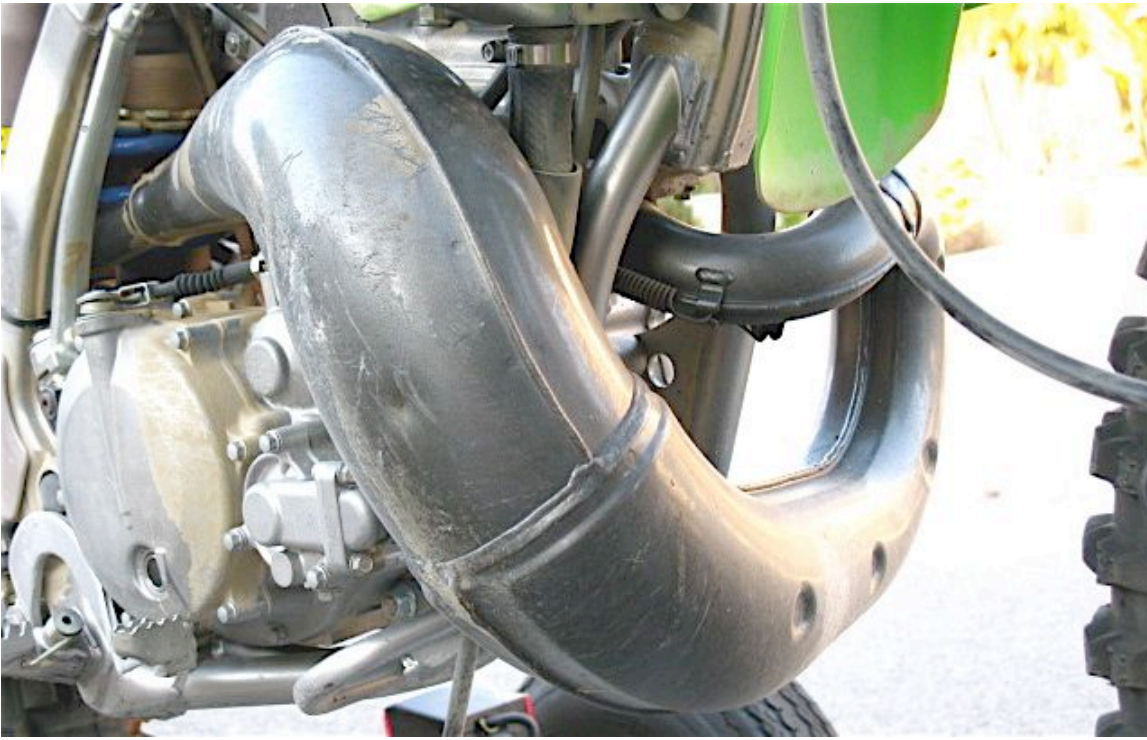
What-the-heck is this? A "performance" exhaust system.

Here's what the "stock" system looks like, on the bike...



The exhaust is the black-fat-pipe that ends in the black silencer on the left in the above pic.

Below is a front-view of the stock "pipe"...



When I looked at the likely effort, I said "no sweat". Wrong.

The manufacturer of the replacement pipe/silencer is a company named **FMF** which has a terrific reputation, plus "made in America".

I spent an hour swearing, snarling-at-FMF. Ah-ha! I had bought the parts from an FMF booth at an outdoor parking-lot sale, selected my parts from a giant pile-of-parts. No instructions included! Hmm... The up-side is I got it all for \$150, where the best web-price was \$220. Assessing the situation, I mentally made some notes, did some "unusual wrenching" and *eureka!* I was done 20 minutes later (so, yes-indeed it is a 20-min job start/finish).

Forgot to mention: It had gotten dark, I was working via flashlight plus illumination from Glider Girls outdoor Christmas tree ☹️.

Below is a comparison of the pipes, FMF Gnarly is the shiny pipe...



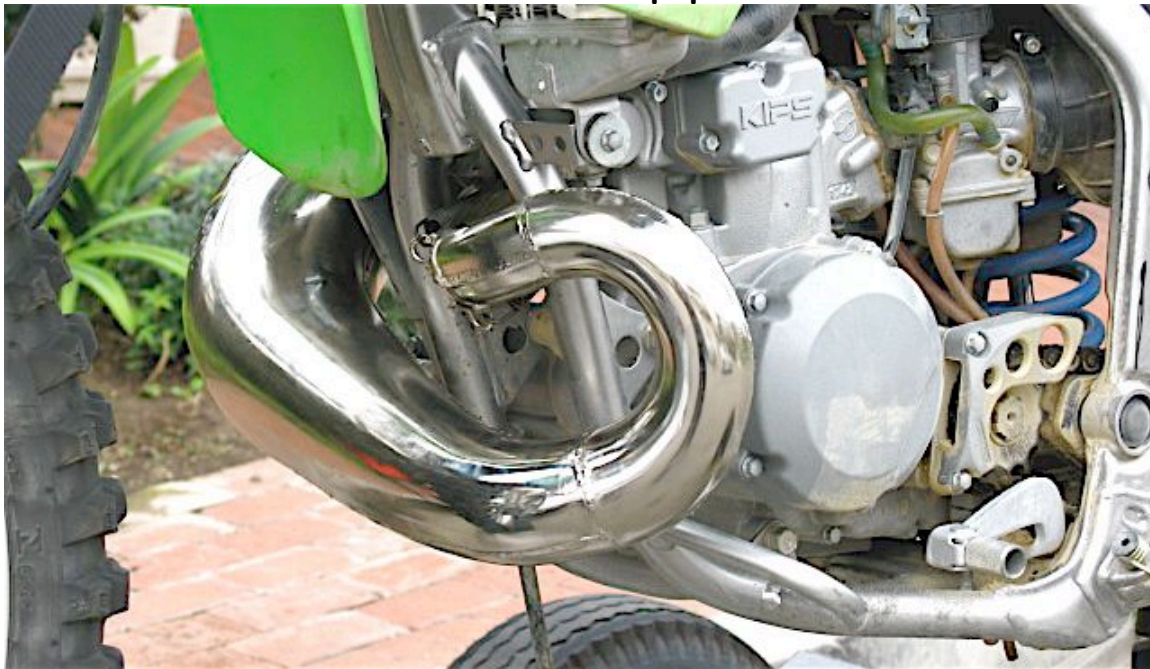
All mech-work accomplished via my hi-tech toolbox (below)...



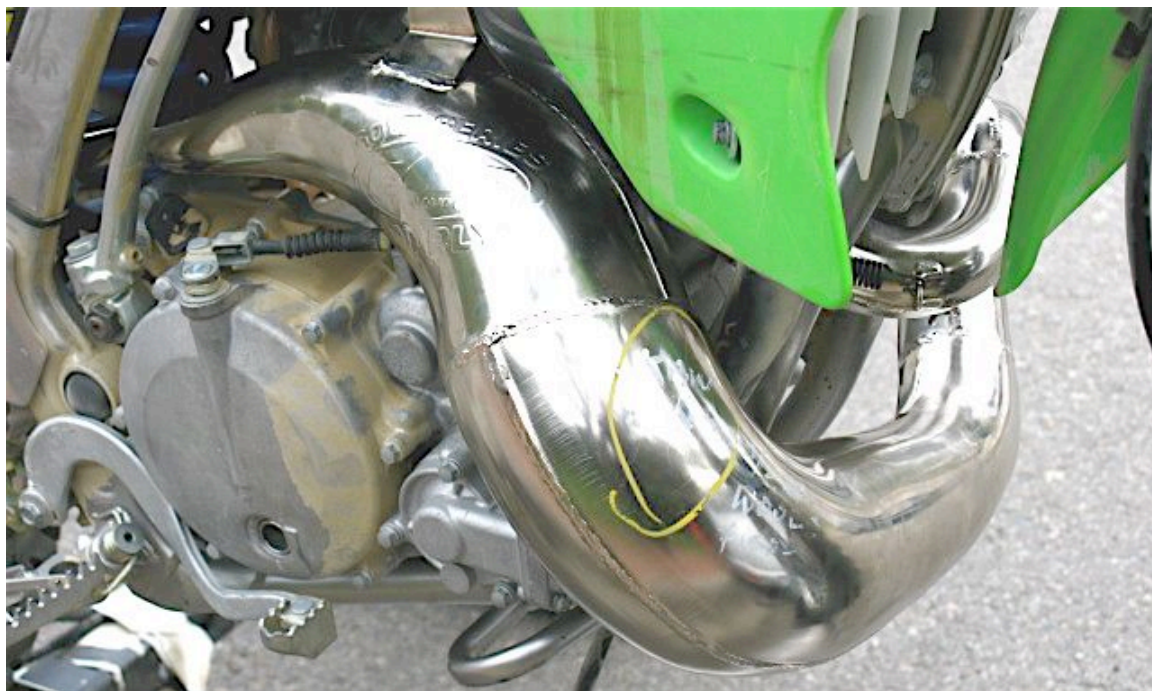
Done! See? "Really dark" ...



Here's two shots of the new pipe, taken the next morning...



...and... recall "I got it cheap" ... The yellow marker shows scratches (who cares?) that got me a massive discount...



I'll remove the yellow marker, and the first time I crash, "scratches" will be incidental!

Here's the FMF silencer (note "spark arrestor" which is a requirement to ride on public land)...



Below is a pic of the end-result...



Note (above) it looks like the silencer hits the fender. No it does not, clearance is 1/8th inch (the system is really well engineered).

Here's the promise from the manufacturer, FMF...

- 1) More power across the entire "powerband". Not much, but "noticeable". (This is not a "power" exhaust)
- 2) Significantly more "torque" ("pulling power") across the entire powerband.
- 3) "Lower the powerband" meaning all power/torque comes at lower rpm.

After my test-ride, I must say...

Success on all three points! 😊 😊

Better still, the weight of the FMF is at least 5-lbs less than stock, and the exhaust-note has changed from the normal 2-stroke "ring-ding-ding" to a slightly-quieter "rip/snarl" very pleasing to the ear.

***** Off-topic, but fun *****

Now, all-this was taking place in *Glider Girls* front yard. Also, it was the weekly girls-night-out (at *GG's*) which entails food, wine, and SCREECHING as the show **Dancing With the Stars** goes on.

😊 😊 The girls tolerate me very well, I am "low profile" and usually in a side-room working on my Monday story 😊 😊 😊

Being out-front, I saw "the girls" arrive. Like Kat (for you male-chauvinist pigs, an "L.A.-10") who brings her new British car, yes made by **Aston Martin** ("a present for my birthday")...



Sometimes, I am recipient of lady-delights, like for instance the (always wonderful) foot-rub.

Now, *words-of-warning*.. If any lady ever asks "Would you like to experience a facial-mask" **run for your life!**



Really hard to remove! Can't "wash-off" and it doesn't "peel-off". It's a sort of "rub-it-off" thingie which isn't pleasant (yes, afterwards, my skin felt really neat).

Thank you for reading along! *Paul P.* 😊