



Two-Into-Fun

The stock Vulcan 900 SE comes with quiet 2-into-2 satin black pipes.

BY STEVE LITA
PHOTOS BY D.C. CHAVEZ

Associate Ed Jon Langston didn't waste much time in telling me his displeasure with the Vulcan 900's umph quotient. Of course, the quick fix for most any modern cruiser with corked-up engine output is to free up the breathing. Can this be done on the intake side as well as the exhaust side of the engine airflow, and doing both together? Well that's a one-two punch.

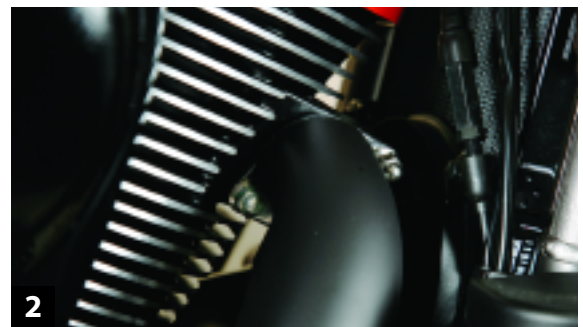
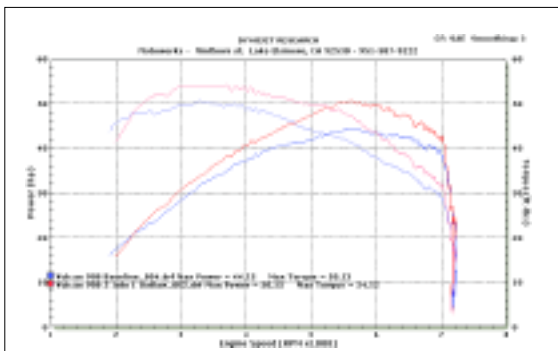
While we haven't had the opportunity to outfit Jon's summer demo with freer flowing hardware yet, we did have the chance to follow along as the Roadhouse exhaust company developed and built one of its new Outlaw 2-into-1 free-flowing pipes for the Vulcan 900 SE (as seen on Page 35).

The new Outlaws pipe is an edgy 2-into-1 uplifted megaphone design for the more aggressive cornering rider. Thus it's perfect for the SE with its forward control pegs and fun riding experience. It provides the traditional Roadhouse throaty bark. The MIG-welded joints are all hand-fitted and fixtured for increased product quality and consistency. The long heat shields are smooth-flowing and feature a sweeping design. I like the downward dip of the front pipe under the crankcase for emulating high-dollar custom bike exhausts.

The Outlaw are available now in black or chrome finish, but the Vulcan SE looks so much better blacked out. The aftermarket pipes save weight over the stockers and flow better, too. The original pipes and mufflers weigh 11 pounds more than the new Roadhouse kit. EFI recalibration is necessary when installing most any free-flowing exhaust and this job is no exception. Several methods are available to recalibrate EFI. Roadhouse suggests the Dynojet PowerCommander. Roadhouse experienced a gain of 6 hp and 4 ft-lbs. of torque with these pipes. Follow along on this afternoon install. **RB**



1 The Roadhouse Outlaw pipe is much lighter and comes with everything seen here.

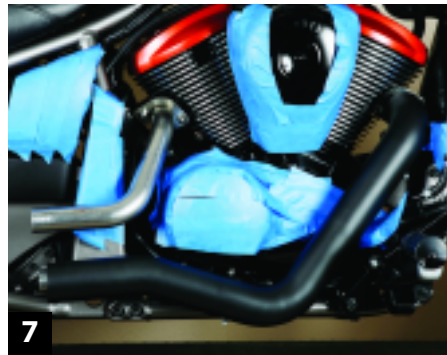


2 First loosen and remove the head pipe nuts.



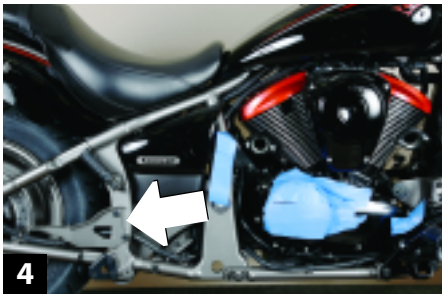
3

There are four bolts securing the rear portion of the stock exhaust: two on top and two underneath (shown here). Lift the system off the muffler bracket stud.



7

Hang the heat shields on the pipes, but don't tighten yet.



4

Common painter's masking tape was used to tape off some areas of the engine and frame for scratch protection. Remove the stock muffler bracket (arrow) and attach the Roadhouse replacement bracket.



8

Prepare the muffler by attaching the clamps onto the end of the Y-pipe, and slide two carriage bolts into the slotted bracket on the muffer body.



5

Affix the two head pipes using the stock crush gaskets and hardware.



9

Slide the muffler onto the head pipes, and align the two carriage bolts with the new frame bracket.



6

Prepare the Roadhouse heat shields by lacing the 1-3/4" hose clamps through the inner brackets. Align the clamp screw so they're attainable once installed on the bike.



10

Start the muffler attaching nuts fingertight for now.



After aligning the parts, tighten the cylinder head nuts, slide the heat shields up against the flange, and tighten. Then tighten the muffler clamp and muffler body attaching nuts.



The Roadhouse Outlaw are also available in chrome.

RB