

# Powermonger Pipes

**BEFITTING  
THE KING OF  
CRUISERS**

BY JESSICA PROKUP



IT MAKES MORE TORQUE WHILE IDLING than some street bikes do at peak power. It pulls like a freight train from ridiculously low rpm. It makes most big-bore cruisers look positively anemic. And you want more power out of the Triumph Rocket III?

But of course.

When the Rocket appeared in '04, the designers at Jardine Performance Products immediately began working on an exhaust for it — egged on by Paul Harrington, Jardine's industrious media director and resident Triumph enthusiast. Thus, the Big Boss was born, the first full aftermarket exhaust system for the mighty RIII.

The Big Boss Rumbler system appears to be the only one that converts the stock 3:1:3 exhaust into a 3:1:2. (The only other full system that I found for the Rocket is a Staintune 3:1:3.) The Jardine pipes weigh 12 pounds less than the stock system and, according to the company, will produce a gain of around 20 hp. It's best to pair the exhaust with a tuning kit like the Dynojet Power Commander, as the Jardine pipes are leaned out quite a bit and will likely produce popping on deceleration. Dynojet offers a range of tuning maps for the Rocket, including one that's designed specifically for the Jardine system.

Just one style of muffler (slash-cut) is currently available, and the pipes aren't lacking in curbside appeal. The headers have a cool black ceramic coating and come with chromed heat shields, while the 3.5 x 24" mufflers are made of chromed aluminum. It's a sharp-looking system.

To see these premium pipes firsthand, I headed to Jardine's facility in Corona, California, where we installed a set and then tested them on the all-knowing dyno. Tom Hicks at Southern California Triumph sent over a Rocket to be our guinea pig, and Jardine's Tony Dephilips, Frank Sison, and Joe Waddington volunteered to do the work. I took photos and ate snacks.

Did we gain that 20 hp? Darn close. And it was surprisingly easy to install the pipes (said the girl eating the snacks). Here's a look at how it went down.



1

The kit comes with header pipes, mufflers, heat shields, and all necessary mounting hardware.



2

After a dyno pull with the stock exhaust, we started the installation by removing the stock heat shield, frame cover/foot guard, and passenger peg.



3

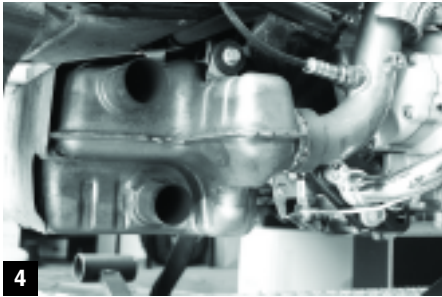
Next, both mufflers were pulled from the catalytic converter. (Steps 3-5 were repeated to remove the single left-side muffler.)

## SOURCES

Power Commander  
PCIII USB 510-411 \$397  
**DYNOJET RESEARCH**  
2191 Mendenhall Dr.  
Dept. RB  
North Las Vegas, NV 89081  
800/992-4993  
www.powercommander.com

Full System 3:1:2 Slashcut  
\$1,047.95  
**JARDINE PERFORMANCE PRODUCTS**  
1180 W. Railroad St.  
Dept. RB  
Corona, CA 92882  
951/739-5900  
www.jardineproducts.com

**SOUTHERN CALIFORNIA TRIUMPH**  
515 W. Lambert Rd.  
Brea, CA 92821  
714/256-6700  
www.socaltriumph.com



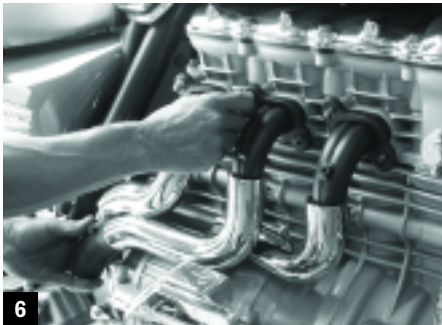
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Next thing to go was the catalytic converter, which helps the bike lose some weight. We detached the oxygen sensor and removed the muffler hanger bracket.



5

We removed the stock header pipes and prepped the new Jardine headers, adding only the lower heat shields.



6

Using new exhaust gaskets, we mounted the Jardine headers, leaving the nuts and washers loose for now.



7

Next, we attached the oxygen sensor to the new pipe.



8

Starting on the right side, we installed the muffler to the header. It's a tight fit, which helps ensure a good seal. Then we replaced the stock frame cover and passenger peg.



9

Moving to the other side, we placed the clamp loosely on the left-side muffler and mounted it on the bike.



10

We then reinstalled the chrome frame cover and passenger peg and tightened the clamp between the left- and right-side mufflers.



11

Next, we tightened the header mounting bolts and added the remaining chrome shields. We started with the top header shields, leaving them a bit loose...



12

... and then mounted the shields that go between the header and muffler. We tightened both the top and lower shields.



13

Finally, we mounted the left-side heat shield, and finished up by polishing all the chrome to remove fingerprints.



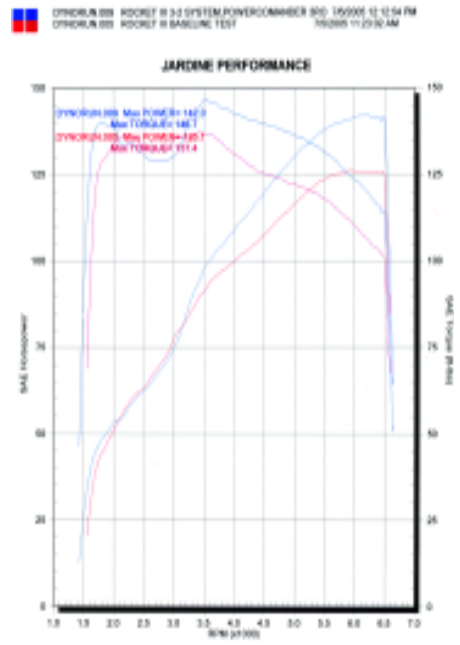
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Here's how the new exhaust looks: big and bold!



15

To dial in the fuel curve, we added a Power Commander. It fits underneath the seat and is easily connected with the stock wiring harness and throttle bodies.



With the Jardine system, we gained nearly 15 hp and over 9 ft-lbs. of torque! I don't know whether to celebrate or run for cover. RB