

## Let the Numbers Speak for Themselves

As we all wait with anticipation for the release of the "next generation" V-max, I grow weary. Will it be this month, next month, next year, in this lifetime? I decided to seek out some new performance enhancements for my 1985 V-max, in perpetration for the next riding season. While looking over the bike and trying to decide what to do next,



and must state, UFO's master fabricator, Will Robb, has demonstrated a very high skill set, these pieces look great!

The only time these pipes leave UFO is for the Hot-Jet-Coating. Now it's time to load my bike onto the dyno, and let the pulls begin. The moment of truth has arrived. How well or poor have I been doing tuning my bikes without a dyno? The first set of pulls were with

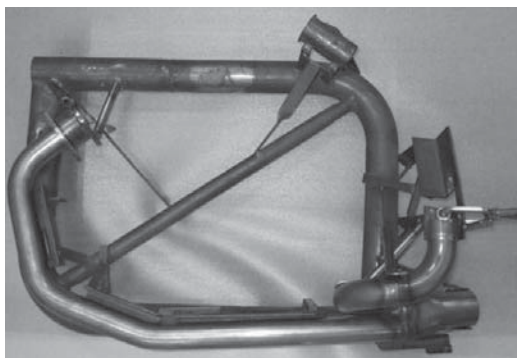
I came to the conclusion, it's time to install the newly designed 4/2/1 V-max DragStar series exhaust system offered by UFO Performance Products.

Let the homework begin, and investigate the pro's & con's of this new system:

Will it outperform my beloved 4/2/1 Kerker?

What appearance characteristics does this system offer?  
Will it allow clearance of my cycle-one-off braced swing arm?  
Will I have to modify any frame mounts?  
Will Jon Cornell accept the challenge of supporting efforts to perform an accurate comparison test of Kerker vs DragStar?

I'm now ready to contact UFO (440) 582-2525. After presenting my needs, expressing my concerns, and gaining additional technical & specification info of his new DragStar system, Jon welcomed the challenge of a comparison test and responded "lets do-it!"



We scheduled a date & time to have the bike at his shop. Knowing that Jon is one of the most respected V-max builders & tuners, I spent many hours combing over, and

fine-tuning the bike prior to my visit. I did not want to present a sub standard bike, as it relates to condition and / or performance. Upon my arrival at UFO Jon

took the time to tour me through his shop and review some of the new V-max product lines he has under development and/or completed. Showing me some of his customer's bikes in various stages of build. I sure wish I was David Allen the owner of a tangerine orange blower bike, he's going to be a very happy camper!

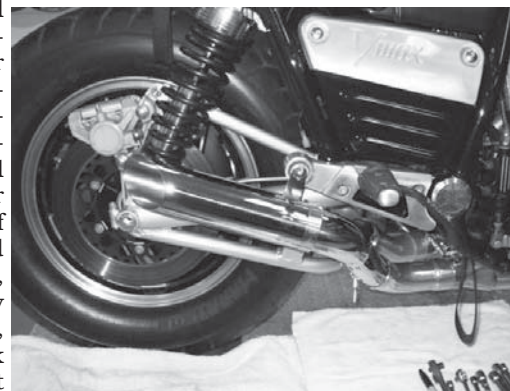
Jon takes the time to explain the workings of this DragStar design as it relates to flow enhancements along with the ability for this system to be installed without having to remove the center-stand tabs

or any other frame modification, as he walks me through the manufacturing process of this system. To my amazement every part of this DragStar product line is manufactured right at UFO, mandrel draw bending, collector fabrication, tube expanding, jig-fixtures, and tig welding are all done right there! I've worked with a variety of machine tool fabricators & welders in my career

the bike, as I brought it with 2800 miles on a freshly rebuilt internally stock motor, V-Gas system, and my beloved Kerker 4/2/1.

The results are: RWHP 128.4, and 78.8 ft.lbs of torque. Jon looks at me and says, "these are very respectable readings with a good linear power curve", and decides not to fine-tune the bike. After were ready to remove the Kerker & install the new UFO DragStar 4/2/1.

While having both systems off the bike, I made some side by side comparisons. Kerker down tubes 1-1/2", DragStar 1-1/2", 1st stage merge collectors, Kerker 1-3/4" diameter, DragStar 2" diameter, final stage Kerker collector 2-1/2", DragStar 2-3/4". This is starting to look very promising, the final collector pipe & Cornell core on the DragStar system is made of 304 SS and polished to chrome like finish, making it virtually maintenance free, and with a new trick look of the slash cut ending at the shock mount.



You can also see from the photo of the underside of his wife's V-Max with a totally stock frame the center-stand tabs remain. This system can be installed without any frame modifications.

Now it's time to install the new pipes, everything went together like a hand and glove. Jon fired-up the bike, for a moment I thought I was standing next to Don Bricker's turbo bike while idling! The DragStar system has a clear, crisp, distinct sound over the Kerker, without the rasp. All my apprehensions were immediately vaporized. Without making a single adjustment or turning a single screw we did a second set of dyno pulls, with the new DragStar system, RWHP 138.5, and 86.4 ft. lbs of torque, Jon checks over a few things and performs another backup pull once again RWHP 138.5, and 86.4 ft. lbs of torque. Like I said Let the Numbers Speak for Themselves. You can view this new DragStar system online at <http://www.ufocycles.com> Damon Ferraiuolo #1960

