

DR.D



DR.D EXHAUST

The DR.D pipe felt a lot better on the track than its peak horsepower numbers could reveal. It managed to make more low-end power and more top-end power, but not in the mid-range. Surprisingly, it riders didn't care about the that the DR.D pipe didn't like more peak power, because it used its extra low- and extra rev to bridge the gap. It had a broad powerband that actually peaked at the highest rpm of any pipe we tested (10,200 rpm).

WHAT SKILL LEVEL IS IT BEST SUITED FOR?

Novice and Intermediate. Although it makes more power off idle than the stock pipe, it doesn't feel as herky-jerky. The sensation is of a beefed-up stock powerband. It doesn't have enough overall power for expert.

WHAT ARE THE DR.D NUMBERS?

Here are DR.D's numbers and their relationship to the

stock numbers (with the stock YZ450F horsepower numbers in parentheses).

RPM	HP	GAIN/LOSS
5000	25.90 (24.63)	+1.27
6000	35.86 (35.04)	+0.82
7000	42.81 (42.88)	-0.07
8000	49.00 (49.53)	-0.53
9000	52.32 (53.59)	-1.27
10,000	52.88 (52.15)	+0.73
11,000	52.50 (50.60)	+1.9

WHAT IS ITS DURATION ABOVE 50 HORSEPOWER?

2800 rpm. The DR.D exhaust pipe hit 50 horsepower at 8200 rpm and stayed there to 11,000 rpm (where the rev limiter kicked in). The DR.D pipe stayed above 50 horsepower for 100 rpm less than the stocker.

WHAT IS THE PEAK HORSEPOWER?

53.2 horsepower at 10,200 rpm. The stock pipe made 53.6 at 8800 rpm.

WHAT'S IT COST?

\$919.95 (carbon/Ti), \$869.99 (Ti/Ti), \$719.99 (stain-

less/carbon), \$619.99 (stainless/aluminum).

WHOM DO I CONTACT?

www.dubachracing.com or (951) 808-1114.

MXA TEST RIDER COMMENTS:

"I liked the way the DR.D pipe ran because it filled in the top and bottom without overdoing the midrange. The extra power off idle calmed down the hit, and the extra power on top carried farther. It peaked higher in the rpm range than any other pipe."

"The DR.D system was a good improvement over stock. It isn't abrupt, but it has a very usable powerband. It was the feel of it more than the sensation of power. It seemed to always be ready to go."

"This pipe is best suited to novice and intermediate riders. It didn't change the personality of the 2010 YZ450F; it just enhanced the good traits while lessening the bad ones."

"The DR.D mirrors the stock exhaust's power delivery, only bigger everywhere while freeing up the top-end to rev a little further. Although similar to the stock powerband, the extra thrust helps make it easy to carry a gear higher, which helps reduce the Popeye effect on your forearms."

"It revved freely and was very smooth throughout the range. I liked that the dip that the stock pipe has after the barking bottom-end was erased by the DR.D's fill-in style power."

"To me, the DR.D system felt like Baby Bear's porridge. It wasn't too much down low or too aggressive in the middle, but it still pulled into the top. It was a sleeper pipe in that it worked really well on the track without arm-jerking power."

"Although this only matters when you are working on your bike, the DR.D pipe was the easiest to install and remove. No springs or weird parts. It slipped on in half the time."