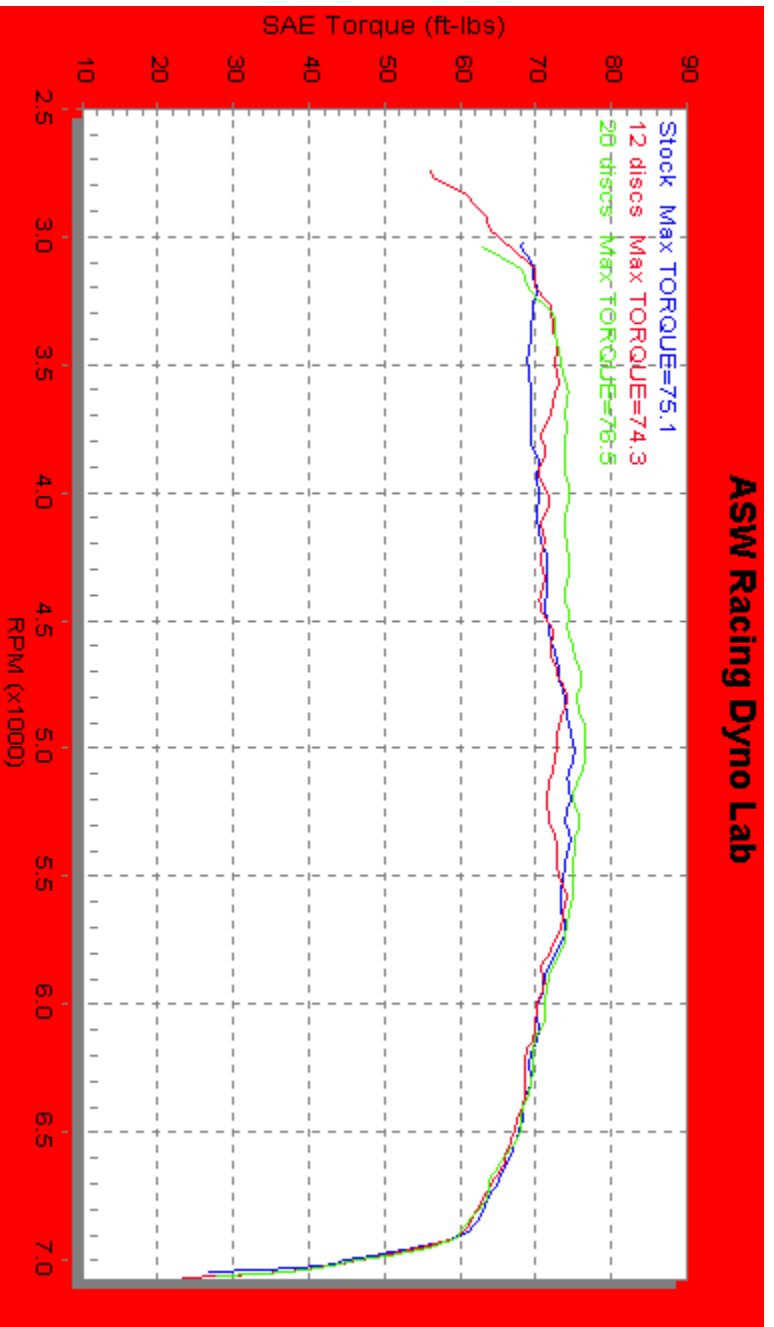
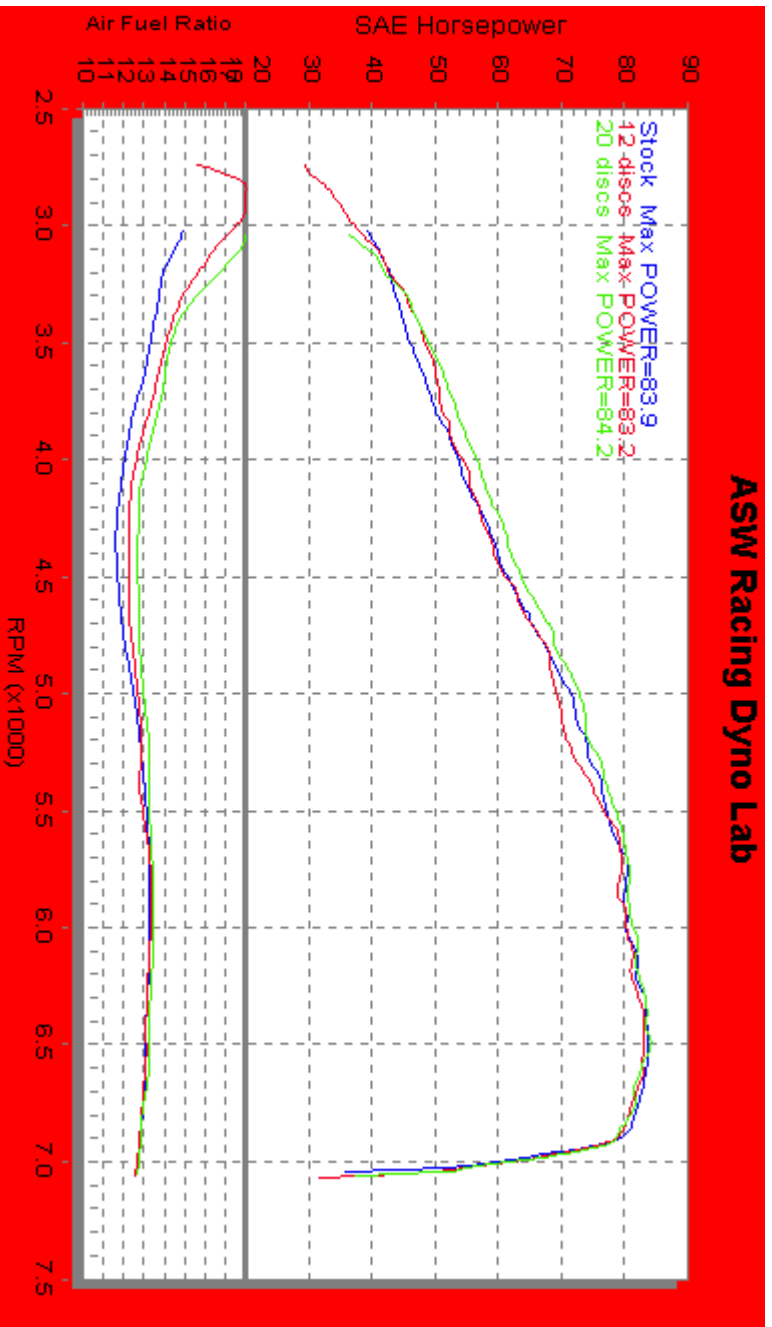


Dyno Test Results - Supertrapp IDS Muffler

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🏠: [Dyno Test Results - Supertrapp IDS Muffler](#)

This page is to share the results of my dyno testing of the latest Supertrapp IDS muffler for Buell twins. This muffler is also sold under the Buell brand name as the [Buell@:Pro Series Slip-Fit Race Muffler](#), at least I believe it to be the same basic muffler. It mates to stock headers with 2-1/2" collectors.



This was done on a mostly stock '99 M2. The only other mod is a Mikuni HSR42 with the CV44 manifold.

The outlet turn-out was installed for all of these pulls.

As you can see, this result defies conventional wisdom. Adding disks added midrange and did little for it on top. And, much to my surprise, even in a fully optimized state it doesn't exactly smoke the stock piece. The stock muffler works pretty good.

The muffler definitely flattens the a/f curve. I suspect there's a reversion going on through the mid-range with the stock muffler that causes that richness.

Another surprise, jetting didn't need to be changed between these different configurations. I tuned it with the

stock muffler, it wanted a 157.5 today, and I that's what was in it for all of those pulls. Moving the jetting (which I did some of as an experiment) costed power in all configurations. You want to be right around 13:1 at 6500rpm.

I also tried a competition end cap with 20 discs but it ran much like the 20 disc results above, which was done with a closed end cap.

Aaron Wilson

[NRHS](#)

Posted by **Ceryder** on **Sunday, February 17, 2002 - 11:12 pm:**

AW:

Those results are surprising! Guess it's time to throw on 8 discs and "Feel the power". My gut/ seat-of-the-pants told me that the ST needed some more discs. But I guessed it would help HP at the top end (silly me). I would guess my fuelie, with race ecm, would be able to compensate but, as you noted the mixture didn't require too much of a change.

Thanks

Neil S.