

Jardine RT94 Exhaust, First Impressions

By Kevin Stadden

I've wanted a quiet exhaust for my YZ for quite some time now. After a race, or even a long day of trail riding, the unpleasant bark & snarl of my stock pipe gets old (it's tested anywhere between 98-100dB). So I finally decided to plunk down the scratch for a new exhaust.

But which one?

I've noticed that most company's "quiet" pipes are their standard loud pipe, with a "quiet core" (aka "plug") stuffed in the end. I think the exception might be the FMF Q4? I dunno. Either way, I wanted to try something different. I'd read a couple magazine reviews on Jardine's RT94 exhaust system. *DIRT BIKE MAGAZINE* tested the RT94 system on a hopped-up YZ315F and loved it. The one that really got my attention was *DIRT RIDER MAGAZINE*'s CRF450R pipe shootout. They claimed the pipe tested at 92dB. Pretty quiet!

So with no more than a couple of emails back and forth with Jardine, and a couple magazine articles to go by, I went to my Yamaha dealer and ordered a complete aluminum/stainless RT94 system. They also sell just slip-ons, but, well.....where is the fun in that? Plus the RT94 header has a trick-looking resonance canister on it. Totally factory.

Here are my initial impressions.

I opened up the box. Holy buckets, that's a HUGE muffler canister. A little heavier than stock. How much? Who knows, I'm not really worried about that. If it's quiet and runs good, then I don't care. I really didn't know much about this company (other than they seem to be pretty popular with sport bikes) and their build quality, but it seems to be built pretty solid. It is a three-piece system, using a separate mid-pipe. It also uses a slip-fit collar setup where the header connects to the motor (versus the pipe just bolting right to the motor). I wasn't really crazy about these details at first, but then I remembered that aftermarket stuff usually fits kinda crummy, and having the ability to tweak and adjust all the parts separately might be kinda nice. So no big deal.

Here's the whole system.



Installation was very easy. Bolt the exhaust flange collar to the head, slip the header over the collar, and install the springs. Then slide the mid-pipe on, bolt it up to the subframe, slide the muffler on the mid-pipe, and bolt it up. Make sure everything is lining up good, and tighten it all to spec. I must add that the slip-fit joints at the header/mid-pipe and mid-pipe/muffler are very tight and secure (no clamps is a bonus). I don't anticipate any leaking there.

The one hang-up I had with installation is the bolt Jardine provided for the rear-most muffler mount. It's not quite long enough and only would grab about 1 1/2 threads. A quick run to the hardware store fixed the problem.

Here it is all bolted up.



Yes, it has a long muffler canister. However, it doesn't stick out any further than the stock '07 muffler

I had on there.







So now it was the moment of truth. A few kicks and the big YZinger lit up. I am VERY pleased with the sound output of this exhaust. I would say its darn near as quiet as a stock KTM XC/W 4-stroke, maybe

just a little throatier. If my memory serves me right, I believe it is quieter than an FMF Q4.

Here are some crummy digital camera videos for comparison sake. Now, the quality really sucks but you kinda get the idea. Hearing it in person, there is no comparison to the stock pipe.

Stock:

<http://s6.photobucket.com/albums/y240/KAS300/?action=view¤t=HPIM4371.flv>

RT94

<http://s6.photobucket.com/albums/y240/KAS300/?action=view¤t=Heppner2009012.flv>

So, to wrap it all up.

Likes:

- Really quiet!
- Seems to be a well built, quality system.

Dislikes:

- Looooooooong muffler.

Full systems are \$590; slip-ons are \$450 (way too expensive for a slip-on IMO).