

How much heat can the dB Snorkel take?

Short answer: The dB Snorkel works well for the typical 2-stroke recreational rider.

However, at the high end...

Here are some excerpts from a *helpful* rider in the Netherlands:

Dear Syd,

The dB Snorkel Works well for me (6 to 8 dB reduction).



But I got a problem with the rubber of the snorkel. So you can see on the images in the attachment.



The rubber of the Main Body, the J-tube and the L-tube cracks (after 30 minutes driving). I did not screw the small band clamps to tightening.

I drive for 8 to 10 hours with a piston, and use Bel Ray oil lubrication 1:20 (advised by my TM dealer) and I have no problems with my bike. For your information the same engines are also used on shifter karts.

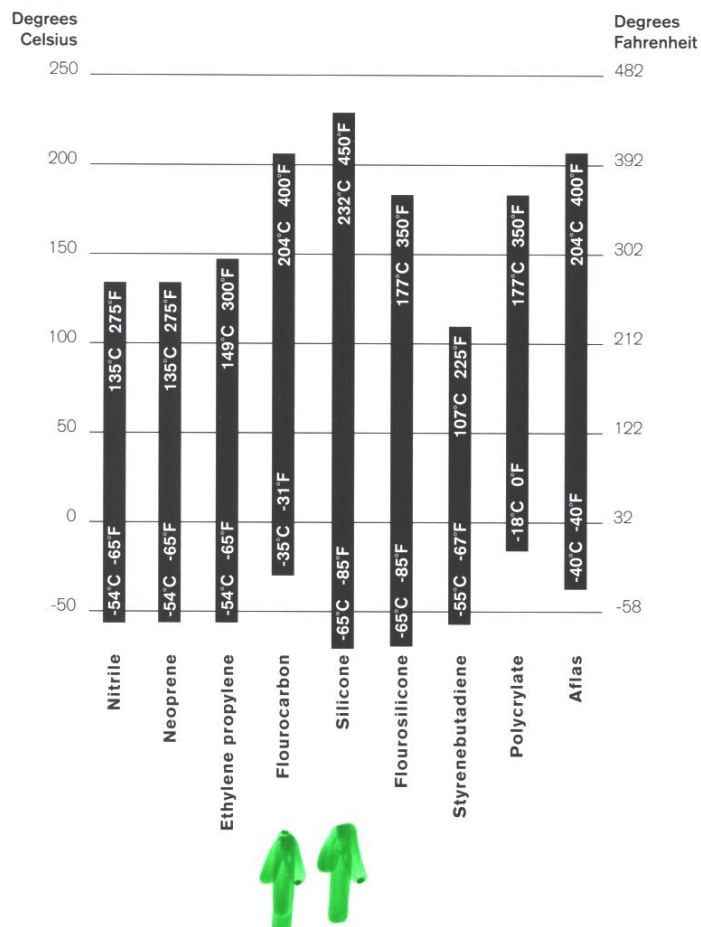
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So, the question is, "**How much heat can the dB Snorkel take?**"

The dB Snorkel is made of top-quality **silicone** rubber and **fluorocarbon** rubber.

TEMPERATURE RANGE CHART

The temperature range for any compound is determined by the base elastomer used. This chart depicts the maximum temperature range for each elastomer. The temperature range for a specific compound may not reach these maximum limits. Higher temperatures may be considered if exposure is short term or intermittent.



The following is a test on a 2004 CR250, conducted at a local motorcycle shop:

Exhaust Temperature Test

Location: RayC's Cycle in Lapeer, Michigan

Dynojet Dynamometer Run to measure exhaust temperature at the Beaded Connector located between the Main Body and the J-Tube.

Temperature Probe placed mid- stream of the exhaust flow via a hole drilled into the side of the Beaded Connector.



Conditions:

Air Temp 45 degrees Fahrenheit

Elevation 840 Feet

2004 CR250R

14:50 Sprockets

410 Main Jet (per James Dean Jetting for below 45 deg. and near sea level)

32:1 Maxima Super M with Marathon Premium Pump Gas

First Run

Radiator cooling fan turned "off"

5th gear and Wide Open Throttle!

Dyno load set to limit engine to 6000 rpm

Exhaust Temperature rose to 570 degrees Fahrenheit and rising.

Second Run

Radiator cooling fan turned "on" directed at radiators, not at expansion chamber.

5th gear and Wide Open Throttle!

Dyno load set to limit engine to 6000 rpm

Exhaust Temperature rose to 430 degrees Fahrenheit and held

Conclusion:

For a '**reasonably-jetted**' engine, intermittent sprints at full engine load are within the temperature capability of the dB Snorkel.

If you are '**perfectly-jetted**' and running at the high-end of your bike's capability (125cc motocrossers rarely let off the gas), your exhaust temperature will probably be too high for the dB Snorkel.