

## Remus Hexacone Slip-On Exhaust ●●●●○



Remus Hexacone Slip-On Exhaust for BMW R1200RT-LC

AS EMISSIONS REGULATIONS become more restrictive, motorcycle engineers are struggling to balance compliant mufflers with the styling customers expect. For example, the gargantuan exhaust on BMW's latest R1200RT dominates the bike's right profile, and weighs a portly 13 pounds. Some RT riders are replacing the stocker with svelte aftermarket models like this Remus Hexacone, which maintains legal sound levels and is available in all states except California.

The Remus has a flawlessly finished, hexagonal titanium exterior, bookended by genuine carbon fiber inlet and end caps. A stainless-steel link pipe is also included, as is a carbon-fiber heat shield that partially covers the stock variable exhaust valve assembly. Installation is simple with basic hand tools. Once the stock exhaust is removed, the link pipe is attached to the stock header pipe with the included clamp. From there, the Hexacone is hung on the frame using the stock exhaust mount, while two high-tension springs pull the exhaust toward the link pipe. Finally, the carbon-fiber heat shield is installed using the stock pipe heat shield's T25 torx bolts. The final appearance is sleek, serious, and high-end.

On the road, the Hexacone's styling draws its fair share of compliments, although there is no seat of the pants difference in power or delivery—dyno charts show less than 2 hp gain from stock. It is unlikely many riders will feel the 6-pound weight savings, either.

Styling aside, the main difference boils down to the very subjective field of sound quality. For all of their stellar attributes,

BMW's flat twins are not renowned for being audibly compelling. They produce what can be diplomatically described as a "utilitarian drone." RT riders whose primary mission is to blast canyons will surely get a kick out of the deeper, more aggressive bark the Remus generates, while those who enjoy long stretches of highway at speed may find the superfluous noise tiresome. Listen to audio of the Remus Hexacone at stepped RPM levels, and judge the tone, pitch, and timbre yourself at [youtube.com/c/motomouthmoshe](http://youtube.com/c/motomouthmoshe).

The EEC-approved Remus Hexacone is made in Austria and carries an MSRP of \$989, plus tax and shipping.

—Moshe Levy

Remus USA, 510-595-3300, [RemusUSA.com](http://RemusUSA.com)

## Transitions Face Shield ●●●●○

TRANSITIONS MAKES PHOTOCROMIC eyewear technology that automatically adapts to light levels—clear in low light and dark in bright light. When Transitions lenses are exposed to UV light, trillions of photochromic molecules in the lens begin to change structure. This reaction causes the lenses to darken. Their exclusive, patented Chromea7 formula consists of unique dyes integrated into the lens itself. Their latest technology is more reactive to indirect light and adjusts more rapidly than previous iterations. It is also designed to be more responsive in hotter climates, where we need sun protection the most.

I requested helmets with Transitions shields from Bell (fits Star, Vortex, RS-1, Qualifier and Revolver), Shoei (fits RF-1200) and Lazer (fits Monaco, Paname, Kite, Falcon, Osprey and Kestrel). My understanding is that Klim will be introducing helmets featuring Transitions shields soon. I received only a Bell Qualifier DLX, which also happens to be the least-expensive and most readily available model in the U.S. The basic Qualifier is \$109.99, and the DLX, which includes the Transitions shield, is \$249.95. The shield itself retails for \$139.95 and can be purchased separately if you already have a compatible ClickRelease Bell helmet. The shields are pricey, but made this budget helmet so much better.



Bell Qualifier DLX with Transitions face shield

The helmet itself was nicely finished, and comes with a communications cutout for Scala and Sena built in, very nice features at this pricepoint. However, fitment was a touch on the large side and was terribly noisy in motion (I wear earplugs when I ride, so I enjoyed the helmet more than this statement might imply).

The Transitions shield is the star of the show. I tried riding in all types of light, from dawn, midday, dusk and full, pitch-black night. The lens transitions from clear to dark in a matter of seconds, always evenly, never noticeably, and to just the right amount of darkness.

The only place I had even a remote amount of trouble with the shield was on the Blue Ridge Parkway, where the many long, dark, meandering tunnels abruptly cut off all light. Due to the short delay in transparency change, I had to quickly flip the visor up to be able to see well upon entering each tunnel, or brave near-blindness momentarily. Unless you regularly ride through many dark tunnels, you probably won't ever notice the delay. I can't wait for this technology to become standard on more helmets.

—David Hilgendorf

Transitions Optical, 800-533-2081, [transitions.com](http://transitions.com)  
Bell Helmets, 800-216-9446, [bellhelmets.com](http://bellhelmets.com)  
Shoei Helmets, 714-730-0941, [shoei-helmets.com](http://shoei-helmets.com)