

MAXI-X™ EXHAUST SYSTEM



MX1™



MX3™

MX1 runs under the center stand, blocking its use.

MX3 allows center stand use.

Finish: standard is VHT hi temp black ceramic paint. Call for current chrome prices.

Jet Kit: None Required. **OEM air box & filter:** OEM jetting. **Main jet change only for mods.**

My MX1™ exhaust is the most sophisticated racing exhaust design in existence. It is hand built by the inventor of the real X-PIPE™ exhaust, me, Monty Campbell. It is so powerful that it is patented (U.S. Pat. No. 4,800,719). No UFO 4into1 is patented.

This exhaust is the ultimate design for performance (it has three powerbands: 4,000 8,000 and 12,000 rpm). It boosts low end by 40% [4into1 UFOs lose 8% here] and boosts 8,000 rpm power by 8% [4into1 UFOs only gain 1% here]. No 4into1 UFO even comes close to this kind of power. It is a bottom end pipe. It is also a top end pipe.

Please don't confuse this incredible X-PIPE™ exhaust with an ordinary UFO (Universal Four into One: Kerker, Yosh, VHR, whatever) exhaust. UFOs only have one powerband and sacrifice 8% power at 4,000 rpm to gain only 1% power at 8,000 rpm, even with a \$600 jet kit. Even a free UFO is no bargain. So, after you buy that UFO, you're used to spending \$600 to buy a Jet Kit. With a UFO, what do you get besides lost low end power? How about bad gas mileage? All Jet Kits make your mixture richer, wasting fuel!

My X-PIPE™ brand exhaust is different. It needs no Jet Kit, so you save instantly. It increases your 4,000 rpm power by an amazing 40%! But, even more than that, it increases your fuel economy. That's right, no Jet Kit and improve your mpg, instantly.

If your motorcycle already has a Jet Kit installed, don't worry, my X-PIPE™ will work with a Jet Kit, you just don't need one for my X-PIPE™ to do its magic. You can use the one that you have. So, no matter whether you have a Kit, my X-PIPE™ will give you the most power and use the least fuel to do it.

This is the best Road race exhaust and the best Drag race exhaust design for the CB. It weighs under 10#. That's lighter than any titanium UFO. It gives 1 1/2" more ground clearance than most UFOs. You can not rub this exhaust on the ground in Road racing corners. Even if you drop the bike, the exhaust will usually escape unscratched. It'll pay for itself many times over.

But, don't take my word for it. Listen to what others have to say.

"After trying the X-PIPE™ exhaust, **I gave my Kerker away.**" Ed Green, San Bernardino, CA

"I've had other pipes. **This X-PIPE™ exhaust has more midrange and top end than any other.** It has good ground clearance. It works very well." Phil, Newport Beach, CA

"I had a \$300.00 Bassani 4into1 on my Z-1. I tried the MX3 X-PIPE™ exhaust. **When it outperformed the Bassani - I bought it!**" Don Honeyfield, Colton, CA

"I had a custom 4into1 exhaust on my other Kawasaki. I was sold on it, until I tried the X-PIPE™ exhaust. **No other pipe has ever made this kind of improvement.**" Randy Manthe, Ontario, CA

"I really like this system. Jetting is not required. Very crisp. **I can't even see where jetting improvement could improve on it.** The stock system had its low rpm misses. This system seemed to remove that flat spot. the performance improvement over stock was exceptional. It bolted right on, a very serviceable unit. Much quicker rpm, much faster. It ran through the gears much faster. It was much smoother everywhere. the system all-in-all performs very well. I'm happy with it." Mechanic, Pomona Honda

"That thing works neat. Bitch'n bottom end. **It works excellent.** Good throttle response. It's a good system. It really works." Mechanic, Pomona Yamaha

"**We're absolutely ecstatic over your X-PIPE™ exhaust system.** We just bolted it onto a 900 Kawasaki and it is just amazing. I just wanted you to know we are absolutely amazed at how well it works. **Congratulations, you've got a super product and we're going to sell a lot of them.**" Ken's Cycle Service, Hermosa Beach, CA

The X-PIPE™ exhaust is a real power house.

This is the only aftermarket exhaust that does not use scavenge to create huge performance gains. Scavenge does not work on high flow cylinder heads, due to their propensity to overscavenge; raw air fuel is sucked out the tail pipe, reducing dynamic cylinder pressure and requiring re-jetting to make up for lost fuel. See <http://www.x-pipe.com/Scavenge.html>

This is the only aftermarket exhaust that does not require rejetting for stock applications. No expensive Jet Kit is needed. See <http://www.x-pipe.com/Scavenge.html>

This exhaust is NEW.

If you are running a stock air box and filter, you do not need a Jet Kit with this exhaust. If you are running a modified intake and/or a modified engine, you only need to go up on the main jets.

NOTE: If you want to know more about why scavenge will not work with modern, high flow cylinder heads, read about the Urban Legends of Scavenge, please go to <http://www.x-pipe.com/Scavenge.html>

Email Monty for answers to your questions.

This is a hand built exhaust. This is no ordinary hand built 4into1. It'll murder any 4into1 ever made.

Monty,

Wow, nothing like asking the right person the right questions. As a mechanical engineer, I read with interest the explanation of how and why the X-PIPE™ exhaust works, <http://www.x-pipe.com/Scavenge.html>

I don't expect you to be a completely "unbiased" source of information, but your logic is sound and the physics support what you say. I have some clean-up to do on the bike as the guy I got it from was NOT mechanical (lol). ... I'll go with the inexpensive but quality replacement stuff instead of the fancier "empty the wallet" gizmos. I really appreciate the time you took to answer my questions. Thanks, Martin Hoekstra

Monty:

First of all, thanks for prompt shipping. I received the X-PIPE™ exhaust yesterday and my curiosity got the better of me. I put them on my "rat" xs650 bike this a.m. I took it for a brief ride. The wind-up between 2500 and 5500 rpm is nothing short of astonishing!! The tach needle literally jumps. I can barely get the throttle open and I am out of RPM.

Thanks,

Matt W., Los Alamitos, CA

To see U.S. Patents covering this exhaust system:

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See [U.S. Patent No. 4,800,719](#)

See [U.S. Patent No. 4,953,352](#)

To learn more about why REAL X-PIPE™ exhaust technology works, go to <http://www.x-pipe.com/Scavenge.html>

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" I've owned my 1974 Kawasaki 900 Z-1A from the day it was new. Tried a few different exhausts. Finally tried Dr. Campbell's X-PIPE™ exhaust. Wow!!! They really woke the old girl up! Would not trade these pipes for a 4-1 system for anything. Power over entire RPM range increased by a lot and WITHOUT rejetting! It doesn't get any better than that! In addition, they sound great without being obnoxiously loud. I can finally ride without earplugs."

Larry K., Simi Valley, CA.

"I purchased one (Suzuki Campbell X-PIPE™ exhaust) last year and it was chrome. I would like a black one. I really love this pipe it is great and a lot of fun. It really sounds like no other pipe. Yes you can use my comments. Like I said this pipe is great."

T. Reinhard, PA.

"I've tried at least 10 exhaust brands. My lap times dropped 4 seconds with the MX3™ (X-PIPE™ Campbell). 4 seconds is a lot of lengths when you're doing 130 mph!"
D. Paramore, Palos Verdes, CA.

"I entered my stock 600 Ninja in the '87 IDBA MRE Supernationals. Results were an F/SS CLASS WIN and 2 NATIONAL RECORDS! All with NO gear changes, NO wheelie bars, NO air shifter, NO smoothbores, NOT EVEN REJETTING, JUST YOUR MX3™!! I plan on more IDBA wins and tearing up the local dragstrip.

Thank You." Scott Grigaliunas, Kenton, OH.

"P.S. My records still stand and I just won Class Eliminator at the IDBA Sunshine Nationals." (From letter sent in 1987. REAL, Campbell X-PIPE™ exhaust technology began in 1982. Nothing else comes close.)

"I saw an MX3™ take an FZ1000R from 11.20's to 10.80's. So, I put an MX3™ on my hurricane 1000. Even though I weight 255 lbs., I went .3 sec. quicker instantly! The MX3™ gave it more power and instant throttle response. Everyone says that they have never seen a stock Hurricane run like mine. After I beat my brother's modified FJ1100, which I couldn't do before, he bought an MX3™. This must be how MX3™ fever spreads!"

Sincerely, Ben Tate, Lake Ridge, VA.

MX3™, you've ruined my social life. I bought your MX3™ one week ago, for my newly purchased 1980 GS1100 with stock carbs and airbox. Already I beat a Ninja 1000, a GS1150 with VHR 4into1, a GS1100 with 33 smoothbores and VHR 4into1, a GSXR1100 and a GS1100 with ported head, 33 smoothbores and VHR 4into1. I'm a 217 pound truck driver that no one will run. What do I do now?"

Dwight Miller, K.C., MO.

"I was a real doubter. I installed your MX3™ without rejetting. My friend has an identical GSXR1100, except his has a professionally installed VHR 4inot1 + 33 smoothbores. When we did roll-ons, I pulled ahead and stayed till 151 mph, when I shut off. Good huh? Especially since I weigh 220 and he weighs 170. I don't know why it works, but it works."

George Wise, Fairbanks, AK

"I had no idea a bolt-on item could make so much difference. A friend and I compared the Campbell Maxi- X-PIPE™ to a stock exhaust on 2 KZ750 box stock roadracers. The slower one, mine, now equipped with the X-PIPE™, consistently pulled away from my friend's KZ750 by 7 lengths in a 5th gear roll-on at the Willow Springs Raceway straightaway."

Mark Shelton, (Box Stock Champion) High Desert Kawasaki

I still like the pipe as much now as I did when I 1st put it on. It is awesome. Although I have to admit there are a few cretins out there who don't like the look. Too bad on them. Thanks, Larry Kwiatkowski

The bike runs from idle through 7000 much stronger. Has that arm stretch feeling again in the mid range. Vernon Kuhns MXI™ S

Cool, thanks Monty for responding so quickly. I am very please with the Maxi-Dwell II™. So this is my second time ordering it. I have the first one installed on my honda CB750 and it worked like a charm. OEM points and condensers are such a hassle. This second order will go to my CB550F Supersport. Thanks again, Ray

Thanks again for your business! I really like this item. This is my second time to buy the Maxi-Dwell II™ point ignition w/light. This is going to my 75' Honda CB550F supersport. Please provide tracking number and shipping date. Awesome! Thanks again!!!!

Just wanted to tell you that this item (MAXI-DWELL™ ignition) is awesome! I just installed it and followed the instructions and it works great! thanks X Raymond, Bothell, Wa

I really like the look of the X-PIPE™ exhaust for the XS650. I'm very excited about this xs650 exhaust. In our quiet little tourist town here in Bend, OR., there are a lot of choppers. No one has the type of bike that I am building. It will stand out in any crowd. With your exhaust, it may be one of the few in the pacific northwest! JOE

Monty, I finally put my xs650 motor in the bike and fired it up. WOW the pipes sound GREAT. They look totally cool on the bike too. thought you might want to know Thanks Jerome

I will send some pics when i get it on the road. In your description you said the pipes are not loud because of the way the exhaust pulses cancel each other, you are right, it sounds good but not obnoxious. I will keep in touch

Here are a couple of photos. The bike (XS650) is just primed, but sounds great and runs perfect. Jerome Sorich

Bought your pipes for my Z-1 about 2 years ago. Worked pretty damned good although I never really beat the bike. chrger665vqf

i am completely happy with my X-PIPE™,bike runs great with them and i am sure that the weight savings helped a lot .. stock exhaust seems like its a 100 lbs heavier.. Earl Bitzel

Runs great keeping a clasic on the road isn't easy but worth it. thank you this will really finish off the bike. here are some pic just for u man thanks a million Ryan Carle, Michigan

I have been using your timing units on all of my builds and love them! Pate

Hey Monty, you were right I was way lean! I bought 117.5 main jets and the difference was amazing! It could maybe go up one or two more to get it perfect but it is very close and between the number 9 plugs and the new jets I am astonished! Thank you for your time!My Dads plating shop is called S.J. Valley Plating and they have a web site sjvalleyplating.com You could call my dad and tell him you lined me out and he will be happy to help you. 1-408-988-5502, his name is Fred. Thank you soooooo much!!! Jason

Monty; Enjoying the new system. The X-PIPE™ was installed on my 76 KZ900 for the Barbers Museum vintage festival. It sounded great and looked really good with the Jet Hot sterling coating. It got a lot of attention. I thought it would be way too loud when I saw the size of the

canisters but have been surprised by the pleasant sound throughout the rpm range. I would like to get another set of canisters. How much do you sell the MX3™ canisters for? Thank You Corry
P.S. I will send a few pic's in a couple weeks when I get back from Japan

Hi Monty - Believe it or not, I kept your message until I (finally!) got around to painting my Yamaha XS650 street tracker. Here are some pix: I was going for more of an old TT look than a dirt tracker - so your pipes look just about perfect. Bike runs great! Clayton Englar

Hey, my name is Jay, owner of Lossa Engineering, I used your pipe on my CB750 on the Cafe Racer TV show. I got the message you were inquiring to the production company about helping out. They are coming back to my shop to film some for season 2. I put the episode up on You tube : <http://www.youtube.com/watch?v=kmF9hFMw-DM> I loved the pipe, how can I get hooked up to offer your pipe to my customers? I have been selling tons of parts since the show aired. Jay @ Lossa Engineering Custom Cafe Bikes/ Vintage restoration

It's quick! It's really dialed in! It's really responsive! That bike's really fast! It's really smooth. You can do a lot with those old bikes. He gets them to perform better than they would have stock. Really fun! Jason Lee (actor, My Name is Earl) Episode 8 Café Racer Discovery Channel HDTV, LossaEngineering. <http://www.youtube.com/watch?v=kmF9hFMw-DM>

Hi Monty, I have a M-X3™ Pipe that I've had on my CBX for a few years now...I'd like to say I really like it and has been preferred for my personal bike. Thank you Jason Thompson

I have your X-PIPE™ on my 82 KZ1100, and am very pleased with the results, and so am now considering the X-PIPE™ for my FJ1100. Bert

Campbell X-PIPE™ google it will never go for a 4-1 system again. Thanks Larry Kwiatkowski.

Good afternoon Monty I got to give it to you When I was going to order the X-PIPE™ I had my doubts about the fitting like any other mail orders I put on the pipes today it fits like a glove nice job Next few days I will get to hear them I am sure it will blow me away Thanks again Del

How's it going? I currently have one of your X-PIPE™ on my SOHC CB750 Honda and absolutely love it. Thanks! - backdoorboogaloo

It is good to be skeptical.

I used to believe in UFOs (Universal Four into Ones) too. So, I thought I needed more scavenge for my pro stocker, to make it go faster, to keep up with VHR who was reportedly using cheater nitrous, in pro stock.

So, I set about to make the ultimate scavenge UFO. Not to be out done by expanding collectors and tuned resonance head pipe length, I added a way to suck the heat out of the exhaust, cooling it, making it contract, multiplying the scavenge. I made a UFO out of copper. If you've ever tried to weld copper, you know what I mean, it conducts heat far better than steel, and much, much better than titanium. Did it work? Yes and no. It really cooled the exhaust gases, making them contract. But, it was the worst exhaust I ever ran. Conclusion? Scavenge sucks! It doesn't make power, only money for the magazines who have profited greatly by promoting

the lie that is 4into1s.

I then bought a brake dyno, again following the great magazines who continually preached brake dyno this and brake dyno that. I used the brake dyno, until I realized that brake dynos predict only hill climbing ability, not acceleration. So, I gave my dyno away, since it did not suit my need to increase acceleration. The 40% increase @ 4,000 rpm came from the brake dyno.

I could never have new technology without first understanding what was wrong with the existing technology; "scavenge." I have spent the last 30 years perfecting this new science. Please check out my patents. I have 3 on this technology. How many do your favorite UFO sellers have? Look over my web site for more info; www.x-pipe.info

So, the real question becomes, how can the UFO makers make so much HP, on a brake dyno, using JUNK SCIENCE?

Unlike every UFO maker, I do extensive testing with each motorcycle, based upon acceleration ONLY! I may make as many as 4 or even 6 systems before I get the acceleration that I want. That prototype is then sent to the bender. When the bent parts are delivered, I baseline the OEM exhaust, then make up a 1st article exhaust & test it on the same motorcycle. If it is not as fast as the first article, I make changes until it does. This is the system that you get.

By contrast, UFOs are NOT designed and tested at all.

George Kerker died in the '70s, so he hasn't designed many since then. Pops yoshimura does NOT design their UFOs. For a while Gemini Tube made them. Over a period of a week, a truck driver would stop by to piece together each the new system, at night, after his regular job. The engine was never started. The exhaust was never tested, even on a brake dyno. Gemini would then make that UFO, putting their label on some & a Yosh label on others.

Byran never designed any VHR UFOs. For a while they were made by a lawn furniture manufacturer (Cuca Products), until Cuca refused to make more, because they claimed VHR was behind in payments.

Perhaps the bigger question here, after knowing a few facts, is how can all of those UFO brands (there were over 150 UFO brands in 1982), claim to make any power improvement at all. My old brake dyno said that they lost 8% at 4,000 rpm, to gain only 1% at 8,000 rpm, with a \$600 jetting kit. Of course, don't believe my old dyno, it didn't publish its data in a magazine.

So, I was very curious how the magazines got those amazing times at the drag strips. Was it mere coincidence that the biggest advertiser always won the annual exhaust shoot out?

Was it a mere coincidence that just before that annual shoot out, every magazine would contact me wanting me to run a bigger ad, just in time for the shoot out? And oh, why not get a discount by running a 12 time rate? It just couldn't be that simple.

My curiosity was peaked. So, when one day, I got an invitation to attend a Cycle World test at OCR, one that followed an annual exhaust shoot out, won by Kerker, I jumped on it.

It seems that the Kerker won the test (aka ran the biggest ad). The problem was that readers who believed that shoot out bought the Kerker and wrote reams of letters complaining that they lost power!!!!

The test was on. Was the Kerker really faster than the OEM exhaust? At this test, the Kerker, with a stage 6 jet kit + pods, the Kerker was WAY SLOWER than the OEM exhaust on a GS1100. I saw it for myself. You never read about it, because someone at Cycle World decided NOT TO PRINT THE TRUTH!!

So, I can't blame anyone for being skeptical about exhausts. After all, this UFO exhaust scam annual shoot out thing had been going on for years, supporting advertisers, who returned the favor with big, bigger, biggest ads.

Here's the bottom line; UFOs ARE A LIE! It's as simple as that.

Ask your favorite UFO maker who designed their exhaust, for your motorcycle. Maybe Kerker did design a few systems after his death? After all, they say a lot of dead people still vote in Chicago?

Pops Yoshimura died March 29, 1995. RIP. Pops never designed any U.S. brand Yoshimura Racing UFOs. Who designed them?

Vance and Hines Racing is no longer owned by Terry nor Byran, but by a company called Motorsports Aftermarket Group (MAG). http://www.maggroup.com/magcompanies/VH/magco_VH.asp Who designed all those VHR UFOs? Not Byran. Not Terry.

Kerker exhaust was first purchased from Mrs. Kerker, after her husband committed suicide, because of a bad magazine article, by the magazine celebrities who wrote that story. It was later sold to Fred Fox, who told me that in one year, he had purchased over 300 businesses, and made a profit on each one. Supertrapp now owns Kerker. Who designed all those Kerker UFOs?

Want to know what the MX1™ sounds like? Take a ride with Larry on his classic Z-1, to the Rock Store. <http://youtu.be/WJLb2y86-3E>

See <http://www.x-pipe.com/Scavenge.html>

See [Jason Lee on MX-1 equipped CB750.](#)

<http://www.youtube.com/watch?v=kmF9hFMw-DM>

<http://www.youtube.com/watch?v=05-KAaYSGSw>

Legal Disclaimer: For racing purposes only. No aftermarket exhaust is "street legal." Only the OEM exhaust is "street legal."

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THANK YOU FOR LOOKING