



BMW R 1200 GS ADVENTURE

(2004 - 2009)

RACING EXHAUST SYSTEM

www.akrapovic.com

We have developed an easily recognizable Akrapovic 2-1-2 RACING system in order to satisfy riders who want to get the maximum power and torque out of their maxi enduro machines. The GS 1200 gets a major performance boost which will be very welcome for riders who like to ride in difficult terrain. In addition to the performance, the Akrapovic system is less than half the weight of the stock system. The new exhaust system will also be recognizable due to its sound, as the flat twin gets to breathe much more deeply.

PERFORMANCE

Measurements of the Akrapovic RACING system on the BMW R 1200 GS (without noise damper):

Power: due to the enduro design of the motorcycle, the RACING system for the 1200 GS is designed to deliver a power increase throughout the rpm range. The fluctuations in the stock curve at around 4500 rpm are leveled, and max increased power of 8 HP is delivered at 4800 rpm. There is also a major increase around 6500 rpm.

Torque: torque delivery with the Akrapovic RACING system is improved, with the drop-outs in the stock curve filled. With regard to the character of the motorcycle, this system will supply more than enough power and torque for enduro and cross-country riding.

CONFIGURATION

The Akrapovic RACING system for the BMW is configured 2-1-2, and is made out of stainless steel. The conical header tubes are joined to a cylindrical Y collector, from where the configuration leads into a cylindrical Y link pipe and then into two mufflers. All of these components are attached with sleeve joints held together with silicon-shielded tensioning springs. The link pipe-collector joint is further secured with a metal clamp. The mufflers are round, and the outer sleeves are available only in titanium. The interior, inlet and outlet caps are made of titanium. A carbon-fiber heat-shield is mounted on the link pipe. We also used carbon-fiber for the clamp which attaches the muffler to the frame. The system has points for attaching lambda sensors on both header tubes. The header tubes have interference crossover tube in order to take maximum advantage of the exhaust gas flow.

	PERFORMANCE		
	stock	AKRAPOVIC	max. increased power
max. rear wheel power HP / rpm <small>(measured on SuperFlow Cycle Dyn)</small>	90.8 / 7500	92.6 / 6780	8 / 4800

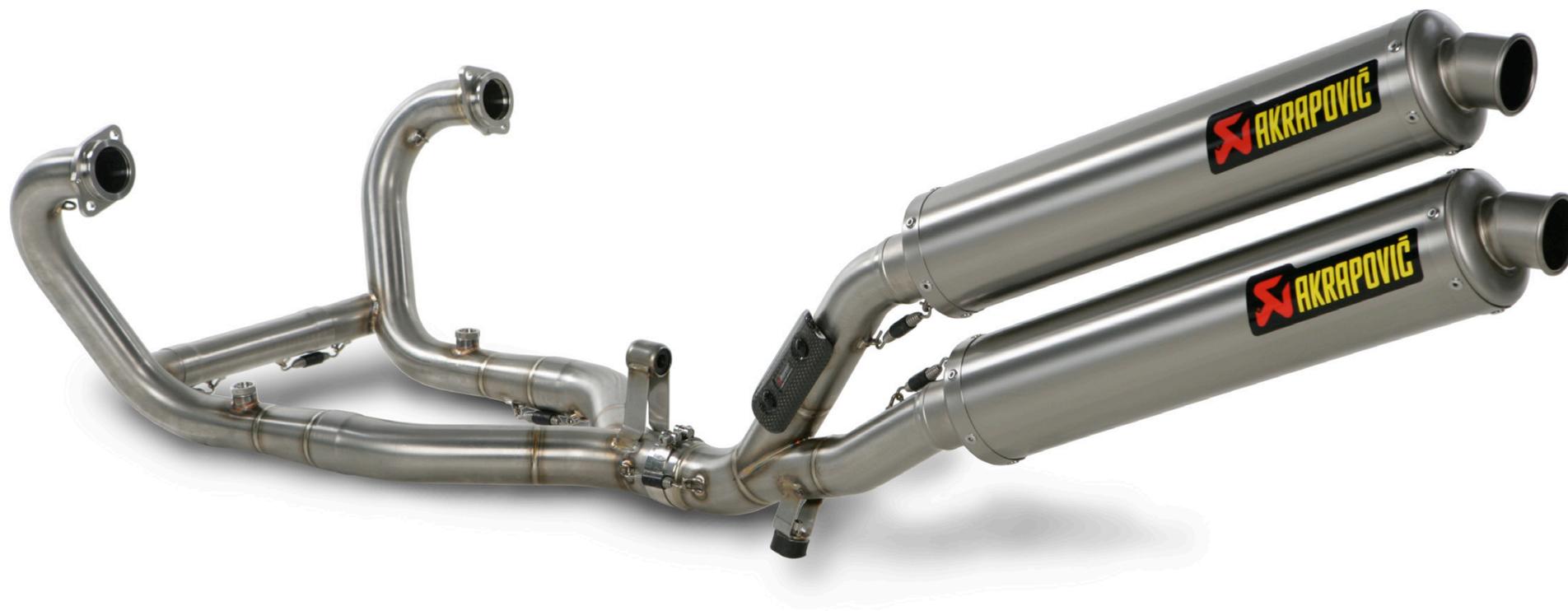
	CONFIGURATION		
	header tubes	collector	link pipe
material	STAINLESS STEEL	STAINLESS STEEL	STAINLESS STEEL
tube shape	CONICAL	CYLINDRICAL	CYLINDRICAL

interference crossover tubes	YES	lambda sensor	YES
header tube inner sleeves	S.S. CNC MACHINED	header tube flanges	S.S. LASER CUT
header tubes - collector connection	SLEEVE JOINT + SILICON SHIELDED SPRINGS	collector / link pipe connection	SLEEVE JOINT + SILICON SHIELDED SPRINGS+ METAL CLAMP
link pipe - muffler connection	SLEEVE JOINT + SILICON SHIELDED SPRINGS	muffler inlet cap / outlet cap	TITANIUM / TITANIUM
muffler metal interior	TITANIUM	muffler outer sleeve	TITANIUM
muffler clamp	CARBON-FIBER	muffler bracket	-
noise damper	-	heat shield	CARBON-FIBER

OPTIONS				
link pipe	noise damper	muffler outer sleeve	muffler bracket	heat shield
-	-	-	-	-

	ADDITIONAL DATA				
	stock	AKRAPOVIC		difference	
weight comparison (kg)	11	RACING	EVOLUTION	stock - RACING	stock - EVOLUTION
		6.23	-	4.77	-
noise measurements (dB / rpm)	stock		AKRAPOVIC		
	87 / 3500		102 / 3500		
possibility of periodic service without removing A.E.S.	oil		oil filter		
	YES		YES		
legal for street use	NO				

Technical specifications of Akrapovic exhaust systems and related products subject to change without notice.





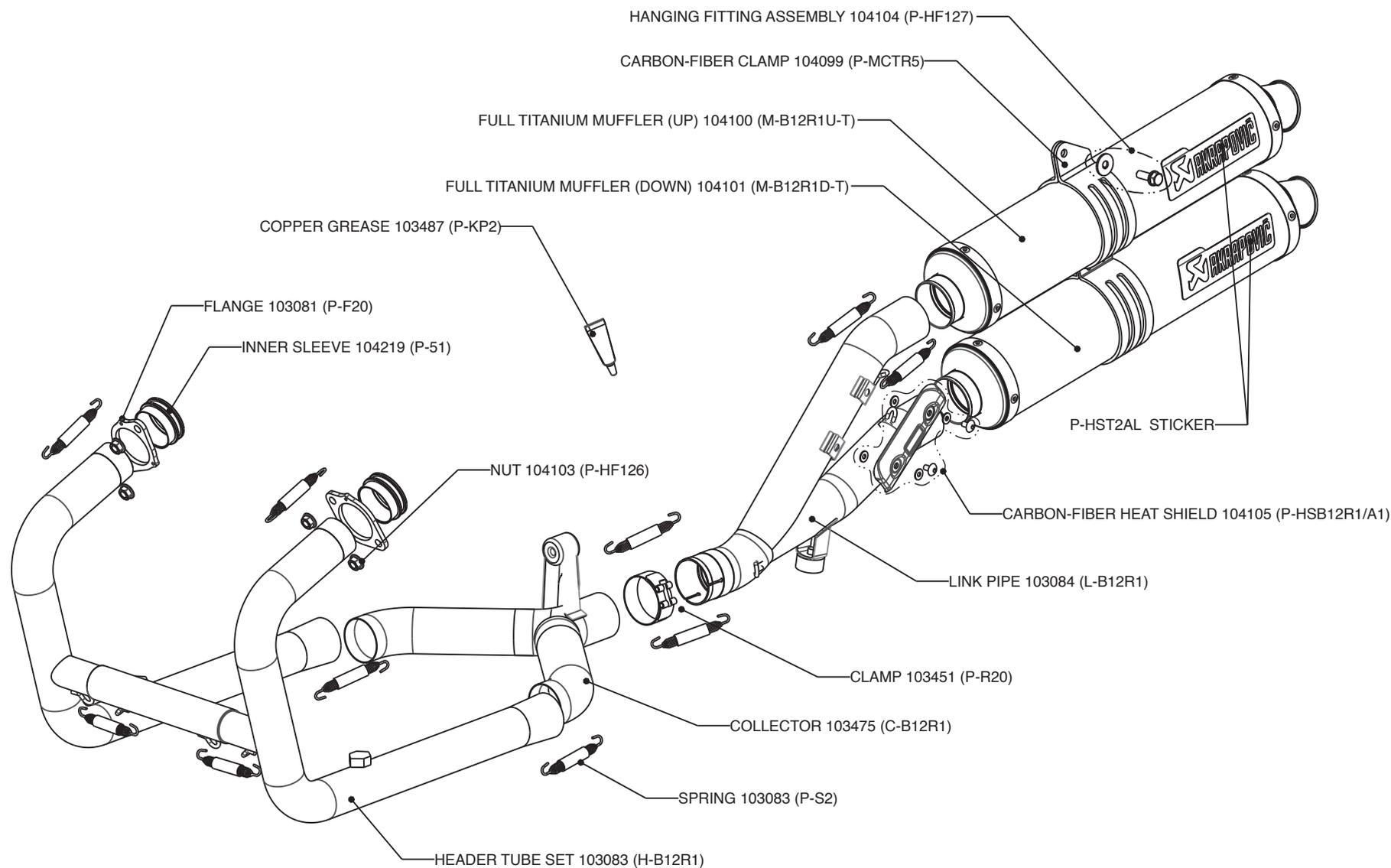
Product code: 104060 (S-B12R1-T)

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23.02.2009





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