



Honda CBR 600 RR (2007)

Racing & Evolution Exhaust System

# Akrapovic Racing & Evolution Exhaust System

for the Honda CBR 600 RR (2007)

Akrapovic Racing and Evolution systems are designed for racing-oriented riders who demand maximum performance from their motorcycle. Both systems feature exceptional production quality, hi-tech materials and of course increased engine performance. The Akrapovic Racing and Evolution systems were developed to complement the racing character of the Honda CBR 600 RR.

## PERFORMANCE

### Measurements of the Akrapovic RACING & EVOLUTION OPEN system on the HONDA CBR 600 RR:

Power & Torque: the system is oriented towards improving performance at the top of the rpm range, as indicated by the fact that the max. power of 111.1 HP is registered at 14150 rpm. But the system also offers an increase in power from the middle of the range up from 6400 to 9000 rpm. The system's effect on the torque curve is similar to the power curve. The main increase starts at around 6200 rpm and continues right into the over-rev range.

## CONFIGURATION

The Akrapovic RACING and EVOLUTION systems for the Honda CBR 600 RR are set up in a 4-2-1 configuration, and differ only in their selection of tubing materials. The RACING uses stainless steel, and the EVOLUTION uses titanium. The header tubes are conical, while the collector has cylindrical sections, The Y link pipe is again conical. The header tubes include interference crossover tubes in order to provide a further performance increase. The system also includes fittings for installing a lambda sensor. The system's major components: header tubes, collector, link pipe and muffler, are connected with sleeve joints secured with silicon-shielded springs. The muffler is the HEXAGONAL design, mounted in a horizontal position under the seat, and is made entirely of titanium. Only the outlet cap is made of carbon fiber. The muffler is attached to the frame using an Akrapovic carbon-fiber clamp, and an Akrapovic carbon-fiber heat shield is available as an option.

	PERFORMANCE		
	stock	AKRAPOVIC	max. increased power
max. rear wheel power HP / rpm (measured on SuperFlow Cycle Dyn)	107.8 / 14150	111.1 / 14150	3.5 / 14150

	CONFIGURATION		
	header tubes	collector	link pipe
material	TITANIUM (Evolution) STAINLESS STEEL (Racing)	TITANIUM (Evolution) STAINLESS STEEL (Racing)	TITANIUM (Evolution) STAINLESS STEEL (Racing)
tube shape	CONICAL	CYLINDRICAL	CONICAL
interference crossover tubes	YES	lambda sensor	YES
header tube inner sleeves	S.S. CNC MACHINED	header tube flanges	ALU CNC MACHINED
header tubes - collector connection	SLEEVE JOINT + SILICON SHIELDED SPRINGS	collector / header tube - link pipe connection	SLEEVE JOINT + SILICON SHIELDED SPRINGS
link pipe - muffler connection	SLEEVE JOINT + SILICON SHIELDED SPRINGS	muffler inlet cap / outlet cap	TITANIUM / CARBON-FIBER
muffler metal interior	TITANIUM	muffler outer sleeve	TITANIUM
muffler clamp	CARBON-FIBER	muffler bracket	-
muffler insert	EU	NOISE DAMPER	heat shield
	US	-	STOCK/OPTIONAL CARBON-FIBER
		catalytic converter	NO

	ADDITIONAL DATA				
	stock	AKRAPOVIC		difference	
		RACING	EVOLUTION	stock - RACING	stock - EVOLUTION
weight comparison (kg)	7.51	6.02	4.41	1.49	3.1
noise measurements (dB / rpm)	stock		AKRAPOVIC		
	98 / 6750		101 / 6750 (open)		
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: S-H6R9-ACT, S-H6RFT9T-ACT

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Road  
Program

Product code: S-H6R9-ACT, S-H6RFT9T-ACT

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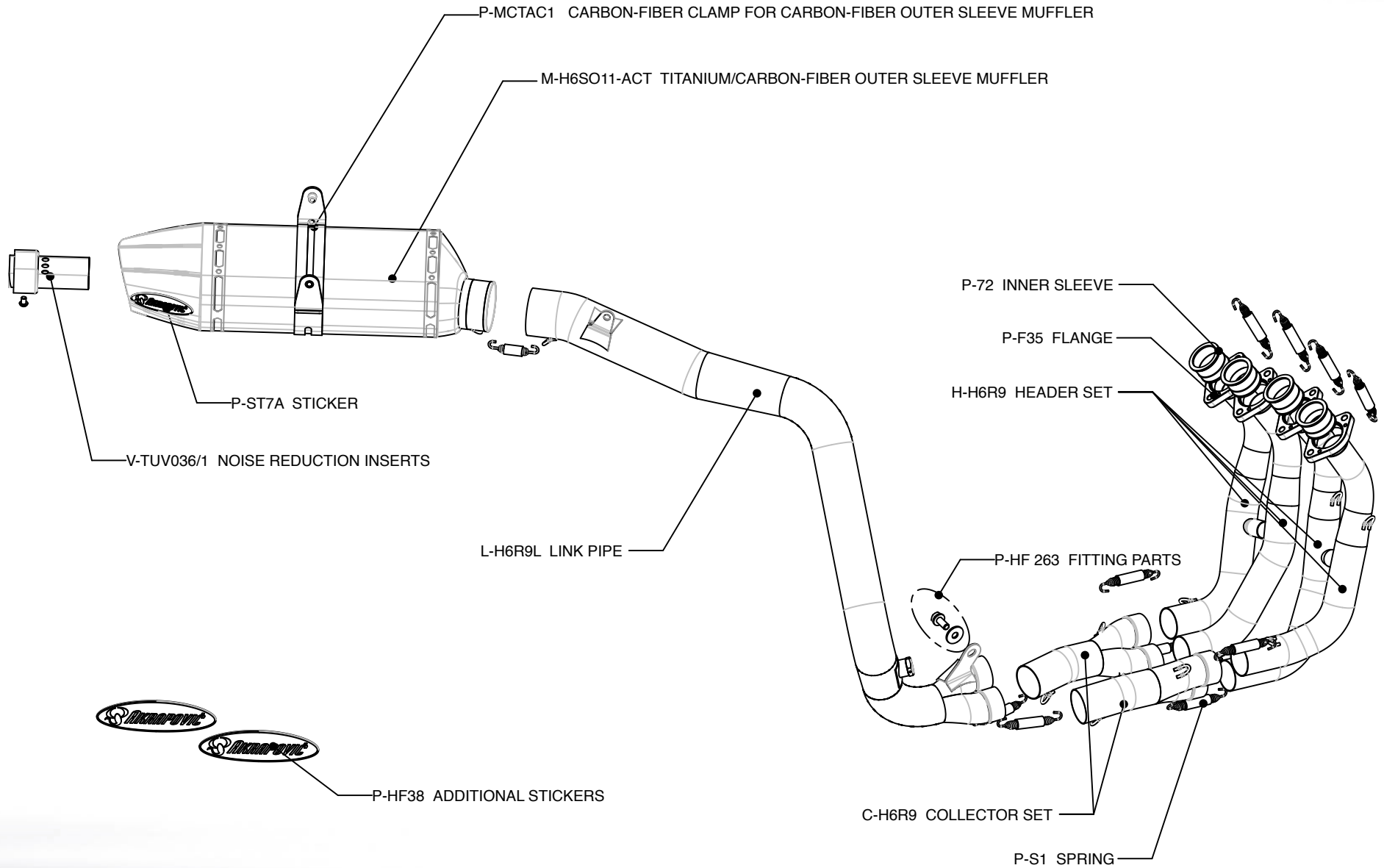
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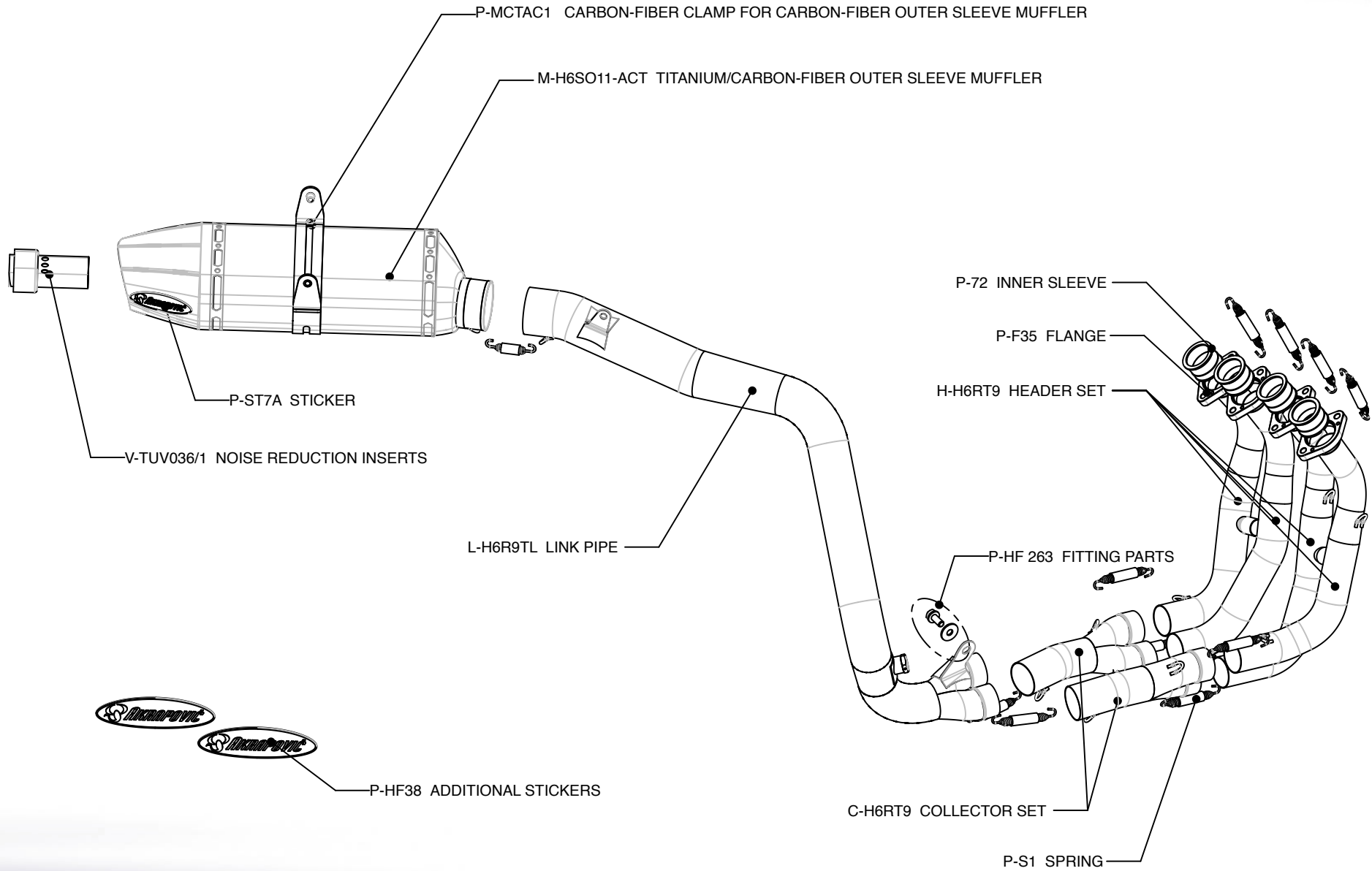


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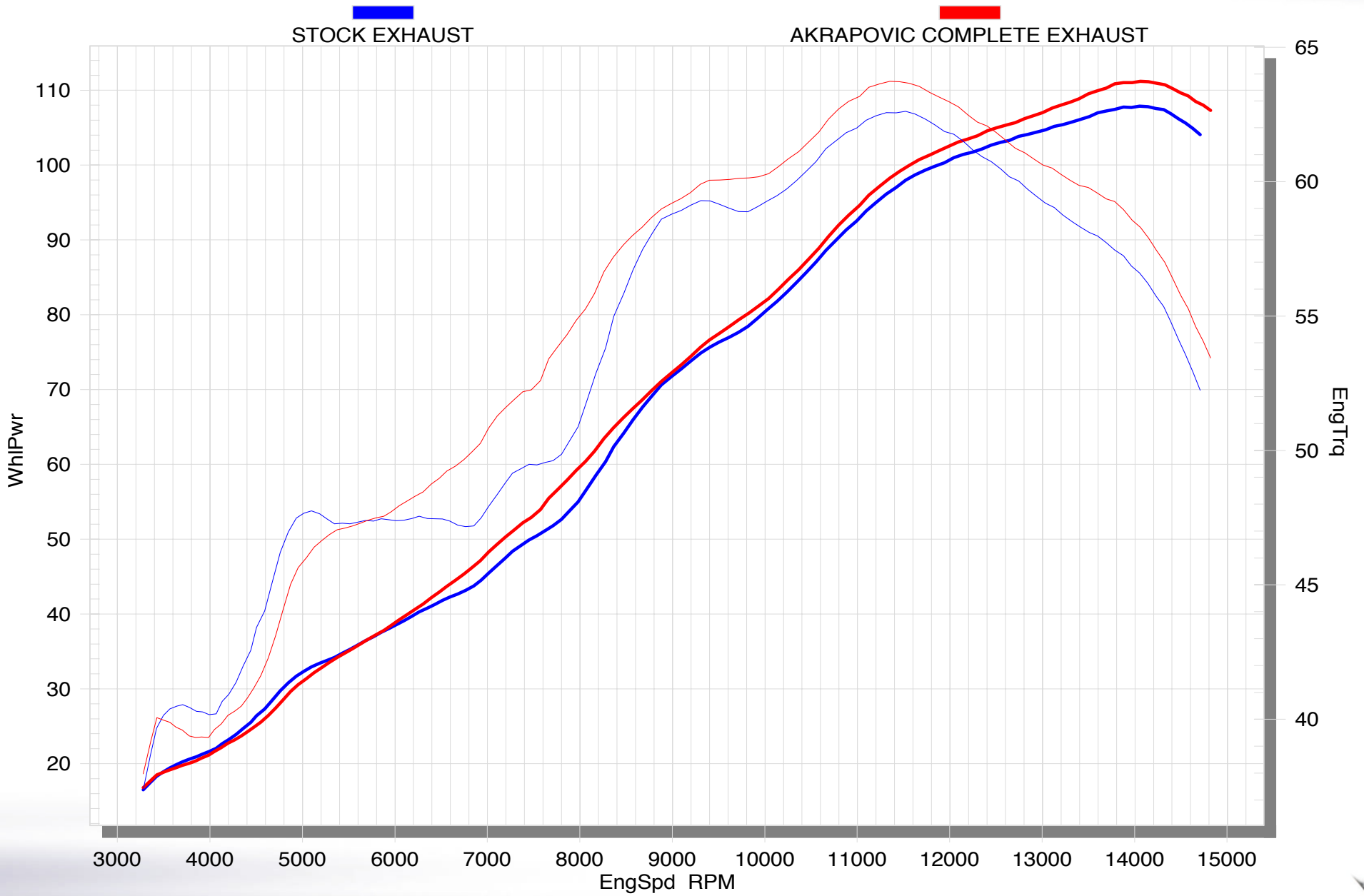
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