



Akrapovic Racing / Evolution Exhaust System

for the Kawasaki ZX-6 R (2007)

The Akrapovic RACING and EVOLUTION systems fit perfectly with the Supersport performance and styling of the Kawasaki ZX 6-R. For the EVOLUTION we use titanium, for the RACING stainless steel. We use the Hydroforming process to shape the header tubes for both systems, by which we ensure the optimal tube shape for the exhaust gas flow. These systems are designed for people who expect the maximum from their exhaust systems and know how to squeeze every bit of advantage out of them. Akrapovic RACING/EVOLUTON exhaust system will certainly help you reduce lap times on racing track.

PERFORMANCE

Measurements of the Akrapovic RACING / EVOLUTION system on the KAWA-SAKI ZX 6-R (without noise damper):

Power & Torque: Akrapovic exhaust system gives the ZX 6-R even more racing character. Power starts to grow significantly from 6000 rpm through midrange and overrev range, where we measured 121,5 HP at back wheel. Biggest power increase is 6.5 HP at 14280 rpm. The torque curve is increased throughout the entire rpm range and gives more easy to drive engine characteristics.

CONFIGURATION

The Akrapovic Racing and Evolution systems are identical except for their choice of materials. The Racing system is made of stainless steel, the Evolution titanium. The header tubes, collector, link pipe and muffler are connected with sleeve joints held together with silicon-shielded tensioning springs. The header tubes also include interference crossover tubes, and the system also has a fitting for installing a lambda sensor. The system's collector and link pipe are combination of conical and cylindrical tubes. The muffler is made entirely of titanium, only outlet cap is in carbon fiber. Muffler is attached to the frame using an Akrapovic carbon-fiber clamp. The Akrapovic exhaust system also comes with an Akrapovic stainless steel bracket which must be installed in order to mount the rear light harness.

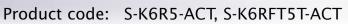
		PERFORMANCE		
		stock	AKRAPOVIC	max. increased power
	max. rear wheel power HP / rpm (measured on SuperFlow Cyle Dyn)	114.9 / 14200	121.5 / 14280	6.5 / 14280

	CONFIGURATION			
	header tubes	collector	link pipe	
material	material TITANIUM (Evolution) STAINLESS STEEL (Racing)		TITANIUM (Evolution) STAINLESS STEEL (Racing)	
tube shape	HYDROFORMING	CYLINDRICAL	CONICAL - CYLINDRICAL	

interference crossover tubes	YES		lambda sensor	YES(3x)	
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	MUFLER HEAT SHIELD BRACKETS:SS LICENCE PLATE BRACKET: SS	
muffler insert	EU	NOISE DAMPER	heat shield	NO (STOCK)	
mumer insert	US	-	catalytic converter	NO (STOCK)	

	ADDITIONAL DATA					
	stock	AKRAPOVIC		difference		
weight comparison (kg)	11.55	RACING	EVOL	UTION	stock - RACING	stock - EVOLUTION
		6.28	4.	71	5.27	6.84
noise .	stock		AKRAPOVIC			
measurements (dB / rpm)	59 / 7000		101.9(103.3 for race use only) / 7000			
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.

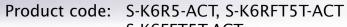


S-K6EFT5T-ACT (open - for racing use)



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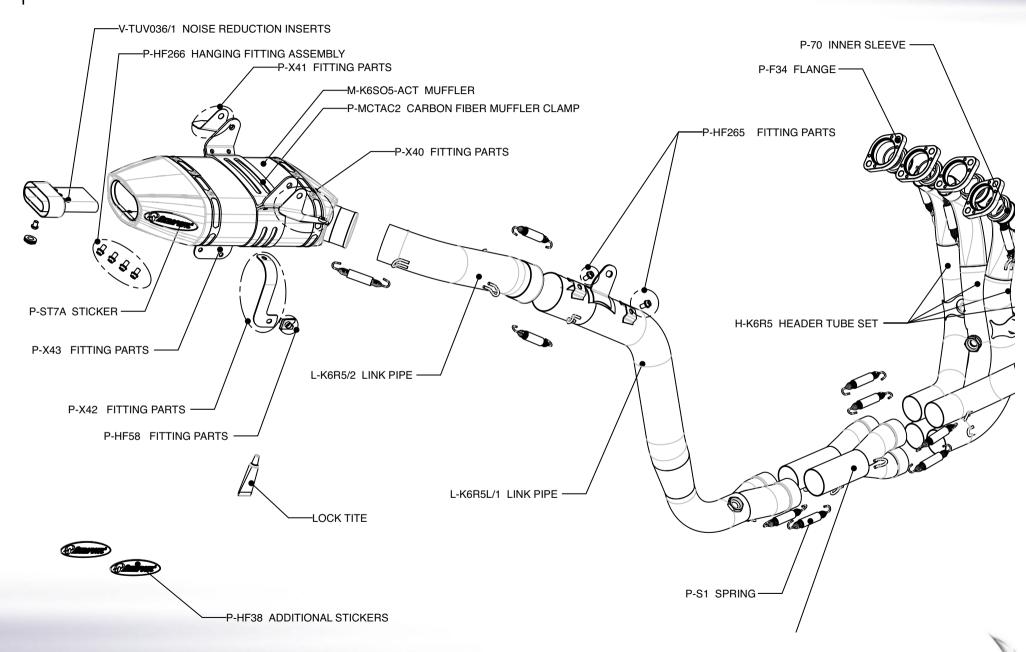
Product code: S-K6R5-ACT, S-K6RFT5T-ACT

S-K6EFT5T-ACT (open - for racing use)



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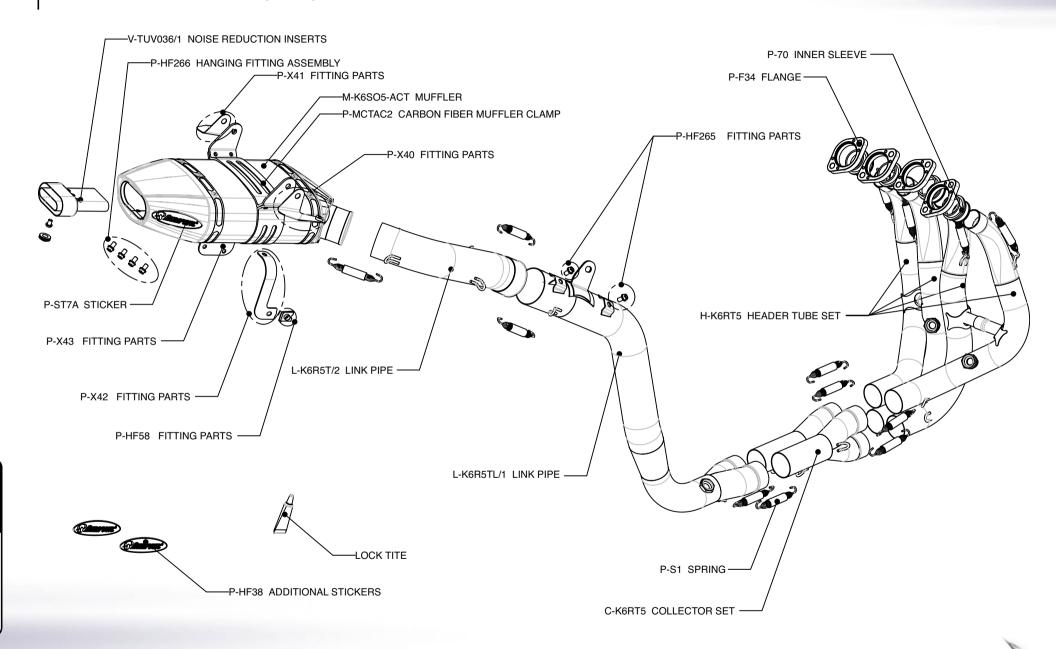


Product code: S-K6R5-ACT



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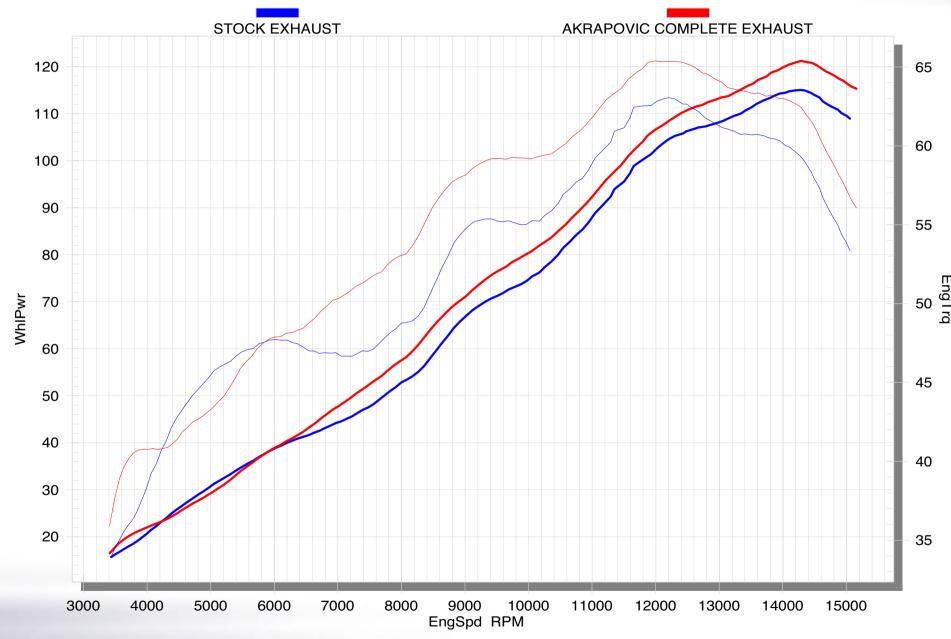
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