



SUZUKI GSX-R 600

(2008)

RACING1 & EVOLUTION1 EXHAUST SYSTEM (Z-type muffler)

www.akrapovic.com

The Akrapovic Racing1 and Evolution1 open systems are designed for riders in road racing closed course competition and for those who attend trackdays and expect the maximum from their exhaust system. Those exhaust systems are within strict FIM and AMA supersport and superstock regulations. The Racing1 and Evolution1 open systems make the Suzuki substantially more responsive, and the HEXAGONAL muffler also provides a great visual modification. Please note that passenger footpegs have to be removed for installation.

PERFORMANCE

Measurements of the Akrapovic EVOLUTION1 open system on the SUZUKI GSX-R 600 (without muffler insert):

Power & Torque: the Akrapovic exhaust system increase the responsiveness of the Suzuki and fill out the power and torque curves. The increase in torque starts already at around 3000 rpm, while the power curve increase starts around 5400 rpm and leads all the way to the top of the range. At 13830 rpm we measured a massive 116.7 HP.

CONFIGURATION

The Racing and Evolution systems differ only in the selection of tubing materials. The Racing is made of stainless steel, and the Evolution is made of titanium. Both systems have conical header tubes, cylindrical collectors, and a conical link pipes. All of the system components are attached with sleeve joints secured with silicon-shielded springs. The header tubes come with interference crossover tubes, and the systems also include a fitting for attaching a lambda sensor. The HEXAGONAL muffler is definitely the most eye-catching element of the system. It is made of a titanium inlet cap and perforated inner sleeve, while the outlet cap is made of carbon fiber. The outer sleeve is available in titanium or carbon fiber. The muffler is attached to the frame using an Akrapovic carbon fiber clamp and carbon fiber bracket.

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

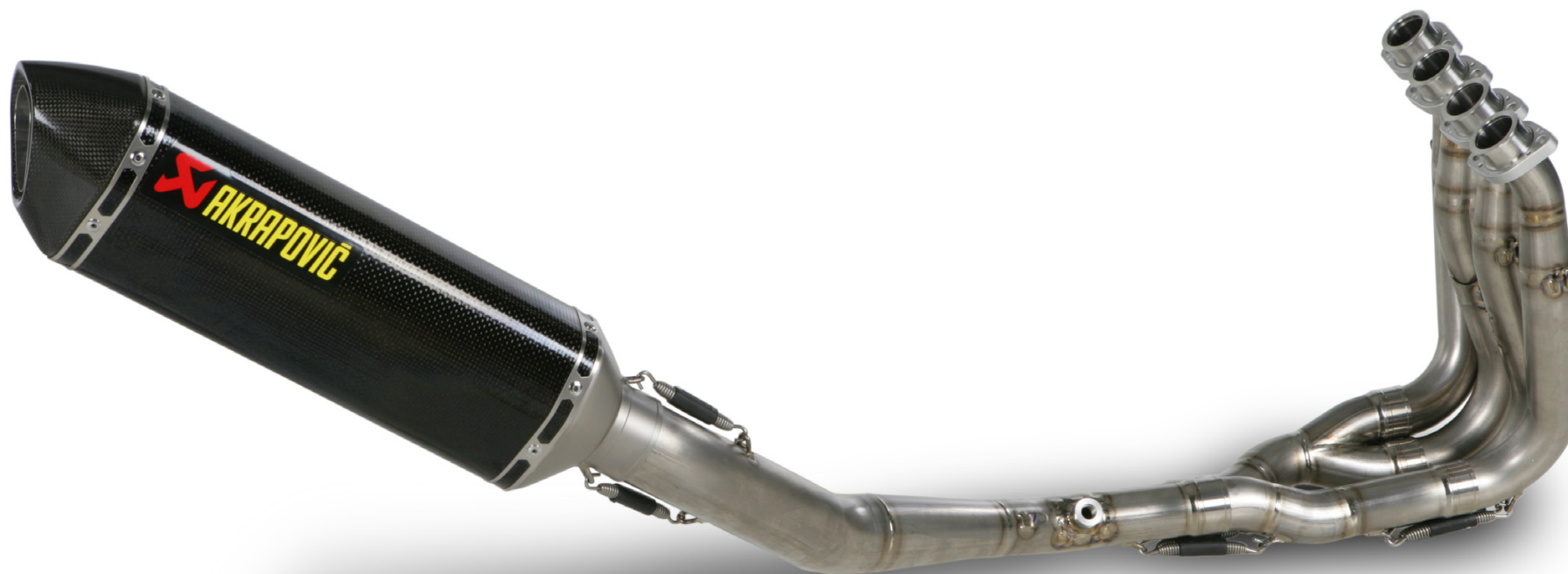
	PERFORMANCE		
	stock	AKRAPOVIC	max. increased power
max. rear wheel power HP / rpm (measured on Dynojet ATV)	112.3 / 13560	116.7 / 13830	4.7 / 14080

	CONFIGURATION		
	header tubes	collector	link pipe
material	S.S. / Ti	S.S. / Ti	S.S. / Ti
tube shape	CONICAL	CYLINDRICAL	CONICAL

interference crossover tubes	YES (cyl. 2-3)	lambda sensor	YES(reduction nut for both sensor sizes!)	
header tube inner sleeves	S.S. CNC machined	header tube flanges	ALU CNC machined	
header tubes - collector connection	SLEEVE JOINT + SILICON SHIELDED SPRING	collector / header tube - link pipe connection	SLEEVE JOINT + SILICON SHIELDED SPRING	
link pipe - muffler connection	SLEEVE JOINT + SILICON SHIELDED SPRING	muffler inlet cap /outlet cap	Ti / Carb. fiber	
muffler metal interior	Ti	muffler outer sleeve	Ti / Carb. fiber	
muffler clamp	CARBON-FIBER	muffler bracket	YES-carb.fiber lbracket must be changed!	
muffler insert	EU	YES	heat shield	NO
	US	-	catalytic converter	NO

	ADDITIONAL DATA				
	stock	AKRAPOVIC		difference	
		RACING	EVOLUTION	stock - RACING	stock - EVOLUTION
weight comparison (kg)	10.34	5.07	3.84	5.27	6.5

noise measurements (dB / rpm)	stock	AKRAPOVIC
	94 / 6750	98 / 67550
possibility of periodic service without removing A.E.S.	oil	oil filter
	YES	YES
legal for street use	NO	



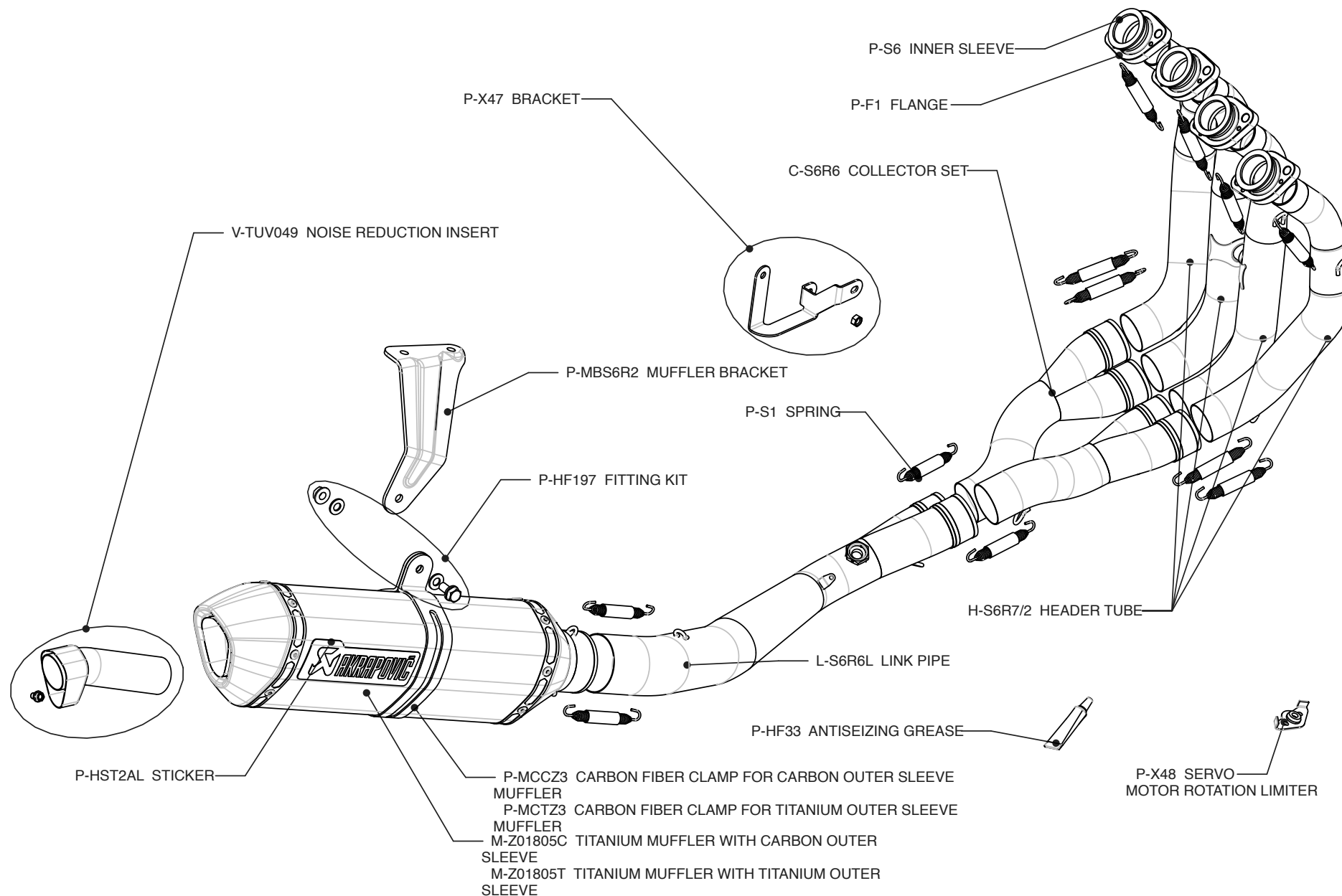
Product code: S-S6R7L-ZC/2, S-S6R7L-ZT/2 racing1
S-S6RFT7TL-ZC/2, S-S6RFT7TL-ZT/2 evolution1



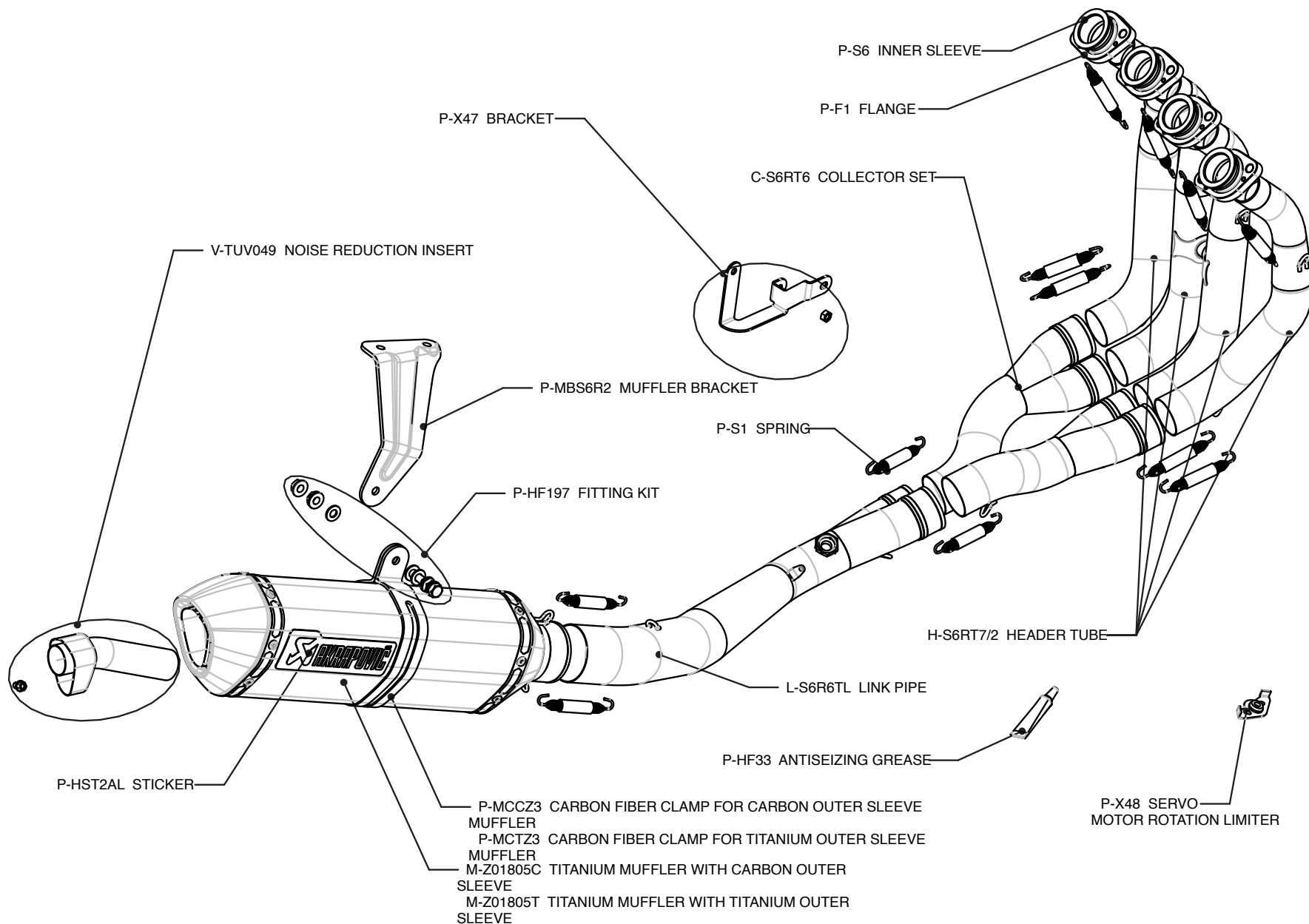
Product code: S-S6R7L-ZC/2, S-S6R7L-ZT/2 racing1
S-S6RFT7TL-ZC/2, S-S6RFT7TL-ZT/2 evolution1



Product code: S-S6R7L-ZC/2, S-S6R7L-ZT/2 racing1
S-S6RFT7TL-ZC/2, S-S6RFT7TL-ZT/2 evolution1



Product code: S-S6R7L-ZC/2, S-S6R7L-ZT/2 racing1
 S-S6RFT7TL-ZC/2, S-S6RFT7TL-ZT/2 evolution1



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