



**SUZUKI GSX-R 750**

**(2008)**

**RACING2 & EVOLUTION2 EXHAUST SYSTEM (T-type muffler)**

[www.akrapovic.com](http://www.akrapovic.com)

The Akrapovic Racing2 and Evolution2 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. The Racing2 and Evolution2 open systems make the Suzuki substantially more responsive, and the short HEXAGONAL muffler also provides a great visual modification and weight savings.

### PERFORMANCE

Measurements of the Akrapovic EVOLUTION1 open system on the SUZUKI GSX-R 750 (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 3500 rpm, while the power curve increase starts around 6000 rpm and leads all the way to the top of the range. At 13300 rpm we measured a massive 139.8 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. Muffler is welded to the link pipe. The header tubes come with interference crossover tubes, and the systems also include a fitting for attaching a lambda sensor. The short 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.

	PERFORMANCE		
	stock	AKRAPOVIC	max. increased power
max. rear wheel power HP / rpm <small>(measured on Dynojet ATV)</small>	130,8 / 13150	139,8 / 13400	9,1 / 13300

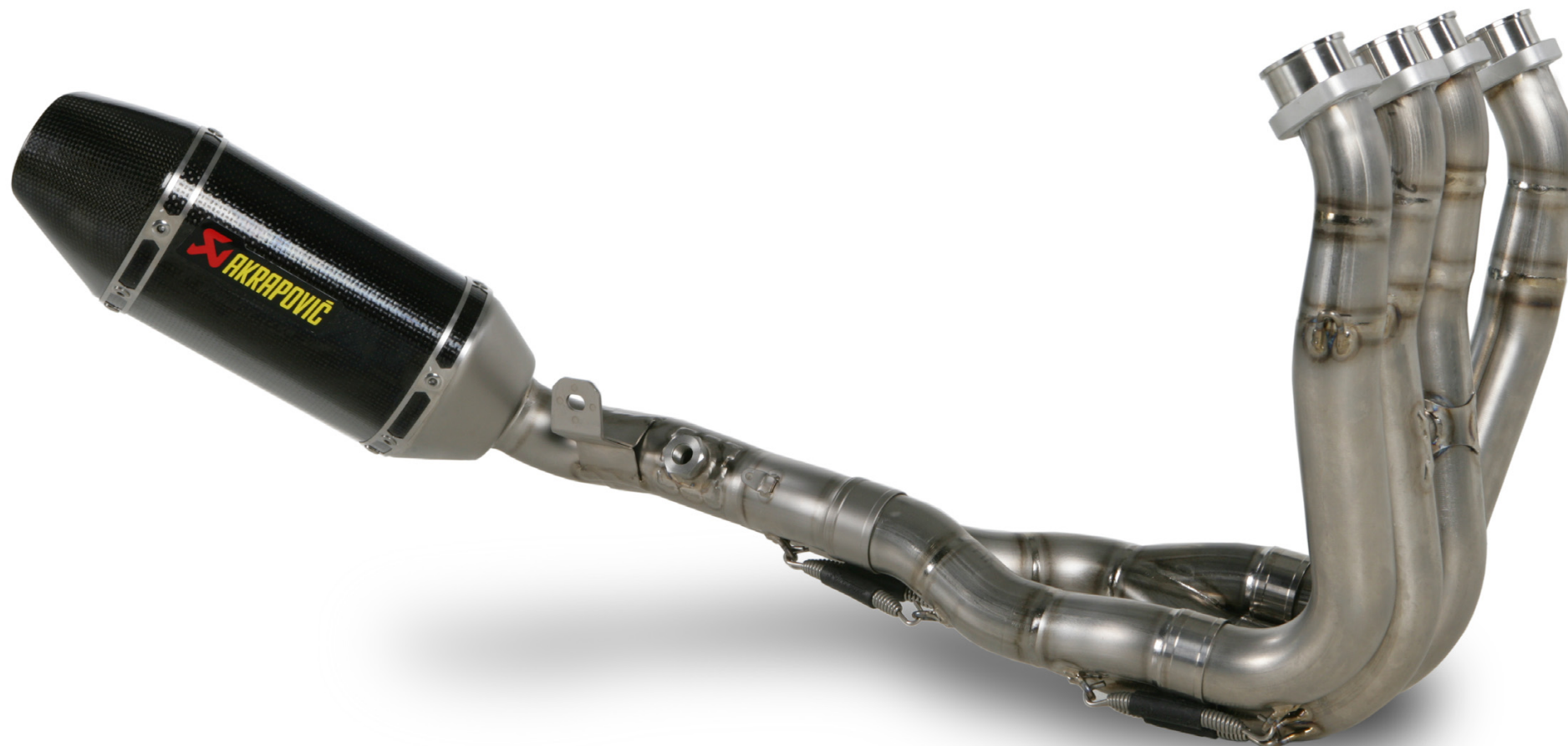
	CONFIGURATION		
	header tubes	collector	link pipe
material	S.S. / Ti	S.S. / Ti	S.S. / Ti
tube shape	CONICAL	CYLINDRICAL	CONICAL

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	WELDED	muffler inlet cap /outlet cap	S.S.- Carb. fiber / Ti - Carb. fiber	
muffler metal interior	STAINLESS STEEL / TITANIUM	muffler outer sleeve	Ti or carbon-fiber	
muffler clamp	CARBON-FIBER	muffler bracket	YES, S.S. (foot-rest)	
muffler insert	EU	YES	heat shield	-
	US	-	catalytic converter	NO

	ADDITIONAL DATA				
	stock	AKRAPOVIC		difference	
		S.S. link pipe	TITANIUM link pipe	stock - S.S.	stock - titanium
weight comparison (kg)	10.34	4.2	3.33	6.14	7.01

noise measurements (dB / rpm)	stock	AKRAPOVIC
	94 / 6750	102 / 6750
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.



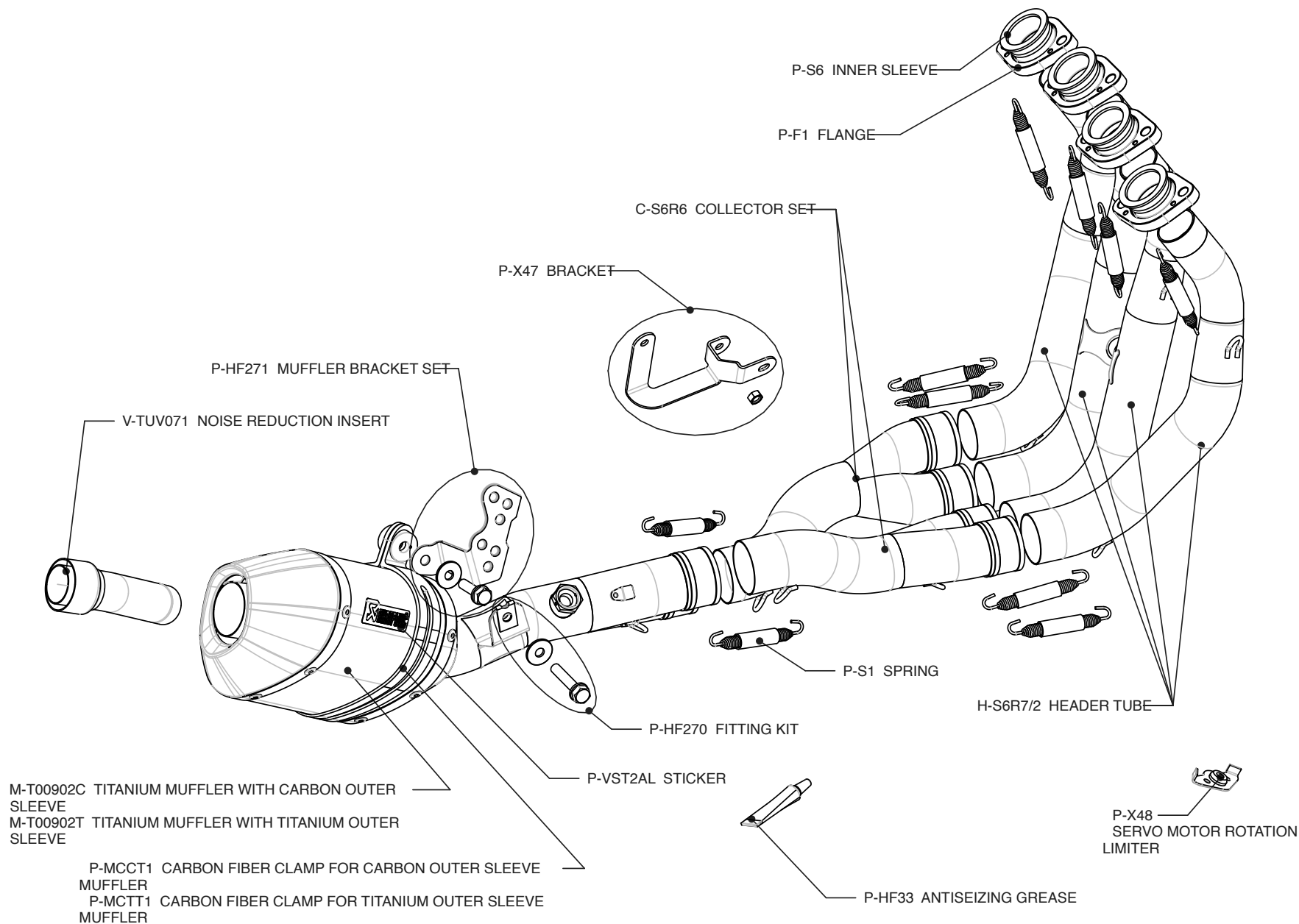
Product code: S-S7R8-TC, S-S7R8-TT racing2  
S-S7RFT8-TC, S-S7RFT8-TT evolution2



Product code: S-S7R8-TC, S-S7R8-TT racing2  
S-S7RFT8-TC, S-S7RFT8-TT evolution2



Product code: S-S7R8-TC, S-S7R8-TT racing2  
S-S7RFT8-TC, S-S7RFT8-TT evolution2



Product code: S-S7R8-TC, S-S7R8-TT racing2  
 S-S7RFT8-TC, S-S7RFT8-TT evolution2

