

Suzuki GSX-R 600 (2004)

Racing / Evolution Exhaust System

Akrapovic Racing / Evolution Exhaust System

for the Suzuki GSX-R 600 (2004)

The Akrapovic RACING and EVOLUTION 1 exhaust systems represent the peak of our product range. They combine the peak of our experiences gained through years of cooperation with world factory and private racing teams, the peak of the use of state-of-the-art materials and the peak of high-quality and aesthetic workmanship, valued by thousands of Akrapovic enthusiasts. Both of these systems for the Suzuki GSX-R 600 use the latest tube forming technology, HYDROFORMING. Water at extremely high pressure is used to form the header tubes, whose unique shape gives better results for the flow of exhaust gases than previously attainable. Both systems are intended for experienced riders who know how to get the most out of the top of the rpm range. Max. power of 110.1 HP at 13800 rpm in comparison with the stock 104.4 HP at 13100 rpm is a clear enough indication of the success of the design. The tubes materials for the RACING and EVOLUTION 1 systems are different; the RACING uses stainless steel, while the EVOLUTION 1 uses titanium.

NOTE: We have also developed an Akrapovic EVOLUTION 2 exhaust system for the Suzuki GSX-R 600, which is intended only for races and championships which allow louder exhaust systems – 107 dB. The EVOLUTION 2 differs from the EVOLUTION 1 and RACING systems in the design of the link pipe, which sets the muffler in a higher position, making the Akrapovic carbon-fiber bracket mandatory (instead of optional as for the RACING and EVOLUTION 1). The muffler is also shorter and louder than the muffler for the EVOLUTION 1 and RACING systems. <u>The EVOLUTION 2 is only suitable for certain types of competition!</u>

PERFORMANCE

Measurements of the Akrapovic EVOLUTION 1 system on the SUZUKI GSX-R 600 :

Power: the Akrapovic EVOLUTION 1 exhaust system fills out all of the drop-outs in the stock power curve in the middle of the range. The purpose of the EVOLUTION is clearly evident in the power curve and the increase it offers from 11000 rpm on. Max. power is moved up 700 rpm from the stock level of 104.4 HP at 13100 rpm to 110 HP at 13800 rpm. Max. increased power is a full 7 HP at 13900 rpm. The system will allow experienced riders to make maximum use of the engine's potentials.

Torque: the stock fluctuations in torque are filled out by the Akrapovic systems, as can be seen from the torque curve. The exhaust system has an excellent effect on the engine especially in the middle of the rpm range, with a noticeable increase at the top of the range as well.

CONFIGURATION

The RACING and EVOLUTION 1 systems differ in their materials selection (stainless steel / titanium). The header tubes are made using HYDROFORMING. The systems also include interference crossover tubes, which improve the power and torque performance characteristics. The systems include a fitting for installing a lambda sensor on the link pipe. The muffler outer sleeve is available in either titanium or carbon-fiber. The choice does not affect performance. The free-floating joints between the system components (header tubes, collector, link pipe, muffler) are secured with silicon-shielded tensioning springs. The muffler is attached using an Akrapovic carbon-fiber clamp.

OPTIONS

Both systems are available with a carbon-fiber muffler bracket which holds the muffler in a slightly higher position. Muffler outer sleeves are available in titanium or carbon-fiber.

	PERFORMANCE		
	stock	AKRAPOVIC	max. increased power
max. rear wheel power HP / rpm (measured on SuperFlow Cyle Dyn)	104.4 / 13100	110.1 / 13800	7 / 13900

	CONFIGURATION		
	header tubes	collector	link pipe
material	TITANIUM (Evolution 1) STAINLESS STEEL (Racing)	TITANIUM (Evolution 1) STAINLESS STEEL (Racing)	TITANIUM (Evolution 1) STAINLESS STEEL (Racing)
tube shape	HYDROFORMING	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	FREE FLOATING + SILICON SHIELDED SPRINGS	collector / link pipe connection	FREE FLOATING + SILICON SHIELDED SPRINGS
link pipe - muffler connection	FREE FLOATING + SILICON SHIELDED SPRINGS	muffler inlet cap /outlet cap	TITANIUM / TITANIUM
muffler metal interior	TITANIUM	muffler outer sleeve	TITANIUM / CARBON-FIBER
muffler clamp	1x CARBON-FIBER ROAD	muffler bracket	-
noise damper	-	heat shield	-

OPTIONS				
link pipe	noise damper	muffler outer sleeve	muffler bracket	heat shield
-	-	TITANIUM / CARBON-FIBER	CARBON-FIBER	-

	ADDITIONAL DATA				
	stock	AKRAPOVIC		difference	
weight comparison (kg)	9.00	RACING	EVOLUTION	stock - RACING	stock - EVO.
		4.37	3.70	4.63	5.30

noise measurements (dB / rpm)	stock	AKRAPOVIC
	89 / 5500	99.8 / 5500
possibility of periodic service without removing A.E.S.	oil	oil filter
	YES	NO
legal for street use	NO	

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

Road Program

Product code: S-S6R5L-C, S-S6R5L-T, S-S6RFT5TL-C, S-S6RFT5TL-T, S-S6EFT5TL-DC, S-S6EFT5TL-DT

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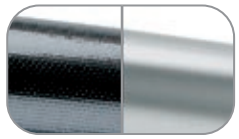
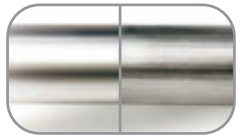


The outer sleeve is available in carbon-fiber or titanium



The header tubes are made of stainless steel (Racing Line) or titanium (Evolution Line)

PHOTO:
EVOLUTION LINE



The header tubes use the latest tube forming technology: **HYDROFORMING**

CARBON-FIBER CHASSIS HANGING BRACKET IS OPTIONAL





ANTI-SEIZING GREASE
(EVOLUTION LINE ONLY)



CARBON-FIBER
MUFFLER CLAMP

Road Program

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www.akrapovic-exhaust.com

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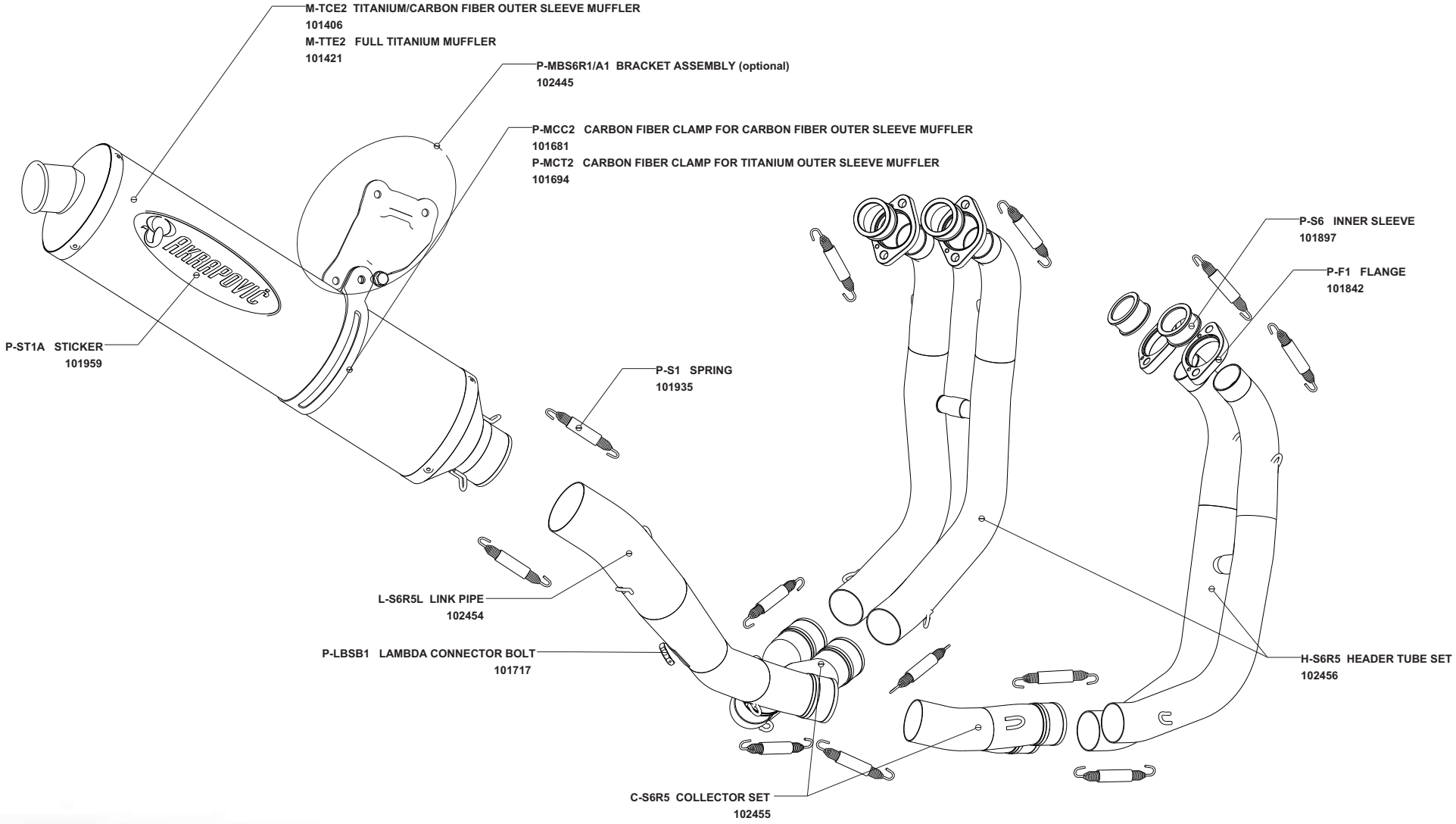

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Akrapovic Evolution Exhaust System

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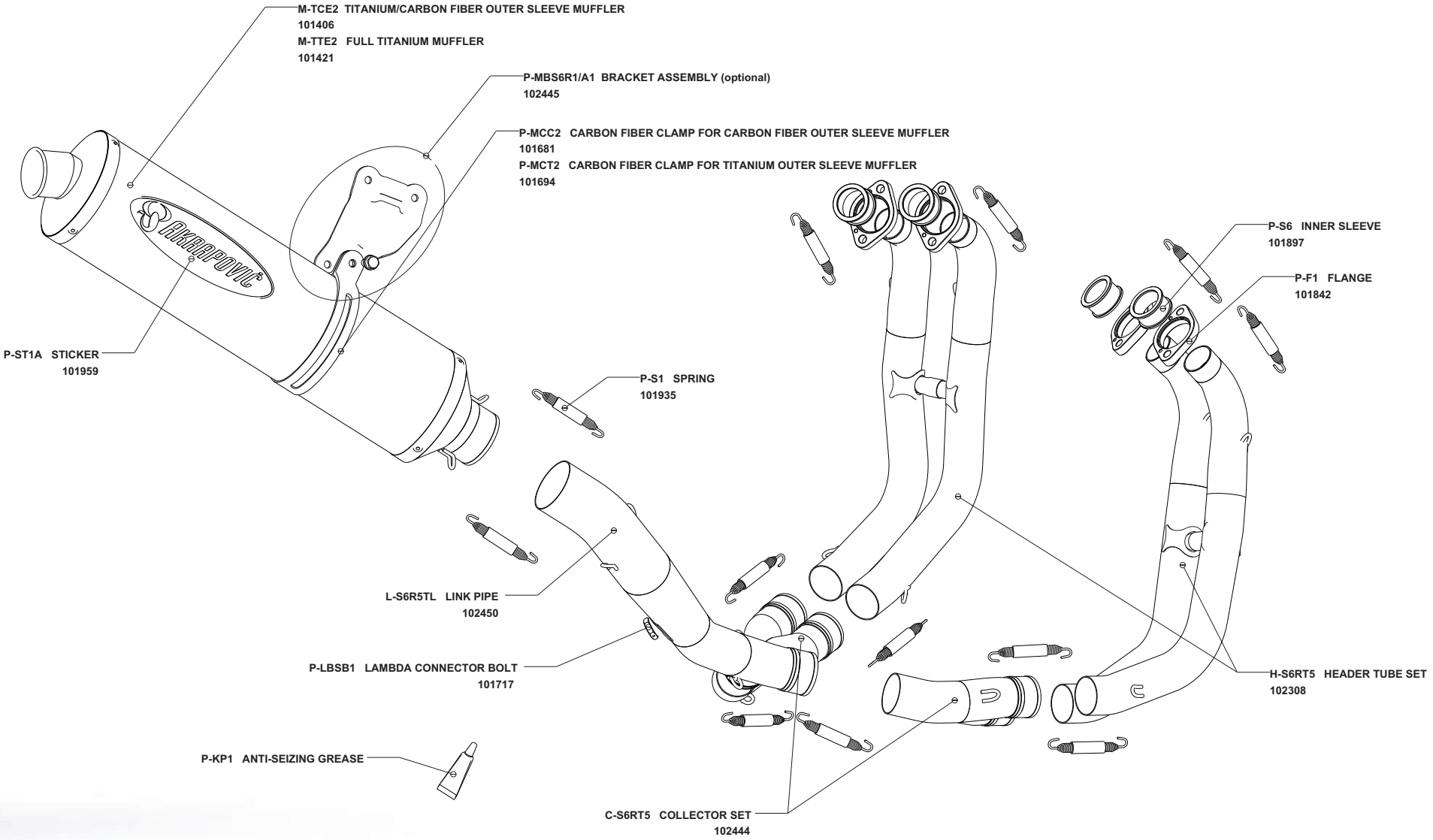

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Akrapovic Evolution 2 Exhaust System

for the Suzuki GSX 600 R (2004)

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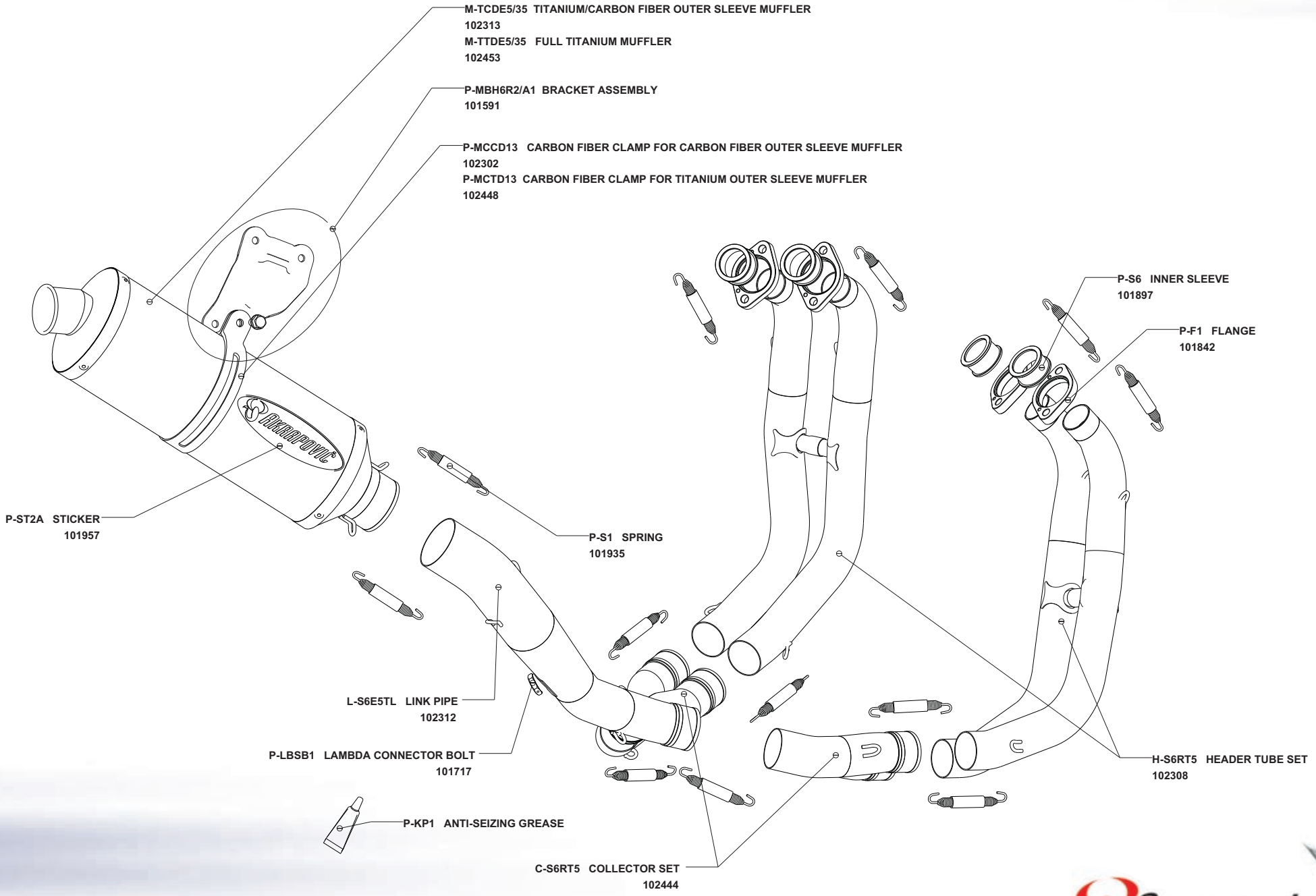

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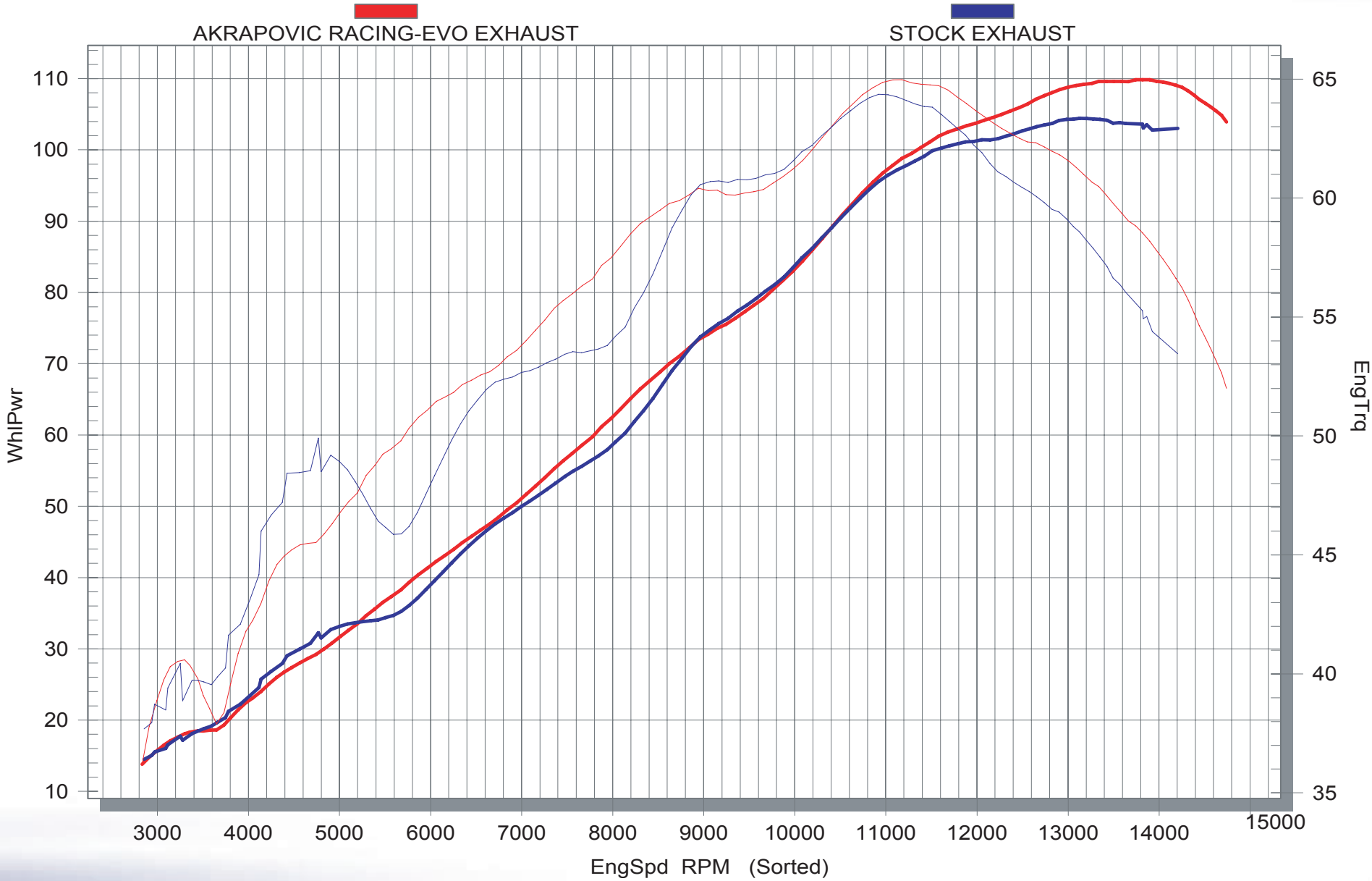

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