Installation instructions:

350031

AKRAPOVIC RACING & EVOLUTION EXHAUST SYSTEM
for the
SUZUKI GSX R 1000 (2003)

Congratulations on purchasing an Akrapovic exhaust system. Please read these installation instructions carefully. If you have any trouble installing the system please contact your authorized dealer!

IMPORTANT INFORMATION

Exclusion of Certain Liability

1. The manufacturer, importer or dealer shall not be liable for any incidental damage including personal injury or any other damages caused by improper installation or operation of the Akrapovic exhaust system. When installing the Akrapovic exhaust system be careful that the exhaust system does not touch other parts sensitive to high temperature.

2. Akrapovic makes no representation or warranties with regard to damage caused by the improper installation, use and maintenance of the Akrapovic exhaust system. The warranty is limited to defects recognized by our technical department and to normal use, and excludes items subject to normal wear (gaskets and damping wool). The guarantee is void in case of accident, modification, improper or competition use.

3. Do not attempt to install the Akrapovic exhaust system on a motorcycle for which it was not made or tested by Akrapovic.

4. When the exhaust system gets very hot during operation, be careful not to burn yourself on the exhaust system or parts which are in direct contact with it, even when the motor is not running. Also protect other people, especially children, from the injuries mentioned above.

5. In some cases Akrapovic exhaust system kits contain chemical products (ceramic anti-seizing grease; bolt sealant). Handle with care, do not inhale or swallow. Avoid excessive contact with skin, eyes or mucous membranes. Keep out of reach of children.

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

Trademarks

The Akrapovic Exhaust System Technology logo is a registered trademark of Akrapovic d.d.

Akrapovic website

Information about Akrapovic exhaust systems and related products is available on the Akrapovic website at:
http://www.akrapovic-exhaust.com/

Copyright

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Symbols

The following symbols are used throughout these installation instructions:

! CAUTION OR WARNING **INSTALLATION TIP**

INSTALLATION INSTRUCTIONS

BEFORE INSTALLING CHECK SCHEMATIC OF THE EXHAUST SYSTEM!

! IF ANY ITEMS IN THE AKRAPOVIC EXHAUST SYSTEM PACKAGE ARE MISSING PLEASE CONTACT YOUR AUTHORIZED DEALER. KEEP THE SCHEMATIC FOR FUTURE REFERENCE.

! THESE INSTALLATION INSTRUCTIONS MUST BE READ CAREFULLY IN ORDER TO ENSURE PROPER INSTALLATION AND OPERATION OF THE AKRAPOVIC EXHAUST SYSTEM.

! THE EXHAUST SYSTEM CAN BE EXTREMELY HOT. LET THE MOTORCYCLE COOL DOWN BEFORE BEGINNING INSTALLATION.

WE ADVISE YOU TO LEAVE INSTALLATION TO A QUALIFIED SERVICEMAN. IMPROPER INSTALLATION MAY RESULT IN A SHORTER LIFETIME OF THE EXHAUST SYSTEM AND/OR DAMAGE TO THE MOTORCYCLE.

❑ REMOVAL OF STOCK EXHAUST SYSTEM

1. put the motorcycle on a side stand, we recommend a racing stand
2. remove the bolts from the muffler flange at the muffler - link pipe connection (header assembly) **(Figure 1)**
3. remove the bolt from the metal muffler bracket and remove muffler **(Figure 2 & 3)**
4. remove the metal bolts from the upper part of the cowling, remove the plastic fasteners from the lower part and remove the cowling **(Figure 4, 5, 6, 7, 8)**
5. remove the bolt from the metal clamp and the bolt from the link pipe bracket at the link pipe – collector joint **(Figure 9, 10)**
6. remove the link pipe; hang the link pipe in the wires which control the exhaust gas valve **(Figure 11)**
7. remove the bolt from the seat and remove seat **(Figure 12)**
8. remove the bolts which fasten the fuel tank **(Figure 13)**
9. raise and firmly prop up the fuel tank (make sure it does not drop suddenly; you could damage the fuel tank) **(Figure 14)**
10. remove the cover to the exhaust gas valve **(Figure 15)**
11. remove all four regulating nuts from the wires **(Figure 16)** and remove the wires from the wire harness **(Figure 17)**
12. remove the wires from the harness on the servo under the seat **(Figure 18)**
13. reattach the fuel tank
14. cut the black/brown wire **(Figure 19)** which comes from the CDI unit and insulate it well. See schematic at the end of the instructions **(Figure 34)**
15. reattach the seat
16. remove the metal sleeve from the rubber washer from the metal bracket for the link pipe **(Figure 20)**
17. remove the bolts from the metal bracket for the oil cooler; make sure not to damage the cooling fins **(Figure 21, 22)**
18. remove the metal bracket which connects the oil and water coolers; make sure not to damage the cooling fins **(Figure 23)**
19. remove the bolts from the flanges on the stock header tubes **(Figure 24)** and remove the header tubes **(Figure 25)**; make sure not to damage the cooling fins

❑ INSTALLATION OF THE AKRAPOVIC RACING OR EVOLUTION EXHAUST SYSTEM

installing the header tubes:
1. set up the sleeves together with the flanges and springs; use the stock gaskets – make sure they are correctly oriented and that the holes for attaching the springs line up with the loops on the header tubes; make sure not to damage the cooling fins **(Figure 26, 27)**
2. tighten the flanges; make sure not to damage the cooling fins
3. insert the header tubes; make sure not to damage the cooling fins **(Figure 28)**
4. attach the springs
5. make sure the header tubes are not touching the engine, water and oil cooler, other tubes, electrical installations etc.

installing the independent collector:
1. orient the header tubes in the correct position for attaching the independent collector
2. make sure the collector is correctly oriented – loops for attaching the springs must line up **(Figure 29)**
3. slide the collector onto the header tubes; in the case of the Evolution exhaust system use ceramic anti-seizing grease in the joints; position and attach the springs **(Figure 30)**
4. make sure the collector is not touching the motor or frame of the motorcycle

installing the independent link pipe:
1. make sure the link pip is correctly oriented – loops for attaching the springs must line up
2. slide the link pipe (inlet side) onto the collector, if installing a titanium link pipe use ceramic anti-seizing grease in the joint
3. attach the springs
4. make sure the link pipe is not touching the frame and other parts
5. install the lambda sensor, if applicable

installing the muffler:
1. position the muffler correctly and slide it onto the outlet side of the link pipe – if installing a titanium link pipe use ceramic anti-seizing grease in the joint
2. position and attach the springs
3. correctly position the carbon-fiber clamp and slide it onto the muffler - bear in mind the **right offset** of the carbon-fiber clamp viewed from the rear **(Figure 31).** WARNING: open the clamp to slightly wider than the diameter of the outer sleeve of the muffler – do not scrape it along the muffler outer sleeve! **(Figure 32)**

4. tighten the carbon-fiber clamp onto the stock chassis hanging bracket on the frame **(Figure 31)**
5. make sure the muffler is not touching other parts and that it is parallel to the longitudinal axis of the motorcycle
6. position of the installed Akrapovic Racing or Evolution system **(Figure 33)**

installing the optional carbon fiber chassis hanging bracket:
1. remove the stock chassis hanging bracket
2. in the same place install the Akrapovic carbon fiber chassis hanging bracket – use the stock bolts
3. before installing the muffler prepare the carbon-fiber clamp: the reduction washer must be installed
4. continue with the procedure for installing the muffler described above
5. attach the carbon-fiber clamp to the Akrapovic carbon chassis hanging bracket on the frame – use the stock bolts

final installation:
1. reattach the oil and water coolers using the stock metal brackets; make sure not to damage the cooling fins
2. tighten the bolts on all of the brackets and clamps to which the exhaust system and the other dismounted parts of the motorcycle are attached
3. clean grease spots:
    a. muffler – titanium outer sleeve: use a soft cloth sprayed with a multi-purpose spray lubricant (WD-40 or equivalent)
    b. muffler – carbon-fiber outer sleeve: use a soft dry cloth
    c. stainless steel link pipe: use a soft cloth sprayed with a contact cleaner, then wipe with a soft dry cloth
    d. titanium link pipe: use a soft cloth sprayed with a multi-purpose spray lubricant (WD-40 or equivalent)
    e. evolution model: tubes - use a soft cloth sprayed with a multi-purpose spray lubricant (WD-40 or equivalent)
    f. racing model: tubes - use a soft cloth sprayed with a contact cleaner, then wipe with a soft dry cloth
    g. racing model with titanium link pipe: header tubes & collector - use a soft cloth sprayed with a contact cleaner, then wipe with a soft dry cloth. Titanium link pipe - use a soft cloth sprayed with a multi-purpose spray lubricant (WD-40 or equivalent)

    Cleaning will prevent spots from burning onto the surface. Do not use aggressive chemical cleaners, because they can damage the sticker.
4. replace all of the dismounted stock parts and cowlings in the reverse order from the order in which they were removed

Check the operation of the brakes and suspension. Make sure all the bolts are sufficiently tightened. In case the exhaust system touches the cowling or other parts repeat the adjustment of the exhaust system or contact your authorized dealer.

! IT IS NORMAL IF WHITE SMOKE COMES OUT OF THE MUFFLER ON FIRST OPERATION.

! DO NOT STAND BEHIND THE MUFFLER ON FIRST OPERATION.

❑ MAINTENANCE OF THE AKRAPOVIC EXHAUST SYSTEM

1. Clean the titanium muffler outer sleeve with a multi-purpose spray lubricant (WD-40 or equivalent) and carbon fiber outer sleeve with soft and dry cloth. Do not use aggressive chemical cleaners, because they can damage the sticker. A change in the color of the exhaust system is normal due to the high temperatures.
2. The wearing out of the muffler silencing material depends on the type of the motor and riding style. Contact your dealer/serviceman if visible changes appear on muffler's outer sleeve or the noise level is increased.
3. Periodically ensure that all the bolts and springs are sufficiently tight.

Photos:

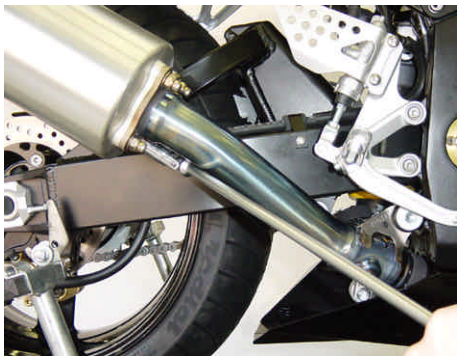


Figure 1



Figure 2



Figure 3



Figure 4

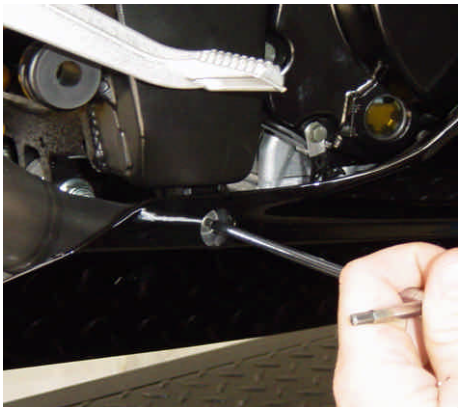


Figure 5

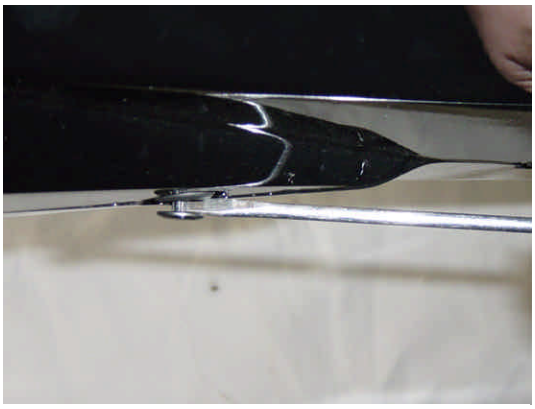


Figure 6



Figure 7

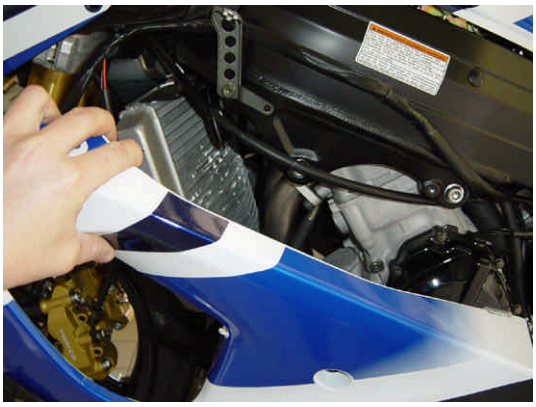


Figure 8

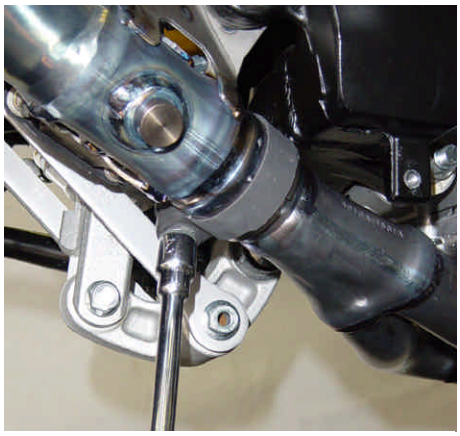


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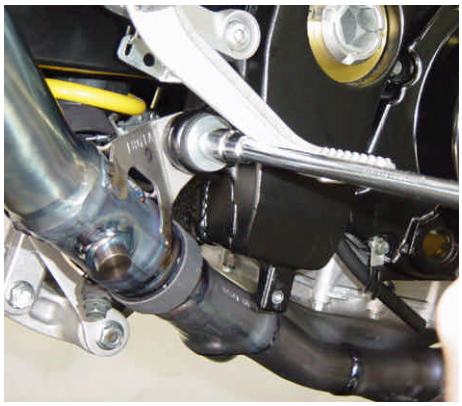


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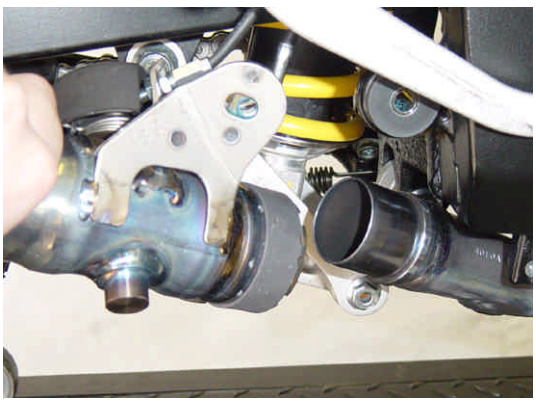


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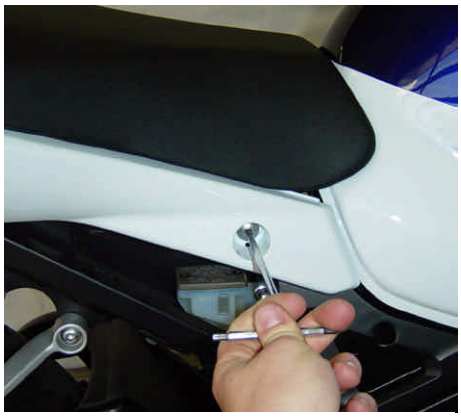


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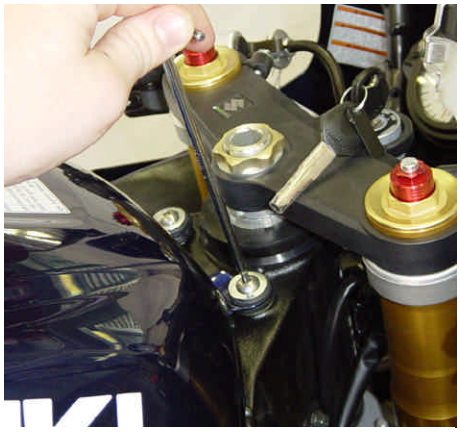


Figure 13



Figure 14

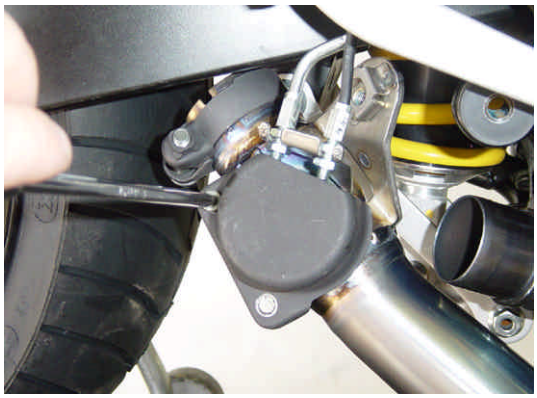


Figure 15



Figure 16



Figure 17

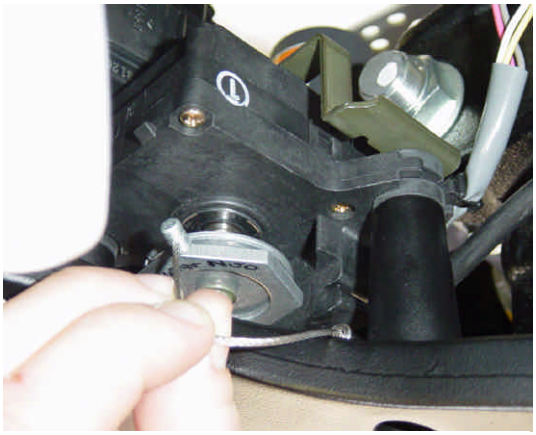


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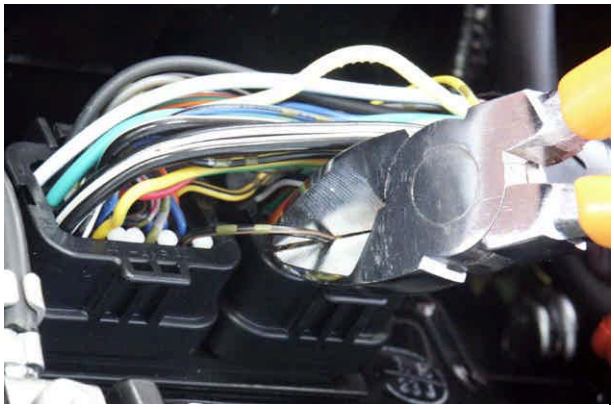


Figure 19



Figure 20



Figure 21

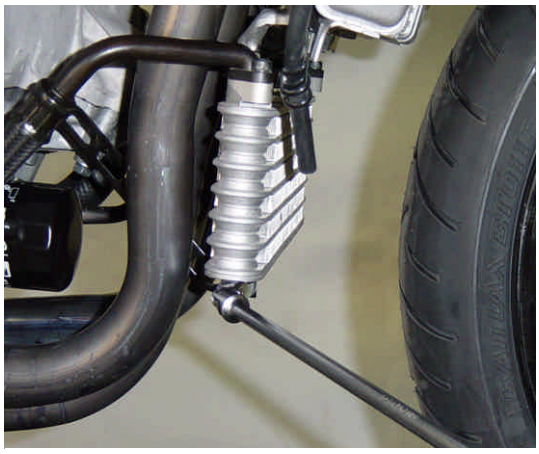


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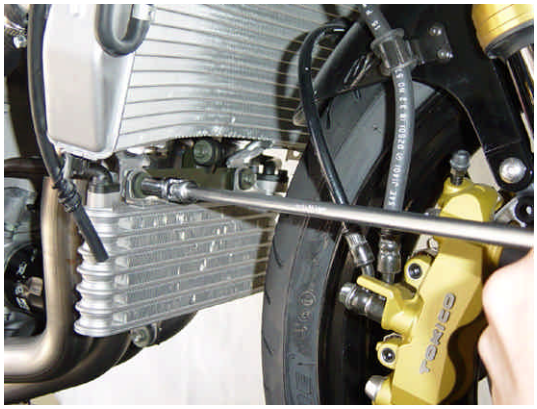


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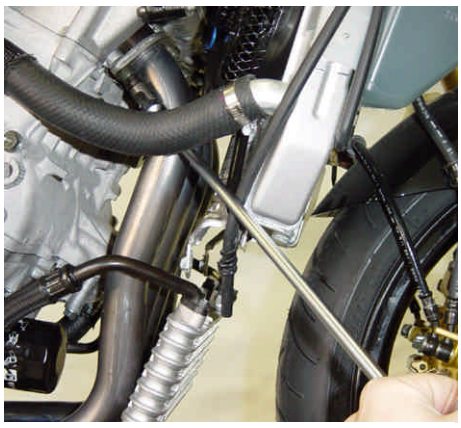


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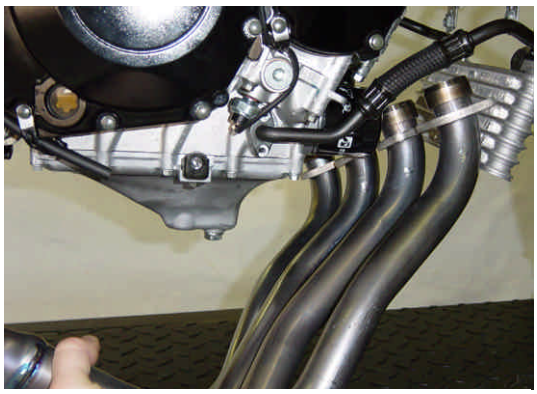


Figure 25



Figure 26

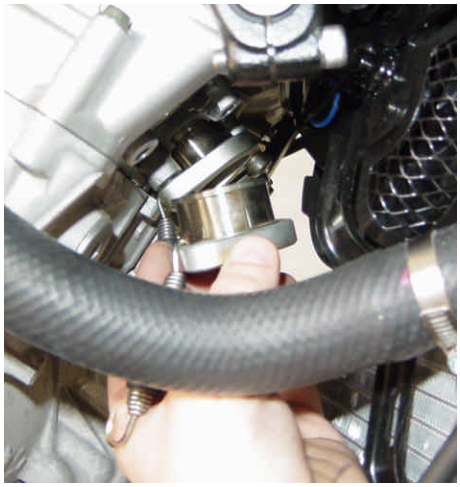


Figure 27

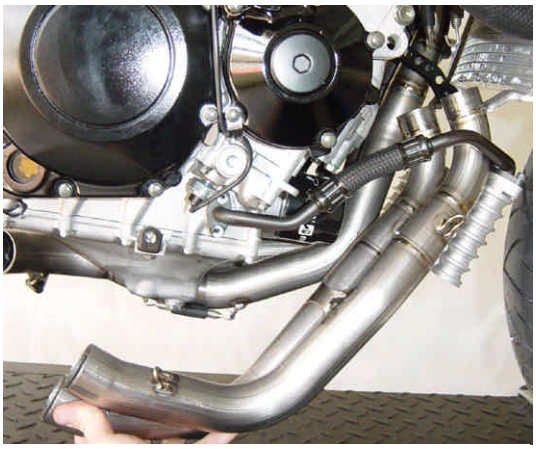


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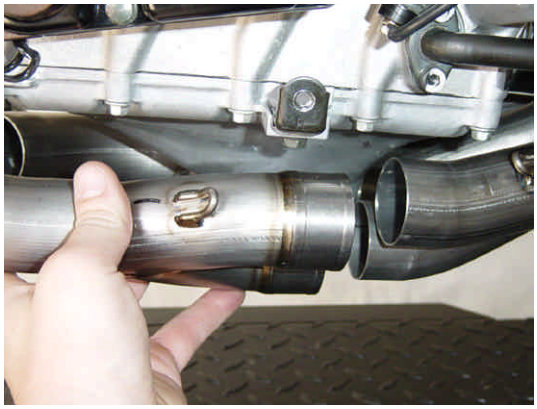


Figure 29



Figure 30



Figure 31



Figure 32



Figure 33

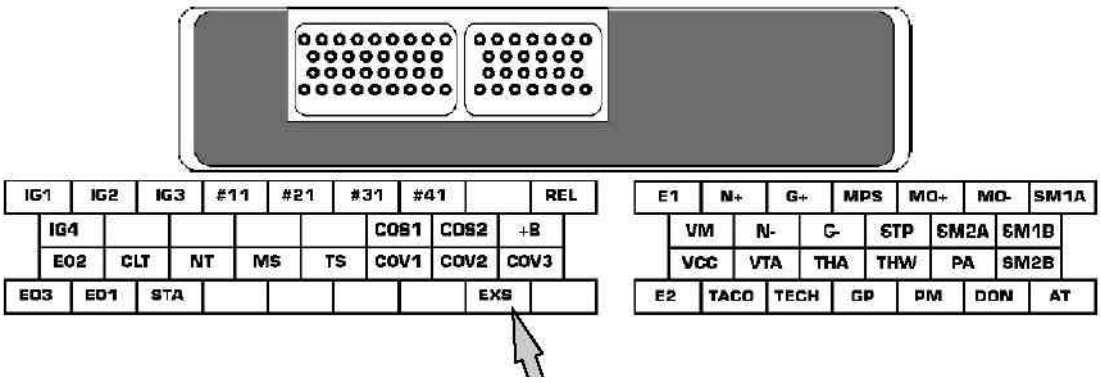
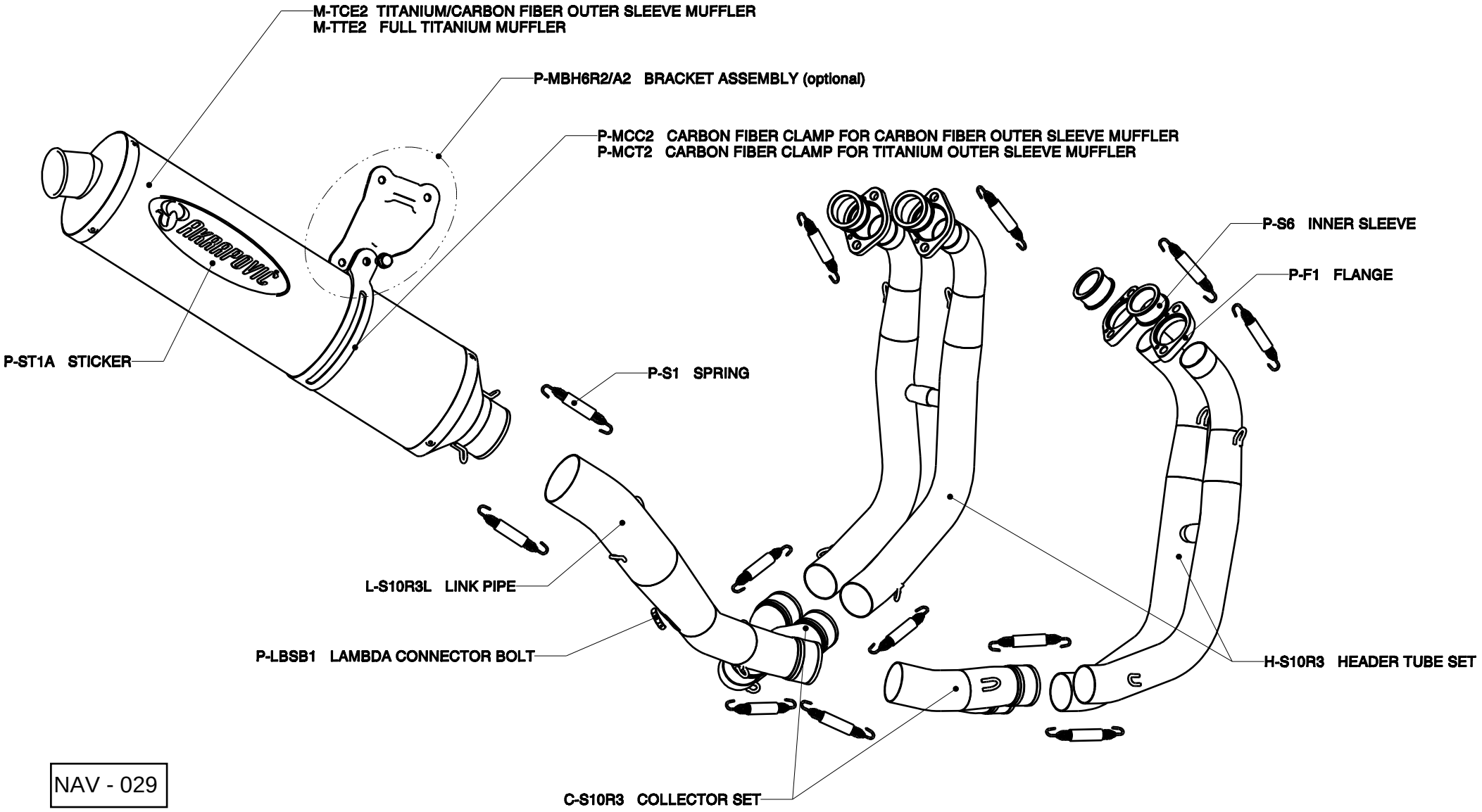


Figure 34

SUZUKI GSX-R1000 Complete exhaust system/Racing line, model year: 2003

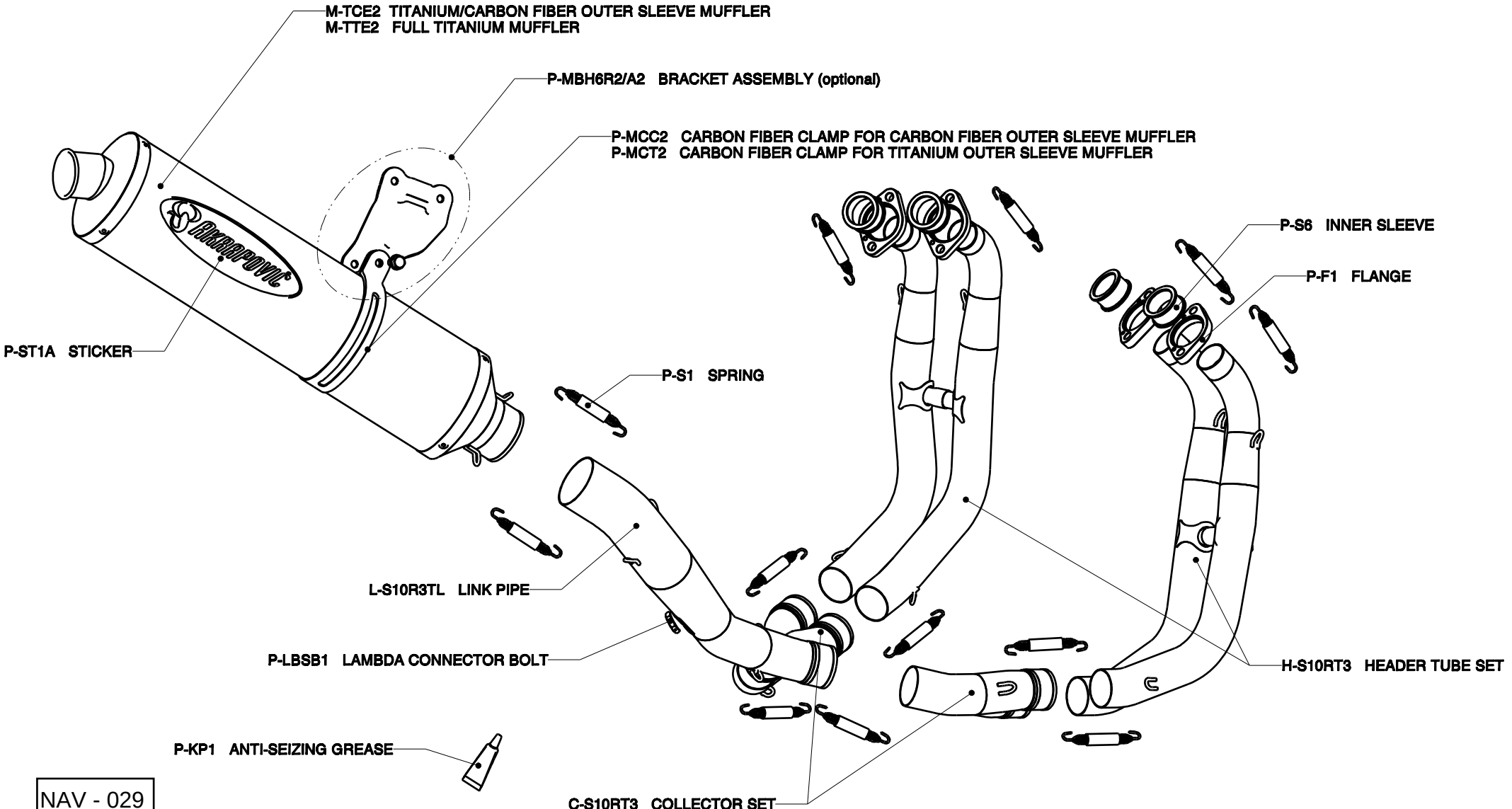
Product code: S-S10R4L-C
S-S10R4L-T



NAV - 029

SUZUKI GSX-R1000 Complete exhaust system/Evolution line, model year: 2003

Product code: S-S10RFT4TL-C
S-S10RFT4TL-T



NAV - 029

WARNING:

Please note that certain aftermarket exhaust systems may not comply with applicable California laws and regulations, and may therefore be prohibited for use on California highways or roads, or on roads or vehicles otherwise subject to emissions control requirements.

Akrapovič exhaust systems for automobiles and motorcycles mounted downstream of the catalytic converter (also known as “cat-back systems”) are considered “replacement parts” in California by the California Air Resources Board (CARB), and do not require an exemption or executive order from CARB to be sold in California. However, California prohibits the use of any aftermarket exhaust system that modifies, removes or replaces original equipment catalysts, unless CARB has issued an Executive Order as to such part or system.

Further, Akrapovič parts or exhaust systems used or intended for use on “racing vehicles” (i.e. a competition vehicle used exclusively for competition on closed-course circuits) do not require an exemption or Executive Order from CARB to be sold in California. However, such parts are prohibited from use on California public highways or roads, even if occasionally used “off-road.”