



BMW F 800 ST (2006)

Racing & Evolution Exhaust System

Akrapovic Racing & Evolution Exhaust System

for the BMW F 800 ST (2006)

The Akrapovic Racing and Evolution are a step ahead of the Slip-On system in terms of exhaust system modification. They deliver a major increase in performance, and they look great on the bike. The Street Legal version includes an approved noise damper and is legal for street use.

PERFORMANCE

Measurements of the Akrapovic EVOLUTION system on the BMW F 800 ST (without muffler insert):

Power & Torque: the Akrapovic Racing and Evolution systems completely fill the drop-out in the middle of the stock torque curve, giving the BMW engine more even pull. The power increase starts at around 3800 rpm, and continues right to the top of the range. Max. power of 88.9 HP was measured at 8700 rpm, and max. increased power was 4.5 HP at 4100 rpm.

CONFIGURATION

The Akrapovic Racing and Evolution systems are configured identically, and differ only in their selection of materials: the tubes for the Racing system are made of stainless steel, while the Evolution is made of titanium. The cylindrical header tubes are joined using interference crossover tubes, and are led into the cylindrical collector using a sleeve joint. The collector is connected in the same way to the cylindrical link pipe, and that is also led through a sleeve joint into the muffler. All of the sleeve joints are secured using silicon-shielded springs. The system also includes a fitting for attaching a lambda sensor. The oval section muffler is the same for both systems. It is made entirely of titanium: inlet cap, inner perforated sleeve and outlet cap. The outer sleeve is available in carbon fiber or titanium. The muffler is attached to the frame using a carbon-fiber clamp. A catalytic converter is also available. The muffler for the Street Legal version includes an approved noise damper.

	PERFORMANCE		
	stock	AKRAPOVIC	max. increased power
max. rear wheel power HP / rpm (measured on SuperFlow Cycle Dyn)	86.4 / 8400	88.9 / 8700	4.5 / 4100

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

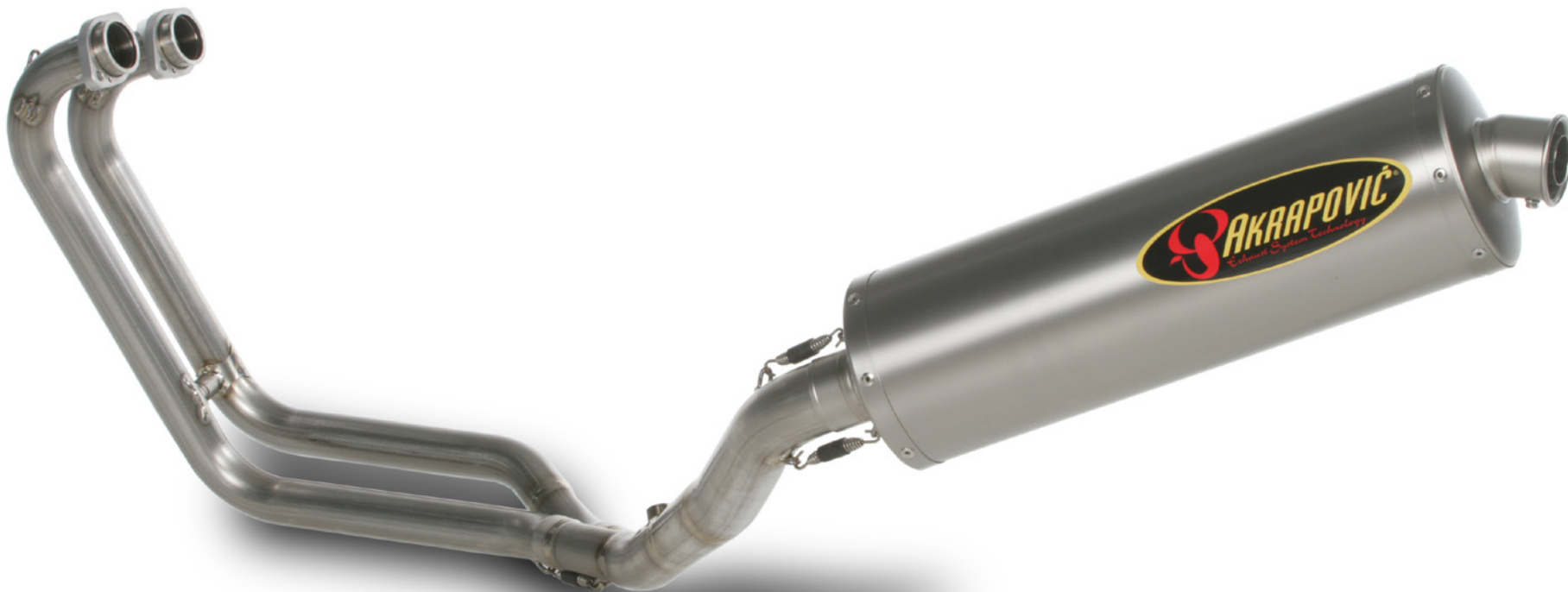
interference crossover tubes	YES	lambda sensor	YES
header tube inner sleeves	S.S. CNC MACHINED	header tube flanges	S.S. LASER CUT
header tubes - collector connection	SLEEVE JOINT + SILICON SHIELDED SPRINGS	collector / header tube - link pipe connection	SLEEVE JOINT + SILICON SHIELDED SPRINGS
link pipe - muffler connection	SLEEVE JOINT + SILICON SHIELDED SPRINGS	muffler inlet cap / outlet cap	TITANIUM / TITANIUM
muffler metal interior	TITANIUM	muffler outer sleeve	TITANIUM / CARBON-FIBER
muffler clamp	CARBON-FIBER	muffler bracket	-
muffler insert	EU	NOISE DAMPER	heat shield
	US	-	catalytic converter
			YES (optional)

	ADDITIONAL DATA				
	stock	AKRAPOVIC		difference	
		RACING	EVOLUTION	stock - RACING	stock - EVOLUTION
weight comparison (kg)	8.67	4.40	3.17	4.25	5.50
noise measurements (dB / rpm)	stock		AKRAPOVIC		
	90 / 4000		90 / 4000		
possibility of periodic service without removing A.E.S.	oil		oil filter		
	YES		YES		
legal for street use	YES (Street Legal version)				

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

Product code: 106125, 106124 (S-B8R1L-LC, S-B8R1L-LT) racing
106123, 106122 (S-B8R1L-HLC, S-B8R1L-HLT) racing homologated
106121, 106120 (S-B8RFT1TL-LC, S-B8RFT1TL-LT) evolution
106119, 106118 (S-B8RFT1TL-HLC, S-B8RFT1TL-HLT) evolution homologated

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CARBON-FIBER
MUFFLER CLAMP

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Road
Program

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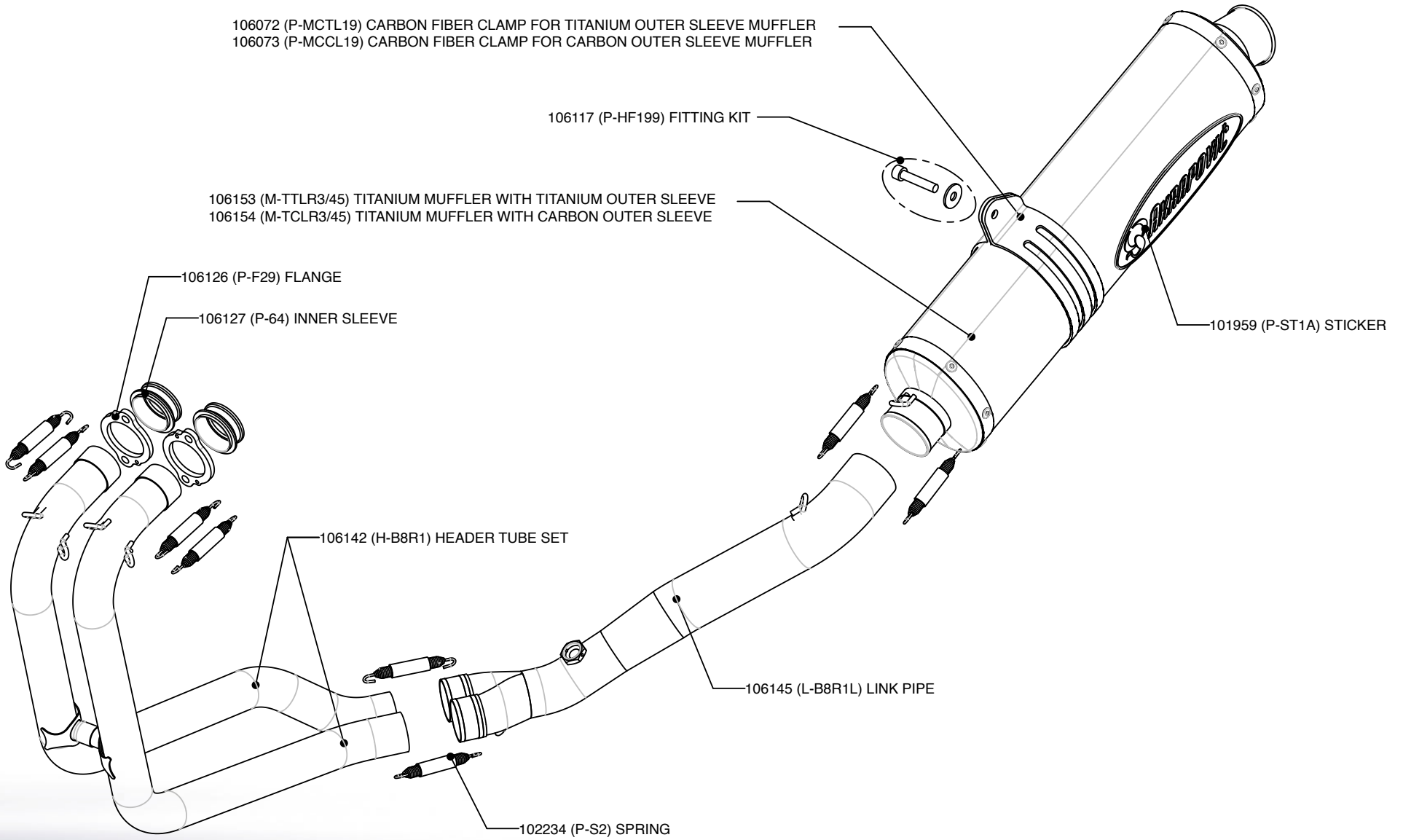
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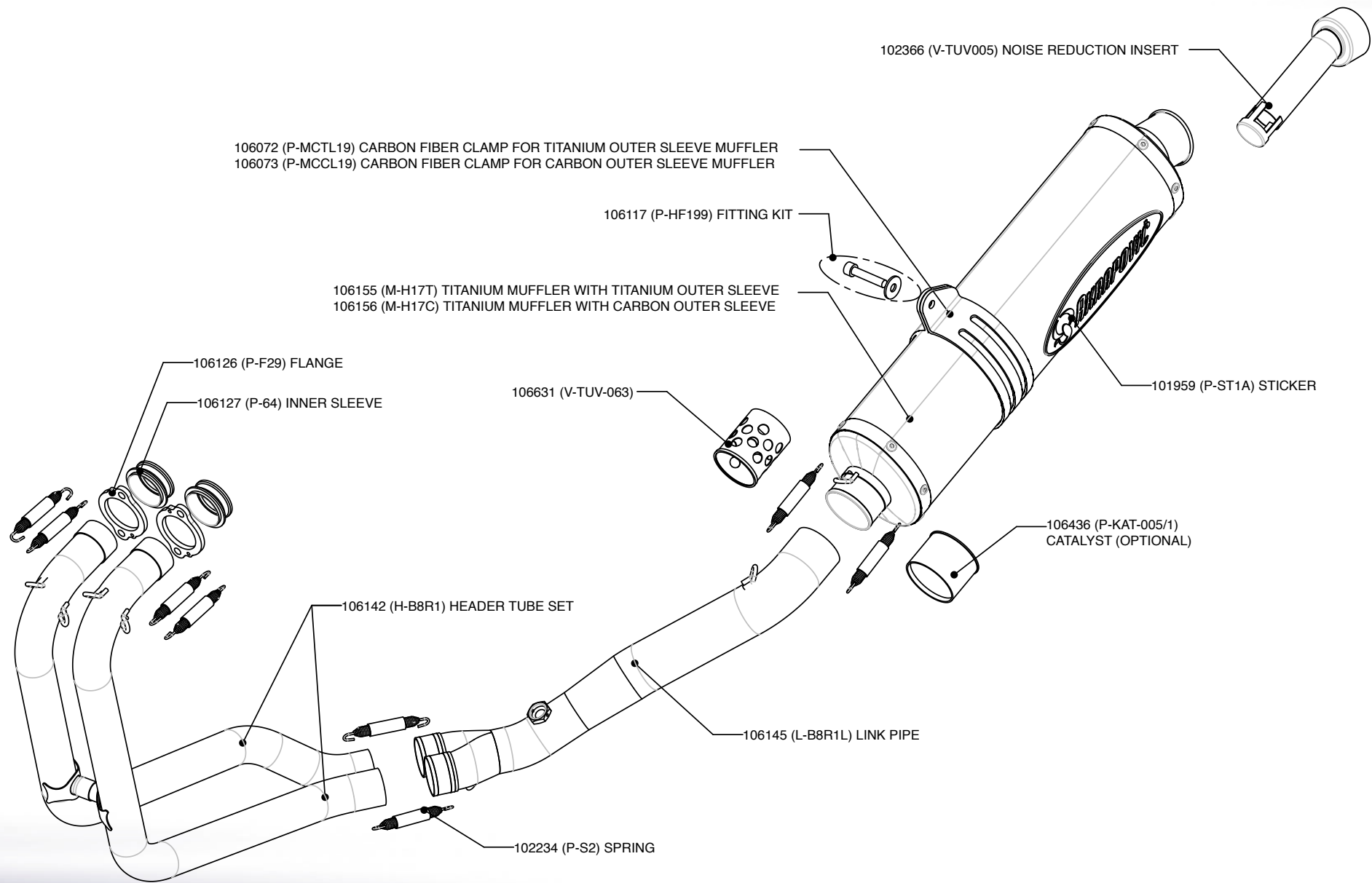


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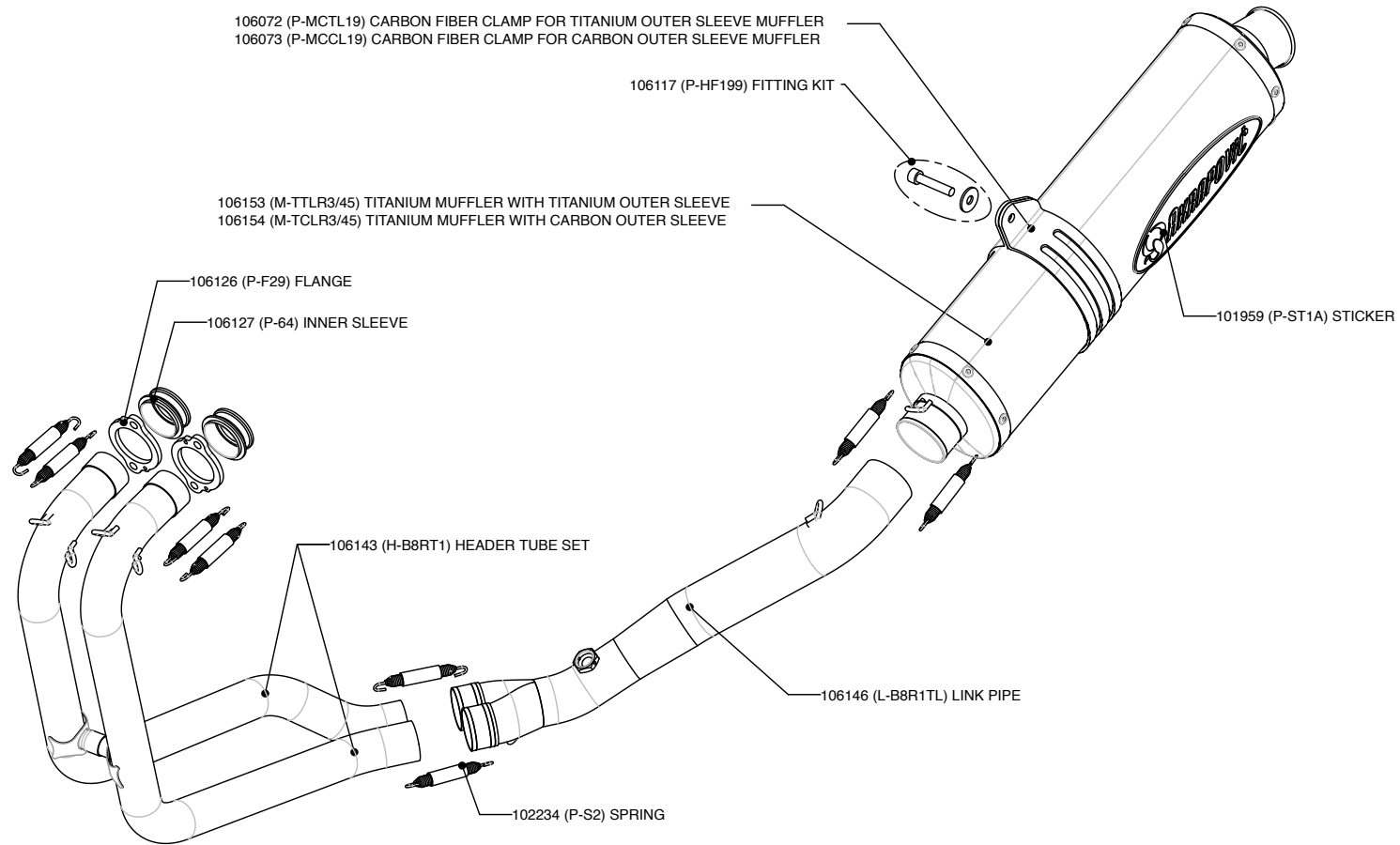
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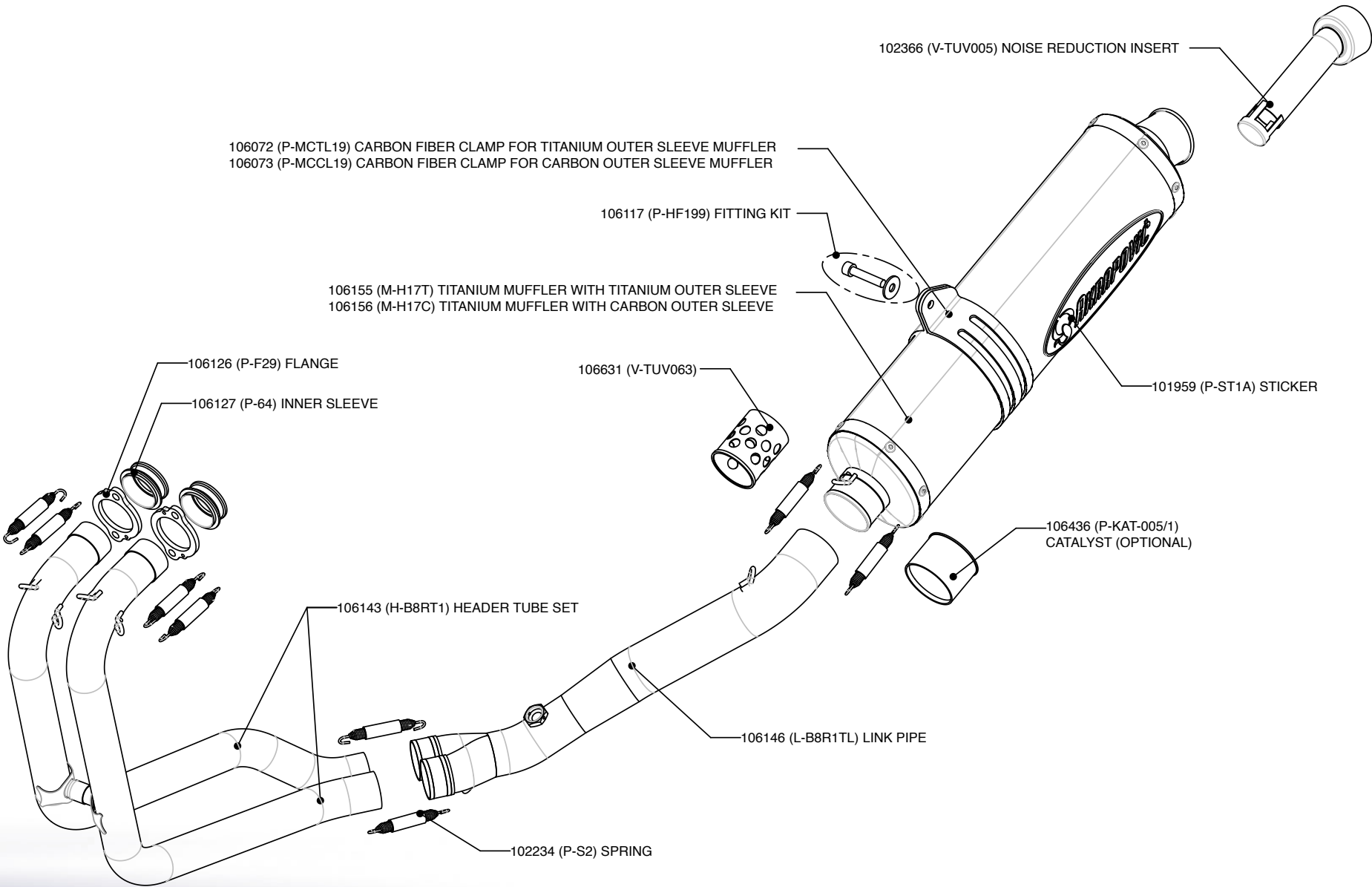
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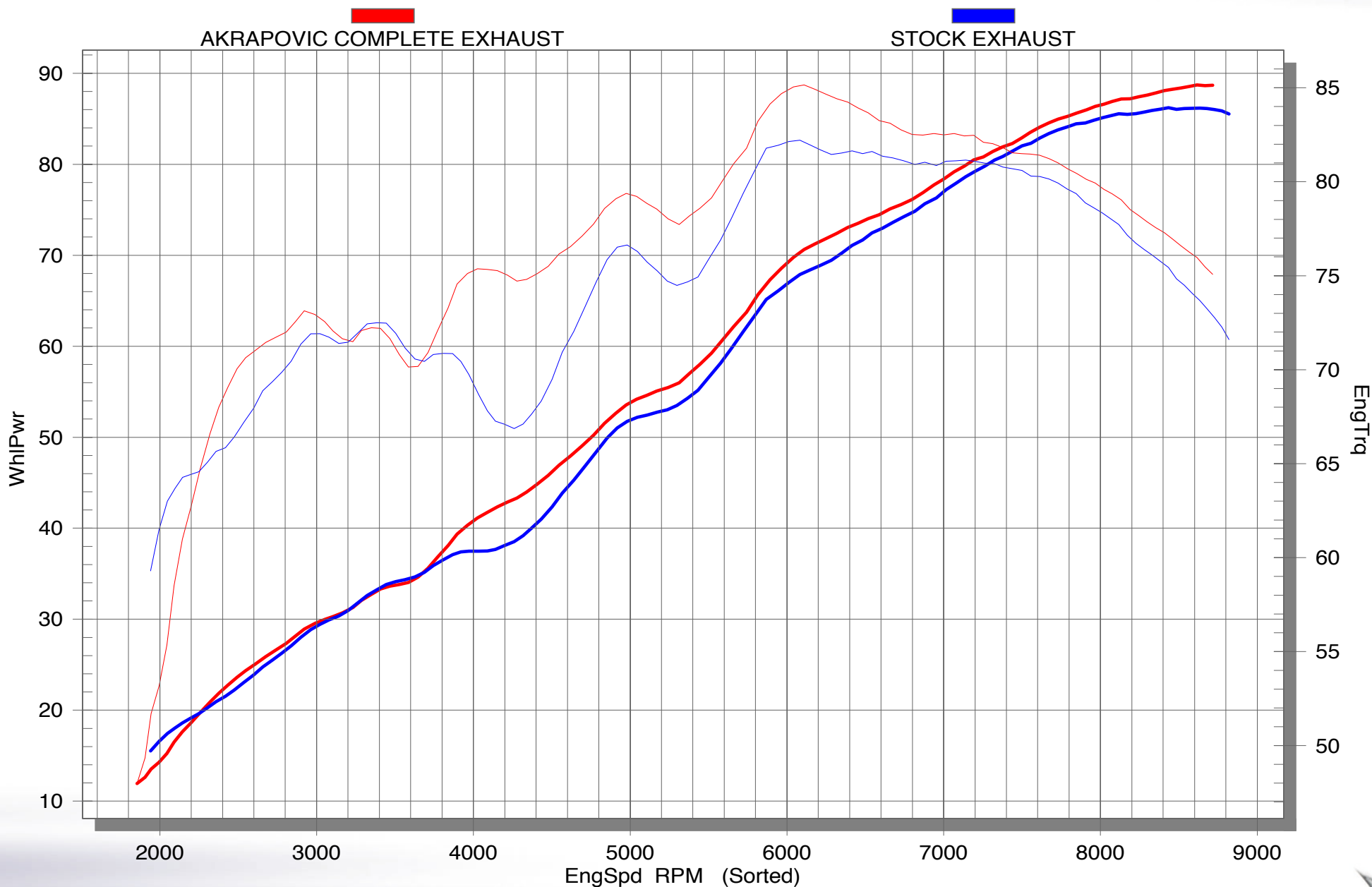
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