



Suzuki GSX-R 1000 (2003)

Racing / Evolution Exhaust System

Akrapovic Racing / Evolution Exhaust System

for the Suzuki GSX-R 1000 (2003)

The flagship of the Suzuki line. The GSX-R 1000 is currently the hottest bike in the 1-liter class and is becoming the bike against which all racing designs are measured. The fact that it misses the magical 1HP/1kg mark by a hair and that it is the leading bike in its class testifies to the refinement of the engine. And in addition to its brutal reserves of power, it also offers exceptional handling – a combination which leads to top results on the racetrack.

GOAL

The 2003 Suzuki GSX-R 1000 is a real attention-getter. Its character is obvious, and with regard to our major involvement in the sport of motorcycle racing, the development of an Akrapovic exhaust system for this model was a foregone conclusion. It was developed based on last year's model, with a number of modifications and improvements. The Akrapovic RACING and EVOLUTION exhaust system for the 2003 Suzuki GSX-R 1000 will deliver results in a big way.

ABOUT AKRAPOVIC RACING & EVOLUTION SYSTEMS:

The RACING & EVOLUTION lines guarantee extreme performance. Increased power at the top of the rpm range gives the rider what he wants: fast, high-energy riding near the physical limit. The benefits you will gain from these systems will astound you.

The development of these systems was orientated towards this goal. In order to ensure a better match with the new Suzuki, a great deal of attention was paid to improving performance in the high end of the rpm range.

When you purchase a RACING or EVOLUTION exhaust system, you receive the same attention given to riders on the world racing scene, since these lines are developed by the same team of professionals using the same development criteria and potentials. Both systems were developed on stock set-up bikes (frame and engine) and do not require any additional modification.

Occasionally, our testing indicates that it is necessary to install interference crossover tubes between the header tubes in order to obtain maximum performance. This was the case for the exhaust systems in question. Both the RACING and EVOLUTION systems also come equipped with a fitting for installing a lambda sensor.

The two systems differ only in their materials. The RACING system is made of high-quality stainless steel, while the EVOLUTION system uses titanium. In both systems, the tubes are made of welded conical elements; the welds alone are a pleasure to look at. Unfortunately they will be visible only during the installation of the exhaust system, since the cowling of the Suzuki will cover the tubes when it is re-installed. The system's 4-2-1 configuration is fixed with free-floating connections which are held together with high-quality silicon-shielded tensioning springs.

The muffler for both systems is the familiar Akrapovic oval. The outer sleeve of the muffler can be ordered in either race-ready carbon-fiber or the elegant satin sheen of titanium. The difference is only in the material; all other characteristics (sound and performance) are identical. The interior metal parts of the muffler are made exclusively of titanium in order to guarantee minimum weight. The muffler is attached to the stock chassis hanging bracket using the renowned Akrapovic carbon-fiber clamp.

NOTE:

A carbon-fiber chassis hanging bracket is also available. When installed, the muffler is hung in a slightly higher position using the same link pipe.

Measurements of the EVOLUTION system for the Suzuki GSX-R 1000:

• power:

Since this motorcycle was designed especially for racing, we were prepared to sacrifice some performance in the lower rpm range. The EVOLUTION system starts to show its cards from 5400 rpm on. The improvement over the stock power curve is clear and steady all the way to the top of the rpm range. At 11500 rpm, the rear wheel receives 158.8 HP. With this kind of brute force, you'll need all your skill in order to keep the bike from getting away from you. The max. increased power is a full 12.6 HP at 12000 rpm.

• torque:

The drop-out in the stock torque curve between 2800 and 3800 rpm is filled, otherwise the torque curve is similar to the power curve: in comparison to the stock figures somewhat lower performance at the lower end of the range, and from 5400 rpm on increased torque and a wider torque band.

As the graphs show, the purpose of the Akrapovic RACING and EVOLUTION systems is primarily to improve performance. But of course the aesthetic element has not been forgotten. Both the RACING and EVOLUTION systems complement the superb lines of the GSX-R exceptionally well. The augmentation of the sound is yet another positive factor. The sound of the engine at higher revs will be clearly recognizable even before the bike comes into view.

NOTE:

Due to the complicated process for removal of the stock exhaust (exhaust gas valve), we recommend that the Akrapovic RACING or EVOLUTION systems for the Suzuki GSX-R 1000 be professionally installed. See instructions!

	stock	AKRAPOVIC		difference	
weight comparison	6.45 kg	CARBON	TITANIUM	stock - carbon	stock - titanium
		5.41 kg	4.02 kg	1.04 kg	2.43 kg
max. rear wheel power	151.1 HP / 10850 RPM	158.8 HP / 11500 RPM		12.6 HP / 12000 RPM*	
noise measurement	93 db / 5400 RPM	97 db / 5400 RPM		4 db / 5400 RPM	
legal for street use	NO				

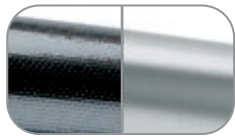
*MAXIMUM MEASURED POWER DIFFERENCE

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

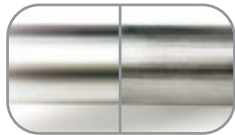
Product code: S-S10R4L-C, S-S10R4L-T, S-S10RFT4TL-C, S-S10RFT4TL-T

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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)



ANTI-SEIZING GREASE (EVOLUTION LINE ONLY)



CARBON-FIBER MUFFLER CLAMP



CARBON FIBER CHASSIS HANGING BRACKET (optional)

Product code: S-S10R4L-C, S-S10R4L-T, S-S10RFT4TL-C, S-S10RFT4TL-T



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Road
Program

Product code: S-S10R4L-C, S-S10R4L-T, S-S10RFT4TL-C, S-S10RFT4TL-T



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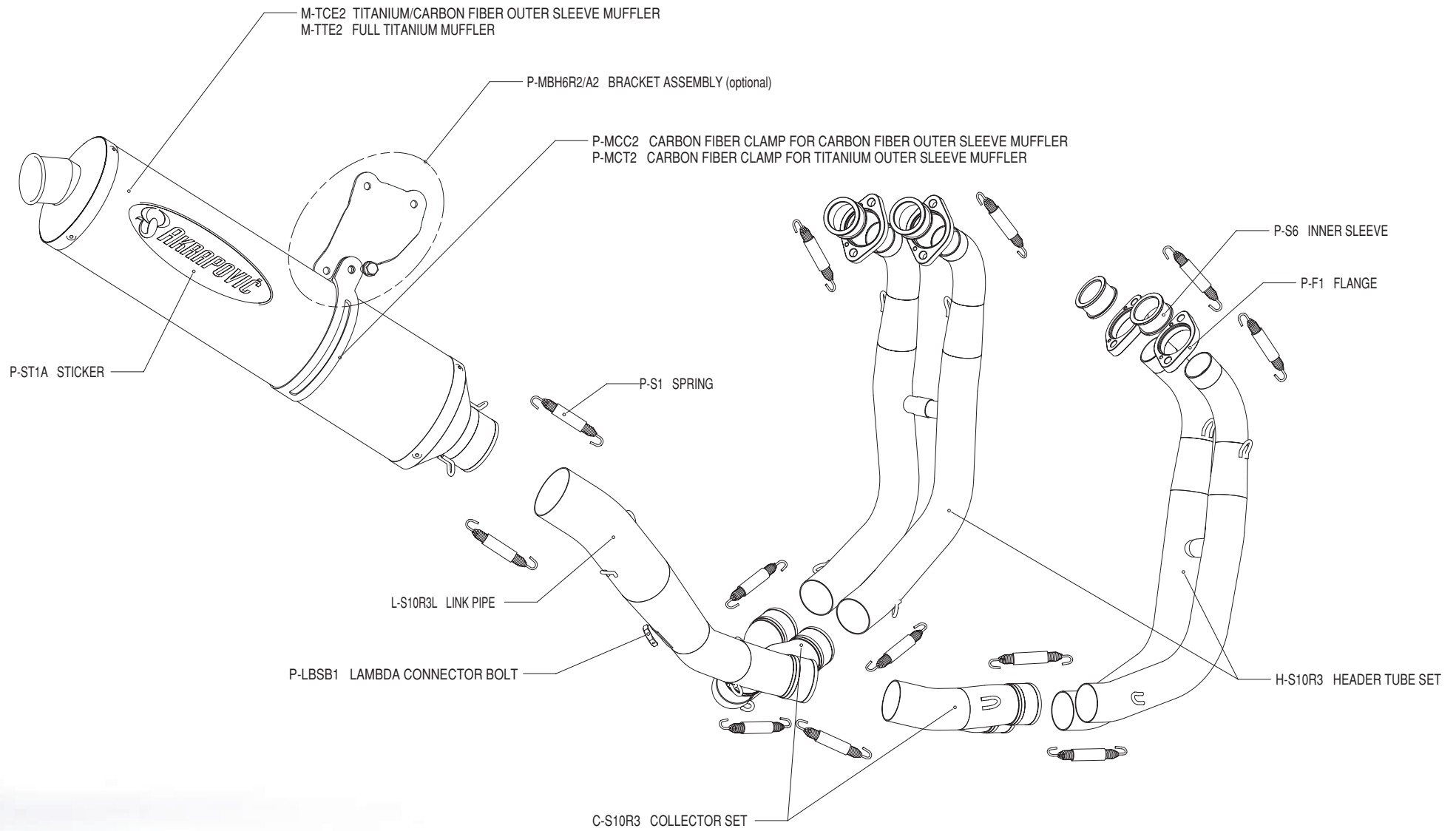
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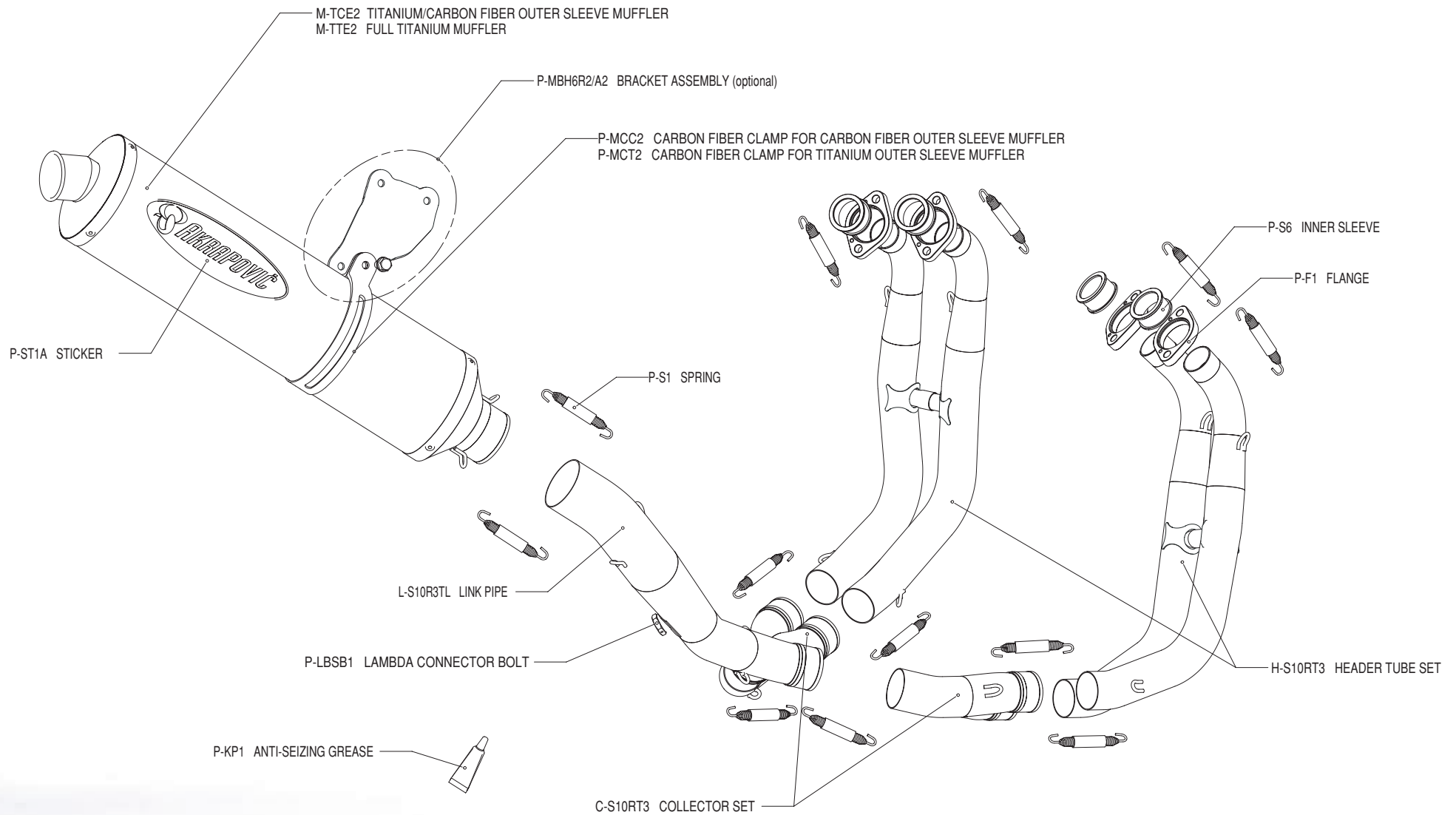
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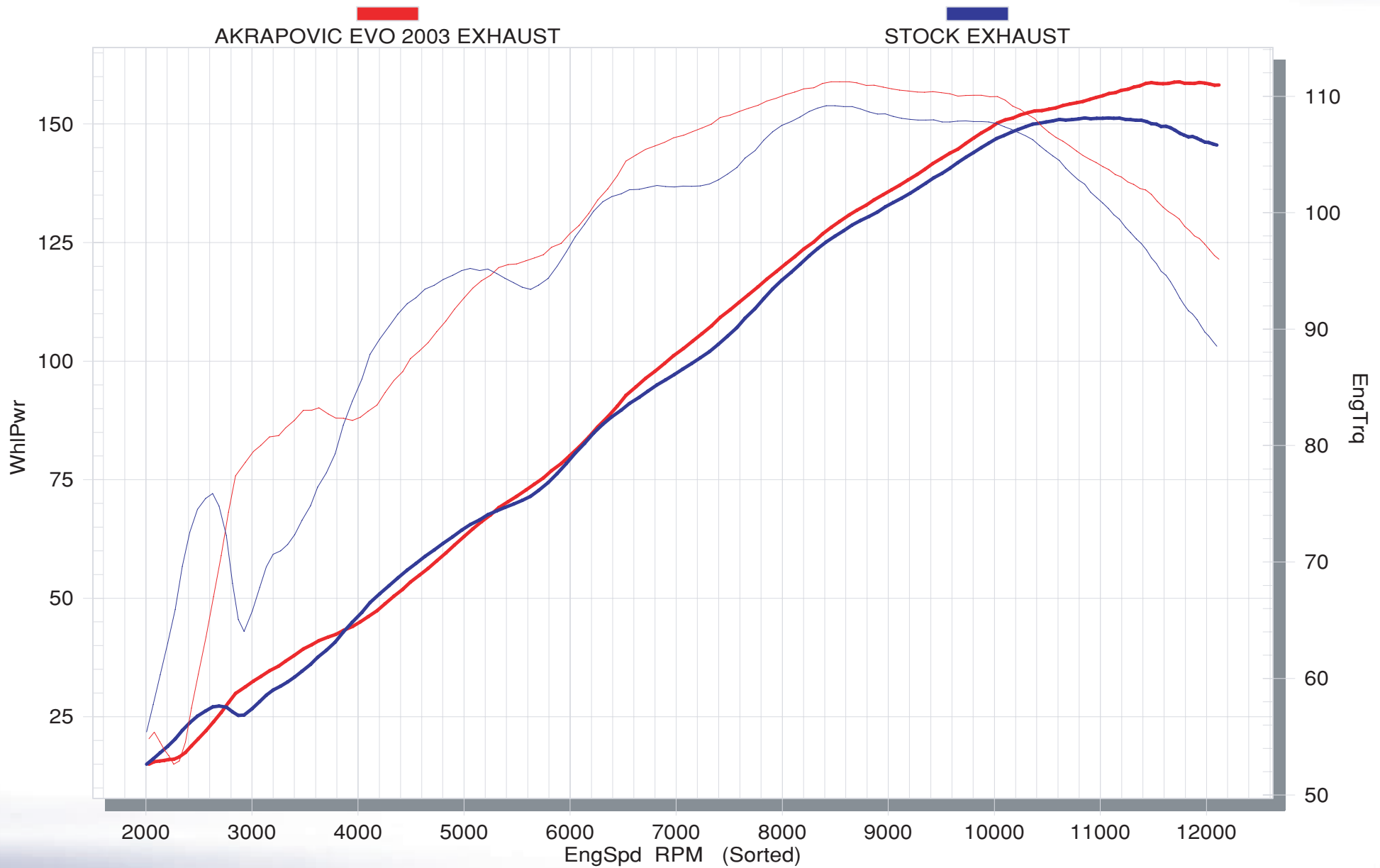
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