



Kawasaki KX 250 F,
Suzuki RM 250 Z(2004, 2005)

Evolution Exhaust System

Akrapovic Evolution Exhaust System

for the Kawasaki KX 250F, Suzuki RM 250 Z (2004, 2005)

Since the Kawasaki KX 250F and Suzuki RM 250Z have the same engine, the Akrapovic EVOLUTION complete exhaust systems for these two models are also identical, both in configuration and performance. The EVOLUTION system is intended for professional MX riders, as its advantages are shown especially in the overrev range. In addition to the performance increase over the stock component, experienced riders will appreciate the weight savings, which count for a lot in lightweight MX bikes. The system conforms to the FIM 98 dB noise regulations for MX competition. Unfortunately, due to excessive noise levels the system in question does not conform to the FIM regulations for ENDURO competition.

We have also developed an Akrapovic EVOLUTION complete exhaust system for the same motorcycle in order to provide improved performance (power and torque) at the lower end of the rpm range. This Evolution system differs physically in the dimensions of the header tube (see schematic). Regarding power delivery: see graph of the measurements for the Kawasaki KX 250F (2005).

For 2005, the Kawasaki delivers more power than the 2004 model.

PERFORMANCE

Measurements of the Akrapovic EVOLUTION system on the 2005 Kawasaki KX 250F :

Power: the power curve shows how well the system matches the Kawasaki engine. The Akrapovic runs parallel to the stock curve with added power from 6600 to 8400 rpm, and the system really shows its colors with increased growth of the power curve between 5000 and 6600 rpm and from 8400 rpm on into the overrev range.

Torque: Similar to the power curve, the system offers a constant increase of torque throughout the rpm range. There is significant increases at the low end around 6000 rpm. This well-balanced performance package ensures fluid riding. The result is slightly lower below 5000 rpm, which is why we also offer the above-mentioned version for riders who wish to take advantage of increased power at low revs.

CONFIGURATION

Complete Offroad exhaust systems for one-cylinder engines are relatively simple components. In the case of the Kawasaki and Suzuki the conical titanium header tube is attached to the engine head using a stainless steel machined inner sleeve and a laser-cut flange. At the other end it is attached directly to the titanium link pipe without a collector, using a sleeve joint which is secured with a silicon-shielded tensioning spring. The link pipe has flared section tubing, which gave the best results in testing. The link pipe is welded to the muffler. The muffler is the Akrapovic Offroad style with a titanium outer sleeve. It is attached to the frame using an Akrapovic carbon-fiber clamp.

OPTIONS

There is an optional carbon-fiber heat shield which replaces the stock component.

	PERFORMANCE		
	stock	AKRAPOVIC	max. increased power
max. rear wheel power HP / rpm <small>(measured on SuperFlow Cyle Dyn)</small>	32 / 11000 (2004) 32.2 / 10800 (2005)	32.4 / 11200 (2004) Evo std 33.1 / 11300 (2005) Evo std 33.1 / 11300 (2005) Evo low-end	1.4 / 12000(2004) Evo std 1.7 / 5800 (2005) Evo std 1 / 5800 (2005) Evo low-end

	CONFIGURATION		
	header tubes	collector	link pipe
material	TITANIUM	-	TITANIUM
tube shape	CONICAL	-	FLARED

interference crossover tubes	-	lambda sensor	-
header tube inner sleeves	CNC MACHINED S.S.	header tube flanges	LASER CUT S.S.
header tubes - collector connection	-	collector / header tube - link pipe connection	SLEEVE JOINT + SILICON SHIELDED SPRING
link pipe - muffler connection	WELDED	muffler inlet cap /outlet cap	TITANIUM / TITANIUM
muffler metal interior	TITANIUM	muffler outer sleeve	TITANIUM
muffler clamp	1x CARBON-FIBER OFF ROAD	muffler bracket	-
noise damper	-	heat shield	-

OPTIONS			
link pipe	noise damper	muffler bracket	heat shield
-	-	-	CARBON-FIBER (Evo std)

	ADDITIONAL DATA				
	stock	AKRAPOVIC		difference	
		RACING	EVOLUTION	stock - RACING	stock - EVOLUTION
weight comparison (kg)	2.66	-	2.08 EVO std 2.12 (2005) Evo low-end	-	0.58 EVO std 0.54 (2005) Evo low-end
noise measurements (dB / rpm)	stock		AKRAPOVIC		
	98 / 5500		98 / 5500		
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.

Off-Road Program

Product code: 102438 (S-K2MET1-MTT) Evo std
103670 (S-K2MET2-MTT) Evo low-end



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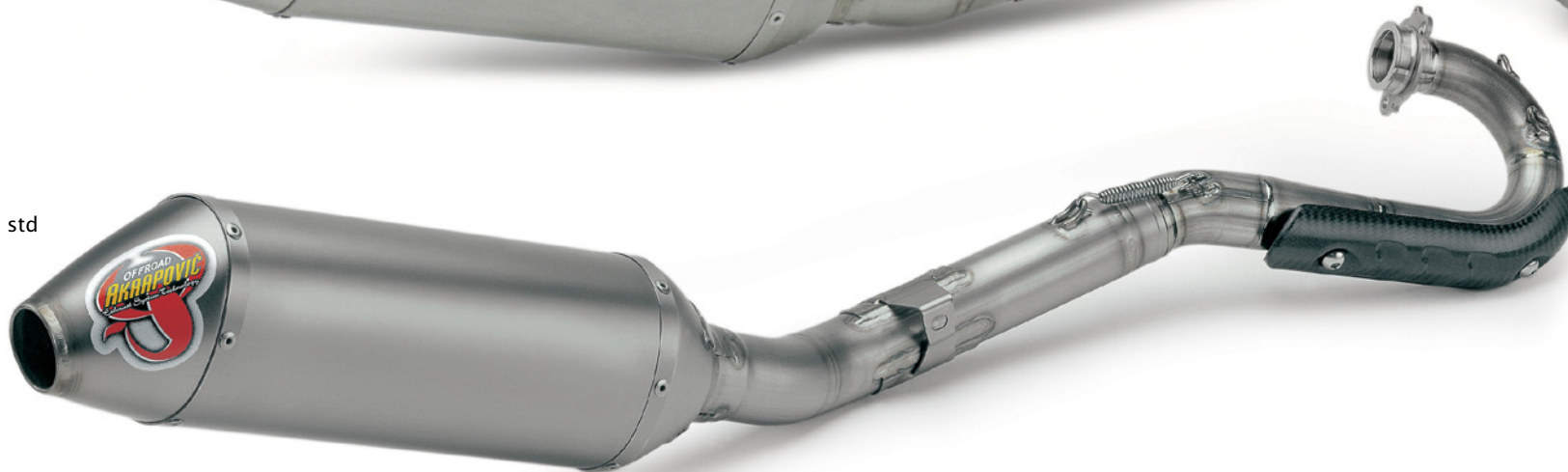
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Evo low-end trq/pwr



Evo std



CARBON-FIBER
MUFFLER CLAMP

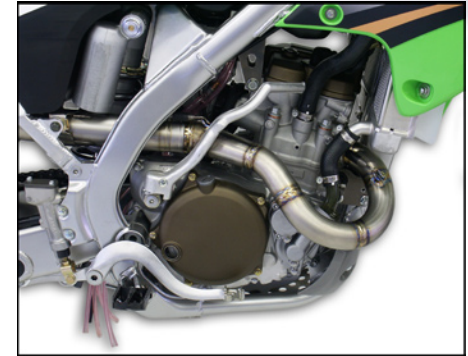


Off-Road
Program

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Akrapovic Evolution
low-end torque / power exhaust system

Akrapovic standard
Evolution exhaust system

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Off-Road
Program

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103670 (S-K2MET2-MTT) Evo low-end

Akrapovic Evolution Exhaust System

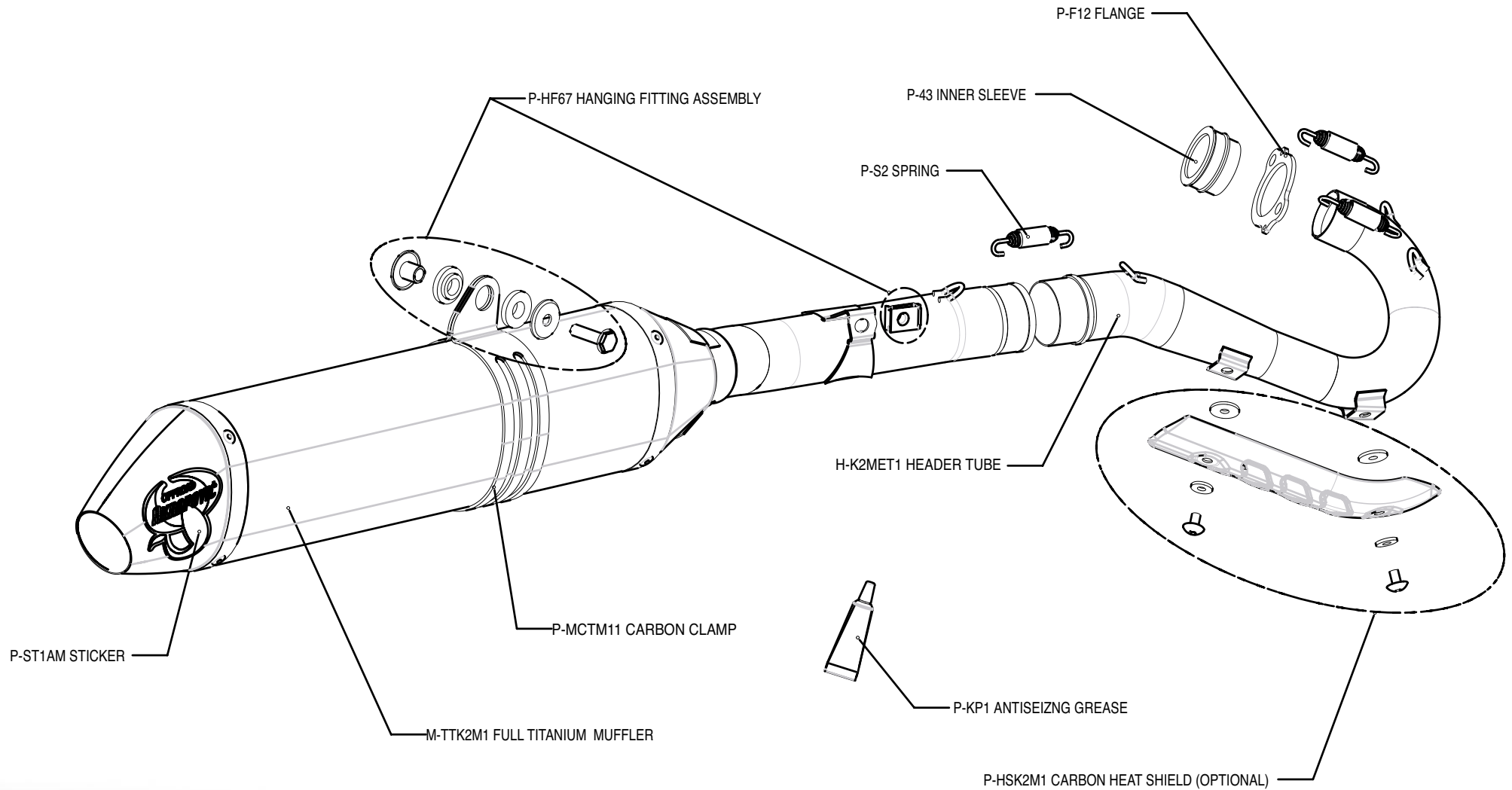
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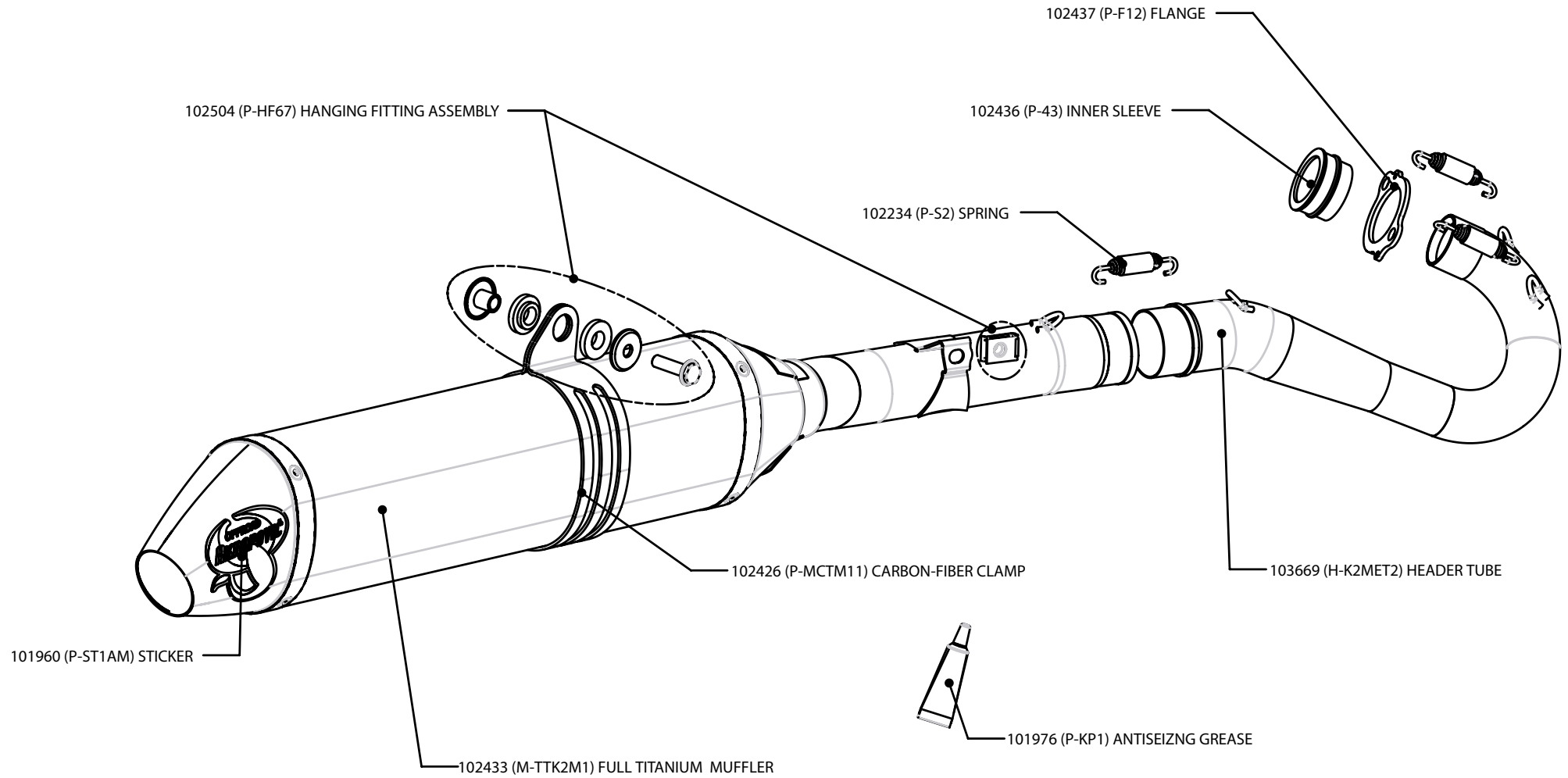
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Off-Road
Program

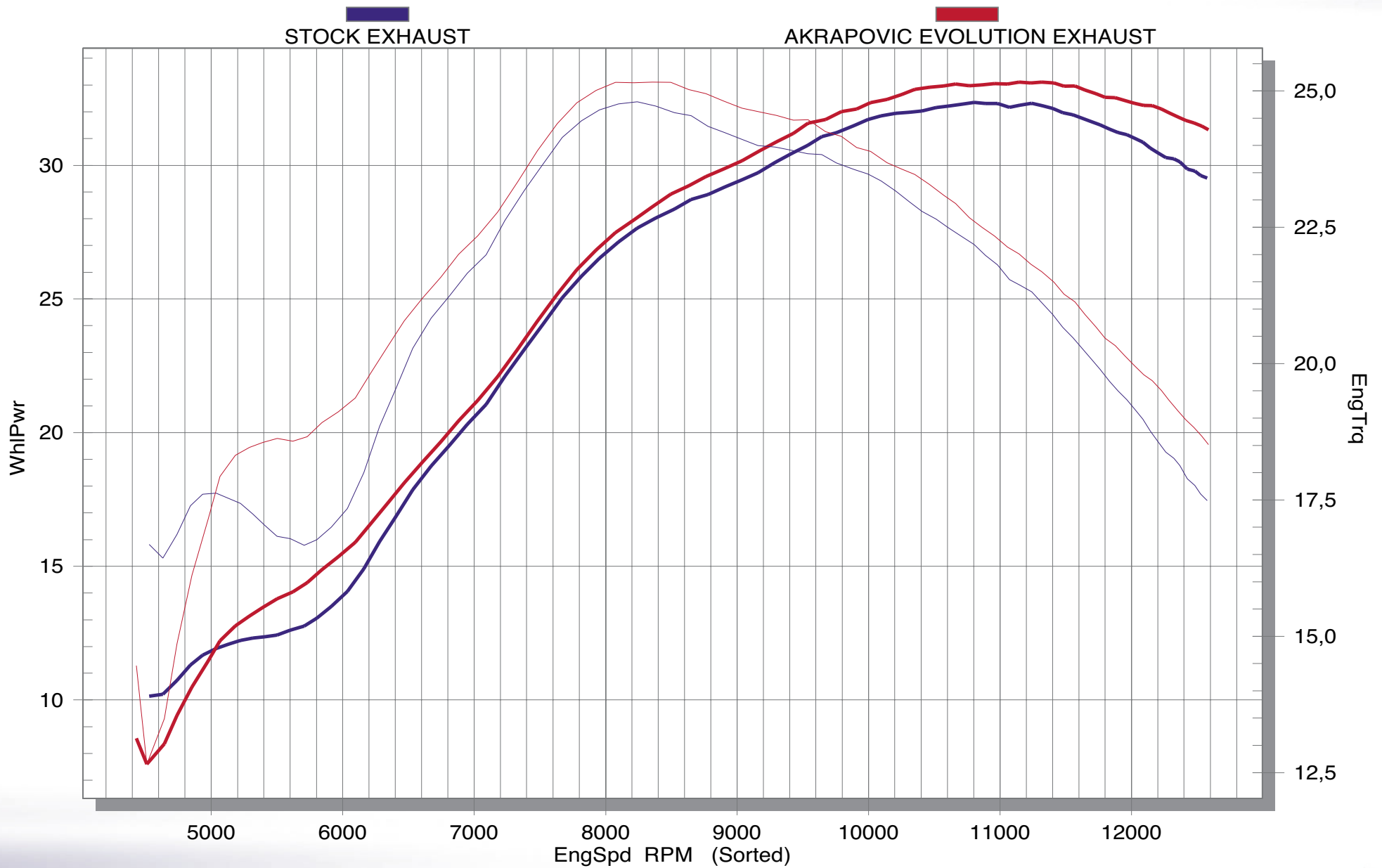
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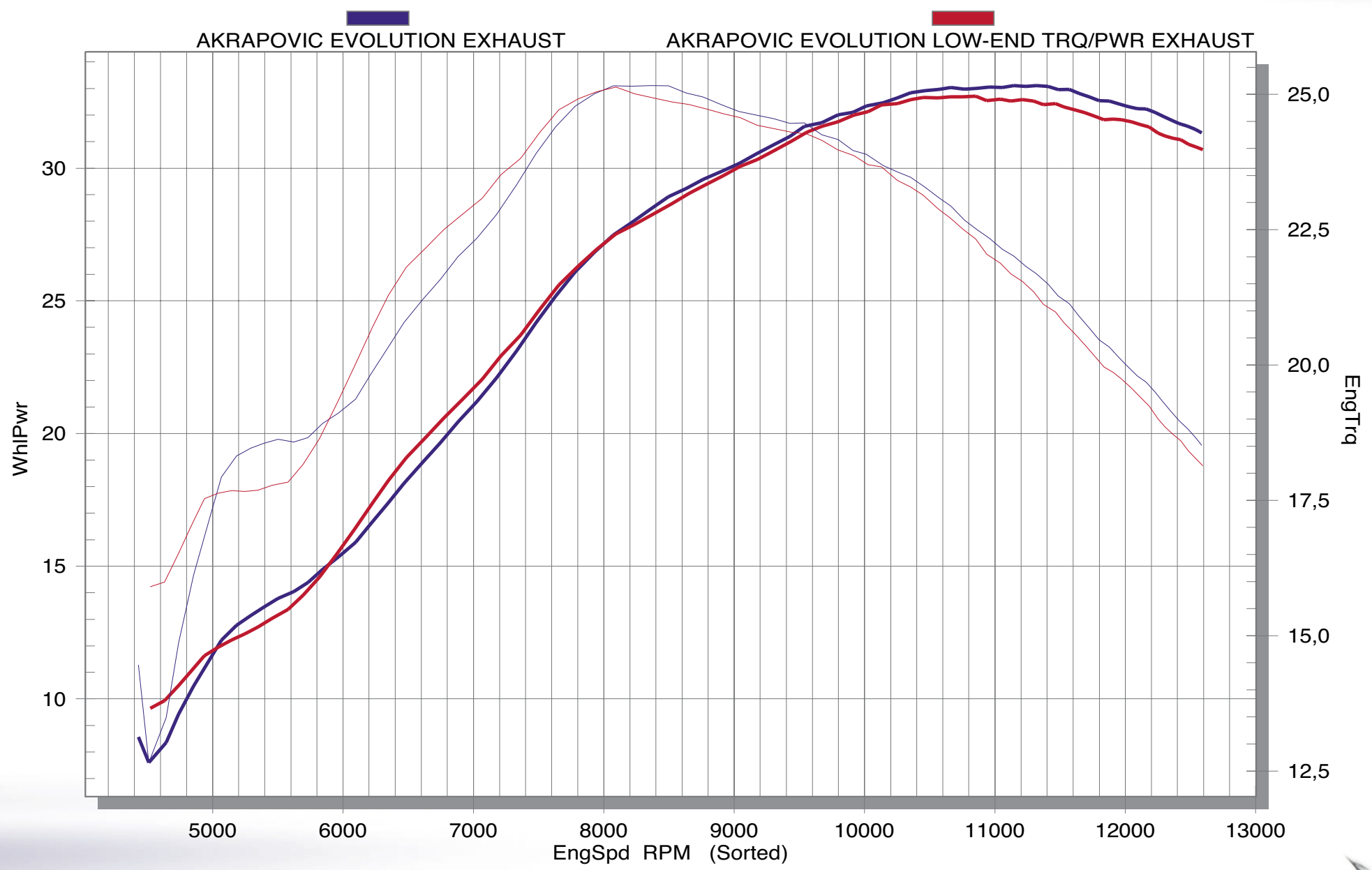
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