



**SUZUKI GSX-R 750**

**(2008)**

[www.akrapovic.com](http://www.akrapovic.com)

EVOLUTION EXHAUST SYSTEM WITH CONICAL SHAPED MUFFLER (CZ type)

The Akrapovic Racing and Evolution open systems are designed for riders in road racing closed course competition and for those who attend trackdays and expect the maximum from their exhaust system. The Racing and Evolution open systems make the Suzuki substantially more responsive, and the HEXAGONAL muffler also provides a great visual modification and weight savings. Systems fit perfectly to stock mounting points and allow the use of passenger footpegs.

### PERFORMANCE

Measurements of the Akrapovic EVOLUTION open system on the SUZUKI GSX-R 750 (without muffler insert):

Power & Torque: the Akrapovic exhaust system increase the responsiveness of the Suzuki and fill out the power and torque curves. The increase in torque starts already at around 3500 rpm, while the power curve increase starts around 5000 rpm and leads all the way to the top of the range. At 13400 rpm we measured a massive 140.5 HP. We measured max. power increase of 9.9 HP at 13250 rpm.

### CONFIGURATION

The Racing and Evolution systems differ only in the selection of tubing materials. The Racing is made of stainless steel, and the Evolution is made of titanium. Both systems have conical header tubes, cylindrical collectors, and a conical link pipes. All of the system components are attached with sleeve joints secured with silicon-shielded springs. The header tubes come with interference crossover tubes, and the systems also include a fitting for attaching a lambda sensor. The HEXAGONAL muffler is definitely the most eye-catching element of the system. It is made of a titanium inlet cap and perforated inner sleeve, while the outlet cap is made of carbon fiber. The outer sleeve is available in titanium. The muffler is attached to the motorcycle using an Akrapovic welded bracket.

	PERFORMANCE		
	stock	AKRAPOVIC	max. increased power
max. rear wheel power HP / rpm <small>(measured on Dynojet ATV)</small>	130.8 / 13150	140.5 / 13400	9.9 / 13250

	CONFIGURATION		
	header tubes	collector	link pipe
material	STAINLESS STEEL / TITANIUM	STAINLESS STEEL / TITANIUM	STAINLESS STEEL / TITANIUM
tube shape	CONICAL	CYLINDRICAL	CONICAL

interference crossover tubes	YES (cyl. 2-3)	lambda sensor	YES(reduction nut for both sensor sizes!)	
header tube inner sleeves	S.S. CNC machined	header tube flanges	ALU CNC machined	
header tubes - collector connection	SLEEVE JOINT + SILICON SHIELDED SPRING	collector / header tube - link pipe connection	SLEEVE JOINT + SILICON SHIELDED SPRING	
link pipe - muffler connection	SLEEVE JOINT + SILICON SHIELDED SPRING	muffler inlet cap /outlet cap	Ti / Carb. fiber	
muffler metal interior	TITANIUM	muffler outer sleeve	TITANIUM	
muffler clamp	WLDED BRACKET	muffler bracket	NO	
muffler insert	EU	NOISE DAMPER	heat shield	-
	US	-	catalytic converter	-

	ADDITIONAL DATA				
	stock	AKRAPOVIC		difference	
		RACING	EVOLUTION	stock - RACING	stock - EVOLUTION
weight comparison (kg)	10.34	4.91	3.71	5.43	6.63

noise measurements (dB / rpm)	stock	AKRAPOVIC
	94 / 6750	97.8 / 6750
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.









