



SUZUKI RM-Z 250

(2008 - 2009)

RACING & EVOLUTION EXHAUST SYSTEM

www.akrapovic.com

The Akrapovic Racing and Evolution systems with the modern HEXAGONAL muffler look great on the RMZ. And since these systems are designed for riders who expect maximum performance from their exhaust systems, the visual enhancement is matched by the performance increase. New for 2008 is additional chamber that helps to reduce noise emission and provides better power and torque at low rpm range. They are designed for two markets: for the European and non-US other markets they come with a built-in noise damper, and for the American market they come with an approved spark arrester.

PERFORMANCE

Measurements of the Akrapovic EVOLUTION system on the SUZUKI RM-Z 250 (with muffler insert):

Power & Torque: both the Racing and the Evolution are an excellent match with the Suzuki engine. The complete exhaust system offers increased power and torque throughout the entire rpm range. At 11830 rpm we measured 35.1 HP, and max. power increase of 2.8 HP at 6580 rpm.

CONFIGURATION

The Akrapovic Racing and Evolution systems for the 2007 Suzuki RM-Z 250 are composed of a conical header tube with additional chamber and is attached to a conical link pipe with a sleeve joint, which is secured with a silicon-shielded spring. The systems differ only in their selection of tubing materials. The Racing uses stainless steel tubes, and the Evolution titanium. The link pipe is welded to the muffler. The muffler is the HEXAGONAL design, with a titanium (Evolution) / stainless steel (Racing) inlet cap, titanium (Evolution) / stainless steel (Racing) perforated inner sleeve and titanium outer sleeve (both versions), and a carbon-fiber outlet cap for Evolution and composite polymer for Racing. The muffler is attached to the frame using an Akrapovic offroad carbon-fiber clamp.

For the Racing version either the stock heat shield or the optional Akrapovic carbon-fiber heat shield can be mounted on the header tube. The Evolution is equipped with the carbon-fiber heat shield as standard equipment. The muffler is designed for two markets: for the European and other non-US markets it comes with a built-in noise damper, and for the American market it comes with an approved spark arrester.

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

	PERFORMANCE		
	stock	AKRAPOVIC	max. increased power
max. rear wheel power HP / rpm (measured on Dynojet ATV)	34.1 / 11680	35.1 / 11830	2.8 / 6580

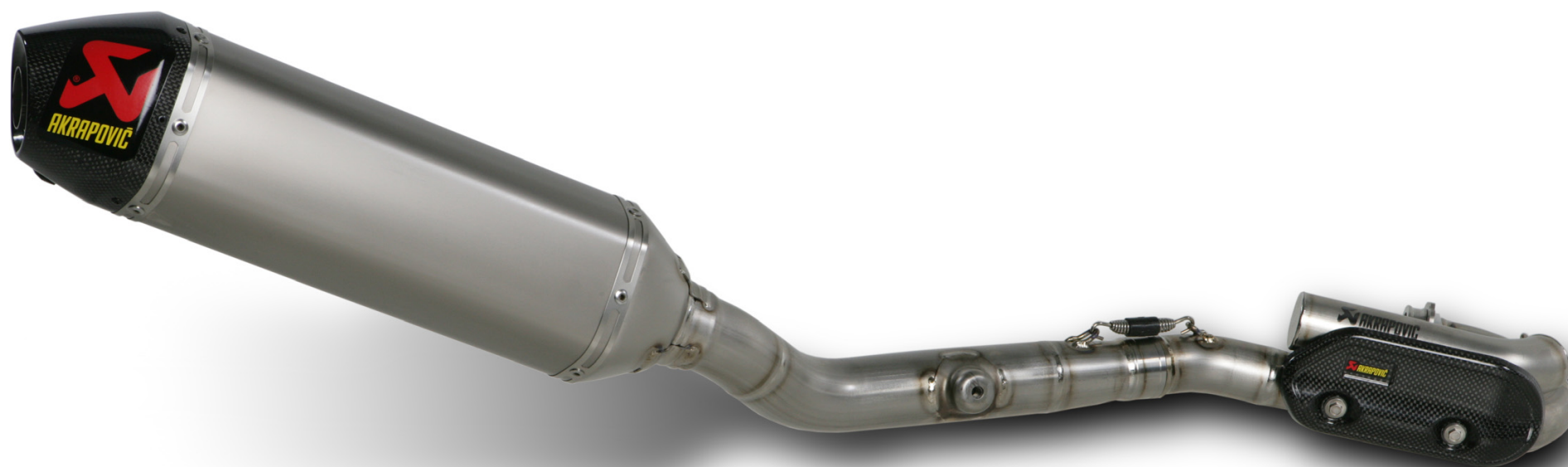
	CONFIGURATION		
	header tubes	collector	link pipe
material	S.S. / Ti	-	S.S. / Ti
tube shape	CONICAL	-	CONICAL

interference crossover tubes	NO (CHAMBER)	lambda sensor	NO
header tube inner sleeves	S.S.	header tube flanges	S.S. laser cut
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	S.S – composite polymer / Ti – carb.fiber
muffler metal interior	S.S. / Ti	muffler outer sleeve	TITANIUM (RACING) TITANIUM or CARBON (EVO)
muffler clamp	CARBON-FIBER	muffler bracket	-
muffler insert	EU	NOISE DAMPER	Carbon - fiber
	US	YES	-

	ADDITIONAL DATA				
	stock	AKRAPOVIC		difference	
		racing	evolution	stock - racing	stock - evolution
weight comparison (kg)	3.49	2.73	2.15	0.76	1.34

noise measurements (dB / rpm)	stock	AKRAPOVIC
	94 / 5000	94 / 5000
possibility of periodic service without removing A.E.S.	oil	oil filter
	YES	YES
legal for street use	NO	

Product code: (108838) S-S2MR2-QT racing, (108839) S-S2MR2-QTA racing spark arrester (108835) S-S2MET2-QC, (108834) S-S2MET2-QT evolution (108837) S-S2MET2-QCA, (108836) S-S2MET2-QTA evolution spark arrester



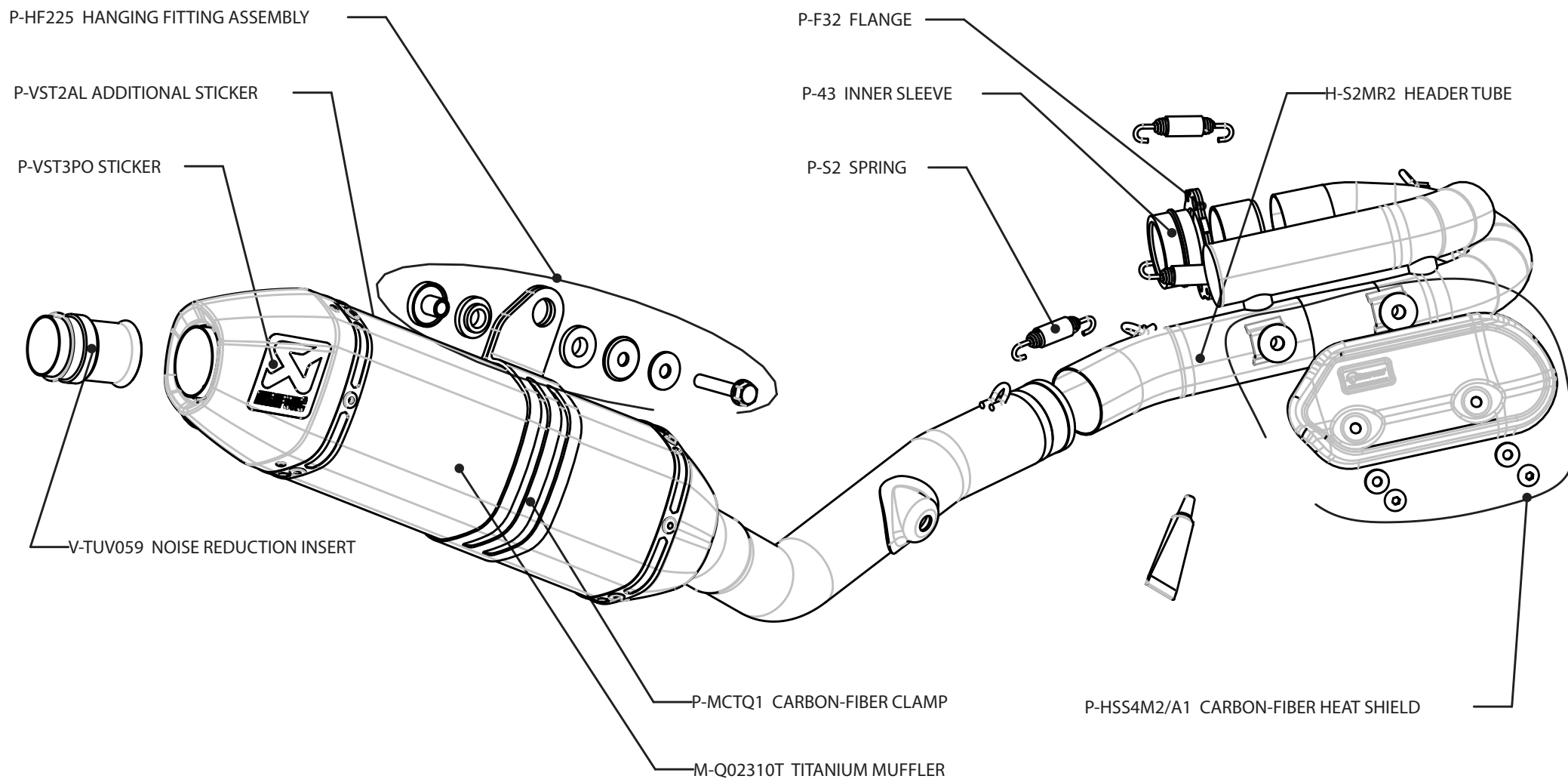
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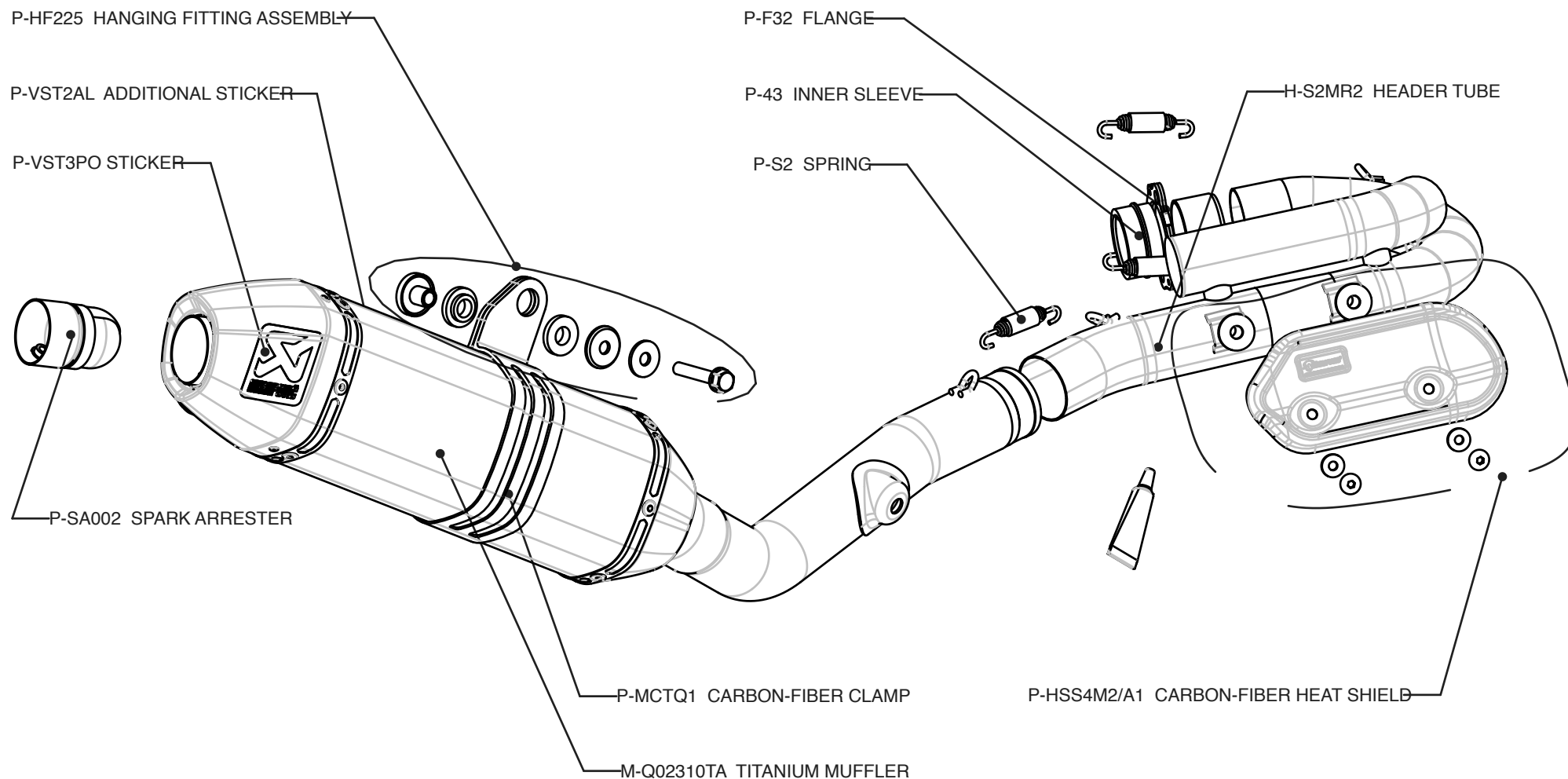
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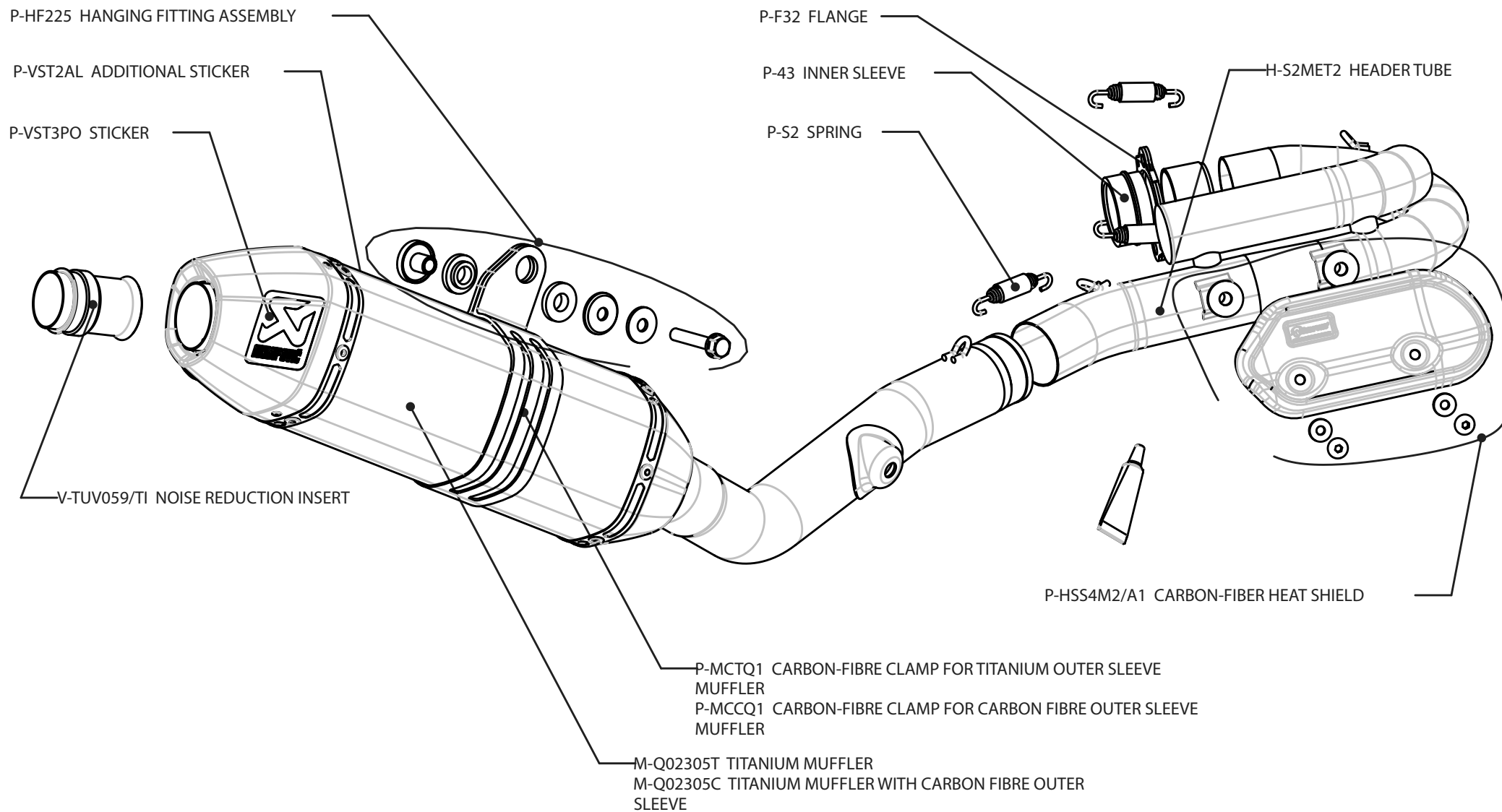
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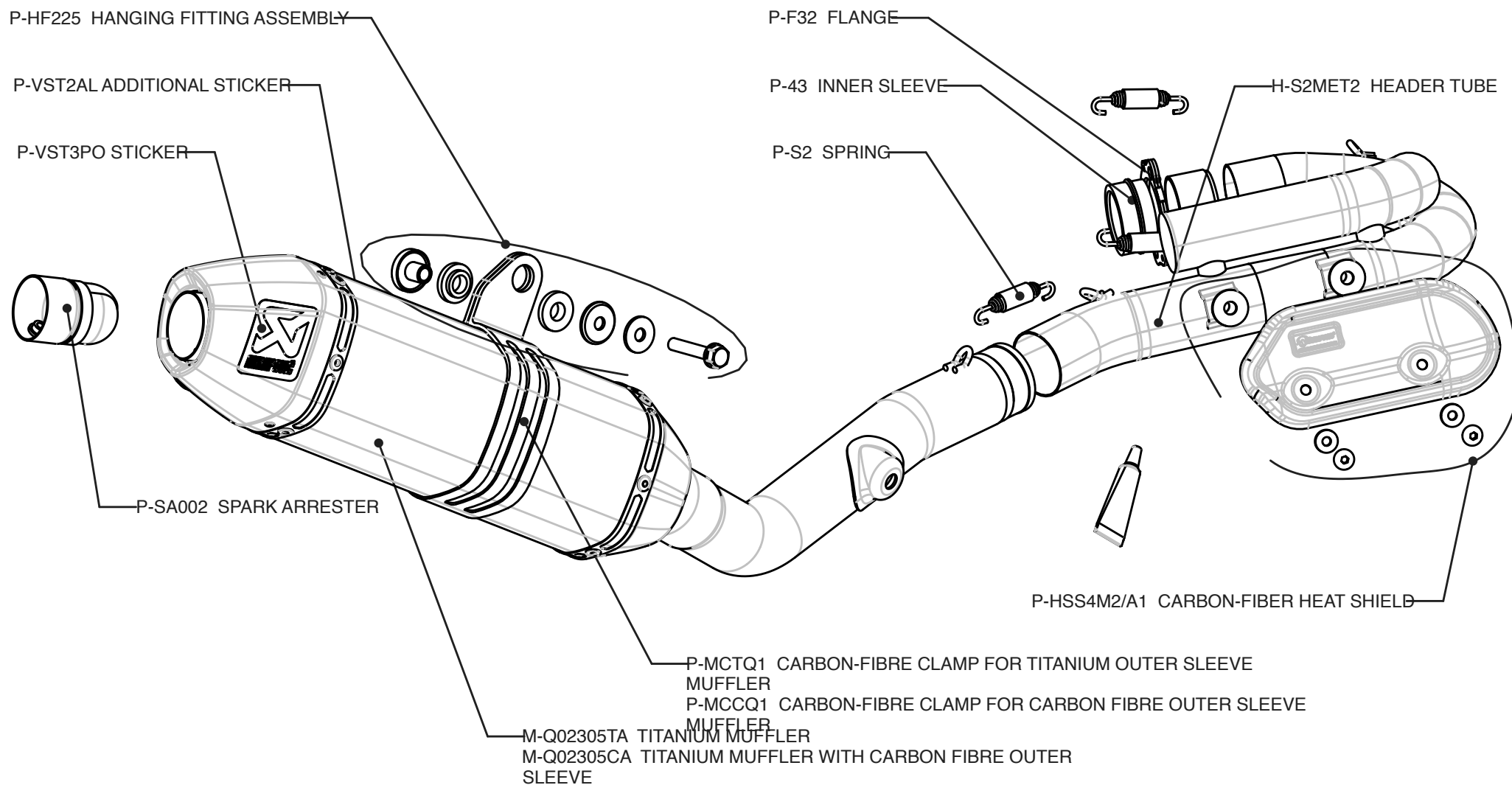
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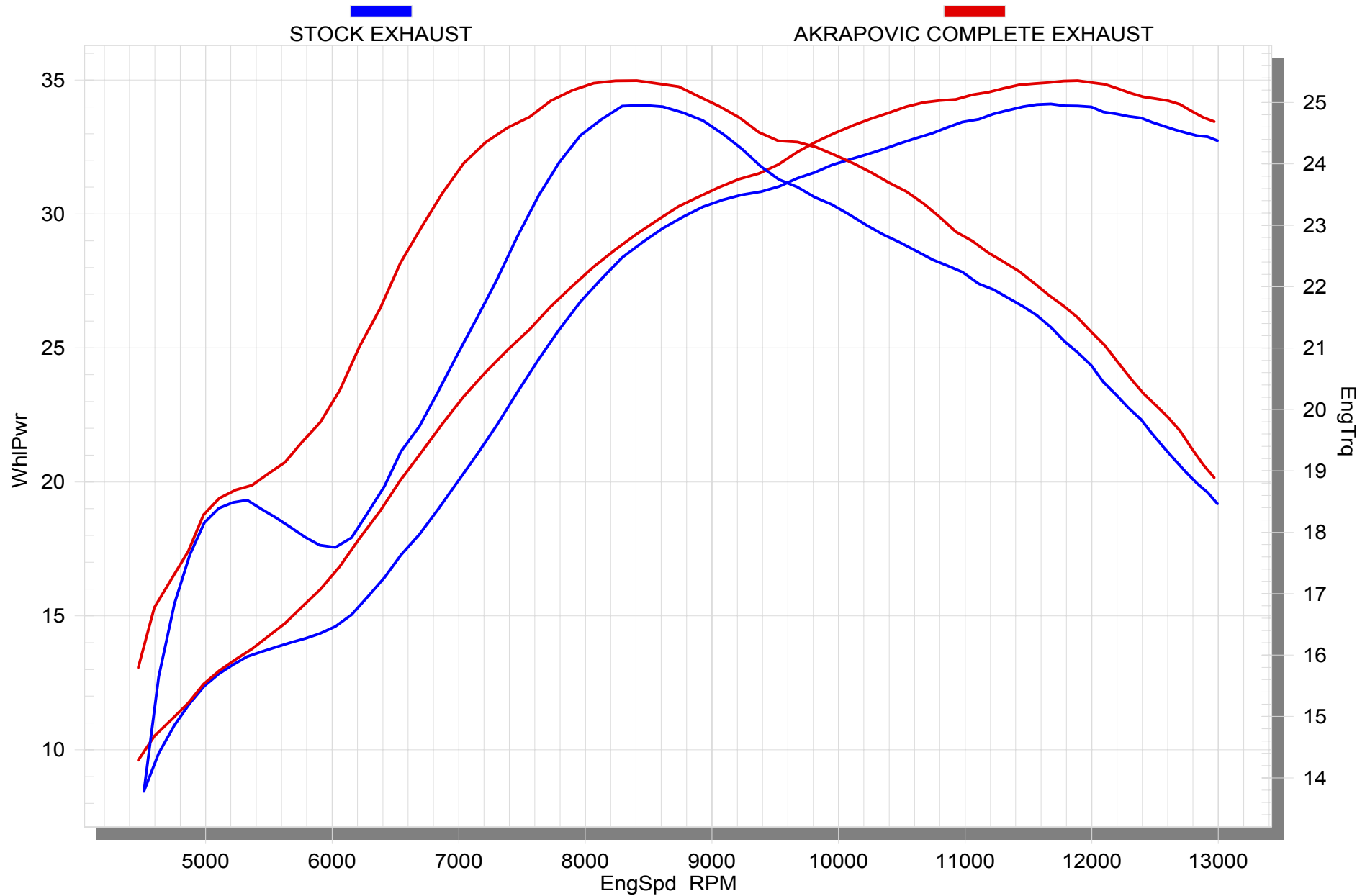
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