



SUZUKI RMZ 450F

(2008)

RACING & EVOLUTION EXHAUST SYSTEM

www.akrapovic.net

Akrapovic Racing or Evolution with the modern HEXAGONAL form of the muffler brilliantly emphasizes the outer line of the RM-Z. Because the system is intended for those, who expect the most, it offers, alongside the visual image, a performance upgrade of the engine. They are designed for two markets: for the European and other markets they come with a built-in noise damper, and for the American market they come with an approved spark arrester. New for 2008 is additional chamber that helps to reduce noise emission and provides better power and torque at low rpm range.

PERFORMANCE

Measurements of the Akrapovic EVOLUTION system on the SUZUKI RM-Z 450 (with muffler insert):

Power & Torque: The Akrapovic Evolution and Racing systems deliver a performance increase throughout the entire rpm range. It is most pronounced in the bottom and the top of the range. The systems deliver increased torque similar to the power increase. Max. increased power of 3.4 HP was measured at 9100 rpm, while max. power of 52.6 HP was measured at 8870 rpm.

CONFIGURATION

The Akrapovic Racing and Evolution systems for the 2007 Suzuki RM-Z 450 are composed of conical header tube with additional chamber attached to the conical link pipe with a sleeve joint, which is secured with a silicon-shielded spring. They 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) or stainless steel (Racing) inlet cap, titanium (Evolution) or 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 off-road carbon-fibre clamp.

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

	PERFORMANCE		
	stock	AKRAPOVIC	max. increased power
max. rear wheel power HP / rpm (measured on Dynojet ATV)	50.2 / 8360	52.6 / 8870	3.4 / 9100

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

interference crossover tubes	-	lambda sensor	YES
header tube inner sleeves	-	header tube flanges	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	S.S. - composite polymer / Ti - Carb.fiber
muffler metal interior	S.S. / Ti	muffler outer sleeve	Ti / Ti or Carb.fiber
muffler clamp	CARBON-FIBER	muffler bracket	-
muffler insert	EU	YES	heat shield
	US	YES	catalytic converter
			CARBON-FIBER
			-

	ADDITIONAL DATA				
	stock	AKRAPOVIC		difference	
		racing	evolution	stock - racing	stock - evolution
weight comparison (kg)	4.50	2.88	2.27	1.62	2.23
noise measurements (dB / rpm)	stock		AKRAPOVIC		
	94 / 4500		94 / 4500		
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.

Product code: (108554) S-S4MR6-QT racing
(108556) S-S4MR6-QTA racing spark arrester
(108552) S-S4MET6-QT evolution
(108553) S-S4MET6-QTA evolution spark arrester



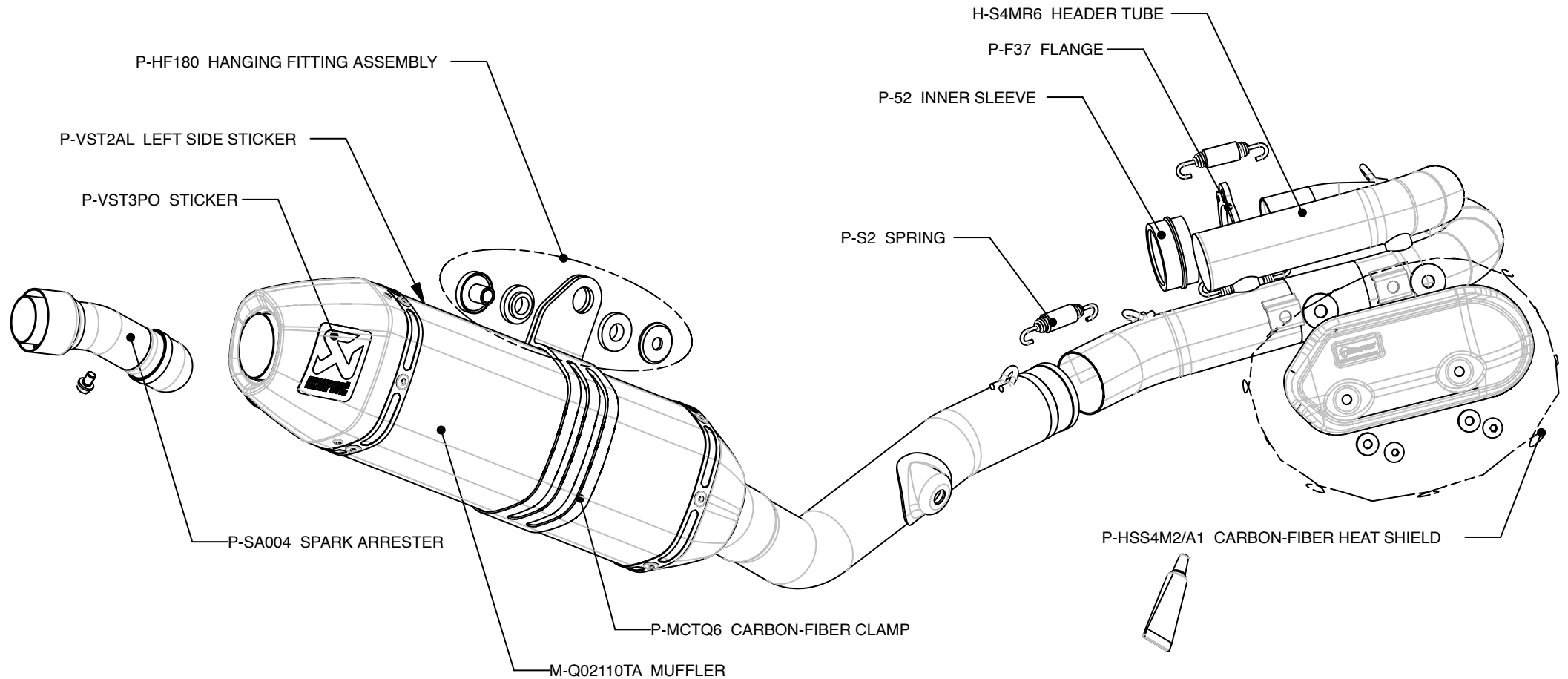
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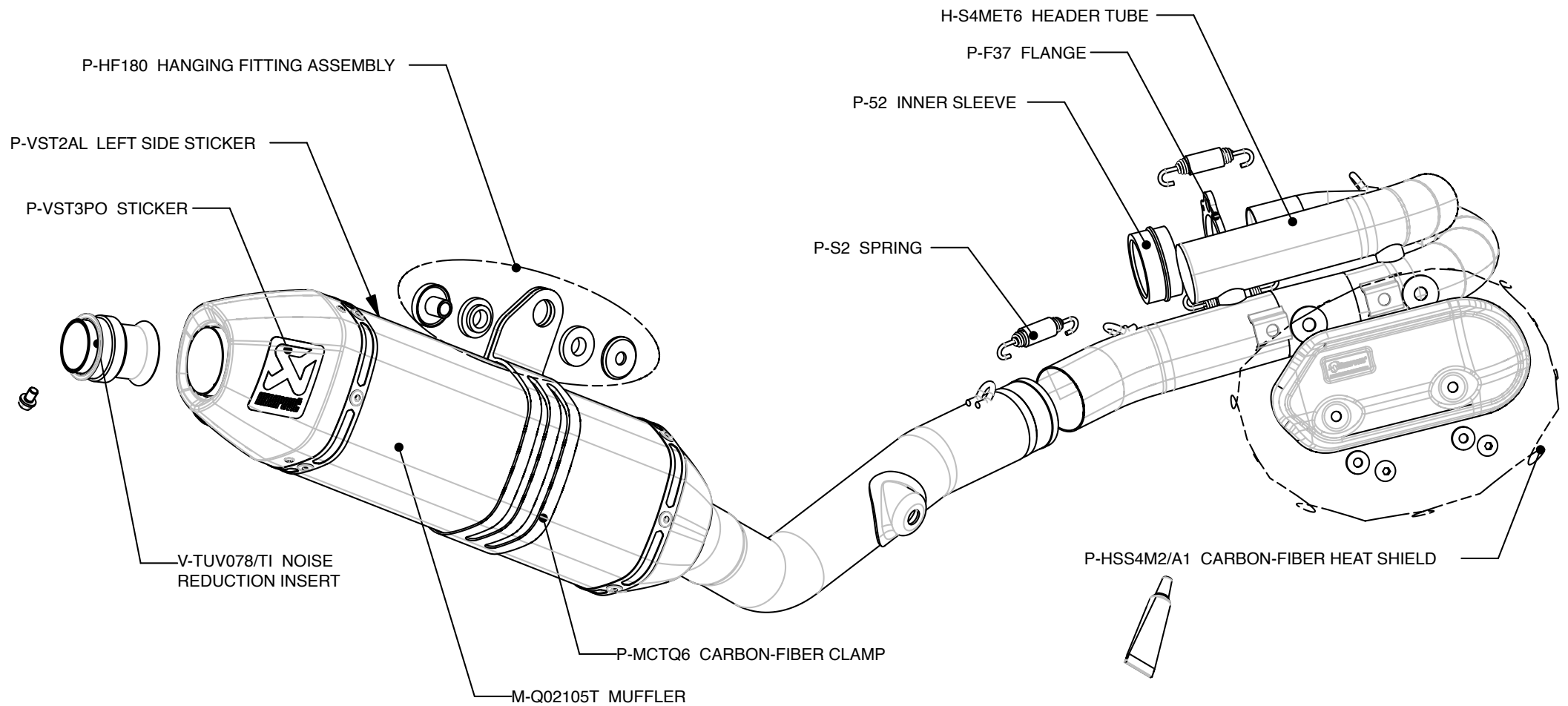
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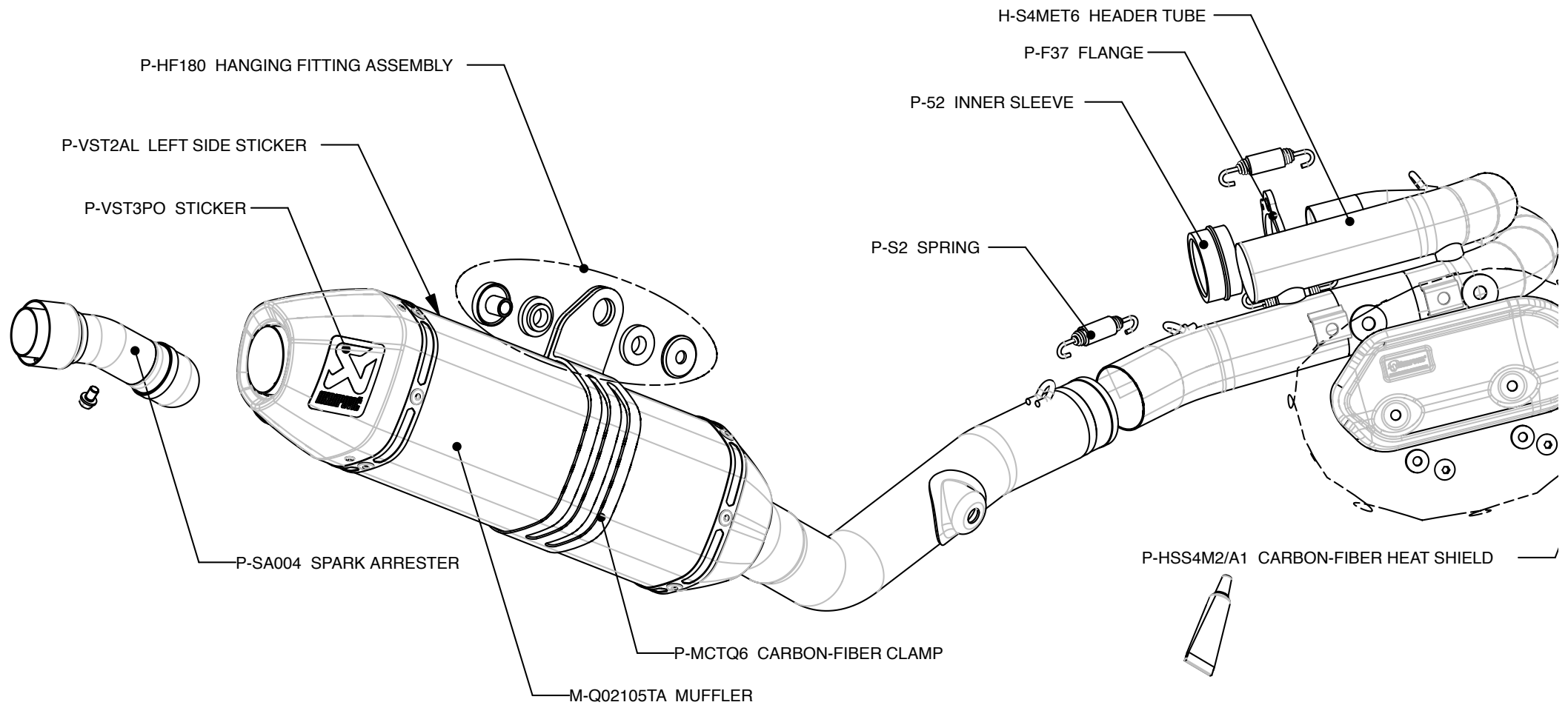
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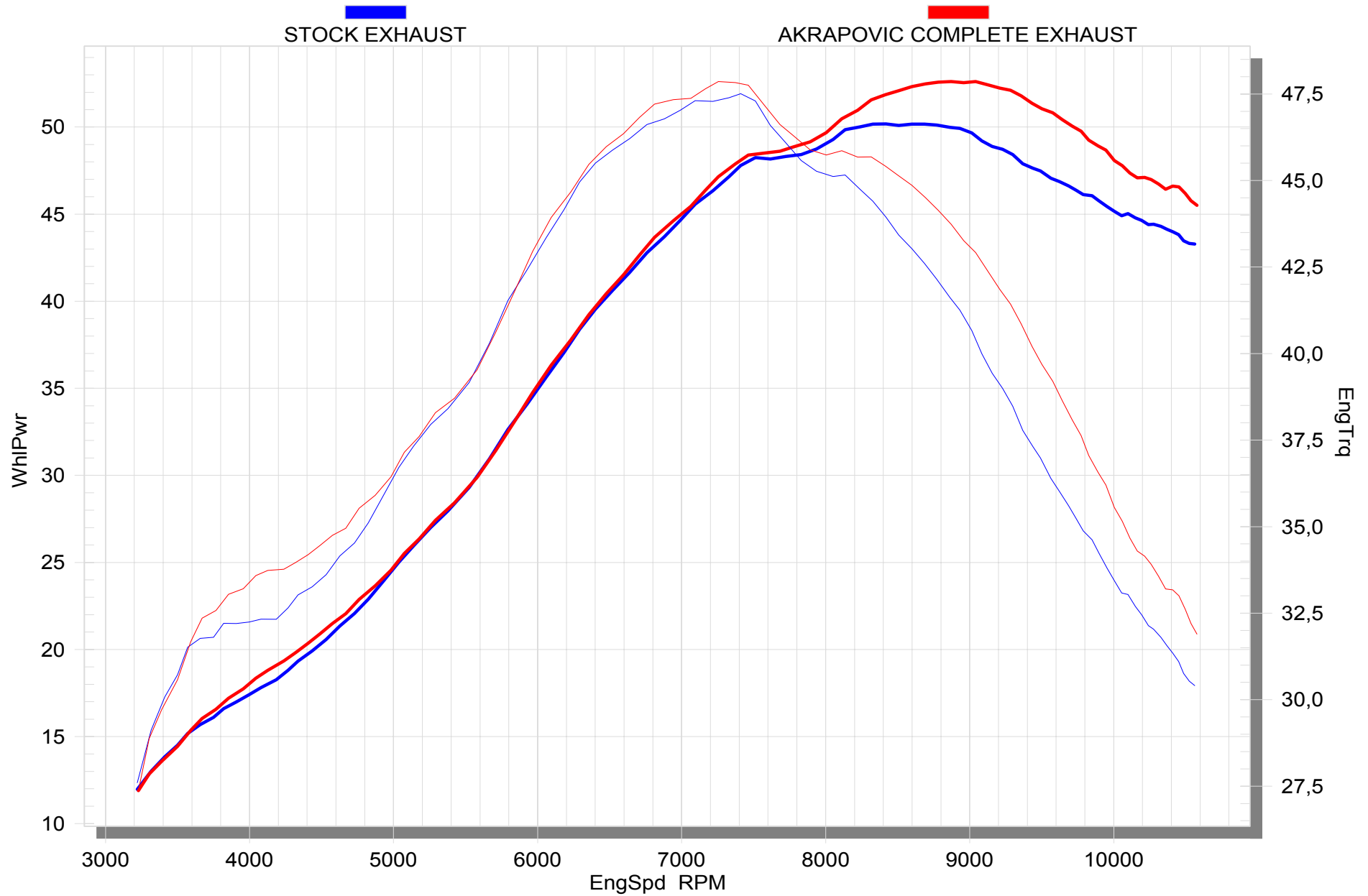
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