



Yamaha YZF R6 (2003)

Racing / Evolution Exhaust System

Akrapovic Racing / Evolution Exhaust System

for the Yamaha YZF R6 (2003)

The 2003 Yamaha YZF R6 includes a lot of improvements over last year's model. The exterior shape is sharper, and the cowlings are truly an aesthetic delight. The lights are the most noticeable change. But the engine and the frame have also been upgraded. A more powerful engine, with newly introduced electronic fuel injection, and an all-aluminum frame. The 2003 Yamaha YZF R6 will be a powerful weapon for the interesting contests which await it against the new competition in the Supersport class.

GOAL

Since we know the Superbike and Supersport racing scene, our R&D department is quick to focus on any new machine which is designed for these championships. The Yamaha R6 is therefore one of the bikes which receives purposely designed Akrapovic RACING and EVOLUTION systems. On the track amongst strong competition, every extra horsepower and every shaved gram is a welcome bonus. If you install one of our top-level exhaust systems, you'll know exactly what we mean!

ABOUT AKRAPOVIC RACING & EVOLUTION SYSTEMS

The exhaust systems which were designed for the new R6 represent the top of the Akrapovic range. They combine everything we have gained from our years of experience on the racing scene, top-level know-how and modern production technology.

The configurations of the Akrapovic RACING and EVOLUTION systems for the Yamaha YZF R6 are identical. They differ only in the selection of materials. Thus the header assembly for the RACING model is made of high-quality stainless steel, while the EVOLUTION system is distinguished by the use of titanium. The main difference between the materials is reflected in the overall weight of the system, since the EVO is nearly a kilo lighter than the RACING system. The difference can also be seen with the naked eye, as the color of the metals are different, especially after the exhaust systems are used. Unfortunately, the engine cowling of the Yamaha will keep this detail a secret!

The configuration of both systems is also based on the use of conical elements, from which the tubes of the header assembly are formed by our master welders using filigree welds. Due to the different parts of the 4-2-1 configuration, some of the joints are not welded, but are held together using free-floating connections with high-quality, silicon-shielded tensioning springs. During the development of both systems we tested the efficacy of the use of interference crossover tubes, which improved the performance of the systems substantially. Both the RACING and EVOLUTION systems include fittings for mounting a lambda sensor. The mufflers of these systems were developed following the familiar Akrapovic formula. Weight reduced to a minimum, oval section which goes beautifully with the lines of the bike, interior made entirely of titanium, two options for the outer sleeve material. You can choose between the racing look of carbon-fiber or the satin sheen of titanium. The difference between the two is purely aesthetic, as all of the performance characteristics are identical. The muffler is attached to the bike with the renowned Akrapovic carbon-fiber clamp, which performs its task extremely effectively.

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

	stock	AKRAPOVIC		difference	
		S.S.	titanium	stock - S.S.	stock - titanium
weight comparison	7.30 kg	5.10 kg	4.28 kg	2.20 kg	3.02 kg
max. rear wheel power	104.6 HP / 12700 RPM	108 HP / 12700 RPM		5.6 HP / 8100 RPM*	
noise measurement	93.5 db / 6500 RPM	101.5 db / 6500 RPM		8 db / 6500 RPM	
legal for street use	NO				

*MAXIMUM MEASURED POWER DIFFERENCE

NOTE: when mounting the muffler with the carbon-fiber clamp, the carbon-fiber clamp is rotated 180 degrees. The stock nut, bolt and washers are used. See INSTRUCTIONS.

NOTE: both systems are available with a lighter carbon-fiber chassis hanging bracket to which the muffler and carbon-fiber clamp are attached. The carbon-fiber chassis hanging bracket slightly raises the level of the muffler.

Measurements of the Akrapovic RACING system on the Yamaha YZF R6:

•power:

the linear supply of power up to 12600 rpm is the first thing that catches your eye about the power curve. With the use of our exhaust system the power increase begins at 6000 rpm, and by the time you reach 12700 rpm, 108 HP are being delivered to the rear wheel. The maximum power increase over the stock system is shown at 8100 rpm, where it reaches 5.6 HP. Although this is a racing exhaust system, we were able to increase power in the middle of the range as well. With this we also made the exhaust system suitable for more comfortable riding.

•torque:

the torque curve also shows a major increase in the middle of the rpm range. With our exhaust system, there is enough torque so that you don't have to wind the engine out to get the torque you need. But if you do, you'll find enough torque at the top of the range as well, since the torque band is both wider and higher at the top of the range than the stock curve.

The Akrapovic RACING and EVOLUTION systems are the flagships of our production series. This is proved by numerous amateur and professional riders all over the world. Of course, some riders want to enjoy the racing feeling during everyday riding, so all Akrapovic exhaust systems are developed on stock set-up bikes, including the RACING and EVOLUTION systems for the Yamaha R6.

In addition to improved performance, both systems offer the obligatory weight savings, the RACING system being 2.2 kg lighter than the stock system, and the EVOLUTION system 3.02 kg lighter. This might not sound like much in the showroom, but on the track it could make all the difference!

The sound of your exhaust system will of course also be noticeably different. Just have a look at the noise measurements in the table below!

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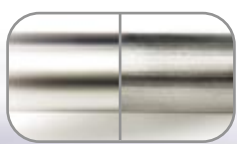


PHOTO:
AKRAPOVIC EVOLUTION LINE

Road
Program



The outer sleeve is available in carbon-fiber or titanium



The header tubes are made of stainless steel (Racing Line) or titanium (Evolution Line)



CARBON-FIBER CHASSIS HANGING BRACKET IS OPTIONAL



ANTI-SEIZING GREASE (EVOLUTION LINE ONLY)



CARBON-FIBER MUFFLER CLAMP

Product code: S-Y6R4L-C, S-Y6R4L-T, S-Y6RFT4TL-C, S-Y6RFT4TL-CT



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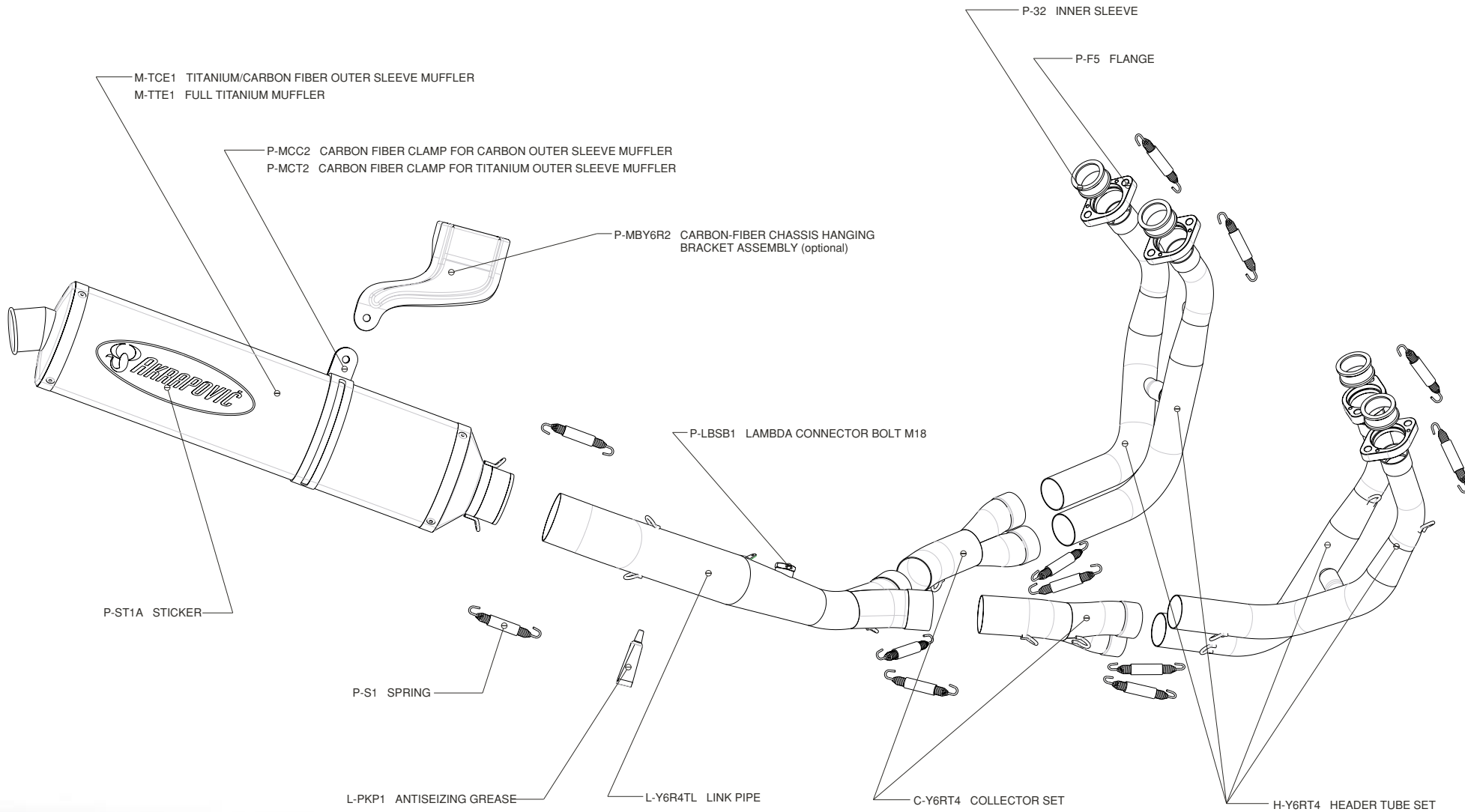


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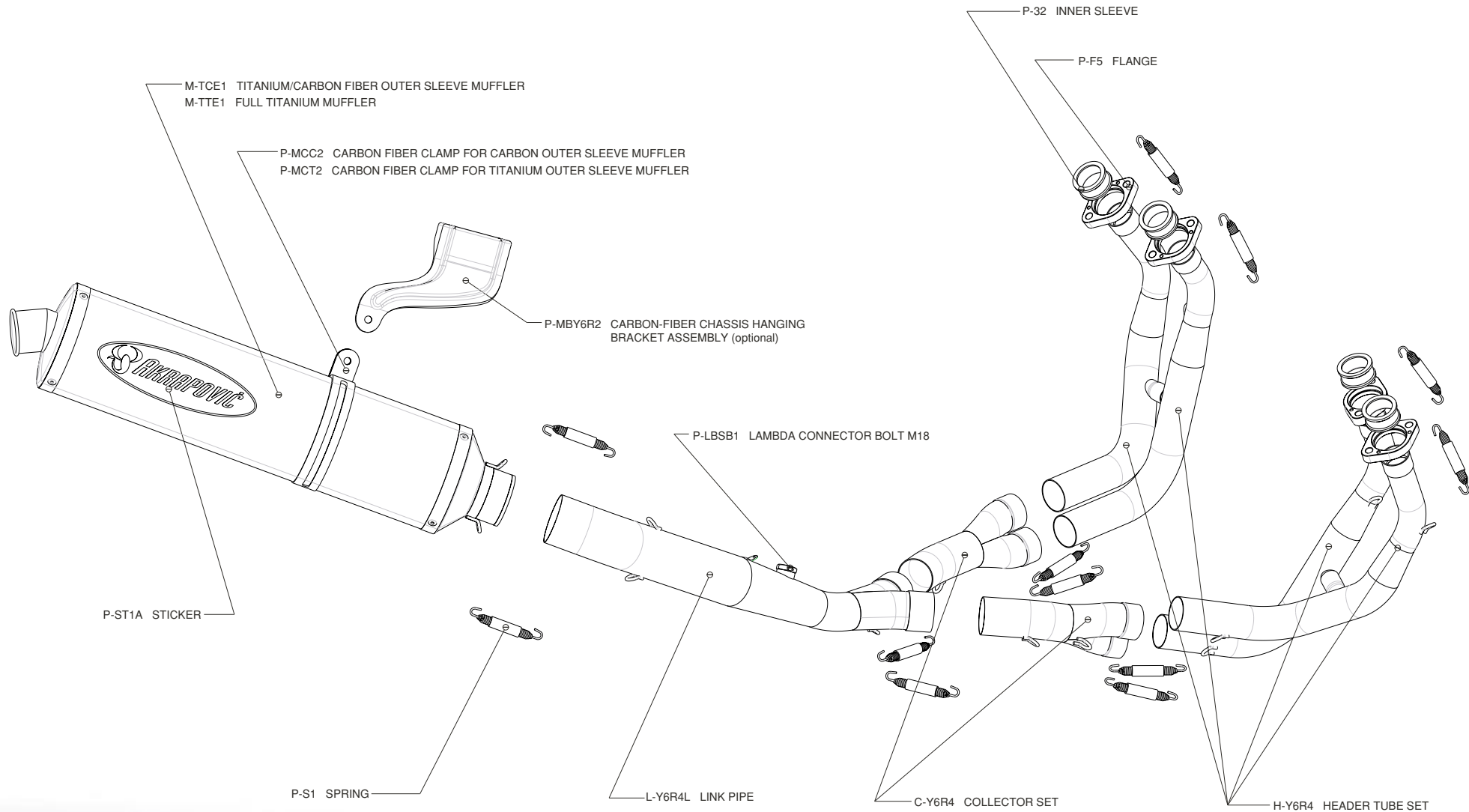
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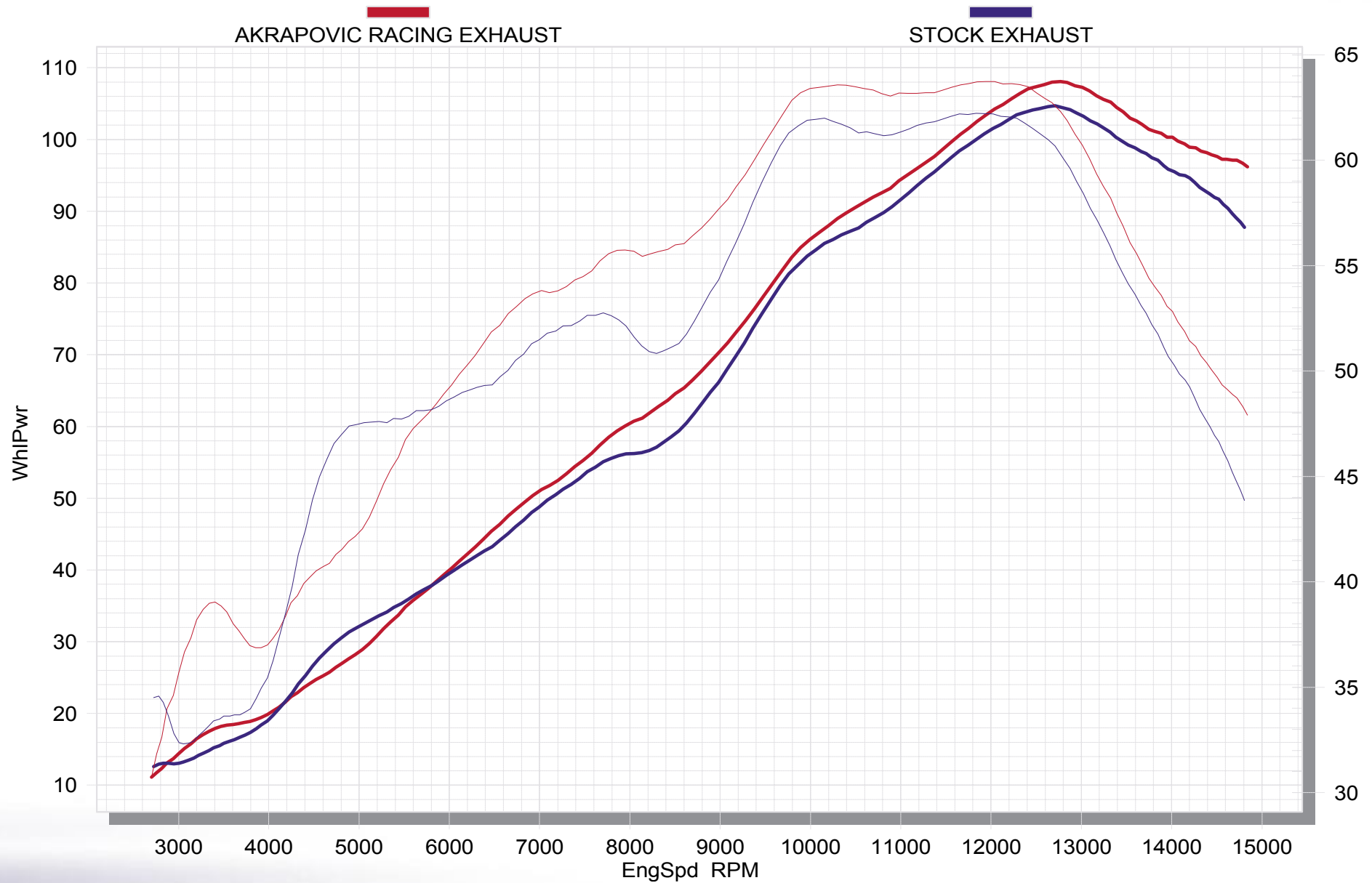


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