



**HONDA CBR 1000
(2008)**

RACING & EVOLUTION EXHAUST SYSTEM

Akrapovic Racing and Evolution systems are designed for racing-oriented riders who demand maximum performance from their motorcycle. Both systems feature exceptional production quality, hi-tech materials, and of course increased engine performance. Their quality and reputation are further augmented by the use of the high-tech HYDROFORMING production process to form the header tubes. Besides performance, you will also benefit from great weight savings of up to 5.24 kg when compared to the stock system. The change will also be visual as our HEXAGONAL mufflers perfectly fit the exterior line of the Fireblade and add a clean racing image. Systems are not homologated and are developed only for race track use.

PERFORMANCE

Measurements of the Akrapovic EVOLUTION system on the HONDA CBR 1000 RR (without the muffler insert):

Power & Torque: The exhaust system modification with the EVOLUTION system results in a major boost in performance, delivering a massive 174 HP at 12310 rpm on the back wheel. But the increased power is not available just at the top of the range; the system already shows its quality from 3000 rpm up through the entire rpm range. Maximum increased power between an Akrapovic and a stock system is 4.7 HP at 12750 rpm. In addition, the torque is substantially higher in a lower rpm area at 4000 rpm and in the middle to high rpm area.

CONFIGURATION

The Akrapovic RACING and EVOLUTION systems for the Honda CBR 1000 RR are a 4-2-1 configuration, and the systems differ only in their selection of materials. The RACING system uses stainless steel, while the EVOLUTION system uses titanium. The systems are designed with two 'Y' conical link pipes, attached to the muffler with sleeve joints and secured with silicon shielded springs. The system features conical header tubes formed by using hydroforming technology. The individual parts of the system are connected using free-floating joints secured with silicon-shielded tensioning springs. The muffler is HEXAGONALLY shaped and is available with either a carbon fiber or titanium outer sleeve. The muffler interior perforation and inlet cap are made entirely of titanium, while the outlet cap is made of carbon fiber. The muffler is secured to the bike using an Akrapovic carbon fiber clamp.

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

Product code: (109177) S-H10R6L-TC, (109176) S-H10R6L-TT racing
(109175) S-H10RFT6TL-TC, (109173) S-H10RFT6TL-TT evolution

PERFORMANCE		
stock	AKRAPOVIC	max. increased power
max. rear wheel power HP / rpm (measured on Dynojet dV)	170.6 / 12290	174 / 12310
		4.7 / 12750

CONFIGURATION		
header tubes	collector	link pipe
TITANIUM / STAINLESS STEEL	TITANIUM / STAINLESS STEEL	TITANIUM / STAINLESS STEEL
CONICAL	CONICAL	CONICAL

interference crossover tubes	NO	lambda sensor	YES
header tube inner sleeves	S.S. CNC machined	header tube flanges	S.S. laser cut
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 or carbon-fiber
muffler metal interior	TITANIUM	muffler outer sleeve	Ti or carbon-fiber
muffler clamp	CARBON-FIBER	muffler bracket	-
muffler insert	EU	heat shield	NO
	US	catalytic converter	NO

ADDITIONAL DATA				
weight comparison (kg)	AKRAPOVIC		difference	
	stock	racing	stock - racing	stock - evolution
	9.01	4.98	4.03	5.24
noise measurements (dB / rpm)	stock		AKRAPOVIC	
	99 / 8000		101 / 6000	
possibility of periodic service without removing A.E.S.	oil		oil filter	
	YES		NO	
legal for street use	NO		NO	



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