



Kawasaki Z 1000 (2003, 2004)

Racing / Evolution Exhaust System

Akrapovic Racing / Evolution Exhaust System

for the Kawasaki Z 1000 (2003, 2004)

The redesigned engine from the ZX 9R set into a classic frame and packaged in a combination of naked and street-fighter styles. The new Z 1000. Its easily recognizable design is going to rouse strong feelings of envy. And it's not all about looks; the powerful engine and excellent handling will get your adrenaline pumping in a hurry.

GOAL

Since the Z 1000 is already a dizzying package, it also got our appetites going. The powerful engine, massive exhaust system, bold styling..., it simply begs for tuning, and one of the mandatory items on the tuning list is the exhaust system. In order to satisfy such demands, we offer the Akrapovic RACING & EVOLUTION complete exhaust system.

ABOUT AKRAPOVIC RACING & EVOLUTION SYSTEMS

These are complete exhaust systems, which in the case of the Kawasaki Z 1000 are set up in a 4-2-1 configuration. This means that we had to do quite a bit of trimming in comparison with the stock system to fit the Akrapovic RACING and EVOLUTION systems. The stock system has mufflers on both sides, while the Akrapovic system has only one muffler on the right side. This will mainly suit the taste of fans of sport/competition styling. This alteration also has the advantage of offering a major weight savings (around 11 kg!).

The tubes of the Akrapovic RACING and EVOLUTION exhaust systems are conical, which is the basis for the design of all of our top systems. The RACING system is made of high-quality stainless steel, while the EVOLUTION system is made of lightweight titanium. They are welded with filigree welds which are also one of our house specialties. The system is composed of several independent units: the header tubes, two collectors, a link pipe and a muffler. The elements are connected with free-floating connections secured by high-quality silicone-shielded tensioning springs.

Some of our racing exhaust systems come with interference crossover tubes for better performance. Our prototype testing on this model showed that these tubes were not necessary, as they brought no increase in performance.

The muffler outer sleeve is available in two options, carbon-fiber or titanium. The checkered pattern of carbon-fiber is popular for racing systems, while many people prefer the satin sheen of titanium. In both cases the performance, weight and sound are identical.

The metal parts in the interior of the muffler are also the same – entirely of titanium.

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

The muffler is attached to the frame using the Akrapovic carbon-fiber clamp, which has won its well-deserved reputation in extreme racing conditions.

NOTE: the Akrapovic RACING & EVOLUTION systems come with an aluminum chassis hanging bracket made using CNC technology, to which the carbon-fiber clamp is attached. See instructions.

NOTE: the Akrapovic RACING & EVOLUTION systems come with a special bracket for the water cooler, since the stock bracket can not be used due to the specific design of the header tubes. See instructions.

Measurements of the Akrapovic RACING system on the Kawasaki Z 1000:

•power:

like the Slip-on system, the Akrapovic RACING system also reflects the excellent design of the system and its harmony with the Kawasaki engine. Between 2800 and 4200 rpm there is a slight drop, after which the Akrapovic system offers increased power right top the top of the rpm range. The power curve is linear, which means a steady increase when you twist the throttle, which is nice when you have a full 129 HP at your disposal at 10500 rpm. The maximum increased power is 7.9 HP at 5800 rpm.

•torque:

the increase in the torque curve is also substantial, and like the power curve starts at 4200 rpm. From there to around 6000 rpm the Akrapovic system also fills the drop-outs in the stock curve. Relaxed riding in the low to middle rpm range will be no problem, and of course you can always move up to the higher end of the range if you want to. With our system, there is plenty of power and torque to go around.

No matter which outer sleeve material you choose, the Akrapovic RACING or EVOLUTION system will nicely complement the naked look of the Z, as even the header tubes will be visible in all their glory. The icing on the cake is the sound which the Kawasaki four-cylinder will produce.

When you choose Akrapovic exhaust components you get some of the racing spirit which the Akrapovic company has been a part of for many years, and which is reflected in the top-level development and recognized quality of our exhaust systems.

	stock	AKRAPOVIC		difference	
		S.S.	titanium	stock - S.S.	stock - titanium
weight comparison	16.10 kg	5.30 kg	4.49 kg	10.80 kg	11.61 kg
max. rear wheel power	123.6 HP / 10500 RPM	129 HP / 10500 RPM		7.9 HP / 5800 RPM*	
noise measurement	94 db / 5000 RPM	99 db / 5000 RPM		5 db / 5000 RPM	
legal for street use		NO			

*MAXIMUM MEASURED POWER DIFFERENCE

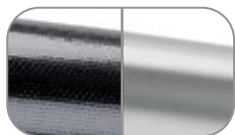
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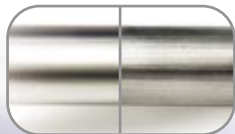


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The outer sleeve is available in carbon-fiber or titanium



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



ALUMINUM CHASSIS HANGING BRACKET



ANTI-SEIZING GREASE (EVOLUTION LINE ONLY)



BOLT SEALANT



CARBON-FIBER MUFFLER CLAMP

Product code: S-K10R1-C, S-K10R1-T, S-K10RFT1T-C, S-K10RFT1T-T



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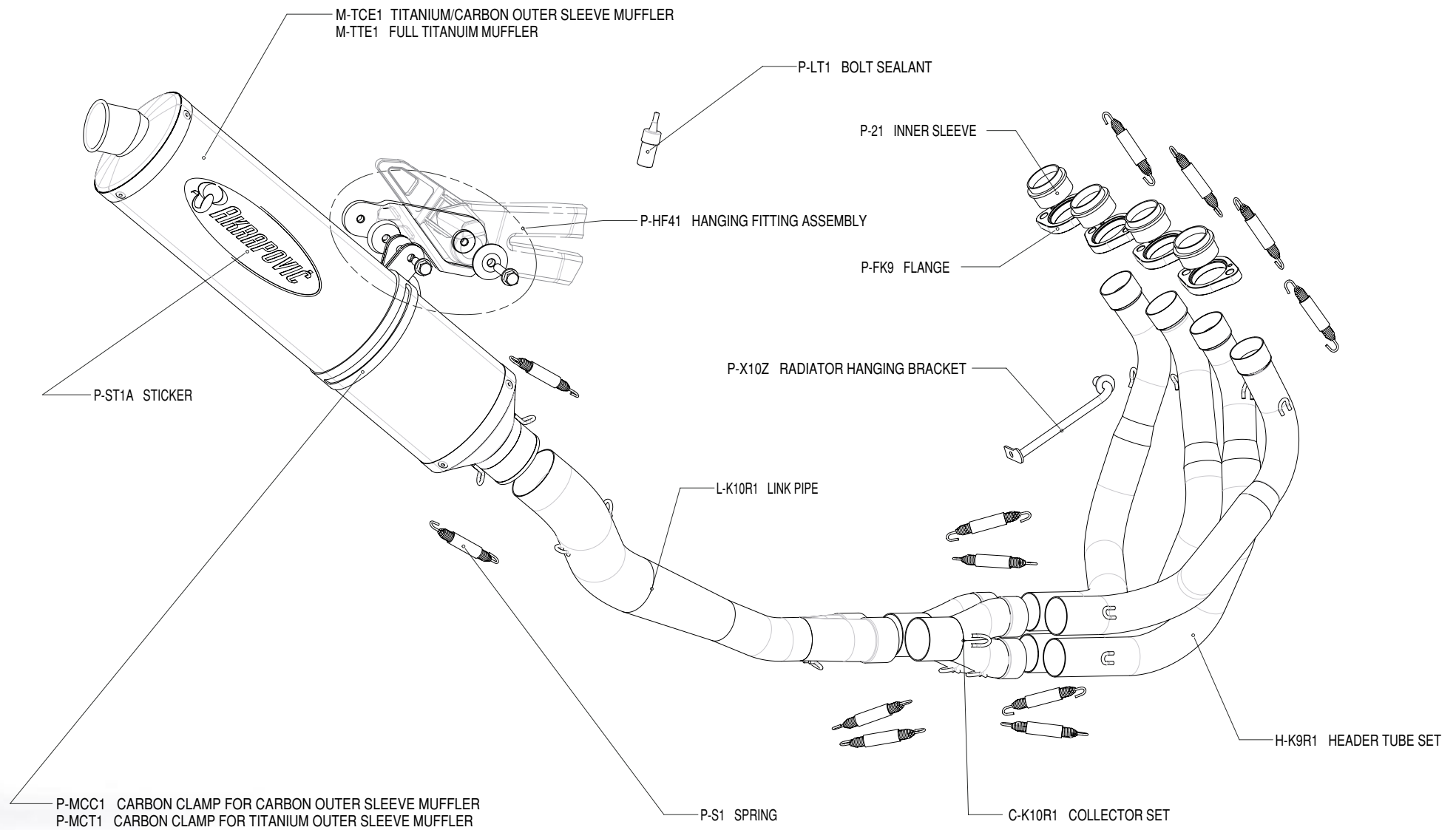


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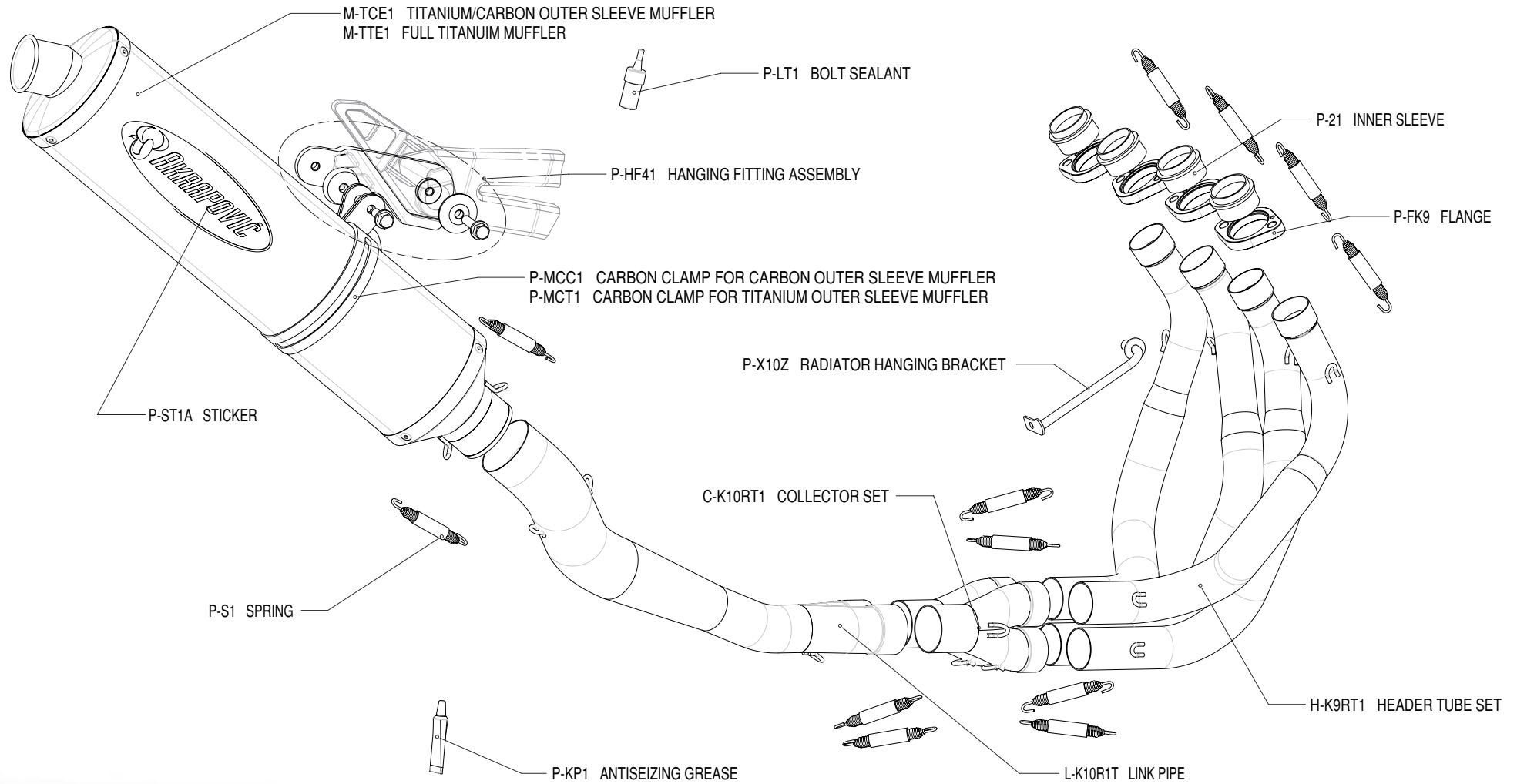


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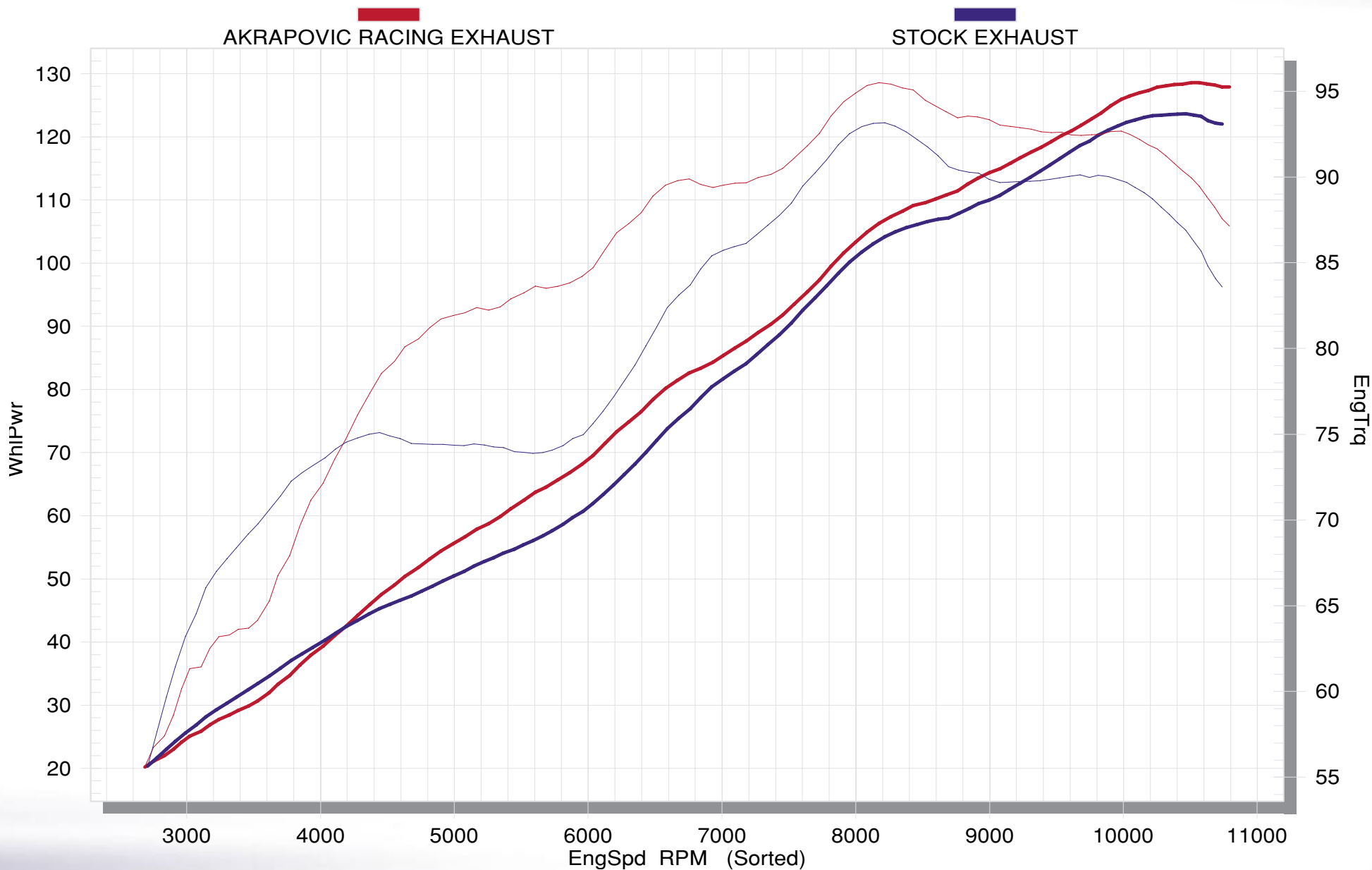


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