



Honda CBR 600 RR (2003)

Slip-on Exhaust System

Akrapovic Slip-On Exhaust System

for the Honda CBR 600RR (2003)

The new Honda CBR 600RR. Designed more for racing than anything else. But that doesn't mean that it's out of place on the street. Its visual similarity to the RC 211V GP race machine together with all of its new technological improvements make it a major attention getter. Without a doubt, the new 600 is an excellent toy for grown-ups.

GOAL

Even though the bike was designed for racing, a lot of people are going to want to use it for every day riding. This means more comfortable riding without rushing to the top of the rpm range and extracting the absolute maximum power and torque. We have developed an Akrapovic SLIP-ON system for the Honda CBR 600 RR which will perfectly meet the needs of those riders who want to take their bikes out on the street.

ABOUT AKRAPOVIC SLIP-ON SYSTEMS

Among all of the technological improvements made on the new Honda CBR 600 RR, the stock exhaust system is the most susceptible external element. The fact is that the influence of GP competition is huge, and has even begun to affect ordinary mortals. That's why we developed the Akrapovic SLIP-ON system, which is a perfect substitute for the stock system, and is installed in the same under-the-seat position.

The Akrapovic SLIP-ON system for the Honda CBR 600 RR is composed of two elements. The cylindrical link pipe is made of stainless steel and hangs snake-like below the seat. The joints connecting the link pipe with the stock header assembly on the inlet side and the muffler on the outlet side are both free-floating connections. The inlet side is fastened with a metal clamp, which is a component part of the Akrapovic SLIP-ON package. The link pipe is fastened to the frame using a flange which is welded to the link pipe. The stock bolts are used to connect it. (The link pipe for the Akrapovic SLIP-ON system is different from the link pipe for the complete Akrapovic EVOLUTION or RACING systems, and cannot be interchanged.)

The new beauty from Honda has a single muffler under the seat, which is attached but not welded to the link pipe. With the Akrapovic SLIP-ON system, the link pipe is attached to the header assembly with a metal clamp, and to the muffler with high-quality silicon-shielded tensioning springs.

Unwanted movement of the muffler is kept in check with the help of the familiar Akrapovic carbon-fiber clamp, which fulfills its purpose superbly.

NOTE: the carbon-fiber clamp must be oriented correctly during installation. The clamp must be right-offset (looking from the rear of the bike forwards). See instructions!

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

In order to satisfy our customers' wishes, we have prepared two versions of the outer sleeve of the muffler. The black checkered carbon-fiber version will satisfy the more racing-oriented riders, while for those who prefer the elegance of a metallic shine, we recommend the titanium version. There is no difference in performance; the choice is entirely a matter of individual taste. The color and depth of the sound are also not affected. However, both versions are definitely noticeably different from the stock exhaust system in terms of looks, and color and depth of the sound. Important factors for choosing to purchase an Akrapovic SLIP-ON system!

We should also mention that in both versions, the inner perforated shield, the front rosette and the end cap are made out of titanium.

Measurements of the Akrapovic SLIP-ON system on the Honda CBR 600 RR:

•power:

The Akrapovic SLIP-ON works very well with the stock header assembly and collector, and never shows less power than the stock exhaust. On the contrary, with our system from 8600 rpm onwards the power increases and stays higher right to the top of the range. Maximum power measured on the rear wheel with our exhaust system was 110.1HP at 13300 rpm.

•torque:

There are noticeable fluctuations in the stock torque curve, which are a characteristic of the engine. With the Akrapovic SLIP-ON system, the stock drop-out at around 10000 rpm is filled, and the torque curve is higher than the stock curve throughout the rpm range.

If you are unwilling to make any major modifications to your bike, then the Akrapovic SLIP-ON system is an excellent combination of aesthetic enhancement of the lines of the bike, exceptional quality, a renowned brand name, automatic weight savings, a recognizable sound and a noticeable improvement in performance. And all this at an exceptionally affordable price. For those who want a more radical performance upgrade, we recommend our range of complete exhaust systems for this year's Honda CBR 600 RR.

	stock	AKRAPOVIC		difference	
		S.S.	titanium	stock - S.S.	stock - titanium
weight comparison	5.70 kg	2.46 kg	-	3.24 kg	-
max. rear wheel power	108.6 / 13700 RPM	110.1 HP / 13300 RPM		2.6 HP / 9700 RPM*	
noise measurement	95 db / 6500 RPM	98 db / 6500 RPM		3 db / 6500RPM	
legal for street use	NO				

*MAXIMUM MEASURED POWER DIFFERENCE

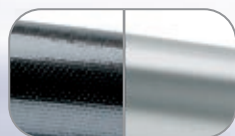


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Road
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The outer sleeve is available in carbon-fiber or titanium



CARBON-FIBER
MUFFLER CLAMP

Product code: S-H6SO5-T, S-H6SO5-C

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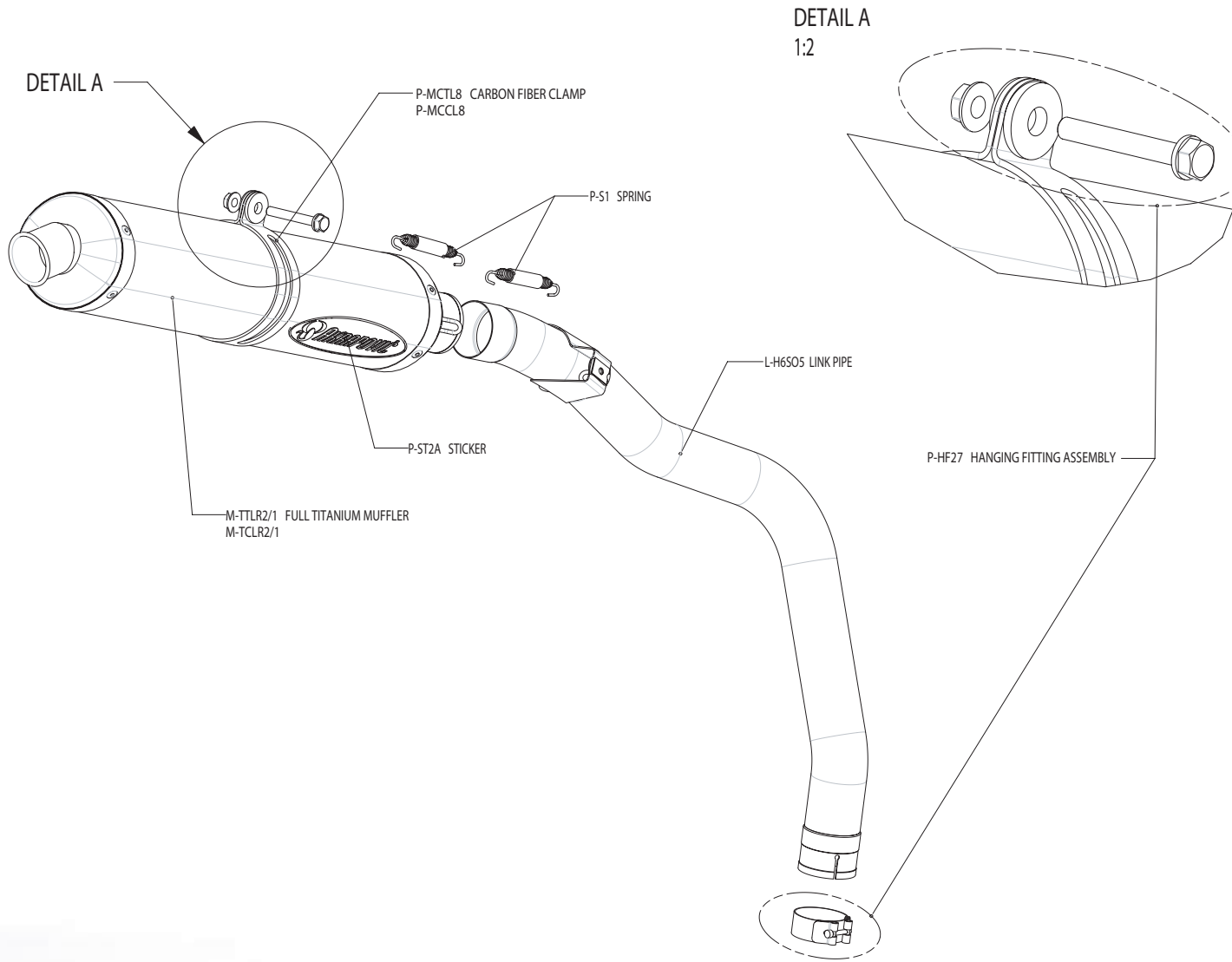
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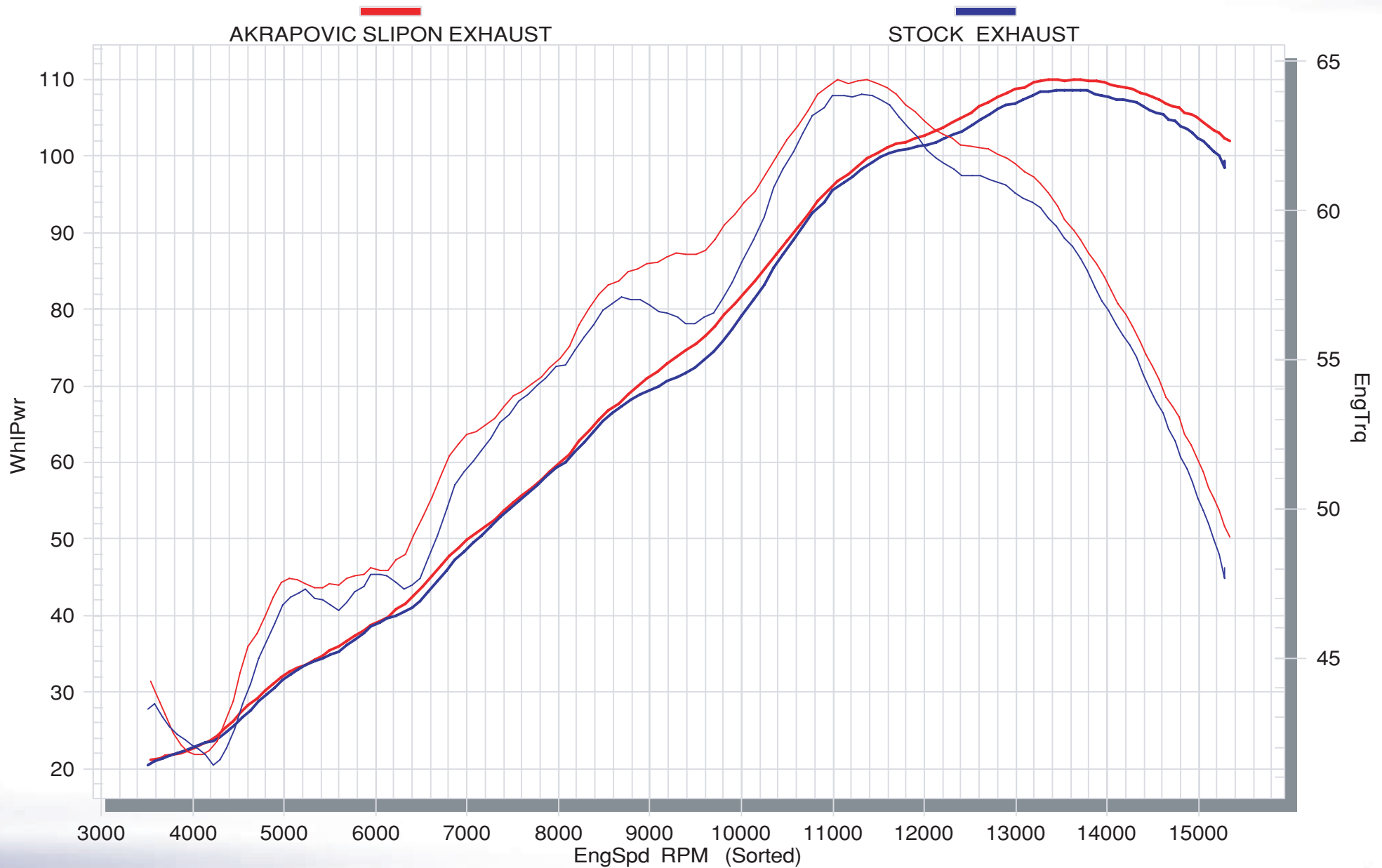
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