



**SUZUKI BANDIT GSF 1250**

**(2007)**

**RACING EXHAUST SYSTEM**

[www.akrapovic.net](http://www.akrapovic.net)

The Racing exhaust systems are the top of the line of the Akrapovic range, designed for riders who demand the most from their exhaust system in terms of both quality and performance. This is the perfect performance and aesthetic tuning for popular Suzuki Bandit. With the Akrapovic Racing system you will also benefit from a major power increase and maximum weight savings compared to the stock Suzuki exhaust system. Please note that this combination of RACING headers and SLIP-ON hexagonal system is not homologated.

**PERFORMANCE**

**Measurements of the Akrapovic RACING (headers) + SLIP-ON (muffler) system on the SUZUKI BANDIT GSF 1250 (without noise damper):**

The system provides a linear increase throughout the entire range, with the greatest increase at the very top of the rpm range. The rear wheel puts out a solid 113.2 HP at 8700 rpm. The max. increased power is 14.8 HP at 8700 rpm.

The torque curve also reflects the exhaust system upgrade. The engine is more responsive in the low end and will provide much more torque through entire rpm range.

**CONFIGURATION**

The 4-2-1 configuration of the RACING header + Slip-ON combination uses stainless steel for header tubes and titanium for single tube link pipe. The muffler outer sleeve is available in either carbon-fiber or titanium, while the outlet cap is available only in carbon-fiber. The performance is unchanged in either case. The interior of the muffler is also made of titanium. Header tubes are connected to link pipe with sleeve joint held together with silicon-shielded tensioning springs, while link pipe and muffler are connected together with sleeve joint and metal clamp. The muffler is attached to the motorcycle with a carbon-fiber clamp.

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

	PERFORMANCE		
	stock	AKRAPOVIC	max. increased power
max. rear wheel power HP / rpm <small>(measured on Dynojet ATV)</small>	100.5 / 7650	113.2 / 8700	14.8 / 8700

	CONFIGURATION		
	header tubes	collector	link pipe
material	STAINLESS STEEL	STAINLESS STEEL	TITANIUM
tube shape	CYLINDRICAL	CYLINDRICAL	CYLINDRICAL

interference crossover tubes	NO	lambda sensor	YES
header tube inner sleeves	S.S. CNC MACHINED	header tube flanges	ALU CNC MACHINED
header tubes - collector connection	SLEEVE JOINT + SILICON SHIELDED SPRINGS	collector / header tube - link pipe connection	SLEEVE JOINT + SILICON SHIELDED SPRINGS SLEEVE JOINT + METAL CLAMP
link pipe - muffler connection	WELDED	muffler inlet cap / outlet cap	TITANIUM / CARBON-FIBER
muffler metal interior	TITANIUM	muffler outer sleeve	TITANIUM / CARBON-FIBER
muffler clamp	CARBON-FIBER	muffler bracket	-
muffler insert	EU	YES	heat shield
	US	-	catalytic converter

	ADDITIONAL DATA				
	stock	AKRAPOVIC		difference	
weight comparison (kg)	15.1	S.S. link pipe	TITANIUM link pipe	stock - S.S.	stock - titanium
		-	5.44	-	9.66
noise measurements (dB / rpm)	stock		AKRAPOVIC		
	84 / 3750		91.5 / 3750		
possibility of periodic service without removing A.E.S.	oil		oil filter		
	YES		YES		
legal for street use	NO				



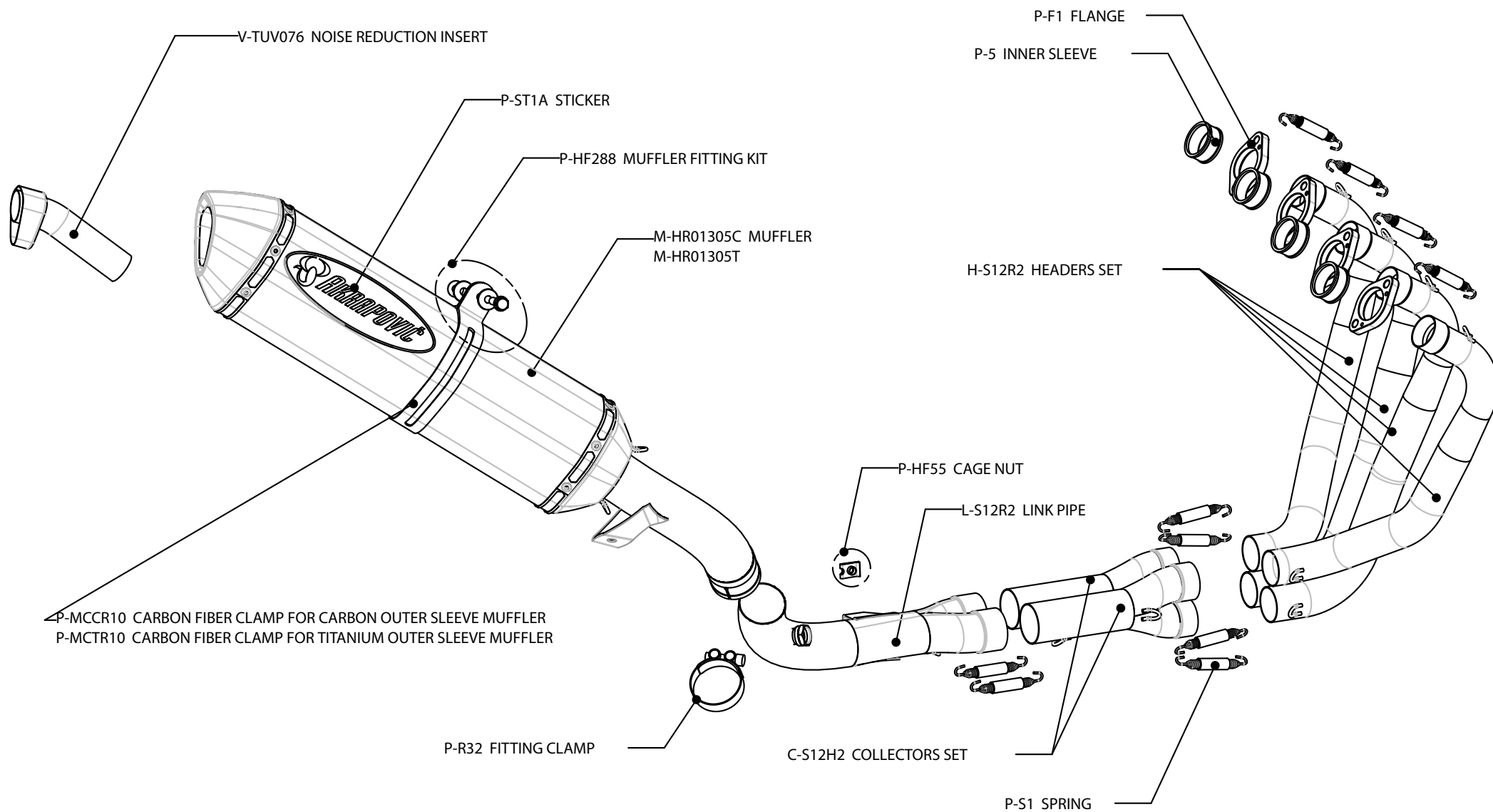
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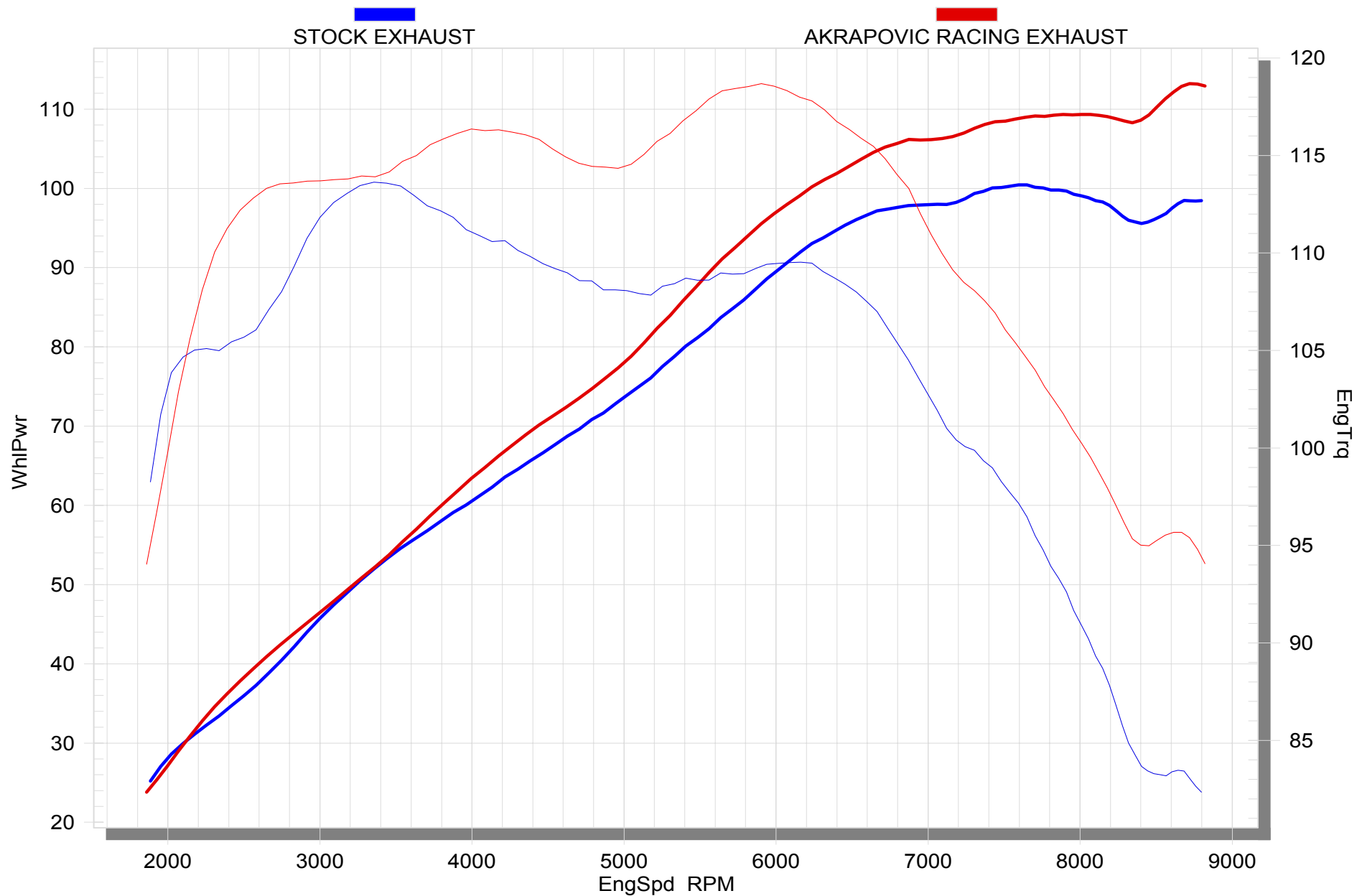
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