

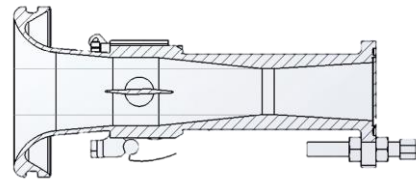
# EXHAUST AND INTAKE DESIGN

## Objectives

- Wide powerband
- Limited restrictor impact
- Improve performance

## Intake system

- Possibility to mount a second injection ramp to run with Honda ECU
- Manifold length optimized to improve filling at 9500 rpm
- Carbon fiber part to improve air flow after restrictor
- ATPower throttle body with 28mm blade



## Exhaust system

- 4-2-1 manifold for a wider powerband
- Manifold length optimized to improve filling between 9000 and 10000 rpm
- Stainless steel manifold : heavier but cheaper and more resistant
- Akrapovic muffler (premium part) with dB killer

