







MONSTER 600 1993 – 1998 / typ: ZDM600M , **1999 – 2001** / typ: ZDMM300A

MONSTER 750 1996 – 1997 / typ: ZDM750M, **1998 – 2002** / typ: ZDMM100A

MONSTER 900 1993 – 1999 / typ: ZDM900M

MONSTER 900i.e. 2000 – 2002 / typ: ZDMM200A

AKRAPOVIC SLIP-ON SYSTEM

This twin-cylinder naked style bike was first brought out in 1992, and has performed brilliantly on the world motorcycling stage ever since. Minor modifications and cosmetic improvements have allowed it to keep pace with the competition. But that's not all; it is the king of all naked bikes, and it takes the title of most charismatic motorcycle. It embodies the spirit of the bikes of the 70s and 80s, and with its low maintenance costs, light weight and precise handling it fits right into the high-energy pace of the modern world.

GOAL

With its unmistakable, one could say perfect styling, the Monster does very well against the wide range of motorcycles available. Our development department was therefore challenged to build a special SLIP-ON system for this bike. It adds an extra touch to the look of the Monster, making your bike stand out from the Monster crowd.

ABOUT AKRAPOVIC SLIP-ON SYSTEMS

This special version Akrapovic SLIP-ON system will turn a lot of heads. Monster fans won't find the muffler in the normal, stock position. The Akrapovic system is mounted high on both sides of the seat. From the side, it elegantly fills the empty space between the rear tire and the seat. The view from behind is especially appealing, with the high-mount mufflers accenting the spare lines of the naked bike. But it's not just good looks. The deep roar of the popular Italian two-cylinder cheerfully announces the presence of a modified exhaust.

Installation of the high-mount Akrapovic system is performed with a specially developed central mounting bracket which is attached under the seat. It is high-quality, made of carbon-fiber and guarantees 100% stiffness and compactness for attaching and carrying the mufflers. Since the mufflers are in a new position, the configuration dictates the use of specially designed carbon-fiber heat shields, in order to protect passengers from the increased temperature of the mufflers during operation. The heat shields on both sides fit both aesthetically and functionally with the lines of the bike.

You have a choice of two different materials for the outer sleeve of the muffler: carbon-fiber or titanium. The difference between the two is purely aesthetic. You may prefer the checkered pattern of carbon-fiber, which looks especially good on the Dark model, or the satin sheen of titanium. In both versions the mufflers are mounted high, using the above-mentioned carbon-fiber central mounting bracket.

The Akrapovic SLIP-ON system includes a titanium link pipe and a muffler, connected by a flawless weld, while the connection to the header assembly is a butt-joint secured with exceptionally high-quality silicon-shielded springs.

Measured performance of the Akrapovic SLIP-ON system:

POWER

with a fluid transfer of engine power, the Akrapovic SLIP-ON system really puts extra power right where the rider needs it most. This confirms the design orientation of our development department. The maximum increased power is also found in the upper half of the rpm range, amounting to over 4 HP.

TORQUE

if you like the power curve for the Akrapovic SLIP-ON system, then you're really going to love the torque curve. We are proud of the exceptional increase in torque which coincides with the range of maximum power increase. These parameters clearly indicate the well thought out design of the Akrapovic SLIP-ON system. The increase in and combination of both power and torque in the most effective part of the rpm range allows the rider to have a great deal of confidence in his engine and makes truly dynamic riding possible both on the track and off.

The lively character of the Monster is well balanced by its excellent handling characteristics. Since every gram of weight saved contributes to improved handling, the Akrapovic SLIP-ON system is a solid choice. It brings a weight savings of 3.20 kg, or 44% over the stock system, which leads to a further improvement in the bike's handling characteristics.

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