



ABARTH
CAR EXHAUST SYSTEMS

EXPERIENCE THE POWER



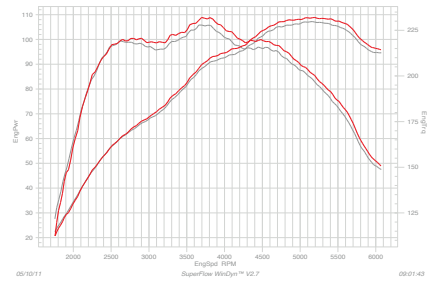
Abarth 500/595/500C/595C 2008-2014

Slip-On Line M-FI/SS/1H (Stainless Steel)

Add a stainless steel Slip-On exhaust system and make the Abarth (1.4 16V T Jet) even faster, even more responsive, and give it an even more striking look and that unmistakable sporty Akrapovič sound. The biggest difference compared to stock is most noticeable when the optional Wireless kit for adjustable sound is used. When the exhaust valve is open, the sound becomes significantly deeper and tastefully louder, but still entirely without droning. Performance facts apply to the performance exhaust with the wireless kit and open valves. The system without the wireless kit has a point-welded block in the link pipe that prevents bypassing the muffler. Please note: when the bypass is unblocked, the EC type approval is not valid. Complete the look with a set of exquisite 115 mm tailpipes in either titanium or carbon fibre. Warning: This product will not fit on US spec Abarth.


Mandatory parts	
TP-CS/1	Tailpipe set (Carbon)
TP-T/S/2	Tailpipe set (Titanium)
Optional parts	
P-HF573	Wireless kit

TECHNICAL DATA	UNIT	STOCK	AKRAPOVIČ	MAX. GAIN
maximum power	kW	107.2 at 5160 rpm	108.9 at 5200 rpm	+ 2.4 at 4100 rpm
	HP (m)	145.8 at 5160 rpm	148.1 at 5200 rpm	+ 3.3 at 4100 rpm
	HP (i)	143.8 at 5160 rpm	146 at 5200 rpm	+ 3.2 at 4100 rpm
maximum torque	Nm	227.9 at 3660 rpm	232 at 3700 rpm	+ 5.3 at 3860 rpm
	lb-ft	168.1 at 3660 rpm	171.1 at 3700 rpm	+ 3.9 at 3860 rpm
weight	kg	13.2	10.3	- 2.9
	lb	29.1	22.6	- 6.5





EC Type Approval

Akrapovič exhaust systems that meet EC type approval are designated in this catalog with the  icon.

Notes. (Refer to Model Pages).

When installing Akrapovič aftermarket optional down pipes with sports catalytic converters or without catalytic converters, which are developed for use on closed tracks only, remapping the ECU is mandatory. When installing an Akrapovič aftermarket exhaust system that was developed for use on closed tracks, we recommend remapping the ECU in order to prevent potential "check engine light" warning signals.

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