

# BOOST AND A Makeover



There's more power to be made, but we've already shown that we can get over 425HP out of bone-stock Hayabusa engines with turbos.



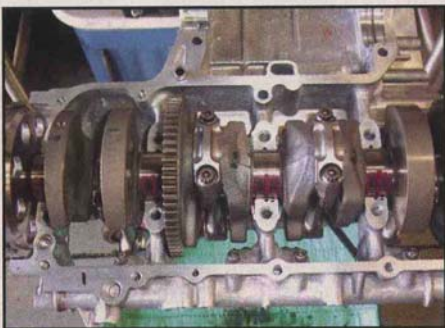
**1** Here's the completed Orient Express prepared transmission, ready to install. If you look closely at the lower of the two gear/shaft assemblies, you will see the square tabs between the gear teeth. These are the engagement 'dogs' that engage one another when the gear is moved to one side or the other by the shifting mechanism (currently, the gear is in neutral). Note that the dog engagement faces have a slight angle cut into them. This angle 'locks' the gear in place under power, for as power is applied, it causes the dogs to draw towards one another.



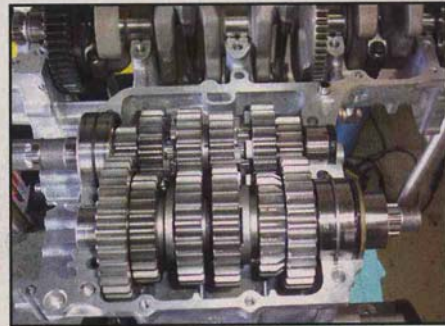
**2** Falcon's Knife rods, a fully prepped Orient Express transmission, and Orient Express heavy-duty head bolts.



**3** Knife rods assembled to the crankshaft with new OEM Suzuki rod bearings. This low-miles crank was in excellent condition, and did not require any journal polishing.



**4** The thoroughly cleaned Orient Express prepared upper case (drilled/tapped for larger head bolts) receives the crankshaft assembly. Note the red assembly lube at the main bearing journals.



**5** In goes the Orient Express prepared transmission. Don't forget to place the split-half retaining rings in the bearing bores. Leaving these out can cause major problems later.



**6** After applying a light coat of Silicone sealer and placing the appropriate oil seals where they belong, the lower case half is installed. It's not as complex as it looks, and a factory service manual will guide you through the details.