

AND A

PROST Takeover

Pics: Hahn Racing

Getting the suspension sorted for big power left a huge decision. Did Bill Hahn choose wisely?

Last month we assembled a durable yet simple Hayabusa turbo engine, and we saw Bill Hahn Jr. of Hahn RaceCraft continue his personal quest for weight loss. Now it's time to start putting things together again, not only with the bike, but with Bill's conditioning too.

A stout turbocharged machine is only as good as the chassis it rides on, and all that power doesn't mean squat if you can't use it. In our case, 'using it' is going to mean more than just blowing off the tire during highway speed burnouts and power wheelies. Nope, this baby's got to be functional, not only to get the numbers Bill craves, but also to keep his newbie ass out of trouble.

As a pioneer builder and tuner in the Pro Street racing category, Bill earned championships by building bikes that got the job done where it counts - serious forward acceleration without stuntbike antics. Like most of you, Bill's coming at this as someone without much riding experience on eight-second real-world streetbikes. Sure, he's built them, and probably watched more of them go down the track than anyone on Earth, but he's going to be throwing his own green leg over this machine, and this bike's got to be manageable if it's going to be enjoyable, safe, and effective.

Front Suspension

As one of the primary objectives in this project is affordability, it was important to spend the money in the right places and maintain as much of the stock chassis as possible.

Starting at the front, Bill decided he wanted nothing to do with 'strapping' or other lesser methods of front end lowering. He described the feel and handling of such mods as "hinky," and nothing he was interested in at 175 MPH. At the recommendation of Orient Express, Bill enlisted the help of Speedwerks. Off came the front wheel, and out came the fork tubes. There's nothing easier than putting those puppies in a box and shipping them to experts like Speedwerks for professional help.

The technicians at Speedwerks consider the travel requirements and intended racing use of the forks, custom-tailoring them for the task at hand. Head wrench, Dave Trotter, modified the dampening, followed by a re-shim of the compression and rebound stacks. The tubes are modified without any cutting of internal parts, and can be easily restored back to stock length and operation if so desired. One tube is then assembled and analyzed for correct oil level and valving behavior. When Dave is satisfied, the other tube is completed in an identical fashion.

With the fork tubes modified, the remaining task for the front end was allowing for different ride heights. We love the look of lowered bikes cruising around, but there's more than looks behind that lowering; getting the bike down low in front tremendously reduces the tendency to wheelie when the big power is applied at the track. ▶



You'll have to take our word and the sticker as proof of the work done inside the gold tubes. The Speedwerks-modified forks allow this 'Busa to be street ridden while also working optimally at the track.