

AND A

BOOST Makeover

Pics: Hahn Racing

Last month we covered the chassis and clutch buildup sections of the bike, and got our first look at the nearly completed result. This time out we are going to journey into the world of turbocharging, with side trips into engine and power management systems.

The basis for our boosted 'Busa's brawn is Hahn Racecraft's standard Hayabusa turbo system. Bill Hahn wanted to keep it simple, avoid expensive exotica, and demonstrate how some of the hundreds of 'Busas that already wear this Hahn RaceCraft turbo system could upgrade economically. It's an off-the-shelf kit, but with some key steroidal-type enhancements.

The turbocharger has been upgraded to Super 20G-H specs. The differences between this spunky unit and the standard Super 16G turbo are a larger 20G compressor and a larger TD06 turbine. This unit is a direct bolt-in replacement for the standard Super 16G.

To allow the wide spectrum of boost levels that a super-boosted 'Busa develops, Bill used a new external wastegate system that replaces the standard equipment internal wastegate. All Hahn turbochargers feature a built-in provision to effectively add this external wastegate system.

While the internal wastegate is dependable and works very well, the external offers more versatility due to its broad selection of available setup combinations.

Bill also deleted the muffler and mid-pipe, opting instead for the lighter and simpler ProStreet tailpipe. While this certainly makes the bike louder, it's still not as loud as a Harley with drag pipes. Continuing with the ProStreet

