

HAYABUSA powered HONDA BEAT

Engine: 2003 Hayabusa (rebuilt Mar14) mounted fwd of axel; 2mm crank; higher 1st gear ratio; reverse cut 2nd gear; external oil cooler; external fuel pump /regulator; Power Commander V Fuel Injector Module, Dynojet AutoTune, Quick Shifter.

Exhaust: Stainless steel; header with ceramic coating inside/outside; 1st gen cans (provides more low end torque than previous Two Brothers sys).

Electrical: External 75amp alternator, belt driven from crankshaft thru billet cover and pulley assembly. Switchable power source between 40amp stator and alternator.

Driveline / Differential: Rage Motorsport inline gear assy mated with a Quaife gearbox assy (gearbox 11R (Fireblade) (GEA1501) rebuilt Dec15. Limited slip. Aluminum casing, gear-oil bath cooled. Available 6 forward gears, 6 reverse gears at driver's shift knob. CV axles are manufactured similar to Porsche 930 design to allow 32^o articulation (rebuilt Dec15).

Suspension: Custom Fox coilovers with reservoir (Nitrogen service) rebuilt Dec15. Front upper crossover bar and front lwr x-brace. Minimal dive and limited roll.

Brakes: 4 wheel discs (OEM) w extra pad sets.

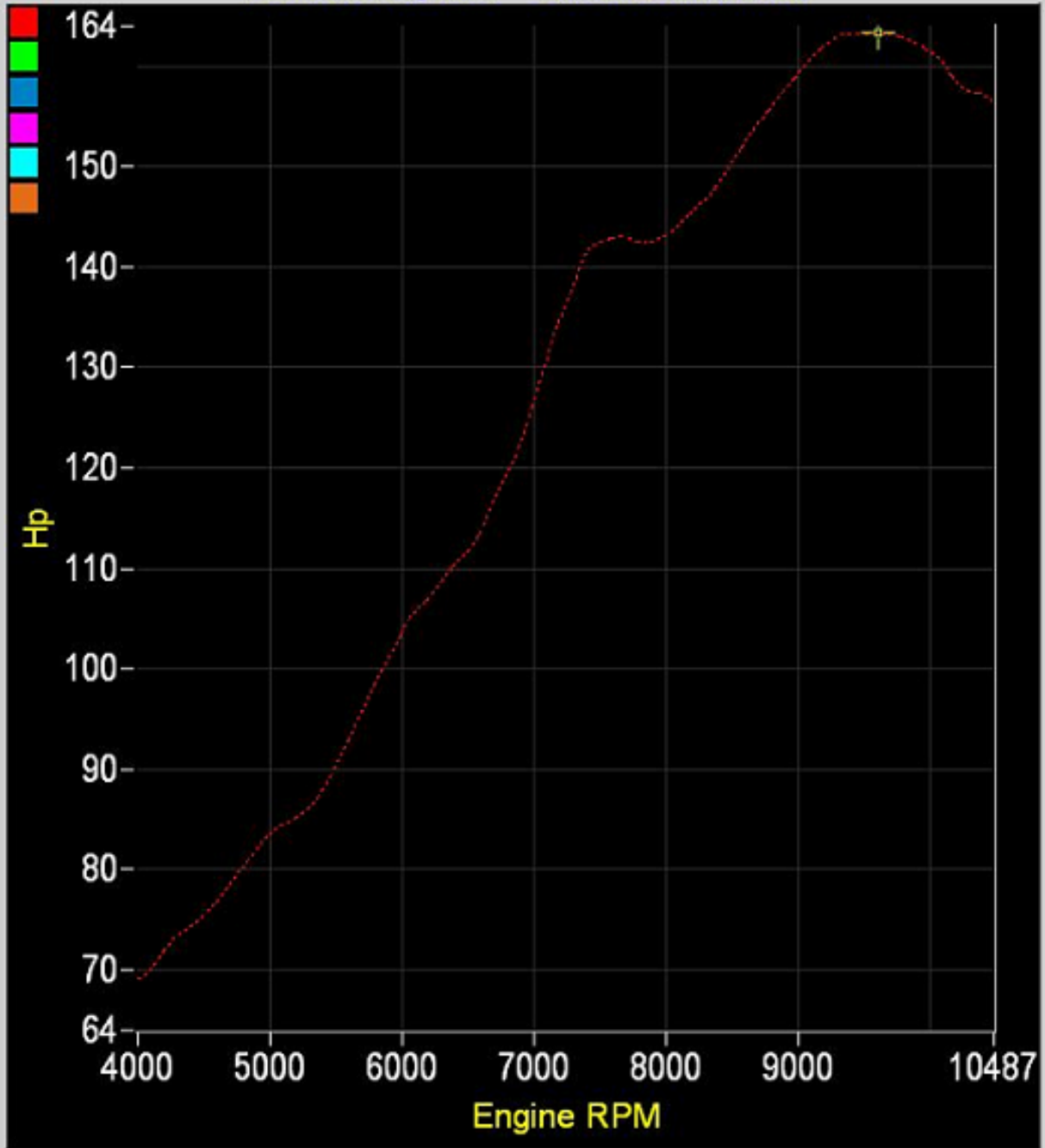
Rims /Tires: 15 x 6.5" Eagle aluminum / 185 x 55 x 15 Yoko S-Drive w 85% tread.

Misc: Air Conditioning compressor powered with alternator described above. Speedo Healer. Instrument cluster from 2003 Hayabusa. Pioneer 400w amp with Kenwood DDX512 receiver and removable sub woofer in passenger floor (stowed in front). Trailer receiver welded in front bay to accept custom 2' tow bar. Isolated lighting sys for towing. Heated seats. Top speed confirmed above 152mph.

Body: All original except glass hood and rockers with ABS front and rear bumpers (BackYard Special); front canards; underbody diverters to direct air to engine compartment. Adjustable automatic air fan cooling sys to lwr engine compartment temperature.

The car was not built for ultimate speed or the track: approx 16xwhp at 1700lbs. Although it is surprisingly quick. However, with the Hayabusa, creating a more robust motor, say 325whp, is quite easy and inexpensive. The chassis structure would require reinforcement. Very dependable from coast to coast. Extra parts are easily sourced.





163.304	74.3	9599	ratio	8.4500
Hp	mph	rpm	tcf	1.00
163.304	74.3	9599	delta	43.978

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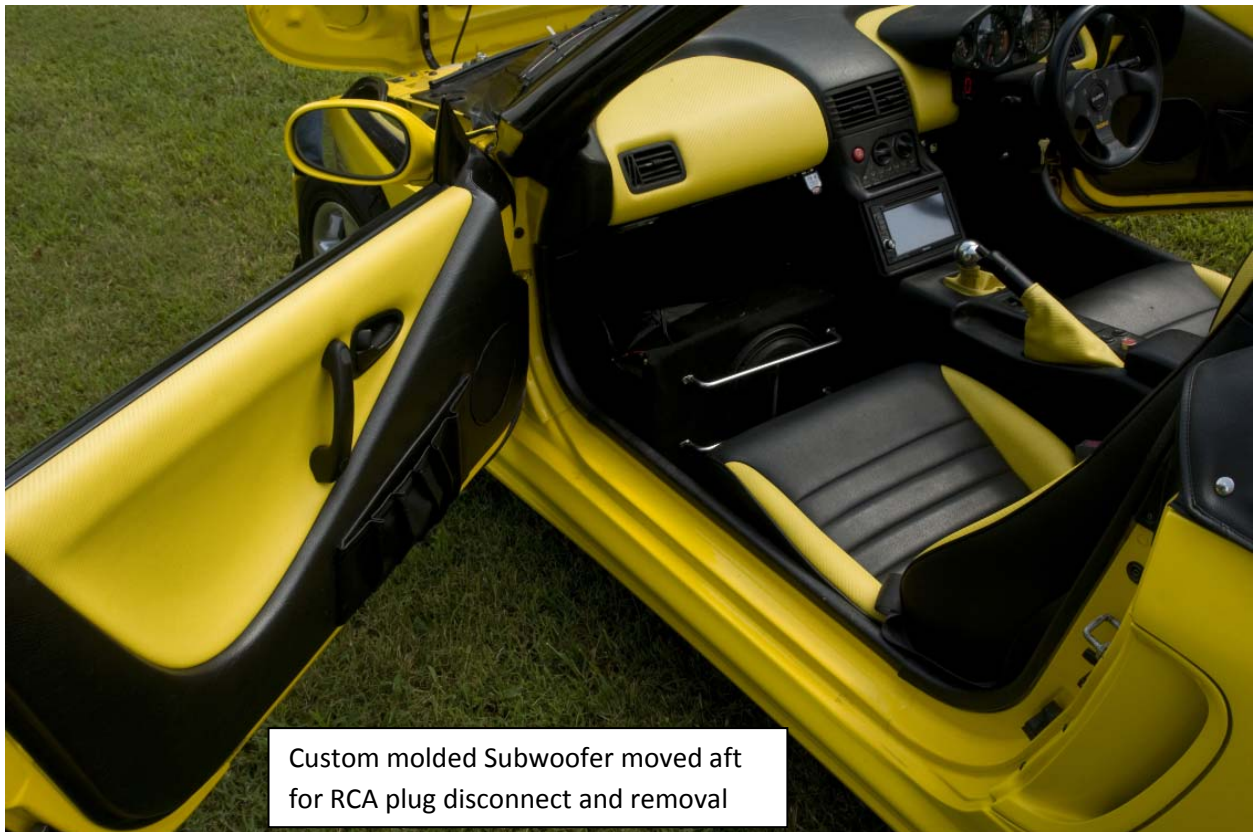
Fwd stow area: radiator, A/C sys, brake sys, clutch sys



Rear view of trunk area



Vinyl top no rips; have extra rear window material sheets



Custom molded Subwoofer moved aft
for RCA plug disconnect and removal



Canard



Key West with removable luggage rack assy

Removable luggage rack assy
Hook straps at fwd and aft lid edges
(secure at 130mph)





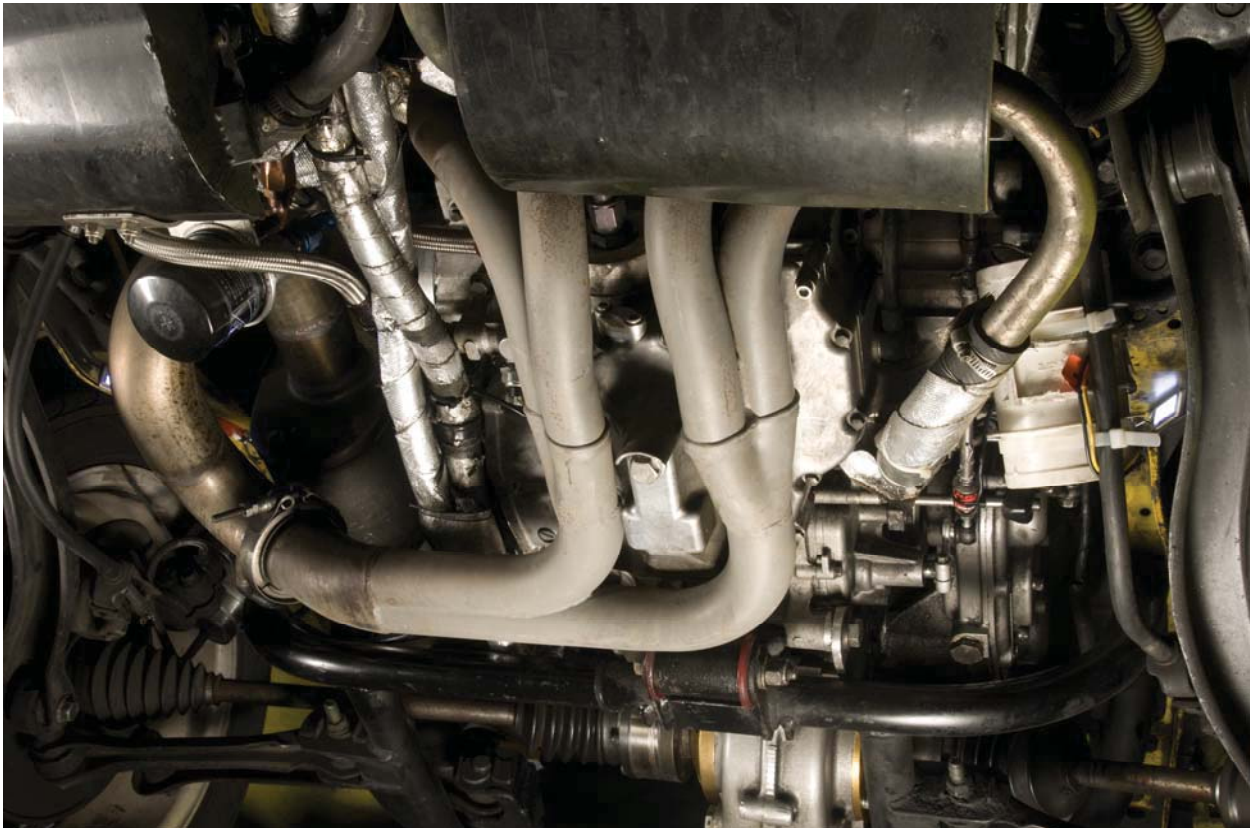
Frt bumper, hood & side skirts from 'Backyard'; Eagle 15" x 7" rims; Yoko 185R x 55 x 15 tires



Hayabusa instrument cluster; gear indicator with ATRE; Kenwood receiver, amp & sound sys; heated seats; Clifford alarm

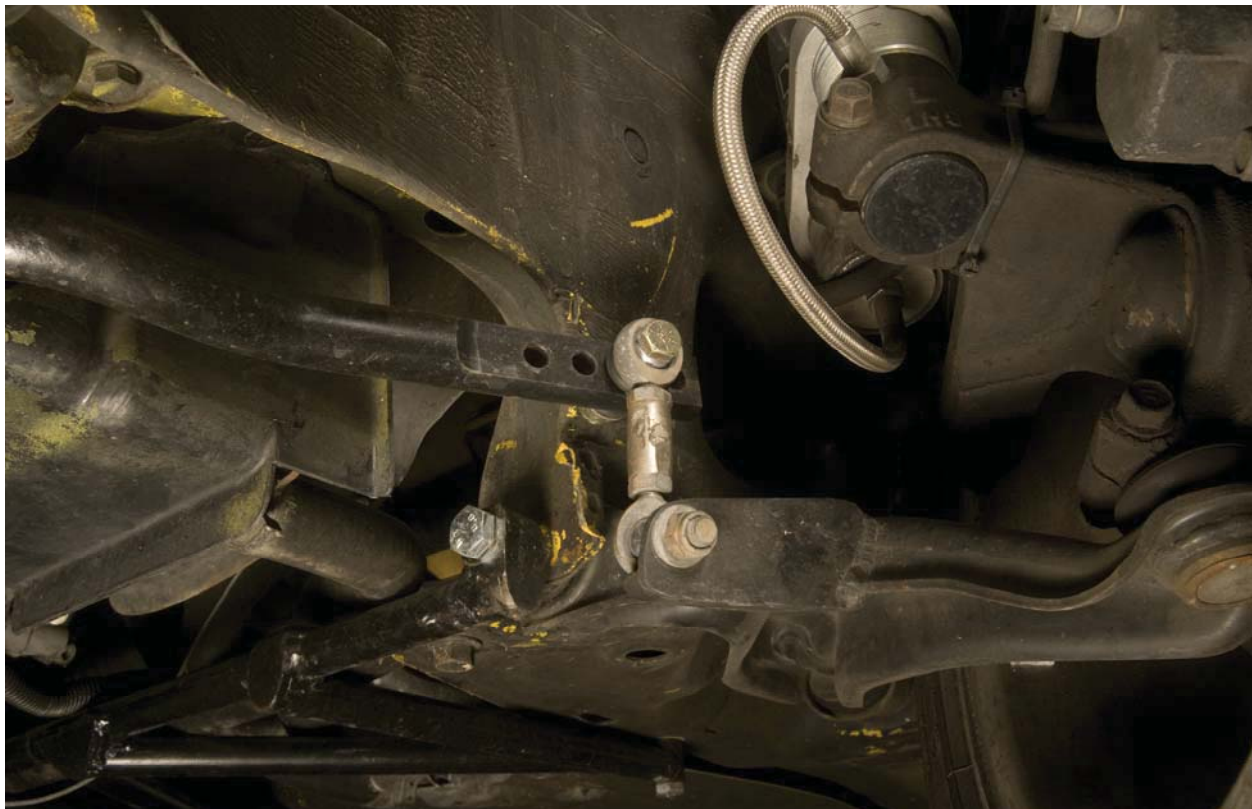


1300 Hayabusa with RageMotorsport drive assy and Quaife Diff w/ reverse & ltd slip; ceramic headers; ext oil sump & cooler; cres exhaust & Two Brothers muffler; JIT accessory drive assy runs alternator and AC pump; power commander ignition and quickshift; aux active and passive cooling sys





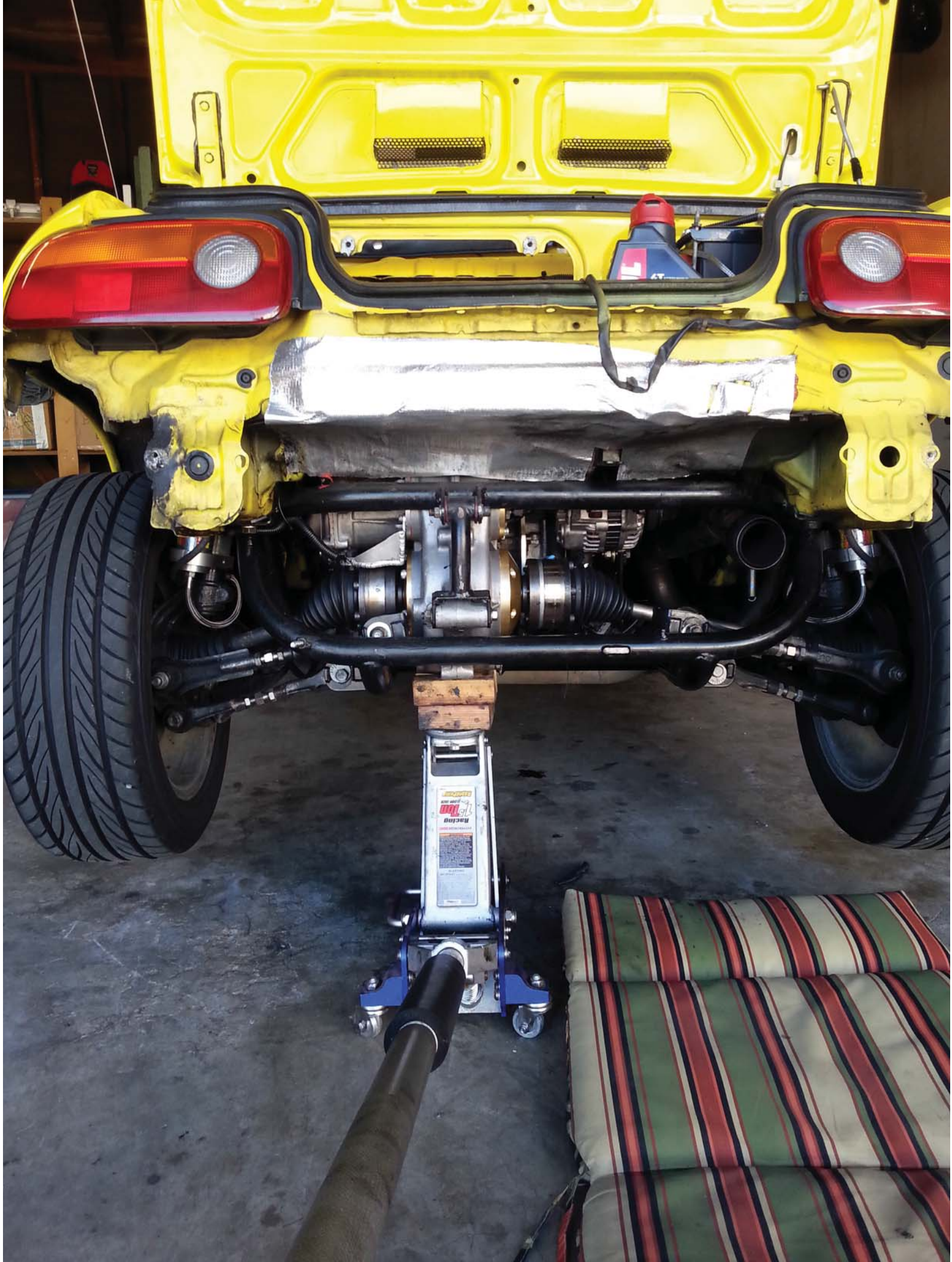
JIT accessory drive assy runs alternator and AC pump; aux oil cooling and filter



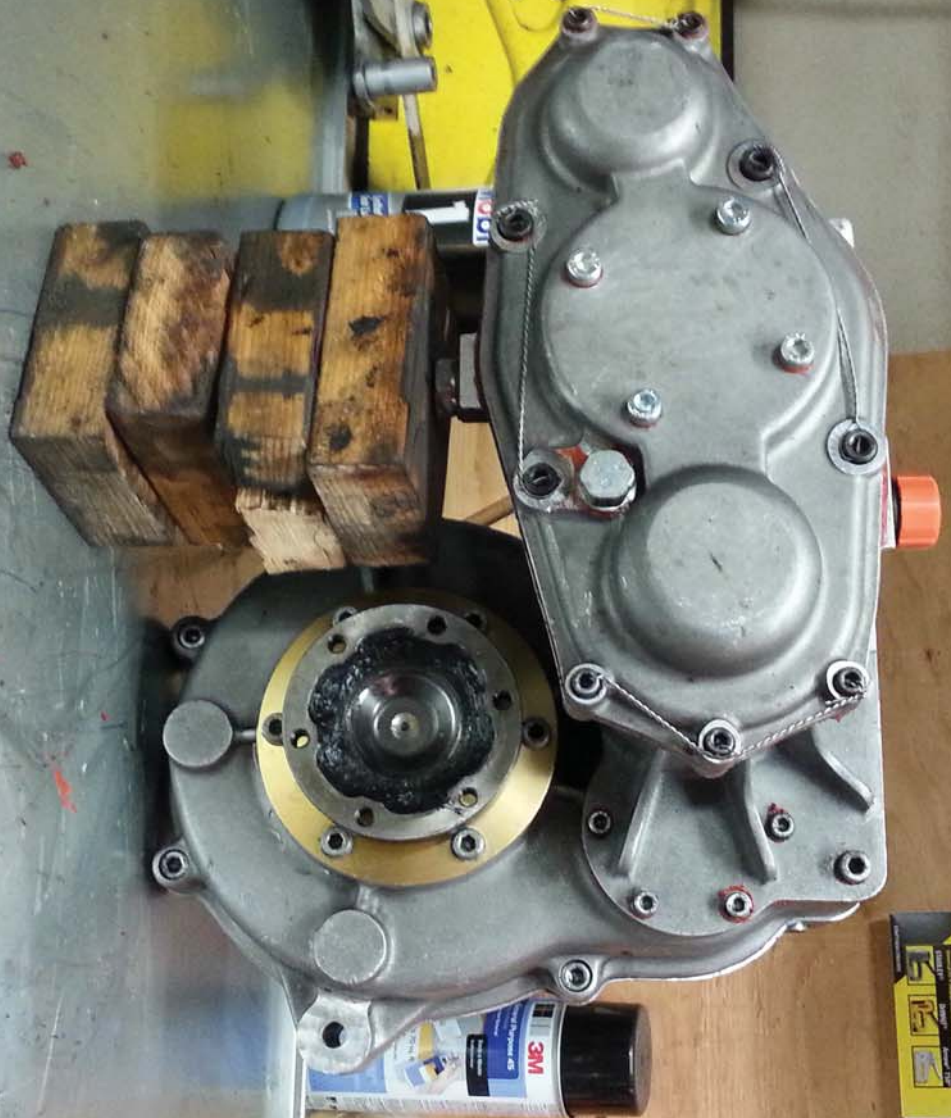
1" frt sway bar; frt lwr brace; fox coilover struts











STANLEY
1,250
HEAVY DUTY
SOCKET

3M
Blue
Adhesive





