

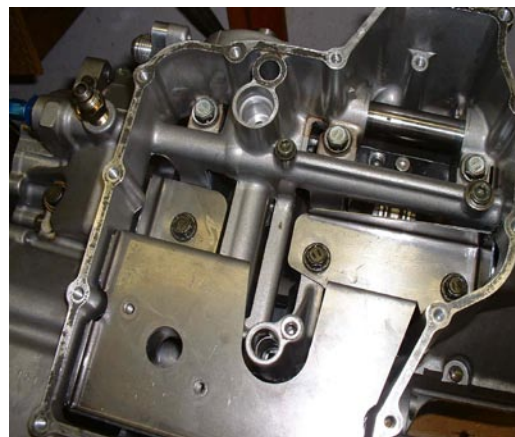
Hayabusa Oil Pan Baffle Installation Notes and Information:

The purpose of this product is to help prevent oil starvation problems caused by G-force loads that move oil away from the pickup in the bottom of the oil pan. There have been many instances of bearing failures in the Hayabusa motors that, upon inspection, shows the cause to be a lack of oil pressure. What happens under hard acceleration is that the oil goes to the back of the pan and ramps up into the transmission gears away from the pickup. Then the oil pump sucks air instead of oil and feeds this air to the bearings. After a few microseconds of air, the bearing begins to overheat and material will start to flake off the bearing surface. In the worst case, the bearing overheats the rod, which loses its heat-treated strength and it breaks under the heavy load causing a catastrophic failure. Evidence of oil starvation can be seen on the bearing surface as a shiny freckled appearance, caused by the flaked material getting smeared back on the surface by the rotating crank.

This two-piece stainless steel baffle system will go a long way toward keeping the oil at the pick up. The main part goes in the bottom of the motor and the smaller part goes behind the clutch over the two large drain holes in the rear of the clutch cavity.

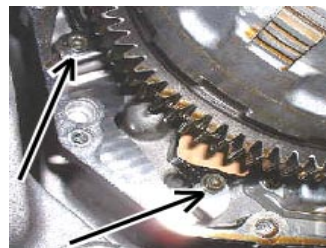
Installation: Main Baffle

1. Remove the body side panels, the radiator and the oil cooler.
2. Remove the exhaust system.
3. Drain the oil.
4. Remove the clutch cover.
5. Remove the oil pan, check for filings or shiny flakes of bearing material.
6. Remove the Oil Strainer Tube and clean the mounting flange surface.
7. Remove the three visible main bearing bolts.
8. Slide the main baffle plate up into the bottom of the motor; some flexing and pushing may be required.
9. Make sure the plate is up against the pickup boss, make sure the o-ring is OK.
10. Put in the main bearing bolts, be sure to oil the threads and underhead of the bolt. Leave it loose for now.
11. Put some gasket compound, Yamabond for instance, on the pickup tube mating surface, a thin smear is good.
12. Clean the Oil Strainer bolts and put some blue Loctite on them.
13. Tighten the Oil Strainer bolts.
14. Torque the mains to the stock setting of 13.0 lb-ft initially, then to 23.0 lb-ft in 5 lb steps, middle bolt first.
15. Torque the Oil Strainer bolts to 7.0 lb-ft.



Installation: Clutch Case Baffle

1. Remove the two 6mm Allen bolts behind the clutch basket, using a ball-end driver is the best way.
2. One on the lower side of the gear position sensor .
3. The other just above the two big holes, just below the case centerline .
4. Slide in the clutch case baffle and put in the top screw, put on some Loctite, but don't tighten yet.
5. Put in the lower screw with some Loctite.
6. Make sure the baffle fits flush on the bolt pads, and then tighten to 7.0 lb-ft.
7. Put the oil pan and clutch cover back on, using new gaskets.
8. Put on a new oil filter while you're at it.
9. Put the exhaust system back on.
10. Put on the radiator and oil cooler.



With the wheels on the ground, we put in oil to the Full line, then add 1 full qt. We have seen no power loss with as much as two extra quarts of oil. A lot of oil collects in the head at high RPM, so a little extra is a good thing.

Put the body work back on, and you are finished. Be sure to watch for oil leaks and/or any signs of incorrect assembly.