

SPORTBIKE STYLE

It's form and function

**PARTS
UNLIMITED**

It's an '08 Hayabusa and it just got the Parts Unlimited custom treatment, courtesy of Roland Sands. That P/U catalog is packed full with everything it takes to make a sportbike a personalized ride. There's plenty of new RSD stuff in there now, too. It's all on this 'busa.



No one leaves a bike stock, ever. That urge to customize isn't limited to just the V-twin crowd, either. Sportbike riders want their machines to stand out just as much as the cruiser guys do. Sure, performance is uppermost with most sportbike riders, but when you can combine that performance with some real personalized style, well, you've got something there. You've also got a huge market, and one that's

mostly untapped. It's not going to stay that way for long.

Borrowing a page or two from the Drag Specialties FatBook, where customs are an everyday thing, the guys at Parts Unlimited just put together a little project machine of their own to explore the limits—and possibilities—of a sportbike custom. And who better to mastermind this re-do than Roland Sands, a crossover supplier in his own right, a guy equally at

home working over a Harley as he is a Hayabusa. Roland Sands Design has lots of custom parts for both ends of the custom world, too; there's now a brand-new RSD line of "Combat" and "Assault" sportbike hardware to go along with the already well-known RSD Harley parts. Turning over this first-ever Parts Unlimited sportbike custom, a brand-new

2008 Hayabusa, to Roland Sands was a natural.

"I've always liked the orange-and-black Hayabusa," Roland says, "the original one. I immediately knew I wanted to build this custom off that paint scheme. I thought some kind of crazy fade would look pretty cool. Kind of a different concept, maybe even a little ghetto." Chris Wood at Airtrix in Santa Barbara ultimately took care of that paint, but not until after Roland had worked over this 'busa pretty well. And



Playing off the original Hayabusa Orange-and-Black paint scheme Roland shaved and trimmed this newest model into a racebike for the street. That's a Vance & Hines Slip-on at the tail. Up front the windscreen is an RSD prototype.

That new lineup of RSD sportbike hardware runs the gamut from Contrast Cut wheels and rotors to parts like this. It's the "Assault" Black Anodized Top Triple Clamp.

Even stock a Hayabusa isn't lacking any go-fast; a Power Commander III was installed to straighten out the tuning and get the most from the big Suzuki. Dynojet's Quick-Shifter is here, too.



Those RSD Contrast-Cut sportbike parts can pull the look together on any bike. Roland used the Billet "Combat" Bar Ends and Contrast-Cut Mirror Block-Off Plates on the Hayabusa.

Here's more of that new RSD look. The Combat Contrast-Cut Crash Sliders coordinate with everything else in the lineup while working to provide some parts-protection when it's needed most.



Chris Wood's eye-catching "Ghetto Chic" paint job takes Suzuki's original colors to the next level. Roland cleaned up the undertail and smoked the taillight for a smooth, racebike look.

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Passenger Pegs are an RSD prototype. The Diamond Powersports Adjustable Rear Lowering Link and Ohlins Rear Shock are in the catalog and available now.



in true sportbike-custom style the changes not only look great and give the big Suzuki a whole new face, they all work just as good as they look.

Of course the bike received the full complement of those RSD sportbike goodies, most already available through Parts Unlimited and some prototypes Roland's working up for possible production. The first big change, and it's a big one, is that wider rear wheel. It's the new RSD 18 x 8.5 Contrast Cut Diesel. It's matched with a 17 x 3.5 version up front. To better show off that wheel Roland removed one of the front rotors and shaved the caliper bracket off the leg lower. Along with those wheels and

brake rotors the bike has lots of the new RSD "Assault" and "Combat" product line and that list includes the Contrast Cut mirror block off plates, bar ends, crash sliders and a black-anodized "Assault" top triple-clamp. The prototype stuff not yet available, but tried on for size here, includes a rear brake disc, a brake torque arm, rider foot pegs, passenger pegs, a lever set and a windscreen. "If guys like it," Roland says, "I'll make it." All that hardware was matched with parts from Trac Dynamics (the wider swingarm), Diamond Powersports (a rear lowering link and kickstand), Vance & Hines (the slip-on), Ohlins and Pirelli. Powertrain

changes were limited to the addition of a Power Commander III, Dynojet's Quick-Shifter and EK Chain's tough 530ZVX 150-Link Gold Chain. The 'busa, after all, is plenty fast as is.

Now, as far as changing the look of things Roland limited that to just cleaning up the underside of the tail and black powder coating all the controls to blend them in with the rest of the bike. "We took out the rear turn signals, did a mesh insert and smoked the taillight, too," he says. "Giving the whole back end a racebike look." Up front the stock turn signals were filled and Roland "shaved off all the bumps and hiccups." To lighten up the look of the front fender and break

up that big, flat surface he cut out the sides and put in triangular mesh inserts. The side fairing panels got that same treatment, more of that racebike look. Little changes, "But I think the right ones," Roland says.

The timing for this couldn't be better. The new riding season is just starting and the custom sportbike market is taking off big time. No one wants to ride a stock bike. As Roland Sands just demonstrated, no one has to. Hop on board here, and do it fast. Sportbike customs are hot. It's a form and function and that's something you can sell.

2008 SUZUKI GSX1300R8 HAYABUSA, CUSTOMIZED BY ROLAND SANDS (RSD)

QUANTITY	PART #	DESCRIPTION	SUG RETAIL
CHASSIS			
	1301-0091	Trac Dynamics Black +6" Big Wheel 240 Swingarm	2,109.95
	OHSU841	Ohlins Rear Shock	1,148.95
	1304-0055	Diamond Powersports Adjustable Rear Lowering Link	64.95
	0510-0045	Diamond Powersports Adjustable Kickstand	259.95
	0302-0118	Pirelli 240/40ZR-18 Diablo Rear Tire	221.95
	1430700	Pirelli 120/70ZR-17 Diablo Front Tire	133.95
	0201-0648	RSD Diesel Contrast-Cut 17" x 3.5" Front Wheel	1,149.95
	0202-0663	RSD Diesel Contrast-Cut 18" x 8.5" Rear Wheel	1,599.95
	0641-0051	RSD Billet Combat Contrast-Cut Mirror Block-Off Plates (pr)	99.95
	0634-0182	RSD Billet Combat Contrast-Cut Bar Ends	99.95
	0505-0661	RSD Combat Contrast-Cut Crash Sliders	149.95
	0408-0241	RSD Black Anodized Assault Top Triple Clamp	319.95
	1901-0121	Moose Racing Square Mesh Airflow Kit	43.95
	1901-0122	Moose Racing Diamond Mesh Airflow Kit	
DRIVELINE			
	1601-0014	Dynojet DQS Quick Shifter	284.95
	1223-0004	EK 530ZVX x 150-Link Gold Chain	233.95
BRAKES			
	1731-0132	RSD Live Fast Black Anodized Brake/Clutch Reservoir Covers (set)	69.95
	1741-1564	Goodridge +6" Platinum Rear Brake Line	
		Goodridge Platinum Front Brake Line	
FUEL/OIL			
	1020-0674	Dynojet Power Commander III USB	349.95
MISC			
		Sportech V-Flow Windscreen	
		Vance & Hines Slip-On Muffler	
		Performance Machine Front & Rear Brake Calipers	
		RSD Contrast-Cut Front Brake Rotor	
		RSD Rear Brake Rotor	
		RSD Contrast-Cut Rear Brake Torque Arm	
		RSD Footpegs	
		RSD Passenger Pegs	
		RSD Lever Set	
PAINT			
Chris Wood @ Airtrix, Santa Barbara, CA			

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A big bike needs a big look and this one has it. That's a Trac Dynamics Black +6 Big Wheel 240 Swingarm and Pirelli's 240/40ZR-18 Diablo rear tire. The combo really fills out the back end. Up front all that's matched with another Pirelli Diablo, a 120/70ZR-17. If enough riders like that slick windscreen Roland says he'll put it in production.



The RSD Diesel Contrast-Cut wheels are a new design. This front one measures 17 x 3.5. To lighten up the look of the front fender Roland cut out the sides and installed mesh panels.



The 'busa's 18 x 8.5 rear Diesel runs with an RSD Rear Brake Rotor and Contrast-Cut Rear Brake Torque Arm. They're both prototypes. The EK 530ZVX x 150-Link Gold Chain is a nice touch, and plenty strong.

