Brock's Performance • 4064 E. Patterson Road • Dayton, OH 45430 • Phone: 937-912-0054 • Fax: 937-912-0062

SUZUKI HAYABUSA (22-24) SUPER STOCK BOX INSTALLATION INSTRUCTIONS

The Brock's Performance Super Stock Box for the Suzuki Hayabusa is an electronic device that disables OEM IMU and ABS functionality. Strictly intended for CLOSED-COURSE RACE TRACK USE ONLY!

SAFETY WARNINGS

This product is intended for closed-course race track use only! Many features are disabled for drag racing purposes ONLY (anti-lock brake system (ABS), lean angle (IMU), power and braking management, lift control, throttle management, and cruise control.)

The excerpt below from the OEM Suzuki Hayabusa manual:

ABOUT THE BRAKES

What is ABS?
ABS is a device that controls braking during riding to prevent the wheels from locking up.

The inertial measurement unit (IMU) provides ABS control according to the gradient of the road surface to control the rear tire from lifting when the front brake is applied strongly.

Braking is performed using the brake lever and brake pedal in the same manner as on a motorcycle without ABS.
ABS controls the brake pressure electronically. This system monitors the rotational speed of the wheels and operates to prevent wheel lock-up by reducing brake pressure when wheel lock-up is detected.

No special braking operation is required, as the ABS operates continuously except at low speeds below 5 mph (8 km/h) and when the battery has run down. The brake lever and brake pedal vibrate gently when the ABS activates to prevent wheel lock-up when the brakes are applied. This is not an abnormality. Continue to apply the brakes.

The braking distance with ABS may be longer than that of a motorcycle without ABS depending on misjudgment, incorrect operation, and road surface and weather conditions. Do not become overly reliant on the ABS.

The ABS may not function properly if the tires are replaced with non-specified tires. To ensure that the ABS functions correctly, use only the specified tires on the front and rear. Refer to "TIRES" on page 3-46.

⚠ WARNING

Failure to use good judgment with ABS can be hazardous. ABS cannot make up for bad road conditions, bad judgement, or improper operation of the brakes.

Remember that ABS will not compensate for poor judgment, incorrect braking techniques, or the need to slow down over bad roads or in poor weather conditions. Use good judgment and do not ride faster than conditions will safely allow.

ANTI-LIFT CONTROL SYSTEM

The anti-lift control system helps to keep the front wheel from significantly lifting during acceleration.
The system calculates the proper throttle opening based on the current motorcycle speed, engine speed, gear position, and other factors to control the throttle opening so that it does not increase more than necessary even if the throttle is operated. This system also minimizes front wheel lift when detected.

NOTE: The anti-lift control system is not capable of controlling front wheel lift under all conditions. Front wheel lift can occur more easily on bad roads, sloped roads, and when the back of the motorcycle is carrying a load.

Mode Setting
The anti-lift control system has 10 levels (LF1 - 10) of selectable control and can also be completely disabled ("OFF"). Lift is less likely the higher the mode number.

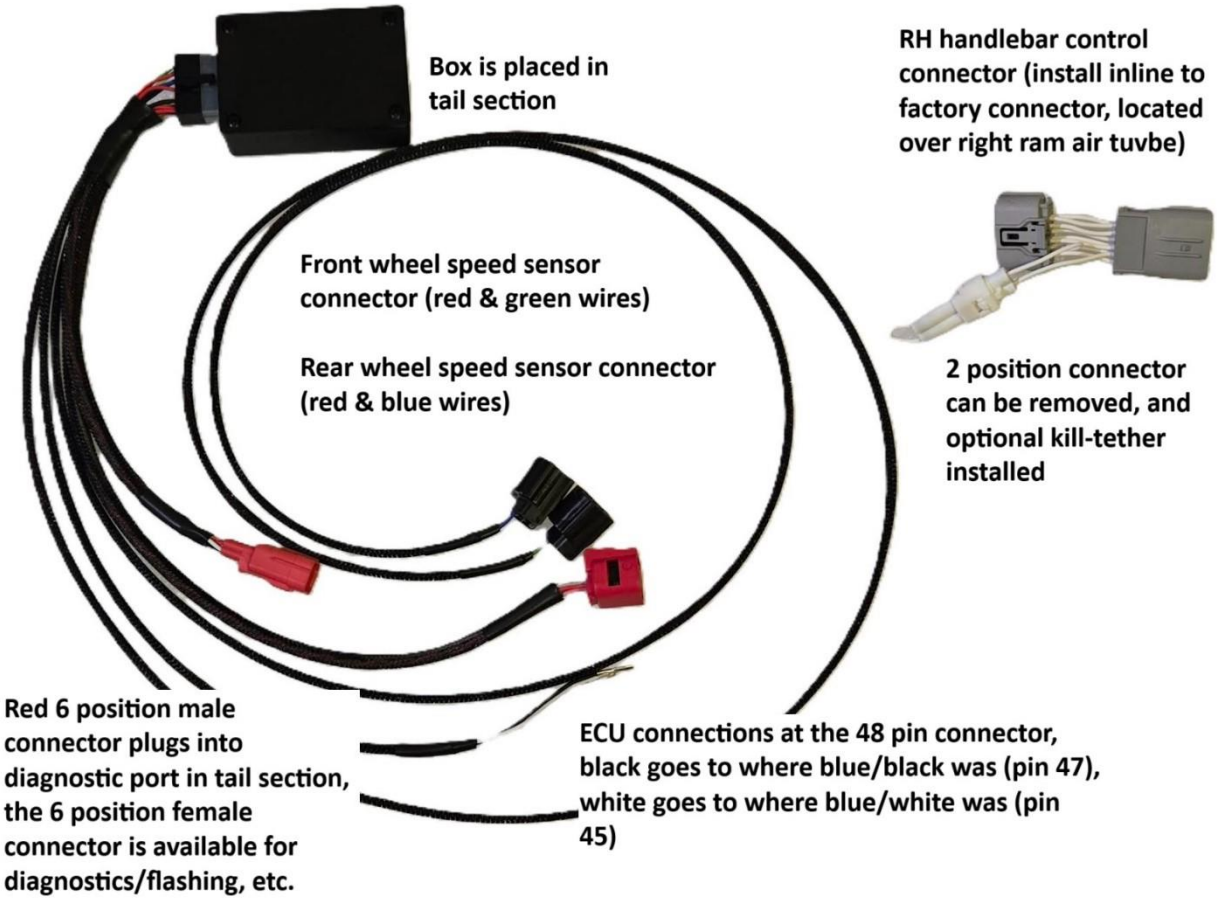
OFF:	Control is disabled.
LF1:	Minimal control
LF10:	Maximum control

NOTE: This system does not activate when the mode is set to OFF or when the master warning indicator or malfunction indicator are on or blinking due to the sensors or system experiencing an abnormality.

⚠ WARNING

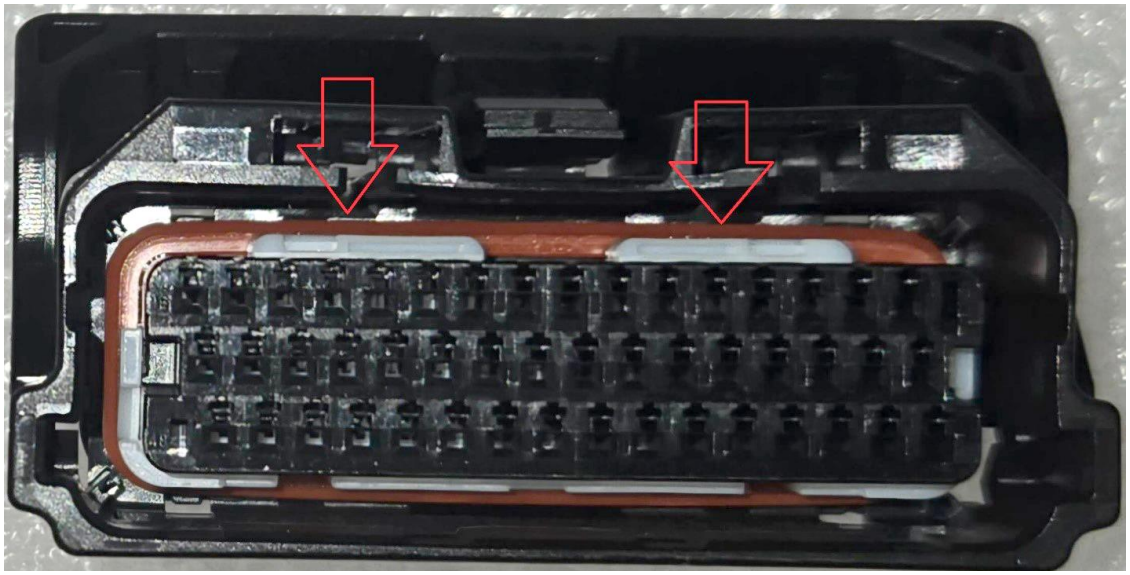
If the settings have been turned OFF, the system does not perform control. Therefore, riding beyond one's ability could result in a crash.

Ride the motorcycle within your capabilities.

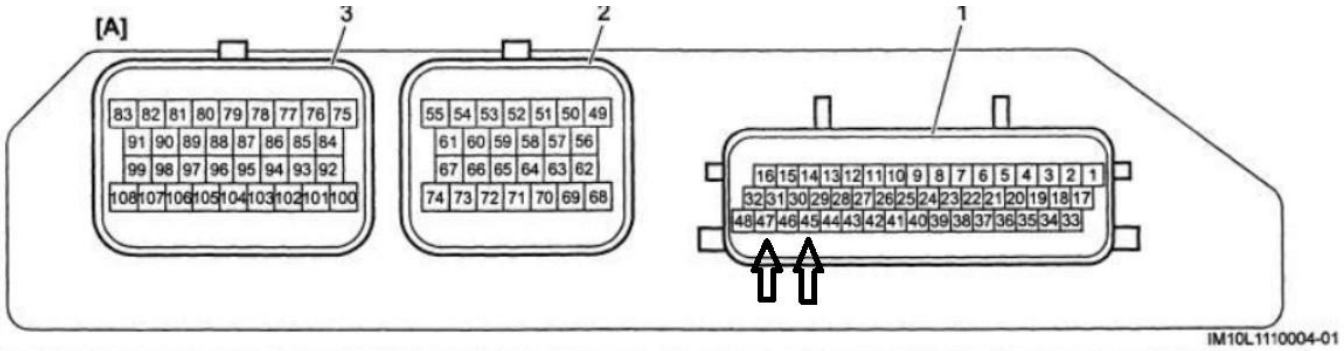


Installation Instructions:

1. Remove front and rear seats (or solo cowl). Disconnect battery cables.
2. Remove left and right panels (to be able to lift the tank) and tank cover.
3. Lift the tank, remove the hump, and disconnect the 48-pin ECU connector.
4. Disconnect front and rear wheel speed connections (the front is located at the upper left corner under the tank, it can be tricky to unplug if the airbox is still installed, but it is possible). The rear is located in the center rear under the tank (short wire from ABS valve to wheel speed connection.)



5. Remove the rear cover from the 48-pin connector. Unlock the 48-pin ECU connector by lightly applying pressure to the white locking tab. Depin #45 (blue/white), paying special attention to the pin orientation, and install the white wire. Depin #47 (blue/black) and install the black wire. Relock the ECU connector by pushing on the white locking tab in the opposite direction from the bottom, making sure all wires are fully seated and lock latches batch normal. Reinstall the rear cover.



[A]: ECM coupler (View [a])	1. Coupler "A"	2. Coupler "B"	3. Coupler "C"

6. Connect longer lead wires (red/green) to the front wheel speed sensor. Connect shorter lead wires (red/blue) to the rear wheel speed sensor connector.
7. Connect the 6-pin male red connector to the diagnostic connector in the tail.
8. Disconnect the ABS valve connector (the customer is responsible for hydraulics de-plumbing).
9. Disconnect the IMU connector (IMU is located on the rear of the tank bracket).

10. Remove the right-side fairing panel, and install the grey 13-pin connector inline to the RH handlebar connector (black 13-pin) located over the right-side ram air tube. The white 2-pin connector should be installed unless you have purchased an optional kill tether which can be installed here. If a kill tether or the jumper bypass plug are not installed, the bike will not start.

11. Reconnect the ECU connector and battery cables. Turn the ignition key on, and the ABS light on the dash should go away shortly after the dash boots up.

12. If the bike is tested on a rear stand, spinning the rear tire should not make the speedometer move, if so, front/rear wheel speed wiring is backward, or harnesses or swapped. Correct and re-test. TC light will go off as it has in the past after the bike is ridden a short distance and speeds from both front and rear are seen by the engine ECU.

13. The lean angle gauge on the dash should show very close to zero lean regardless of the actual lean angle of the bike. The tip-over sensor will no longer be functional.

14. The cruise control enable button will no longer be functional.

Congratulations! Installation is complete.

ALL BROCK'S PERFORMANCE PRODUCTS ARE DESIGNED FOR CLOSED-COURSE RACETRACK USE ONLY!

For more information on Brock's Performance Warranty and Terms and Conditions:
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