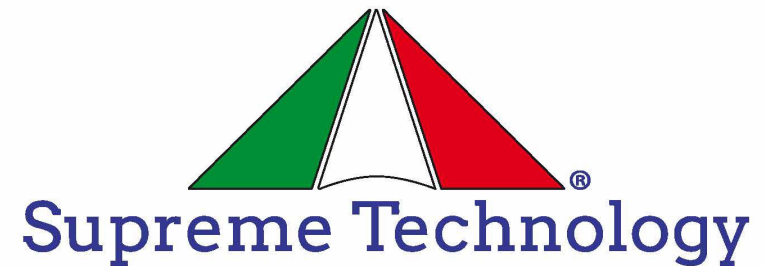


Nicola Bragagnolo
Via G. Zanella, 10
35017 Piombino Dese (PD)
Italy
+39-347-7396960
info@supremetechnology.eu
www.supremetechnology.eu

Note: You can download this document from our website

Copyright : Supreme Technology
Reproduction of this document in whole or in part is prohibited



Thank you for purchasing Oversuspension.

Oversuspension is a revolutionary resonator that introduces a new operating concept into the world of suspensions.

Oversuspension is connected to the swing arm of the rear suspension or to the front fork. Thus it allows to revolutionize the dynamic response of the suspension bringing it to an unprecedented level of functional coherence.

Description:

The device consists of a light alloy tube obtained from a solid material which houses a very dense metal mass with a high specific weight.

This mass is covered with a super finish that allows it to slide inside a bush. On the one hand its movement inside the tube is put in opposition to a spring and on the other it rests on a special polymer that we developed.

A micrometric screw system allows to vary the spring preload and therefore to vary the resonance frequency of the mass.

Operation:

During the use of the vehicle, whatever it is, the suspensions are constantly stressed by the unevenness of the ground and by the change of the trajectory of the tire. Normally it is thought that these stresses are completely managed by the suspension, in truth this happens only partially because the suspension calibration is static and does not change over time while the stresses vary over time and in their intensity.

Oversuspension takes care of managing both the stresses that the suspension receives and the elastic rebound of the tire, which, when out of phase with respect to the trajectory of the suspension, generates anomalous forces that affect the suspension.

Furthermore, the device also deals with attenuating the oscillatory frequencies generated by the ABS intervention and the Traction Control.

Assembly:

Assembly must generally be carried out at a specialist workshop and is mounted on the right side of the rear swingarm, except in cases where motorcycles are equipped with a single arm.

It is necessary to remove the original chain tensioner and fit the Oversuspension support, then connect the support clamp with the inserted resonator respecting the tightening torques of the respective bolts.



Calibration:

Performing the calibration is very simple:

1. Turn the red ring towards the **(sign +)** until it reaches the stroke end, in this way the spring that contrasts the mass will have the minimum calculated preload and the mass will resonate to a greater amplitude and a lower frequency.
2. Use the vehicle and try to pay attention to the sensation that you feel regarding the swinging of the rear swingarm in rough terrain, entry into corners, sharp braking and travel of the bent curve.
3. Turning the red knob towards the **(sign -)** you will notice that the sensations that were perceived before will vary and will be more or less intense. Then rotate to the position where you will notice less oscillation of the rear and you will have a more direct feeling with the suspension.