

# PRODUCT NEWS



13/01/2015

## RACING



## TTX GP 2015

Straight from the champions – the new TTX GP is Öhlins latest range of shock absorbers for hypersport bikes. Based on the highly regarded TTX technology it has been developed from Öhlins' vast experience in MotoGP and World SBK.

Compared with the previous TTX36 MkII, the compression and rebound adjustments have been improved even further with a new adjustment needle, providing better guidance and improved flow characteristics. The function of the damper is more consistent with less variation and the adjusters work in a more precise manner. A new main piston completes the package, designed to improve traction and rider control. The weight has also been reduced.

The benefits of these improvements are a much improved chassis feedback as well as an enhanced performance. The new upgrades for 2015 have also improved bump absorption, traction and rider feeling ultimately meaning increased control and comfort. The adjustment range is also wider and thanks to the new adjustment needle the variation in behavior from one shock absorber to another is further reduced – a proof of Öhlins' commitment to precision. The TTX GP continues on the TTX36 path, sharing and improving on the benefits of one of the best shock absorbers in the world.

TTX GP will be available for most major bikes used in national racing as well as the new street bike models.



## FEATURES

- > TTX - twin tube technology. No cavitation risk
- > New solid piston with new piston band
- > Rebound and compression adjustment straight from MotoGP
- > Adjustment needles with improved flow characteristics
- > Wider and more precise adjustment range
- > Adjustment possible by hand or with hexagon tool
- > Completely separated functions for rebound and compression damping
- > Full setting library available
- > Ride height adjustment
- > Spring preload adjustment
- > Global service capability through the Öhlins global network

## 2015 UPDATES INCLUDES

- New check valve - New springs and tuning
- New valves - New surface treatment
- New piston - Asymmetric piston with compression and rebound side.
- New shaft - New shaft with improved surface (reduced friction) for 10mm ID piston.
- New seal assy - New lip seal for improved durability

