

Bipernews

Quarterly Newsletter

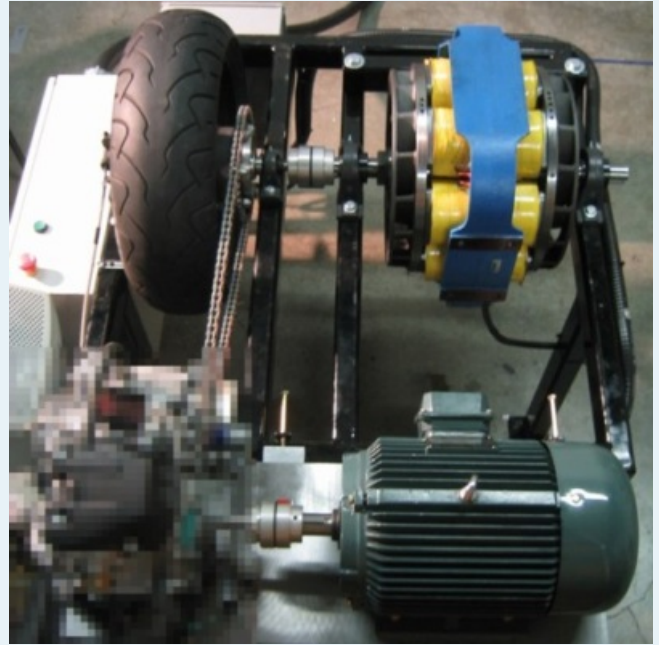
Apr, May, Jun 2008

Biperformance Commissions Engine Dyno

Biperformance has developed a one-of-a-kind engine dynamometer. Designed and built in-house this "dyno" features a variable speed electric motor, chain drive, cush drive, and electric brake. The test stand is the latest tool being used in the development of the company's semi-automatic transmission system – ShiftFX.

Motorcycle engines are driven by an electric motor coupled directly to the crankshaft. Using advanced controls, the engine's behaviour can be totally simulated without burning a drop of fuel.

Standing next to the engine dyno is an experience all its own. Even without combustion the engine (essentially an air pump) produces an impressive amount of noise and heat. Computer controlled electric braking means the engine can be loaded to simulate different terrain. Testing gear changes during uphill climbs, off-road bumps, and everything in-between can be done without leaving the shop. Born from the desire to constantly improve, this machine keeps Biperformance on the leading edge of motorcycle transmission control.



In Control



ShiftFX kits are now shipping with a newly revised button panel. Four years of testing and rider feedback have resulted in a new design that places the upshift (green) button above the downshift (red) button. The "find neutral" button now sits above the handlebar. This intuitive layout helps riders new to ShiftFX quickly adapt to shifting on the handlebar.

The new design features a billet aluminum handlebar clamp and heavier gauge stainless steel. Lighter and stronger the design allows for 3-axis positioning to custom fit to a riders hand. A smaller profile helps riders maintain better grip on the handlebar during shifting. ShiftFX - more control than ever before.