Handling Problems and possible solutions

Suspension Parameter > Handling Problem	Front Preload	Front Rebound	Front Compression	Rear Preload	Rear Rebound	Rear Compression	Ride height/ Geometry	Notes
Long, fast corners: Bike runs wide (understeered) Bike sits up	Decrease	Increase	Decrease	Increase	Decrease	Increase	Lower front/ Raise rear	Front end rides high through the corner (Multiple possible causes)
Long, fast corners: Bike runs narrow (oversteered) Bike falls down	Increase	Decrease	Increase	Decrease	Increase	Decrease	Raise front/ lower rear	Front end rides low through the corner (Multiple possible causes)
Short, slow corners: Bike falls down to the inside (oversteered)	Decrease	Increase	Decrease	Increase	Decrease	Increase	Lower front/ Raise rear	Front end rides high through the corner (Multiple possible causes)
Short, slow corners: Bike Sits up while turning (understeered)	Increase	Decrease	Increase	Decrease	Increase	Decrease	Raise front/ Lower rear	Front end rides low through the corner (Multiple possible causes)
Front dives too fast when breaking hard, doesn't bottom out			Increase					Bike usually also oversteers in fast corners; steers into corners easily (falls in)
Front shoots up too fast after breaking, turning into corners is difficult		Increase						Bike usually also understeers in fast corners
Rear squats fast under acceleration				2 Slightly Increase		1 Increase		Bike usually understeers when accelerating out of long corners
Rear wheel loses road contact (traction) under hard braking	3 Increase		2 Increase	4 Decrease	1 Increase			It feels like the rear pivots around the front wheel; a lot of dive during braking
Tank slapping/ front end shakes at high speeds and fast acceleration (wobble)		2 Decrease			3 Increase	1 Increase	4 Lower front/ raise rear	Loss of front tire traction; A steering damper can reduce the unstable feel
Wallowing/ weave in mid corner (long fast corners)		2 Increase	4 Increase		1 Increase	3 Increase		A steering damper can reduce the unstable feel
Over a series of bumps or ripples the bike packs down, there is no more travel to absorb bumps		If the front packs down, decrease (oversteered in fast corners)			If the rear packs down, decrease (understeered in fast corners)			There is too much damping for the suspension to return fast enough to normal ride height; Ride is harsh
Bike feels too harsh over bumps, suspension feels "locked up" over bumps; the bumps are felt directly through the frame			If the front is harsh, decrease			If the rear is harsh, decrease		Harshness is felt when the bike kicks up or skips over bumps. Locked uup and harsh feel can also be caused by packing down!

The numbers resemble the likeliness of the solution (1 is most likely)

Ride height/ geometry is adjusted with: ride height adjuster on shock, link plate dimensions and fork distance from the top of the tubes to the fork clamp, not the spring preload

This only indicates the most common problems with the most likely solutions. Many handling problems are complicated; please contact Hyperpro if your problem is not on the chart above