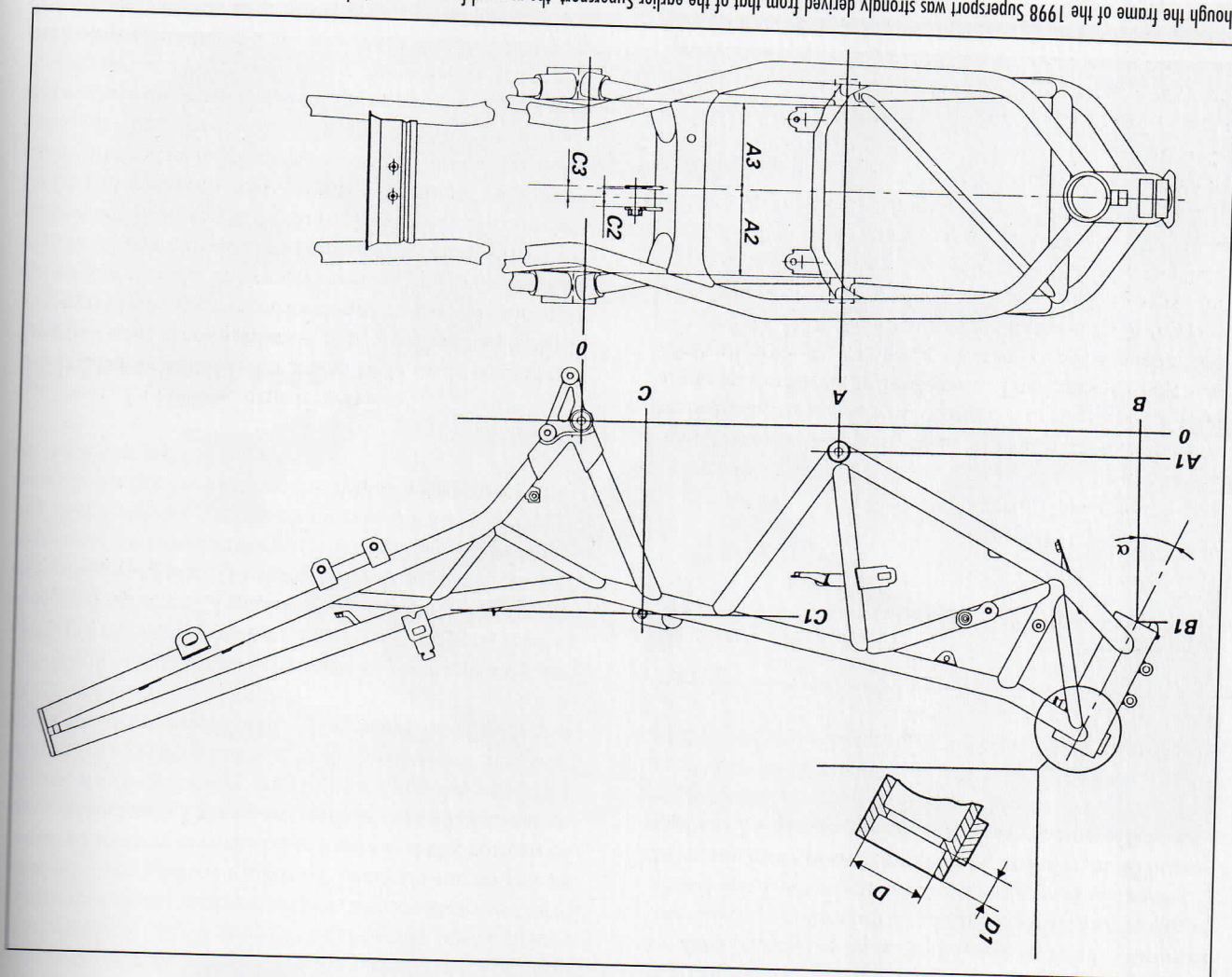
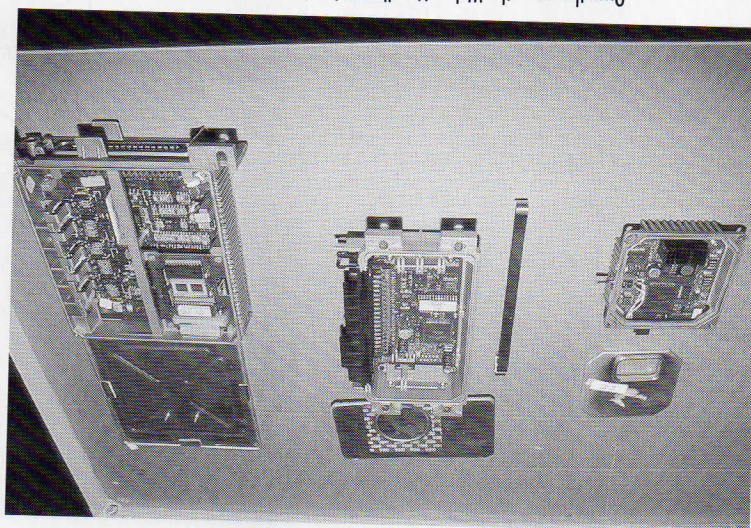


Though the frame of the 1998 Supersport was strongly derived from that of the earlier Supersport, the rear subframe was entirely new.



Over the years the Weber-Marelli CPU has become much smaller. Here are three generations. On the left is the 1.5 of the 1998 900 Supersport, in the center the 1.6 of the ST2, and on the right the P7 of the 907 IE. *Fallon*



engine changes for 1998 were new cylinders (Tecnol), pistons (Asso), and piston rings (NPR) in place of the previous Mondial items. The redesigned cylinders incorporated the oil return internally, making external oil lines unnecessary. The 31/62-tooth primary drive became the 32/59 (1.84:1) of the ST2 (also shared with the 900 SS FE), though the final drive gearing was more realistic with 15- and 40-tooth sprockets along with the usual DID 520 VL 4 chain (102 links). The clutch was unchanged, still being the 19020013A set of plates. This consisted of two driven plates 2 millimeters thick, one 3-millimeter driving plate, one 1.5-millimeter convex plate, then six 2-millimeter drive plates alternated with six 3-millimeter driving plates. Though the basic exhaust system was carried over, the new Supersport received much larger, and quieter, mufflers. While the new 900 Supersport didn't make significantly more horsepower than before, the engine started immediately and idled and ran from cold perfectly. All the cold-