

# RACE TECH

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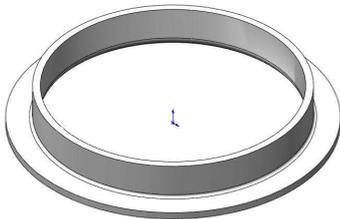
## RT HI-PERFORMANCE SHOCK SPRINGS

<IP SRSP.doc> SRSP series P Thede © 4-7-13

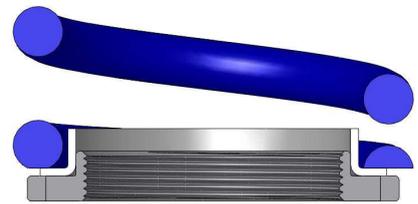
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**Thank you for purchasing a RT Hi-Performance Spring. This spring is made from the highest "suspension quality" chrome silicon wire, shot-peened, heat-treated and powder-coated with precision rate tolerances. It is the finest made.**

Standard production tolerances for the industry are +/- 5%. In other words a spring marked 5.0 could range from 4.75 all the way to 5.25. A spring marked 5.2 could be 4.94 to a 5.46. As you can see, the rates overlap! Race Tech's Precision Spring Tolerances are the tightest in the industry! **Race Tech - When you're serious about suspension.**



**Note: if there is a spring sizing bushing included, it may or may not be required. Check if the spring is too loose on the stock preload collar or spring retainer. If it is needed, install the bushing into the appropriate end of the spring. (The bushing does not replace any existing collar.)**



**RECOMMENDED PRELOAD** – preload is the distance the spring is compressed from its full length when installed. See the **DVS Valving Search** at [racetech.com](http://racetech.com) for recommendations.

### MEASURING STATIC (RACE) SAG

- 1 Static Sag is the amount the bike settles from fully extended, with the rider on board. Put the bike on a stand. Measure the distance from the axle vertically to some point on the chassis. Make a mark if you need to. This distance is L1.
- 2 Take the bike off the stand, put the rider on board, standing on the pegs for dirt, regular riding position for pavement. Have the rider hold onto something for balance, push down on the rear end and let it extend **very slowly**. The key word here is **slowly!** Where it stops, measure the distance between the axle and the mark on the chassis. **Do not bounce**. This is L2. (If there were no drag in the linkage the bike would come up a little further.)
- 3 Next lift up on the rear end and let it drop **very slowly**. Where it stops measure again. **Do not bounce**. This is L3. The reason L2 and L3 are different is due to stiction or drag in the linkage. (If there were no drag in the linkage the bike would drop a little further.)
- 4 Half way between L2 and L3 is where it would stop with no drag or stiction. Therefore L2 and L3 must be averaged and subtracted from L1 to calculate true Static Sag.

$$\text{Static Sag} = L1 - (L2 + L3)/2$$

- 5 To adjust Static Race Sag tighten or loosen the adjusting collars. If you have too much Sag you need more preload, too little Sag you need less preload.

**NOTE: This process is simplified by using a Sag Master (TSSM 01). Read Sag directly. No subtracting.**

### REAR SAG GENERAL GUIDELINES

- Dirt bikes, typical Static Sag is 30 to 33% of the total travel.
  - Full size dirt bikes - 95 to 110mm
  - 80cc mini's - 85 to 105mm
  - 50-65cc minis - 55 to 75mm
- Street bikes - 30 to 40mm
- Road Race bikes - 25 to 35mm

However, there is no magic Sag number. If you like how the bike works with slightly more or less Sag than recommended, great! **See the DVS Valving Search for specific recommendations.**

### TNK FORK TUBES

RT stocks the entire line of TNK high quality replacement fork tubes.

See [racetech.com](http://racetech.com) or call Race Tech for applications.

