

RACETECH

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SWINGARM GEOMETRY for G3-S CUSTOM SHOCKS

<SwingarmGeometry.doc> R Brown © 9.2.15

Name _____ Date _____

Address _____

City _____ St _____ Zip _____ Country _____

Phone _____ Email _____

Year _____ Make _____ Model _____

Bike Weight _____ lbs / kg Front Weight (w/ rider on board) _____ lbs / kg Rear Weight (w/ rider on board) _____ lbs / kg

Rider Weight (without gear) _____ Type of Riding _____ Skill Level _____ Age _____

Special Notes _____

Reservoir Type: Piggyback / Remote / None

Rebound Adjuster? Y / N

Ride Height Adjuster? Y / N

Geometry - All measurements in millimeters please

A _____ Swingarm Pivot to Ground (bike level)

B _____ Rear Axle to Ground (bike level)

C _____ Swingarm Pivot to Upper Shock Mount

D _____ Swingarm Pivot to Lower Shock Mount

E _____ Extended Shock Length (fully extended)

F _____ Swingarm Length (pivot to axle in middle position)

G _____ Lower Shock Mount to Swingarm Centerline
(perpendicular to swingarm axis)

H _____ Collapsed Shock Length (fully collapsed, no bumper
- must have tire to fender/frame clearance)

I _____ Upper Eyelet Bolt Diameter

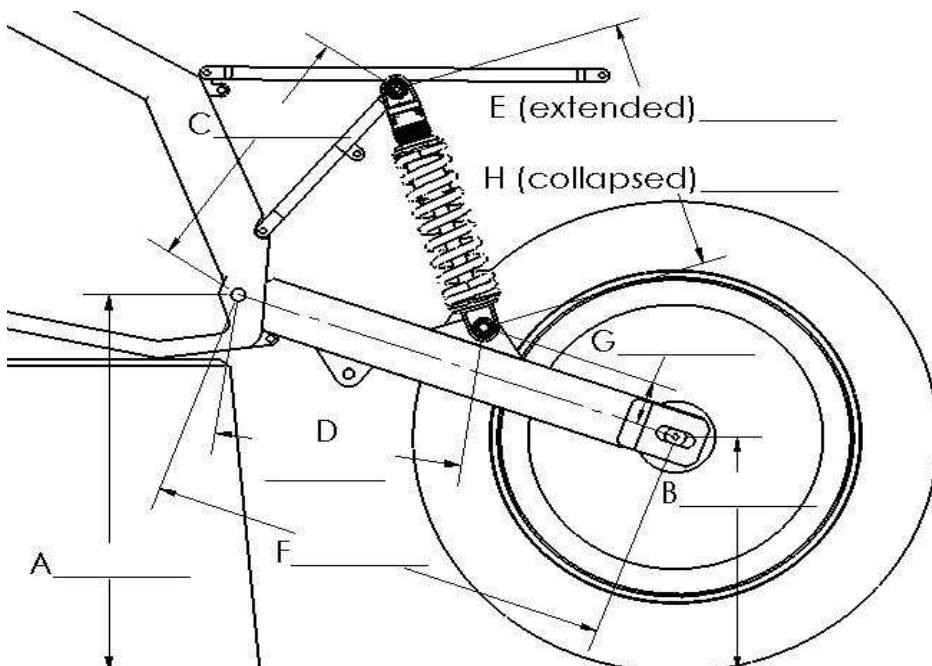
J _____ Upper Eyelet Width

K _____ Lower Eyelet Bolt Diameter

Lower Mounting Type: Eyelet or Clevis (please circle)

L _____ Lower Eyelet/Clevis Width

M _____ Maximum Wheel Travel Allowed



Other things to consider:

Chain and chain guide clearance.

G3-S Shocks are often larger in diameter than the stock units. The body end goes up and the spring and shaft go down (as shown). This can cause clearance issues with the chain, swingarm, frame and exhaust pipe. The shock may need to be spaced outward or offset.

Tire to fender clearance is critical.

There MUST always be clearance between the tire and fender at the fully collapsed point. We recommend at least 13mm (1/2") clearance minimum as swingarms and frames flex. Tire diameters can also be different depending on the manufacturer. If the tire hits the fender STOP, do not pass go, give us a call and we will provide spacers to limit the travel.