

New Suspension!



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I am very lucky to have great friends that have helped me with my foray into the dirt biking world. One of these guys is BC Old Timer Club President, Don Tocher. Don has been around for a long time and at age 62 continues to race and rip it up on the International Old Timer Circuit. Don has encouraged...no told me to dive into re-greasing my linkage and other projects that I have never done before. The result though is that I have learned how my bike works and in the process I have seen first hand how to make everything better.

When Don told me that my rear suspension was hardly moving I was very concerned. I knew that my suspension felt stiff but I just got use to it and really, like most riders out there, just put up with it. After all I am no pro, so what's the difference?

If Don heard me talk like that he would roost me good. The reality is that most riders out there are riding bikes that are not properly set up for them. Bikes come from the factory set up for one specific weight and rider type. If you don't match this then you need to dial in your machine. The problem is that most, including me, think that because we spend 7 grand of our hard earned money that the bike should come completely dialed for us. This is not the case nor should we expect it. A good store will do what they can to dial it in as best a possible but unless you spend the extra they just can't afford to stock and change each bike.

So after feeling how all the positive changes Don has made to my bike in the past, I was pumped to spend the money and time to dial in my suspension. Remember your suspension is probably the most important thing you need working properly on your bike. It is what the pros spend all of their time dialing in.

On Don's recommendation I took my bike to Holeshot Racing out in Langley. Wally in sales is a good friend of mine and he hooked me up with Carl the Pro-Tech suspension guru. It was only an overnight stay and I was pumped to get it back and try it out on the McNutt trail system.

Carl actually used softer springs in the front and a rear spring 4 levels softer than what came stock for my 140 pounds. He revalved everything and dialed it in so it would be perfect for the trails, which I mostly ride but also so I could dial in the clickers to make it stiff enough for the track, which I occasionally try. After he set the sag I was off to try it out.

Holy Crap!!! Let me just say this, it is actually impossible to say in words the difference it made to my riding and feel as I ripped down the trail. I could now feel the suspension working below me and I could just rip over anything. Big and little bumps were sucked up easily and hard hits on deep roots and rocks felt easier as the bike just cruised over these objects. The bonus was that I could ride harder, faster and longer with the same energy.

I have now put three trail rides and one session at the track on my Pro-Tech suspension and every time out it feels better and better. The truth is that this suspension probably helps someone like an intermediate rider like myself over a pro.

If you like moto, then you have no doubt spent a lot of money on the sport. However don't forget that spending money in the right areas like suspension set up far outweighs spending money on a sticker package or after market muffler. Do some enquiring of your own and find out the things that will make your rides more enjoyable...I know I have!