SAG SETUP INFO

Manufacturers suspension settings have to cater for all riders, abilities and countries. Setting it to YOUR ability and weight will transform the bike. If you only use the bike on track its a good idea to change the front springs to your weight and install linier springs so the spring rate through its range is constant. Most road bikes have progressive springs so the rate varies through the stroke.

Before starting, its a good idea to record your current settings.

TOOLS REQUIRED

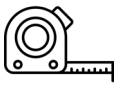

SPANNER


HELPER


RIDING KIT


TEA

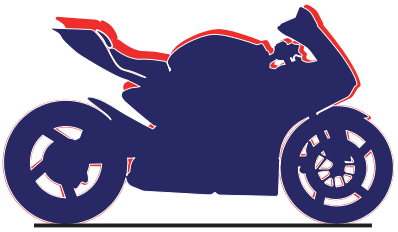

ZIP TIE


TAPE MEASURE


PEN


SCREWDRIVER

ROAD	35-40mm FRONT & REAR
TRACK	25-30mm FRONT & 30-35mm REAR



This procedure is demonstrated using road targets,

START AT THE REAR

For this the bike needs to be upright. Either get your friend to hold the bike upright, or you could place the bike in a front wheel chock. Don't use a front paddock stand.

Find 2 fixed points such as the rear axle bolt on the swing arm, and a decal on the tail section. (You can always put some masking tape on the rear fairing as a reference point if its easier) Note this measurement down in mm's and label it REAR SAG.

Using the same two points but with your friend lifting the tail section up to the top of the suspension stroke. This is just before the rear wheel lifts off the floor. Note this measurement in mm's and label it TOP OUT. It'll probably be about 10mm more than the first measurement. If the difference is only 1-5mm, you need to add some free sag by removing some preload.

For the most accurate setting, get kitted up and sit on the bike. Ideally you want both feet on the pegs with the bike upright. A front chock is the ideally way to achieve this but you could do this next to a wall with both feet on the pegs and keeping the bike vertical by placing a hand on the wall. Get your friend to push down on the tail section once and then let the bike settle. Now take another measurement between the two fixed points and note this down. Label this WITH RIDER SAG.

To work out the current rear sag rate, take the BIKE SAG figure and minus the RIDER SAG figure and note this down. If the result is 35-40mm you're in the right range. If you get less than 35mm, remove some preload, if its over 40mm, add preload.

MOVING TO THE FRONT

To measure front sag, keep the rider on the vertical bike and get your friend to pull down on the bars once until the bike settles.

Now get them to measure two fixed points, normally the fork leg dust seal and either the axle casting or the axle bolt. Note this measurement and label this WITH RIDER.

Now measure the TOP OUT figure. Without a rider on-board, lift the bars to fully extend the forks just before the front wheel leaves the front, and note this measurement TOP OUT.

Now minus the WITH RIDER figure from the TOP OUT figure. If the result is 35-40mm you're in the right range. For less than 35mm, remove some preload, if its over 40mm, add preload.

FINAL TWEAKS

Once your happy with the above, the next job is to set the rebound. This is how quickly the bike returns after hitting a bump, or when on track, you release the front brake lever whilst under heavy braking.

Starting with the rear, push down firmly on the riders seat (with the bike vertical) and then let the bike instantly spring back. This might take a few goes until your happy that the process of pushing down doesn't affect the return speed. You want the bike to return quickly, smoothly and stop, not go up and down again. Generally if the bike returns in one movement in under 1 second, you're in the correct range. If the reaction time is too quick, remove rebound, if its too slow, add it.

To test the front forks, hold the front brake on and in one movement pull up on the bars and then push down. Again this might take a few goes so your sure you aren't affecting the return. If rate is the same as the rear you're in the correct range. If not, add or remove rebound as necessary.

Finally, rest the bike against you and place one hand on the seat, and one on the bars. In one movement, push down and let the bike return. You want the bike to return at the same rate front and rear whilst keeping the bike flat.

For the track, the return will be at an angle but still in one motion - lower at the front, higher at the rear.

You can fit the zip-tie around the fork leg after completing all the steps to check that you aren't bottoming out the forks.

	FRONT		REAR	
	1st GO	2nd GO	1st GO	2nd GO
BIKE SAG (BS)				
TOP OUT				
RIDER SAG (RS)				
BS - RS				

USE MM's FOR ACCURACY

FOR MORE GUIDES ON SUSPENSION SETTINGS, GEARING, RIDE HEIGHT, BRAKES, TYRE PRESSURES & MUCH MORE, SCAN THE QR CODE!

THIS SETUP GUIDE IS USED AT YOUR OWN RISK! GARAGE BIKE BUILDZ LTD ACCEPTS NO RESPONSIBILITY FOR ANY DAMAGES CAUSED. MAKE SURE YOU UNDERSTAND THE PROCESS BEFORE MAKING CHANGES

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