



THE SUSPENSION SPECIALIST

Professional Service and Suspension Set Up • After Market Sales • Mobile Service Van
Proven Results 2009/2010: Hayward Suspension Bikes have brought home 12 National Championships
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GET READY TO ROCK

Suspension for riding rocks is a very vague subject in this country. With the Roof around the corner I thought I would give you some information to digest. I personally am a passionate rock rider having completed 10 Roofs, Erzberg and multiple ISDE events. In International events riding rocks always was my strong point over my colleagues as South Africa provides the ultimate rock training terrain.

I. GENERAL ROCK SET UP:

Super soft suspension is a NoNo on rocks. The faster you ride rocks the more damping you need to handle the impacts. Suspension needs to absorb many hits riding over rocks and it must stay active and work as high as possible in the stroke in order to absorb successfully without throwing you off course. The softer you make the suspension the deeper the suspension goes and there it cannot absorb properly due to the high progression of the suspension when working too deep or too low in the stroke.

This is also why **correct springs are vital for rocks.** Springs that are too soft for the rider never keep the bike high enough in the suspension travel and cause big problems over rocks. Springs are also mostly linear in nature and a soft spring stays a soft spring no matter how much you jack the bike up by adding preload. I suggest check the "Race Tech" website as they have a formula to check what springs you need for your weight and riding type.

Make sure the bike is balanced. Springs and damping should match front and rear so the level of the bike stays correct and does not favour a forward or backward tilt. An unbalanced bike cannot track correctly over rocks. This is why changing springs front AND rear is important and the same goes with damping changes. Just doing front or rear is not advisable.

Damping should be Enduro specific and clicks run on standard to avoid unwanted geometry changes. If brave try rebound 3 clicks open from standard to improve reactivity over rocks. MX bikes need valving to handle rocks as they are over damped. If you modify the damping on a MX bike get it done carefully by someone with experience or you may end up with a disaster.

If you are short you can lower the bike a little either by cutting the seat or by internal modifications of fork and shock. Lowering is specialized and involved and seldom done correctly so be careful who attempts it. Lowering properly can be a huge advantage on rocks. Pulling forks through and running too much rear sag is not a solution as the geometry of the bike will change and once again shock will work too deep in the stroke and cause problems. Rather get the bike lowered professionally.

2. ROOF SPECIFICS:

Service Suspension before your last training ride. If on budget service front rather than rear. Change fork bushes (doesn't matter how new they are – change them!) Never use aftermarket fork seals, they are not good friction wise and there is a reason why genuine may cost a little more.

Set all clicks on standard as in manual and set rear sag correctly.

Lubricate your fork seals before each day, even at the DSP to prevent friction build up.

Lastly if stuck and confused before the event or after the time trial you can come and talk to me at the Yamaha Service area (no matter which bike) and I will happily give you advice on possible click adjustments and changes to make.

Good luck!