SWINGARM GEOMETRY for G3-S CUSTOM SHOCKS

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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.