## KEY UPGRADES

ARTICLE/PHOTOS BY: CLINT EWING

I've always believed as your riding skills improve so will your awareness of the motorcycle's performance. Whether you're hitting the canyons, a dedicated track rider, racer or stunter, you're putting your bike through some rather extreme conditions. You will notice when something needs adjusting or is not performing as well as it should. Suspension is a key factor in any riding situation. If something isn't up to par, you will feel it through the entire bike. As a stunter, my bike needs to be in prime condition so I can put on a good show without killing myself.

Upon riding my new 2009 CBR 600 it became apparent that the front suspension was in dire need of attention. Under heavy compression and hard acceleration the front end of the CBR was unreliable. My confidence in the bike's performance was at an all time low.

I called up RG3 Suspension in order to get my suspension problems solved. RG3 has been in the business of customizing suspension for over a decade and has become one of the best in the industry.

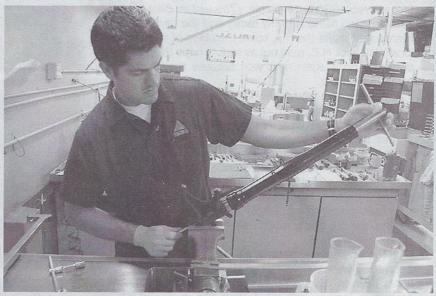
The guys at RG3 took a look at my forks and decided they needed to be revalved for my weight, height, and riding style. As it turned out my front fork springs were strong enough for what I was asking, the problem was directly related to the valving and how the fork fluid transferred within the tubes.

I needed professional advice and direction with my suspension and this is exactly what I got when I called RG3's Tech support. Previously the suspension would bounce and surge under heavy braking while the front end could not find traction under heavy acceleration. The

surging was causing my stoppies to be inconsistent and dangerous. The forks would compress but then bounce up and down forcing me to let off the brakes and bring the rear wheel down during stoppies. A different problem was occurring during hard acceleration. I could snap the throttle and have the bike accelerate hard but the front tire could not lead the bike. Once I laid off the throttle the tire found traction. Most riders prefer the best traction available (especially from the front tire).

Upon receiving the tailored suspension from RG3 they include a setup sheet that informs the rider what specifically was done to the suspension. This includes: fork compression, rebound, preload, and fork positioning. After riding the bike with the new suspension the first thought in my mind was, "Why didn't I do the suspension before I did any other modifications?"

The front end was sticking to the ground when I snapped the throttle and my stoppies were longer and steadier than ever before. The



new suspension was giving me the confidence I was looking for in order to ride the bike to its full potential.

The first thing you might notice is that after 20 minutes of riding you're actually not thinking about the suspension anymore. You're more focused on the riding and less on how poorly the bike handles. In my experience, this gives me more confidence to try new tricks and ride harder. —RR



