
Crack 'LINK' Buell Motorcycles - Ecm SPY Setup



i can't emphasize enough the importance of paying attention to the suspension and the effects of preload in particular. any time you preload a shock, you tend to compress the spring. the compression ratio is less than 1, so it doesn't matter how far you compress it initially. what does matter is that once you close the gap between the two ends of the shock, you will have created a spring-rate ratio greater than 1. you may need to experiment to achieve the desired ratio, and if you find the preload too heavy, be sure to add compression to one of the reservoirs until you find the right sweet spot. once you have done that, you are ready for any situations that life throws at you, i hope it will be pleasant rides and good times. yes, there is a choice between rebound. the level of damping when the spring is compressed in order to move the vehicle. the ccm classic ii and the fca swiss classic ii are a good example of two different levels of rebound, the first has hard rebound and the second softer. a good spring preload also will help you find the perfect amount of rebound and damping. learning how to adjust your suspension will enable you to get the best performance from all your setup. visit your local mechanic to get help with the first adjustments, but if you can't find a good one, your local bike shop with experience should be more than capable of performing the adjustments as well or better than you. if you want to learn how to adjust your suspension, i recommend that you start working on your spring preload. for example, at the first pull of the adjuster knob, the front end should compress, and the front end should come back. if it is not, then you have the opposite issue and now you know the exact location of the problem. from there, you can adjust the knobs to correct the issue.

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