

M2.Shocks Drag Race Application Chart



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| Horsepower | Index |
|---------------|-------|
| 150hp - 200hp | 1 |
| 200hp-250hp | 2 |
| 250hp-400hp | 3 |
| 400hp-600hp | 4 |
| 600hp + | 5 |

| Seating Position | Index |
|---------------------|-------|
| Stock Seat | 5 |
| Cut down stock seat | 4 |
| Catalyst | 3 |
| Cut Rail | 2 |
| Cut Tank/Tank Shell | 1 |

| Wheelbase | Index |
|---------------------------|-------|
| Stock (approximately 58") | 1 |
| 60" to 63" | 2 |
| 64" to 69" | 3 |
| 70" to 74" | 4 |
| 75" + | 5 |

| Rider Weight | Index |
|------------------|-------|
| 120lbs and under | 1 |
| 121lbs-150lbs | 2 |
| 151lbs-180lbs | 3 |
| 181lbs-210lbs | 4 |
| 211lbs-240lbs | 5 |
| 241lbs-270lbs | 6 |
| 270lbs-300lbs | 7 |
| 300lbs-350lbs | 8 |
| 351lbs-400lbs | 9 |

How to use this chart

1. Choose the Horsepower, Seat Position, Wheelbase & Rider Weight for your application
2. Add the total number of index points together
3. Refer to the scale at the bottom of this page and this will help you pick the proper product for your application

Example:

Customer has a 72" stock seat bike with 325hp and the rider weighs 225lbs.

- a. The rider will choose the 250hp-400hp option with an index value of 3
- b. The rider will choose the stock seat option with an index value of 5
- c. The customer will choose wheel base option of 70" to 74" with an index value of 4
- d. The customer will choose rider weight of 211lbs to 240lbs with an index value of 5

The total index value is 17

As you refer to the chart, you will realize that

1. The S1 Shock can be used, but it is likely at the limit of its performance window. The S2, S3, and the S2R1 will all work
2. With knowledge of "what will work" now it is up to the customer to make the final decision about the "best choice"
3. Knowing the S2, S3, and S2R1 will all work, then you must decide which is the best choice.
4. Looking at the shock profiles, obviously the S2 is likely the best "bang for the buck" as it does all of it well
5. The S3 is great for lighter riders and low prep, while the S2R1 is great for the fastest short times and heavy hitters.

* If you were going for all out fastest times, the S2R1 is the choice.

* If you have a lighter rider, then S3 is a great choice

* If the prep is not the best, the S3 again is a great choice

* So, at that point...the customer is ready to make the best decision for themselves.

| | INDEX VALUE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|--|-------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| S1 Drag Race Shock STD (\$798.00) | | | | | | | | | | | | | | | | | | | | | | | | | |
| S1 Drag Race Shock PRO (\$897.00) | | | | | | | | | | | | | | | | | | | | | | | | | |
| S2 Drag Race Shock (\$1097.00) | | | | | | | | | | | | | | | | | | | | | | | | | |
| S3 Drag Race Shock (\$1398.00) | | | | | | | | | | | | | | | | | | | | | | | | | |
| M2.S2R1 (\$1199.00) | | | | | | | | | | | | | | | | | | | | | | | | | |

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