

# DUAL RATE SPRING SYSTEM

**THIS SYSTEM ALLOWS FOR ADJUSTABLE DUAL RATE SPRING PERFORMANCE. TWO SPRINGS ARE STACKED AND DEFLECT AT A COMBINED RATE. AT A POINT DETERMINED BY THE CONTACT POSITION OF THE RING ON THE THREADED BODY OF THE SHOCK ABSORBER AND SEPARATING HARDWARE/CONE BETWEEN THE SPRINGS... ONE SPRING STOPS DEFLECTING. THIS ALLOWS ONLY THE OTHER REMAINING SPRING TO DEFLECT, IT WILL DO SO AT ITS OWN, SINGLE RATE. THIS SYSTEM ENABLES A TEAM TO TUNE THE SUSPENSION AT A RELATIVELY SOFT COMBINED RATE FOR OPTIMUM WEIGHT TRANSFER/WHEEL MOVEMENT AND A HIGHER SECONDARY RATE FOR MAXIMUM COMPLIANCE AND WHEEL/TIRE LOADING.**

**FORMULA FOR COMBINED RATE CALCULATION:**

**“A” SPRING MULTIPLIED BY “B” SPRING....TAKE THIS NUMBER AND DIVIDE IT BY THE SUM OF “A” AND “B” AND YOU WILL GET THE COMBINED RATE.**

**EXAMPLE**

**85# RATE SPRING  
200# RATE SPRING**

**85# RATE MULTIPLIED BY 200#RATE... DIVIDED BY 85# + 200# WILL HAVE A COMBINED RATE OF 59.64# AND A SECONDARY RATE OF 200# (ASSUMING THE 85# RATE IS MECHANICALLY LOCKED OUT)**