



Welcome to our updated spring tables! I wanted to simplify the process of spring selection and create a more informative experience. To help you get the most out of our tables I want to share a few important details that will provide you some insight into our goals and assumptions.

***The first is the role of the spring in the suspension set-up.***

The spring is used to support the combined rider and bike weight. We use this assumption based on the fact that when you set sag the resultant numbers indicate the correct or incorrect state of your given spring. You will note that has nothing to do with riding conditions! For very light and heavy riders it becomes difficult to satisfy sag and rider feel needs because the ratio between rider and bike weight goes significantly over square, resulting in paradox that the riders weight may or may not be part of the collective weight as the bikes chassis is loaded.

***Corrective bias.***

We provided these recommendations, based on our experience of how the bike should be adjusted to attain the “right” front to rear bias. Prime examples are 2009-2012 Honda CRF’s, 2016 KTM with new chassis.

***Tall, short, riders with bad knees, or who sit frequently.***

Taller riders when setting sag don’t need to have stiffer springs, but long arms and legs cause the rider to sit further back on the bike when riding and we suggest you round up at least one size on the rear if your over 6’2”. Free sag values will be larger. Additionally riders who prefer to sit more frequently, or vet riders who have bad knees tend to place less weight on the front of the bike. For this reason we recommend that they round down on the fork rate, particularly in Enduro or technical conditions.

***LINKLESS Rear Suspension systems.***

At MXT we love PDS equipped bikes, however we don’t like the stock bikes straight rate springs. Simply put, the motion ratio is not only responsible for speed change, but also force or leverage change. The Linkless systems don’t generate enough force change over the stroke. For this reason we recommend progressive rate springs, ideally a spring that creates change over the whole stroke, and not at just some point.

When choosing a PDS shock spring, make sure that you know what your fork spring rate is first. Only once you know your fork spring rate can you choose a shock spring.

Feel free to make your own correction factors, ask questions or ask for something we don’t have, we likely can produce it quickly and we enjoy feedback from our friends!

Thanks, Jeremy Wilkey