

UP & DOWN WITH ARNIE

By Jeff Peck

While the suspension revolution has torn the dirt bike part of the motorcycle business apart and rewritten all of the rule books on what really makes a bike handle well, street riders and racers have continued to live in what could only be termed as the dark ages. Riding with shocks that wear out quickly and oftentimes don't even work right in the first place, street riders have been living with their collective heads in the sand.

Many people thought if any change was going to come about it would appear from the road racing end of the asphalt riding crowd. This proved to be totally wrong because many of the road racers have adopted the feeling that if it works "OK" then there must be nothing better, so why bother trying to find something better. This is from a group of people who are battling with machines that have too much horsepower and not enough of the other things that make a motorcycle work properly.

Having been fed this theory by so many of the people who were supposedly in-the-know, you can imagine how surprised we were when we happened to try a set of ARNACO LTR-1 shocks. These shocks improved the already good features of the GS750 Suzuki by at least 100%. We were assured by all of the in-the-know people that this couldn't be true, but it is.

ARNACO LTR-1 shocks are a product of the long travel dirt shock revolution. These shocks are ultra lightweight but still very strong with heavy-duty shafts and large capacity bodies.

Inside things are quite a bit different than most shocks on the market. For one thing the guys at ARNACO started off by taking a suspension's biggest

enemy, heat, and turning it into an ally. They do this by using a fluid that foams immediately and heats up at the same rate as the shock body. This means that the damping doesn't change the entire time the shocks are being used, no matter how hard they are being beaten upon. Add to this the fact that ARNACO's are Nitrogen charged and you have a super damper on the rear of your machine.

Because of the varying loads street machines are forced to carry a good street shock should have a wide range of pre-load adjustability. The LTR-1 can be adjusted in 1/8 inch increments, if you want to talk about adjustability this shock has it.

On the road we found that the damping action made the bike glide over even the roughest roads. There was no pogoing in the canyons when a rough surface was encountered, you could just keep on riding.

Our resident 750 class champion, Willi Scheffer, took the Suzuki out for a weekend of road racing fun and frolic and came back to tell us that it was the most well mannered bike he'd ridden in a long time. He said the handling was so much better than his stock GS750 that there was no comparison.

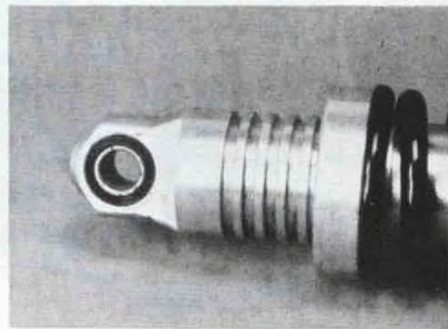
From all of the evidence we have the ARNACO LTR-1 are super shocks. All of the so-called in-the-know people still don't believe us, but then they haven't bothered to take their heads out of the sand and try them either.

For further information on the ARNACO LTR-1 shocks contact:

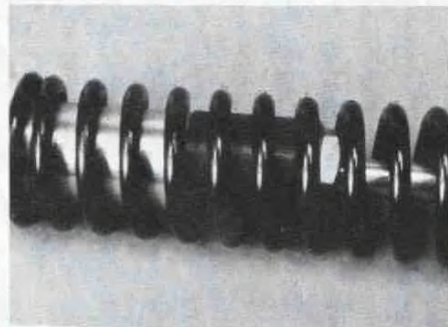
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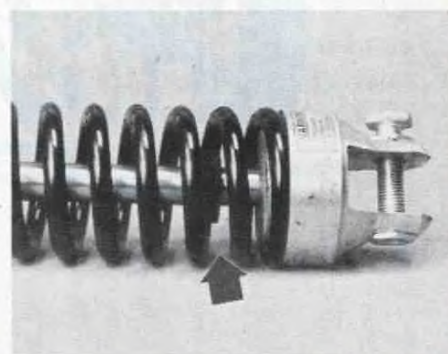
Large capacity and over engineering are standard features on the LTR-1.



These rings allow the preload to be adjusted in 1/8 inch increments.



Black buffer keeps the spring from rubbing on the shock body.



Anti-bottoming spring has replaced this little rubber bumper.