



WORKS PERFORMANCE PRODUCTS, INC.
 21045 Osborne St., Canoga Park, CA 91304
 818.701.1010 fax 818.701.9043
 www.worksperformance.com

A-Arm ABC Sheet for custom shocks

A-armabc502

Name _____

Address _____

City _____ State _____ Zip _____

Phone Number _____ E-mail _____

Make _____ Model _____ Year _____

A _____ Pivot to upper shock mount on frame

B _____ Pivot to lower shock mount on A-arm

C _____ Pivot to ball joint (effective length of arm)

D _____ Length of shock fully extended (hole center to hole center) see diagram on page 2

E or E alt. _____ Length of shock travel (including 1/2 of bumper thickness) see diagram on page 2

Eye bushings bolt hole diameter upper / lower _____ / _____ and width _____ / _____

Approximate weight of vehicle _____, rider and gear _____

Special vehicles: weight bias front % _____ rear % _____

Shocks for front _____ or rear _____

Type of riding: MX _____ Cross country _____ TT/FT _____ Other _____

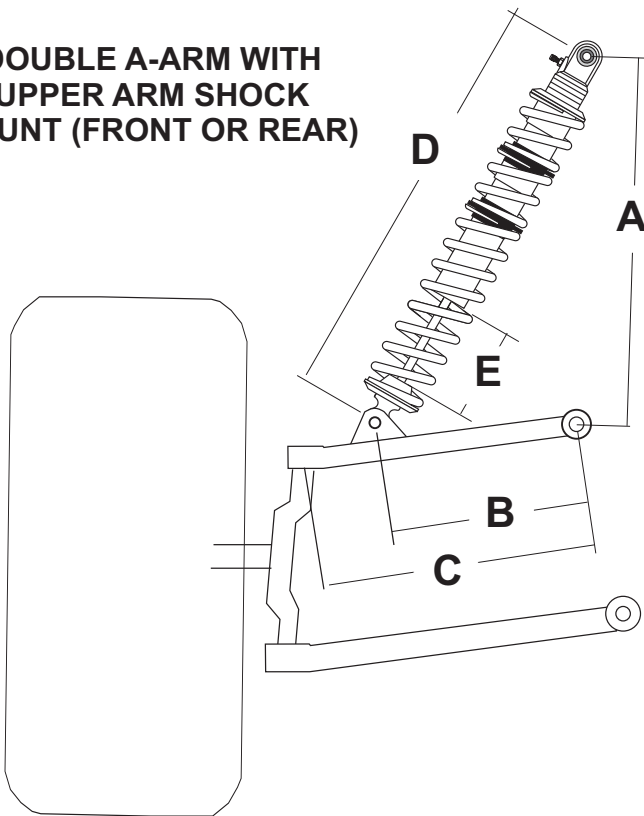
Skill level of rider: Novice _____ Intermediate _____ Advanced _____ Expert _____

A-arms: Stock _____ plus 1 _____ plus 2 _____ plus 3 _____ Other _____

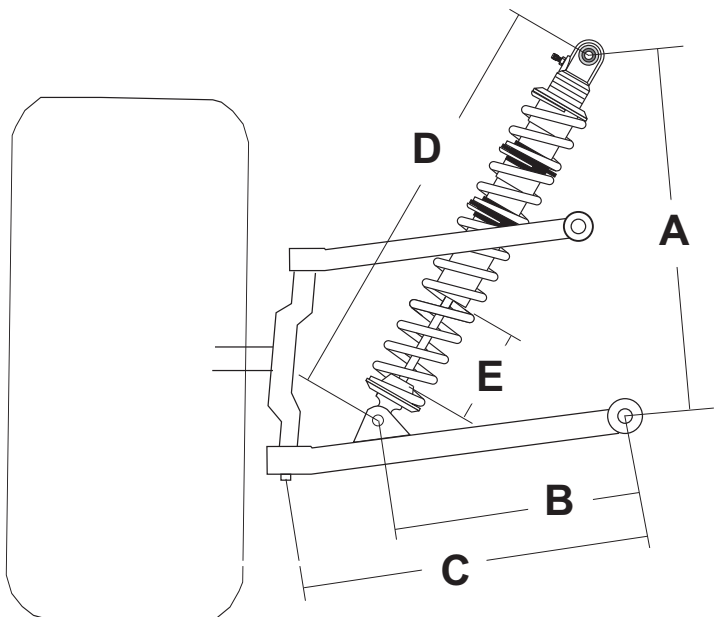
Tire size: Stock _____ Low Profile _____ 18" _____ 19" _____ 20" _____ 21" _____ 22" _____

Sway bar? _____

DOUBLE A-ARM WITH UPPER ARM SHOCK MOUNT (FRONT OR REAR)



DOUBLE A-ARM WITH LOWER ARM SHOCK MOUNT (FRONT OR REAR)



Important Note:

Be sure to take all measurements perpendicular to the point of axis.

Continued on next page.

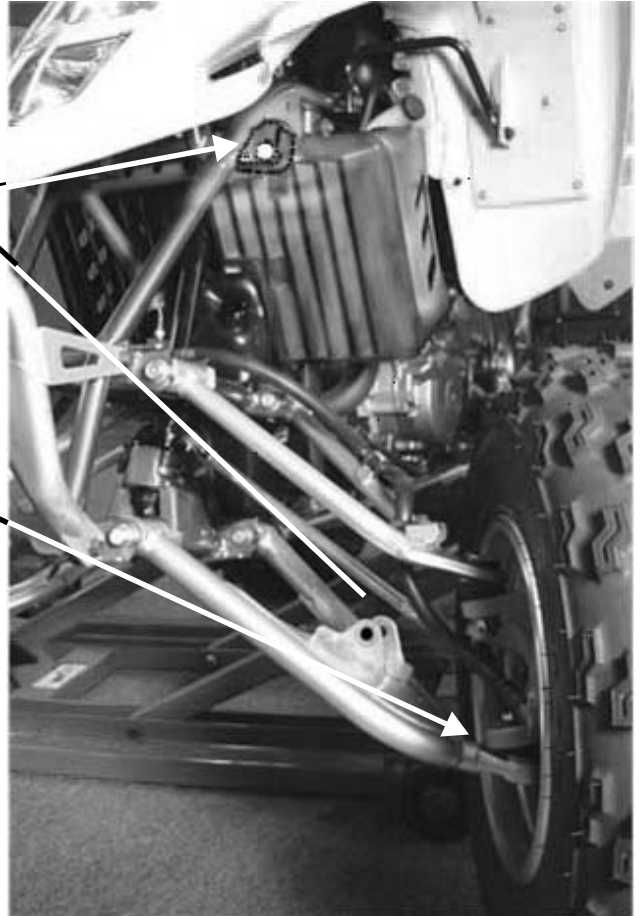
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Remove shock and / or springs for measurements below for "D" and "E"
Important note: Rotate tie-rods along length to check for binding. If bound, raise or lower a-arm to free up tie-rod and then measure. Check for obstructions in steering movement i.e. tie-rod to frame or tie-rod to a-arm.

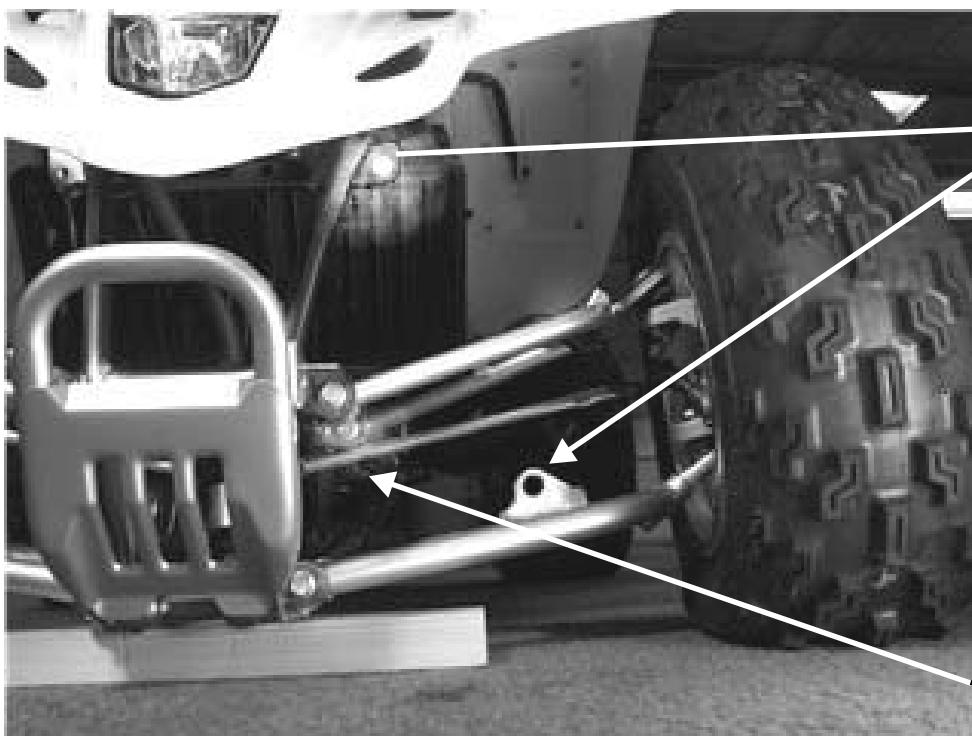
"D" _____ Lift front of vehicle until a-arms top out. Steer vehicle from side to side and check for binding (if steering binds lower vehicle until no binding occurs). Measure Shock mounts center to center.

Measure from upper to lower shock mount.

Be sure to check tie-rod ends and ball joints for binding



"E alternate" _____ To find compressed length of suspension:
With tires flat (valve cores removed) compress suspension until lowest part of frame is 1.5 inches off the ground (2 x 4 on its side). Steer vehicle from side to side and check for tie-rod clearance and binding. If tie-rods bind raise vehicle until tie-rods are clear and measure from upper to lower shock mount.



Measure from upper to lower shock mount.

Be sure to check for any clearance problems with tie-rods.