

Trac Dynamics offered up a superior solution. The firm's ultra-trick CNC-machined upper triple clamp allows for movement of the fork tubes up and down to suit different track and street positions. As a bonus it's also two pounds lighter than stock.



The Trac Dynamics upper triple clamp, with fork tubes currently lowered to drag race height.

## Rear Suspension

Bill again called on Trac Dynamics for help. He decided that six inches over stock would be the optimal arm for several reasons; anything longer would require expensive replacement of the shock tail section, longer arms don't get traction on the street, and handling suffers too much with anything longer (street manners are a priority with this bike).



They are installing the pivot bearings into the Trac Dynamics swingarm. The high-quality arms have everything you need, and you can use the box it comes in to cushion the arm during installation of the bearings.

In addition to being an amazing bit of fabrication art, the strength and rigidity of the Trac Dynamics arm will keep the bike stable when 400 horsepower is unleashed. The swingarm also features a lower loop support to control twisting under extreme power and an internal air tank for the bike's air shifter.

The Trac arm also features S/T axle adjusters that allow the rider to choose a shorter wheelbase for street use and enhanced handling in the twisties, then a longer wheelbase for drag strip fun and wheelie control. It takes about ten minutes to switch axle positions using the S/T system.



Trac Dynamics offers a slick guard to finish off the axle adjusters and keep it safe.

Orient Express lowering links were used to get the bike down to the proper height for drag racing. To create the clearance required for the tire at the now lowered lengthened stance, Bill also removed the stock inner fender and a trick aluminum replacement from Orient Express.

## Rear Shock

The rear shock became an area of great debate. Steve at Trac Dynamics insisted that the stock shock would be seriously challenged on this bike. Bill knew the stock shock would be somewhat out of its element with the lengthened arm and higher horsepower, but did this justify the expense of a replacement? Counting pennies, Bill opted to leave the stock shock in place and spend the money elsewhere instead (like on clutch and boost control). We'll see if this was a bad decision when this bike hits the track.

Now, Bill cranked the spring preload to set the compression at maximum, allowing some rebound during the bumping. He left the possibility of replacing the stock shock for a heavier one later, as this is a technical.



Orient Express lowering links are strong and adjustable, allowing a custom tailored ride height. Please excuse the mess, but we'll clean it when it's finished.



## The Makeover

When we last saw Bill, he had managed to lose 15 pounds and was down to 220. We see the progress with the bike, but how's that rider-to-be doing?

*"It's getting harder. The first pounds came off easy, but now, my slower metabolism is fighting back. Every pound lost is more work, but I can feel the difference now as my body starts to react to the exercise. I have more energy and I sleep better. The Atkins diet is still serving me well, but I've begun to shift more towards lower overall calories and smaller portion sizes as opposed to just cutting out carbs."*

So, Bill's now at 210 pounds – ever closer to the target of 195. The physical conditioning for strength, reaction, and endurance has also begun. Soon, the rebuilt man will get on the turbo-enhanced bike. Will the event be everything Bill hopes for?

