

It might appear that they have moved on from the old adage which says that you should only make one change at a time. In reality they are doing precisely that!

Common adjustments

In Fig 2.98 I have listed all the common chassis adjustments mentioned in the previous chapter. As just suggested, none of them have any clear cut relationship to the problems you might have on track. So if it's not just the direct adjustment, what does influence the way the bike behaves?

In Fig 2.99 I have identified the main ones and they include things like steering geometry, driveline geometry (antisquat), centre of gravity location (in three dimensions), the load carried by the tyres and so on. In particular, note that I have moved the suspension properties away from the suspension system itself and have referred to the suspension characteristics *as seen by the wheels*.

Fig 2.98 Adjustments that are commonly found on a race bike or a modern sports bike.

