

# The DG Shock Lay-Down Kit



The fine  
art of helping  
your suspension  
keep up with your  
hopped-up engine.

"Just bolt it right on." A phrase that strikes terror in the heart of anyone who has ever turned a wrench. Recently PC has been trying the more popular suspension kits. We were very impressed with the way the DG Shock Lay-Down Kit improved the handling of a 125 Suzuki so we got in touch with DG Performance Specialties and asked if they could show us how hard the kit was to put on a bike.

Gary Harlow from DG assured us that the kit was a breeze to install and invited us down to Pro-Fab in Garden Grove, Calif., to watch the installation of a kit. We reserved our judgement as to the ease of installation.

When we arrived at Pro-Fab, the kit was there as was the bike and cooperation. In about an hour and a half we were riding the modified bike. It *really* was very easy. The following photos will aid you in your step-by-step procedure.

We would rate the product as both excellent in its claims to improve handling and easy to install.

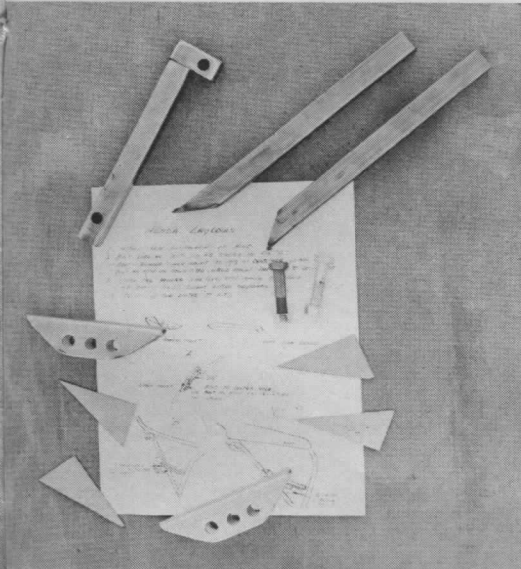
The kit retails for \$109.95 and is available from DG Performance Specialties, Inc., 1230 W. Collins, Dept. PC, Orange, CA 92666.

By Rick Valasek

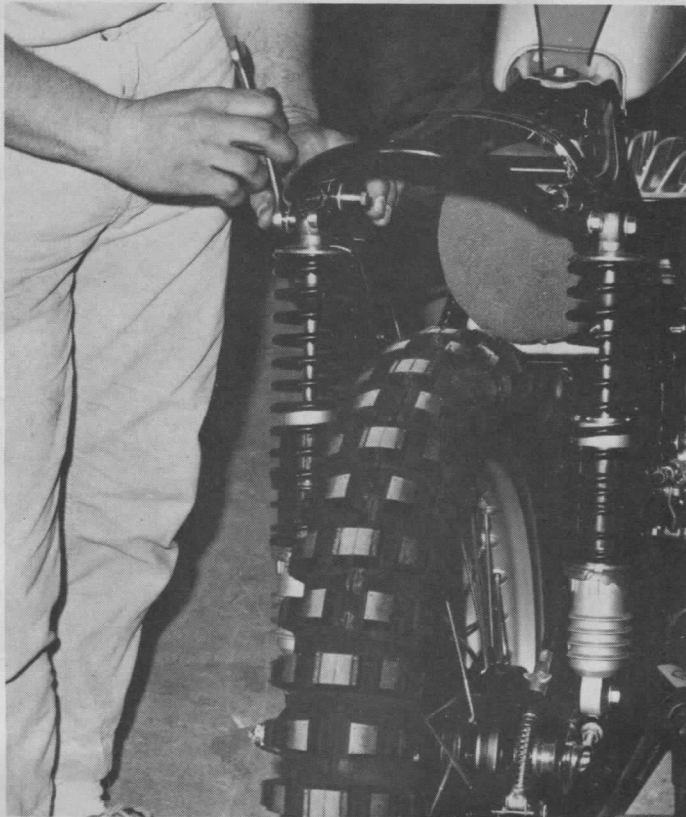


The first thing to do is to get the bike on a stand and remove the shocks.

These parts plus the DG swingarm make up the kit. The kit will fit most 125 bikes.

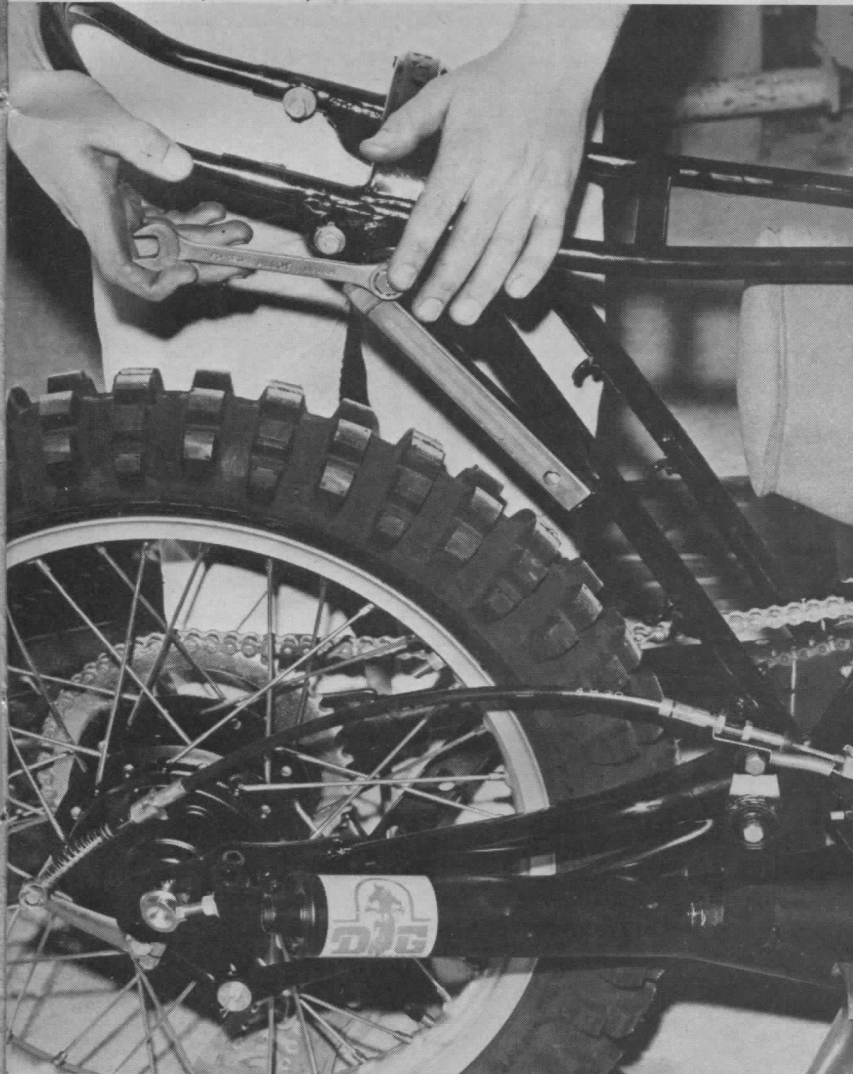


A Photos by Steve Reyes

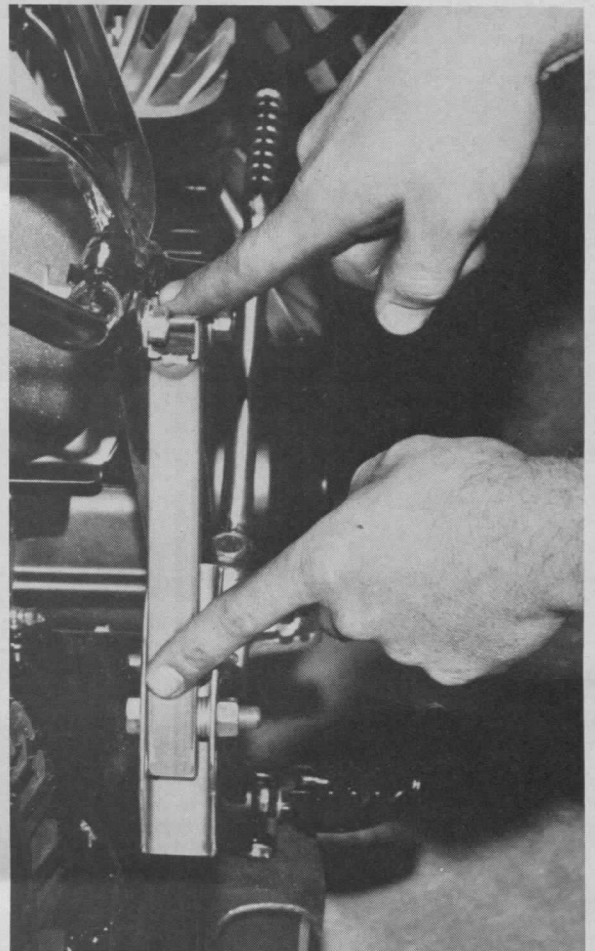


B

BELOW— Bolt the new top mounting bracket to the end of the jig. The bolt should go through the middle hole and washers should be placed on the outside of the mounting bracket so that the inside of the bracket is parallel to the inside of the old top shock mounting bracket.



C

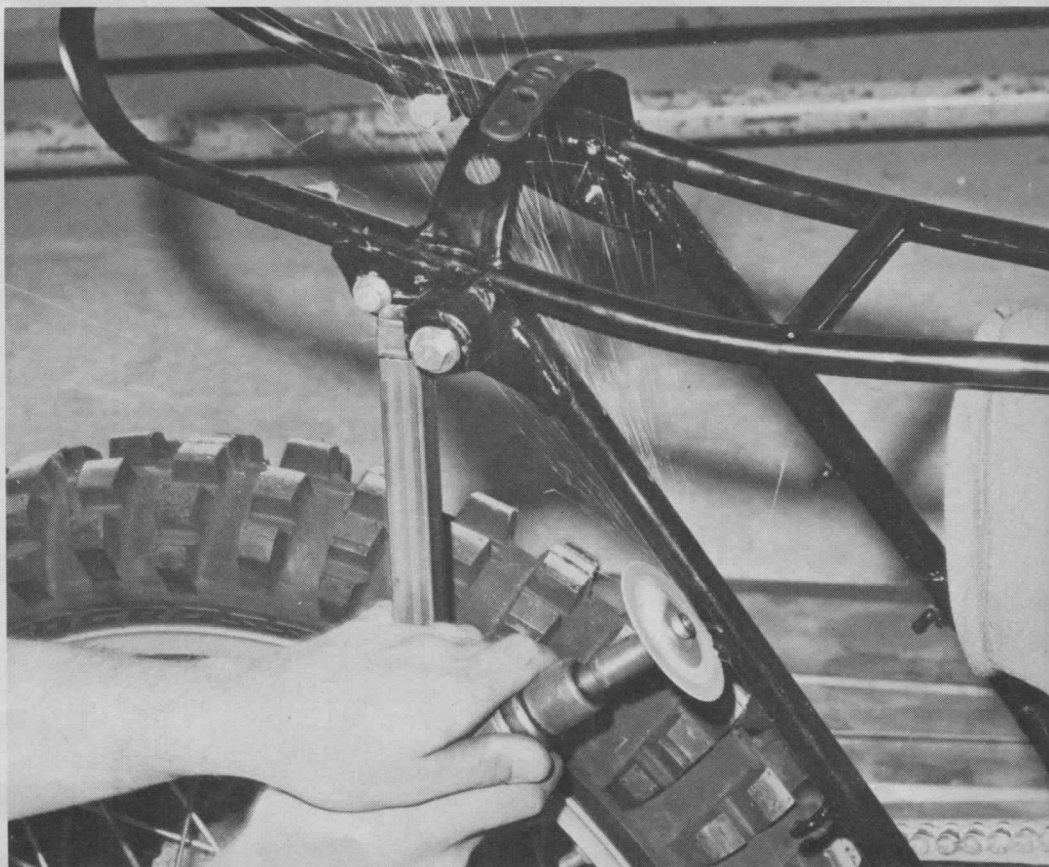


D

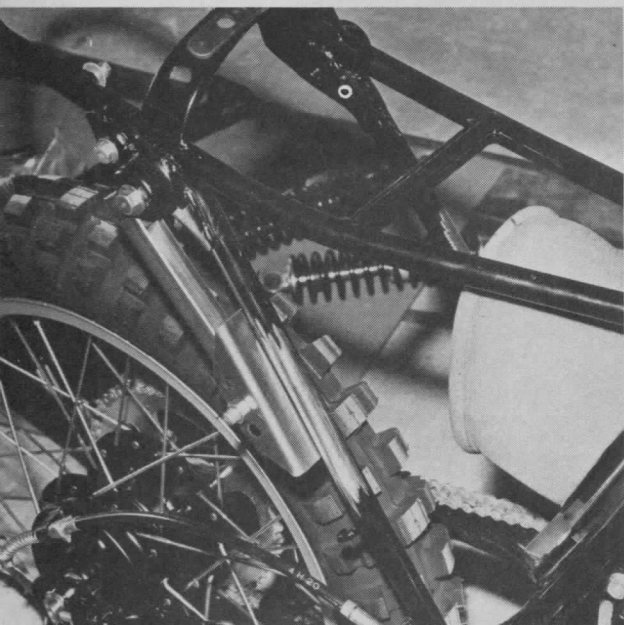
LEFT— Bolt the "jig" into place in the top shock mounting position.

Grind away (you can use a hacksaw) the upper side cover hook and remove the paint from that area.

Rotate the jig and new top mounting bracket so that it is parallel with the downtube on the subframe and weld it into position.



E



F

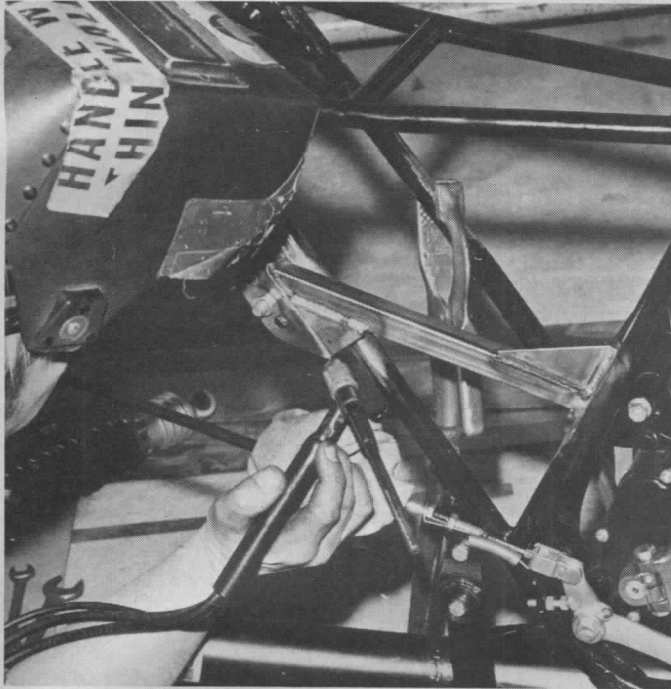
Remove the air cleaner assembly and weld the support piece from the bracket to the forward downtube member. Note that tape has been placed over the carb to keep any debris from getting into the vitals.



G

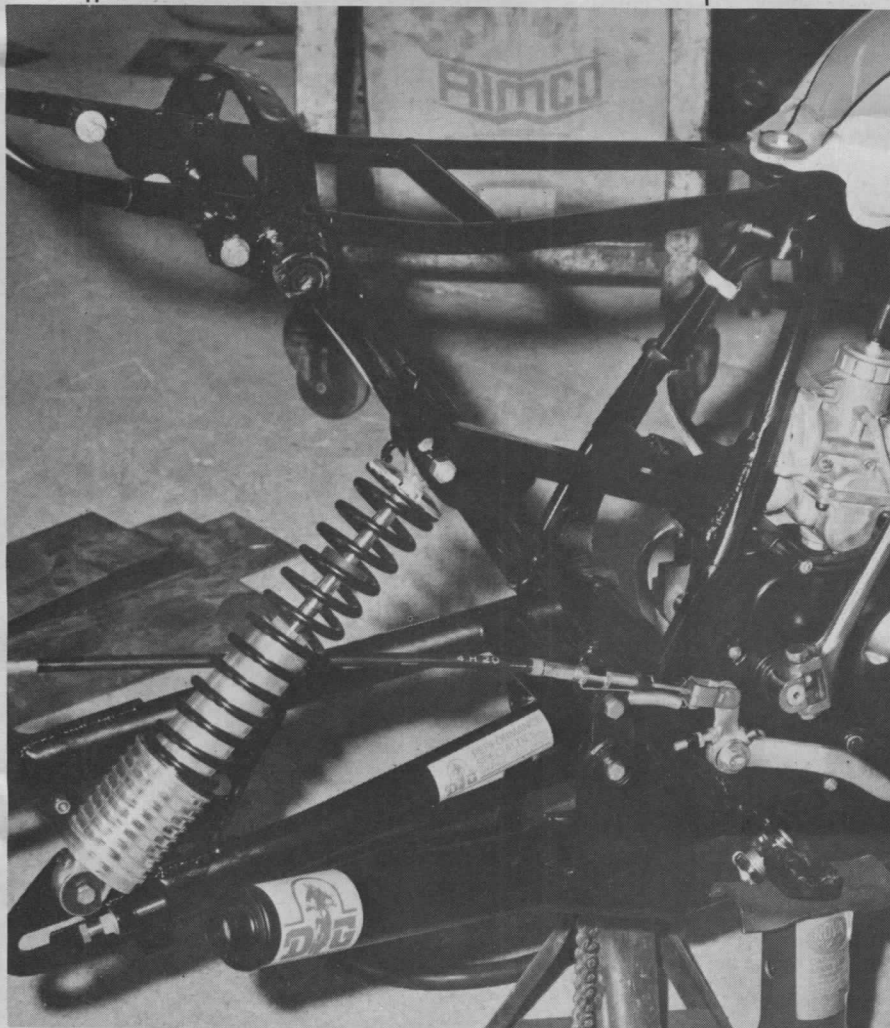
## Lay-Down Kit

Support brackets are now welded into place.

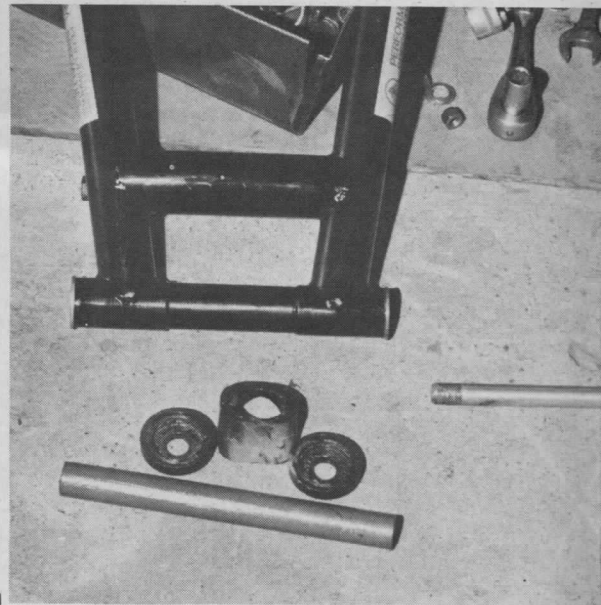


H

After duplicating your effort for the other side of the bike, remove the swing arm and bolt the old chain guide to the new swing arm.



K



J

Remove the rubber grommet, end caps and axle tube from the old swing arm and install them on the DG swing arm. If you don't use the axle tube the bushings will wear out in about an hour.

Shoot a little black paint on the assembly and put a new set of shocks (boge, Koni, etc.) into place and the modification is complete. Don't try using your stock shocks, they weren't designed to do the job.