

"I told Tony a thousand times that ceiling couldn't hold the weight of his bike. Luckily, I got up to get some coffee."

Next Month

Bikes to be evaluated in the June issue include:

- H-D Road Glide Ultra
- Triumph Street Twin

Motorcycle

CONSUMER NEWS

PERIODICALS MAIL

MoTool Slacker Digital Sag Scale

INNOVATION OF THE MONTH

THE NAME "SLACKER," in reference to MoTool's digital sag scale, is misleading, as the tool itself does an outstanding job. That moniker is more aptly applied to the user, who's relieved of virtually all effort while measuring sag, which must be set correctly before optimizing all other suspension adjustments.

Perhaps the biggest hurdle in obtaining accurate sag measurements is manpower. To get a meaningful reading, riders have to be in their actual riding position, with feet on the pegs. So, someone else must hold the bike upright, while a third person crouches beside it and does the measuring. Even if the bike is kept vertical in a wheel chock or leaned against a smooth wall, riders can't take the measurement solo, because the contortions required to hold and read a measuring device will shift their weight and distort the reading.

The Slacker eliminates the need to call a buddy every time you want to check/adjust your sag, and it provides more precise and consistent measurements than many human assistants—especially if said assistants have been waiting impatiently as you make a tedious series of trial-and-error preload adjustments to achieve the desired numbers.

This tool's main body sticks tenaciously to an axle's end with its powerful magnet. A 32-inch spring-wound cord pulls out of the body and attaches via a C-clamp (with rubber foot) to the fender or other mounting point directly above. A remote digital LCD display, connected to the body with a long wire, is then attached to the bike's handlebar with a hook-and-loop strap, allowing the rider to easily see measurements while in

the riding position. The body also displays this info on its built-in screen. After zeroing the Slacker with suspension fully extended, any compression lets the cord retract into the body, yielding real-time measurements (in mm) on the displays, both of which can be backlit if needed. Once attached and calibrated, the Slacker gives accurate accounts of static sag (suspension compressed by chassis weight alone) and race sag (rider aboard), no math required.

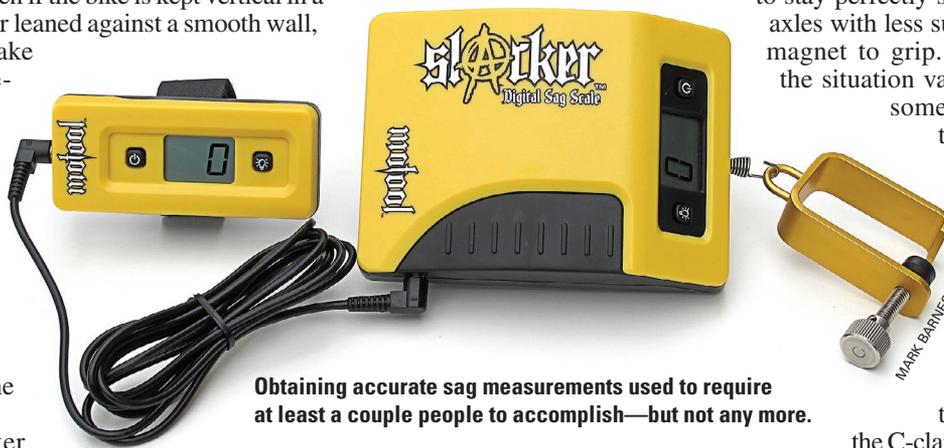
Mounting the Slacker on dirt/dual-sport bikes (for which it was originally designed) is a cinch, at least at the rear.

We had occasional difficulty getting the body to stay perfectly still on some front axles with less surface area for the magnet to grip. On street bikes, the situation varied widely, with some accommodating the C-clamp just as easily as off-road machines; others required a little ingenuity. The cord ends in a hook that normally passes through a loop on the C-clamp. This hook can instead be used directly on

chassis projections, or secured with a zip-tie or strong tape. A street kit, with adhesive and strap-on mounting points for the cable, will be available separately (\$25) by the time you read this.

At \$140, the Slacker's convenience and accuracy don't come cheap. Its cost may only be justifiable to perfectionists, hermits, and those who frequently fiddle with their suspension. But it does make a critically important—and often awkward—chore easily accomplished at home alone.

— Mark Barnes



Obtaining accurate sag measurements used to require at least a couple people to accomplish—but not any more.

MoTool, Inc.; (800) 741-7702; www.motool.co