



Spears Enterprises, an industry leader in high performance and service of all Lightweight motorcycles, has done it again with RICOR Racing Shocks, the world's leading manufacturer of inertia-active suspension systems for street and off-road vehicles has announced the development of the Intimidator for the Yamaha YZFR-3 Racing.

The partnership will see Spears Enterprises playing a significant role in testing the YZFR-3 advancements of RICOR's Intimidator, the first patented inertia-activated front fork shock absorber designed to fit motorcycles and the only product on the market that detects if the wheel is trying to move or if the chassis is trying to move, resulting in a more stable chassis and a faster wheel response over bumps.

Spears Enterprises will use years of research and development experience gained while developing products specifically designed for the YZFR-3 to help create the next-generation Intimidator.

"The Intimidator is an amazing item. This is the first product I have ever worked with that gives the racer/rider such confidence and allows them to concentrate on going faster," said Gregg Spears, owner of Spears Enterprises. "All of our test racers have won all of their races since changing over to the Intimidator and have set many new track records for their class."

"Spears Enterprises is a dominating player in the worldwide racing circuit and has championed the courses with its innovative approach to racing," said Brian Falter, owner and president of RICOR Racing Shocks. "Intimidators are becoming an increasingly prominent tool in track racing. This is one of Spears Enterprises racing strengths, so this partnership is a logical fit."

Spears Enterprises/Racing-sponsored rider Jason "Hammer" has podiumed with 3 first places and 2 second place finishes on his Intimidator-equipped races, while at High Plains Raceway, Pikes Peak Raceway and has also set a new track record for the 400cc production class.

After purchasing my 2015 YZFR-3 to race in the 2015 MRA 400 production cup, and a few other race organizations, USBA and CVMA, Jason "Hammer" says, this little twin is an amazing package to start out with but like all small displacement bikes on the market the chassis leaves a lot to be desired. Issues with the front end pogo-ing into and exiting corners, dragging hard parts (exhaust and pegs) due to the ride height being too low and the suspension being way too soft, was the conclusion after speaking with Gregg at Spears Enterprises/ Racing, who had also helped me build a race winning sv650 from a previous season. I knew that Gregg was the right choice to help me setup my YZFR-3.

Spears Enterprises/ Racing stepped in and did their thing... Gregg did a whole a new suspension setup consisting of a new Spears Racing rear shock and their fork Intimidators.



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The Intimidator kit is an unbelievable item. Typically on a small production cc bike the forks get a makeover by adding a thicker fluid in order to slow things down with the front end. The concerns about thick fluid are that it changes with temperature and it is very difficult making a consistent setup. In simple terms; say in the morning when the bike is cold the forks will be very slow, but later in the day when it's hotter or the bike has been ridden, the fork fluid has heated up and the feel will change quite a bit with the Spears Racing Intimidator. We use a much more consistent 2.5 / 5 / or 7.5 wt. oil (depending on your weight), and the inertia valving adjustable valve setup for rebound and compression makes setup much easier and more consistent (and legal for production rules ) needless to say all of the work we have done on the bike has made huge leaps in performance. I have taken over 2 sec off the previous lap records and the bike now has a consistent feel with all the adjustability need to make small changes for different tracks and setup .

I was able to break every lap record at every track we have raced. Now leading the MRA 400 cup by 18 points going into the final round at PPIR and destroyed the fastest small bike lap at the west course at Miller Motorsports Park by almost 4 sec...

High Plains Raceway Full Course Track Records : 400cc cup 2:07.237 08/09/15

Pueblo Motorsports Park Track Records Records : 400cc cup 01:48.289 06/21/15



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