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ROADMASTER SHOCK REVIEW. Hey friends! For the past several months, my shop **Ugly Fast Cycles** has been working with Kris Koehler and road testing his product, the Roadmaster shock. We've tested both the base Roadmaster, and the Roadmaster Deluxe with the RAP. Here is our review of both products. We were not paid nor incentivized for this review.

All road testing was conducted on the 2005 Road Star in the picture included in this post. Rider weight is approximately 180lbs. Tests were conducted across Texas interstates, highways, county roads, and unpaved roads. Testing spanned approximately 5000mi of routine riding under normal weather conditions including light rain.

Installation. Installation of the Roadmaster and Roadmaster deluxe shocks are very straight forward. Regarding the Deluxe, the RAP is installed where the lower rear horn assembly mounts. During installation, pay attention to the clearance between the shock assembly relay arm and the top of the shock. More than likely, slight notching will be required to prevent the top of the shock and the relay arm from interfering.

Adjustment. Make sure you know how much you weigh. That may seem like a dumb statement, but it will affect the adjustment and the rider's experience noticeably. Adjusting the Roadmaster shock is simple, but it must be adjusted off the bike. Obviously, the Roadmaster Deluxe offers adjustability without removing the shock.

Testing. The Roadmaster shock is a dramatic change from the factory unit. Immediately after installation, the motorcycle's stance will appear more level with the ground with either shock installed.

With a rider weight of 180lbs on setting number 3, the Roadmaster provided a much firmer and confident ride. The test bike was intentionally run across train tracks without slowing the bike down enough to gently absorb the impact. The Roadmaster absorbed the impact without bottoming out or bucking the rider off the seat. Highway travel was also noticeably smoother over bumps and seams. Backroad riding was where the shock shined the most. Improved cornering was an unexpected but welcome benefit, as the whole bike felt more stable throughout the corner.

Further testing on this shock was conducted on setting 5. Setting five was tested with a rider and passenger weighing approximately 360lbs combined on the same roads at highway speeds. The shock never bottomed out over any bumps or even the same railroad tracks used for the initial tests. The ride quality with both driver and passenger was noticeably improved and the bike's characteristics matched those of the initial test even with a passenger. Note, testing was also conducted with the Roadmaster shock remaining on setting 5 with the original 180lb solo rider, and while the ride was firm and acceptable, it was stiff enough to cause slight discomfort during long rides consisting of several hours.

The Roadmaster deluxe performed very similarly to the original Roadmaster, with one exception. If a normal Roadmaster shock is adjusted for setting number three, the equivalent setting on a Roadmaster deluxe is simply setting one, or the first line on the RAP adjuster. The Roadmaster deluxe did seem to ride slightly smoother than the original Roadmaster at this comparable setting. The bike rode like a Cadillac, not an exaggeration. Setting two on the Deluxe provided more of a sport feeling with a slightly firmer ride, yet still remained very smooth. However, by setting number 3 on the RAP, the ride was becoming noticeably firmer, almost stiff for a 180lb solo rider, equivalent to the ride characteristics experienced at setting 5 on the original Roadmaster shock.

Neither shock demonstrated any evidence of failure or leakage during these tests, and no quality defects were noted during installation, testing, or upon removal.

Overall, at a time where our dollar doesn't go as far as it used to, these shocks are solid investments for the Road Star. They deliver the ride Road Star owners want from their bikes and then some. The build quality of the product is superior as well. Our shop even recommends Roadmasters for our customers because we know the customer will be happy with the results.

In fact, we sold an almost bone stock 2008 Road Star to a good customer, and soon the customer reported bottoming out during some solo riding and almost all two-up riding. The customer is approximately 250lbs, and combined with passenger 390lbs. We recommended and installed a Roadmaster, and the customer raved about the difference. That bike sees routine road use. **See less**



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Yamaha Road Star Riders

Ron Moccabee · All-star contributor · May 21 · 🌐



Hey, just wanted to give you my review of the Roadmaster deluxe shock from Kris Koehler . I've known Kris now for quite a few years. And I help him from time to time by testing out his shocks so he has some input of what he might need to do to make things better. He sent me the newer style shock back in April. So I've had it for little over 30 days. To tell you the truth, the shock is just as good if not better than a road wing. During the time that I've had it had my wife on the bike and with the adjustment availability of the rap system and it was easy to adjust to accommodate difference in weight loads on the bike. I found out I didn't have to adjust it too much for my single rider to a two rider configuration. The shock definitely was very smooth throughout various road conditions. I took it out on some old back roads that were rough and pretty bad. And it did very well. Took it out in the freeway and through other various roads. What I lied about the shock was the ease of adjustment with the rap system. I don't think I found any bad issues with the shock. So if you ever need any upgraded shocks get with Kris and he can get you taken care of. But as of this time, he's not taking any orders for now.

📍 — in Byhalia, Ohio. — with Kris Koehler.



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