

Board Breakdown

A handbook to help you understand the characteristics & parts of skate setups.

Kicktail & Nose

Kicktails and noses are the upturned ends of the deck. They're used for tricks or leverage when carving. There are various kicktail designs, including single, double, and symmetrical.

Concave



Concave is the rail-to-rail curvature. More aggressive concave helps by locking you in when doing deep curves but can be uncomfortable if you have larger feet or going for longer distances.

Camber

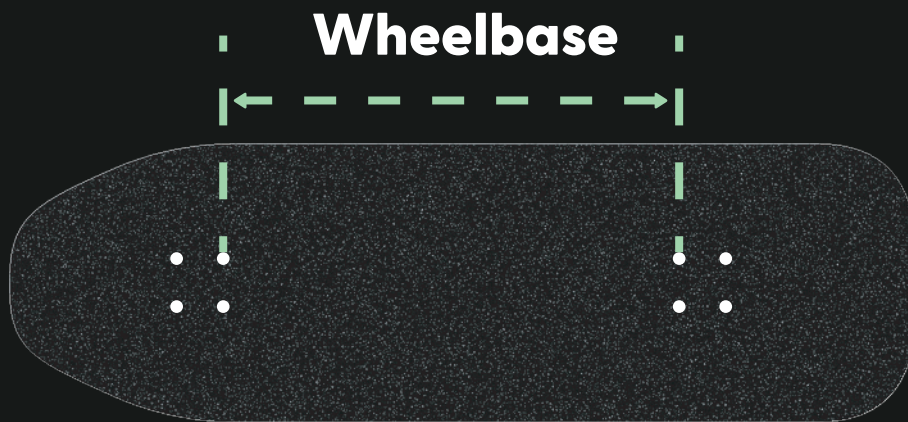


Camber is the upward curvature of the deck from nose to tail, helping in even weight distribution and enhancing carving ability. If your board has camber, then it's likely to flex more.

Rocker



Rocker is the downward curvature, which lowers the center of gravity, thus improving stability and slide control. When a board has rocker it acts as a wedge, which will make your setup turn a bit sharper.



The commercial skateboarding industry measures the wheelbase using the difference between the truck holes. Specifically the front two truck holes on the rear of the deck, and the rear two on the front of your deck.

The shorter your wheelbase, the tighter your turning radius will be. You have a higher chance of getting speed wobbles with a small wheelbase.

A longer wheelbase will offer more stability and your carves will be more drawn out.

Griptape

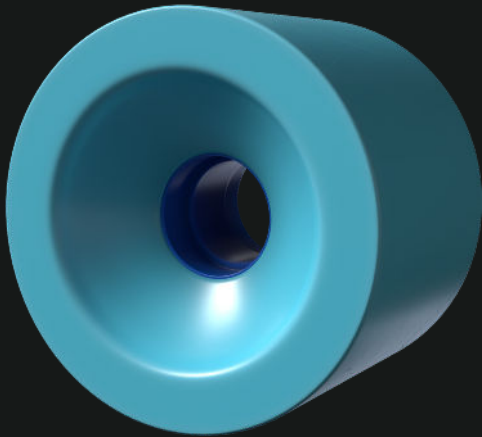
The griptape covers the top of the board, and it helps keep your feet on.

Griptape grit refers to the roughness of the griptape. Think of it like sandpaper: the higher the grit number, the finer and smoother it is, while a lower grit number means it's coarser.

Durometer

Durometer refers to the softness of the urethane. The lower the duro number, the softer/grippier it is. Higher duros are harder/slide easier.

Durometer will give you a basic understanding of the softness/hardness, but you shouldn't rely on it since urethane formulas are different depending on the brand.



Softer wheel = Lower number (75a-85a). Softer wheels are best for rough terrain and carving.

Medium wheel = Middle range number (85a-93a). Medium wheels are now growing in popularity as a wheel that bridges the gap between the benefits of softer and harder wheels.

Hard wheels = Higher number (93a-101a). Harder wheels are best suited for smooth terrain, skateparks, and sliding.



The **core** of a wheel is the innermost part. It provides support for the outer urethane and a place for the bearings to sit.

Offset cores will offer a larger urethane lip, better for grip when carving. **Centerset** is placed in the middle, with an even amount of urethane on each side, easier for sliding.

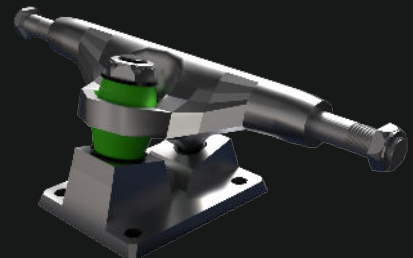
Reverse Kingpins

Reverse kingpin trucks (RKPs) have their kingpins facing the outside of the board. They have a lower angle, offering more stability. Commonly used on longboard setups.



Traditional Kingpins

Traditional Kingpin Trucks (TKPs) have their kingpins facing the inside of the board. They have a higher angle, offering more agility. Commonly used on skateboard setups.



Bushings



Bushings are cylindrical pieces of polyurethane that go through the kingpin and support the top and bottom of the hanger.

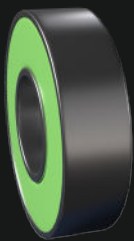
The bushings allow the trucks to pivot at the pivot cup in a manner that may be manipulated by the rider.

Bushing types and hardness will determine how your trucks feel and ride. If you're looking to upgrade your bushings, look into RipTide, Orangatang or Venom.

Bearings

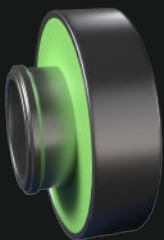
Most beginners put too much weight on bearings. They're not as important as having good wheels. Keep them maintained, and even cheap bearings can last a long time. Avoid double metal capped bearings if you intend on doing regular maintenance.

Street Bearings



Standard bearings have the spacers and speed rings separate from the bearing itself.

Built-In Bearings



Built-in bearings have all of the components built into one piece. You don't have to keep track of the small parts.