



CERIANI CLEAN-UP

Even if you can't pronounce the name right, you can fix them.

There're not a lot of motorcycles that come stock with Ceriani shocks. But they are one of the most popular units used to replace worn-out, wasted and otherwise insufficient dampers. Sorry that this isn't about the new gas-filled jobs, but gas shocks are truly non-rebuildable; they all come with little tags, like on your stereo set, that say: NO USER SERVICEABLE PARTS, KEEP YOUR HANDS OFF.

At least we can help with the oil-damped kind:

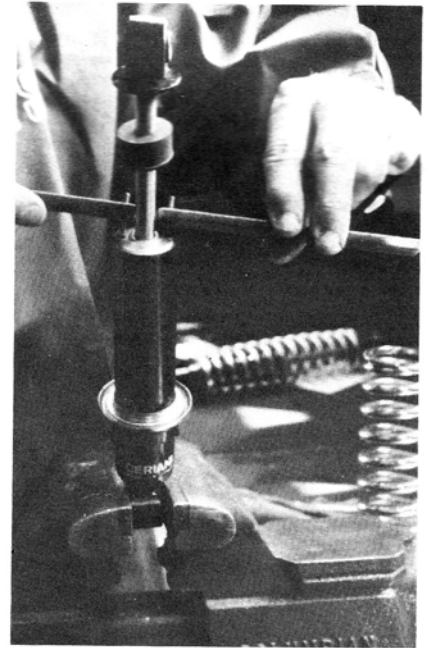
Shocks can be pulled down while attached to the bike, but it is a little easier to clean them out if they are off the swingarm. It's best if there is a vise handy to hold the shock.

Compress the spring a little (this is a lot easier if the spring step cam is on the weakest position) and pop the clips out so the spring can be removed.

In the top of the damper housing is a threaded plug that holds



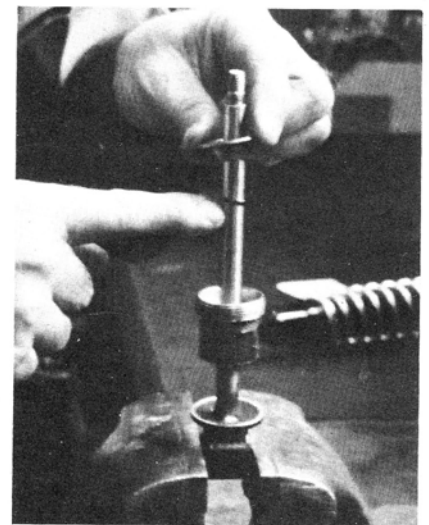
See the name on the jacket? That's Steen's; they are Ceriani experts and they live at 233 Seventh Ave., City of Industry, California 91746. Write them if you need parts.



After popping the spring off, you can unscrew the threaded plug. Buy a spanner like that, or make yourself one.



The damper rod will pull out easily — if it isn't bent. Get it out and then remove the cylinder, drain the old fluid and clean the parts.



First new part to go on is this little O-ring. It goes on after the threaded plug and keeps dirt out.



everything together. Slots in the plug are for a spanner wrench to unscrew —don't be a klutz and beat it out with a hammer and punch. If you can't find a spanner that will fit, it's simple enough to make one. You'll be able to rebuild the shock many times if you don't tear up the plug.

As you pull out the rod, the

internal cylinder may come with it. Just pull the cylinder off the rod and then clean all the parts, cylinder and housing with solvent.

A 12mm nut on the end of the rod allows removal of the damping internals. Keep these in order, or you'll screw up the works. Notice also which way the washers go on; you can get some of them on upside-down.

The order of parts is: 12mm nut, lock washer, piston with ring, male disc, female disc (the one with the slots in the edge), spring washer, valve cup, spring, flow block, washer, O-ring, O-ring retainer, seal, seal cup, small O-ring, threaded plug and rubber bumper. (Don't leave out the rubber bumper for extra travel. The internals will get mashed.)

The kit contains a new seal, a large and a small O-ring and a new piston ring. There is another kit which also contains new pistons, but these usually aren't necessary for a while or unless dirt got inside the unit. By the way, a kit is for *two* shocks, which seems logical.

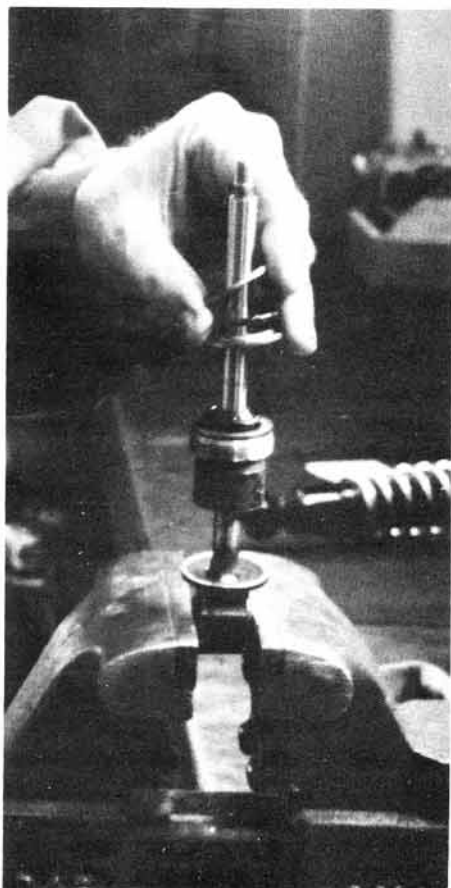
New parts go on exactly where the old ones were. Some of the first Cerianis didn't have the small O-ring, but it fits with no modification, just below the threaded plug.

Be careful not to expand the piston ring too much when putting it on the piston. It's a bit fragile and can be broken if you get too ham-fisted.

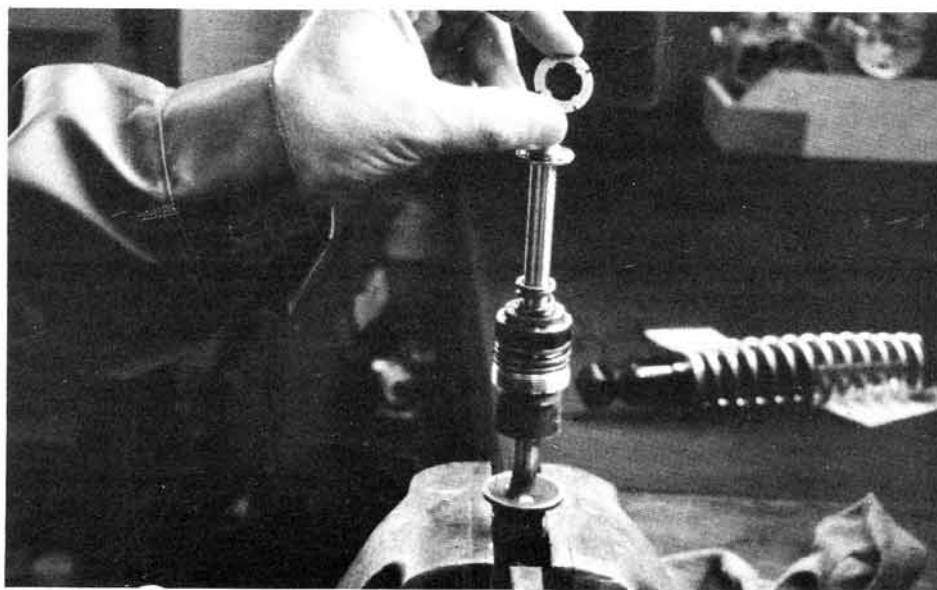
It is extremely important that everything be perfectly clean when you reassemble the shocks. There



Position what you've got so far and then slip on the flow block and spring.



O-ring retainer, O-ring and washer are next.



Male disc followed by female disc go next. It's the female part that is changed to alter the Ceriani's damping.



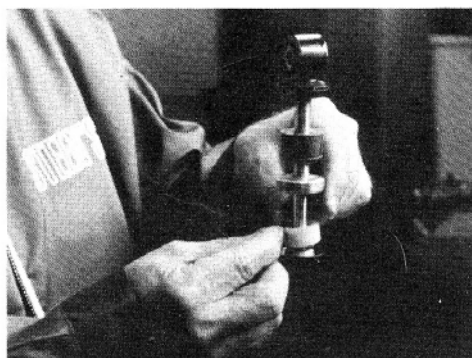
This spring washer goes on next and then the 12mm nut. Tight.



Fill the internal cylinder with about two ounces of hydraulic fluid.



Push the damper rod in very slowly, all the way to the bottom of the cylinder. Let the overflow run inside the housing.



Seat the cylinder and rod at the bottom of the housing, fit the piece of foam under the threaded plug, tighten everything up. That's it.

can't be even one speck of dirt, or the shock will die in just one ride.

First, set the internal cylinder in the housing and pour hydraulic shock fluid to the top of the internal cylinder. Don't use ordinary oil or automatic transmission fluid; they won't work.

Now, carefully push the damper rod into the internal cylinder. Allow the overflow of hydraulic fluid to run inside the housing and gently push the rod all the way down.

As an extra measure against dirt, place a clean strip of foam rubber from an old air filter, such as a Filtron unit, around the rod just below the plug. This will also help contain any foaming that may occur on super-rough circuits.

Tighten the plug back down with the spanner wrench and seal it with a drop of good ol' 3-M on the edge of the threads. Don't run it down inside the threads or you'll have a bad time rebuilding the shock next time.

If you desire, while the shock is down, there are different female discs that can be put in to alter the damping characteristics of the unit. The number and size of slots in the edge control the degree of rebound. Five discs, ranging from harsh to super-soft, are available for the Ceriani units as a kit. The price is about two bucks.

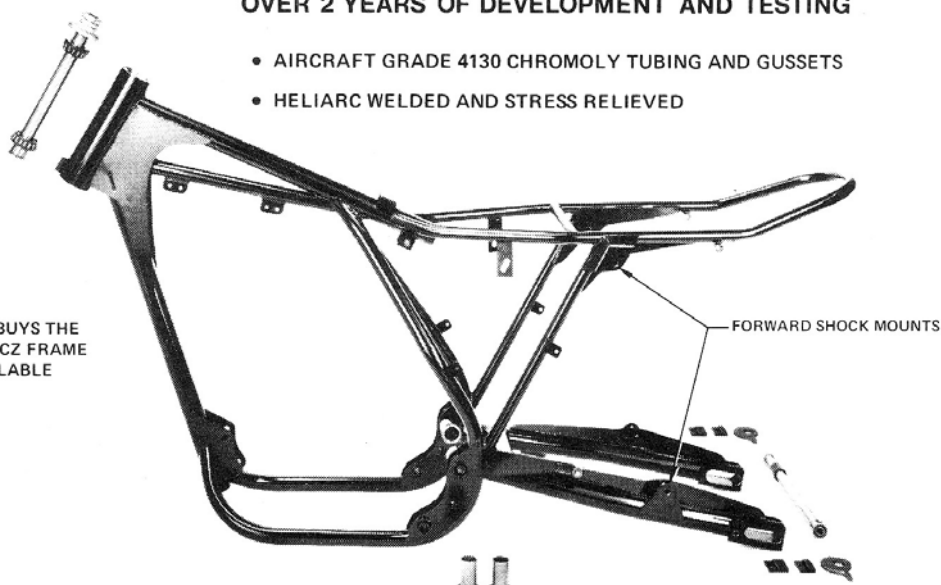
Put the springs back on, bolt them up to the swingarm and it's time to go racing on that new \$1499.95 super racer.

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