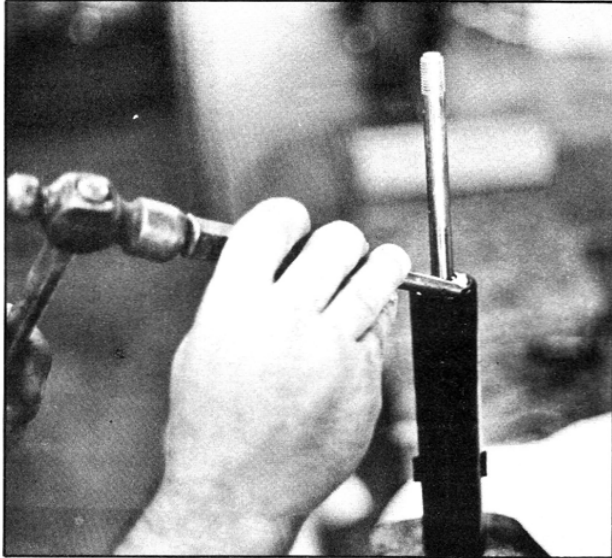


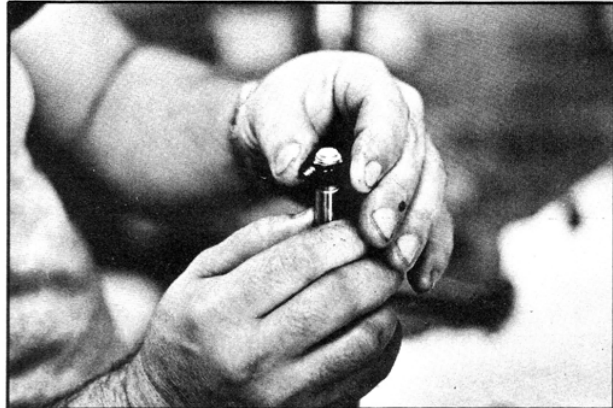


KONI KURE

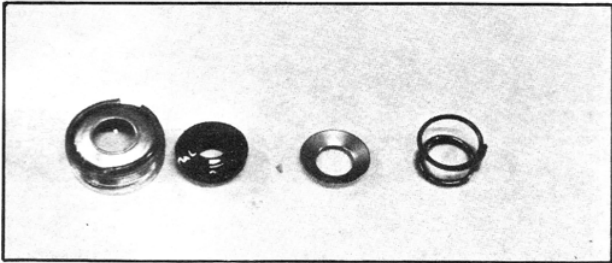
Face it, Konis are still the standard for conventional shocks. And like all shocks, they go away. Here's how to rebuild them.



After removing the spring and keeper, clean and oil the threads. Then remove the ring nut.



Carefully remove the shaft seal. Use grease on the threads to prevent damage, or put tape around them.



Ring nut with seal retainer, seal, spring cup and rebound spring are removed in this order. Unless the picture is upside-down; then it's the opposite.



Dump the old oil into a measuring device. That way you'll know how much was in there.

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Long-time readers are well aware of our fondness for shock absorbers that work properly AND are rebuildable. This keeps the old budget in line. Koni shock absorbers, while expensive to purchase initially, work better than most stock units. Even if you love your Konis dearly, when they wear out or blow a seal, Koni offers one of two choices: Send the shocks to the home office for rebuild and wait up to eight weeks for their return, with a bill of about \$22, or purchase a back-up pair.

However, we offer you an alternative. At least try it before giving up riding for an extended period of time, or putting out more long green for a reserve pair.

Remove the shock absorbers from the motorcycle and strip the spring and spring clips from the body. Remove the top eye and its locknut. Clean the thread area with a toothbrush and penetrating oil. After the threads are clean, set the shock absorbers in the corner and saturate the threads with WD-40

and let set for a day or so. This will allow the penetrating oil to permeate the threaded area and break any rust "bonds."

If at all possible, build your own spanner wrench by drilling a 1/2-inch hole in the center of a 1 1/2 x 1/4 x 12 piece of steel. Measure the inner and outer diameter of the ring nut in the top of the shock absorber. Scribe the outer and inner diameters of the ring nut from the center of the 1/2-inch hole. Mark the center of the two diameters 180 degrees apart. Drill

marks with an 1/8-inch drill. Purchase a one-inch by 1/8-inch piece of key stock. Saw the key stock in half and align it so that it will properly engage the slots in the shock absorber ring nut. Drive the key stock into the drilled holes. Support the underside of the steel so that the key stock will protrude about the depth of the slots in the ring nut. Weld or braze the key stock into position. You now have one each Koni shock tool. Big deal. Of course, \$4.95 sent to the Moto-X Fox

will save you all that. Look for his address in the DB Buyer's Guide.

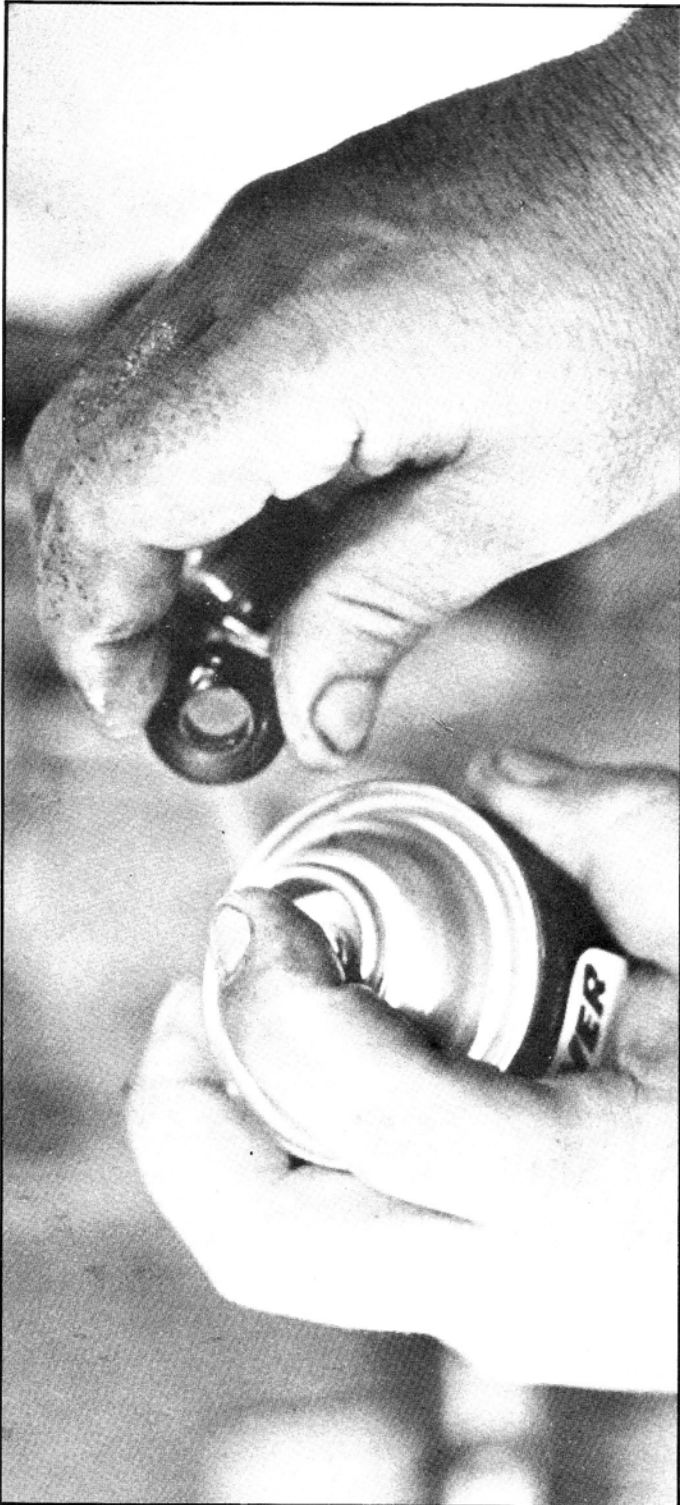
Put the lower eye of the shock in a vise and tighten. Slip the spanner wrench over the shock rod and align the keys to the slots in the ring nut. Push down and turn the ring nut out. If the ring nut will not move, have your buddy tap the spanner with a hammer while you force downward and turn.

If building the wrench is beyond your mechanical ability, the ring nut can be removed by the hammer and

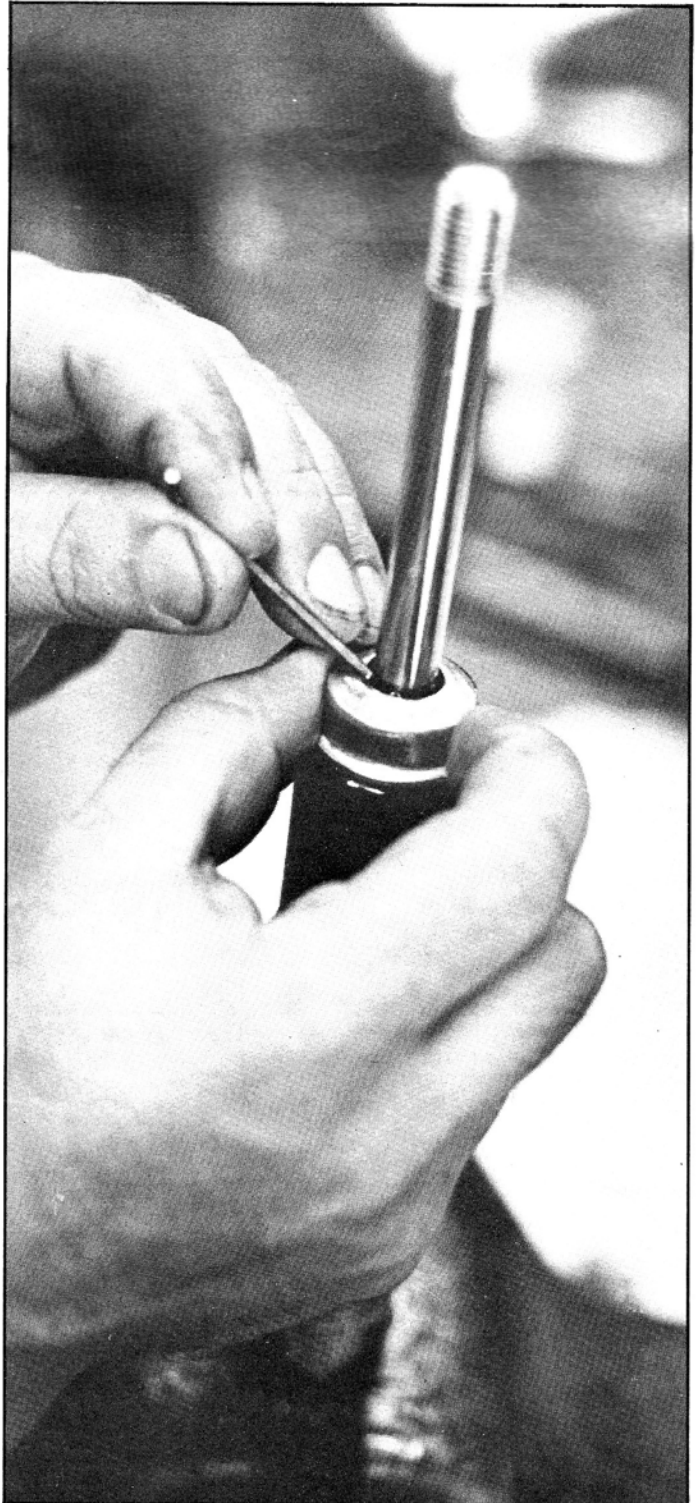
punch method. When the punch is used, make sure that it does not injure the threads in the shock body.

Install the upper eye and remove the packing seal and the shaft seal by bringing the shaft to its topmost position and then "bumping" it until the seal unit dislodges itself from the shock body. Be very careful when removing the seal from the shaft.

Clean the seals in a solvent, lightly oil with WD-40 and set aside. Remove the piston assembly very slowly so that the shock fluid will



Lubricate the shaft seal before you put it back on.



And try to get it in the seal retainer right — or else.



These are the workings in the sequence of assembly.


drain below the piston, not over the side on the floor. Pour the shock fluid into a graduated cup and record the amount. Pull the cylinder from the shock body and remove the bottom orifice plate. Note that the adjustment side points down.

Clean everything in solvent and lightly oil with WD-40.

Reassemble in reverse order. Be sure that the metering plate is in with the adjustment down. A look into the body shows that the metering plate engages the prongs in the bottom. Set the cylinder over the metering plate and pour 75cc of oil into the cylinder. If you live way out in the pucker bushes and have no way of measuring the oil, fill the inner cylinder until it starts to overflow. Stop! You have approximately enough oil. The selection of oil is up to you. Hydraulic jack fluid is slightly heavier than the stock "super-special" Koni fluid. If all fails and proper oil cannot be found, use

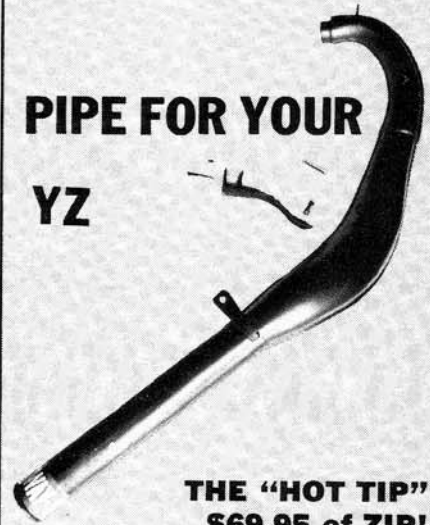
automatic transmission fluid. Ford fluid is slightly heavier than GM fluid. Both transmission fluids are usually heavier than the hydraulic jack fluid.

Install the upper bearing support and the shaft seal, then grease the threads on the shaft to prevent seal hang-up. Install the seal holder and the outer seal O-ring. Run the ring nut down and tighten. We suggest that you seal the threads with silicone rubber to prevent dirt and water from getting in again. **DO NOT USE LOCTITE.**

That's it. You have just successfully avoided spending a pile of money and an aggravating long wait. Plus, you are the owner of a spiffy tool that you can rent out for a large sum of money again and again. Once you see just how simple the shock is to take apart, you can experiment with different weights and types of oil. Isn't life wonderful when you know the inside stuff? 

"6TH GEAR"

PIPE FOR YOUR YZ

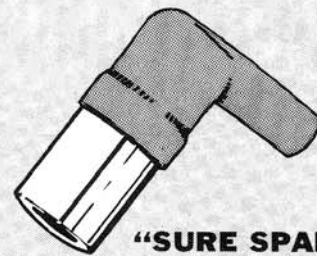


**THE "HOT TIP"
\$69.95 of ZIP!**

Most experts agree that the Yamaha YZ 125 could use another gear. Why? Well, among other things, it's not the happiest experience in racing to run out of gears before you run out of room! The new "HOT TIP" Racing Pipe does a lot to solve that problem. As MOTOCROSS ACTION reports: "With the "HOT TIP" your YZ between 7000 and 11,000 rpm picks up an extra 2.75 horsepower — which is enough to get you from here to there a lot quicker."

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Also fit MX 125 and 175
(EVEN MORE DRAMATIC POWER INCREASE!)



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The new waterproof spark plug cover positively prevents water and other electrical grounding materials from coming in contact with the spark plug. Extruded aluminum housing surrounds plug for complete sealing. Terminal is the spring clip type that goes over spark plug cap, not on the plug threads. All rubber parts are high temperature silicone base to retain optimum resilience in all weathers.

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