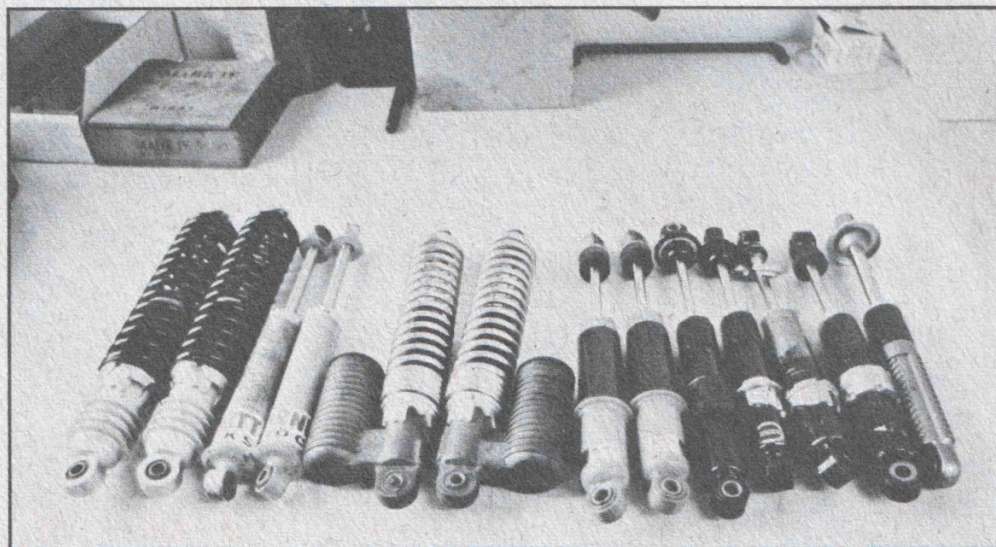


Shock Spectacular!

How to, prices, specs, spring rates and tricks you ought to know if you're going to mess around with these things in the first place.



REBUILDING: ARNACO, BETOR, BOGE, CURNUTT, HONDA, KONI, RED WING, TELESKO, AND THERMAL PHASE

By the absolutely wasted Editors of MODERN CYCLE

What we have attempted to do here, is give you a comprehensive guide to all the rebuildable shocks on the market. None of the gas shocks are included, even though several are rebuildable. We're experimenting with several of those right now, including the Ceriani and Marzocchi.

The shocks we've gone into here, make up the bulk of the accessory shocks available and some of them even come as original equipment on new motorcycles.

You'll notice a big difference in the amount of information present on the different shocks. This is most assuredly not favoritism for one brand over another, but rather an obvious effort on the part of some shock manufacturers to put out information. A good comparison would be the amount of data and specifications available from Boge, then take a look at the meager offer-

ings from the long time leader in the field, Koni. Apparently, Boge is trying harder to please and inform the customer, while Koni is so secretive about their product, that information is next to impossible to obtain.

Additionally, some of the largest manufacturers of rebuildable shocks, like Yamaha, do not even sell a tool for working on the Thermal-Phase shock.

Part of the mystery extends to springs and their identification. We have what must be considered the most complete spring rate charts available on these pages, but still, several manufacturers offer little or no information about what they sell to the public.

We've included several springs from manufacturers that do not currently offer a rebuildable shock—notably S & W and Girling—simply because they are commonly available springs.

It's interesting to note that shocks that used to be considered the leaders in the field (Ceriani, Betor, etc.) have all but disappeared from the scene. Much of the reason for their decline, we feel, is their lack of getting the data out to the buying customer. In fact, the standard Ceriani shock is not even included in this article, because the current licensed rep has locked inventory and did not even want to disseminate info.

And on the other hand, we applaud the fine efforts of companies like Red Wing and Boge for not only making the information available, but for going out of their way to assist us in assisting you.

One last thing . . . this is not a comparison test of any sort . . . but rather a collection of information that absolutely should find a permanent home in your toolbox.

SHOCK ABSORBER MODELS

11 1/4" SHOCKS

Greeves

250 MX Griffon,
250 Desert Griffon,
380 MX

Husqvarna

125 MX, 175 MX, 250 MX,
250 Enduro, 360 MX, 360
Enduro, 400 MX, 450 MX,
450 Desert Master

Kawasaki

MC-1M 90, MC-1 90

Ducati

750 GT Sport

Suzuki

GT185, GT250, GT380,
GT500, GT550, GT750

12 1/4" SHOCKS

American Eagle

125 CMX R2, 250 CMX R2,
400 TMX R2

Can Am

125 MX, 175 MX,
125, 175 Enduro

Cooper

250 MX, Enduro

DKW

100, 125 MX

Greeves

175 Pathfinder

Harley Davidson

Z-90, SR-100 Baja, TX-125,
SX-175, SX-250

Kawasaki

G-3 90, G-5 100,
K-S 125, G-3 100

Montesa

123 Cota Trials, Picnic,
125 Capra MX

Ossa

175 Stiletto Pion.,
250 Stiletto Pion., DMR

Penton

125, 175 MX, 125,
175 Enduro

Rickman

250 MX

Rokon

134 Trail, RT-340 Enduro

Suzuki

TS-125, TC-125,
TS-185, TC-185

Yamaha

DT100, LT2, LT3, 100
Enduro, DT125, AAT2, AT3,
125 Enduro, DT-175, DT250,
DT360, DT400, MX100,
MX125, YZ125, MX175,
YZ175, TY250

Zundap

125 MX, Enduro

Bultaco

Astro 200TT, 250TT,
350TT, 360TT

Honda

CB100 KI/K2, CB/CL 125SL

Kawasaki

G-3 100, SI-250, S2-350, Mach
II, 500 Mach III, H1-500, KZ 400

Yamaha

RD250, RD350, XS500,
TX500, XS650, TX650

13" SHOCKS

American Eagle

125 Trails

Bridgestone

100 GP Enduro

Bultaco

Lobito 100 MX, Pursang 125,
175, 200, 250, 350, 360;
Sherpa T250, T350;
250 MX GP, 360 MX GP

Can Am

250MX, 250 Enduro

Cooper

250 MX Enduro, 250 MX GP

CZ-Jawa

125 MX, 175 Enduro,
250 MX, 400 MX,
250 MX GP, 400 MX GP

DKW

125, 175 MX Enduro

Harley Davidson

SX-125, SX-350

Hodaka

ACE-90, ACE-100, 100
Dirt Squirt

Husqvarna

175 MX GP, 360 MX GP

Kawasaki

G-4 100, F-6 125, F-7 175,
F-8 250, F-11 250, F-9 350,
F-8 1M 250, 100, 125 MX,
250, 400 MX

Maico

M 125, 250, 400, 450,
501 MX; 250, 400 GP

Monarch

125 MX, 125 ISDT Replica
Montesa

247 Cota Picnic, 247 Cota,
250 King Scorpion Trail,
247 Cota Trails, Cota 172

Trails, Capra 250 MX,
250 VR, V75 MX250

Ossa

250 Trails

Penton

125, 175 MX GP,
175 Enduro/GP,
250 MX/Enduro

Puch

125, 175 MX, 125,
175 Enduro

Rickman

125 MX 6 days

Suzuki

TS-100, TC-100
RL-250 Exacta

Triumph/Norton/Villiers

441 Victor Special MX,
B-50 MX Victor

Yamaha

MX125, 125 YZ, MX175,
YZ175, DT250B, DT400B

Yankee

500Z

BMW

500, 600, 800, 900

Harley Davidson

SS 350

Kawasaki

S3-400, 750 Mach IV,
H-2 750

Montesa

Rapida 250

Moto-Guzzi

Ambassador 750

Triumph/Norton/Villiers

250 Starfire, Gold Star, 441
Shooting Star, 500 Royal Star,
600 Lightning, Thunderbolt,
750 Rocket III, 500 Tiger,
Daytona, 650 Bonneville,
750 Trident, 750 Hurricane,
Norton Comando 750, 850,
John Player Special

13 1/2" SHOCKS

A.J.S.

250 Y40, 370 Y50 Stormers

Bultaco

Alpina 125, 175, 250, 350

Hodaka

100-Super Rat, 125 Super
Combat, 125 Wombat,
125 Combat Wombat

Honda

XL100, XL125, XL175,
LX250, LX350

Husqvarna

250 MX GP

Kawasaki

250GP MX, 400 GP MX

Ossa

125, 175 Phantom, 175
Phantom MX, 175 Super

Pioneer, 250 Desert Phantom,

250 Super Pioneer,

250 Explorer, 250 Plonker,

250 Phantom

Penton

250 MX GP Med. Comp-cant.

Suzuki

TS-250, TS-400, TM-100 MX,
250 MX GP, 400 MX GP

Triumph/Norton/Villiers

500 Victor MX

JS Stormer 250, 410 MX

14" SHOCKS

Hodaka

250 Enduro

Honda

CR125, MT125, CR250,
MT250, MR175, MR250

Laverda

750 SF, 750 SSC, 1000

Suzuki

TM 250, 400 MX

SPRING RATE IDENTIFICATION CHART

| SPRING RATE | ARNACO | BETOR | BOGE | CURNUTT | GIRLING | HONDA | KONI | | | RED WING | S & W | | TELESCO | YAMAHA |
|-------------|--------|-------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|---------------------------------------------|-----------------------------------------------------------------------------------------------------------|-------------|------|----------|------------------------------------------------------------------------|--|---------|-----------------------------------------------------------------------------------------------------------------|
| 45 | | | | 95% of all Curnutt Shocks use a 45/65 P spring that varies in length. Pre-load changes action and can be up to 3 inches in some shocks. All springs are bright red. | White-Blue | | Length | Measurement | Lbs. | | 45-70 P. Gold | | | MX—250 360 SE 500 White 90 lbs. |
| 50 | | | Gold | | Yellow-Blue | | 7-1/4" | 185 x 17mm | 95 | | SilverGold | | | |
| 55 | | | | | | | 7-1/4" | 185 x 22.5 | 126 | | | | Red | |
| 60 | Blue | Light Blue 60-90 P. Red | | | 60-90 P., 8.0" Green-Purple 60-90 P., 8.1" Green-Orange | | 8-7/16" | 215 x 14 | 78 | | Plain, 60-90 P., 9.0"—Gold-Gold 60-90 P., 9.5"—Brown-Gold | | | MX—125 1973 thru 1975 66 lbs. |
| 65 | | | | | | | 8-7/16" | 215 x 20 | 112 | | | | | MX—100 No color 65 lbs. |
| 70 | | | | | 70-100 P. — Green-Pink | | 8-11/16" | 220 x 11 | 62 | | Gold-Red-Gold | | | |
| 75 | Green | | Red | | Yellow-Yellow | | 8-11/16" | 220 x 25 | 140 | | 70-100 P. Gold-Gold-Gold | | | YZ 250A YZ 360 68 lbs. |
| 78 | | | White | | Yellow-Green | | 9-1/2" | 240 x 9.5 | 52 | | Yellow-Yellow (Girling), 7.5"—Gold-Green 9.0"—Gold-Blue, 9.5"—White | | Green | |
| 80 | | | 80-100 P. Orange | | Yellow-Red | | 9-1/2" | 240 x 14 | 78 | | | | | 400 Enduro 80/145 |
| 82 | | | | | | | NOTE: Measurements are taken from center of coil to center of next coil. See illustration below. | | | | | | | NOTE: Most Yamaha springs are not color coded. You must know model to know poundage. |
| 88 | | | | | Yellow-White | | | | | | Gold-White | | | |
| 90 | Red | | Yellow 90-120 P. Silver | | Bue | 8.0" Green-Yellow 9.4" Green-White | | | | | Yellow-White (Girling) | | Yellow | |
| 96 | | | | | Green-Red | | | | | | | | | |
| 100 | Orange | | | | 7.4" Green-Blue 8.4" Green-Green | | | | | | Purple-Gold, Green-Green (Girling) | | | |
| 110 | | Dark Blue | | | 8.0" Red-Red 8.4" Pink Purple 9.4" Red-White | | | | | | | | White | |
| 120 | | Green | | | Red-Green | | | | | | | | | |
| 125 | | | | | Red-Yellow | | | | | | Red-Gold | | | |
| 126 | | | | | | | | | | | Red-Yellow-Gold (Girling) | | | |
| 135 | | | Purple | | | | | | | | 9.0"—Gold-Blue-Gold 9.5"—Gold-Pink-Gold | | | |
| 150 | | | Pink | | | | | | | | | | | |
| 250 | | | None | | | | | | | | | | | |



* P. = Progressive Wound Spring