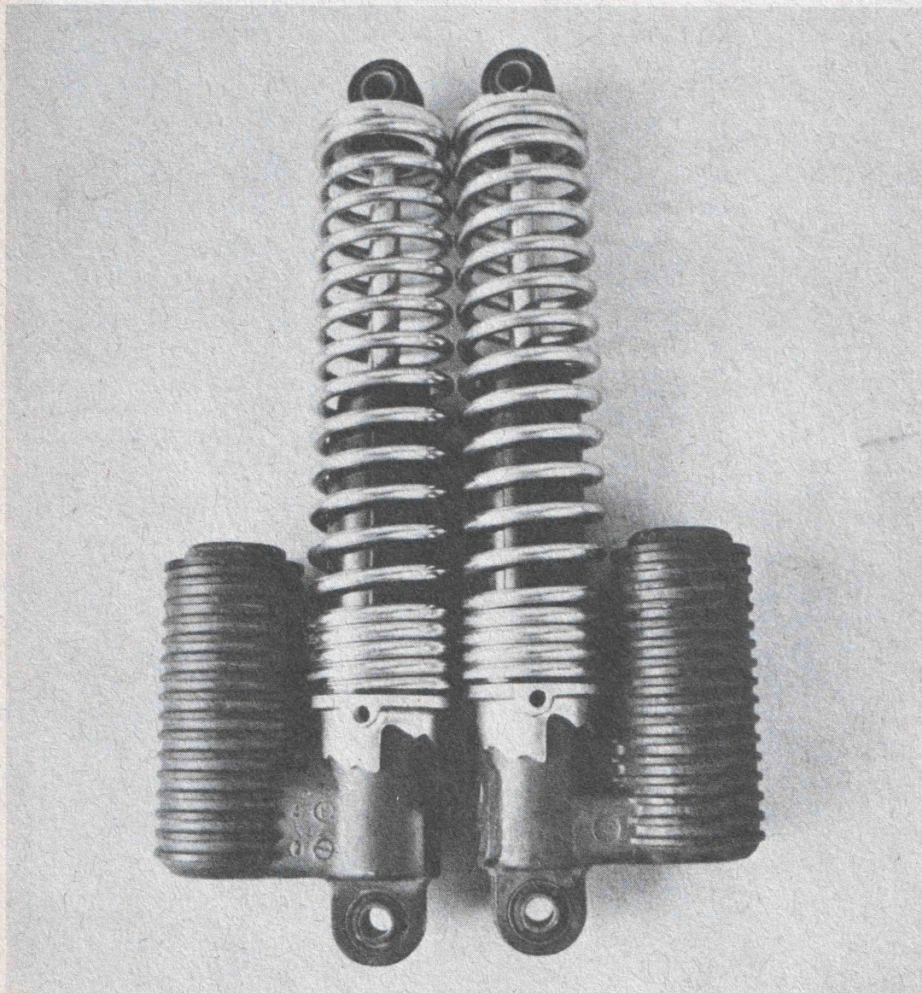


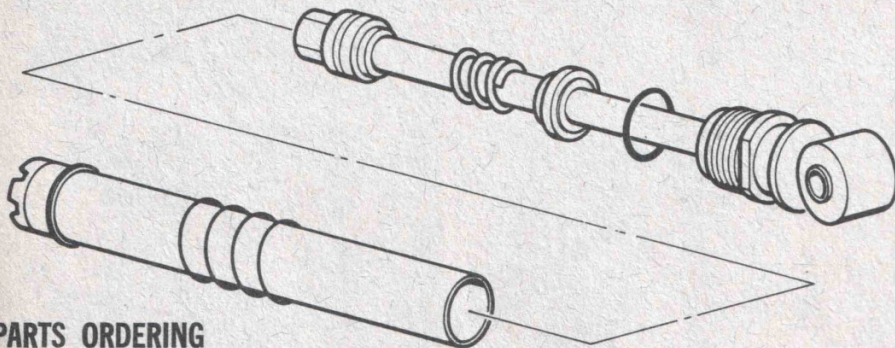
THERMAL PHASE

REBUILDING THERMAL PHASE SHOCKS



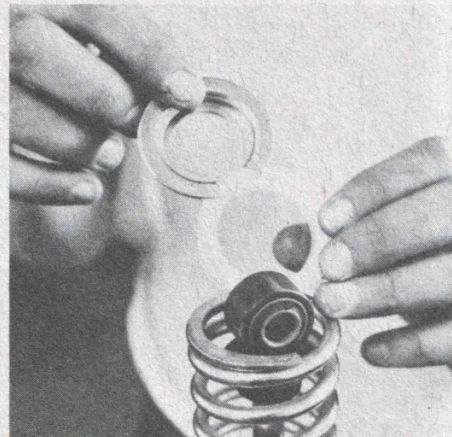
THERMAL PHASE SHOCK ABSORBER MODELS

Replacement Cylinder Rod Assemblies for 1974 thermal phase shock absorbers are now available. Refer to Motorcycle News Bulletin No. 317 for installation procedure.

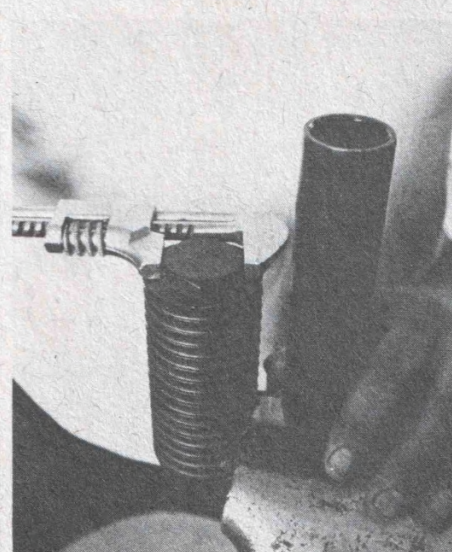
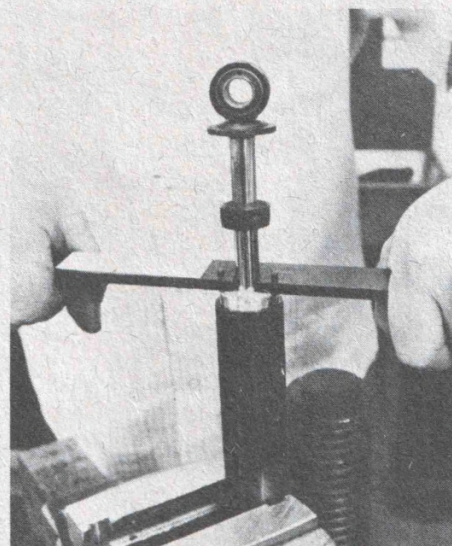


PARTS ORDERING

MODEL	PART NUMBER	DESCRIPTION	PRICE/DISC.
MX100A	427-22250-09-00	Cylinder Rod Assy.	\$14.88-N
MX125A/175A/YZ125A	401-22250-09-00	Cylinder Rod Assy.	14.88-N
DT250A/360A	438-22250-09-00	Cylinder Rod Assy.	14.88-N
MX250A/360A/SC500A	363-22250-79-00	Cylinder Rod Assy.	15.10-N
YZ250A/360A	431-22250-09-00	Cylinder Rod Assy.	16.14-N

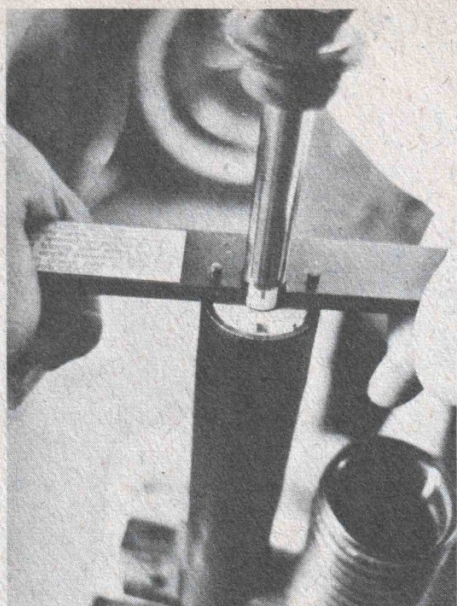


Compress spring and remove spring clip. Remove spring.



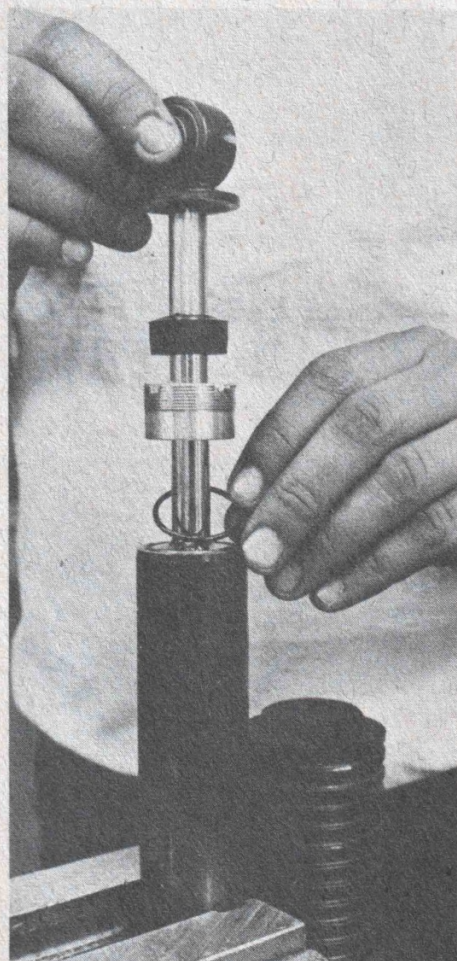
Remove caps. Carefully pump out shock fluid.

NOTE: Punch marks and spanner holes in piston rod nut. Clean out extruded metal between rod nut and cylinder housing. Remove nut.



NOTE: A spanner can be manufactured from a piece of $\frac{1}{4}$ " x $1\frac{1}{2}$ " steel strap. Cut a notch to clear piston rod. Drill a hole on each side to align with rod nut holes. Press-fit dowel pins of suitable O.D. into holes in strap.

An alternate method is to drive nut off using a punch in the nut holes. This method may damage the cylinder housing. Use extreme care.



With nut unscrewed, remove and discard piston rod assembly (Fig. 2).

CAUTION: Do not compress piston rod assembly. With no seal on piston, any remaining shock fluid will escape under pressure.

THERMAL FLOW SHOCK SPRING RATES

	SPRING RATE	
	kg/mm	lb/in
1973 MODELS		
MX250	1.703	95
MX360	1.703	95
SC500	1.703	95
1974 MODELS		
DT250A	K1=1.42, K2=2.6	80/145
DT360A	K1=1.42, K2=2.6	80/145
MX100A	1.16	65
MX125A	1.18	66
MX175A	1.18	66
MX250A	1.703	95
MX360A	1.703	95
SC500A	1.703	95
YZ125A	1.18	66
YZ250A	1.22	68
YZ360A	1.22	68
1975 MODELS		
DT175B	1.16	65
DT250B	K1=1.42, K2=2.6	80/145
DT400B	K1=1.42, K2=2.6	80/145
MX100B	1.16	65
MX125B	1.18	66
MX175B	1.18	66
YZ125B	1.18	66

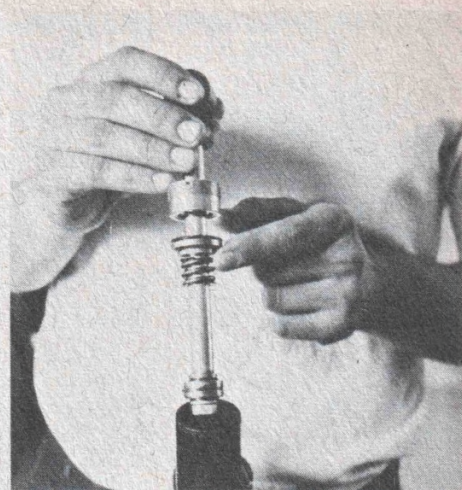
PART LIST

Part #	Part Name	Price
550020	Cylinder	\$10.05
550016	Spring-top/bottom	.85
550021	End fitting	4.75
550009	Shaft	12.05
550008	Adjust. rod	2.25
100532-006	O-ring	.20
550025	Washer-top	.95
550022	Cam	2.55
550010	Ring retainer	.60
550002	Nut-Bearing assem.	7.10
550099	Seal	.60
550011	Wiper	.60
550012	Spring-top-bottom	.95
100532-023	O-ring	.35
550005	Piston	5.05
550084	Teflon	1.25
550006-13/35	Poppet	.60
550007	Spring-poppet	.50
550015	Guide	1.20
550092	Washer cup	1.20
	Extension springs	3.63
	Mounting bushings	1.25
	Load springs	7.25
	Seal kit	7.50
	Rebuild kits	10.50
	with packing nuts	
1.	Aluminum shock absorbers	59.90
2.	All "RP" standards	64.50
3.	M4-M5; 13.5 & 14.0 specials	69.50
	Service charge rebuild	17.85
	Conversion to RP from standards	29.50
	Damping units less springs	(1) 45.38
		(2) 49.48
		(3) 54.98
	Damping units less springs/grommets	(1) 40.34
		(2) 44.48
		(3) 49.94



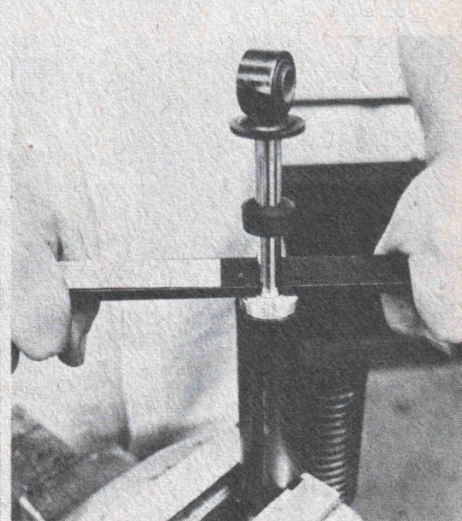
Remove and discard cylinder. Wash housing thoroughly in clean solvent.

CAUTION: During washing and reassembly, take extreme care to see that all parts are thoroughly cleaned. The smallest foreign particle within the assembly can impair damping action by blocking the damping jets.



Install replacement cylinder. Note location of coil spring around cylinder. This is an anti-foaming device and must be in place at the approximate center of cylinder.

Install replacement piston rod assembly. Check location of O-ring at base of rod nut. Piston seal is incorporated within rod nut.



Torque piston rod nut (new type has flats for wrench) to 80-100 in/lbs. Stake to prevent loosening (Fig. 1).



Add 175cc (6.0 oz.) shock fluid to reservoir. Install reservoir cap bolt. Torque to 175-200 in/lbs.

Rebuild kit part number is: M/C PNB No. 369.