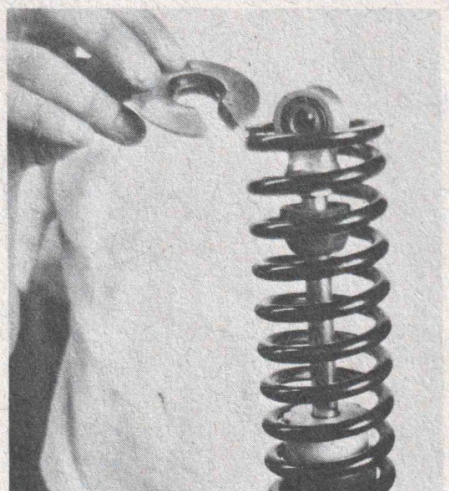
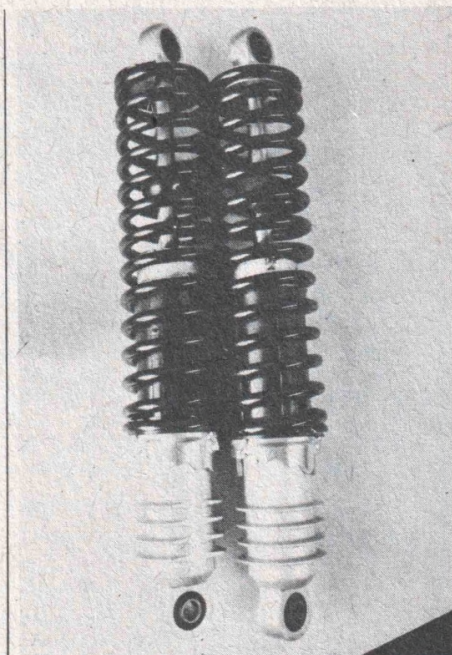
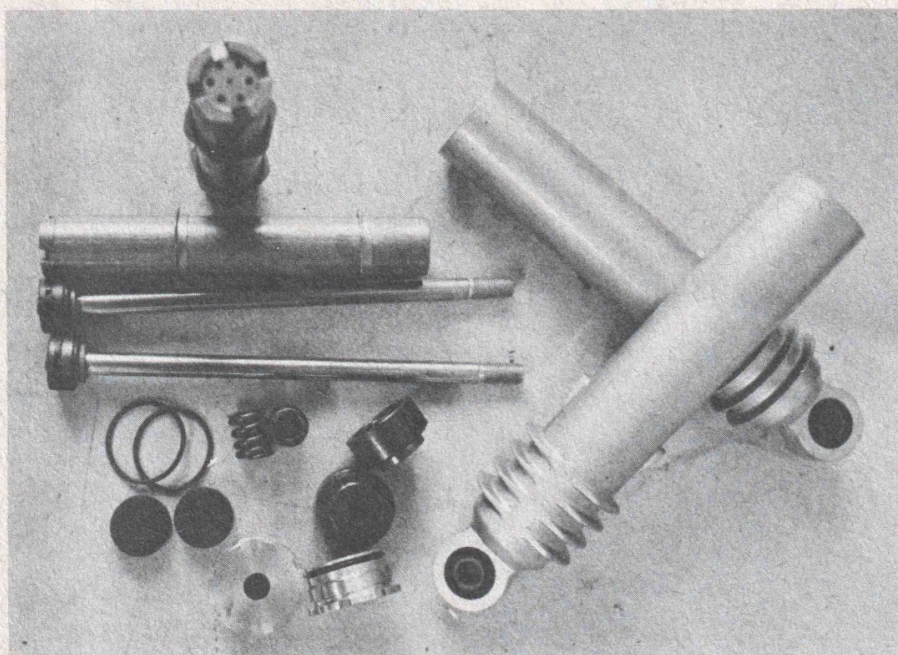
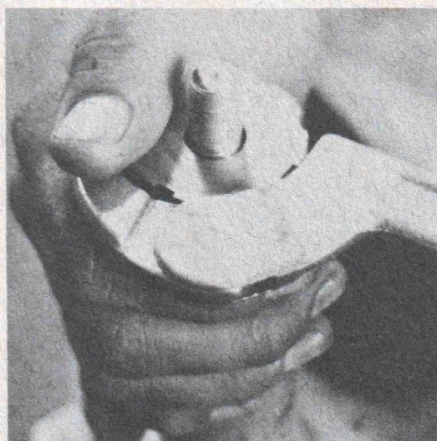


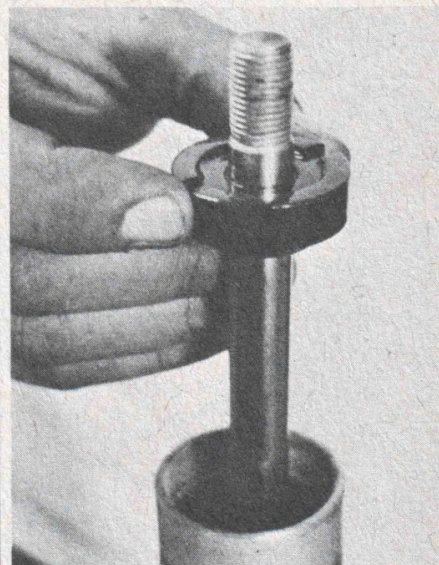
HONDA



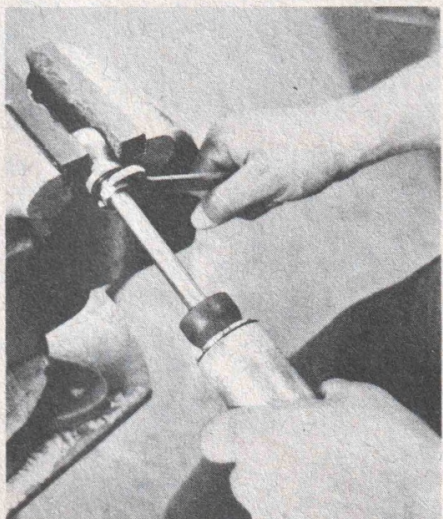
Compress spring, remove clip and spring.



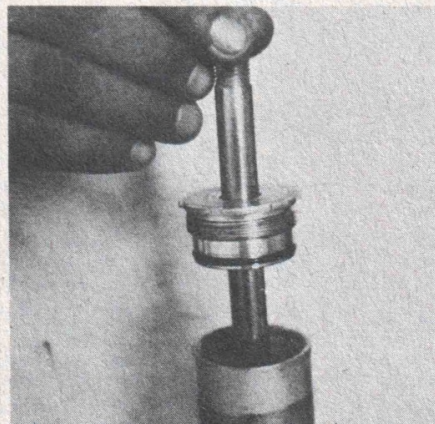
Before removing shock cap, clean thoroughly through the thread holes. Any dirt present will ruin the threads. Luckily, we had a tool that fit the slotted edges. If you don't, carefully use a large pair of channel locks.



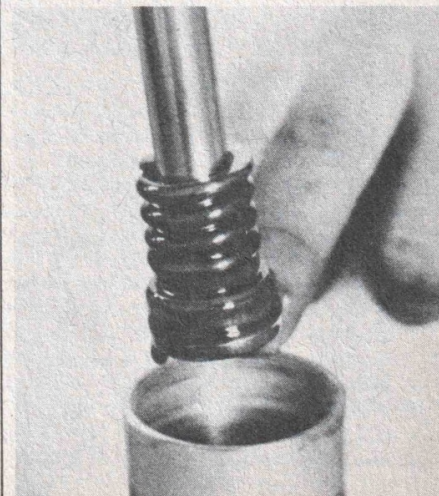
Remove shaft locating unit.



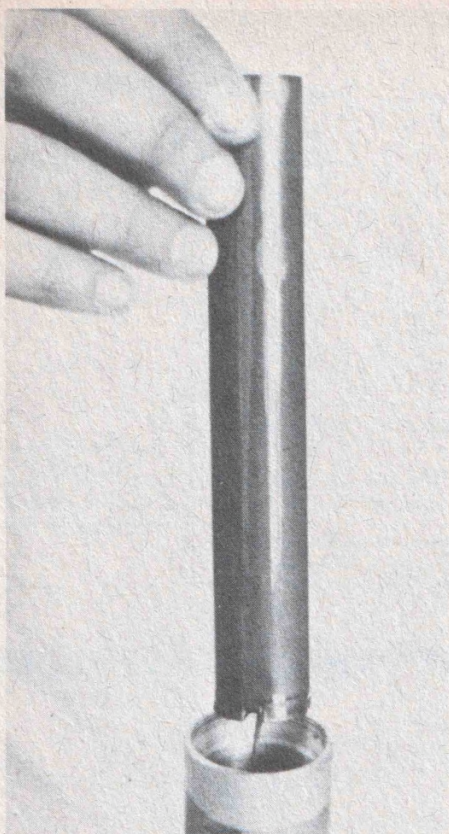
Place top eye in vise and loosen jam nut with 17mm wrench. Remove eye and jam nut.



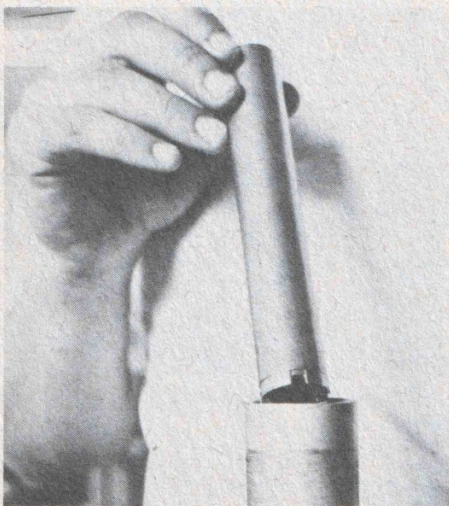
Slide cap up and off of shaft. Twist off slowly at threaded area. A shot of chain lube will help protect the seal from damage.



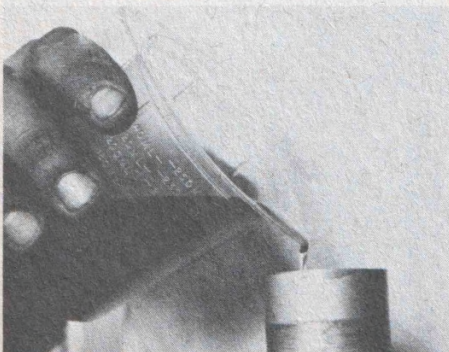
Lift out shaft/piston assembly. Drain oil.



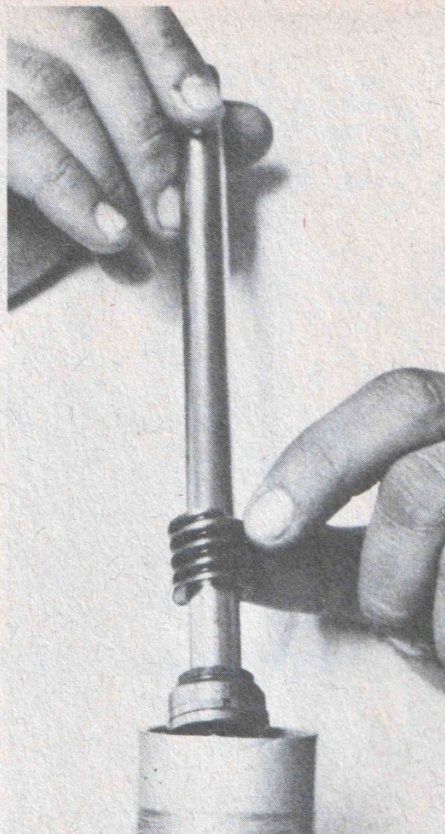
Lift out inner body and clean all parts in solvent. Check for worn or damaged parts. Replace where needed. Refer to specs for part numbers.



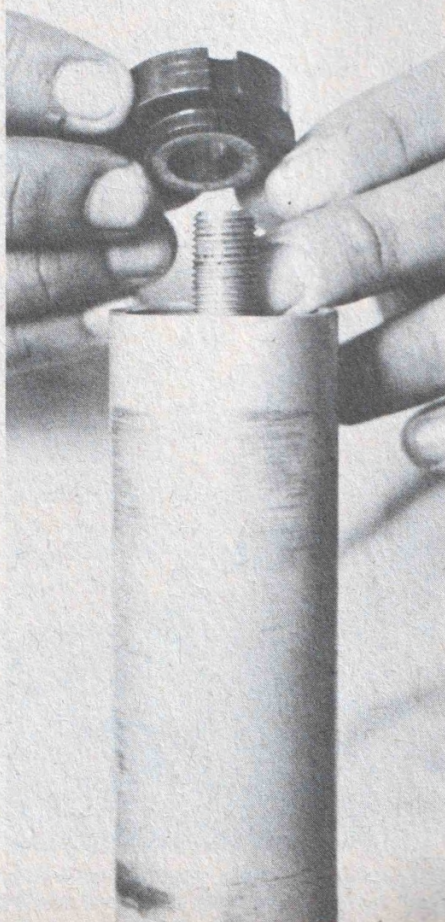
Install inner sleeve back in body. Valve on end of inner body should not be removed and stays firmly in place if left alone.



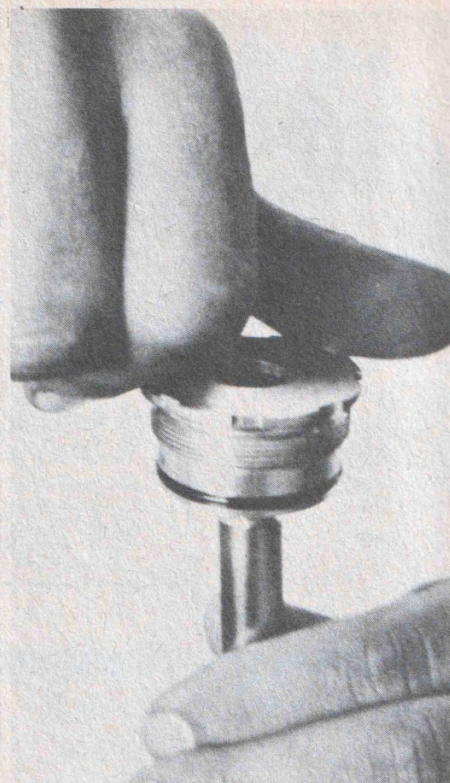
Pour oil (see specs for amounts) into the outer body.



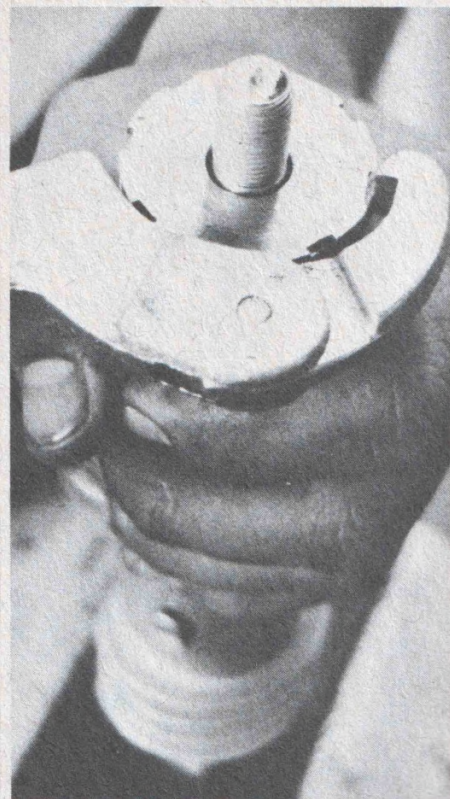
Install piston shaft assembly back in inner body. Do not push; let it slide in slowly. Make sure top out spring is still in place.



Install rod guide over depressed shaft.



Thread cap over shaft and tighten. Replace all hardware.



HONDA SHOCK REBUILD PARTS AND NUMBERS

ITEM NO.	NEW PART NO.	PART DESCRIPTION	MODEL/ QTY CR250M
1	52411-357-010	GUIDE, rod	2
2	52412-357-010	CASE, oil seal	2
3	52414-312-000	SPRING, rebound stopper	2
4	52420-357-305	CASE COMP., rear cushion	2
5	52430-357-305	CYLINDER ASSY., damper	2
6	52440-357-010	ROD COMP., damper	2
7	91256-300-970	OIL SEAL, 10x25x3.5	2
8	91317-591-005	O-RING, 30.8x1.9	2

CR250M—1000216 and subsequent

HONDA SHOCK BLOW-UP

CR 250 M—1000216 and subsequent.

The component parts for the rear damper are now available, making it possible to disassemble and make repairs to the damper.

Remarks:

1. During repair, exercise care to prevent contamination to the interior components.
2. After repair fill cylinder with 102cc quality grade ATF oil. (Automatic transmission fluid)
3. Securely stake the oil seal case after tightening.

