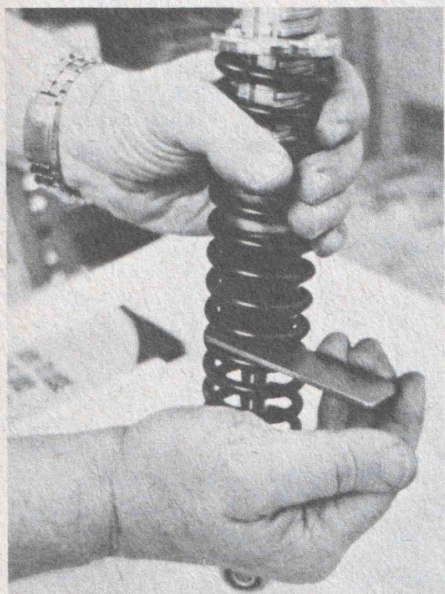
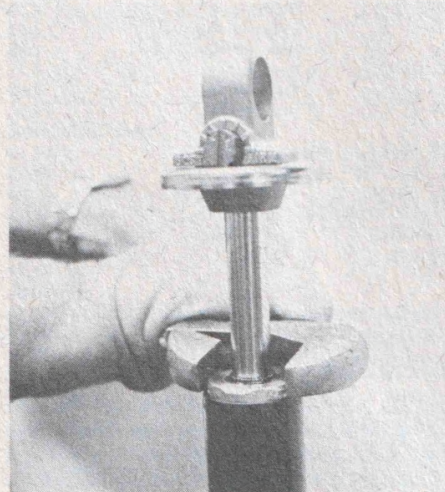


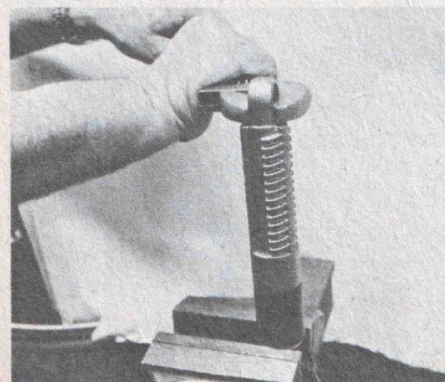
ARNACO



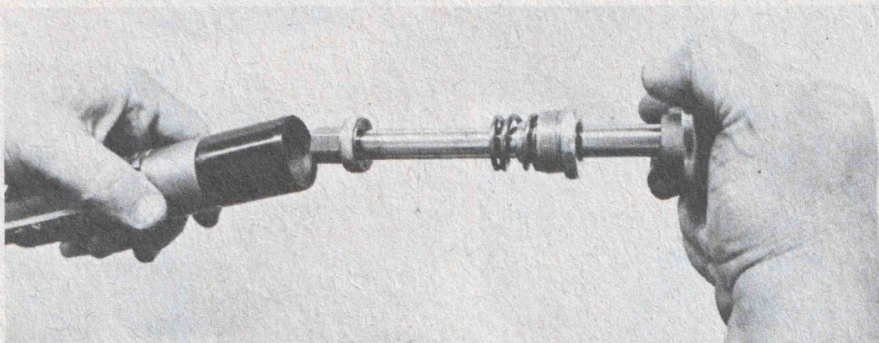
INSTRUCTIONS: DISASSEMBLY/ASSEMBLY. DISASSEMBLY — Remove load spring after prying lock tab on spring retainer (if engaged) and rotate counterclockwise about 90°.



Secure lower mount of unit in vise and unscrew 1¼-inch packing nut from top of body.

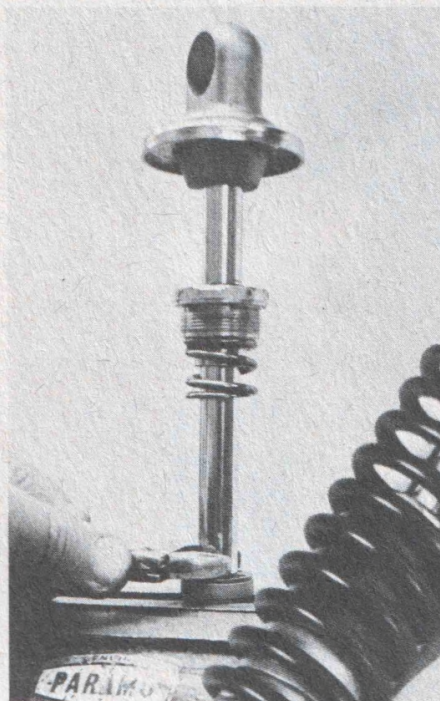


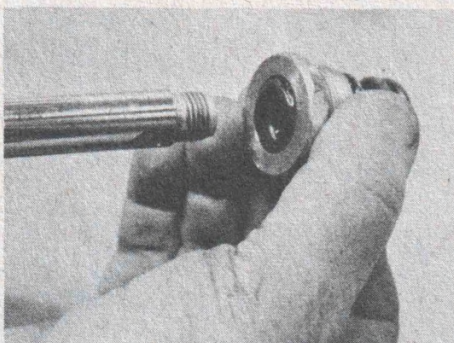
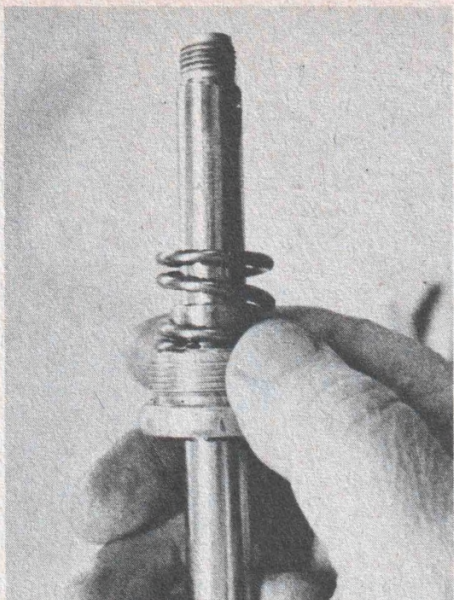
Or to prevent slipping, put cap nut in vise and turn body.



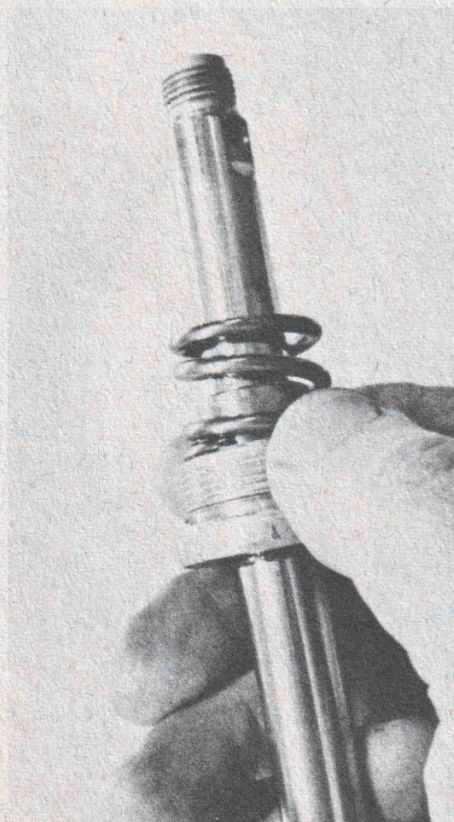
Pull top mount, shaft, and piston assembly from cylinder, and empty fluid.

Secure hex of piston in soft-jawed vise or other protected surface and unscrew shaft in counterclockwise direction with ½-inch open end wrench on flats of shaft.

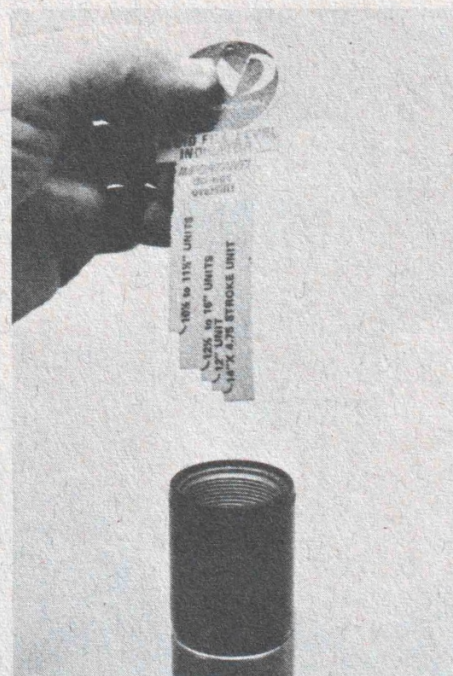
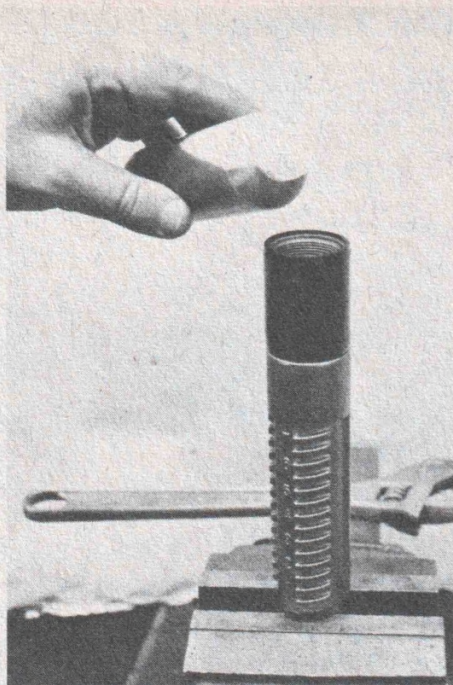




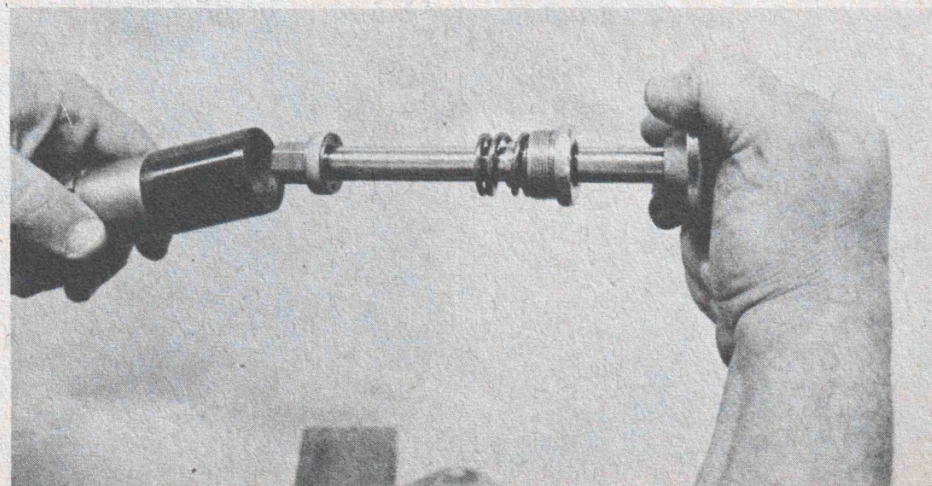
Remove packing nut assembly from shaft. This is adequate disassembly for normal servicing.



REASSEMBLY—Wash all parts thoroughly in good grade solvent. Coat all surfaces of seal with cup grease. Install packing nut over wrench flats and rotate while pushing over shaft.



Fill cylinder with 2nd SUSPENSION Damping Fluid to the level indicated on Fluid Level Indicator for length of suspension unit.



Reassemble in reverse order of disassembly.

SPECIAL SERVICE FOR OLDER UNITS

As a special service for early customers, ARNACO will rebuild and update older units to new, Super-2ND specs with Kal-Gard finished, pressure-tested cylinders and relieving pistons at a cost of approximately \$25 per pair plus shipping. Damaged parts needing replacement will be billed at prevailing prices. Send dampers only, no load springs, please. Enclose \$15, balance shipped C.O.D.

DAMPING FLUID AND REBUILDING KITS

REBUILD KIT contains all seals, damping fluid and level indicator needed to service two damper units. \$10.75

SEAL KIT contains complete set of seals for two units. \$7.75

DAMPING FLUID, 4 oz. size \$1.00—8 oz. \$1.75

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

NOTE: Old-style removable seals are being replaced with new cap containing non-removable improved seal. New caps fit old style shocks with no modifications needed.

ARNACO REFERENCE GUIDE

Part Numbers for Popular Makes
and Models

MAKE/MODEL	PART NO.	MAKE/MODEL	PART NO.	MAKE/MODEL	PART NO.
AJS		CB125 S2	120-RR-60	125 Six Days	130-JB-60
250	130-GG-75	CR125 M1	140-HH-60	175 Jackpiner	130-JB-75
BSA		MT125 K-1	140-HH-60	250 Hare Scrambler	130-JB-75
250	130-FF-75	SL125	S140-BS-75	400 Mint	130-JB-75
500	R125-MM-90S	TL125 K2	140-SK-75		
650	R130-CC-100	XL125 K-1	130-HH-60	PUCH	
BMW		XL175 K-2	130-HH-75	125	130-HH-75
R-50/5, R-60/5, R-75/5	R130-LL-110	CB200 T	120-YX-75	175	130-HH-75
BULTACO		CR250 M	140-HH-75/75XS	RICKMAN	
125	130-UU-60	MT250 K-1	140-HH-75/75XS	100, 125 Enduro	130-FF-75
125 Sherpa T	130-UU-40/75XS	XL250 K-2	135-HH-75	125MX	120-FF-60S
175	130-UU-75	XL350 K-1	135-HH-75	250MX	130-MX-75
250	130-UU-75	CB360 T	H125-YX-90	Mark III	130-FE-90
350	130-UU-75	CL360 K-1	H125-YX-90	Mark IV	120-FE-90S
360	125-TQ-90S/75XS	CB400 F	H125-YX-90	SUZUKI	
CAN-AM		CB500 T	H125-YX-90	TM100	140-RR-60
All	125-BB-75	CB550 K-1	H125-YX-90	TS100	130-RR-60
CARABELA		CB750 K-1—K5	H135-YX-110	TM125	140-RR-60
125	120-EE-75S	HUSQVARNA		TS125	125-RR-60
250	120-EE-75S	250	120-FF-75S	TC185	125-RR-60
COOPER		360	120-FF-75S	TS185	125-RR-60
250 Enduro	130-MM-75	400	115-FF-75	GT185	R120-RR-75S
CZ		450	120-FF-75S	GT250	R120-RR-75S
250	130-BB-60	INDIAN		TS250	135-RR-75
400	130-BB-75	ML-100	120-HH-60	TM250	140-RR-75
DALESMAN		ME-100-125	130-HH-60	GT380	R120-RR-75
All	130-FF-60	MT-100-125	130-HH-60	TM400	140-RR-75
DKW		MI-175	130-HH-75	TS400	135-RR-75
125 (front)	F160-BG-60/75XS	KAWASAKI		T500	R120-RR-90
(rear)	120-HH-75S	G-3, G-4, G-5 100	130-VV-60	GT550	R120-RR-90
125 Hornet	120-HH-75S	KS-125	125-QG-75	GT750	R120-RR-110
DUCATI		F-7 175	125-VG-75	All MX models	130-RR-75 or 90
160	120-RR-75S	F-11 250	130-QQ-90	TRIUMPH	
250	125-UU-75S	S-1 250	125-VG-175	250	125-MM-75S
450 R/T	125-FF-90S	F-9 350	130-VG-90	500	130-FF-90
GREEVES		KZ 400	125-VG-75	650	R120-MM-110
175	130-FF-75S	S-3 400	125-VG-75	750	R130-MM-110
250	120-FF-75S	H-1 500	R125-VG-75	YAMAHA	
380	120-FF-75S	H-2 750	R130-VG-75	RD100	130-VV-60
HARLEY-DAVIDSON		Z1 903	R135-VJ-110	DT100	120-JJ-60
65 Leggera	110-GG-60S	MAICO		MX100	120-JJ-60
65 Sportster	110-GG-60S	250MX	125-BB-75S	RD125	R130-VV-75
100	130-JJ-75	400MX	130-BB-90/75XS	DT125	120-JJ-75
TX125	130-JJ-75	450MX	130-BB-90/75XS	MX125	130-JJ-75
SS350	120-JJ-90S	501MX	130-BB-90/75XS	YZ125	130-JJ-75
XR750	R125-DD-90	('75 Mid-Shock models use 135 prefix)		RD175	R130-VV-75
900 Sportster	H-D140-WW-110L	MONARK		DT175	130-JJ-75
1200 (74)	H-D140-WW-110L	125MX, 6-Days	130-AA-60	MX175	130-JJ-75
HODAKA		MONTESA		RD200	R130-VV-75
100 (All)	130-RR-60	250	125-UU-75S	RD250	R125-VV-75
125 (All)	130-RR-75	NORTON		DT250	130-JJ-90
HONDA		750 Commando	R125-GG-110	MX250	130-JJ-90
MR50	105-KK-60S	850 Commando	R125-GG-110	RD350	R-125-VV-75
C70M	130-UU-60S	Roadster, l'state		MX360	130-JJ-90
XL70 K-1	110-MU-60	OSSA		DT400	130-JJ-90
XR75	110-UU-60S	Stiletto	120-UU-75S	XS500	130-VV-90
XR75 K-2	110-MU-60S	250	130-UU-75	MX500	130-JJ-90
CT90	130-UU-75S	250 Six Days	135-UU-75	XS650	R130-VV-110
100CB	120-SS-75S	(No sleeves in grommets)		YANKEE	
100, SL100	130-SS-60S	PENTON		500 'Z'	130-RR-75
XL100 K-1	140-SB-60	100 Berkshire	130-JB-60		

NOTE: For 1975 models with clevis lower mounting, substitute letter 'Y' as first letter in parts number code.

The information on this page explains the codes for the ARNACO parts numbers. By following the steps outlined below, you can order suspensions for any vehicle not listed on the inside pages.

(1) The first three digits describe the eye-to-eye center measurements in $\frac{1}{2}$ " increments. For example:

120 = 12" eye-to-eye
125 = 12½" eye-to-eye
130 = 13" eye-to-eye, etc.

(2) The FIRST letter identifies the TOP bushing dimensions. The SECOND letter identifies the BOTTOM bushing dimensions. Both are according to the table at the right.

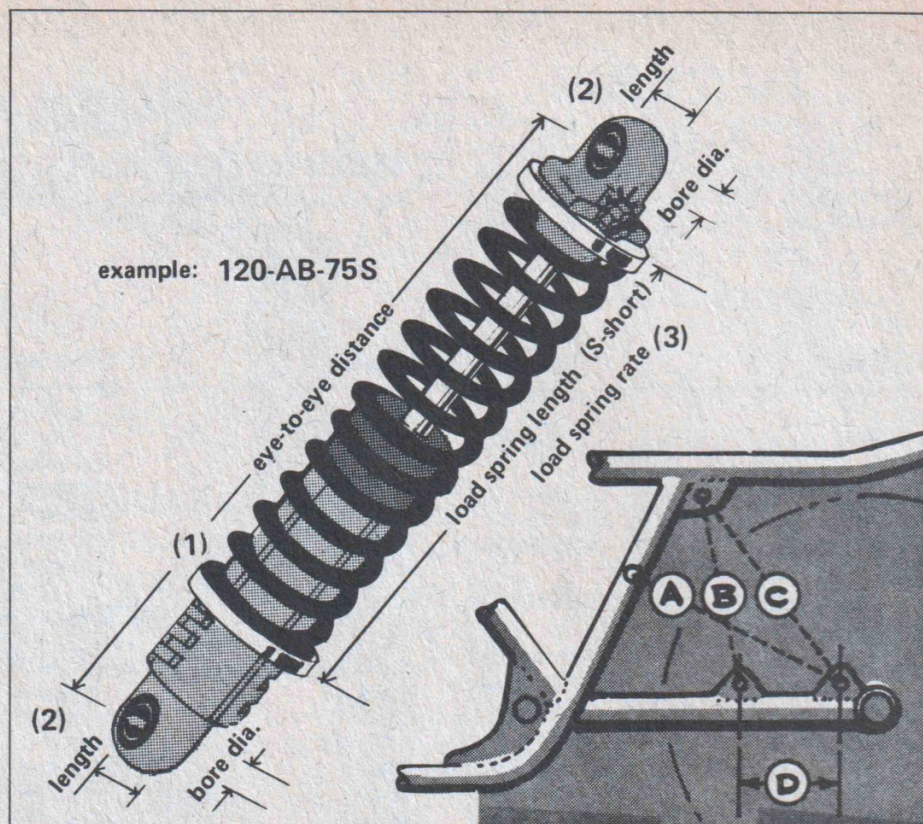
(3) The last digits describe the load spring rate. SHORT spring length is indicated by the letter S following the spring rate digits. For example:

75 = 75 lb./in.
90 = 90 lb./in., etc.

To illustrate:

Model 120-AC-75 defines a 12" eye-to-eye center distance with a .316 bore X .750 long top bushing, a .356 bore X .750 long bottom bushing, and a 75 lb./in. load spring rate.

If you wanted to order a 13" eye-to-eye center distance with a .356 bore X .750 long top bushing, a .356 bore X .940 long bottom bushing, and a 90 lb./in. spring rate you would specify model no. 130-CD-90.



example: 120-AB-75S

MOUNTING BUSHING SIZES	CODE	BORE		LENGTH		BOLT SIZE	
	Letter	in.	MM	in.	MM	in.	MM
	A	.316	8	.750	19	5/16	8
	B	.316	8	.782	20	5/16	8
	C	.356	9	.750	19		9
	D	.378		.865	22	3/8	
	E	.378		.822	21	3/8	
	F	.378		.940	24	3/8	
	G	.395	10	.704	18		10
	H	.395	10	.750	19		10
	J	.395	10	.782	20		10
	K	.395	10	.822	21		10
	L	.395	10	.865	22		10
	M	.395	10	.940	24		10
	N	.435	11	.750	19		11
	P	.435	11	1.055	27		11
	Q	.475	12	.704	18		12
	R	.475	12	.782	20		12
	S	.475	12	.822	21		12
	T	.475	12	.900	23		12
	U	.475	12	.940	24		12
	V	.555	14	.822	21		14
	W	.625	16	1.430	36.5		16
	X	.625	16	1.055	27		16
	Y	YOKE TYPE		.750	19		10
	Z	YOKE TYPE		.782	20		10

SPECIAL APPLICATIONS

Referring to the schematic drawing above, if your suspensions are run in the steeply angled position A, use of the 110-lb. spring is recommended, along with poppet M5. If a mid-shock mounting as shown in B is used, the normal spring should be adequate, but perhaps will be preferred with additional pre-load. If distance D is 1-4 inches ahead of the usual mount near the rear wheel spindle, use poppet M4. For distance D of 5 inches or more, poppet M5 should give greatest satisfaction. Angle C is the normal mounting and no special suffix for poppet specification need be added to the basic part number. Order these items by the basic parts code, plus poppet, as: 130-BJ-110 (M5).

RELATION OF STROKE (TRAVEL) TO OVER-ALL UNIT LENGTH

The following strokes are available for the over-all lengths listed. Please specify where doubt exists. Note: Greater stroke is not always desirable where clearance for tires may be a problem!

Model No.	Length	Stroke
090	9 inches	2 inches
095	9½ inches	2 inches
100	10 inches	2 inches
105	10½ inches	3 inches
110	11 inches	3 inches
115	11½ inches	3 inches
120	12 inches	3.5 inches*
125	12½ inches	4 inches*
130	13 inches	4 inches
135	13½ inches	4 inches*
140	14 inches	4¾ inches
160	16 inches	4 or 4½ ins.

*Also available on order with 3½ inches.