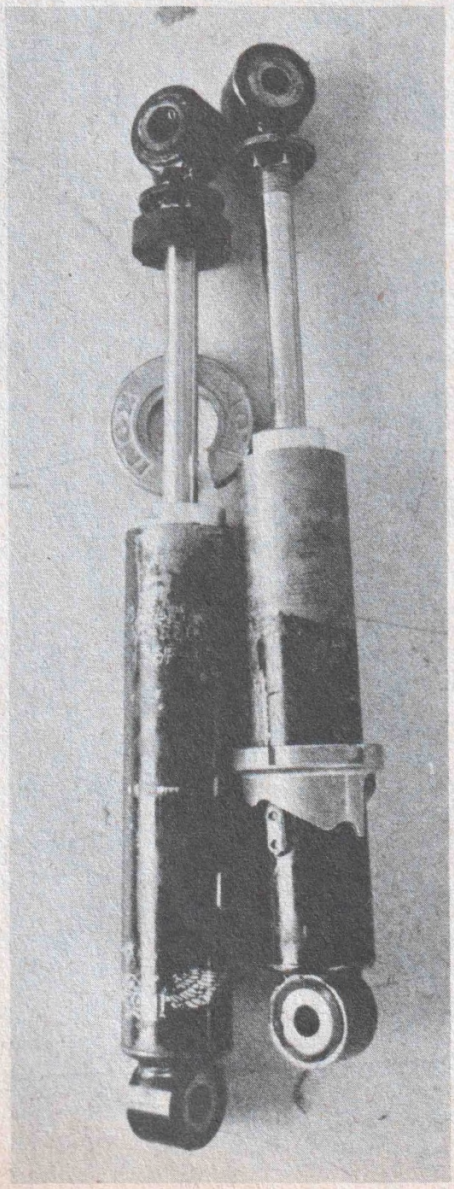
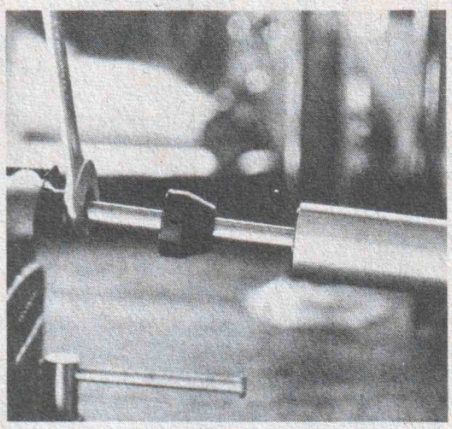
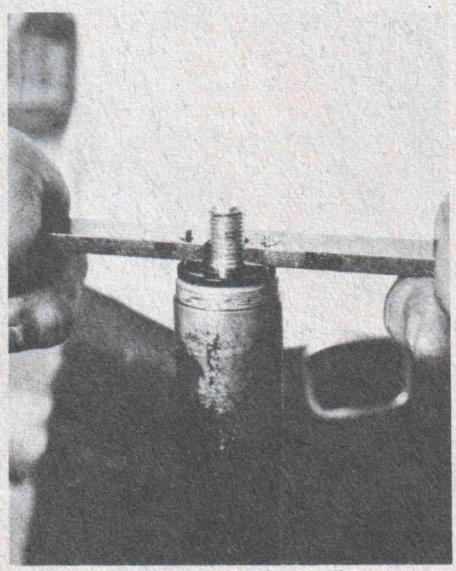
KONI



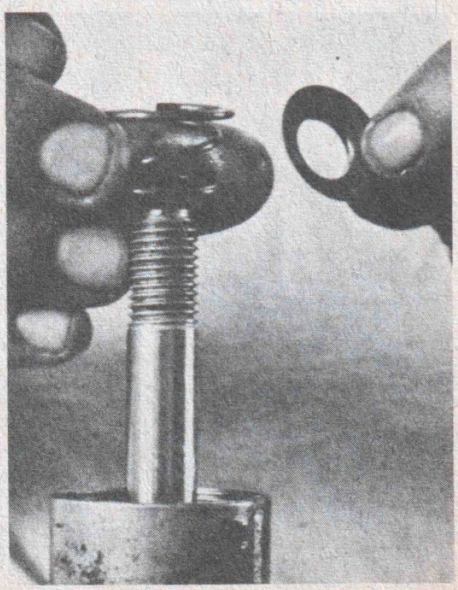


Place eye in vise and loosen jam nut with 19mm wrench. Remove eye and jam nut, then slide off rubber bumper.



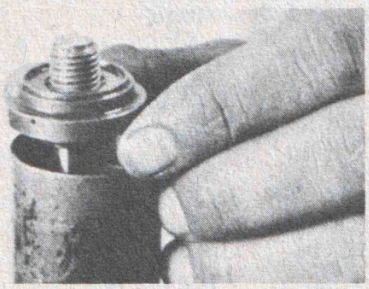
Using special tool, remove cap. Clean cap holes thoroughly before installing pins in spanner tool. Failure to do this could ruin cap.

Slide off cap/seal assembly.



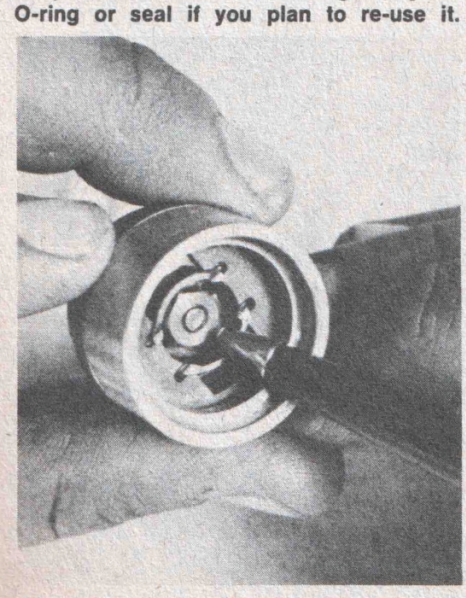
Remove spring and washer from shaft assembly.

Using small screwdriver or pick, pry out O-ring, taking great care not to damage any more than necessary.

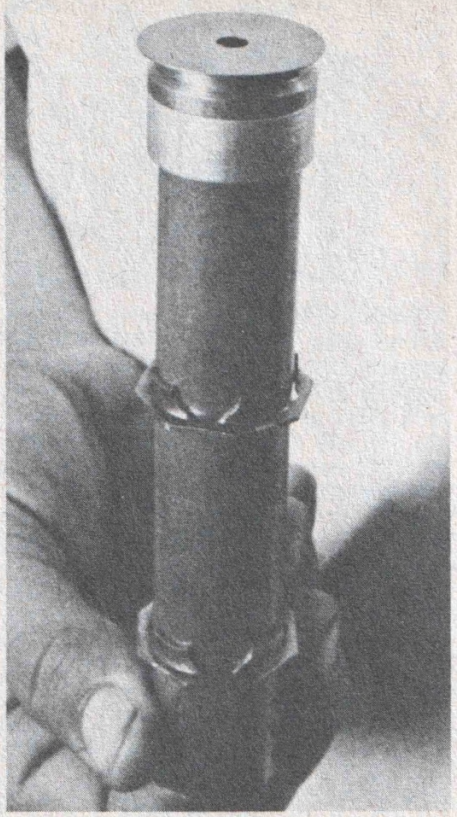


Pull shaft locater out.

Remove shaft/piston assembly carefully, while pressing down on inner body. Hold inner body in place and drain oil. Clean all parts in solvent. Do not get any on O-ring or seal if you plan to re-use it.

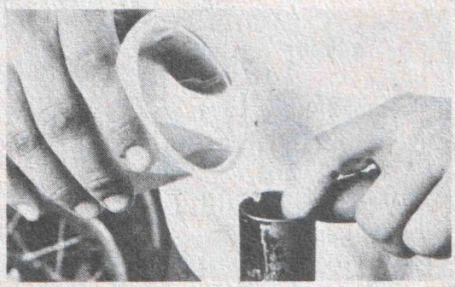


Check tension nut in foot valve. This must be tight, but must have small movement of flutter valve on opposite side.

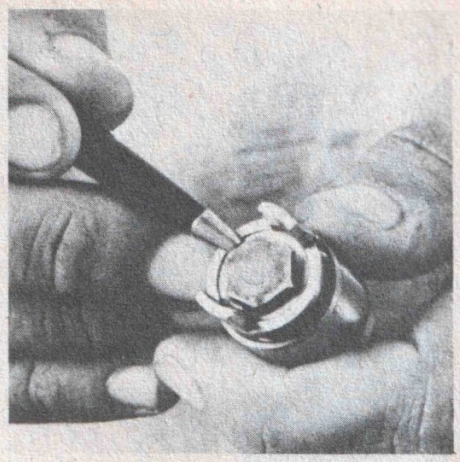


Install foot valve on inner vody. Place flat washer on top of foot valve while inner body is held upside down.

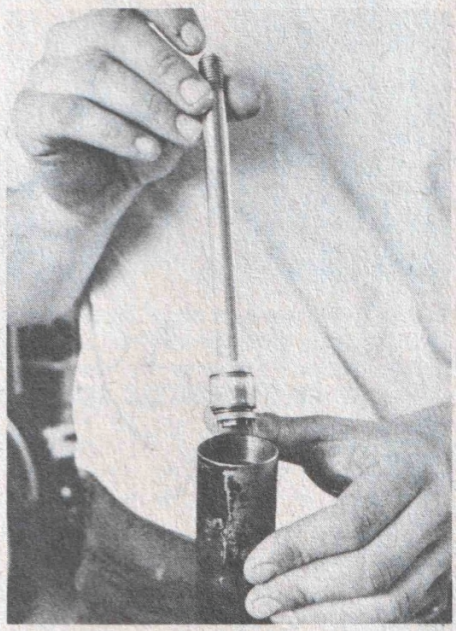
Slip outer body over inner body, taking great care that washer remains in place.



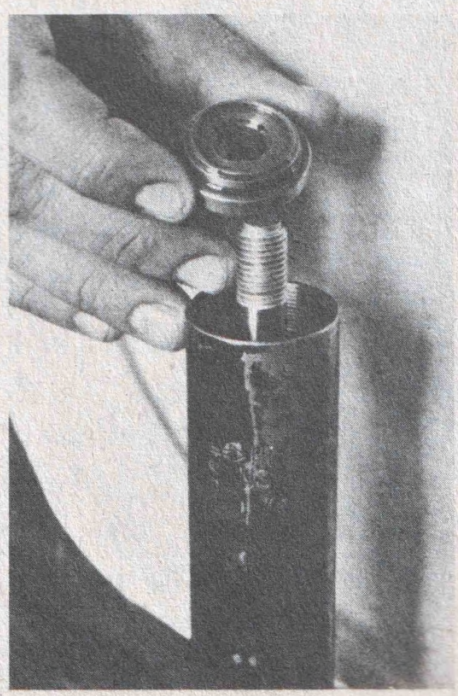
Place shock back in vise and fill outer body with prescribed amount of oil. This varies from shock to shock. Check specs for amount.



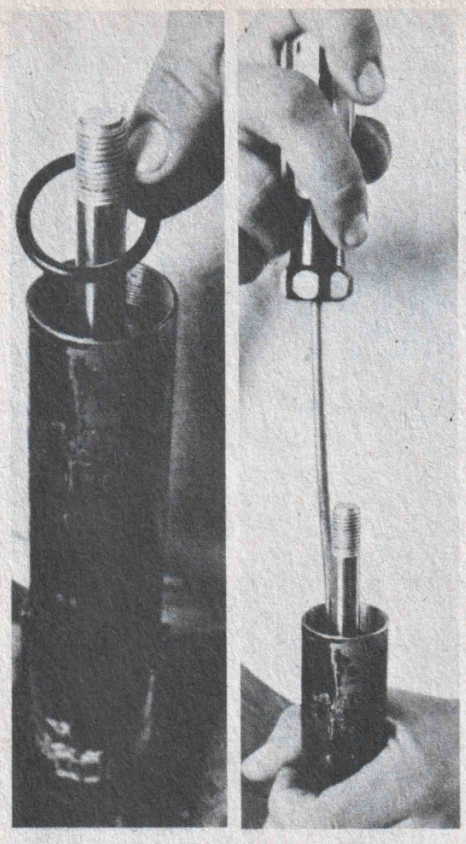
Check bolt in bottom of piston shaft assembly for tightness. Use an 11mm deep socket. This comes loose easily.



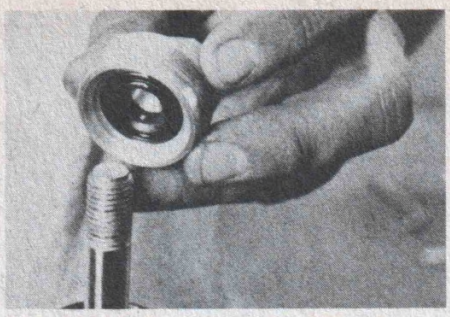
Place shaft assembly into inner body and depress gently until oil settles. Let sit for a few minutes to get air out.



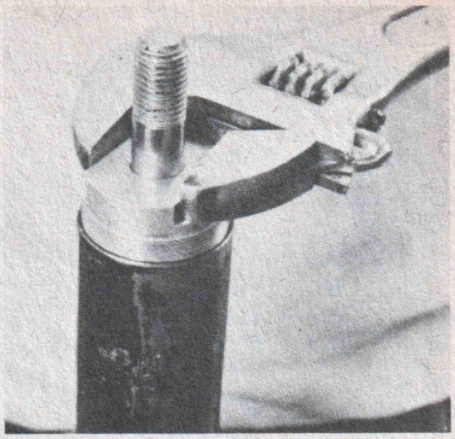
Slip locater back in place, making sure it seats firmly in inner body groove.



Install O-ring back in place. Press firmly in place with blunt instrument.



MODERN CYCLE recommends that you not use the stock Koni seal and cap because it's prone to leakage. We have used the Number One Products Koni cap with great success. The seal is part of the cap and of the spring loaded variety. Put tape over threads, grease lightly and slip the cap in place.



Tighten cap down. Stroke shock and if any air lock is felt, loosen cap and bleed air out.

KONI GP APPLICATION LIST

MAKE/MODEL/CC	YEAR	GP TYPE	SPRINGS
BULTACO			
Sherpa—250-350			
Alpina—350	1972-74	76V-1384	240-9.5 or
Pursang Mk5/6			240-14
125-350			
Matador—250			
CZ			
125 MX—125			
175 MX—175	up to 1975	76V-1382	220-11*
250 MX—250			
400 MX—400			
HUSQVARNA			
125 MX—125			215-14* and
250 MX—250	up to 1975	76V-1381	215-20 for
400 MX—400			74-75 models
KAWASAKI			
125 MX—125			
250 MX—250	up to 1975	76V-1382	220-11*
450 MX—450			
MAICO			
M-250 MX—250			
M-400 MX—400	1970-73	76V-1382	220-11*
M-250 MX—250			
M-400 MX—400	1974-75	76V-1385	240-18
MONARK			
MCB 125 Enduro	1971-74	76V-1382	220-11*
& Motocross—125			
MONTESA			
Cappra	1972-74	76V-1382	220-11*
250 MX—250			
PENTON/K.T.M.			
125 MC & GS—125			
175 MC & GS—175	1972-74	76V-1382	220-11*
250 MC & GS—250			
125 MC & GS—125			
175 MC & GS—175	1975	76V-1385	240-18
250 MC & GS—250			
SUZUKI			
TM 250—250			
TM 400—400	1972-74	76V-1382	220-11*
YAMAHA			
MX-125—125			
MX-250—250	1973-74	76V-1382	220-11*
MX-360—360			
ZUNDAPP			
MC-125—125	1972-75	76V-1381	215-14

*Spacer #70.29.11.112.0 recommended.

KONI GP ALUMINUM FINNED SHOCKS

	TYPE 76V-1381	TYPE 76V-1382	TYPE 76V-1384 & 85
L	308mm (12.126")	328mm (12.91")	343mm (13.50")
L1	240mm (9.49")	250mm (9.84")	255mm (10")
L2	218mm (8.58")	228mm (8.97")	238mm (9.37")
A	183mm (7.20")	193mm (7.60")	198mm (7.80")
B	57mm (2.24")	57mm (2.24")	57mm (2.24")
S	206mm (8.11")	214mm (8.45")	229mm (9.40")
D	10.1/12.1mm	8.1/10.1/12.1mm	8.1/10.1/12.1mm
L L	23.5mm	23.5mm	23.5mm

SPRING PART #	FREE HEIGHT	SPRING RATE
215-14	215mm (8.46")	14 kg/cm — 78 lbs./inch
215-20	215mm (8.46")	20 kg/cm — 112 lbs./inch
220-11	220mm (8.66")	11 kg/cm — 62 lbs./inch
220-25	220mm (8.66")	25 kg/cm — 140 lbs./inch
225-20	225mm (8.85")	20 kg/cm — 112 lbs./inch
240-9.5	240mm (9.45")	9.5 kg/cm — 53 lbs./inch
240-14	240mm (9.45")	14 kg/cm — 78 lbs./inch
240-18	240mm (9.45")	18 kg/cm — 101 lbs./inch

KONI ALUMINUM/STEEL CROSS REFERENCE CHART

ALUMINUM GP	STEEL #	MAXIMUM LENGTH	SPRING #	RATES AVAILABLE	SPACER REQUIRED
76V-1381	76F-1277	12"	215 Series	78, 112 lbs. in.	YES
76V-1381	76F-1277	12"	220, 225 Series	62, 112, 140 lbs. in.	NO
76V-1382	76F-1282 Series	12.9"	215, 220 Series	78, 112, 62, 140 lbs. in.	YES
76V-1382	76F-1282 Series	12.9"	225 Series	112 lbs. in.	NO
76V-1384	76F-1283	13.5"	240 Series	101, 78, 53 lbs. in.	NO
76V-1384	76F-1283	13.5"	225 Series	112 lbs. in.	YES
76V-1385*	76F-1283	13.5"	225 Series	112 lbs. in.	YES

*For Maico, Penton and similar suspension.

KONI Aluminum Motorcycle shocks are $128.00 per pair.
KONI Motorcycle Springs are $10.00 per pair.
10mm Aluminum pre-loading spacer KONI #70.29.11.112.0 — Price $1.00 each.

KONI MOTORCYCLE SHOCK ABSORBER APPLICATION LIST

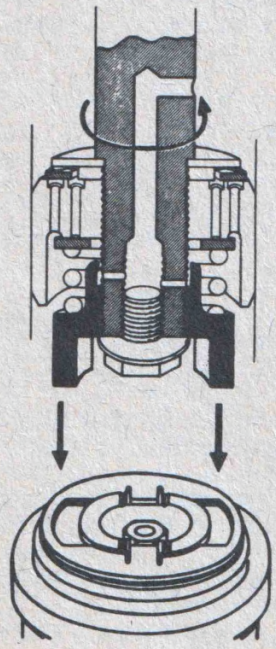
AJS		
250cc Y-40	All	76F-1283
370cc Y-60	All	76F-1282
BENELLI		
250 2C	73/75	76F-1277
650 Tornado	72/75	76F-1250SP1*
500	All	76F-1329
BMW		
R50, R60, R69S	55/69	76C-1290 Front 76C-1291 Rear
R50/5, R60/5, R75/5, R60/6, R75/6,	69/73	76F-1298
R90/6, R90/6S	73/74	76F-1298
BSA		
250, 450, 650	All	76F-1282
500, 750	All	76F-1283
BULTACO		
Sherpa T250, T350, Pursang Mk5/6-125-350	72/74	76F-1283*
CZ		
125, 175, 250, 400 MX	70/74	76F-1282SP4*
DUCATI		
Mark 3 and Desmo 250, 350, 450,	70/74	76F-1277*
750 GT and Sport	72/74	76K-1330
GUZZI		
V7 750cc & 850cc	All to 74	76F-1297
HARLEY-DAVIDSON		
"SS" 350	73/74	76K-1368
XL, XLH, XLCH	57/74	76F-1336
KH, KHK	52/56	76F-1336
HONDA		
CB125, CB200	71/75	76F-1374
CB250, CB350, CB360, CB450, CB350F, CB500, CB550, CB500T, CB400	66/75	76F-1302
CB750, SL-350KI	69/74	76F-1296
Elsinore CR-125M, CR-250M, MT-125 and MT-250	73/74	76N-1357
HUSQVARNA		
125, 250, 400 MX, 250 WR, 400 CR	To 75	76F-1277
KAWASAKI		
250, 338 Twins	69/72	76K-1303
Mach III H-1, H-1B	All	76K-1303
250cc S-1, 350cc S-2		
750cc H-2 (Mach IV)	72/74	76F-1326
Z-1	73/74	76K-1343
LAVERDA		
750, 1000	70/74	76F-1318
MAICO		
MX-250, 360, 400	70/72	76F-1282SP20
MX 250, 400	73	76F-1282SP20
(73 Model requires 8 1mm bushings)		#70.52.11.341.0
MC-250, MC-400	74	76F-1358
MONARK		
MCB 125 Enduro, MX	71/74	76F-1282SP4
MONTESA		
Capra 250 MX	72/73	76F-1282SP20*
Cota 125	72/74	76F-1250SP1*
Cota 247	69/74	76F-1282SP20*
NORTON		
Commando 750, 850	69/74	76F-1373
PENTON		
125cc, 175cc, 250cc	72/76	76F-1282SP30
ROKON		
MX 340, MX 340 Cobra	74/75	76F-1283*
ROND-SACHS		
50, 125 MC and GS	72/73	76F-1250SP1*
SUZUKI		
T250, T350, T500	70/73	76F-1307
GT250, GT380, GT550, GT750	72/74	76F-1307
TS250, TM250, TS400, TM400	72/74	76F-1282SP4*
TRIUMPH		
500, 650, 750	69/73	76F-1282
Tiger 750 TR7V and Bonneville 750 T140V		76F-1250SP1
YAMAHA		
YDS-7 250, LR-5 350	70/72	76F-1322
AT-1, 125, CT-1 175, DT-1 250, RT-1 360	70/72	76F-1322
AT-2, RT-125 CT-2, CT-175	73/74	76F-1322
RD-250, RD-350	73/74	76K-1303
XS-1, XS-2,	71/75	76K-1311
TX-750, TX-650	73/75	76F-1348
TD-2, TD-3, TR-2, TR-3, TZ-3	71/74	76K-1314
DT-2, DT-250, RT-2, DT-360	73/74	76F-1349
MX-250, MX-360	73/74	76K-1335
TY 250 Trial, TY 360 Trial	74	76F-1250SP1

KONI ADJUSTING PROCEDURE

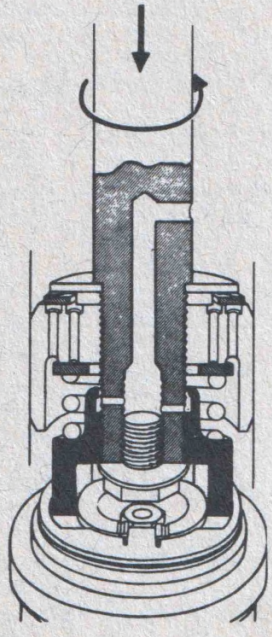
They are supplied with all the necessary fittings for installation inside an existing spring of 1.5-inch inside diameter. After installing the spring, line up the two eyes by turning in a clockwise direction. The KONI shock is now ready for installation.

KONIs are delivered pre-set to minimum damping force. Owners are advised to install them at this setting and increase the damping only if it is required. For road racing and sports riding, the range of damping adjustment is wide enough for use on both light and heavier machines and still provide for varying the force to the owner's personal preference or changes in spring rate. KONI damping may be adjusted as follows:

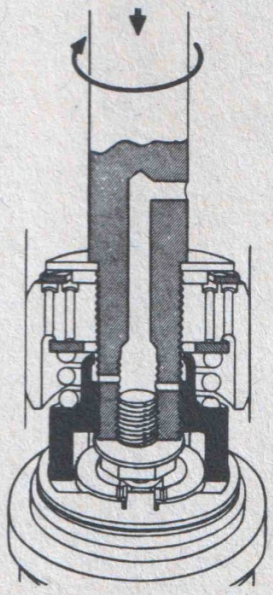
1. Remove spring. Extend the rod to full height and push the rubber bumper towards the shock body. If it is necessary to slide the bump rubber away from the nut, hold the top eye and twist the rubber down the rod. Be careful not to damage the chromed rod.
2. Undo the ¾" lock-nut below the top eye.
3. Unscrew the upper eye mount and the nut and remove the bumper. Replace just top eye and lock-nut to give a hand hold.



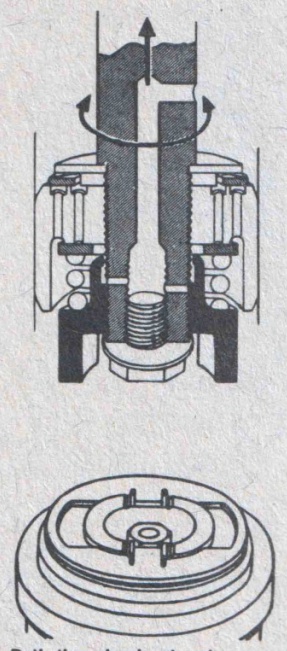
Fully collapse the shock absorber, at the same time turning the piston rod slowly to the left until it is felt that the teeth of the adjuster nut are engaging the recesses of the footvalve assembly.



Continue to turn gently to the left until the rotation stops. Do not use force or attempt to turn further to the left, once resistance has been felt. At this point you are assured that shock absorber is in the unadjusted or new position.



Now keeping the shock absorber collapsed, begin turning in the opposite direction, to the right. You will be able to make four half turns of 180° and a final quarter turn of approximately 90° to full hardness, each one of which is an adjustment compensating for approximately 20,000 miles of riding, depending upon the usage. You will know when you have reached the maximum adjusting position because you will encounter another stop. Do not force.



Pull the shock absorber apart vertically without turning for about ½" to allow the teeth of the adjuster nut to disengage. The piston rod can now be turned freely. Reassemble in reverse order. Be sure to install the rubber bumper and *do not shorten it*. The shock absorber will be permanently damaged if the rod is depressed too far when ridden.