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YAMAHA INTERNATIONAL CORP.

# YAMAHA PARTS DISTRIBUTORS, INC.

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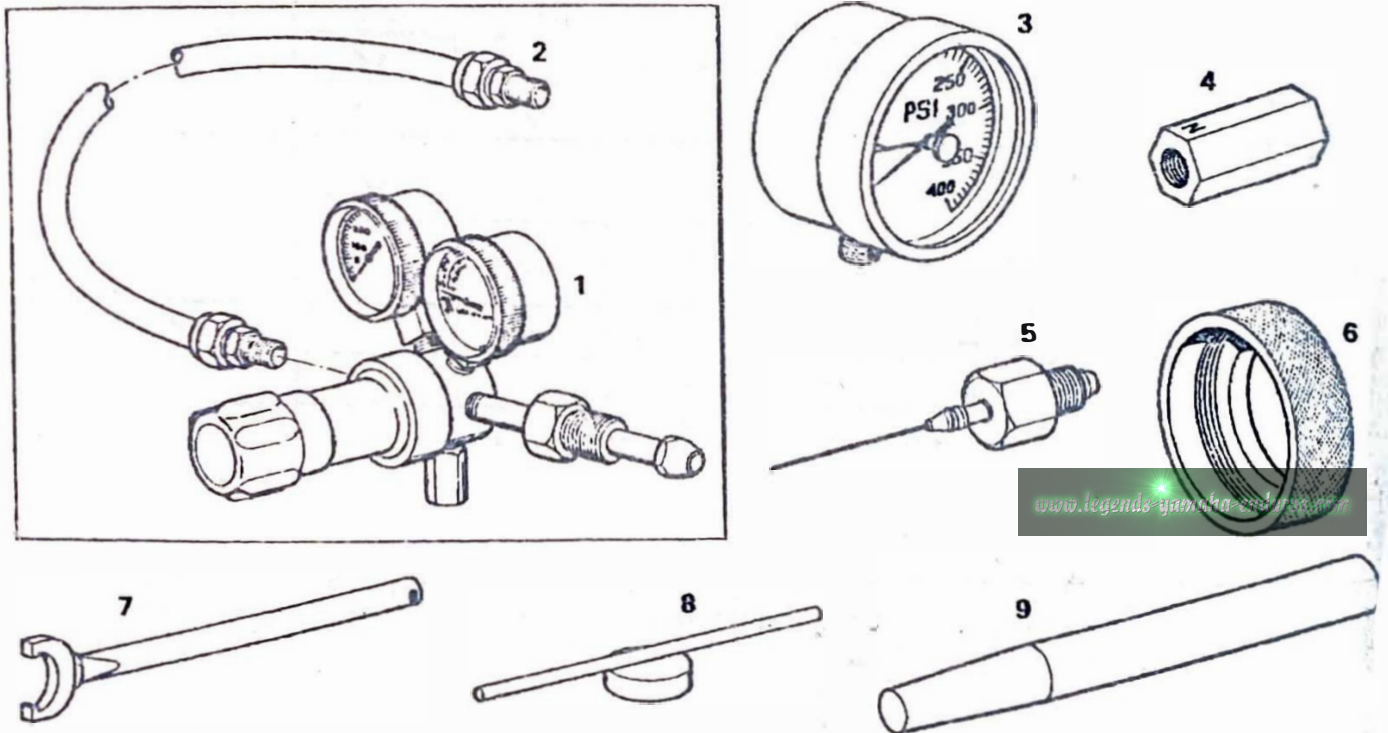
## MONOCROSS SUSPENSION TOOLS

Maintenance and repair of Monocross suspension units require special tools and equipment. The tools listed below have been especially designed for efficient and fast maintenance and repairs.

**NITROGEN GAS:** Use standard industrial grade nitrogen available from your local gas or welding supply dealer.

--CAUTION--

Use only nitrogen gas for pressurizing the Monocross unit.  
Other gases may result in explosion.



REF. NO.	TOOL NUMBER	DESCRIPTION	REMARKS
1	908-90910-28-00	REGULATOR	Includes 2 gauges & hose
2	908-90910-30-00	HOSE, regulator	
3	908-90910-31-00	GAUGE, check	0-400 p.s.i.
4	908-90910-29-00	ADAPTOR, needle	Use end marked "N" for injector needle
5	908-90011-53-00	INJECTOR	
6	908-90011-54-00	MEMBRANE HOLDING TOOL	
7	908-90011-55-00	RING NUT WRENCH	
8	908-90011-56-00	CYLINDER CASE TIGHTENING TOOL	
9	908-90011-59-00	SEALING HOUSING INSERTION TOOL	

For prices see August 1, 1974 Price List.

# YZ250B/360B

MOTORCYCLE  
M4-089

## MONOCROSS SUSPENSION TUNING

The Yamaha Monocross shock absorber can be easily tuned to provide damping and spring rate characteristics to suit rider preference and riding conditions.

Standard specifications:      Nitrogen gas pressure      320 p.s.i.  
   Spring rate                              4.0 kg/mm  
   (P/N 90501-80320-00)  
   Hydraulic fluid                      10 wt.

TUNING CHANGE EXAMPLES	SPRING RATE		DAMPING	
	Increased (stiffer)	Decreased (softer)	Increased (slower return)	Decreased (faster return)
1. Reduce Gas Pressure 320 → 250 p.s.i.		✓	✓	
2. Increase Gas Pressure 320 → 370 p.s.i.	✓			✓
3. Change Spring 4.0 → 3.8 kg/mm (Use P/N 90501-80240-00)		✓	✓	
4. Change Spring 4.0 → 4.2 kg/mm (Use P/N 90501-80239-00)	✓			✓
5. Change Hydraulic Fluid* 10wt. → 20wt.			✓	
6. Change Hydraulic Fluid* 10wt. → 5wt.				✓

\*Use only special fork or shock oils such as Yamaha Fork and Shock Fluid which is available from Y.P.D.I.

Before making tuning changes, have the rider take a few practice laps to evaluate the damping and spring rates. If you check rear suspension by simply pushing down on the rear of the frame, it will seem very stiff. This is a normal characteristic of the high pressure nitrogen system.

When making changes, do so one-at-a-time and test ride after each change. You are not restricted to the examples listed above. You can test other hydraulic fluid weights and other nitrogen pressures.

**CAUTION:** Use only nitrogen gas – maximum nitrogen pressure: 425 p.s.i.

**SERVICE HINT:** When assembling gas hose, adaptor and injector, use teflon, pipe-thread tape to seal all connections.

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