

## Type 2-2 Kawasaki KX250 1974 - 36mm KYB



This is the stock damping rod head. The aluminum head has outlet ports exiting the sides. The head is threaded on and held in place with a roll pin. It does not have to be removed from the damping rod to modify it.



On the bottom end there is a trick bottom-out cone that has a one-way check valve. If you look carefully there is a round cross-section circlip on the damping rod just below the top (left) set of holes. This retains the bottom-out cone.

Note: There are at least two different versions of these forks around. Some don't have this one-way bottom-out.



The damping rod head must be machined off flat just below the outlet holes. Remove only enough material to clean up the holes to make a flat surface. This will leave a lip of the aluminum head covering the end of the steel damping rod. This is best done on a lathe but can be done with a hack saw and a file if you are REALLY careful (don't blame me if you mess it up).

Do not remove the stock roll pin.



The holes below the clip (to the right) feed the one-way bottom-out cone. The compression holes are above (left) the clip groove. Enlarge the original compression holes only to 6mm (1/4"). Add two more sets of holes above (left) at 90 degrees to the last set. Carefully deburr.



The adapter is a simple sleeve that goes between the damping rod and the Emulator. The main spring holds it all together.



Below is the completed assembly.

