TYRAN – 125 MX

OWNER'S MANUAL

Superior off—road Motorcycle imported & distributed by Mitsubishi International Corporation, Dept. MC-D, 277 Park Avenue, New York, N. Y. 10017

Front Forks

Function

Front forks are the telescopic type with two-way hydraulic damping. Double dampened forks dampen both the compression stroke and the rebound stroke, doing about 30% of their damping on the downward stroke, and about 70% on the rebound stroke.

If heavy oil is used in the forks, the result is harder suspension, whereas thinner oil results in a softer suspension.

Choice of oil

SAE 20W-50W is recommended in terrain where the front fork is subjected to heavy stresses and shock. In colder climates, a heat resistant oil of thinner weight is recommended.

Oil changing

Remove the drain screw in the base of the fork leg. Loosen the fork cap nuts. When oil has drained from the fork leg, refit drain screws. Remove the cap screws and fill each leg with 1/3 pint of recommended oil. Refit the cap screws and tighten.

Steering bearings

The steering head is a fitted Timkin 2 in. by 1 in. tapered roller bearings. These should be checked semi-annually, and replaced with a good bearing lubricant.

Rear Suspension Units

Rear suspension is by Girling shock absorbers. Each unit is adjustable to three

different positions: position 1–soft, 2–medium, and 3–hard.

Adjustment is performed by turning the adjuster ring, and at the same time, pushing up the rear spring. These units can be adjusted to various terrain or rider conditions.

Checking the shocks

Standing over the rear of the machine, press down with all of your weight, and release suddenly. If the machine jumps up instantly, the shocks are due for replacement. If the machine comes up slowly, the shocks are in good condition.

Drive Chain

The tension of the drive chain should be checked with the rider sitting on the machine. The chain should have 1.25 to 1.50 inch of free play.

The chain must always fall within the above requirements, as excessive or insufficient tension will cause loading on the chain, as well as the bearings, sprockets, and shafts.

Chain tensioner

This is a spring loaded device that keeps excessive play down to a minimum between adjustments.

Adjusting chain tensioner

1. Loosen tight shaft nut.
2. Loosen lock nuts on adjusting screws.
3. Adjust chain tension by screwing on adjusting screws on both sides an equal amount.
4. Check tension.
5. Re-tighten locknuts.