

2. Check drive chain slack at several points along the chain. The slack should remain constant. If it isn't, some links may be kinked and binding. Lubricating the chain will often eliminate binding and kinking.

## NOTICE

*Excessive chain slack may allow the drive chain to damage the engine cases.*

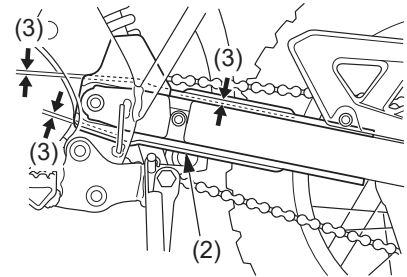
3. Inspect the drive chain for:
  - damaged rollers
  - loose pins
  - dry or rusted links
  - kinked or binding links
  - excessive wear

Replace the drive chain (page 109) if it has damaged rollers, loose pins, or kinks that cannot be freed. Lubricate the drive chain (page 108) if it appears dry or shows signs of rust. Lubricate any kinked or binding links

and work them free. Adjust chain slack if needed.

4. Check the chain slider (2) for wear. If the depth (3) of the chain slider reaches the service limit, have your dealer replace the chain slider.

LEFT SIDE



(2) chain slider

(3) depth

Service Limit: 0.1 in (3 mm)

(cont'd)