# Drive Chain

Refer to *Safety Precautions* on page 25.

An endless (riveted master link) chain connects the drive and driven sprockets. The O-ring chain uses rubber between the side plates of the pin and roller links to seal in the manufacturer-installed lubricating grease and keep out moisture and dirt.

The service life of the chain depends on proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain or sprockets.

Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

Before servicing your drive chain, turn the engine OFF, raise the rear wheel off the ground by placing the optional workstand or equivalent support under the engine and check that your transmission is in neutral.

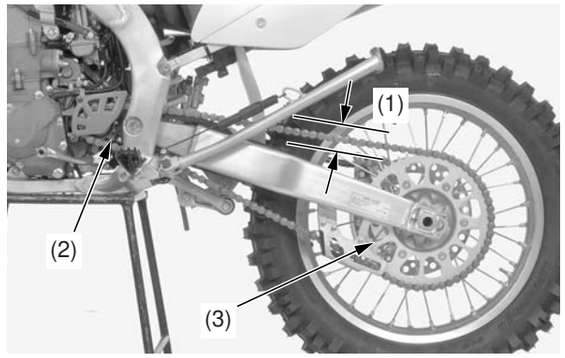
It is not necessary to remove or replace the drive chain to perform the recommended service in the Regular Off-road Use Maintenance Schedule (page 27).

## Inspection

1. Stop the engine and raise the rear wheel off the ground by placing the optional workstand or equivalent support under the engine and shift the transmission into neutral.
2. Check slack (1) in the upper drive chain run midway between the sprockets (2) (3). Drive chain slack should allow the following vertical movement by hand:
   25 – 35 mm (1.0 – 1.4 in)

**NOTICE**

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

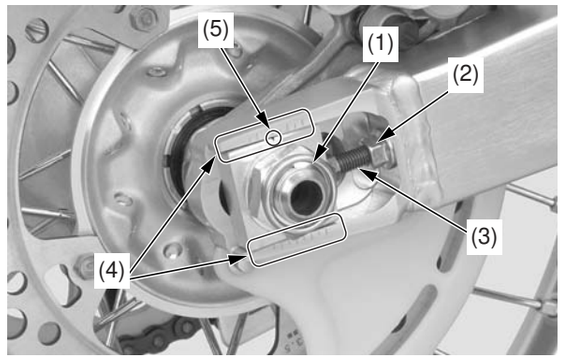



(1) drive chain slack
(2) drive sprocket
(3) driven sprocket

If the chain is found to be slack in one segment of its length and taut in another, this indicates that some of the links are either worn, kinked or binding. Kinking and binding can frequently be eliminated by thorough cleaning and lubrication. If the drive chain requires adjustment, procedure is as follows:

## Adjustment

1. Loosen the rear axle nut (1).
2. Loosen the lock nuts (2) and turn the adjusting bolts (3) counterclockwise to decreace slack or clockwise to increase slack. Align the index mark (4) on both sides of the swingarm with same reference marks (5) of the plates.




(1) rear axle nut
(2) lock nut
(3) adjusting bolt
(4) index mark
(5) reference mark

3. Tighten the rear axle nut to the specified torque:
   128 N·m (13.1 kgf·m, 94 lbf·ft)
4. Recheck chain slack and adjust if necessary.
5. Turn the adjusting bolts counterclockwise lightly until it touches the axle plate. Then, tighten the lock nuts to the specified torque by holding the adjusting bolts with a wrench.
   27 N·m (2.8 kgf·m, 20 lbf·ft)