Final Drive

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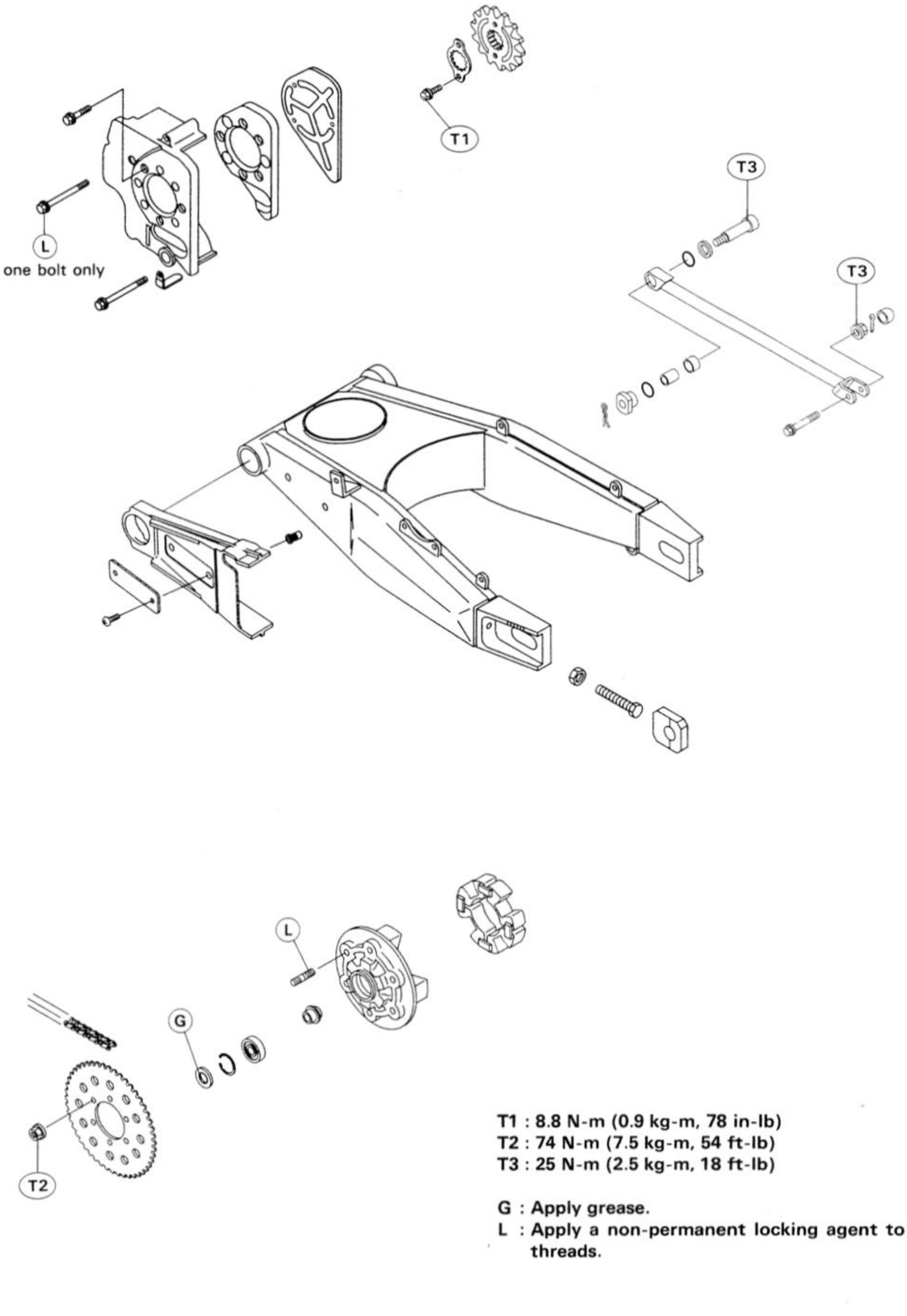
Exploded View



T1 : 8.8 N-m (0.9 kg-m, 78 in-lb)
T2 : 74 N-m (7.5 kg-m, 54 ft-lb)
T3 : 25 N-m (2.5 kg-m, 18 ft-lb)

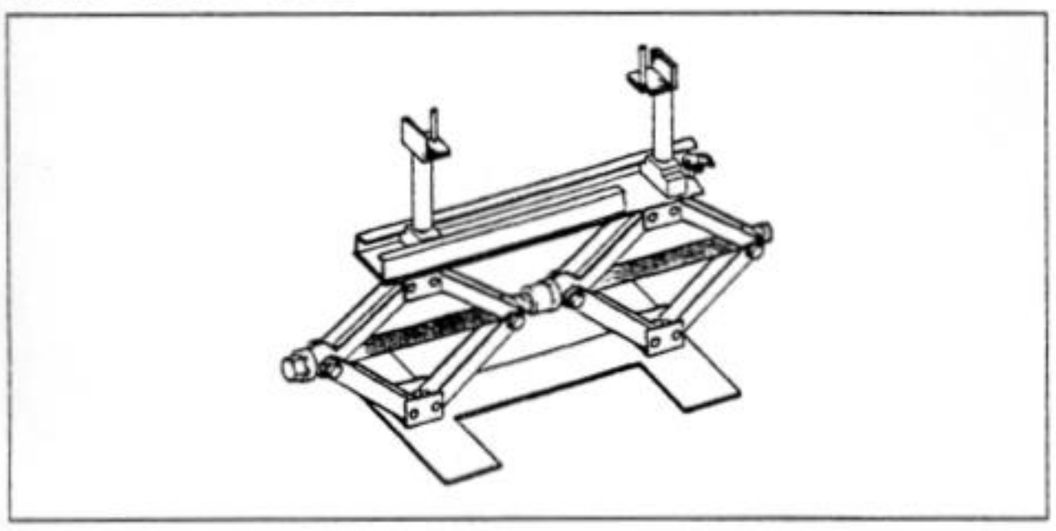
G : Apply grease.
L : Apply a non-permanent locking agent to the threads.

Specifications

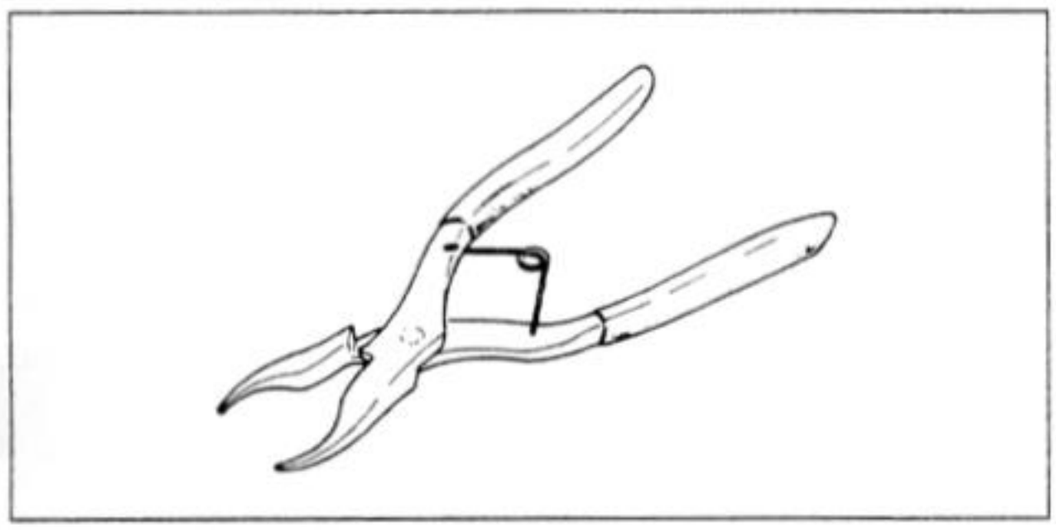
Item	Standard	Service Limit
Drive Chain:		
Make and type	ENUMA EK520-MV-02 Endless 110 links	– – –
Chain slack	5 ~ 10 mm	Less than 5 mm, or more than 15 mm
Chain 20-link length	317.5 ~ 318.2 mm	323 mm

Special Tools

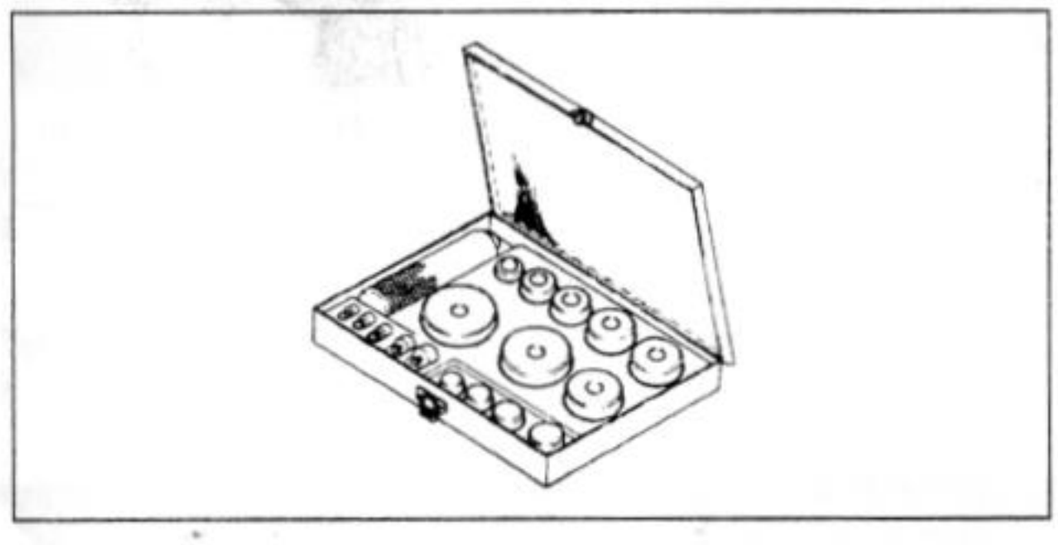
Jack: 57001-1238



Inside Circlip Pliers: 57001-143



Bearing Driver Set: 57001-1129



Drive Chain

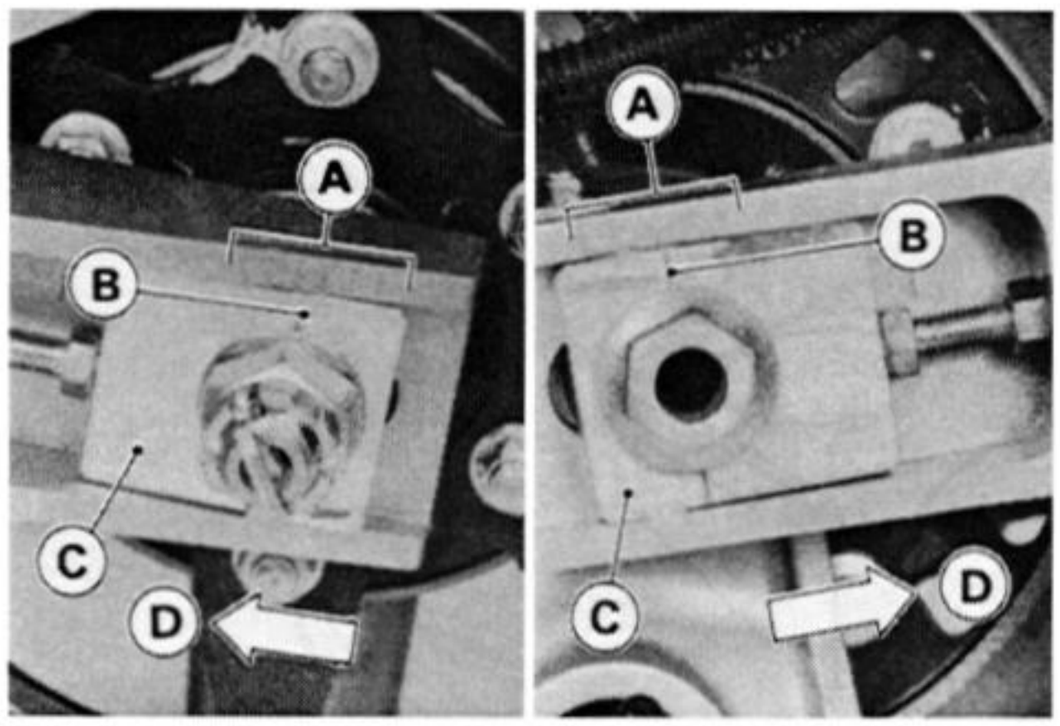
Slack Adjustment

- Set the motorcycle up on its side stand.
- Check to see that the notches on the alignment indicators on both sides are in the same relative position.

★If they are not, adjust the chain slack and align them.

⚠WARNING

Misalignment of the wheel will result in abnormal wear and may result in an unsafe riding condition.

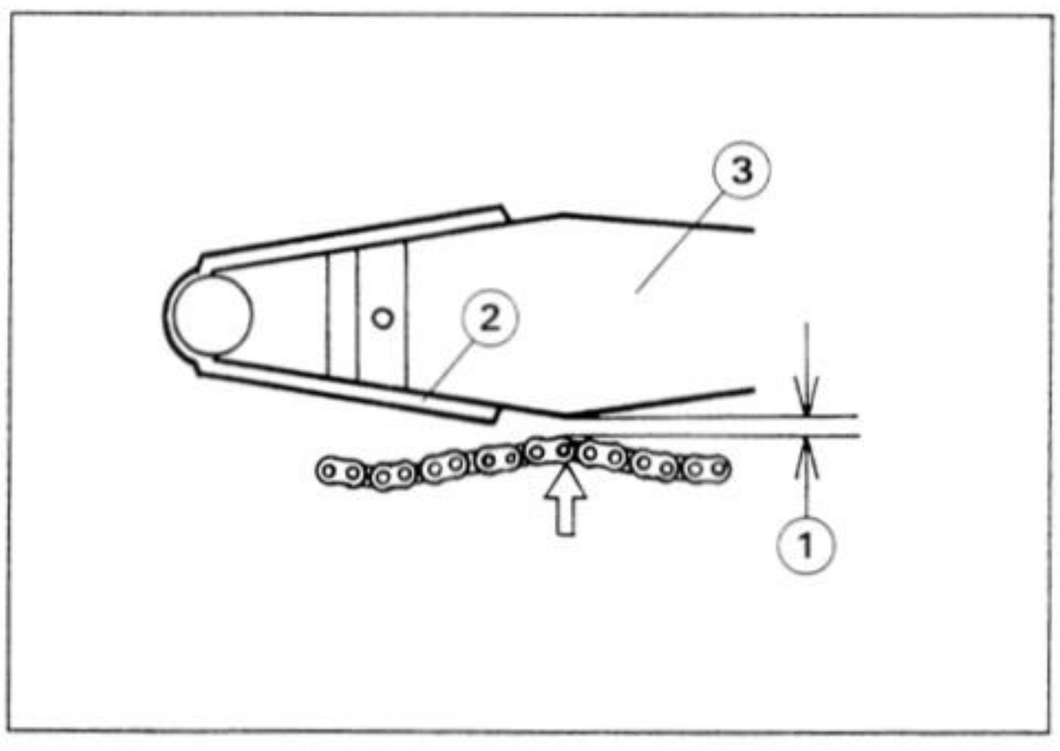


A. Swing Arm Marks
B. Notch
C. Alignment Indicator
D. Front

NOTE

○*Clean the chain if it is dirty, and lubricate it if it appears dry.*

- Check the chain slack.
- Turn the rear wheel to find the position where the chain is tightest.
- Push up the chain at the rear end of the lower chain guard, and measure the distance from the chain upper end to the swing arm.



1. Chain Slack
2. Chain Guard
3. Swing Arm

Chain Slack

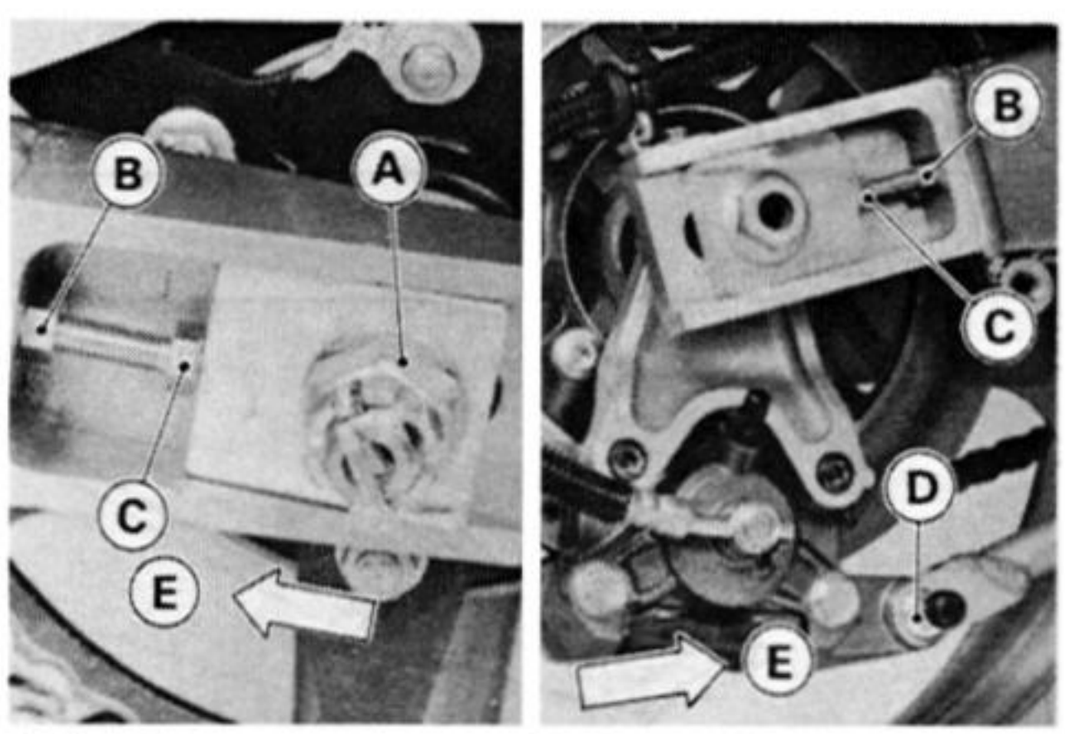
Standard:	**5 ~ 10 mm**
Too Tight:	**Less than 5 mm**
Too Loose:	**More than 15 mm**

★If the chain slack exceeds the standard, adjust it as follows.

- Loosen the following nuts.
  Both Chain Adjuster Locknuts
  Axle Nut

NOTE

○*Do not loosen the torque link nut.*



A. Axle Nut
B. Locknuts
C. Adjusters
D. Torque Link Nut
E. Front

★If the chain is too loose, turn out the left and right chain adjusters evenly.

★If the chain is too tight, turn in the left and right chain adjusters evenly, and kick the wheel forward.

- Turn both chain adjusters evenly until the drive chain has the correct amount of slack. To keep the chain and wheel properly aligned, the notch on the left wheel alignment indicator should align with the same swing arm mark that the right indicator notch aligns with.

⚠WARNING

Misalignment of the wheel will result in abnormal wear and may result in an unsafe riding condition.

- Tighten both chain adjuster locknuts securely.
- Tighten the axle nut to the specified torque (see Exploded View).

⚠WARNING

If the axle nut is not securely tightened, an unsafe riding condition may result.

- Turn the wheel, measure the chain slack again at the tightest position, and readjust if necessary.
- Insert a new cotter pin and spread its ends.
- Check the rear brake effectiveness.

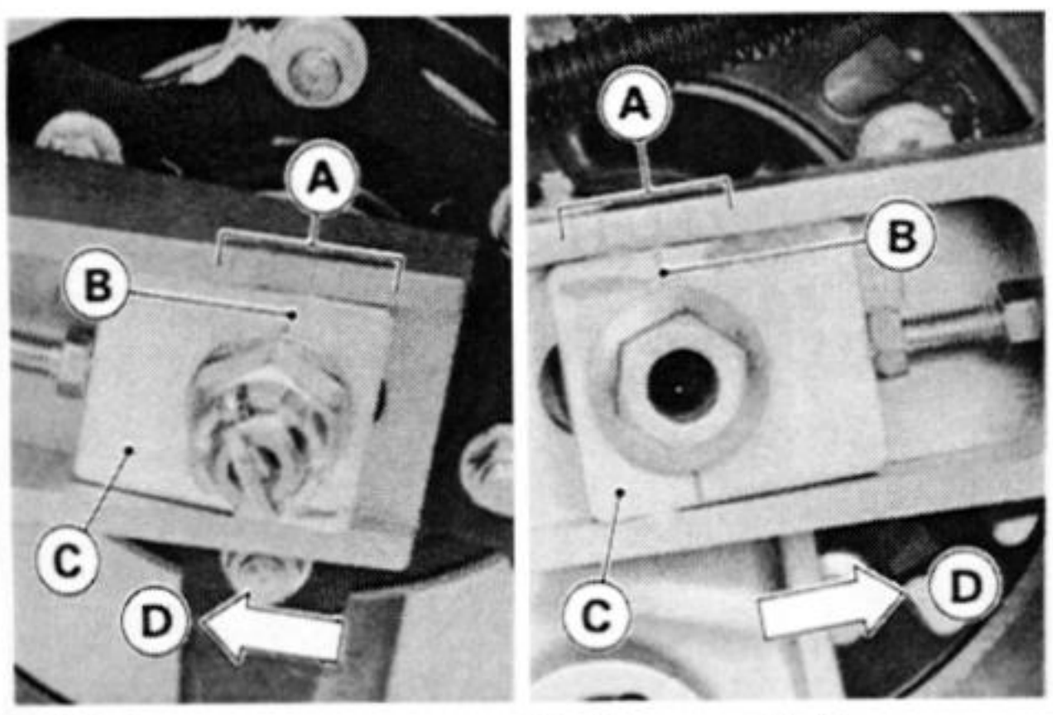
⚠WARNING

Do not attempt to drive the motorcycle until a full brake pedal is obtained by pumping the brake pedal until the pads are against the disc. The brakes will not function on the first application of the pedal if this is not done.

Wheel Alignment Adjustment

- Check that the notch on the left alignment indicator aligns with the same swing arm mark that the right alignment indicator notch aligns with.

★If they are not, adjust the chain slack and align the wheel alignment (see Drive Chain Slack Adjustment).



A. Marks
B. Notch
C. Alignment Indicator
D. Front

NOTE

○*Wheel alignment can be also be checked using the straightedge or string method.*

⚠WARNING

Misalignment of the wheel will result in abnormal wear, and may result in an unsafe riding condition.

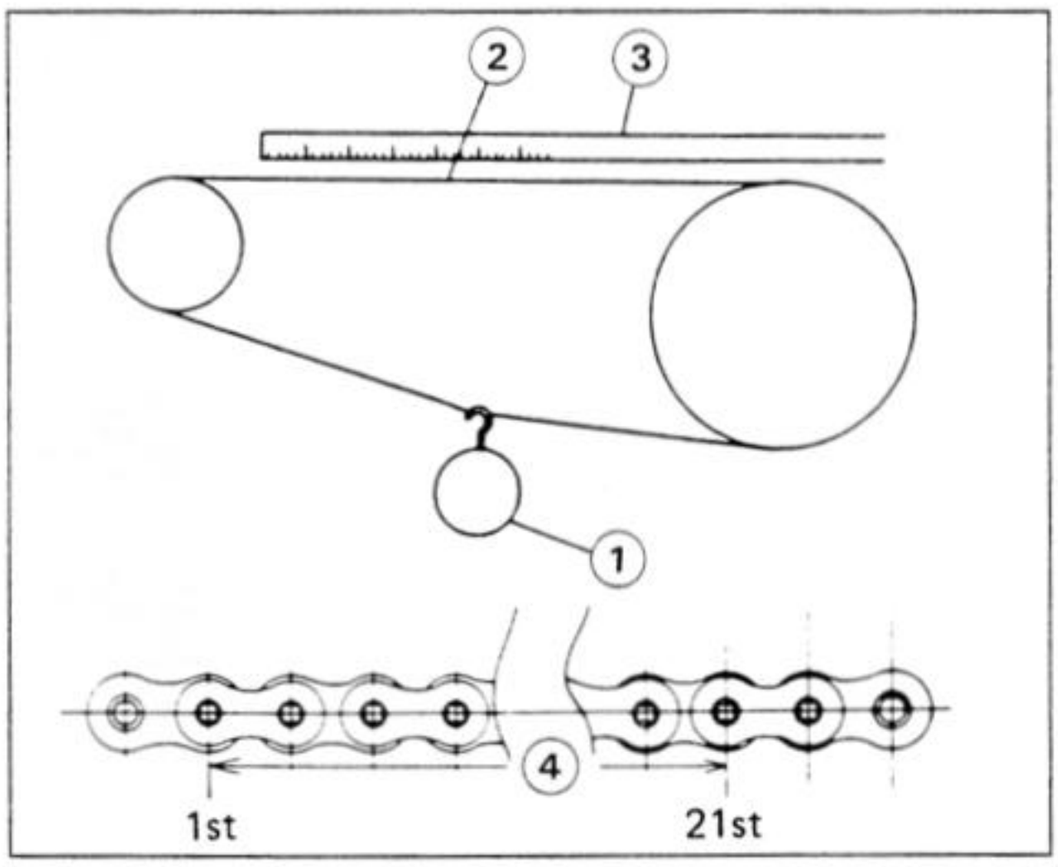
Wear Inspection

- Rotate the rear wheel to inspect the drive chain for damaged rollers, and loose pins and links.

★If there is any irregularity, replace the drive chain.

★Lubricate the drive chain if it appears dry (see this chapter).

- Stretch the chain taut hanging a 98 N (10 kg, 20 lb) weight on the chain.
- Measure the length of 20 links on the straight part of the chain from pin center of the 1st pin to pin center of the 21st pin. Since the chain may wear unevenly, take measurement at several places.



1. Weight
2. Straight Part
3. Ruler
4. Measure this length.

Drive Chain 20-Link Length

Standard:	**317.5 ~ 318.4 mm**
Service Limit:	**323 mm**

★If any measurement exceeds the service limit, replace the chain. Also, replace the engine and rear sprockets when the drive chain is replaced.

⚠WARNING

If the drive chain wear exceeds the service limit, replace the chain or an unsafe riding condition may result. A chain that breaks or jumps off the sprockets could snag on the engine sprocket or lock the rear wheel, severely damaging the motorcycle and causing it to go out of control.

Lubrication

- If a special lubricant is not available, a heavy oil such as SAE 90 is preferred to a lighter oil because it will stay on the chain longer and provide better lubrication.
- If the chain appears especially dirty, it should be cleaned before lubrication.

CAUTION

The O-rings between the side plates seal in the lubricant between the pin and the bushing. To avoid damaging the O-rings and resultant loss of lubricant, observe the following rules.
Use only kerosene or diesel oil for cleaning an O-ring drive chain. Any other cleaning solution such as gasoline or trichloroethylene will cause deterioration and swelling of the O-rings.
Immediately blow the chain dry with compressed air after cleaning.
Complete cleaning and drying the chain within 10 minutes.

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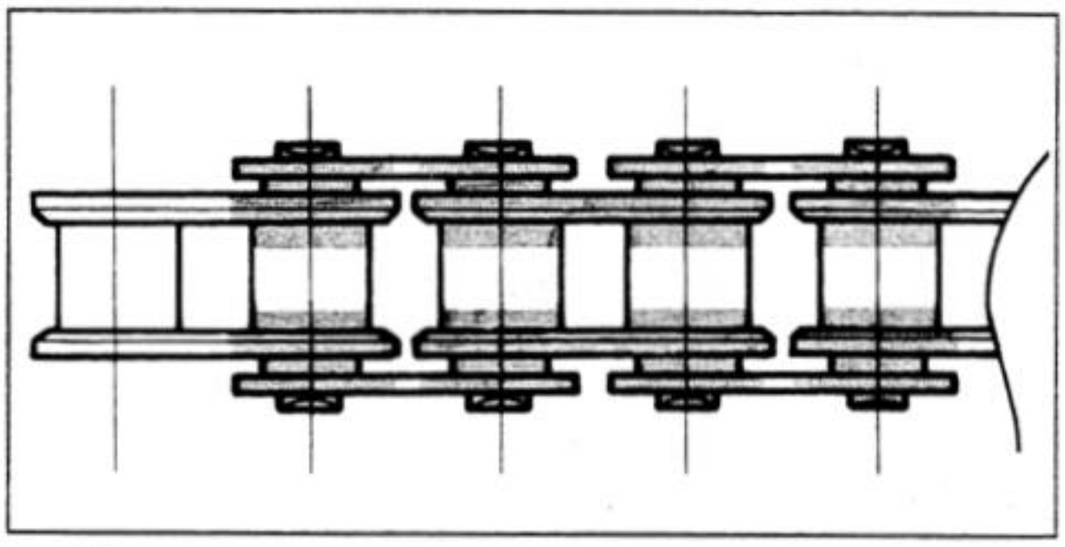
- Apply oil to the sides of the rollers so that oil will penetrate to the rollers and bushings. Apply the oil to the O-rings so that the O-rings will be coated with oil.
- Wipe off any excess oil.



▒ : Oil Applied Areas