

Item	Standard	Service Limit
Drive Chain Make and		

Final Drive

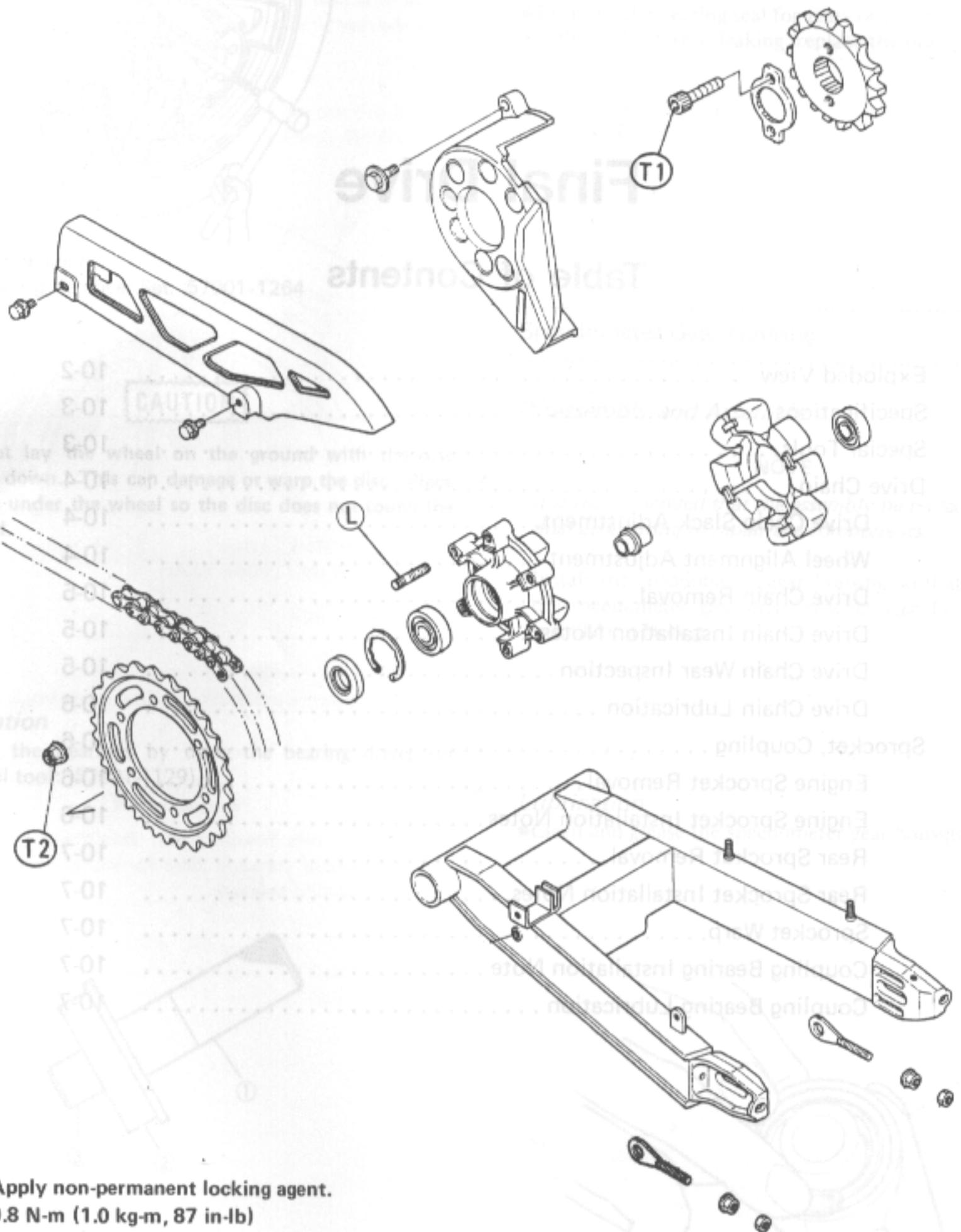
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Apply non permanent locking agent
 13-89 N-m (10.0 kg-m, 73 ft-lb)
 17-88 N-m (13.0 kg-m, 95 ft-lb)

10-2 FINAL DRIVE

Exploded View



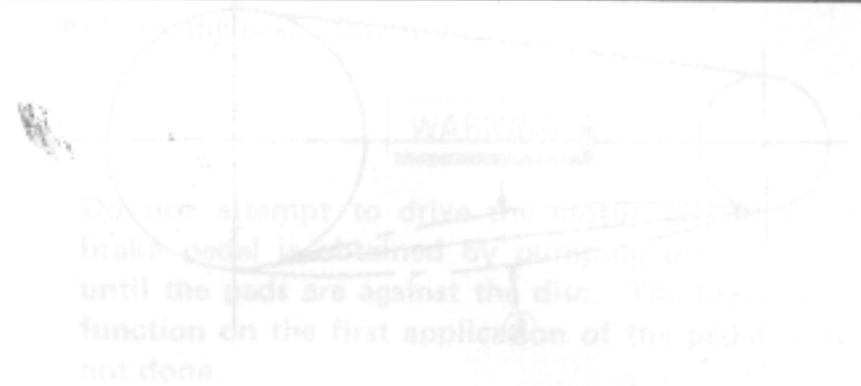
L : Apply non-permanent locking agent.

T1 : 9.8 N-m (1.0 kg-m, 87 in-lb)

T2 : 59 N-m (6.0 kg-m, 43 ft-lb)

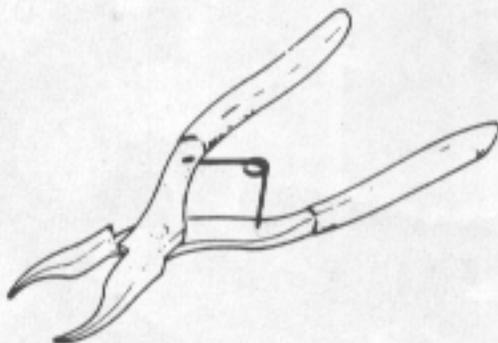
Specifications

Item	Standard	Service Limit
Drive Chain: Make and type Chain slack: 20-link length	Daido, D.I.D. 520V-2, Endless, 106 Link 30 – 40 mm 317.5 – 318.4 mm	 30 – 45 mm 323 mm

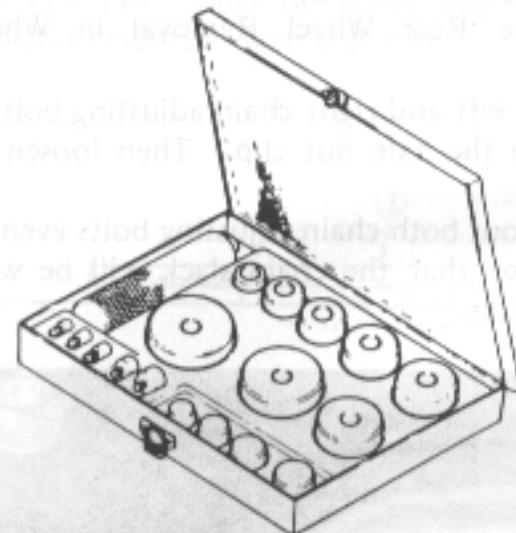


Special Tools

Circlip Pliers: 57001-143



Bearing Driver Set: 57001-1129



10-4 FINAL DRIVE

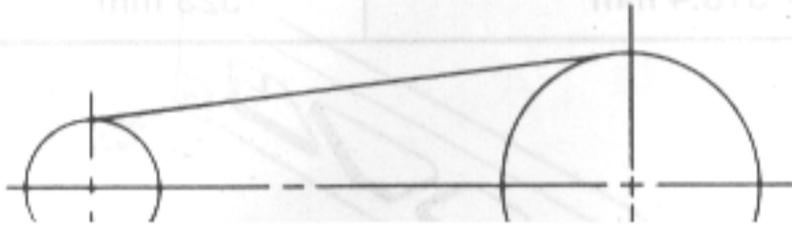
Drive Chain

Drive Chain Slack Adjustment

- Set the vehicle up on its side stand.
- Check the chain slack within the standard value. Be sure that the wheel alignment is properly adjusted.

NOTE

- The notch on the left side adjuster should align with the same swing arm mark that the right side adjuster notch aligns with.



- Tighten the axle nut to the specified torque (see General Information chapter).
- Replace the axle nut clip if necessary.
- Apply non-permanent locking agent to the threads of side stand bracket mounting bolts and tighten them to the specified torque (see General Information chapter).

NOTE

- The notch on the left side adjuster should align with the same swing arm mark that the right side adjuster notch aligns with.

WARNING

- Do not attempt to drive the motorcycle until 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.

10-4 FINAL DRIVE

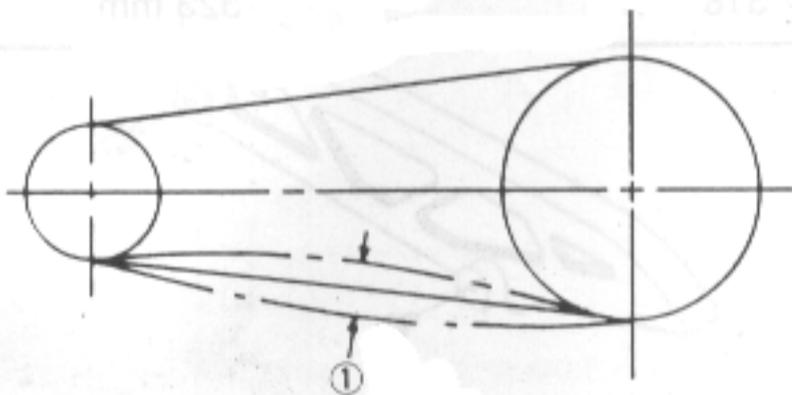
Drive Chain

Drive Chain Slack Adjustment

- Set the vehicle up on its side stand.
- Check the chain slack within the standard value. Be sure that the wheel alignment is properly adjusted.

NOTE

- The notch on the left side adjuster should align with the same swing arm mark that the right side adjuster notch aligns with.



1. Chain Slack

Drive Chain Slack

Standard:	30 – 40 mm
Too Tighten:	Less than 30 mm
Too Loose:	More than 45 mm

✦ If the chain slack is not within the standard value, perform the following.

- Using the jack stand (special tool), lift the rear of vehicle (see Rear Wheel Removal in Wheels/Tires chapter).
- Loosen the left and right chain adjusting bolt locknuts and remove the axle nut clip. Then loosen the axle nut.

- Tighten the axle nut to the specified torque (see General Information chapter).
- Replace the axle nut clip if necessary.
- Apply non-permanent locking agent to the threads of side stand bracket mounting bolts and tighten them to the specified torque (see General Information chapter).

NOTE

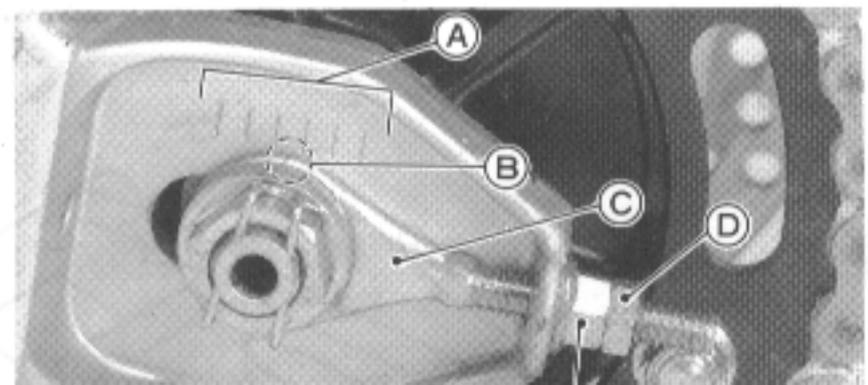
- The notch on the left side adjuster should align with the same swing arm mark that the right side adjuster notch aligns with.

WARNING

- Do not attempt to drive the motorcycle until 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

- Set the vehicle up on its side stand.
- Check to see if the left and right notches on the chain adjuster point to the same marks or positions on the swing arm.



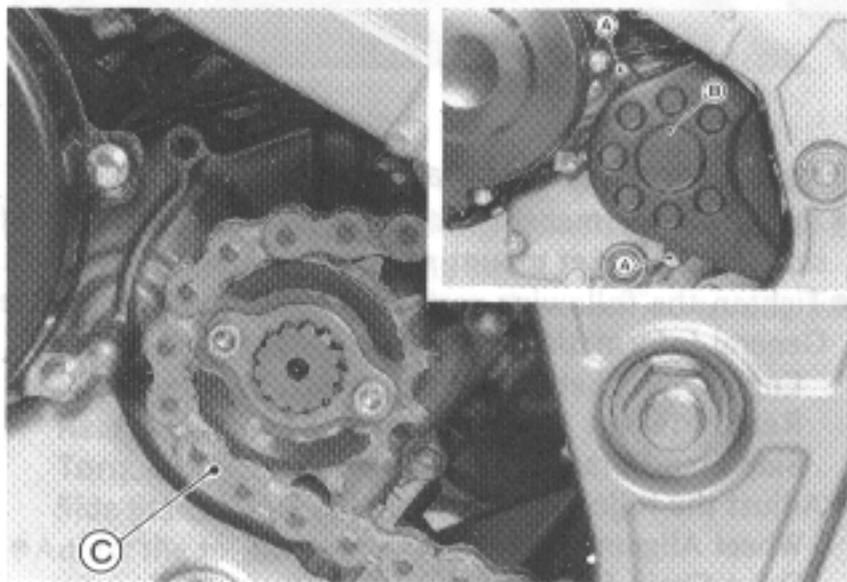
- Turn in or out both chain adjusting nuts so that the notches on the adjusters point to the same marks or positions on the swing arm on both sides.
- Check the drive chain slack.
- Tighten the axle nut to the specified torque (see General Information chapter).
- Replace the axle nut clip if necessary.
- Apply non-permanent locking agent to the threads of side stand bracket mounting bolts and tighten them to the specified torque (see General Information chapter).

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.

Drive Chain Removal

- Remove the following.
 - Lower Fairing
 - Mufflers (see Engine Top End chapter)
 - Side Stand
 - Rear Wheel (see Wheels/Tires chapter)
 - Chain Case
 - Swing Arm (see Suspension chapter)



A. Mounting Bolts C. Chain
B. Engine Sprocket Cover

CAUTION

- Take care not to damage the brake hose. Damage to the brake line greatly reduces the brake line strength and brake fluid leakage, resulting in the loss of brake control.

Drive Chain Installation Notes

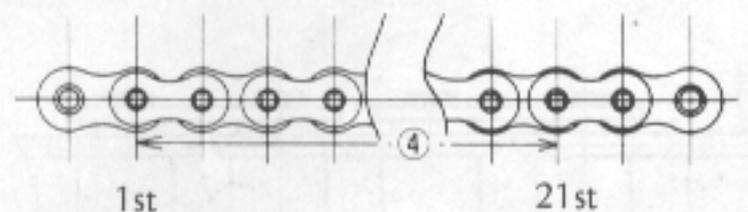
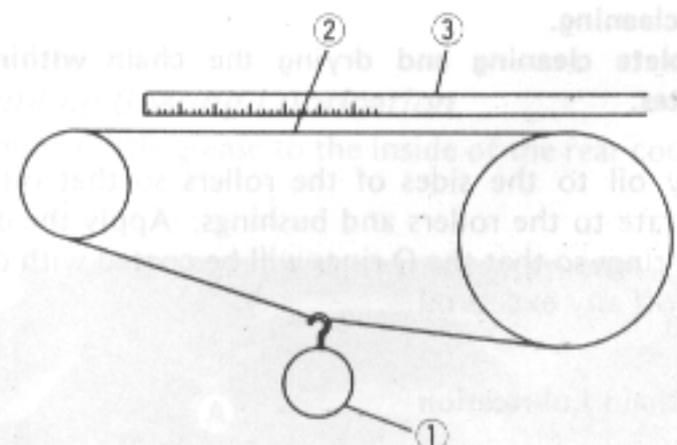
- Apply non-permanent locking agent to the threads of side stand bracket mounting bolts.
- Tighten the following parts to the specified torque (see General Information chapter).
 - Swing Arm Pivot Shaft Bolt
 - Rear Shock Absorber Lower End Bolts
 - Tie-Rod Lower End Bolts
 - Rear Axle Nut
 - Torque Link Nuts
 - Side Stand Bracket Mounting Bolts
- Adjust the following.
 - Wheel Alignment
 - Drive Chain Slack
- Replace the clips on the axle nut and torque link nut if necessary.
- Check the brake function.

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 brake will not function on the first application of the pedal if this is not done.

Drive Chain Wear Inspection

- Stretch the chain taut hanging a 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 measurements at several places.



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

10-6 FINAL DRIVE

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

- For safety, use only the standard chain. It is an endless type and should not be cut for installation.

Drive Chain Lubrication

The chain should be lubricated with a lubricant which will both prevent the exterior from rusting and also absorb shock and reduce friction in the interior of the chain. An effective, good quality lubricant specially formulated for chains is best for regular chain 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.

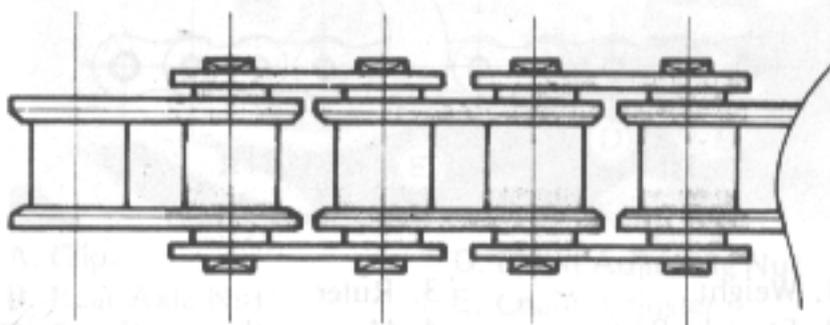
- If the chain appears especially dirty, it should be cleaned before lubricant.

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 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.
- 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.

Drive Chain Lubrication

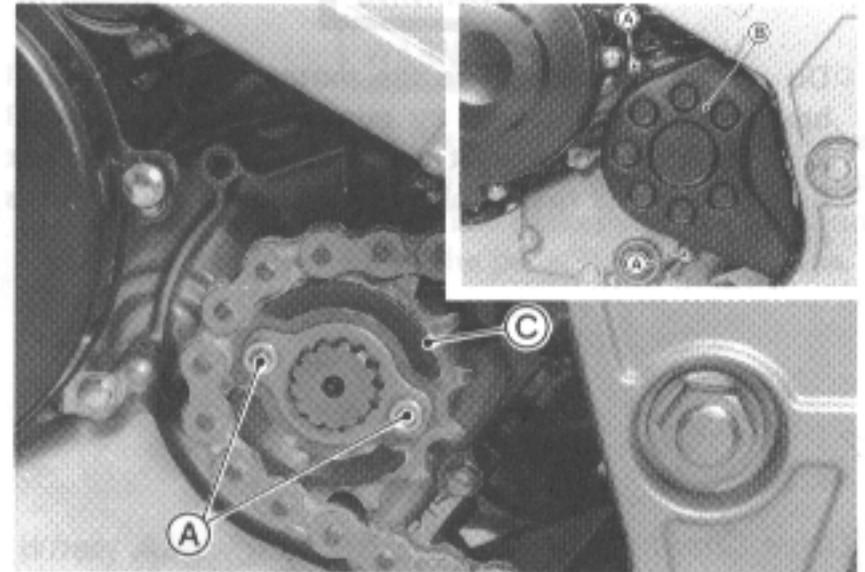
Oil Applied Areas



Sprocket, Coupling

Engine Sprocket Removal

- Using the jack stand (special tool), lift the rear of vehicle (see Rear Wheel Removal in Wheels/Tires chapter).
- Fully loosen the drive chain.
- Remove the following.



A. Mounting Bolts C. Engine Sprocket
B. Engine Sprocket Cover

- Take the drive chain off the engine sprocket and remove the sprocket.

Engine Sprocket Installation Notes

- Apply non-permanent locking agent to the threads of side stand bracket mounting bolts.
- Tighten the following parts to the specified torque (see General Information chapter).
 - Engine Sprocket Mounting Bolts
 - Rear Axle Nut
 - Side Stand Bracket Mounting Bolts
- Adjust the following.
 - Wheel Alignment
 - Drive Chain Slack
- Replace the axle nut clip if necessary.
- Check the brake function.

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.

Rear Sprocket Removal

- Remove the rear wheel (see Wheels/Tires chapter).

CAUTION

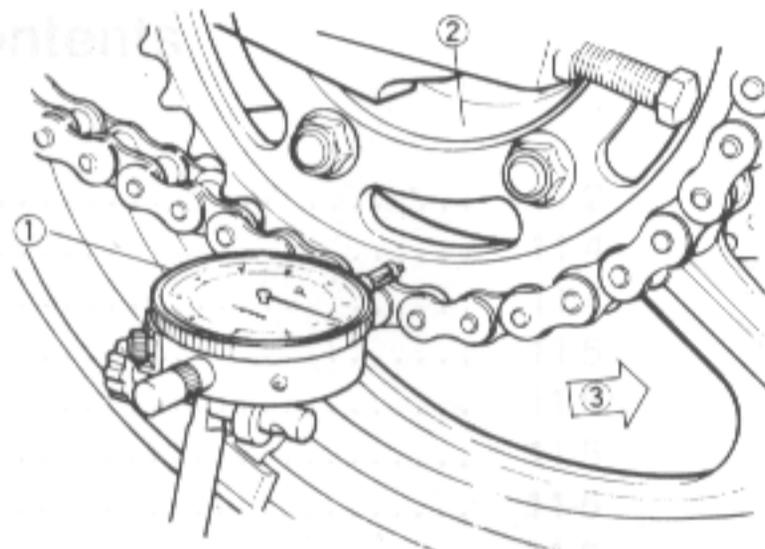
- Do not lay the wheel on the ground with the disc facing down. This can damage or warp the disc. Place blocks under the wheel so the disc does not touch the ground.

- Remove the rear sprocket nuts.
- Remove the rear sprocket and remove the coupling from the rear wheel.

Sprocket Warp

Elevate the rear wheel so that it will turn freely, and set a dial gauge against the rear sprocket near the teeth as shown. Rotate the rear wheel. The difference between the highest and lowest dial gauge readings is the amount of runout (warp).

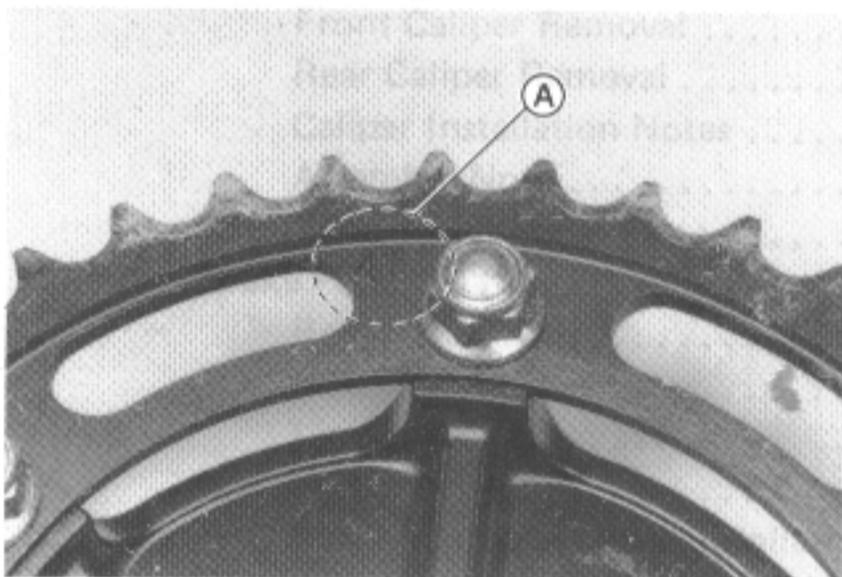
If the runout exceeds the service limit, replace the rear sprocket.



- 1. Dial Gauge
- 2. Rear Sprocket
- 3. Turn.

Rear Sprocket Installation Notes

- Install the sprocket facing the tooth number marking outward.



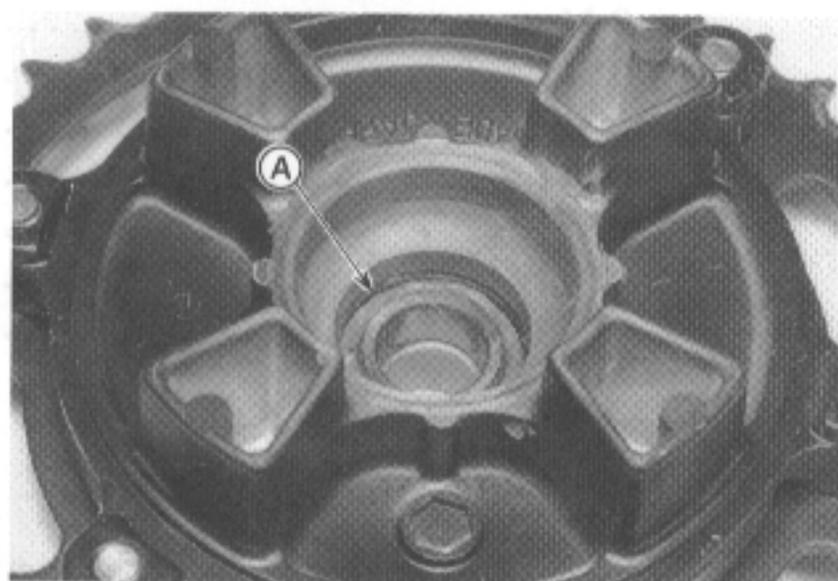
A. Tooth Number Marking

Coupling Bearing Installation Note

- Install the coupling bearing with sealed side facing to outward.

Coupling Bearing Lubrication

- Apply a little grease to the inside of the rear coupling.



A. Grease.

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.