

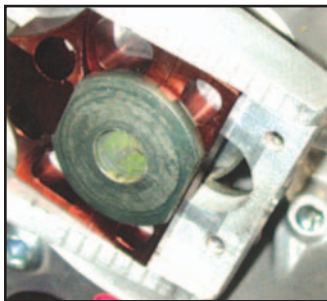
# TECH TIP

**Proper chain adjustment and maintenance is critical for any off-road motorcycle. Many times this important drive line of the motorcycle is often overlooked, ending up with a costly repairs or even a DNF.**

**We contacted the pros at RK Chain to give us a few pointers on what to look for to insure proper chain performance.**

There are a few basic guidelines that will ensure that you get the optimum usage out of your chain and ultimately your sprockets.

- Always review your OEM owners manual for proper chain alignment and tension adjustment. No two models are the same. There are many dimensions that contribute to chain length and the proper chain adjustment.
- Always reconfirm that the rear adjuster blocks are marked correctly. To check the location of the rear axle, measure from center of the swingarm pivot to the center of the rear axle on both the right



and left side of the bike. They should be exactly the same and in most cases they are. If there is any difference it should be readjusted. If not you will get uneven wear on sprockets and chain guides which could possibly cause chain derailment.

- When first riding a new bike the chain will stretch, just as spokes loosen. After a short period of riding you must stop and readjust your chain to it's proper tension. Don't over tighten a chain to save time. A chain that is tight will be more likely to snap due to the power of the engine and suspension movement. The same goes for a chain that is too loose. Serious damage can occur if the chain is not properly adjusted. (It is also a good idea to check your spokes after adjusting your chain.)
- Before adjusting your chain inspect the front chain guide for wear and make sure that the rear sprocket has equal clearance on both sides of the rear chain guide. If worn replace as needed.
- If you want to see how loose or how tight your chain will get, it requires removing the rear shock from your bike. With chain installed align the centerlines of counter shaft sprocket, swingarm pivot and rear axle. This will determine the longest point. You should have 3/4 inch of movement.
- Never mismatch chain and sprockets, unless you change all components. Simply run a 520 chain with 520 sprockets.
- Chains are not designed to withstand direct contact by



today's pressure washers. Although it may seem like a great way to clean the chain, it actually does more harm than good. Chains are assembled with internal lubricates that get flushed away by the pressure. Kerosene and other similar products are best for cleaning chains. After cleaning a chain it is important to re-lube the chain with a designated chain lubricant. O-Ring chains require a special lubricant that will lube the rollers and keep the O-Rings from drying out. Water that is forced into the pins and rollers will eventually lead to corrosion and fatigue. Re-lubing your chain with the right product will also help dissipate the moisture inside the chain and keep other foreign elements from getting inside the chain.

- When spraying chain lube on your chain make sure that you direct the spray to the inside rollers.
- Extreme conditions will require additional precautions, such as applying grease when conditions consist of excessive mud and water.

- The master link should be installed with the open end away from the direction of travel.



- A properly adjusted and lubricated chain creates less friction thus it takes less power to generate movement. This allows the power of the engine to perform better. RK recommends that you do your bike a favor, make sure that you take time to maintain this



important component of your motorcycle.

**RK**  
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