

Lubrication:

Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants. Saturate each chain joint so that the lubricant will penetrate the space between adjacent surfaces of link plates and rollers.

Removal and Cleaning:

When the drive chain becomes extremely dirty, it should be removed and cleaned prior to lubrication.

1. Carefully remove the master link retaining clip with pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.
2. Clean the drive chain in solvent and allow to dry. Inspect the drive chain for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.

3. Inspect the sprocket teeth for possible wear or damage. Replace if necessary. Never use a new drive chain on badly worn sprockets. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.
4. Lubricate the drive chain.
5. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link.
Install the master link retaining clip ⑦ (page 51) so that the closed end of the clip will face the direction of forward wheel rotation.
The master link is the most critical part affecting the security of the drive chain. It is recommended that a new master link retaining clip be installed whenever the drive chain is reassembled.