

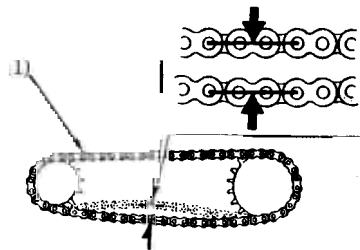
DRIVE CHAIN

(Refer to the maintenance precautions on page 58).

The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets. Under severe usage, or when the motorcycle is ridden in dusty areas, more frequent maintenance will be necessary.

1. Turn the engine off, place the motorcycle on the side stand and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow the following vertical movement by hand:
15- 25 mm (5/8 — 1 in)

3. Roll the motorcycle forward. Stop. Check drive chain slack as the wheel rotates. Repeat this procedure several times. Drive chain slack should remain constant. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.



(1) Drive chain

4. Rotate the rear wheel slowly and inspect the drive chain and sprockets for any of the following conditions:

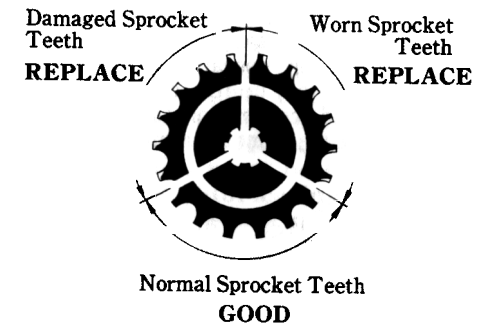
DRIVE CHAIN

- *Damaged Rollers
- *Loose Pins
- *Dry or Rusted Links
- *Kinked or Binding Links
- *Excessive Wear
- *Improper Adjustment
- *Missing O-rings

SPROCKETS

- *Excessively Worn Teeth
- *Broken or Damaged Teeth

A drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. A chain which appears dry, or shows signs of rust, requires supplementary lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.



This motorcycle has a staked master link drive chain which requires a special tool for cutting and staking. Do not use an ordinary master link with this chain. See your authorized Honda dealer.