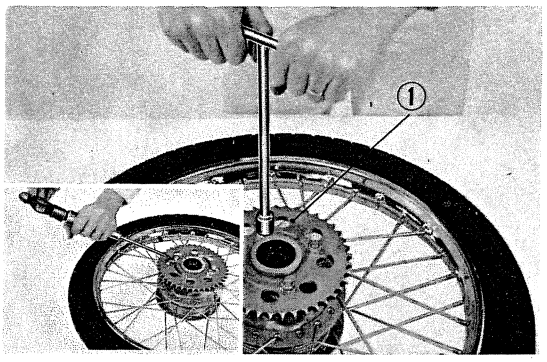

Fig. 116 Final driven sprocket assembly
① Final driven sprocket

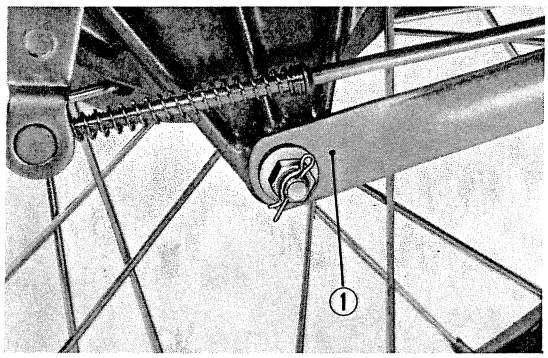

Fig. 117 Brake stopper arm installation
① Brake stopper arm

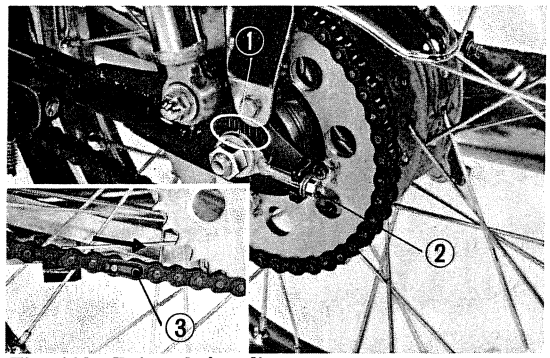

Fig. 118 Drive chain adjustment
① Index mark and side scale ② Adjuster nut
③ Drive chain link

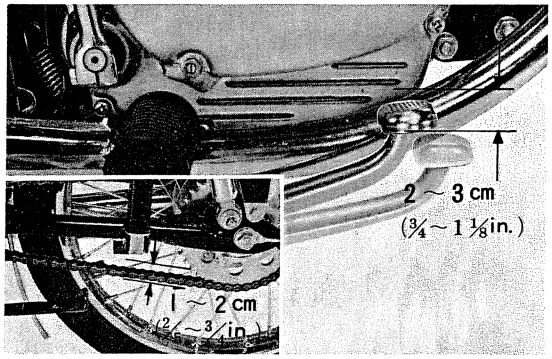

Fig. 119 Chain slack and brake pedal play

C. Reassembly

1) Inflate the tube with a small amount of air and install the tire on the rim by forcing the bead of the tire on the inside of rim.

Note:

- **After the tire has been assembled, inflate with air to about 1/3 the specified pressure and then tap tire all around with a wooden hammer to relieve any pinching or folds in the tube.**
- **After assuring that the valve stem is in alignment with wheel axle, tighten stem lock nut being careful not to cause leaks around the stem.**

2) Apply grease to the wheel ball bearings and the inside of the wheel hub.
Assemble distance collar and ball bearings into the wheel hub. (Fig. 115)

3) Mount the final drive sprocket on the rear wheel hub, install the tongued washers, and nuts. After torquing the nuts, bend the tab on tongued washer to lock it. Finally, install the circlip. (Fig. 116)

4) Mount the brake panel assembly on the rear wheel hub.

5) Assemble the right and left side collars on each side of oil seal and then install rear wheel on the rear fork with the axle.

6) Mount the rear brake stopper arm on the rear brake panel. (Fig. 117)

7) Install and connect drive chain, and after completing the adjustment, tighten the rear axle nut. Chain should be adjusted so that there is **1–2 cm (2/5–3/4 in)** slack in the chain (Fig. 119).

Note:

The chain joint link must be installed so that the cutout is pointing in the opposite direction to the direction of rotation. When chain is finally adjusted, the chain adjuster indicator on both right and left sides should be at indentical locations. (Fig. 118)

8) Connect rear brake rod to the brake arm and then make brake adjustments.

Note:

The play in the brake pedal should be 2–3 cm (1/4–1-1/8 in.). (Fig. 119).