

## 9. DRIVE CHAIN

### 1) Construction · Operation

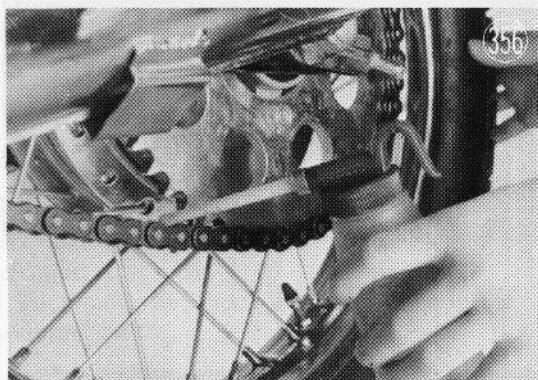
The drive chain transmits engine power to the rear wheel and, together with the front and rear sprockets, performs secondary reduction. Chain construction is illustrated below. Wear occurs between the pin and bushing, and bushing and roller due to chain movement and tension, and causes the chain to lengthen. Chain slack is also produced from wear of the roller surfaces against the sprockets. If chain play becomes great enough it can cause the chain to snap or come off the sprocket, so this play should be checked and adjustment made at regular intervals. And along with chain adjustment, wheel alignment must also be taken into consideration. Misalignment will cause the chain to snap or slip off the sprocket, and cause abnormal chain and sprocket wear, reducing power transmission efficiency.

Table 40 Chain Specifications

Model	No. of Links	Type
H1	102	EK530 SH-T1G
H2	110	EK530 SH-T2G

### 2) Inspection · Adjustment

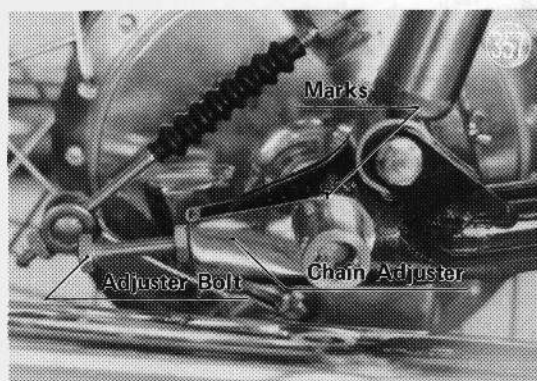
a. Lack of lubrication will greatly hasten chain wear, as will dirt sticking to the chain and grinding against it. Wash the chain in gasoline or solvent, and lubricate it just enough to ensure smooth operation, but do not use so much oil as to collect dirt or to be flung off as the chain turns.



With the motorcycle in its normal standing position on the front and rear wheels, check chain play at the center of the chain as illustrated. Play must be more than  $3/8$ " (10 mm) and should never be allowed to exceed  $1\ 1/2$ " (40 mm). Adjust the chain using the chain adjusters if it is out of tolerance. Standard adjustment is  $3/4$ " (20 mm).

Chain alignment corresponds to wheel alignment; if the wheels are properly aligned, correct chain alignment is automatic. To align the wheels, loosen the torque link mounting nut, axle nut, axle sleeve nut (H1 only), and adjuster bolt lock nuts, in that order; turn the chain adjuster bolts (or nuts) seeing that the adjuster marks coincide with the same swing arm marks on both sides of the wheel. After adjustment do not fail to tighten all the parts that were loosened, and to check rear brake and brake light adjustments.

If the chain is stretched out of tolerance, replace it, also checking sprocket wear at this time (page 23, 66). To measure chain wear, loosen the nuts as for chain adjustment, and adjust the chain tight. Measure the length of 20 links (from pin center of first pin to pin center of 21<sup>st</sup> pin) on the straight part of the chain, replacing the chain if measurement is over  $12\ 3/4$  inch (324 mm). (Standard length is  $12\ 1/2$  inch 317.5 mm.)



Oil the chain with SAE 90 gear oil at least every 200 miles (300 km). The H2 has a chain oil tank for this purpose, with a hose running down to drip oil on the chain. To oil the H2 chain, spin the rear wheel backward while pulling up on the oiler valve knob (attached to the frame at the rear of the engine oil tank).

