

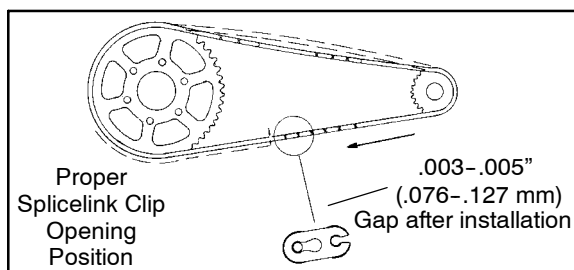


To check for wear, pull outward on the chain as shown. Replace sprocket if chain movement exceeds 1/4" (.6 cm).

DRIVE CHAIN INSPECTION

The chain must be replaced when it reaches 3% elongation. The chain master link is a press-on style that requires a chain pressing tool to install and remove the link.

1. Stretch the chain tightly in a straight line.
2. Measure a length of twenty pitches (pins) from pin center to pin center, and compare to the specification. Replace the chain if the length exceeds the wear limit.
3. When replacing or reinstalling drive chain, install the closed end of the splice link clip as shown, with the closed end leading in forward operation.



Drive Chain Wear Limit-20 Pitch Length:

Std: 12.5" (32 cm)
Wear Limit: 12.875" (32.7 cm)

DRIVE CHAIN ADJUSTMENT, CONCENTRIC SWINGARM

CAUTION: Never adjust or operate the vehicle with the rear drive chain too loose or too tight as severe damage to the transmission and drive components can result.

Break-In: It is extremely important to maintain proper chain tension to ensure the best possible chain life. There is a chain break-in period of approximately 100 miles or two (2) tanks of fuel. During this time chain tension should be watched very closely and loads to the chain should be kept light.

Checking Deflection: Inspect chain deflection by slowly moving the ATV forward so any slack that may have previously been on the under part of the chain is now on the top side of the chain. The bottom part of the chain should be taught during inspection. Measure the chain deflection as shown in the

diagram. **Deflection should be approximately 3/8 in. (10 mm).** After inspection, again slowly move the ATV forward until all the chain slack is on the top side of the chain and inspect the deflection. Repeat this procedure several times to check different spots on the chain.

The chain is correctly adjusted when the tightest portion of the chain itself has approximately 3/8in., (10 mm) of deflection. It's a common characteristic of any chain to have one or more tight spots in the chain. Therefore, it is extremely important to check chain deflection in several areas of the chain to ensure deflection is correct at the tightest point.

