

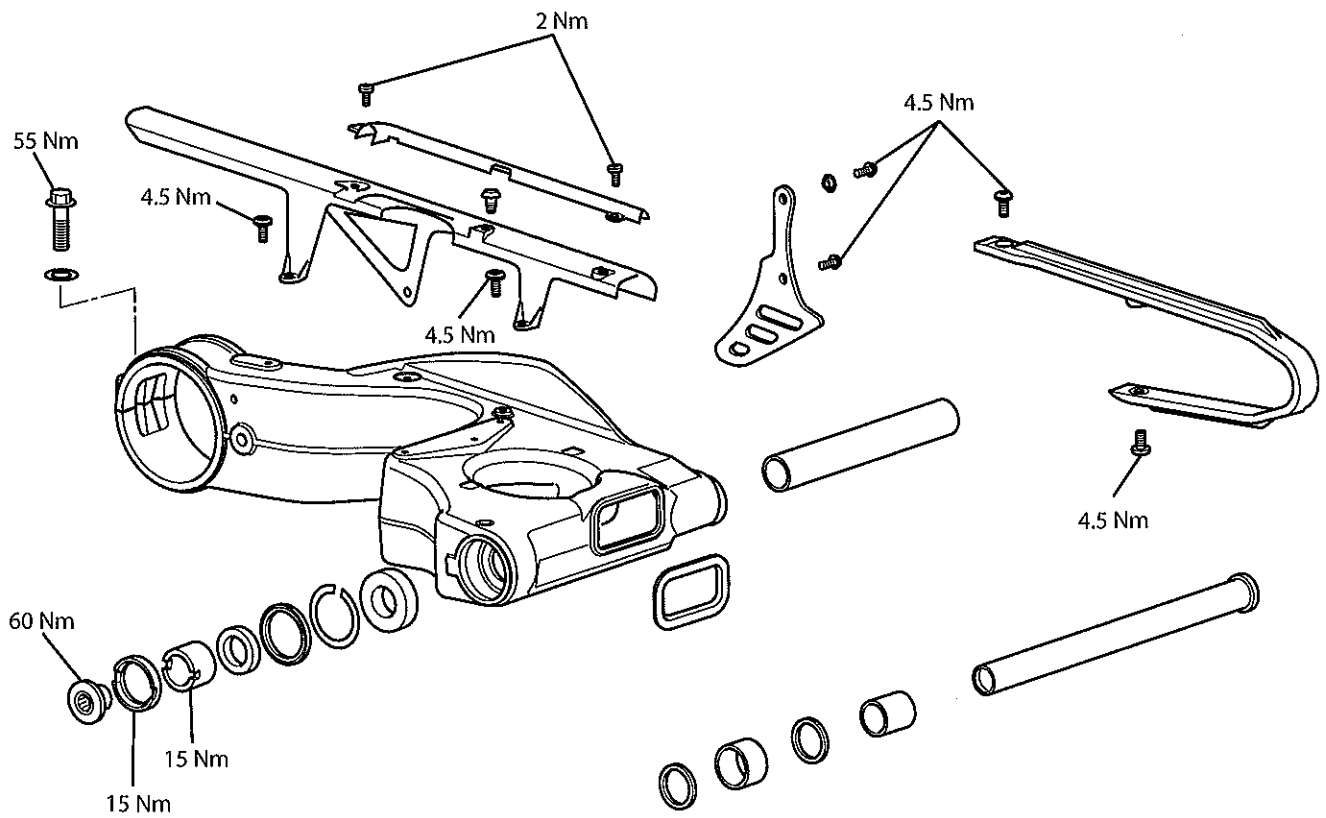
12 Rear Suspension

Table of Contents

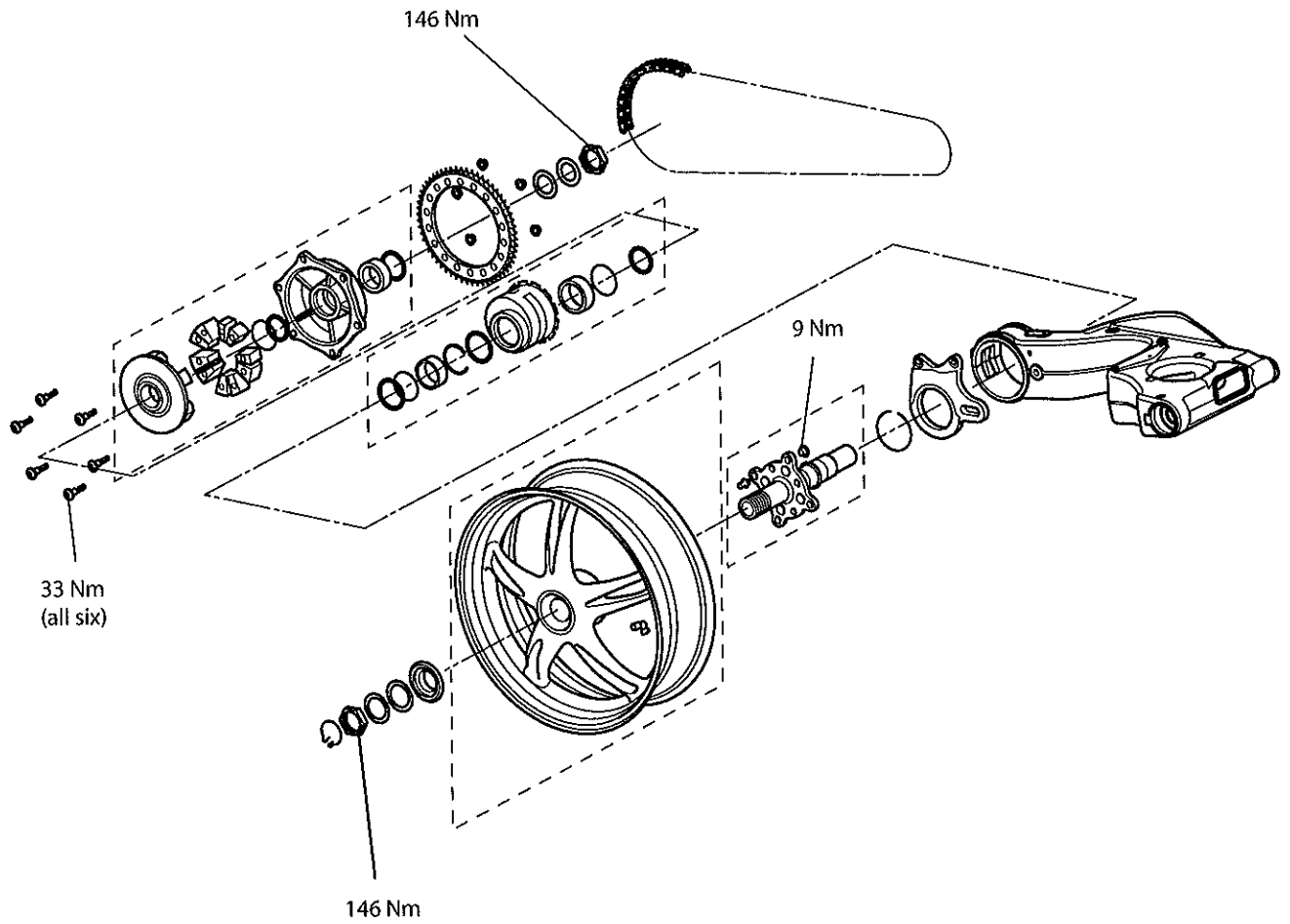
Exploded View - Swinging Arm	12.2
Exploded View - Rear Hub and Wheel	12.3
Exploded View - Rear Suspension Unit	12.4
Exploded View - Drop/Drag Link	12.5
Rear Suspension Unit	12.6
Removal	12.6
Inspection	12.6
Installation	12.7
Drag Link	12.7
Removal	12.7
Inspection	12.8
Installation	12.8
Drop Link	12.8
Removal	12.8
Inspection	12.9
Installation	12.9
Drive Chain	12.10
Chain Slack Inspection	12.10
Drive Chain Adjustment	12.10
Chain Lubrication	12.10
Chain Wear Inspection	12.11
Swinging Arm/Drive Chain	12.12
Removal	12.12
Inspection	12.14
Installation	12.15
Final Drive/Rear Hub and Bearings	12.17
Removal	12.17
Inspection	12.19
Assembly	12.19
Installation	12.19
Drive Chain Replacement	12.20
Rivet link type	12.20

Rear Suspension

Exploded View - Swinging Arm

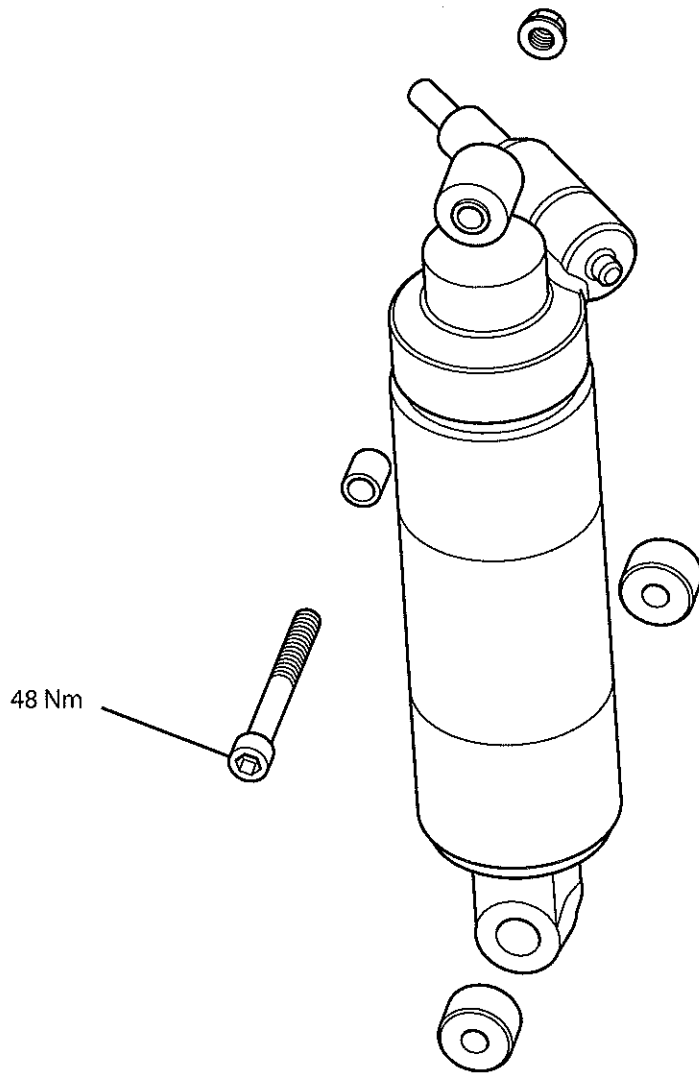


Exploded View - Rear Hub and Wheel

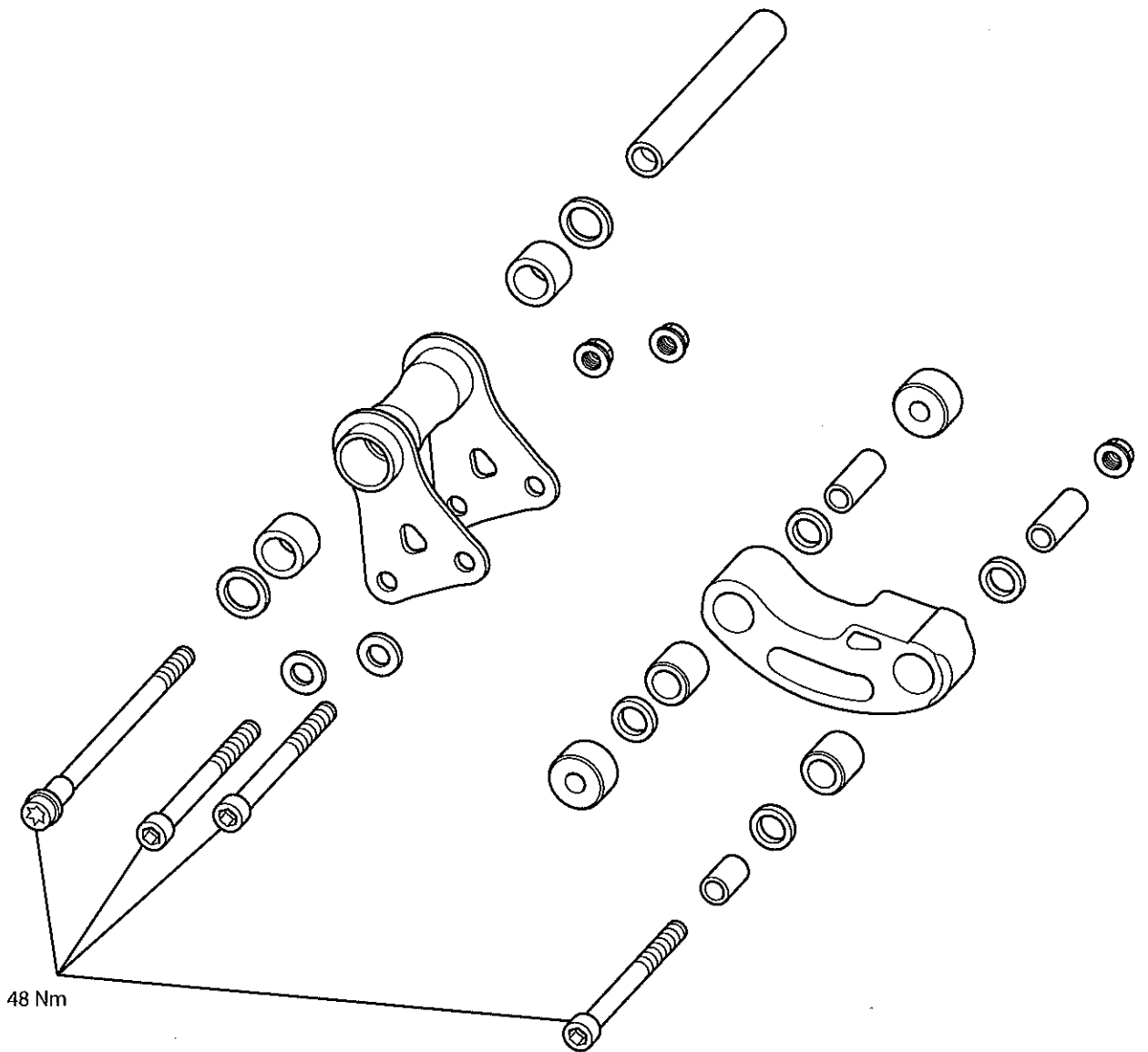


Rear Suspension

Exploded View - Rear Suspension Unit



Exploded View - Drop/Drag Link



Rear Suspension

Rear Suspension Unit

Removal

Warning

If the engine has recently been running, the exhaust system will be hot. Before working on or near the exhaust system, allow sufficient time for the exhaust system to cool as touching any part of a hot exhaust system could cause burn injuries.

Warning

Ensure the motorcycle is stabilised and adequately supported, to prevent it falling and causing damage or injury.

Note:

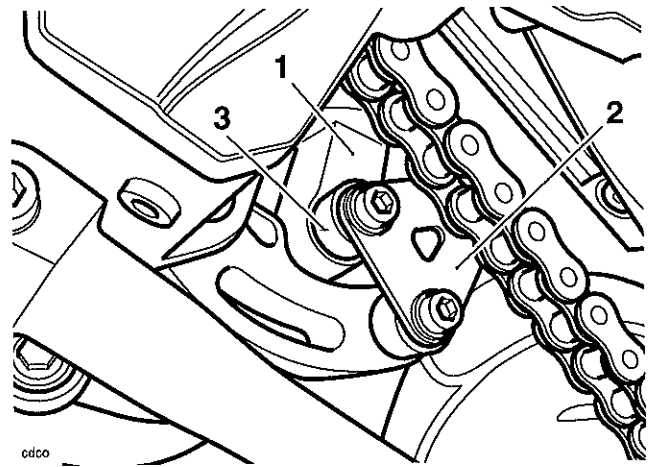
- **A stand that supports the rear wheel or swinging arm will not support the motorcycle when the suspension linkage is removed.**
1. Raise and support the rear of the motorcycle under the frame or engine. Position a block to support the rear wheel.
 2. Remove the seat (see page 16-8).
 3. Disconnect the battery, negative (black) lead first.
 4. Remove the fuel tank (see page 10-87).

Warning

Observe the warning advice given in the general information section on the safe handling of fuel and fuel containers.

A fire, causing personal injury and damage to property could result from spilled fuel or fuel not handled or stored correctly.

5. Remove the nut and bolt securing the rear suspension unit lower mounting to the drop link. Collect the spacers from the back side of the suspension unit.



1. Rear suspension unit

2. Drop link

3. Spacers

6. Remove the rear suspension unit upper mounting nut and bolt.
7. Withdraw the rear suspension unit upwards through the frame.

Inspection

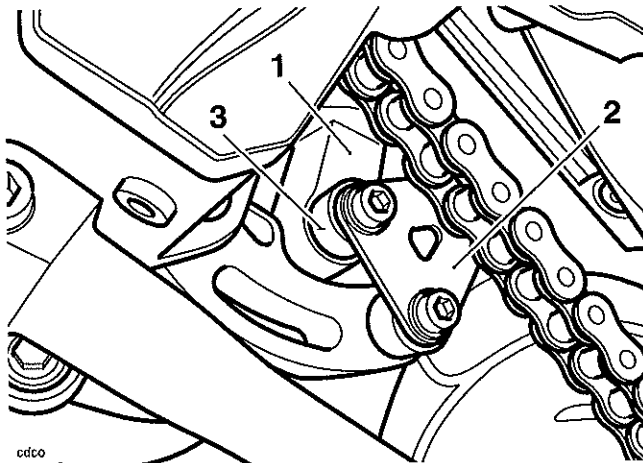
1. Clean all components and inspect for damage and wear to:
 - rear suspension unit upper and lower mountings,
 - lower mounting sleeve.
2. Renew parts as necessary.

Installation

1. Locate the rear suspension unit and loosely fit the upper mounting bolt / nut and sleeve (if detached during renewal).

Note:

- The unit must be fitted such that the preload adjuster faces to the left of the motorcycle.
2. Align the spacers to each side of the lower suspension unit mounting.



1. Rear suspension unit
2. Drop link
3. Spacers

3. Align the rear suspension unit and spacers to the drop link. Loosely fit the bolt / nut (from the right).
4. Tighten the rear suspension unit upper mounting to **48 Nm**.
5. Tighten the rear suspension unit lower mounting to **48 Nm**.
6. Refit the fuel tank (see page 10-88).
7. Connect the battery, red (positive) lead first.
8. Refit the seat (see page 16-8).
9. Remove the support.

Drag Link

Removal

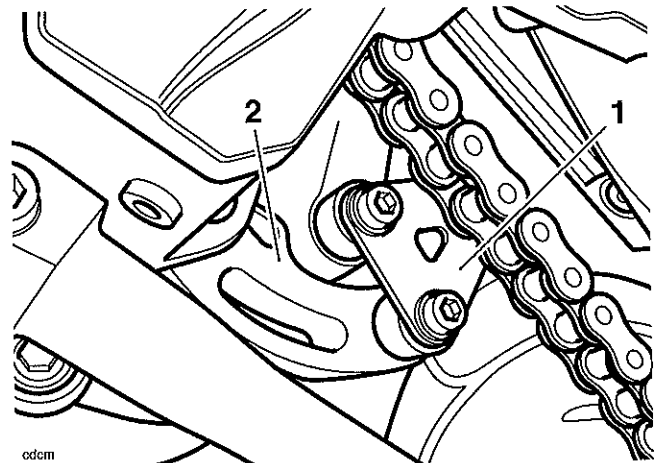
Warning

Ensure the motorcycle is stabilised and adequately supported, to prevent it falling and causing damage or injury.

Warning

A stand that supports the rear wheel or swinging arm will not support the motorcycle when the suspension linkage is removed.

1. Raise and support the rear of the motorcycle under the frame or engine. Position a block to support the rear wheel.



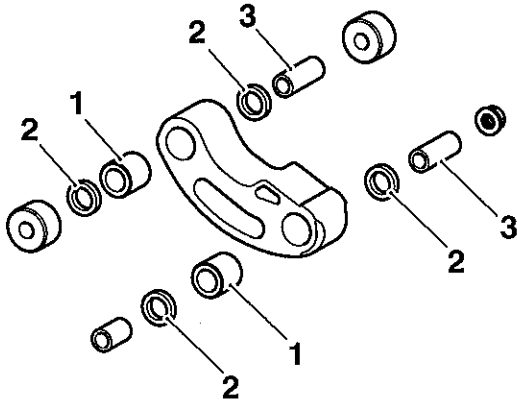
1. Drop link
2. Drag link

2. Remove the section of exhaust between the header system and the silencer (see page 10-105).
3. Remove the nut and bolt securing the drag link to the drop link.
4. Remove the bolt and nut securing the drag link to the frame.
5. Detach the drag link from the frame and drop link.
6. Collect the spacers from either side of the link.

Rear Suspension

Inspection

1. Clean all components and inspect for damage / wear to:
 - drag link bearing, sleeve and seals
 - fixing bolts
 - spacers
2. Renew as necessary.



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1. Drag link bearing
2. Drag link seals
3. Drag link sleeve

Installation

1. Pack the drag link bearings with grease.
2. Fit the drag link sleeves and seals.
3. Position the drag link in the correct orientation to the frame and drop link and refit the spacers and bolts. Ensure that the sleeves are fitted to the drag to drop link bolt.
4. Refit both nuts and tighten both bolts to **48 Nm**.
5. Remove the support block from the rear wheel and lower the motorcycle to the ground, parking it on either the side or centre stand.

Drop Link

Removal

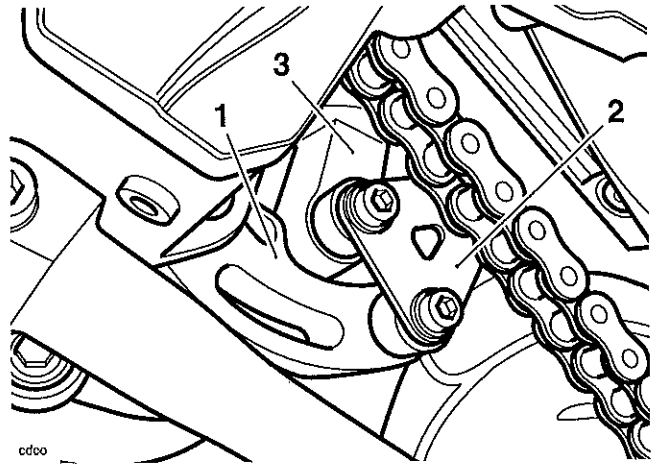
Warning

Ensure the motorcycle is stabilised and adequately supported, to prevent it falling and causing damage or injury.

Warning

A stand that supports the rear wheel or swinging arm will not support the motorcycle when the suspension linkage is removed.

1. Raise and support the rear of the motorcycle beneath the frame or engine. Position a block to support the rear wheel.



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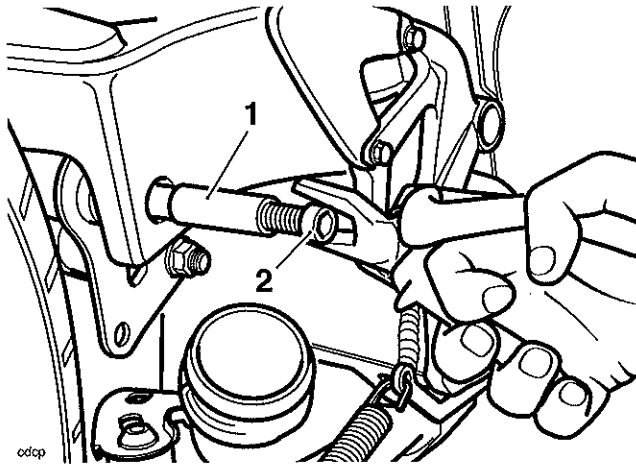
1. Drag Link
2. Drop Link
3. Rear Suspension Unit

2. Remove the section of exhaust between the header system and the silencer (see page 10-105).
3. Remove the nut and bolt securing the drag link to the drop link.
4. Detach the drag link from the drop link.
5. Remove the nut and bolt securing the rear suspension unit to the drop link.
6. Ease the suspension unit and spacer forward to clear the drop link. Collect the spacers.
7. Remove the bolt securing the drop link to the swinging arm.

- Withdraw the drop link spindle from the swinging arm.

Note:

- If tight, an M14 (1.5 mm thread pitch) bolt can be threaded into the spindle to assist extraction.



- Drop Link Spindle
- M14 Bolt

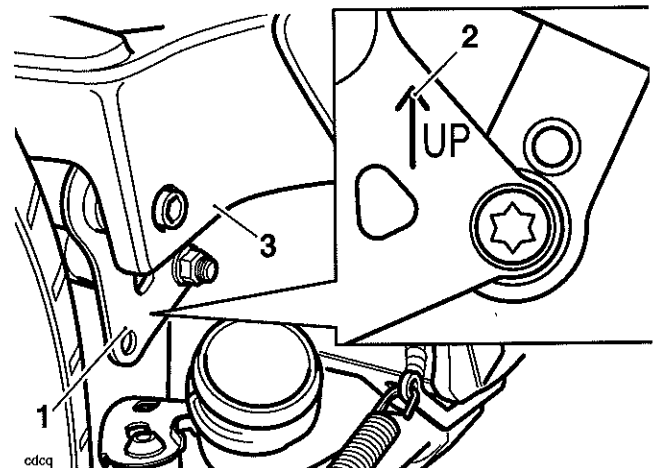
- Remove the drop link from the swinging arm.

Inspection

- Clean all components and inspect for damage / wear to:
 - drag link bearings,
 - drag link sleeve and bolt,
 - rear suspension unit lower mounting,
 - drop link bearings and seals.
- Renew as necessary.
- Check the drop link upper bearings for wear.

Installation

- Apply grease to the drop and drag link bearings. Also apply grease to the bearing at the lower end of the rear suspension unit.
- Locate the drop link to the swinging arm with the 'up' arrow pointing upwards.



- Drop link
- 'Up' Arrow
- Swinging Arm

- Refit the drop link spindle.
- Refit the drop link spindle bolt and tighten to **48 Nm**.
- Align the rear suspension unit and spacers to the drop link. Fit the spacers, bolt (from the right) and nut. Tighten to **48 Nm**.
- If removed, fit the sleeve to the drag link and align the drag link to the drop link.
- Fit the spacers, retaining bolt (from the right hand side) and nut. Tighten to **48 Nm**.
- Remove the support block from the rear wheel and lower the motorcycle to the ground, parking it on either the side or centre stand.

Rear Suspension

Drive Chain

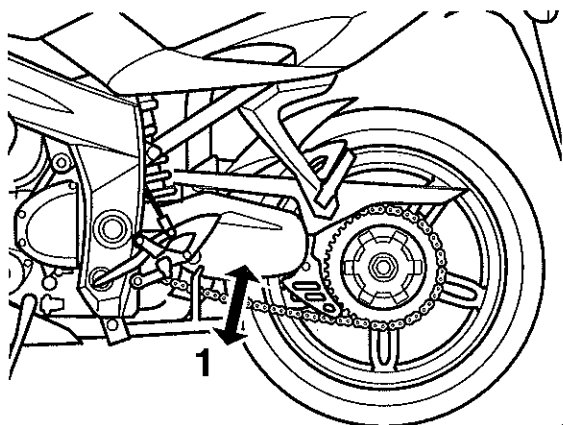
The drive chain must be checked, adjusted, and lubricated in accordance with the scheduled maintenance chart. For reasons of safety, and to prevent excessive wear, never neglect any part of the drive chain maintenance. If the chain is badly worn, or incorrectly adjusted - either too loose or too tight - the chain could jump off the sprockets or break. Checking of the adjustment and lubrication should be carried out more frequently where the machine is regularly used in dirty or dusty conditions or where large amounts of road salt are used.

Warning

A chain that breaks or jumps off the sprockets could snag on the engine drive sprocket or the rear wheel severely damaging the motorcycle and causing an accident. Never neglect chain maintenance.

Chain Slack Inspection

1. Set the motorcycle up on the side or centre stand.
2. Rotate the rear wheel to find the position where the chain has least slack. Measure the chain's vertical movement, mid-way between sprockets.
3. If correct, the vertical movement of the drive chain midway between the sprockets should be 35-40 mm.

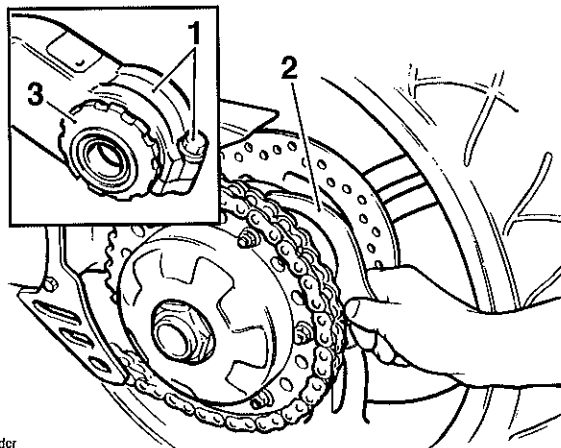


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1. Vertical Movement 35-40mm

Drive Chain Adjustment

1. Slacken the swinging arm/hub pinch bolt.
2. Using the 'C' spanner from the motorcycle tool kit, turn the eccentric adjuster clockwise to increase vertical movement, anticlockwise to take out vertical movement. The eccentric adjuster should be held in towards the swinging arm.



oder

1. Pinch bolt
 2. 'C' spanner
 3. Eccentric adjuster
3. Once the correct chain setting has been achieved, tighten the swinging arm/eccentric adjuster pinch bolt to **55 Nm**.

Chain Lubrication

Chain lubrication is necessary after riding through rain, standing water, on wet roads, or any time that the chain appears dry. Use the chain lubricant recommended in the specification.

Caution

Never use a power wash system to clean the chain as this may cause damage to the chain components.

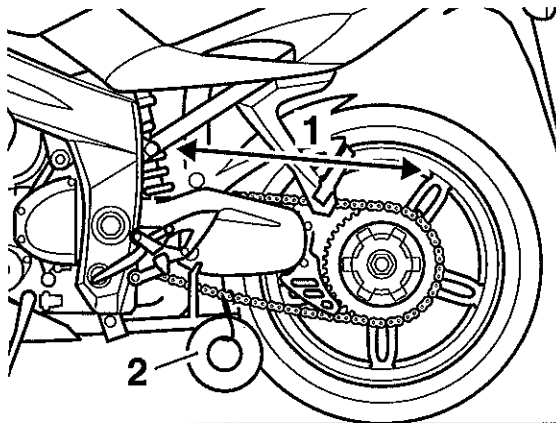
1. Apply chain lubricant to the sides of the chain rollers, and also the 'O'-rings. The lubricant will penetrate the rollers and bushings and also prevent the O-rings from deterioration.

Chain Lubrication Positions

1. Wipe off any excess oil.
2. If the chain is especially dirty, clean using paraffin before applying the lubricant.

Chain Wear Inspection

1. Remove the rear brake hose cover from the upper chain guard.
2. Remove the chain guard from the swinging arm.
3. Stretch the chain taut by hanging a 10-20 kg (20-40 lb) weight on the chain.
4. Measure a length of 20 links on the straight part of the chain from pin centre of the 1st pin to pin centre of the 21st pin. Repeat the test at various sections of the chain to establish an average reading. This is because the chain may wear unevenly.



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1. Measurement Position

2. 10-20kg Weight

5. If the length exceeds the service limit of 321 mm, the chain must be replaced.

Warning

Use a genuine Triumph supplied chain as specified in the Triumph Parts Catalogue. The use of non-approved chains may result in a broken chain or may cause the chain to jump off the sprockets.

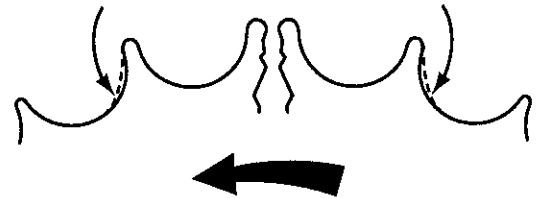
A chain that breaks or jumps off the sprockets could snag on the engine sprocket or lock the rear wheel, severely damaging the motorcycle and causing loss of motorcycle control and an accident.

Never neglect chain maintenance and always have chains installed by an authorised Triumph Dealer.

6. Examine the whole length of the chain. If there are any excessively tight or loose sections, loose pins or damaged rollers, the chain should be replaced.

7. Inspect sprockets for unevenly or excessively worn teeth. Also examine the sprockets for damaged teeth.

WORN TOOTH (ENGINE SPROCKET) WORN TOOTH (REAR SPROCKET)



(Sprocket wear exaggerated for illustrative purposes)

ccol

(Wear exaggerated for clarity of information)

8. If there is any irregularity found in any of the components, replace the drive chain and/or any other damaged components.
9. Refit the chain guard. Tighten the fixings to **9 Nm**.
10. Refit the rear brake hose cover, ensuring the hose and, if fitted, the ABS sensor lead are correctly routed. Tighten the fixings to **2 Nm**.

Rear Suspension

Swinging Arm/Drive Chain

Removal

1. Remove the seat (see page 16-8).
2. Disconnect the battery, negative (black) lead first.

Warning

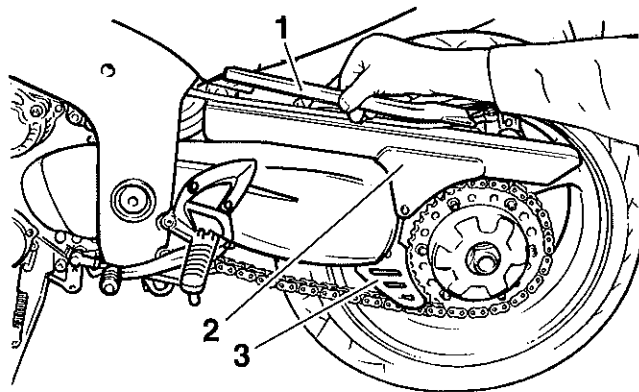
If the engine has recently been running, the exhaust system will be hot. Before working on or near the exhaust system, allow sufficient time for the exhaust system to cool as touching any part of a hot exhaust system could cause burn injuries.

3. Raise and support the rear of the motorcycle under the frame or engine.

Warning

Ensure the motorcycle is stabilised and adequately supported, to prevent it falling and causing damage or injury.

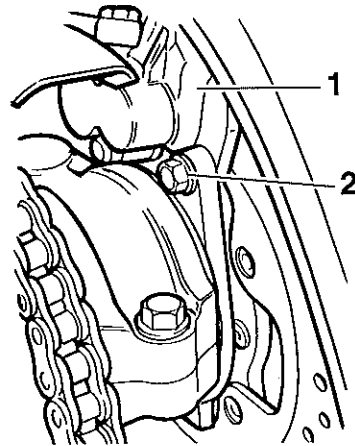
4. Remove the rear wheel (see page 15-10).
5. Remove the rear brake hose cover from the upper chain guard.
6. Models with ABS brakes: Remove the rear wheel speed sensor (see page 14-30).
7. Remove the chain guard from the swinging arm.



1. Brake hose cover
2. Upper chain guard
3. Lower chain guard

8. Remove the lower chain guard.
9. De-stake then slacken the nut securing the final drive unit to the axle shaft.

10. Without disconnecting the brake hose, detach then support the rear brake caliper.

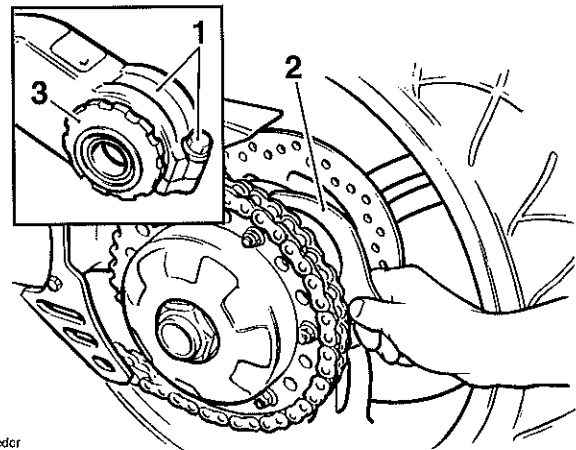


1. Rear brake caliper
2. Caliper mounting bolts (1 of 2)

Caution

To prevent damage to the brake pipe and caliper, do not allow the caliper to hang on the brake pipe.

11. Slacken the swinging arm / hub pinch bolt.
12. Use the 'C' spanner from the motorcycle tool kit to turn the hub and slacken the drive chain.



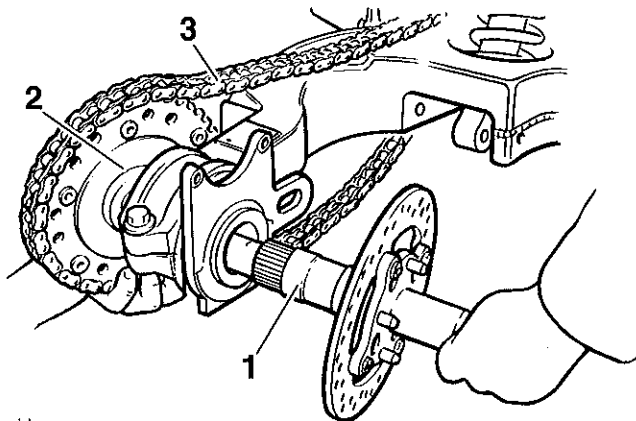
1. 'C' spanner
2. Swinging arm/hub pinch bolt

13. Remove the staked nut (discard the nut), Belleville washer and stepped washer from the axle shaft.

- Pull the axle shaft through the hub to the right hand side such that the shaft clears the final drive assembly. Remove the final drive unit disconnecting the chain at the same time.

Note:

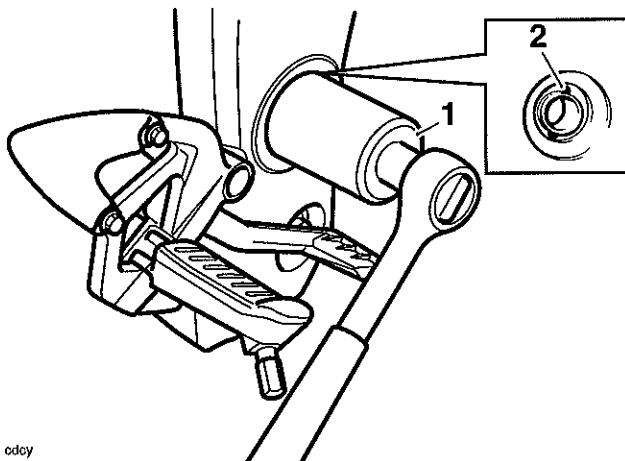
- Collect the spacer fitted between the final drive and the hub.
- Support the chain while the final drive is being removed to prevent it from contamination.



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- Axle shaft
- Final drive
- Chain

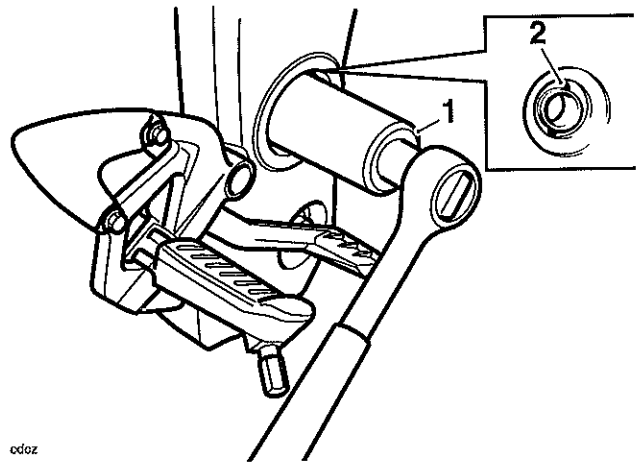
- Place the axle shaft/brake disc assembly to one side.
- Support the swinging arm and remove the rear suspension unit (see page 12-6).
- Remove the drop link (see page 12-8).
- Release the swinging arm spindle bolt.
- Using tool T3880295, remove the locking ring from the right hand side of the swinging arm spindle.



edoy

- Tool T3880295
- Locking ring

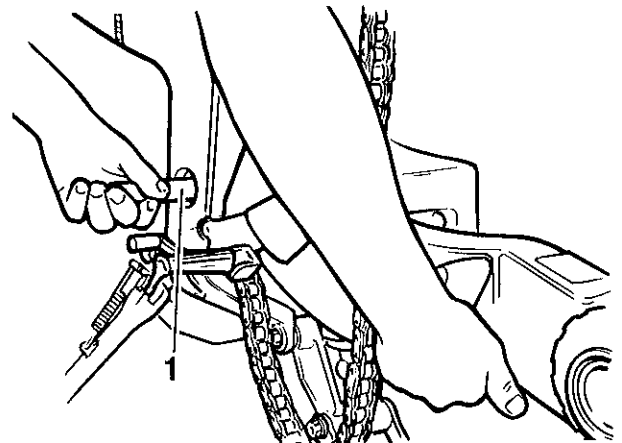
- Using tool T3880290, slacken the swinging arm clamping ring from the right hand side of the swinging arm spindle.



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- Tool T3880290
- Clamping ring

- Support the swinging arm and remove the swinging arm spindle.

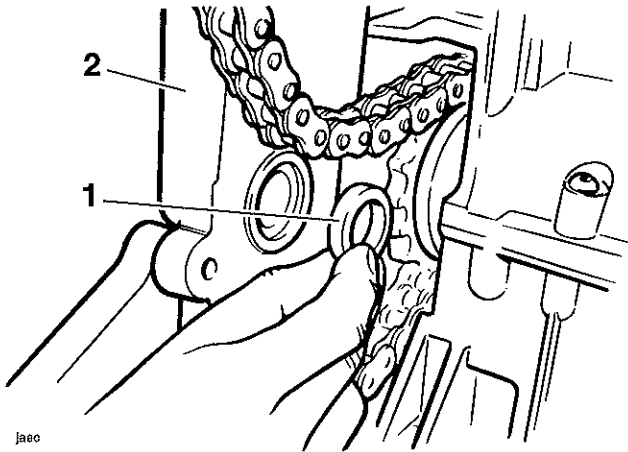


- Swinging arm spindle

- Carefully detach the arm from the frame.

Rear Suspension

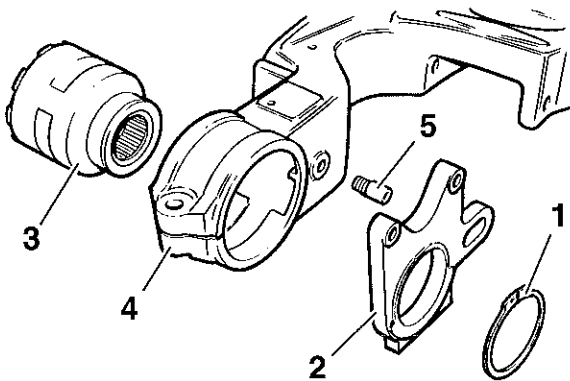
23. Collect the spacer from the recess inside the left hand frame outrigger.



1. Spacer
2. Frame outrigger

Note:

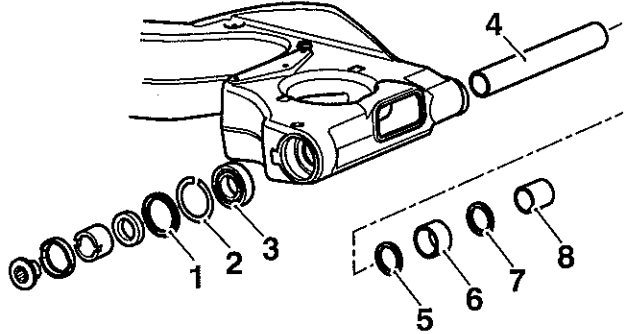
- If the swinging arm is to be replaced continue through this section.
 - If the drive chain is being replaced, but not the swinging arm (see page 12-20).
24. Remove the large circlip securing the caliper carrier to the hub and detach the carrier.



1. Circlip
2. Caliper Carrier
3. Hub
4. Swinging arm
5. Caliper Carrier Positioning Stud

25. Remove the hub from the left hand side of the swinging arm.
26. Remove the caliper carrier positioning stud.
27. Remove the chain rubbing strip.
28. Remove the rubber blanking grommet from the front of the arm.

29. Remove the thread blanking plates from the machined top face of the swing arm.
30. Remove the bearing sleeves from both sides.
31. Remove the right hand bearing by drifting through from the left.
32. Collect the spacer tube.



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1. Seal
2. Circlip
3. Bearing Sleeve
4. Sleeve
5. Seal
6. Needle Roller Bearing
7. Seal
8. Bearing Sleeve

Note:

- The needle roller bearing in the left hand side of the arm cannot be removed undamaged.
 - If the drive chain is being replaced, see page 12-20.
33. Remove the sprocket cover.
34. Detach the chain from the output sprocket and remove the chain.

Inspection

1. Check all swinging arm bearings for damage, pitting, and cracks. Replace as necessary.
2. Check the swinging arm for damage. Replace as necessary.
3. Check the axle bearings for damage, pitting, and cracks. Replace as necessary.
4. Check all bearing seals for damage, splits etc. Replace as necessary.
5. Check the chain for wear, damage etc. Replace as necessary.
6. Check both sprockets for wear, damage etc. Replace as necessary.

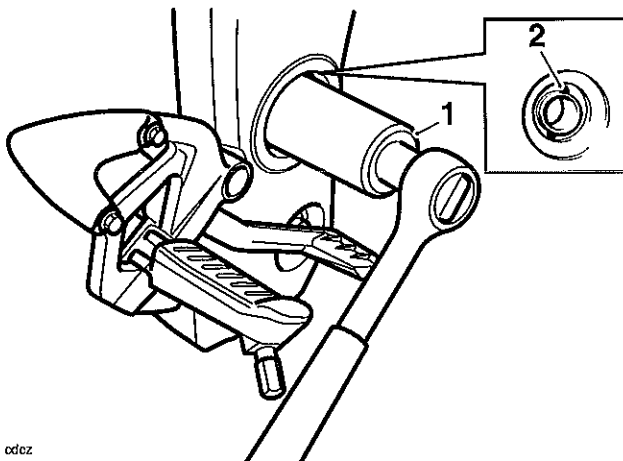
Installation

1. Fit the drive chain to the output sprocket.
2. Refit the sprocket cover. Tighten the sprocket cover bolts to **9 Nm**.
3. Install the bearings (marked faces outwards), sleeves etc. into the swinging arm in the order shown. Use new seals throughout.
4. Fit a new caliper carrier positioning stud and tighten to **40 Nm**.
5. Refit thread blanking plugs in the top machined face of swinging arm.
6. Refit the rubber blanking grommet to front of swinging arm.
7. Refit, or replace if excessively worn, the chain rubbing strip.
8. Refit the hub with the circlip groove to the right hand side.
9. Refit the caliper carrier and retain with a new circlip.
10. Fit the spacer to the recess on the inside of the left hand frame outrigger.

Note:

- **A smear of grease will help to retain the spacer while the swinging arm is being positioned.**

11. Position the swinging arm to the frame.
12. Refit the swinging arm spindle.
13. Using tool T3880290, tighten the swinging arm spindle inner adjustment ring to **15 Nm**.



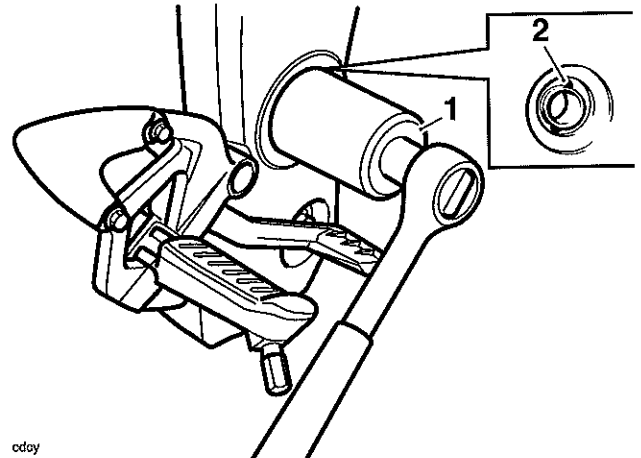
1. Tool T3880290
2. Clamping ring

⚠ Caution

Incorrect adjustment of the swinging arm clamping ring will damage the bearings, seals and swinging arm.

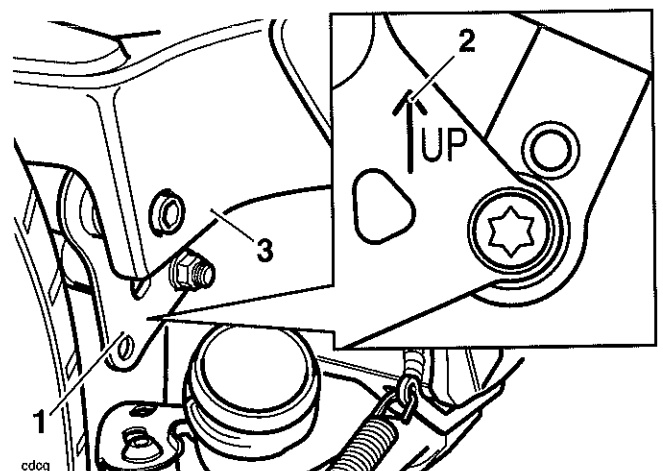
Never over-tighten the clamping ring or set the adjustment to allow excessive sideways movement.

14. Fit the locking ring and tighten to **30 Nm** using tool T3880295.



1. Tool T3880295
2. Locking ring

15. Check that the clamping ring adjustment has not changed, re-adjust if necessary.
16. From the right, fit the swinging arm spindle bolt and tighten to **60 Nm**.
17. Apply a smear of grease to the drop link bearings.
18. Locate the drop link to the swinging arm with the 'up' arrow pointing upwards. Insert the drop link spindle.



1. Drop link
2. 'Up' Arrow
3. Swinging Arm

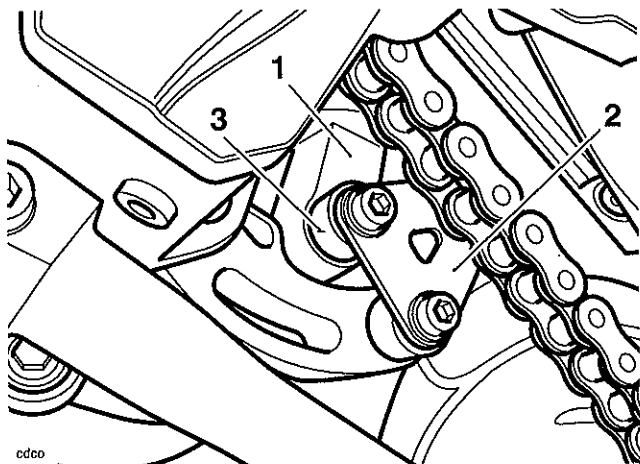
Rear Suspension

19. From the right, fit the drop link to swinging arm bolt and tighten to **48 Nm**.
20. Locate the rear suspension unit and loosely fit the upper mounting bolt / nut.

Note:

- The unit must be fitted such that the preload adjuster faces to the left rear of the motorcycle.

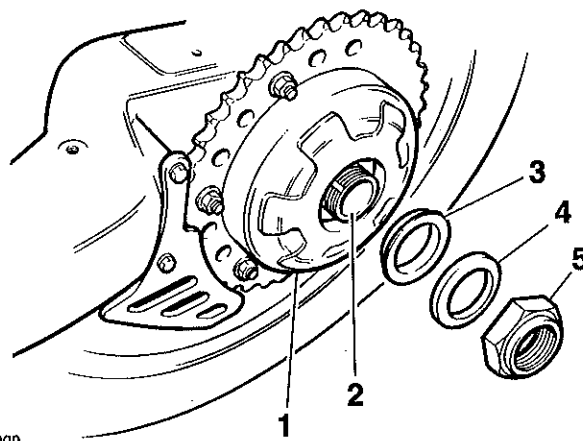
21. Fit the spacers to the lower suspension unit mounting.



1. Rear suspension unit
2. Drop link
3. Spacers

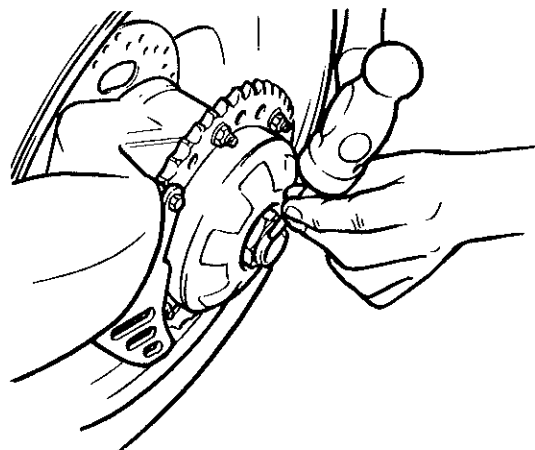
22. Align the rear suspension unit to the drop link and, from the right, loosely fit the securing bolt / nut.
23. Tighten the rear suspension unit upper mounting to **48 Nm**.
24. Tighten the rear suspension unit lower mounting to **48 Nm**.
25. Fit the axle shaft/rear disc assembly ensuring that the final drive spacer is fitted to the left hand side of the axle shaft.
26. Align the final drive assembly to the axle shaft fitting the chain during assembly.

27. Fit the stepped washer, belleville washer (dished side out) and a new staked nut to the shaft.



1. Final drive unit
2. Axle shaft
3. Stepped washer
4. Belleville washer
5. Retaining nut

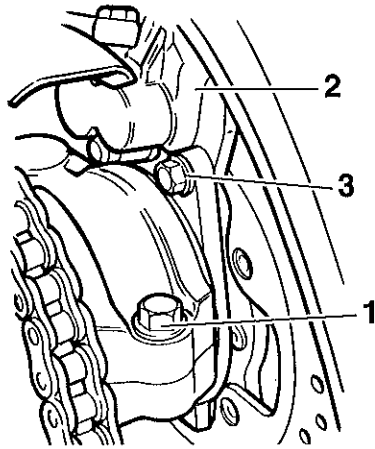
28. Prevent the axle from turning and tighten the nut to **146 Nm**. Stake to secure.



Staking the nut

29. Adjust the chain tension to give 35-40 mm of slack by turning the hub with the 'C' spanner.
30. Tighten the swinging arm / hub pinch bolt to **55 Nm**.
31. Thoroughly clean and degrease the brake disc.
32. Refit the rear brake caliper. Tighten the caliper fixings to **40 Nm**.

33. Pump the rear brake pedal a few times to position the brake pads in the caliper. Rectify as necessary if correct brake operation is not restored (see page 14-21).



1. Swinging arm / hub pinch bolt

2. Rear brake caliper

3. Rear brake caliper fixings (1 of 2)

34. Refit the upper and lower chain guards. Tighten the fixings to **9 Nm**.
35. Models with ABS brakes: Refit the rear wheel speed sensor (see page 14-31).
36. Align the rear brake hose and, if fitted, the ABS sensor harness to the chain guard and refit the hose cover. Tighten the hose cover fixings to **2 Nm**.
37. Refit the rear wheel (see page 15-10).
38. Lower the motorcycle to the ground and place on the side or centre stand.
39. Reconnect the battery positive (red) lead first.
40. Refit the seat (see page 16-8).

Final Drive/Rear Hub and Bearings

Removal

1. Remove the seat (see page 16-8).
2. Disconnect the battery, negative (black) lead first.

Warning

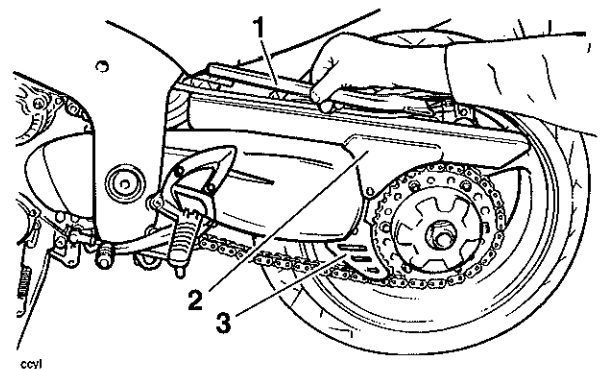
If the engine has recently been running, the exhaust system will be hot. Before working on or near the exhaust system, allow sufficient time for the exhaust system to cool as touching any part of a hot exhaust system could cause burn injuries.

3. Raise and support the rear of the motorcycle under the frame or engine.

Warning

Ensure the motorcycle is stabilised and adequately supported, to prevent it falling and causing damage or injury.

4. Remove the rear wheel (see page 15-10).
5. Remove the rear brake hose cover from the upper chain guard.
6. Models with ABS brakes: Remove the rear wheel speed sensor (see page 14-30).
7. Remove the chain guard from the swinging arm.



1. Brake hose cover

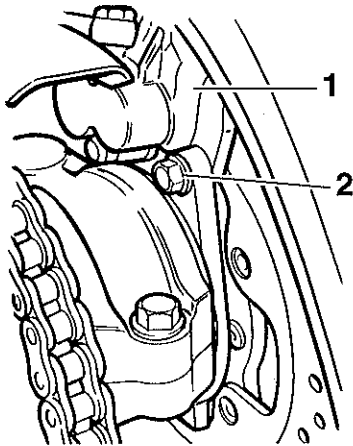
2. Upper chain guard

3. Lower chain guard

8. Remove the lower chain guard.

Rear Suspension

9. Without disconnecting the brake hose, detach then support the rear brake caliper.

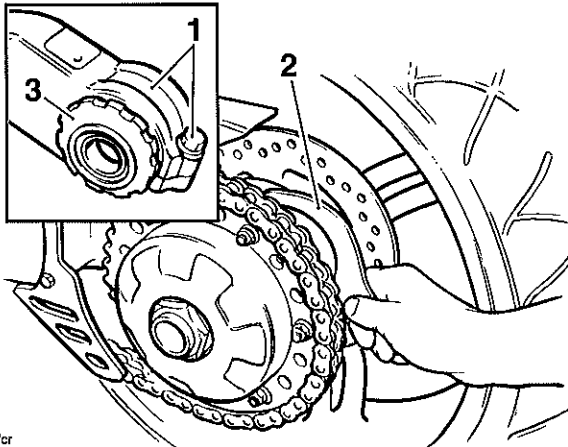


1. Rear brake caliper
2. Caliper mounting bolts (1 of 2)

Caution

To prevent damage to the brake pipe and caliper, do not allow the caliper to hang on the brake pipe.

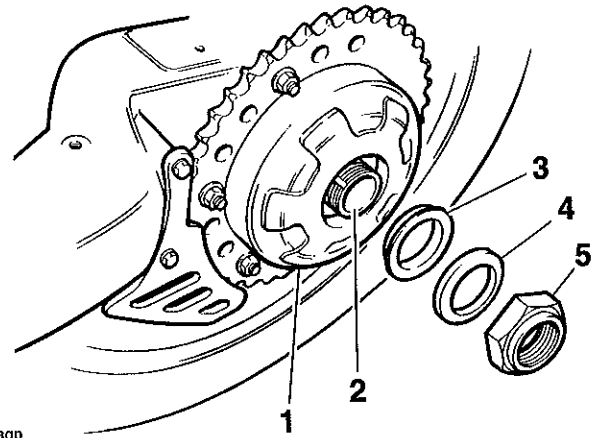
10. De-stake then slacken the nut securing the final drive unit to the axle shaft.
11. Slacken the swinging arm / hub pinch bolt.
12. Use the 'C' spanner from the motorcycle tool kit to turn the hub and slacken the drive chain.



1. 'C' Spanner
2. Swinging arm/hub pinch bolt

13. To release the final drive unit, remove the staked nut (discard the nut), Belleville washer and stepped washer.

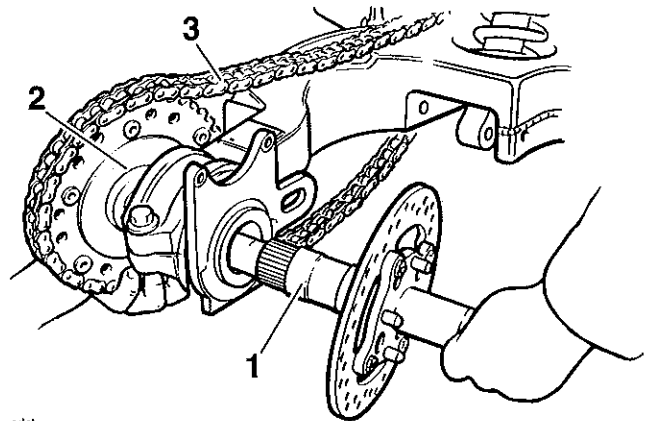
14. Pull the axle shaft through the hub to the right hand side such that the shaft clears the final drive assembly. Remove the final drive unit disconnecting the chain at the same time.



1. Final drive unit
2. Axle shaft
3. Stepped washer
4. Belleville washer
5. Staked nut

Note:

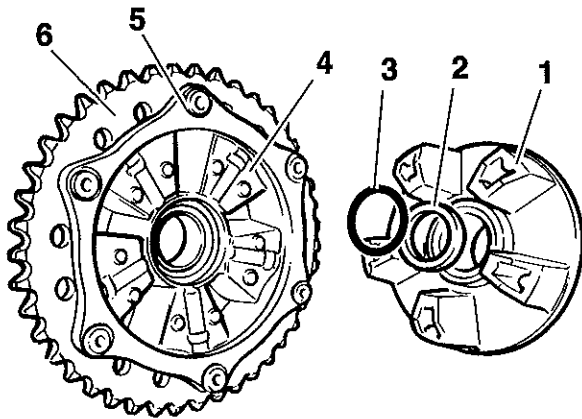
- Collect the spacer fitted between the final drive and the hub.



1. Axle shaft
2. Final drive
3. Chain

Note:

- Support the chain while the hub is removed to prevent it dragging through the dirt.
 - If necessary, the brake disc can be removed at this point (see page 14-26).
15. Ease off the cush drive hub, and capture the spacer.
 16. Remove the cush drive rubbers.
 17. If required, remove the nuts to release the chain sprocket.



gases

1. Cush drive hub
2. Spacer
3. 'O' ring
4. Cush drive rubbers
5. Cush drive housing
6. Sprocket

Note:

- Rear wheel bearing replacement procedure can be found in section 15.

Inspection

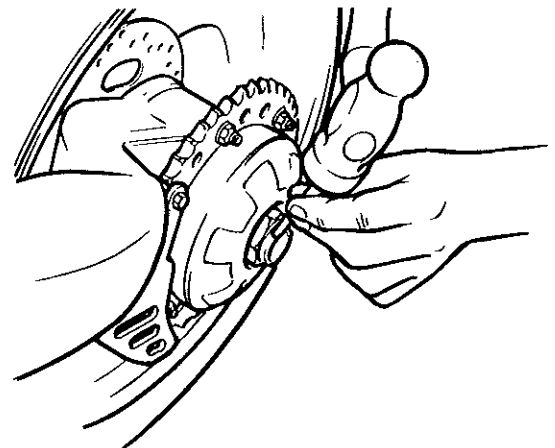
1. Thoroughly clean all components and inspect for damage, wear etc. Renew as necessary.
2. Pay particular attention to the condition of the cush rubbers, examining for splits, damage, softness etc.
3. Check the final drive bearing for wear or rough running, and the seal for damage.
4. Inspect the 'O' ring in the cush drive hub for damage.
5. Inspect the sprocket teeth for wear, damage and chips.

Assembly

1. Position the sprocket, fit the bolts from the inside face of the cush drive housing and secure with nuts tightened to **33 Nm**.
2. Fit the 'O' ring to the cush drive hub.
3. Fit the cush drive rubbers.
4. Locate the spacer in the cush drive housing and fit the hub.

Installation

1. Refit the axle shaft and align the spacer to the final drive side.
2. Locate the final drive on the shaft and refit the chain to the sprocket.
3. Fit:
 - collar, stepped side inwards,
 - belleville washer, dished side out,
 - a new stake nut.
4. Tighten the nut to **146 Nm**, and stake to secure.

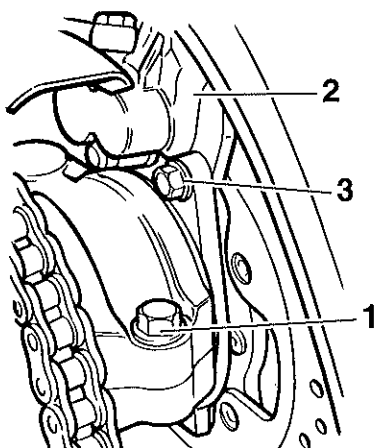


Staking the nut

5. Adjust the chain tension (see page 12-10).
6. Tighten the swinging arm / hub pinch bolt to **55 Nm**.
7. Thoroughly clean and degrease the brake disc.

Rear Suspension

8. Refit the rear brake caliper. Tighten the caliper fixings to **40 Nm**.



1. Swinging arm / hub pinch bolt

2. Rear brake caliper

3. Rear brake caliper fixings (1 of 2)

9. Pump the rear brake pedal a few times to position the brake pads in the caliper. Rectify as necessary if correct brake operation is not restored.
10. Refit the upper and lower chain guards. Tighten the fixings to **9 Nm**.
11. Motorcycles with ABS brakes: Refit the rear wheel speed sensor (see page 14-31).
12. Align the rear brake hose to the chain guard and refit the hose cover. Tighten the hose cover fixings to **2 Nm**.
13. Refit the rear wheel (see page 15-10).
14. Lower the motorcycle to the ground and place on the side or centre stand.
15. Reconnect the battery positive (red) lead first.
16. Refit the seat (see page 16-8).

Drive Chain Replacement

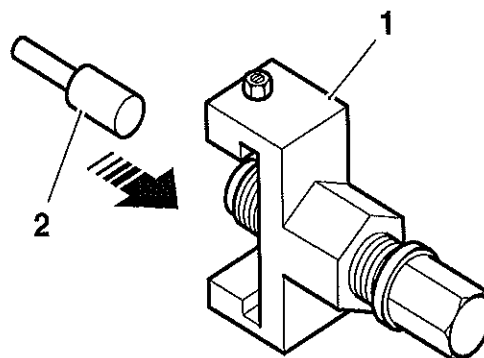
Rivet link type

The following instructions for the replacement of rivet link type drive chains requires the use of service tool A9930023.

Warning

Before starting work, ensure the motorcycle is stabilised and adequately supported. This will help prevent it from falling and causing injury to the operator or damage to the motorcycle.

1. Support the motorcycle on a stand so the rear wheel is clear of the ground.
2. Insert the pin into the pin holder so its smaller diameter end (cutting point) is facing away from the holder as shown.

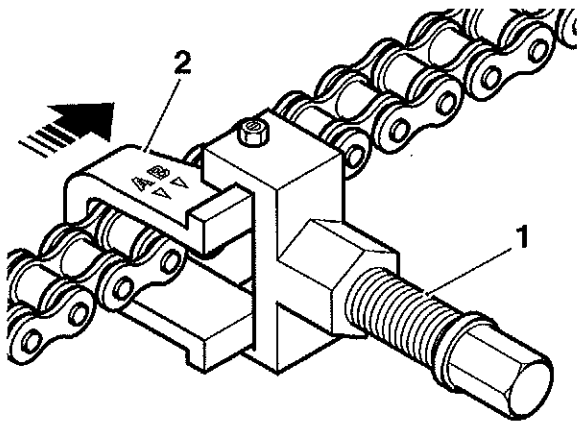


1. Tool body and pin holder

2. Pin

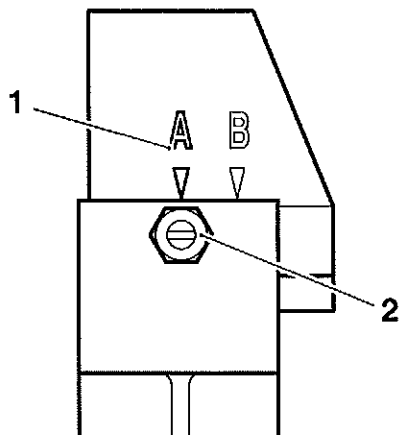
3. Position the 'U' shaped holder behind the chain ensuring its A and B marks are uppermost.

4. Slide the tool body assembly onto the 'U' shaped holder ensuring its adjustment screw is uppermost.



1. Tool body assembly
2. 'U' shaped holder

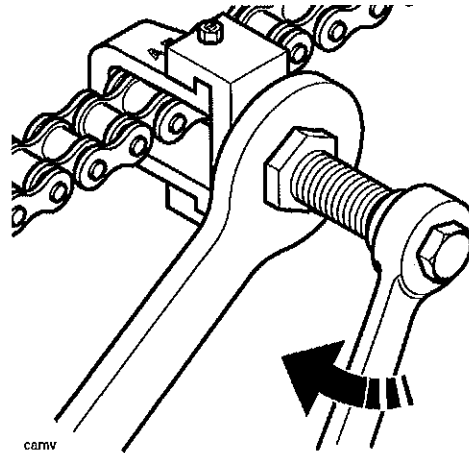
5. Align the A mark on the 'U' shaped holder with the tool body adjustment screw ensuring the adjustment screw spring-loaded ball locates correctly in the holder indent.



1. 'U' shaped holder A mark
2. Tool body adjustment screw and locknut

6. Locate the chain link pin which is to be removed in the hole in the centre of the 'U' shaped holder then screw the pin holder in until its pin contacts the link pin. **Ensure that the holder pin is centralised on the link pin to be removed.**

7. Retain the tool body with a wrench then tighten the pin holder until the link pin is pressed out from the chain.



8. Remove the tool and separate the two ends of the chain.

Note:

- The replacement chain is supplied in a split condition, complete with a link kit to join the two ends.

! Caution

The component parts of the new link kit are coated with a special grease which must not be removed. Removal of this special grease will severely reduce the service life of the chain.

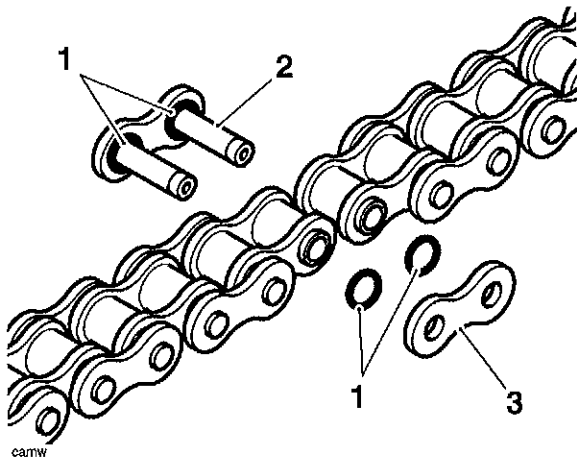
9. Use the old drive chain to pull the new chain into position as follows: Temporarily attach the end of the new chain to a free end of the old chain using the old connector link. Carefully pull the other end of the old chain to pull the new chain around the sprockets.

Note:

- Do not use the new connector link as the special grease on it may be removed.

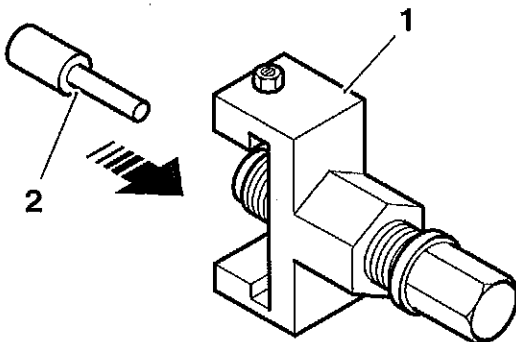
Rear Suspension

10. Using the new link supplied with the chain kit, join the two ends of the chain. Ensure that the 'O' rings are positioned as shown below and the link plate is fitted with its markings facing outwards.



- 1. 'O' rings
- 2. Link
- 3. Link plate

11. Insert the pin into the pin holder so its larger diameter end (riveting point) is facing away from holder as shown.

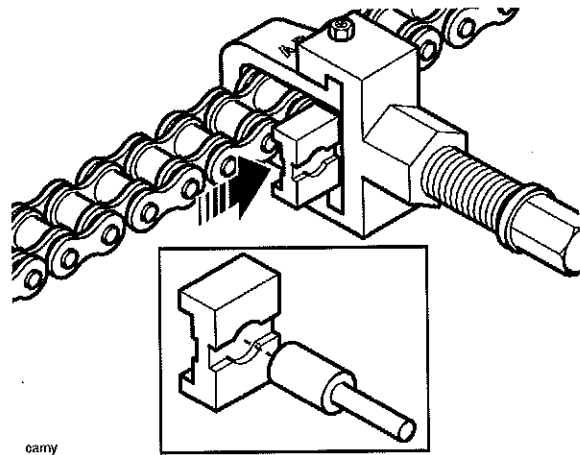


camx

- 1. Tool body and pin holder
- 2. Pin

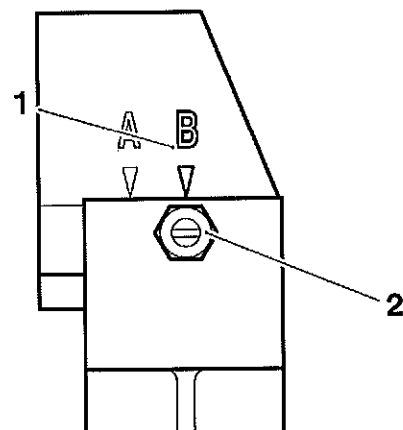
12. Position the 'U' shaped holder behind the chain ensuring its A and B marks are uppermost.
13. Slide the tool body assembly onto the 'U' shaped holder, ensuring its adjustment screw is uppermost.
14. Align the A mark on the U-shaped holder with the tool body adjustment screw ensuring the adjustment screw spring-loaded ball locates correctly in the holder indent (see step 5).

15. Slide the link plate holder into the 'U' shaped holder and locate it on the end of the pin. **Ensure the pin is correctly located in the link plate holder circular cutout.**



camy

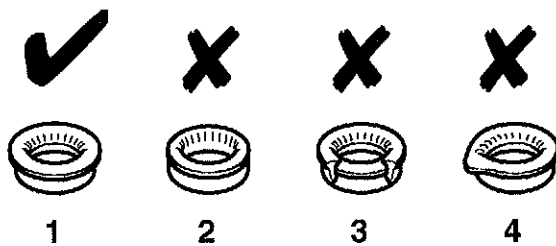
16. Locate both the split link pins in the circular cutouts in the 'U' shaped holder then screw the pin holder in until the plate holder contacts the link plate. **Ensure both the split link and link plate are correctly located in their holders**
17. Retain the tool body with a wrench then tighten the pin holder until the link plate is pressed fully onto the link.
18. Back off the pin holder then slide the tool assembly to one side and check that the split link is correctly assembled.
19. Remove the link plate holder from the tool.
20. Slide the tool body along the 'U' shaped holder until the B mark on the holder is aligned with the adjustment screw. Ensure the adjustment screw spring-loaded ball is correctly located in the holder indent.



camz

- 1. 'U' shaped holder B mark
- 2. Tool body adjustment screw and locknut

21. Locate one of the split link pins in the right hand circular cutout of the 'U' shaped holder then screw the pin holder in until its pin contacts the split link end. Ensure the split link pin is centrally located on the holder pin.
22. Retain the tool body with a wrench then tighten the pin holder until the split link end is riveted-over.
23. Back off the pin holder and rivet the remaining split link pin as described above.
24. Remove the tool from the chain and check that both the split link pins are correctly riveted as shown below.



canva

1. Correct riveting
2. Insufficient riveting
3. Excessive riveting
4. Riveting off-centre

Warning

If either split link pin is not correctly riveted, the split link must be removed and replaced with a new link. Never operate the motorcycle with an incorrectly riveted split link as the link could fail resulting in an unsafe riding condition leading to loss of control and an accident.

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