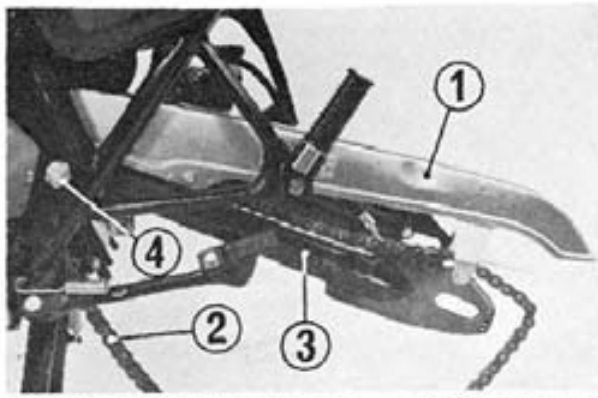

Fig. 14 ① Drive chain case ③ Self-locking nut
② Drive chain

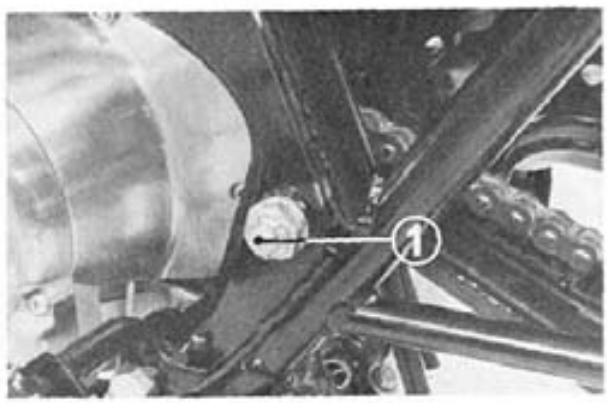

Fig. 15 ① Rear fork pivot bolt

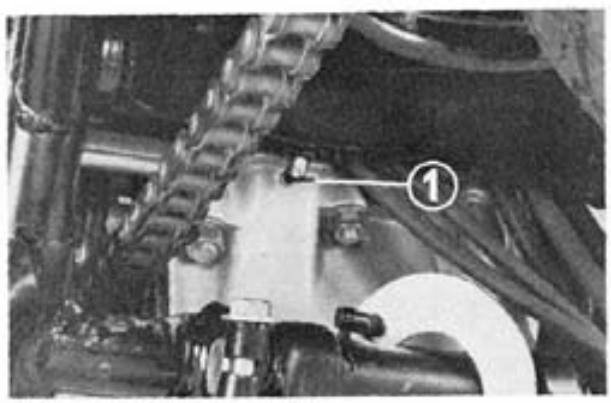

Fig. 16 ① Grease nipple

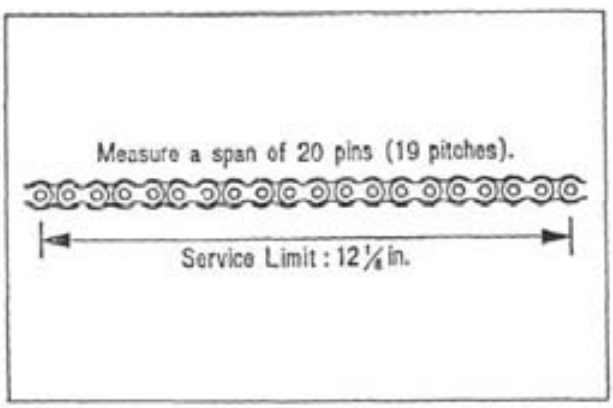

Fig. 17

4. Remove the chain case.
5. Remove the self-locking nut, pull off the rear fork pivot bolt and take the rear fork off the frame.
6. Remove the dust seal cap, pivot bushing and center collar from the rear fork.

Inspection

1. Check the rear fork for deformation, damage or other defects.
2. Check the rear fork center collar and bushing for excessive looseness.
3. Check the pivot shaft for bending along its entire length.
4. Check the axle holes in the rear fork ends for alignment.

Assembly

Assembly is the reverse order of the disassembly.

1. Apply a coating of grease to the rear fork center collar before installing the rear fork to the frame.
2. Coat the sealing lip of the dust seal with grease when assembling the dust seal cap.
3. Insert the rear fork pivot bolt from the right side with the end through the fork; install the self-locking nut on the end and tightening torque.
4. Pump grease through the grease fitting at the rear fork.

Measuring drive chain wears

Measure a section of drive chain to determine whether the chain is worn beyond its service limit. Put the transmission in gear, then turn the rear wheel forward until the lower section of the chain is pulled taut. With the chain held taut and any stiff joints straightened measure the distance between a span of 20 pins, from pin center to pin center. In will measure $11\frac{7}{8}$ in. (each pitch $=\frac{5}{8}$ in.) If the distance exceeds $12\frac{1}{8}$ in. the chain is worn out and must be replaced. After the chain is measured, shift the transmission into neutral again fefore proceeding with inspection and service.