

## **Selecting the Proper Chain**

Always use the correct type, size and grade of chain as specified in your owner's manual.

**Important!** If the motorcycle came with an o-ring chain as original equipment, it must be replaced with an o-ring chain. Also, if the motorcycle came stock with an endless chain (No Master link), you should use a rivet-type connecting link when installing any aftermarket chain.

## **Sprocket Alignment and Match**

To ensure safe, trouble-free riding, you should always install new sprockets when replacing your drive chain.

**Important!** Each motorcycle comes from the factory with a specific drive system that should not be altered. Never install sprockets that are different in pitch, width, or spacing. Installation of sprockets other than original equipment (OEM) specs may void the warranty of the motorcycle and/or the chain. Improper sprocket alignment or worn teeth can be dangerous and will cause premature wear of drive components.

## **Chain Maintenance**

It is extremely important to maintain your chain. The finest chain made will not last if it is improperly installed or maintained.

The horsepower of even the most powerful motorcycle doesn't come close to the average tensile strength of today's chains.

Then why do chains break? Incorrect application or length, mis-installation, improper adjustment, mismatched drive components – any of these can create the dynamic force, which can break a chain.

## **FACT! 99% OF ALL BROKEN DRIVE CHAINS CAN BE ATTRIBUTED TO IMPROPER ADJUSTMENT OR APPLICATION.**

A chain that is too loose can jump a sprocket tooth and lock up or break the chain. A chain that is too tightly adjusted can be torn apart by the constant up and down compression of the swing arm. Either way, the chain will be destroyed and could cause a dangerous situation.

## **Chain Adjustment**

Always follow factory recommendations for chain adjustments. Adjust chain alignment and tension to OEM specs for your motorcycle. Check adjustment after the first 50 miles and again after 200 miles. For off-road use, check chain before every ride.

## Cleaning and Lubrication

RK Chain recommends cleaning a sealed chain with only a mineral based sealed ring safe chain cleaner. Do not use kerosene or motor oil because that can damage the seals. RK recommends that you douse a rag with the mineral based O-ring cleaner and wipe the dirt off the chain. Do not use wire or hard bristle brushes to clean a sealed chain. The wire or hard bristle bristles can catch or damage the seals reducing the life of the chain. RK Chain recommends that after cleaning the chain and before lubrication, go for a short ride around the block to remove most of the chain cleaner from the chain. RK recommends that you then follow up with a quality chain lubricant designed for sealed chains while the chain is still warm.

**DO NOT USE KEROSENE OR WD-40 on a sealed chain!!**

After cleaning, it is important to lube your chain properly. Sealed and non-sealed chains have different lubrication requirements.

### **NON O-RING CHAINS-**

Most quality chain lubes will work well on RK's standard and heavy-duty chains.

### **O-RING CHAINS –**

We recommend using a chain lube specifically designed for sealed chains. All RK sealed chains are injected at the factory with a lifetime supply of internal lubricant. A sealed chain lube must keep the chain from rusting and the seals from drying out. Be aware, some aerosol sealed chain lubes contain solvents that can dissolve seals. Make sure the chain lube you select is safe for use on sealed chains.

