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www.motoprosuspension.com

Warning: Servicing and tuning motorcycle suspension requires special tools and knowledge. If you are unfamiliar with the proper techniques STOP and have a qualified suspension technician complete the installation.

CHAIN ADJUSTMENT

Due to the unique swing arm geometry / pivot location found on PDS model KTM's it is important to make chain adjustments carefully. We see several KTM's per month in our shop that have their chains adjusted too tight. This results in harsh suspension action and severe overloading of the drive system components. The following procedure is a quick and easy way to verify correct chain adjustment. This technique also works very well for KTM & non KTM models with linkage suspension.

1. Place the motorcycle on a stable work stand high enough to raise the rear wheel off the ground.
2. Remove the rear shock assembly.
3. Using blocks or a floor jack raise the swing arm assembly until you reach the point of maximum chain tension. This point occurs at approximately 9 inches of wheel travel depending on bike model, sprocket size and chain length. Maximum chain tension occurs when the center points of the rear axle, swing arm pivot and countershaft form a straight line. Secure the swing arm at this point (center point). Using the adjusting bolts on either side of the swing arm, adjust the chain to achieve proper wheel alignment and very slight chain tension. The chain should be free to move up and down without feeling tight.
4. If you performed the procedure properly you should be able stroke the swing arm through it's range of travel without the chain pulling tight. As the wheel passes through the "center point" the chain will be slightly loose.
5. Install the rear shock. Notice the free play resulting from proper chain adjustment. Chain slack will be greater with a PDS KTM suspension than what you are used to with a linkage bike. If your chain was too tight before, notice how much better the rear suspension performs on big bumps. Securely tighten the axle nut, snug the axle bolts against the adjuster blocks and tighten the adjuster bolt lock nuts. Remember, safety first. Double check your work to ensure all fasteners are properly tightened.