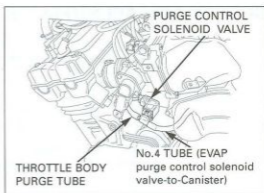


Check the tubes between the fuel tank, EVAP canister, EVAP purge control valve and throttle body for deterioration, damage or loose connections. Also check that the tubes are not kinked or pinched.

Refer to the Vacuum Hose Routing Diagram Label and Cable & Harness Routing (page 1-27) for tube connections and routing.

Check the air suction hose between the air cleaner housing and PAIR control solenoid valve for deterioration, damage or loose connections.

Make sure that the hoses are not kinked, pinched or cracked.



## DRIVE CHAIN

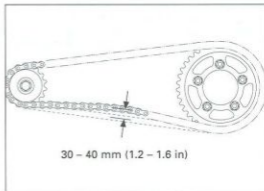
### DRIVE CHAIN SLACK INSPECTION

Turn the ignition switch OFF, place the motorcycle on its side stand and shift the transmission into neutral. Check the slack in the drive chain lower run midway between the sprockets.

**CHAIN SLACK:** 30 – 40 mm (1.2 – 1.6 in)

#### NOTICE

*Excessive chain slack, 50 mm (2.0 in) or more, may damage the frame.*



### ADJUSTMENT

Loosen the rear axle nut.

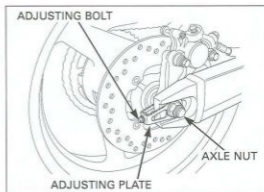
Turn both adjusting bolts until the correct drive chain slack is obtained.

Make sure the index marks on both adjusting plate are aligned with the end of the swingarm.

Tighten the rear axle nut to the specified torque.

**TORQUE:** 93 N·m (9.5 kgf·m, 69 lbf·ft)

Recheck the drive chain slack and free wheel rotation.



Lubricate the drive chain with #80 – 90 gear oil or drive chain lubricant designed specifically for use with O-ring chains. Wipe off the excess oil or chain lubricant.

Check the drive chain wear indicator label attached on the left drive chain adjusting plate.

If the swingarm index mark reaches the red zone of the indicator label, replace the drive chain with a new one (page 3-21).

