

SUGGESTED GUIDELINES TO DETERMINE THE PROPER CHAIN SLACK FOR YOUR BIKE

The quick and easy way is to follow the oem procedure. It will give you a minimum and max chain slack. Use the minimum dimension unless you're riding mud or deep sand. The minimum will not be overly tight.

This way will really let you know where your chain is tight and how much slack you have. With your bike on a stand and after you have installed the new slide n guide kit remove the linkage bolt that connects the linkage to the swing arm. Now you can move the swing arm up and down through a normal suspension stroke. While moving the swing arm from topped out (hanging) to bottomed, the chain will go from loose to tight to loose. Usually, when the center line of the countershaft sprocket, swing arm pivot bolt & rear axle are inline the chain will be at its tightest point in the suspension stroke, but not always. You need to hold the swing arm in that position with either a floor jack or some blocks of wood under the tire. There is a small range of motion up and down that the chain will be at its tightest point.

If you have way too much slack it will really hard to find that point. You will have loosen your axle nut just enough to be able move the wheel with the adjust bolts and take out some of the excessive slack. In other words you are tightening the chain. With the chain at its tightest point you are going grab the chain at the top of the swing arm in between the front and rear sprockets over the rear top mounting bolt of the new TM Designworks slider. Now pull up and push down on the chain and the total up and down movement should be a total of 1" to 1 ¼" (25.40 to 31.75 mm). You should put a ruler or tape measure on the swing arm, not on the slider, next to rear mounting bolt to check the total up and down movement. (Go for the 1 ¼ if ride in muddy or sandy conditions)

When you make adjustments with the axle block adjusting bolts, small turns have a big effect on chain tension. When you have the adjustment right, make sure the wheel is square in the swing arm. We like to measure center of swing arm pivot bolt to center of the rear axle. With the axle nut still a little loose, put a shop towel or round screw driver in the rear sprocket under the chain and roll the wheel backwards. This will make sure the axle and axle blocks are up tight against the adjuster bolts as you tighten the axle bolt.

Now install the linkage bolt and tighten to oem specification. Remove the jack or blocks and let the swing arm hang with the wheel off the ground. **((MAKING A CHAIN SLACK MEASURING TOOL))** After you have set the slack per the above. On the top of the swing arm at the back mounting bolt of the chain slider you are going to pull up on the chain and measure from the swing arm to the bottom of a chain side plate. That measurement is going to be your chain slack dimension. You can cut a 6 or 8 mm bolt, heavy gage wire or a wood dowel the length of your chain slack dimension to use as a measuring gauge.

We highly recommend using this procedure to get the longest life out of your slide n guide, chain and sprockets. Using your fingers to determine chain slack is an old method that does not work for modern dirt bikes and often results in running your chain unnecessarily loose, which contributes to premature wear on your slide n guide, chain, sprockets and excessive chain noise and negative chain torque effect.

In addition to the correct adjustment you need to use the highest quality chain and sprockets

Make sure to re-tighten all the nuts and bolt to factory torque specs. If any of the above procedures are beyond your ability we highly recommend having a professional mechanic perform this procedure.

This is very important on 09-up Kawasaki KXF'S as they wear at the top very aggressively. Suzuki RMZ'S and Yamaha 09-up YZF 450, wear the underside of the slider by the counter shaft sprocket when the chain is to loose. These guidelines are just to help you understand proper setup and are copyrighted in USA & Europe.