

Loosen axle bolt and nut, 22 and 27mm wrenches, or 2 good crescent wrenches.

Loosen the rear caliper mount. (Right hand side, there's a, (1), 14mm bolt that points straight down. The caliper mount has a slot in it, because the mount travels back and forth with the axle for adjustment. A 14mm socket, with swivel and 10 to 14 inch extension, should get it loose, while getting past all the 'stuff' on the right side).

Now, before we start cranking on the adjuster bolts, (12mm for the bolts and 14 mm for the locking nuts). let's do this;

Take a tape measure, and 'measure the distance between the 'center' of the rear axle, and the 'center', of the swingarm pivot bolt, (the 2 black rubber 'plugs', that's on the frame, just below the passenger peg mounts, is where it's located. Take the rubber plugs out.)

You want to take a 'measure' of BOTH sides of the bike, between the centers of the swingarm bolt and the rear axle. ('Should' be somewhere around 16 inches).

Find the 'shortest' measurement side first, and turn that adjuster bolt clockwise, (loosen the 14mm locking nuts first), to get it even with the other side measurement. (Both adjuster bolts will be in a clockwise turn to move the tire away from the frame. To tighten the belt).

Feel the belt tension. With every 1/4 to 1/2, 'even' turns, of 'both' the adjusters, check the belt tension, until you get the desired 1/2 of up and down 'play', for the halfway point of the lower portion of the belt. Take measurements often to make sure that both sides of the axle and pivot bolts are 'even'.

Once you get your adjustment AND center measurements correct. Tighten everything back up, and put back the plugs.

\*\*\*NOTE \*\*\* When tightening the rear axle nut, do NOT tighten the chit outta it! The manual calls for 110 ft lbs, which is wrong! ! About 70 lbs is all that's needed. The axle nut itself, is an aircraft grade locking nut. For it to come loose, you better be in a hell of a motocross race, LOL! Just a firm 'snug' fit, with a crescent wrench, is all that's needed.

OK, , , Here's what you just accomplished;

1. You've put the belt at it's optimum working capacity. You 'may', (or may not), notice that the 'take-off' response is more 'crisp', and your highway passing, will be a little more responsive.
2. By taking the measurements between the pivot bolt and the rear axle, you've just 'aligned' your belt to ride, 'square' between the pulleys.

\*\*\*NOTE\*\*\* Don't worry that the belt is NOT 'centered', on the rear pulley. It's rare they are. What's important is that the belt may 'look' like it's closer to one edge of the pulley, than the other edge, (Which 'may' be normal), 'BUT', as long as the 'tracking' of the belt does not come in contact with either of the pulley's edges, then it's fine. (You can check this by either putting the bike on a jack, and spin the tire forward, (normal operation, NOT backwards), 'or', go for a short ride and 'look' at the belt riding in the rear pulley, before and after your ride. Should be in the same place as before the ride.

How often do we do this?

Check the tension and equal measurements at least once a year. The first year of a R\*'s life, the belt 'may' have to be adjusted more than once, until the, seating/breaking-in, of the belt has 'settled'.

Why take the measurements between centers, of the pivot points and axle, instead of aligning the front tire with the rear?

(My opinion); The front end has 2 independent shocks, that are never equal in lateral & vertical length, meaning; The front end 'tracks' with the front of the frame, while the rear 'tracks', with the engine, (front pulley), that's 'within' the frame.

If you take a 'chained' motorcycle to any shop, the adjustment on the rear will be first done by the \* 'hash marks' \* of the swingarm. If you've got a good mechanic, they will take the top chain guard off and 'look' down the chain to the front sprocket and spin the tire. They're checking for 'trueness' of the 'run' of the chain. Same principle for our belts !

\* hash marks \* Now stick an eyeball down to both sides of the swingarm 'hash marks'. You'll 'probably' find that the 'hash marks' on both sides of the swingarm are NOT equal, huh? Guess why? NO 2 frames are 'precisely' built/welded, to perfection, (same goes for the swingarm welding).

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