

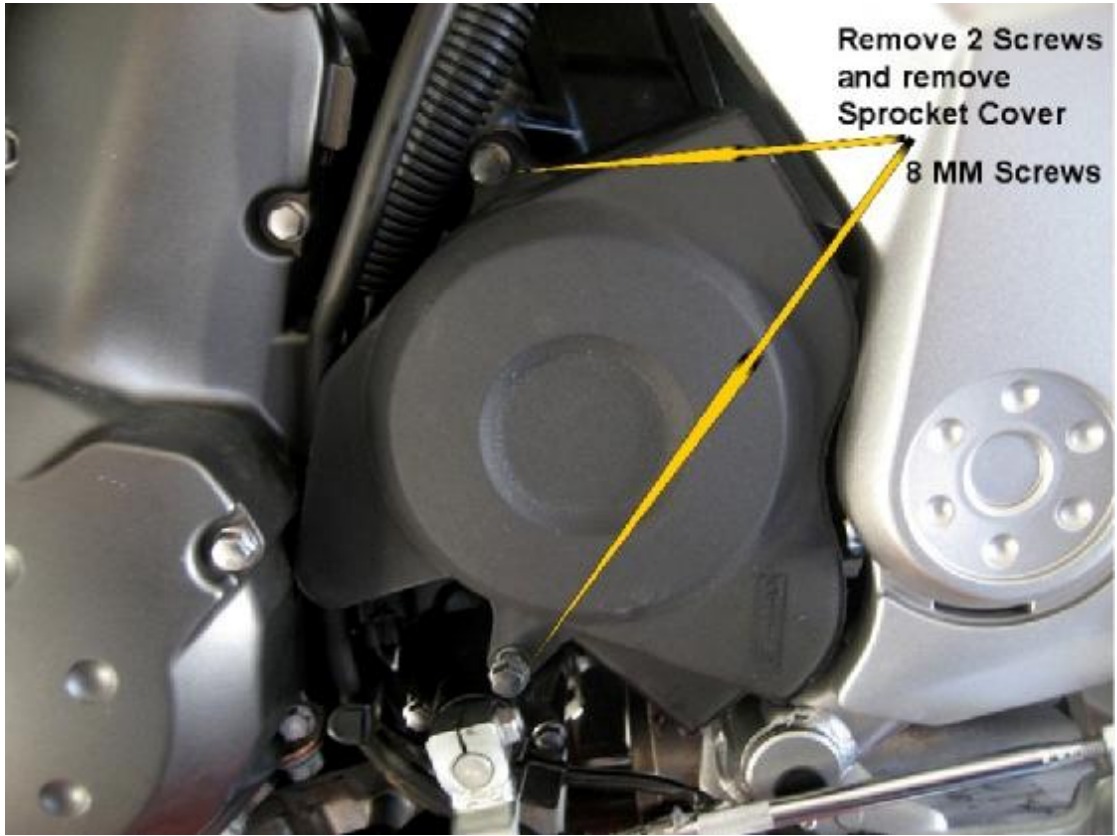
Replacement of Front Sprocket - How to:

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I spent part of the day replacing my stock 15t front sprocket with an aftermarket 16t sprocket. Here's some instructions that might help others thinking about it.

1. Remove Front Sprocket Cover - 2 ea 8mm bolts.
2. Remove Speedometer sensor module - 2 ea 10mm bolts.
3. Elevate rear wheel.
4. Loosen rear axle and adjusting nuts to allow slack in chain for removal of front sprocket.
5. Open "cup washer" flange to allow for Sprocket Nut removal. Notice cup washer is facing out and replace the same way.
6. Remove 27mm Front Sprocket nut. I used a 3/4" impact wrench and it came off easily. Direction is counterclockwise for removal.
7. Allow slack in chain and remove chain from front sprocket. It is not necessary to remove the chain from the rear sprocket.
8. Gently work Front Sprocket off the spline. Now is a good time to make sure the new front sprocket has lubrication on it.
9. Put new 16t. Sprocket on, replace cup washer, replace Sprocket Nut and torque to 92 ft-lb as per manual and place chain around new front sprocket.
10. Replace Speedometer sensor with the 2 ea - 10mm bolts and tighten, but not too much as you will strip the aluminum housing they bolt into.
11. Replace Front Sprocket cover. 2 ea - 8mm bolts
12. Tighten chain allowing for slack as per manual. Usually about 1 1/4" slack at midpoint in chain using adjusting nuts on both sides equally. Tighten adjusting nuts when finished.
13. Tighten axle nut to 80 ft-lbs torque as per manual and replace cotter key.
14. Lower bike and check again for proper slack in chain.
14. While you are at it, this is a good time to check tire pressure and lubricate your chain.

I hope someone finds this useful.

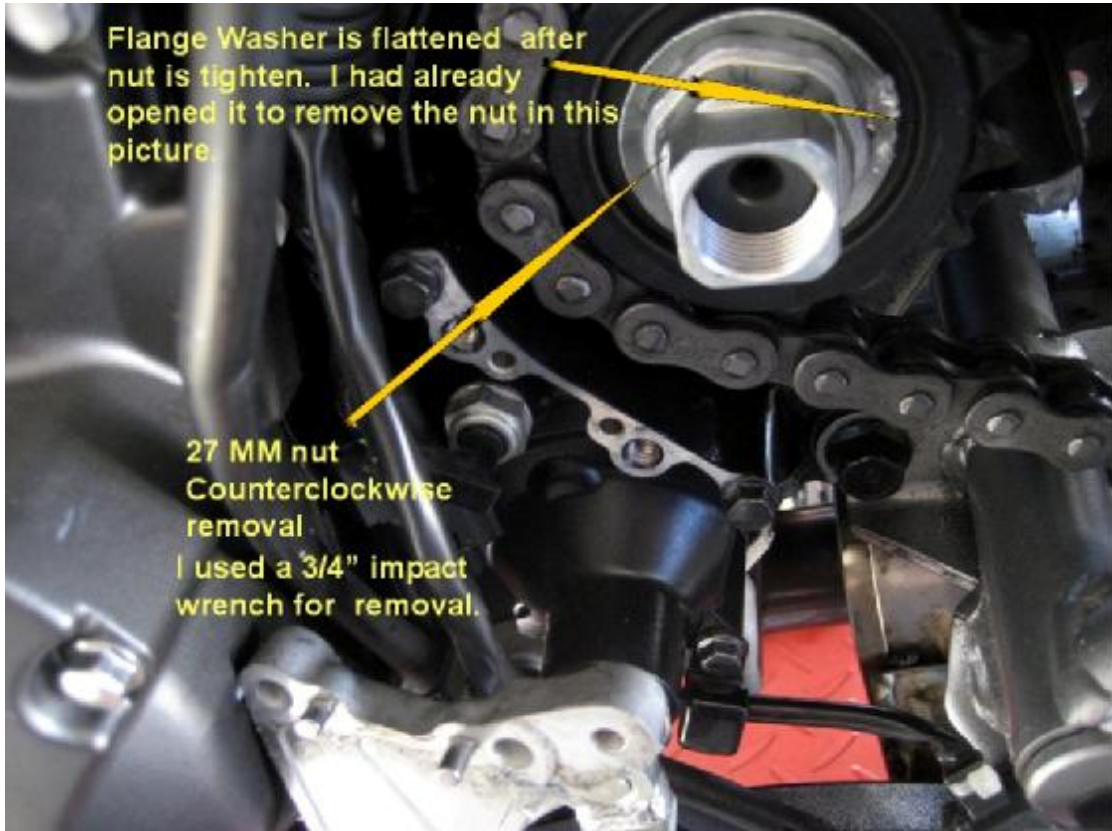


Remove 2 Screws
and remove
Sprocket Cover

8 MM Screws

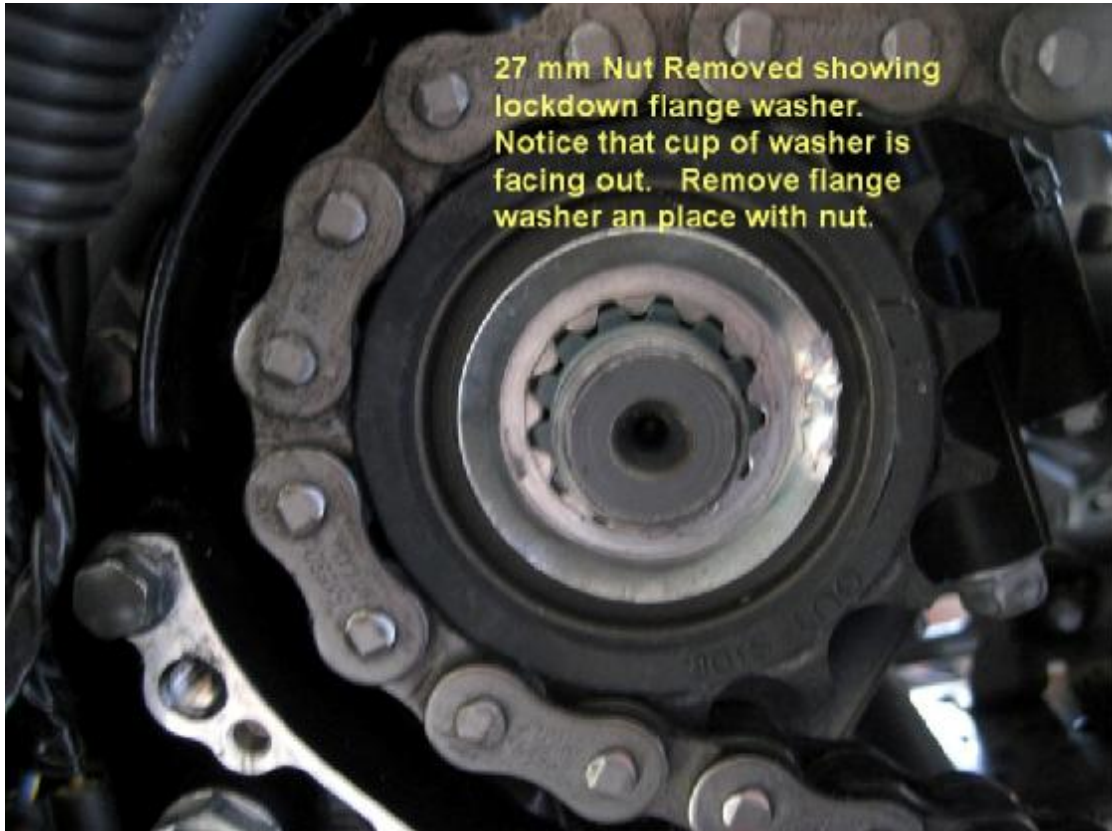


Remove 2 - 10mm
Speedometer Sensor
Screws and move
Sensor out of the way.



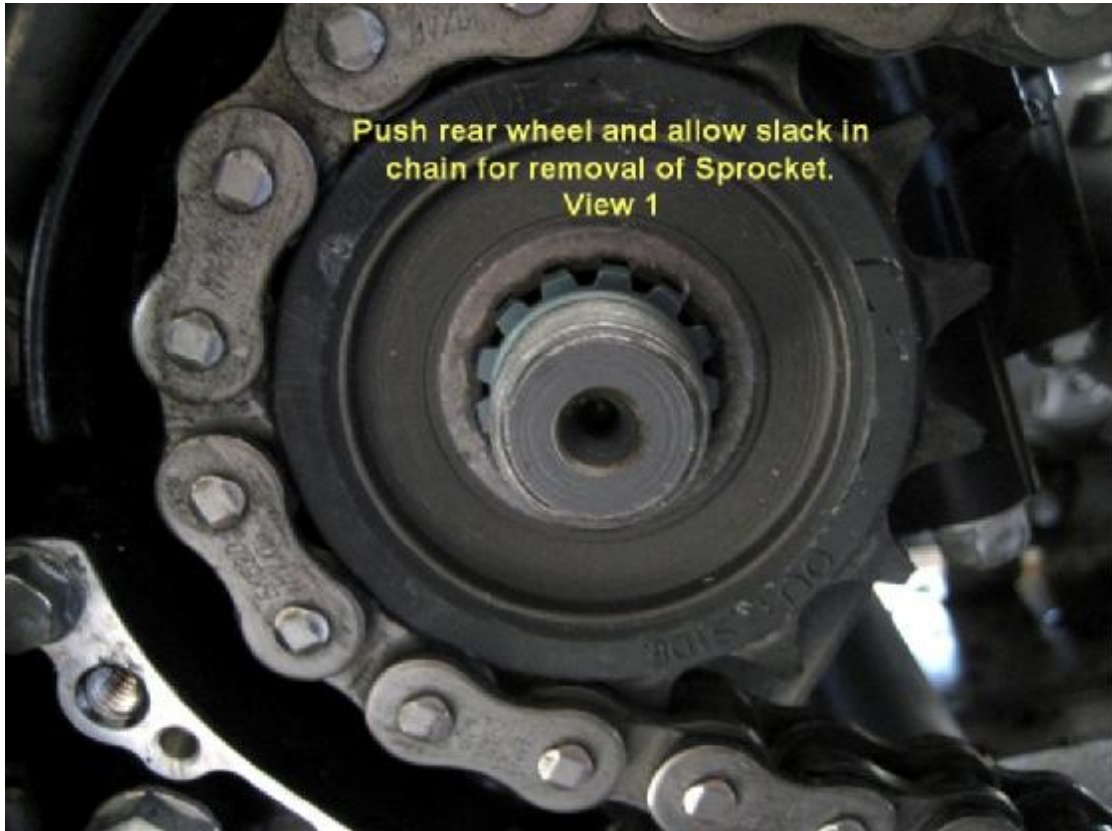
Flange Washer is flattened after nut is tighten. I had already opened it to remove the nut in this picture.

27 MM nut
Counterclockwise
removal
I used a 3/4" impact
wrench for removal.



27 mm Nut Removed showing lockdown flange washer. Notice that cup of washer is facing out. Remove flange washer and place with nut.

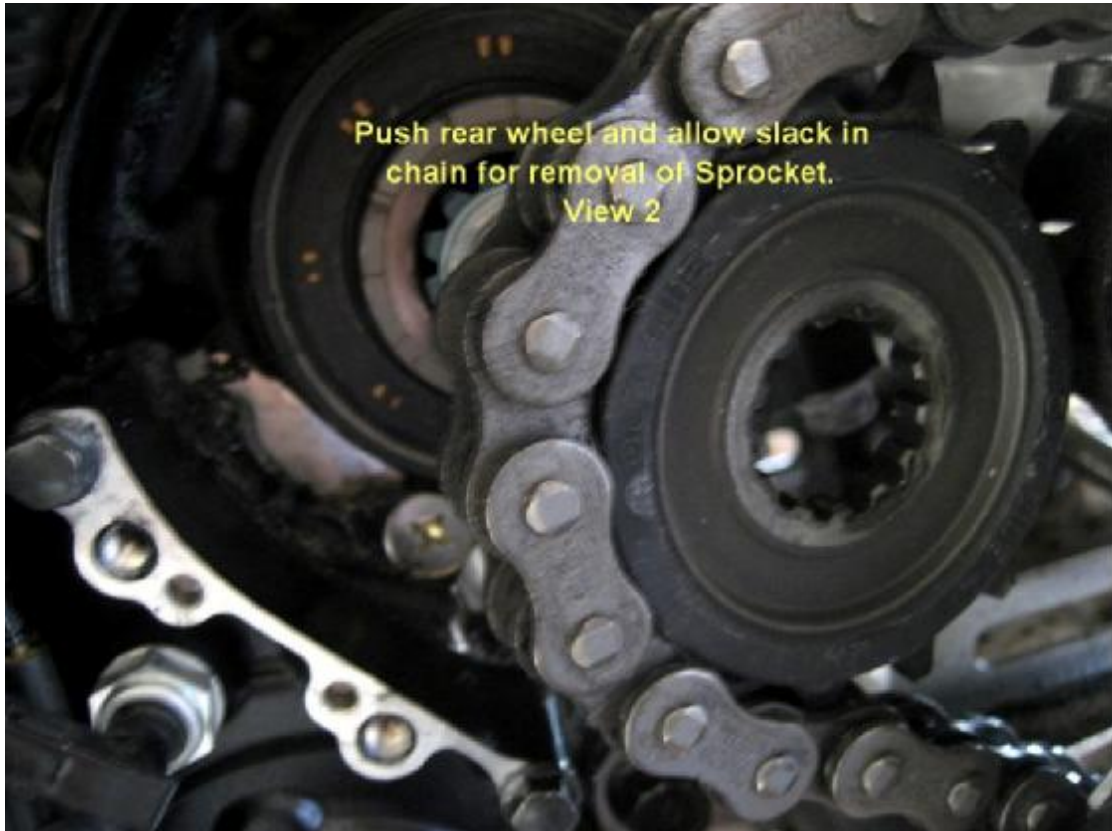




Push rear wheel and allow slack in chain for removal of Sprocket.
View 1

Leave the axle nut on while moving wheel forward to get slack in chain.





Push rear wheel and allow slack in chain for removal of Sprocket.
View 2

Push rear wheel and allow slack in chain for removal of Sprocket.

View 3

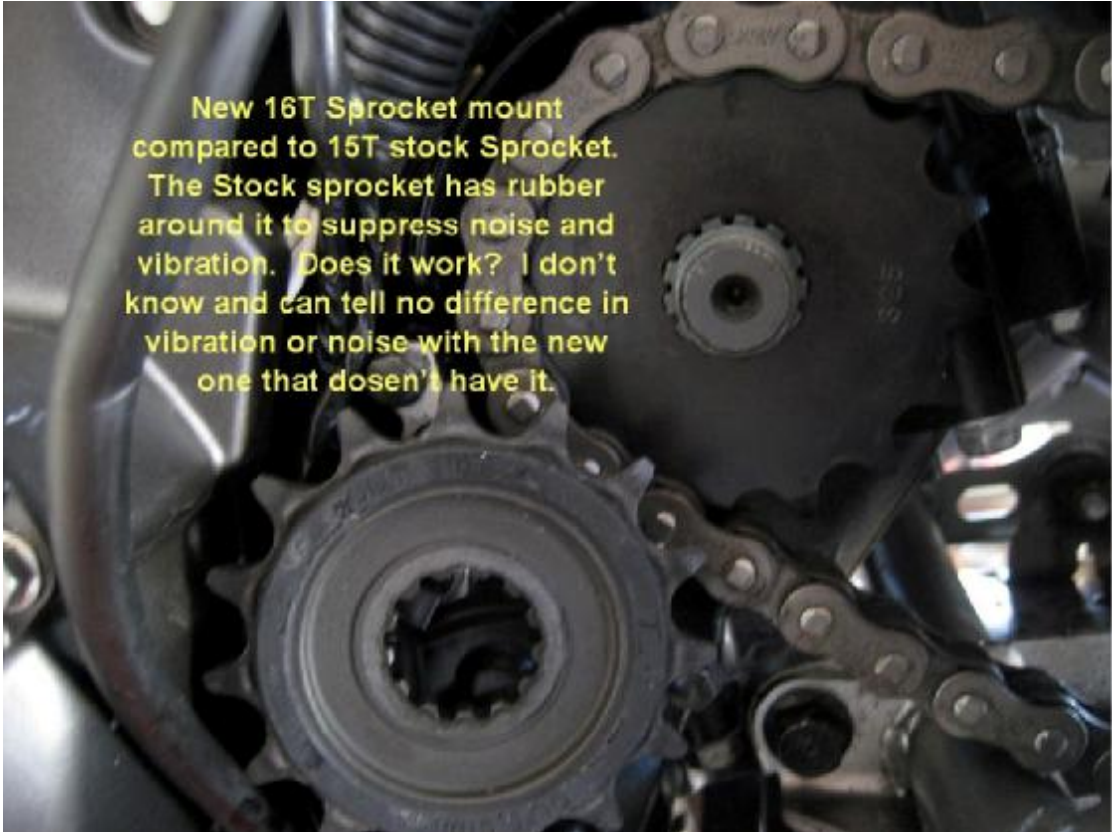
Sprocket Removed



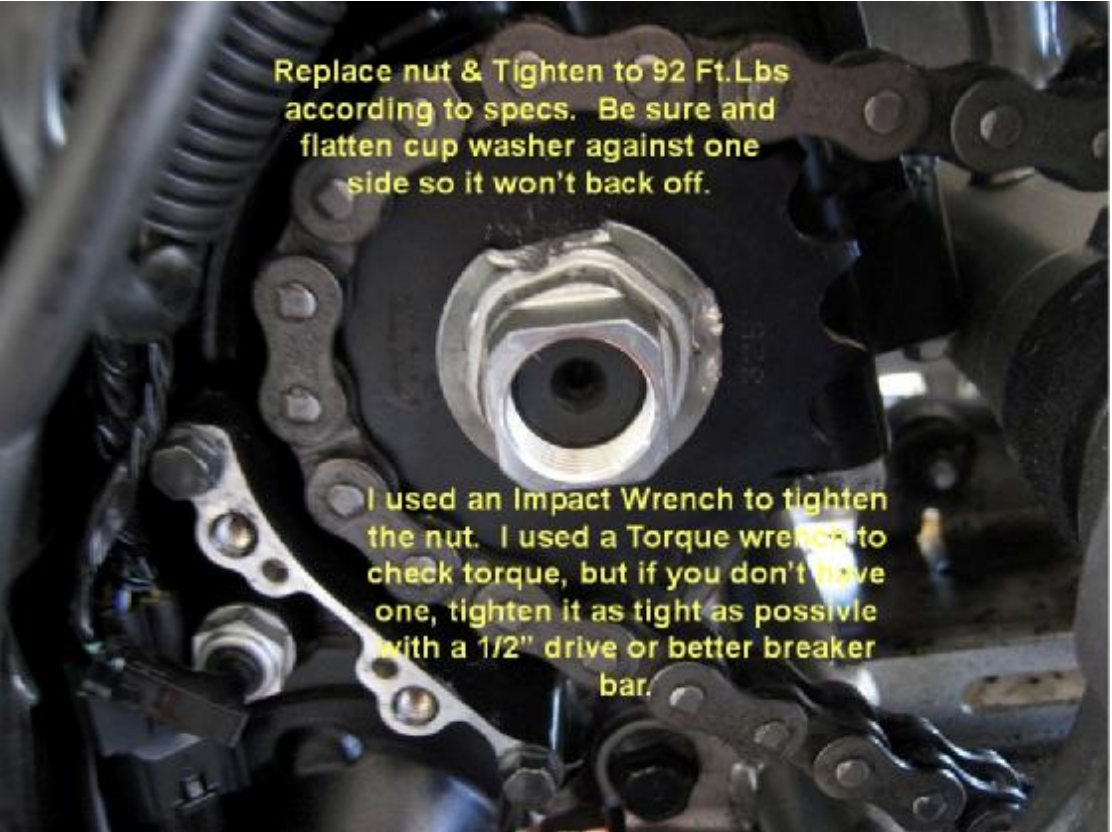


Place new 16T Sprocket on Spline
and drape chain over top.

New 16T Sprocket mount
compared to 15T stock Sprocket.
The Stock sprocket has rubber
around it to suppress noise and
vibration. Does it work? I don't
know and can tell no difference in
vibration or noise with the new
one that dosen't have it.



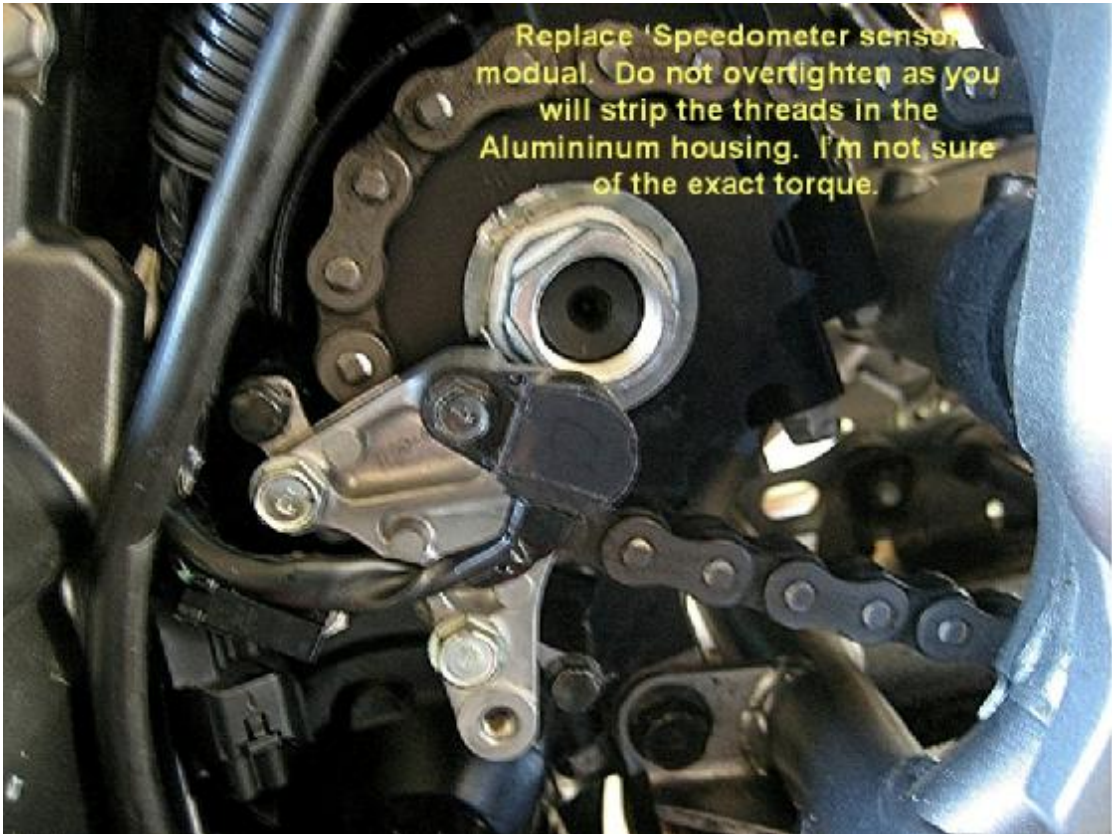


A close-up photograph of a mechanical assembly, likely a timing belt or chain drive. The central focus is a large, silver-colored metal nut with a hexagonal base and a threaded top. The nut is mounted on a dark, circular component. Surrounding this central assembly are various other parts, including a timing chain with links and rollers, and other metal brackets and bolts. The lighting is somewhat dim, highlighting the metallic surfaces.

Replace nut & Tighten to 92 Ft.Lbs according to specs. Be sure and flatten cup washer against one side so it won't back off.

I used an Impact Wrench to tighten the nut. I used a Torque wrench to check torque, but if you don't have one, tighten it as tight as possible with a 1/2" drive or better breaker bar.

Replace Speedometer sensor
modual. Do not overlighten as you
will strip the threads in the
Aluminium housing. I'm not sure
of the exact torque.





Adjust chain tension to spec's as in owners manual. Generally, 1 1/4" play at midpoint in chain. Tighten axle nut to 80 Ft.lbs. as per manual. Align castle nut for cotter pin and insert pin and bend legs.



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Sprocket Cover



Do not use Loctite on the front sprocket. Lube with molybdenum disulfide oil solution (mixture of the engine oil and molybdenum disulfide grease in a weight ratio 10:1). It has a lock washer so there is no fear of it ever coming off. If you use loctite you'll never get the front sprocket off again.