



*Driven only recommends the use of a premium motorcycle specific chain to be mated with our sprockets. The use of a non premium chain will automatically void the validity of any submitted warranty claims associated with our chain wheels. Please contact us directly with any questions/concerns regarding any of our products and/or policies.

Q: What does -1 in the front and +2 in the rear mean?

A: Faster acceleration off the line, but less top end.

Q: What does -2 in the rear mean?

A: A lower engine RPM at a given speed.

Q: Can I use my new sprockets with my old chain?

A: No, a used chain has stretched and will damage the new sprockets.

Q: Can I use my new chain with my old sprockets?

A: No, it will damage the new chain.

Q: Can I change to a different pitch from stock?

A: Yes, as long as you match all the sprockets and chain.

Q: What is the difference between alloy and steel sprockets?

A: The main difference is weight, which affects the rotating mass and performance.

Q: Which will last longer, alloy or steel?

A: Steel will usually last longer, and is more durable.

Q: What is the difference between the alloy used to manufacture sprockets?

A: The original alloy material used in construction varies in quality and lower quality material means lower quality sprockets.

Q: What does the tensile strength of a chain mean?

A: The tensile strength of a chain should match the size and horsepower of the motor.

Q: How do I tell if my chain and sprockets should be replaced?

A: Pull the chain away from the rear sprocket at the 3 o'clock position. If you can see light between the chain and sprocket it should be replaced.

Q: Can I go from my stock/OEM 530 chain pitch to a 520 pitch?

A: Yes, as long as you use a higher strength chain.

Q: What is chain pitch?

A: It is the distance between the barrels and the width of the side plates. Chain pitches usually come in 520, 525, and 530.

Q: Can I use different pitch sprockets or chain for my chain kit?

A: No, both the front and rear sprockets, as well as the chain must all be the same chain pitch.

Q: How do I know how to correctly install my countershaft sprocket?

A: Always measure the distance between the sprocket itself and the motor before you attempt to replace it. This will help you later with the correct orientation when re-installing the front sprocket.

Q: After installing my new chain kit, I noticed it makes more noise than it did before.

A: This is normal, as the OEM front sprocket comes from the factory with a rubber bushing in place for noise reduction. This also causes more friction, which means lower performance.

Q: Do I need to lube my chain?

A: Yes! You should clean and lube your chain at least every 300 miles, and even more often if your chain is often exposed to the elements such as rain or dirt, or frequently parked outside.

Q: How can I tell if my chain is adjusted properly?

A: By pushing the chain upward from the mid-point between sprockets. Usually about an inch of upward movement is good. Remember, a little loose is always better than a little too tight.

Q: Can I use harsh chemicals/engine degreaser to clean my chain?

A: No! Aside from removing the anodizing from the rear sprocket, these harsh chemicals will destroy the x-rings in your chain and ultimately destroy your chain.

Q: What does -1 tooth on my countershaft sprocket do?

A: Essentially, -1 front is equal going up 2 3/4 teeth on the rear sprocket. A lower teeth count up front results in more low end power and less top end.

Check out our Chain Slack and Lube Diagram

