



# Final Drive Chain Maintenance Precautions

All Models and Model Years (except XDiavel)  
Service Repair Bulletin SRV-SRB-23-037

Date: July 13, 2023  
To: Dealer Principal, General Manager, Service Manager, North American Dealer Network  
From: Richard Kenton, Technical Director  
Dan Schwartz, Service Area Manager

**This Service Bulletin replaces and cancels the previous bulletins:  
SRV-SRB-18-030 published on 05/11/2018  
SRV-SRB-19-046 published on 12/31/2019  
SRV-SRB-20-050 published on 11/24/2020**

Dear Dealers,

We would like to provide you with more information for the proper maintenance of the final drive chain installed on the entire Ducati range in order to ensure top performance and a long life of the chain itself.

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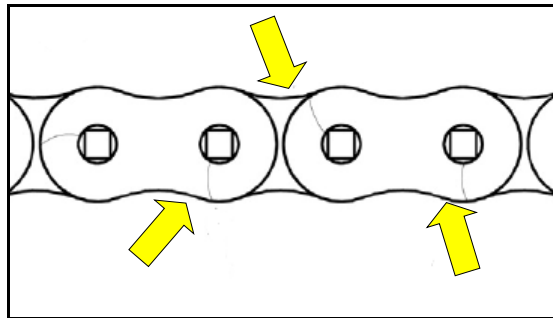
### Cleaning the Chain

The cleaning of the chain has a crucial importance for its life. It is necessary to use a jet of water to remove any mud, soil, sand or dirt build-up. Then immediately dry the chain using compressed air, blown from a distance of at least 12 in/30 cm.



#### NOTE

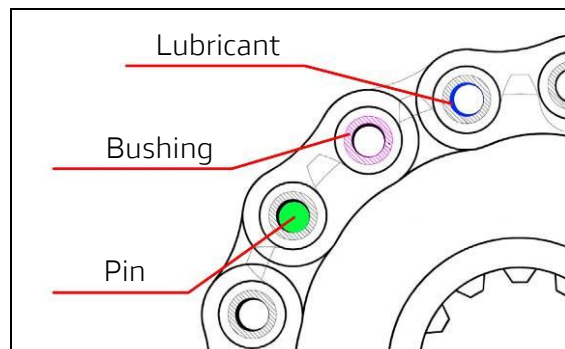
Avoid the use of steam, fuels, solvents, hard brushes or other methods that may damage the O-rings; also avoid direct contact with the acid of the batteries as it could cause small fractures of the links.



Once the chain has been washed and cleaned, it is possible to proceed with lubrication.

### Lubricating the Chain

The pin-bushing area is the critical point where the greatest stresses occur due to high operating loads and high temperatures are experienced: this will reduce the anti-wear effect of the oil film present on all parts of the chain.



Please be reminded that the O-Rings present in all OE chains of the Ducati models play a twofold role as they hold the lubricant and avoid that any foreign objects enter the pin-bushing area.



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In case of poor lubrication, you might experience the following symptoms:

- reddish areas (due to oxidation)
- squeaks and noise
- stretching
- stiffer joints



Lubrication is very important as it:

- reduces friction and heat build-up
- keeps the O-Rings soft thereby avoiding cracking and consequent failure
- protects against oxidation of metal parts
- increases drive efficiency
- increases the service life of the whole drive system

The chain can be lubricated either by brush or by spray according to the following two methods:

### Lubrication by brush:

When using a brush, just smear a film of oil throughout the length of the chain; then use a clean cloth to eliminate any excess oil.



### **ATTENTION**

Use mineral oil SAE 80W-90 or specific chain lubricants, making sure that they do not contain any additives that might damage the O-rings.



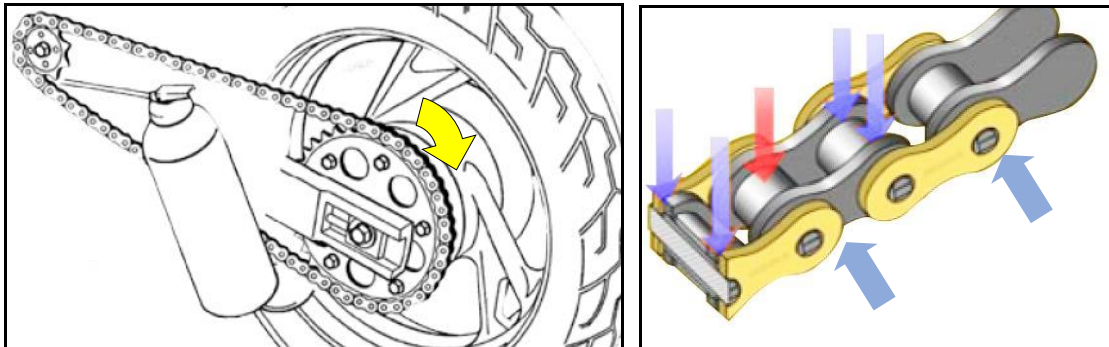
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### Lubrication by spray:

- Position the motorcycle on the rear paddock stand
- Quickly spin the rear wheel in the direction opposite to the direction of travel
- Spray the lubricant inside the chain, between internal and external links, at the point immediately upstream of the sprocket meshing point. Due to the centrifugal force, the lubricant - made fluid by the solvents contained in the spray - will expand in the area between the pin and the bushing, thereby ensuring perfect lubrication
- Repeat the operation by aiming the lubricant spray pattern on the central part of the chain in order to lubricate the rollers and on the external plates, as shown in the figure



- When lubrication is completed, wait 10-15 minutes to allow the lubricant to spread on the internal and external surfaces of the chain and then remove any excess lubricant with a clean cloth.



### NOTE

Lubricate the chain at least every 250mi/400 km or more frequently if the motorcycle is used in conditions of high ambient temperature (105°F/40°C) or after long trips on the highway at high speed.

Lubricate the chain without waiting for it to cool down after use, so that the new lubricant can better go through the internal and external links and enhance its protective action.

Do not use the motorcycle immediately after lubricating the chain as the lubricant would still be fluid and it would hence be ejected outwards by centrifugal force, possibly staining with oil the rear wheel or the rider foot peg.



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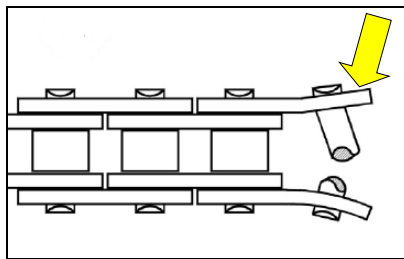
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### Checking the Chain

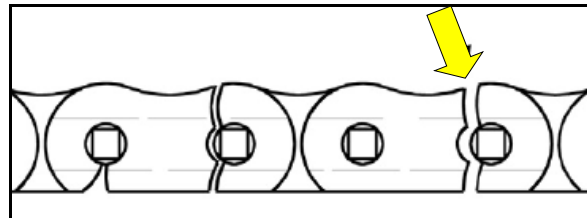
The chain should be frequently inspected to ensure that there are no stiff joints, missing or damaged O-rings or other worn-out components (especially the closing link).

The wear of a chain can easily be checked by measuring its stretch.

If the chain stretches beyond the expected limits, the kinematic mechanism will become unreliable, the pitch will no longer be respected and the chain could jump on the next tooth of the sprocket and cause its breakage.

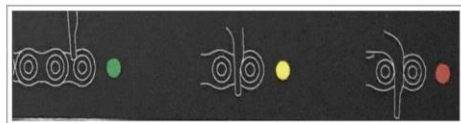


For Off-Road use of the motorcycle, there may be excessive wear of the links due to the contact with the chain guide shoe. The friction could in fact cause chain overheating that would alter the heat treatment of the links making them particularly fragile. In extreme cases, the link failure is vertical and the transversal cracks start from the base of the link and then extend until they affect the seat of the pin.



To inspect the final drive chain stretch, follow the procedure below, using tool **part no. 889450134** - *Checking the chain wear*.

On the tool there are three stages of chain stretch, represented by three different colors corresponding to a defined percentage of the stretch itself as shown in the table:



Color		Stretch
Green		-
Yellow		0.7 %
Red		1.2 %



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### NOTE

For a correct measurement of final drive chain stretch, we remind you that it is necessary to tension the upper or lower section, depending on accessibility, by engaging a low gear and turning the rear wheel with appropriate force, clockwise or anticlockwise respectively.

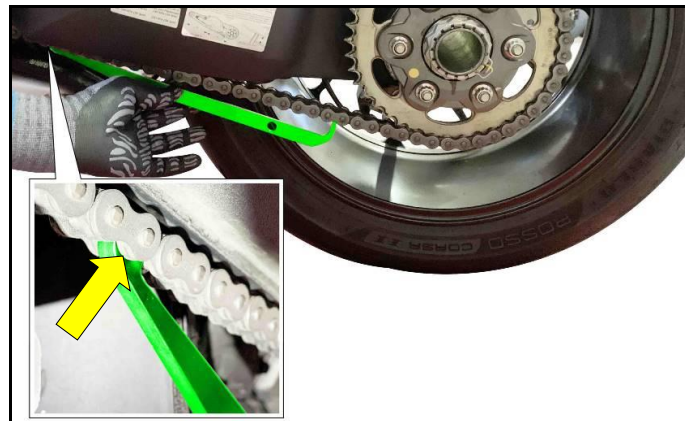


### WARNING

Tool part no. **889450134**, with a thickness of 7 mm, was originally designed for 530 chains only, making it impossible to use on 520 chains. The tool has recently been updated by reducing its thickness and allowing it to be used with all currently used chain versions. Those in possession of the previous version of the tool can replace it with the new one or proceed with the reduction of the thickness to an overall measurement of 5 mm.



1. Aim tool **part no. 889450134** as shown in the figure by inserting the "fork" end at one of the rollers of the chain tensioned section.



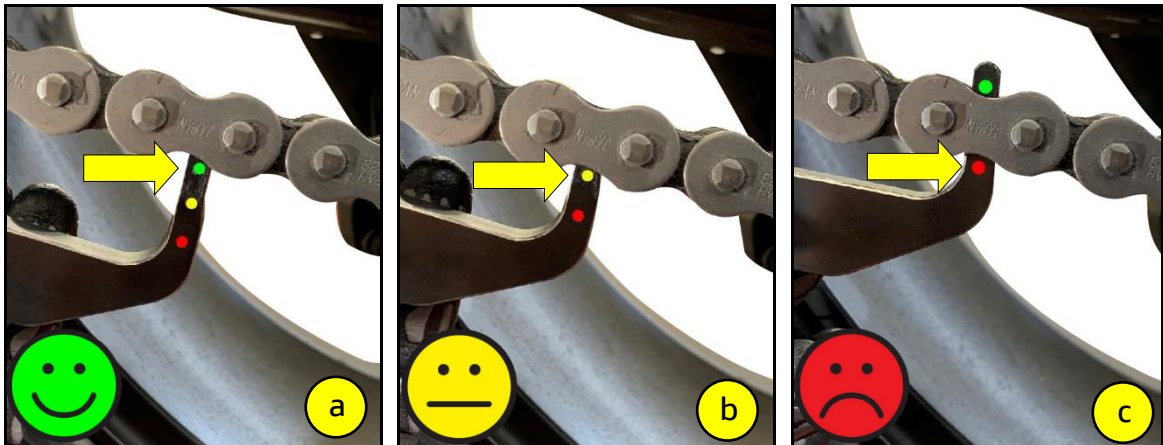


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2. Insert the other end of tool **part no. 889450134** between two consecutive rollers and take the measurement in 4 points:
  - a) Should it not be possible to insert the end, then the tool will show the green color, indicating that the chain has a length close to the nominal value.
  - b) If only part of the end can be inserted, then the tool will show the yellow color, indicating a chain stretch percentage between 0.7% and 1.2%. In this case, proceed to measure the stretch with the gauge as shown in the next paragraph.
  - c) If the end can be fully inserted, then the tool will show the red color, indicating a chain stretch percentage equal to or higher than 1.2%, requiring the replacement.





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### Measuring the Final Drive Chain Stretch with a Gauge or Millimeter Scale Ruler



#### NOTE

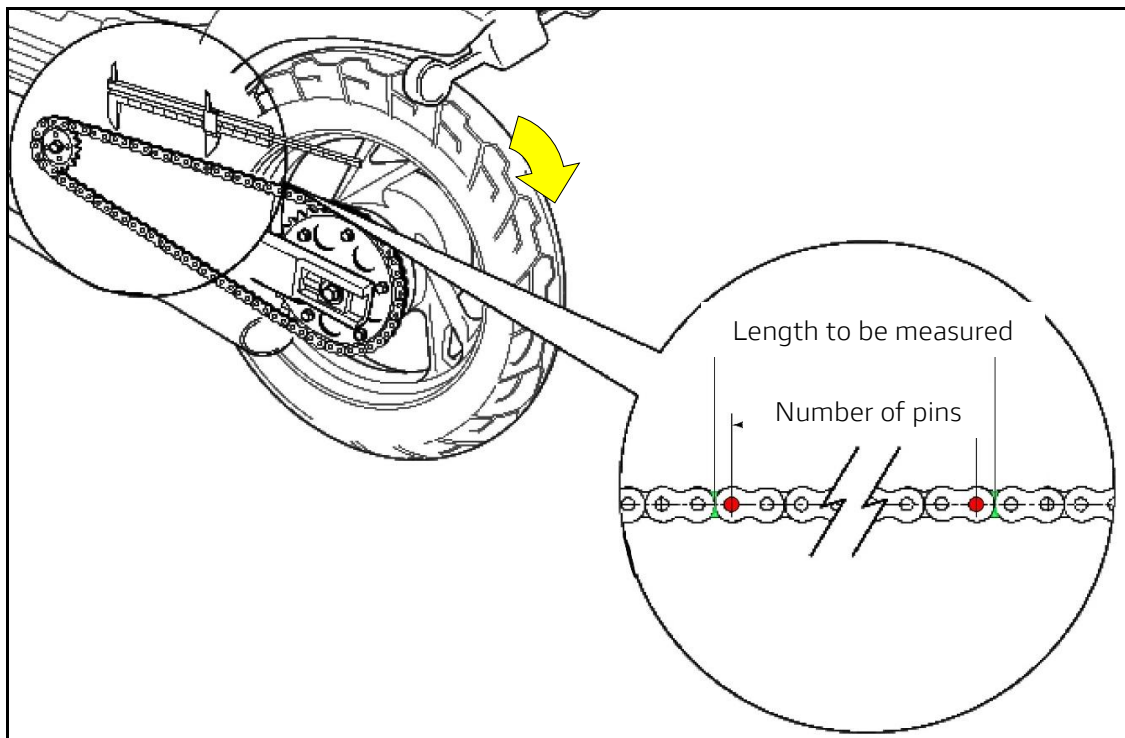
Before measuring, it is necessary to properly clean and lubricate the drive chain.

1. With the chain mounted on the motorcycle, tension the upper or lower section by inserting a low gear and turning the rear wheel clockwise or counterclockwise respectively.
2. Using a millimeter precision gauge or ruler, measure the distance between the centers of two inner links (green color) separated by a "N" number of pins (red color) as shown



#### NOTE

The number of pins "N" to be considered for the measurement depends on the type of chain.







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Ensure that the measured value does not exceed the maximum acceptable length specified in the table below:

Reference Regina	International standard	N (number of pins)	<u>Maximum acceptable length</u> (chain with O-Rings)
135 – 136 – 136.2 – 137	520 – 525 – 530 – 532	16	25.6500 cm

The chain must be changed if measurement is greater than the maximum acceptable length.

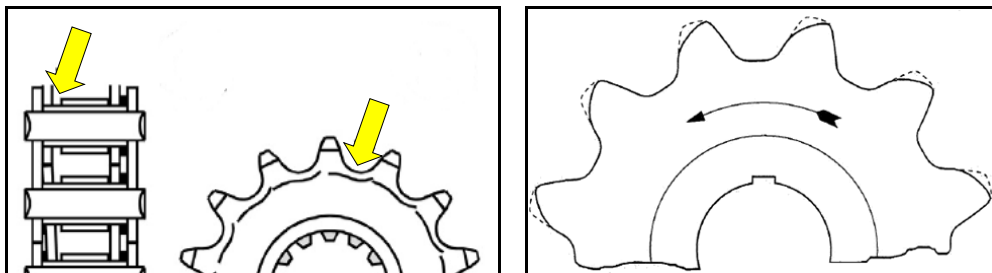
In addition to measuring the length, a visual inspection of the plates, pins, O-rings and bushings can be carried out to check chain wear.

If any of the following are present the drive chain must be replaced:

- cracks on the plates
- cracks on the pins
- spinning pins
- damaged O-Rings
- scratched rollers

### Checking the Sprockets

In order to guarantee top performance and a long life of the chain, it is necessary to frequently check teeth wear on both sprockets, their profile and thickness and, if necessary, proceed with the replacement. Sprocket teeth wear can be identified with a visual inspection because worn teeth are typically shaped like a "hook".

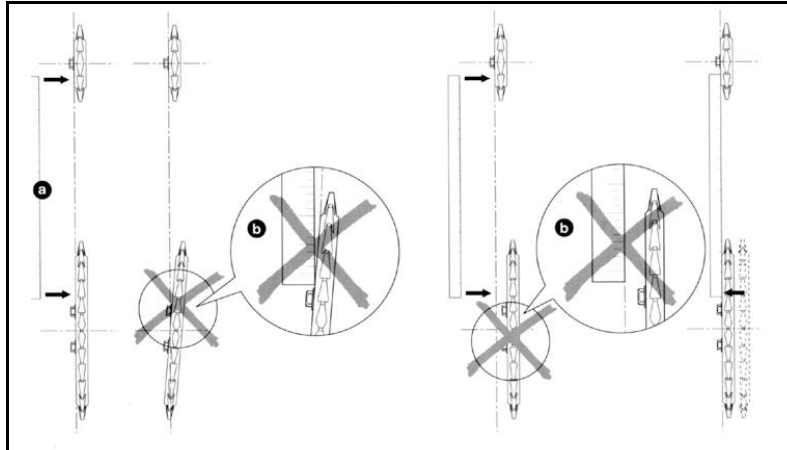




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When installing new sprockets, it is necessary to turn the rear wheel and make sure that there is no side clearance or runout while wheel is spinning. A misalignment could trigger axial thrusts on the internal link of the chain, which can be detected by lateral wear of the teeth of the sprockets.



### NOTE

A new chain installed on worn or damaged sprockets will tend to get damaged quickly. To obtain top performance, it is necessary to install new sprockets, thus obtaining the same level of wear and reliability for all the components of the drive system.



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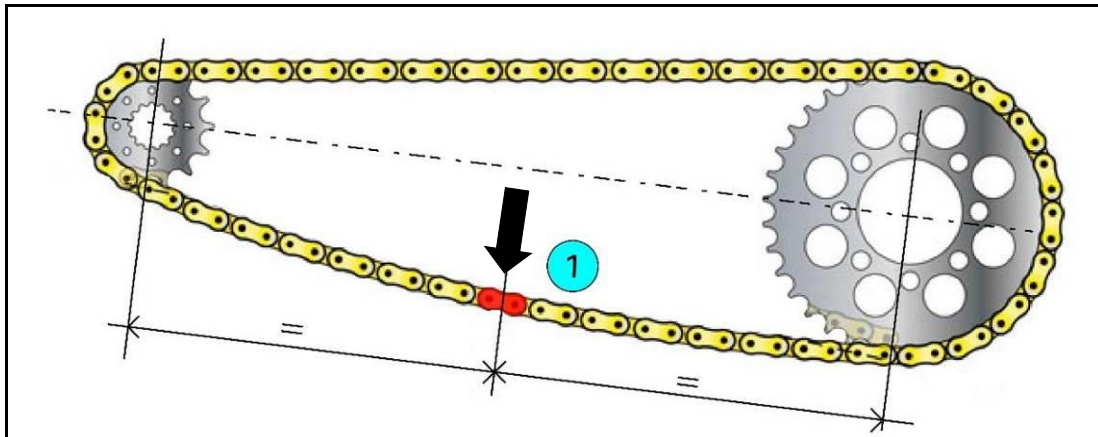
### Tensioning the Chain

The correct tensioning of the chain is an extremely important factor for its life and efficiency. The inspection and restoration of the proper chain tensioning must be carried out in case of use:

- On the road, after the first 60 mi/100 km and every 250 mi/400 km thereafter
- Off-road, after each use

### Checking Chain Correct Tensioning

1. Position the motorcycle on the rear paddock stand.
2. Find junction link and place it to the position corresponding to point (1) as shown in the figure.
3. With just a finger, push down on the chain at the point of measurement indicated by the arrow and then release.

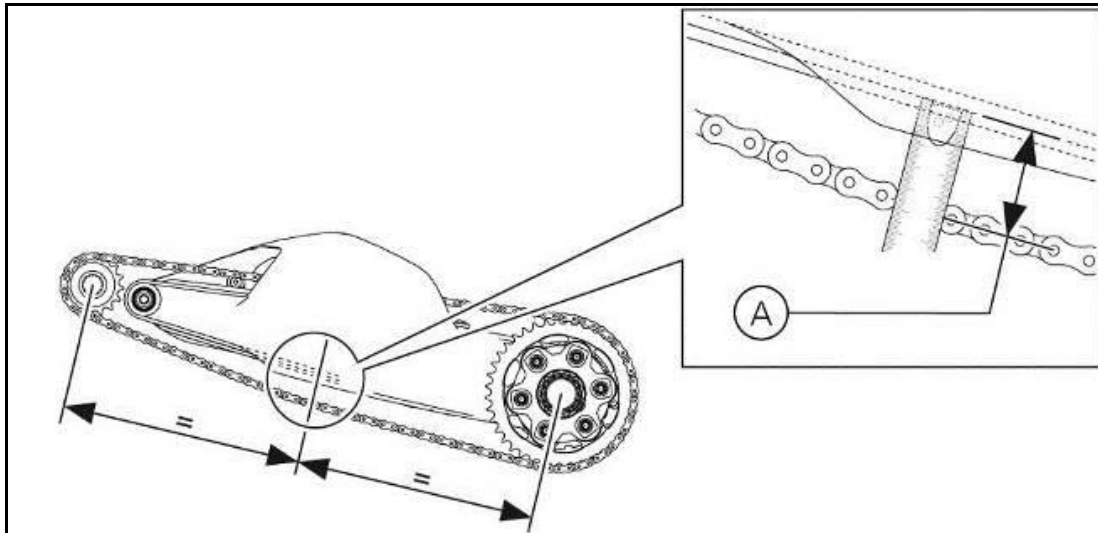




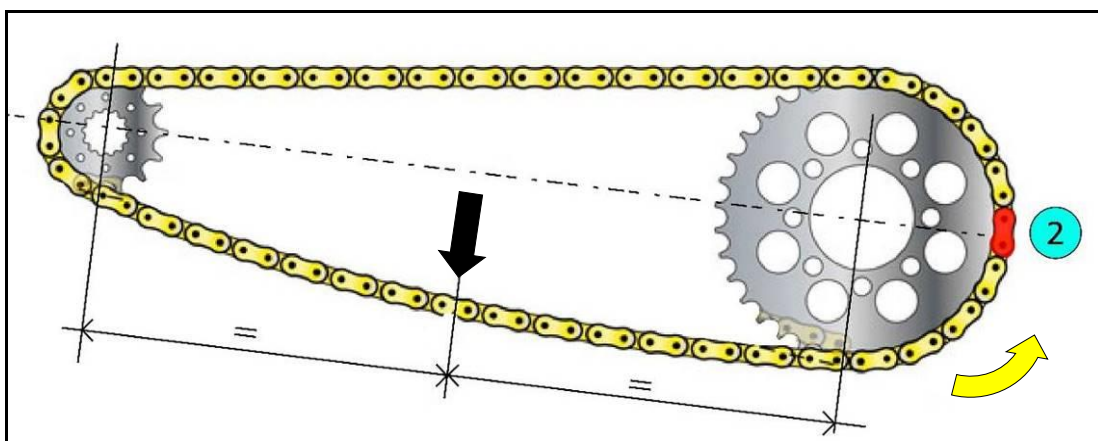
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4. Measure **distance A** between the pin center of the chain and the chain sliding shoe and write the value measured in the table shown at step **8**.



5. Turn the rear wheel counterclockwise so that the junction link is placed at the position corresponding to point (2) as shown in the figure.  
Repeat the procedure explained from step **3** to **4** and write the second value referred to the A distance between the pin center of the chain and the chain sliding shoe in the table shown at step **8**.



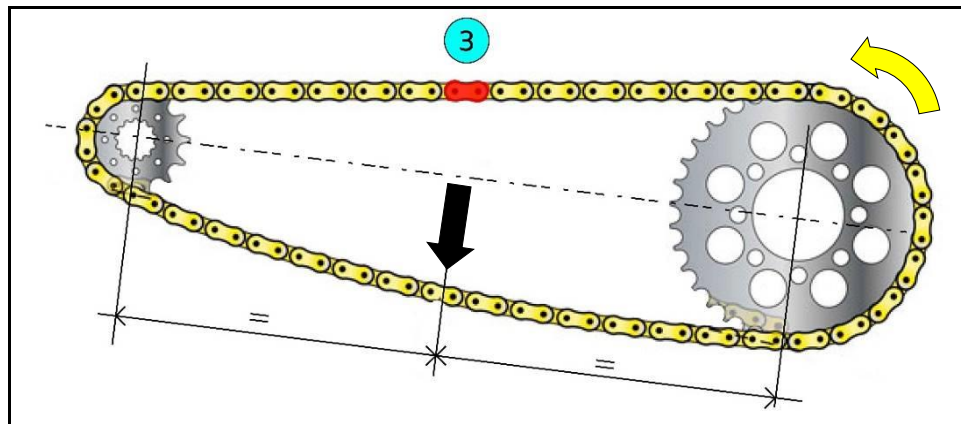


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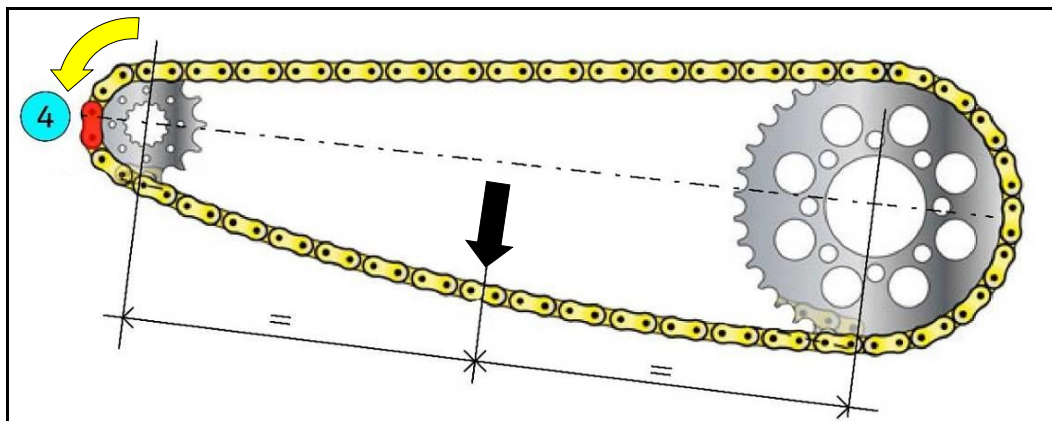
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6. Turn the rear wheel counterclockwise so that the junction link is placed at the position corresponding to point (3) as shown in the figure.

Repeat the procedure explained from step 3 to 4 and write the second value referred to the A distance between the pin center of the chain and the chain sliding shoe in the table shown at step 8.



7. Turn the rear wheel counterclockwise so that the junction link is placed at the position corresponding to point (4) as shown in the figure.  
Repeat the procedure explained from step 3 to 4 and write the second value referred to the A distance between the pin center of the chain and the chain sliding shoe in the table shown at step 8.





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8. Fill in the following table with the 4 values referred to **distance A** between the pin center of the chain and the chain sliding shoe in the 4 different measurements.

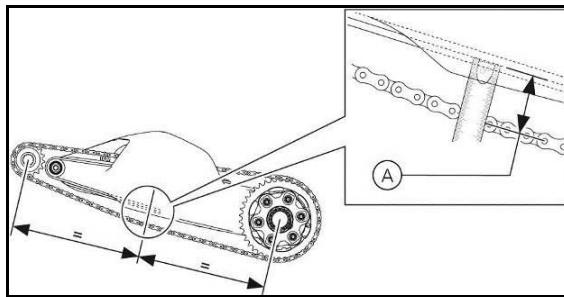
Measurement	Distance A (mm)	Measurement	Distance A (mm)
1		3	
2		4	

9. In the table shown on the previous step, find the greatest and the smallest values referring to distance **A** found at the 4 different measurements.

If the difference between the maximum and the minimum value is:

- a)  $\leq 20$  mm → proceed with final drive chain tensioning following the instructions below:

- 1) Based on the values shown in the table at step 8, turn the back wheel so as to place the junction link at the point where the distance **A** minimum value has been measured.
- 2) Remove the rear paddock stand and position the motorcycle on the side stand.
- 3) Push down the chain with just a finger at the point of measurement and then release it.
- 4) **Distance A** between the pin center of the chain and the reference point indicated on the adhesive label must be between the values shown. If not, adjust according to the instructions in the workshop manual.



- b)  $> 20$  mm → replace the chain. ONLY in case of request of replacement under warranty, fill in a Youtech service request and attach the table complete with the 4 values referring to the distance **A** between the pin center of the chain and the chain sliding shoe.



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### NOTE

Depending on the various models, the correct chain tension value is specified in Section 4: "Maintenance operations - Adjusting the chain tension" in the Workshop Manual or refer to the relevant adhesive label on the swingarm.

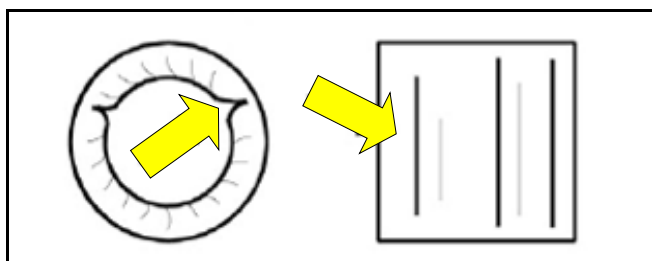


### WARNING

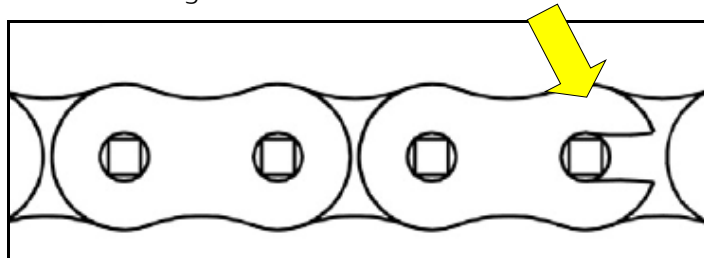
Excessive chain tensioning could cause an increase in the workload between the pins and the bushings, overheating of the chain with early consumption of the lubricant film and consequently a possible quick wear of the chain itself.

Here below are some phenomena that could occur in the event of incorrect tensioning of the chain:

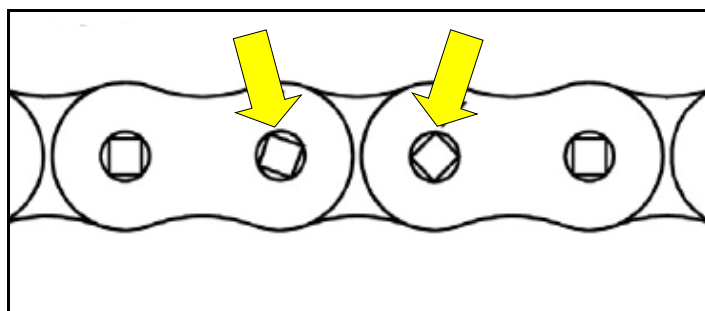
1. Micro cracks in the chain rollers, which are not visible to the naked eye; however, when the chain is inspected, deep scratches can be found on the roller surface.



2. Breakage of the link in the longitudinal direction due to excessive stress



3. Spinning pins





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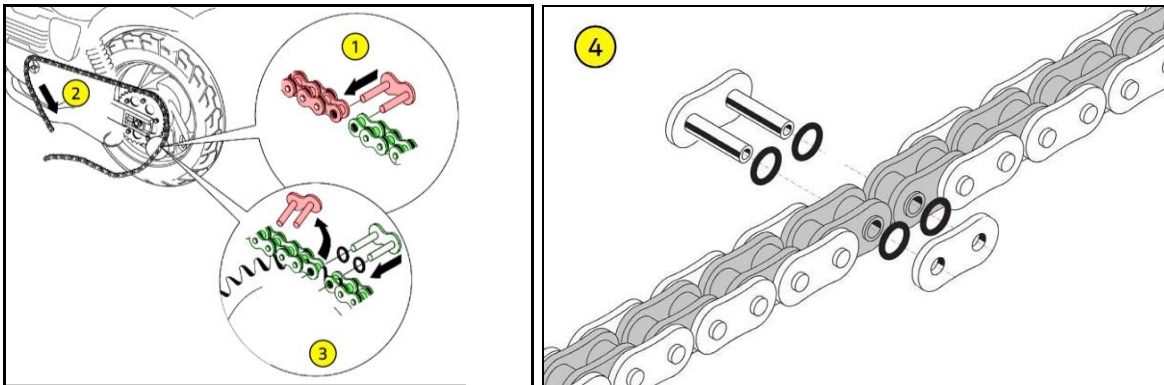
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### Changing the Chain

Any dedicated generic tool can be used to replace the final drive chain, as there is no specific tool sold directly by Ducati for this operation.

After removing the chain master link, follow the procedure below:

1. Using a connecting link, connect one end of the chain to be replaced with the new chain.
2. Slowly pull the other end of the old chain until the new chain is wrapped around the front sprocket; continue until the end of the new chain is on the rear sprocket.
3. Remove the old chain, leaving the two ends of the new chain on the lower branch.
4. Assemble the new link to be riveted, ensuring that the 4 O-rings provided are fitted in the proper locations.

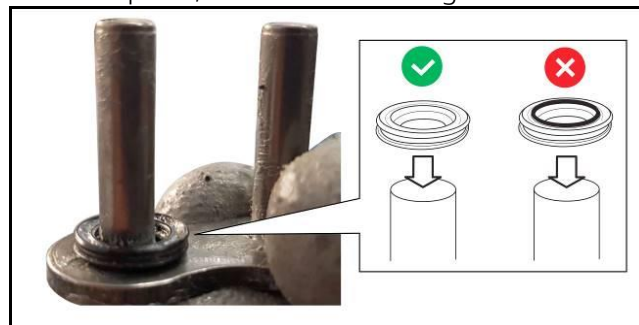


#### NOTE

In the specific case of Regina chains, special O-rings can be used which, in addition to guaranteeing a better sealing of the lubricant, are handed so they must also be installed in a specific direction.



The two special O-rings to be inserted on the master link must have the protruding side facing the master link plate, as shown in the figure:







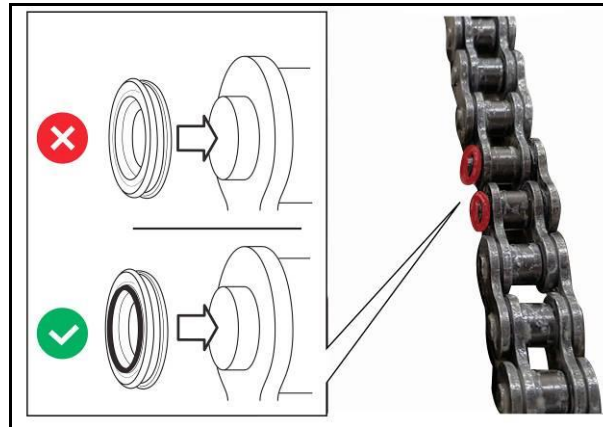
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### NOTE

If special O-rings are required for the Regina chains, install them on the opposite side of the master link, with the protruding side facing out, as shown in the figure:



5. Spin the rear wheel so that the link to be riveted is in the chain lower branch, in a position allowing you to easily work with the tools required to close the chain.

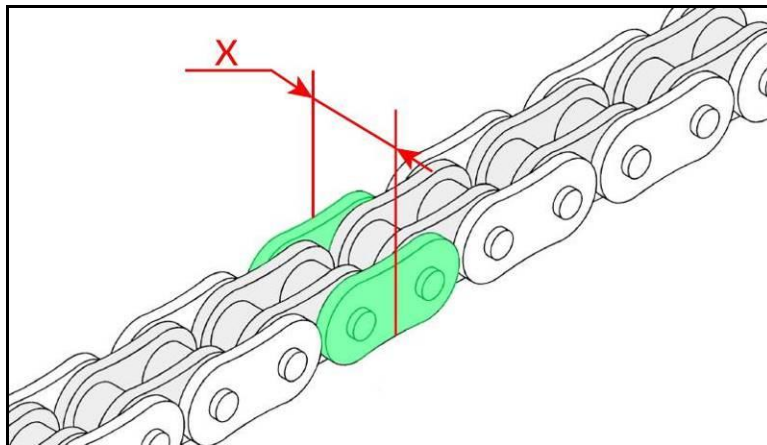


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- Use the generic tool for closing the chains to tighten the assembly in a few steps (possibly applying a higher tightening torque) so as to ensure that **distance X between the two external links** is included in the range specified in the table.



		Distance between the external plates X (mm)	
		min.	max.
Regina	530 ZRP B2	22.55	22.70
	525 ZRPK	20.15	20.30
	530 ZRPB	22.55	22.70
	520 ZRDK	18.20	18.35
	520 ORAW2	16.68	16.83
DID	525 HV3	19.50	19.70
	525 HV2	19.50	19.70
	520 V6 KAI	17.10	17.35
	520 VP2-T	16.70	16.90
	520 VF	16.46	16.66
	525 HV3	19.50	19.70
	525 VAZ	18.75	18.95

- If X is lower than the minimum value in the table, it is necessary to remove the link, check O-Rings for wear (change them, if damaged) and repeat the operation.
- If X is higher than the maximum value in the table, tighten to a higher torque until you reach the proper value indicated in the table.

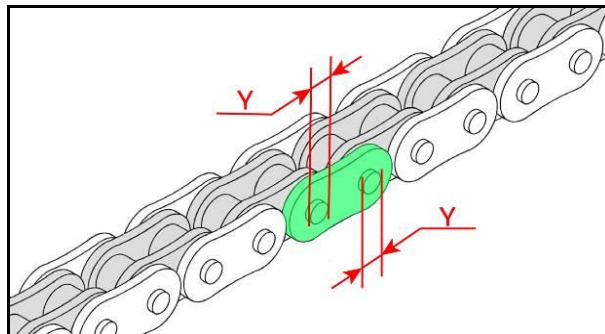


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- Use again the generic chain tool for closing the chains to rivet the two pins in a few steps (possibly applying a higher tightening torque) so as to ensure that the value of the **diameter Y of the two riveted pins** is included in the range specified in the table



		Pin diameter Y (mm)	
		min.	max.
Regina	530 ZRP B2	5.45	5.65
	525 ZRPK	5.45	5.65
	530 ZRPB	5.45	5.65
	520 ZRDK	5.45	5.65
	520 ORAW2	5.50	5.65
DID	525 HV3	5.50	5.80
	525 HV2	5.55	5.75
	520 V6 KAI	5.40	5.60
	520 VP2-T	5.40	5.80
	520 VF	5.45	5.80
	525 HV3	5.50	5.80
	525 VAZ	5.70	6.00

- If the measured Y value is lower than the minimum value given in the table, continue to rivet the two pins by applying a higher tightening torque until the correct value is detected.
- If the measured Y value is higher than the maximum value given in the table, remove the link, order a new riveting link and repeat the entire operation.



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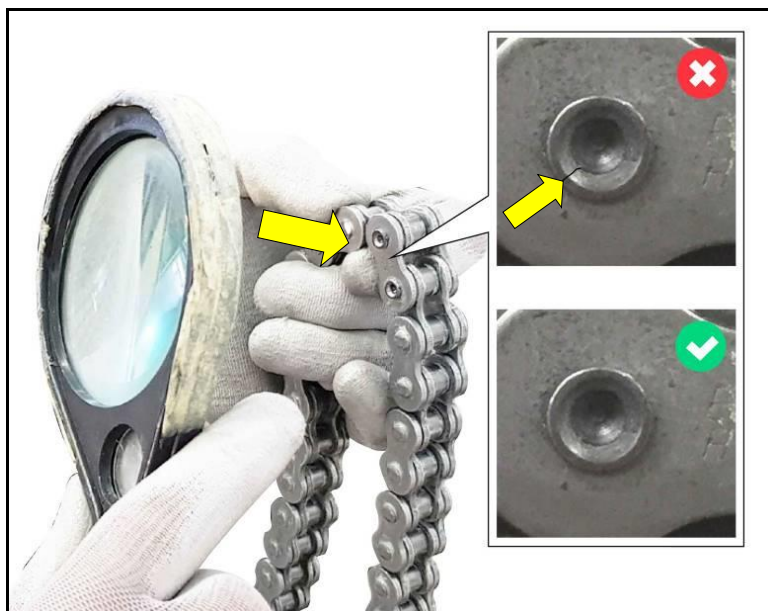
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- If the steps 6 and 7 are respected, apply a certification mark on the closing link as shown in the figure.



### NOTE

Use a magnifying glass to make sure there are no cracks on the circular surface of the riveted area, as shown in the figure.





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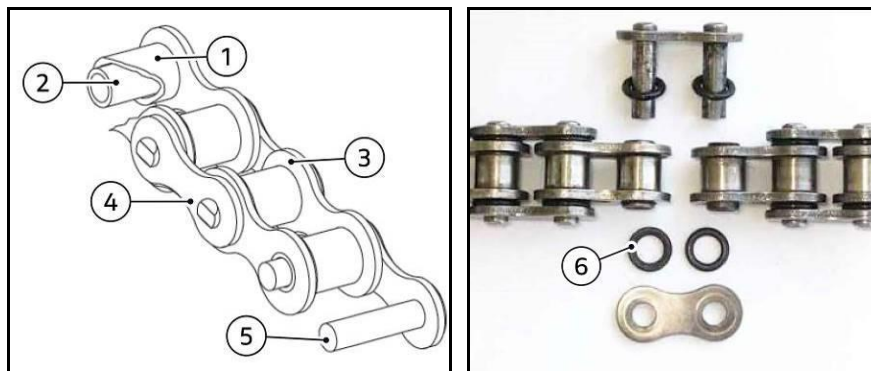
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## General Information on Roller Chains

The chains that are installed on the Ducati models are roller chains designed according to ISO/DIN/BS standards and are made up of alternating internal links and external links, connected together by pins.

The **internal links (3)** are made of two plates fastened to each other through two **bushings (2)**; each bushing houses a **roller (1)**.

The **external links (4)** are made of two external plates fastened to each other through two **pins (5)** and four **O-rings (6)**. The O-Rings have a twofold role as they not only hold the lubricant but also avoid that any foreign objects enter the pin-bushing area.



This type of chain is characterized by two key parameters:

- pitch length
- link internal width

A standardized 3-digit numerical code is used to indicate these two values (for example: 415, 420, 428, 520, 525, 530).



### NOTE

For the Regina chains, different references are used compared to international coding standards.

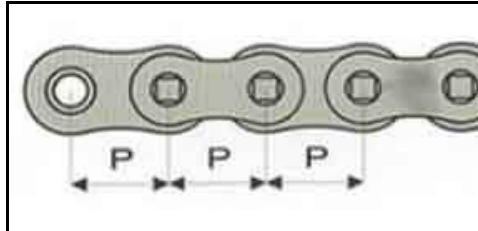


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According to the international coding standard, the first digit is the **chain pitch (P)**, defined as the distance between centers of two consecutive pins.



The chain pitch is calculated by multiplying 1/8 of an inch by the first of the three numbers punched on the link (520):



$P = 1/8" \times 5 = 5/8"$  Therefore it is a chain featuring a 5/8" pitch.

To obtain pitch in centimeters, it is necessary to multiply the obtained value in inches by the conversion factor 2.54:

$$P = 5/8" \times 2.54 = 1.5875 \text{ cm} \rightarrow 1.59 \text{ cm.}$$

Below is a table summarizing chain pitch values.

Regina standard	International standard	Chain Pitch
135 – 136 – 136.2 – 137	520 – 525 – 530 – 532	5/8" = 1.5875 cm



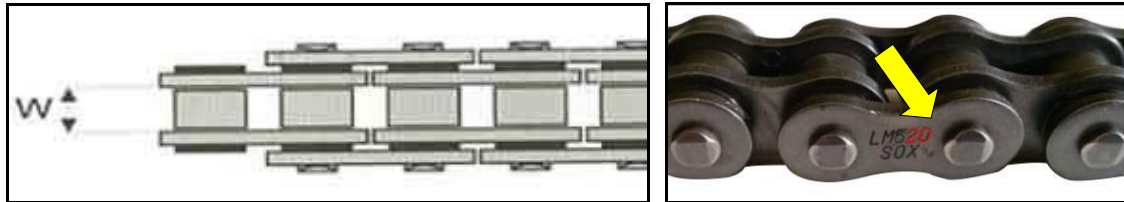
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The second and third numbers according to the international coding standard, are the **internal width (W)** of the chain. The higher this number, the higher the distance between the two internal plates.

Internal width is calculated by multiplying 1/8 of an inch by the second and third digits (520) after adding a decimal separator between the two digits (2.0 – 2.5 – 3.0).



$$W = 1/8'' \times 2.0 = 1/4'' = 1/4'' \times 2.54 = 0.635 \text{ cm.}$$

For example, a 530 chain, pitch is the same but width is different, i.e.:

$$W = 1/8'' \times 3.0 = 3/8'' = 3/8'' \times 2.54 = 0.952 \text{ cm.}$$



### WARNING

Changing the internal distance between the links will change the space available for the teeth of the sprockets so it is always mandatory to ensure that the coupling between chain and sprockets always has the same characteristics.

It is NOT possible to install a 520 chain on 530-pitch sprockets or vice versa.

Statistically, it has been found that the average service life of a final drive chain is about 20,000 km, as long as it is periodically maintained in accordance with the instructions given in the Owner's Manual of the motorcycle.

To ensure top performance and long life of the chain, we ask you to follow the instructions relating to washing, lubrication, inspection and tensioning of the chain described above.



## Final Drive Chain Maintenance Precautions

All Models and Model Years (except XDiavel)

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### FAQ (Frequently Asked Questions)

1. When is it necessary to change the final drive kit?

If any of the following are present:

- cracks on the plates
- cracks on the pins
- spinning pins
- damaged O-Rings
- scratched rollers
- front sprocket teeth wear
- rear sprocket teeth wear
- drive chain stretch beyond the allowed limit

2. What are the causes of an excessive noise of the drive chain?

- Improper tensioning (chain too taut or slack)
- Insufficient lubrication
- Improper front to rear sprocket alignment
- Improper size match between the chain and the sprockets
- Chain hitting or scraping onto vehicle parts
- Wear of the front or rear sprocket
- Wear of the chain
- Wear, failure or misalignment of other drive system parts

3. What are the causes of an excessive oscillation of the drive chain?

- Improper tensioning of the chain (too taut or slack)
- Improper front to rear sprocket alignment
- Uneven wear of the chain, front or rear sprockets
- Presence of stiff joints

4. What are the causes of the chain possibly jumping a tooth on the sprockets?

- Excessive wear of the front or rear sprocket
- Excessive stretch of the chain due to wear
- Insufficient tensioning of the chain
- Improper front to rear sprocket alignment
- Incorrect positioning of sliders, chain guide or tensioners
- Wrong sprocket size; bent, waved, damaged sprockets
- Presence of foreign objects between the chain and the sprockets





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5. What are the causes of front sprocket wear on just one side and rear sprocket wear on the opposite side?
  - Improper front to rear sprocket alignment.
6. What are the causes of stiffer joints of the drive chain?
  - Excessive tensioning of the chain
  - Insufficient lubrication
  - Improper front to rear sprocket alignment
  - Oxidation of chain joints
  - Under sizing of the chain compared to the stress it must withstand
  - Broken or missing O-rings
  - Improper installation
  - Foreign objects or material (sand, mud) in chain joints
7. What are the causes of a possible breakage of the chain pins, rollers or bushings?
  - Excessive load or load applied in a violent manner
  - Excessive wear of the front or rear sprocket
  - Excessive stretch of the chain due to wear
  - Insufficient lubrication
  - Improper tensioning of the chain
  - Improper front to rear sprocket alignment
  - Improper size match between the chain and the sprockets
  - Number of teeth of the front sprocket lower than the suggested minimum
  - Presence of foreign objects between the chain and the sprockets
8. What are the causes of a possible failure of the drive chain links?
  - Chain hitting or scraping onto vehicle parts
  - Excessive tensioning of the chain
  - Presence of foreign objects between the chain and the sprockets
  - Considerable front to rear sprocket misalignment
  - Under sizing of the chain compared to the stress it must withstand
  - Corrosion caused by external factors (battery acid, fuel or other fluids)

For questions about this Service Bulletin,  
please contact your Service Area Manager.