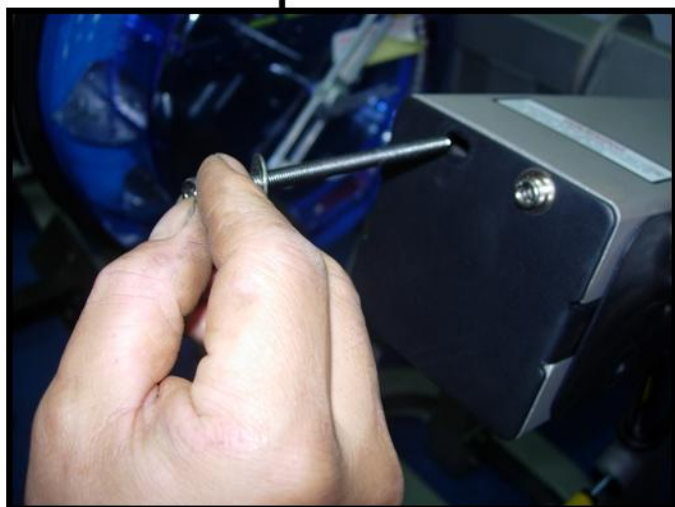


Chain Replacement guide:

This Workshop Manual covers the following products: E series 920,820, 720 and UBE/CycleXT.



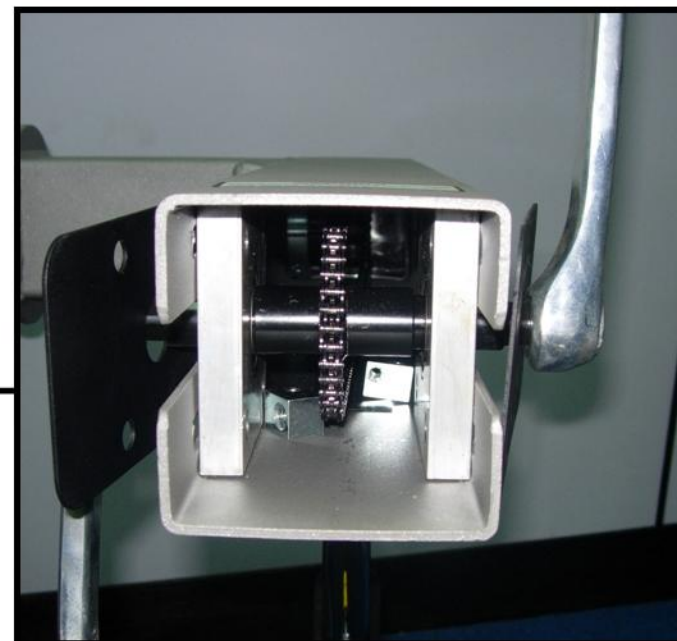
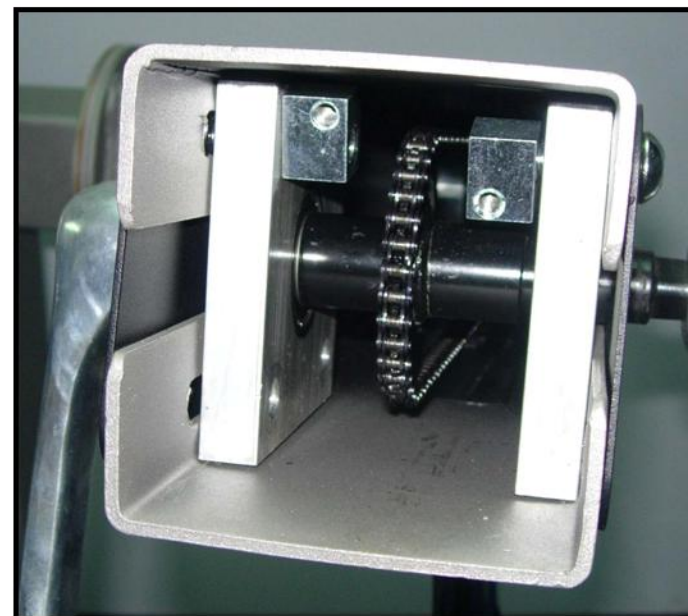
Step 2: Remove the 2 chain tensioning bolts located at the rear of the control arm and remove rear cover.



Step 1: Remove 6 of 8 bolts holding the crank-housing assembly (3x per side). Leave the upper rear left and upper rear right bolts in place for the moment.

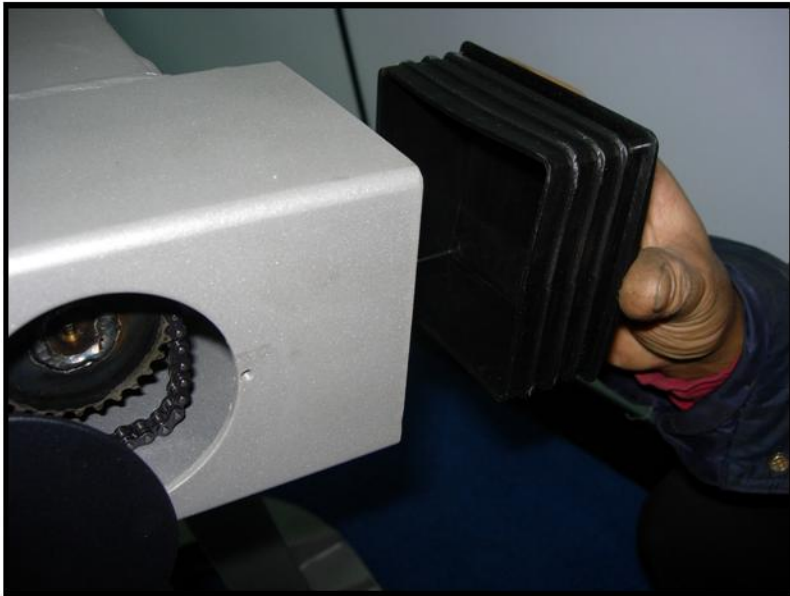
Step 3: After removing the rear cover, you may remove the upper rear crank-housing assembly bolts. Note that the chain tensioning bolt blocks are attached to the upper rear crank-housing bolts, which is why they are the last to be removed.

Rear disassembly shown with all 8 crank-housing assembly bolts, chain tensioning bolts and chain tensioning blocks removed.

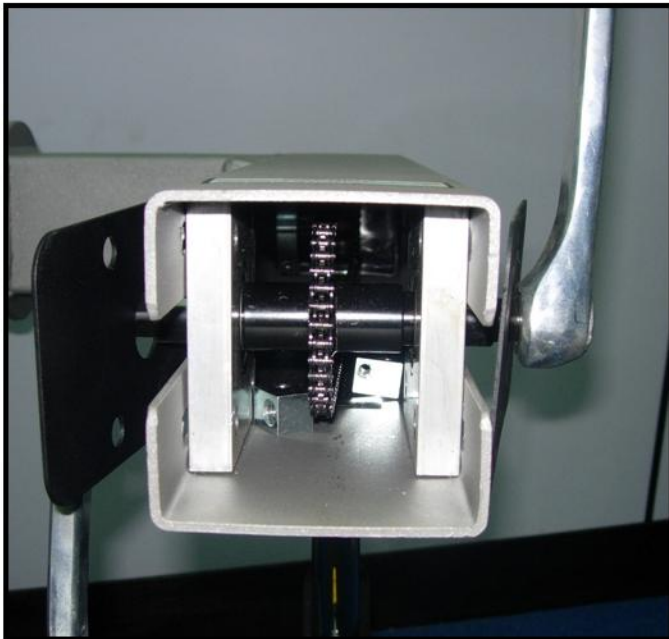
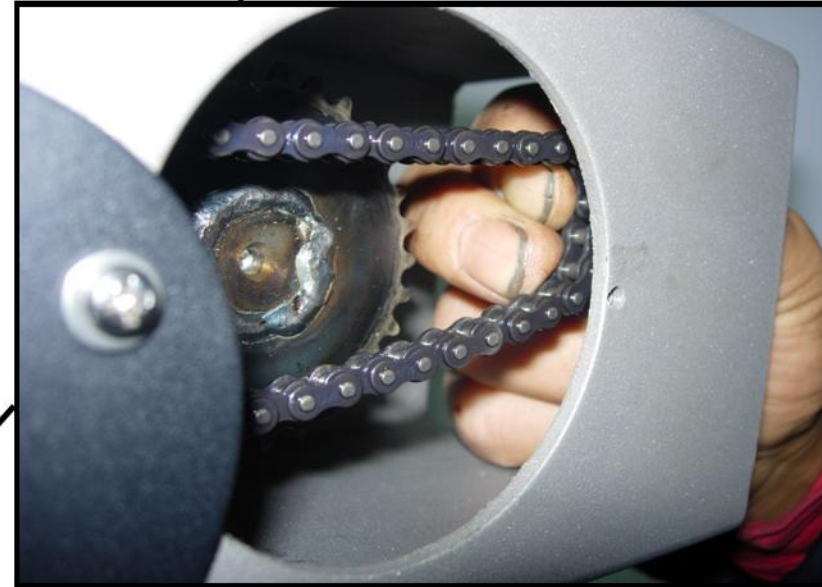


Chain Replacement guide: P.2

This Workshop Manual covers the following products: E series 920,820, 720 and UBE/CycleXT.



Step 4: Remove both the front inspection plate and front end cap.



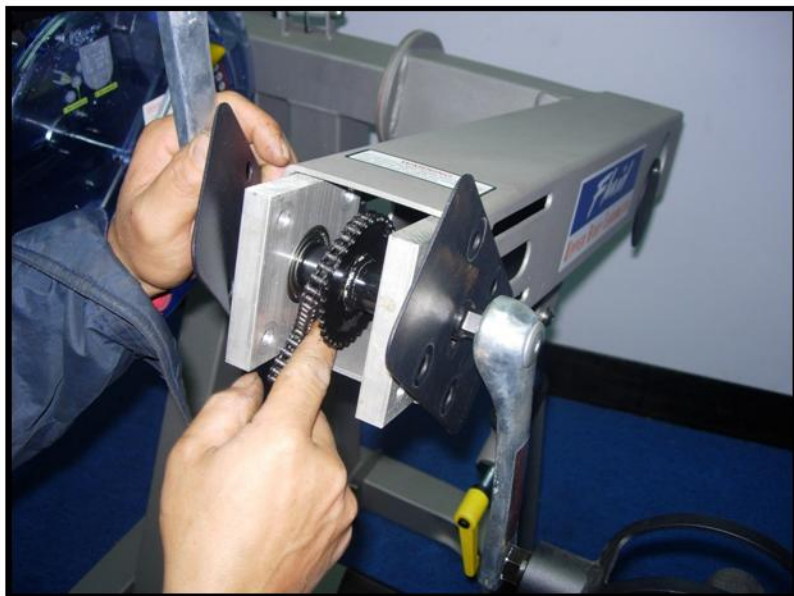
Step 5: You may now proceed to slide the crank-housing assembly forward. This will allow the chain to be removed from the front sprocket as shown.

Step 6: Remove the entire crank-housing assembly and chain. Tip: Depressing the aluminum blocks slightly will make them easier to remove, as there are two wave washers on each side of the axle which help hold the axle in position.

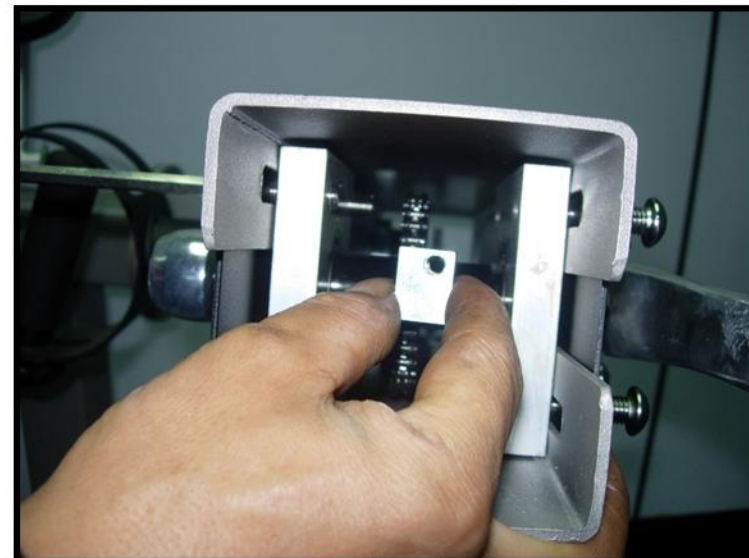


Chain Replacement guide: P.3

This Workshop Manual covers the following products: E series 920,820, 720 and UBE/CycleXT.



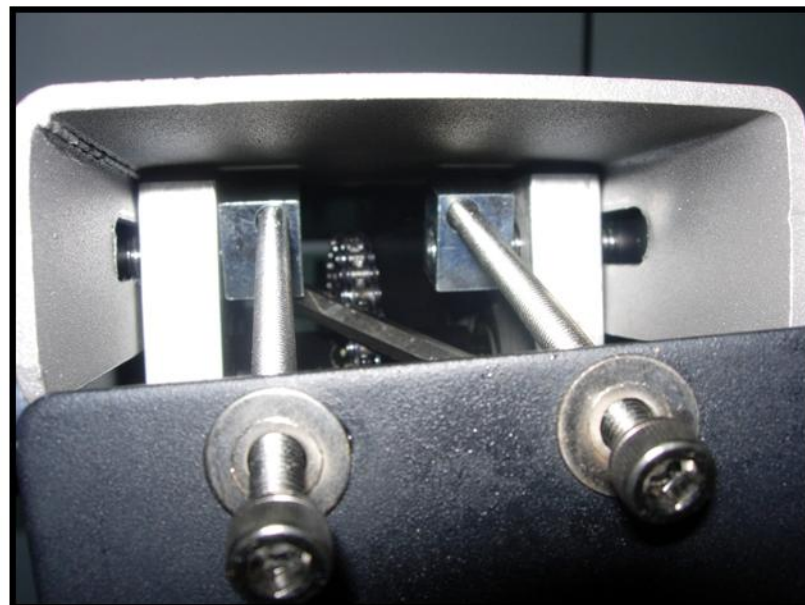
Step 7: Replace chain (DID Part No # 3012) and slide the entire crank-housing assembly into the control arm as far forward as it will go. This will allow enough chain length to easily go around the front sprocket. Then, using the crank arms pull the assembly rearward (evenly) until the chain is taut. (Note that the tension of the wave washers pushing the aluminum blocks outward will be enough to hold the assembly in position)



Step 8: Install the 8 crank-house assembly bolts but do not tighten. Note: the upper rear left/right will need to be threaded slightly deeper in order to hold the chain tensioning blocks.



Step 9: Install the chain tensioning bolts into the chain tensioning blocks as shown. **Important! The blocks swivel freely, make sure the bolts are threaded into the blocks with the threads on the upper side of the block as shown.** Use a tool as shown here to stabilize the block so as to install in the correct position. Replace rear cover and tighten both bolts evenly until correct tension is reached.

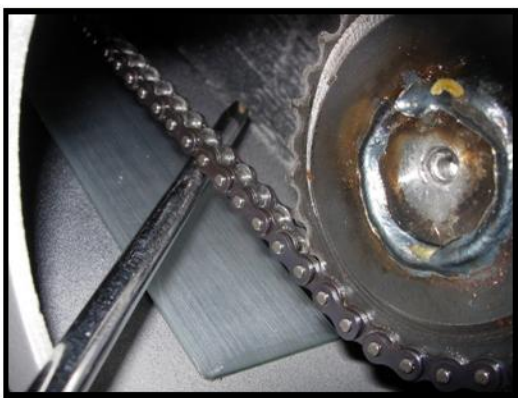


Chain Replacement guide: P.4 Proper chain tension/alignment.

This Workshop Manual covers the following products: E series 920,820, 720 and UBE/CycleXT.

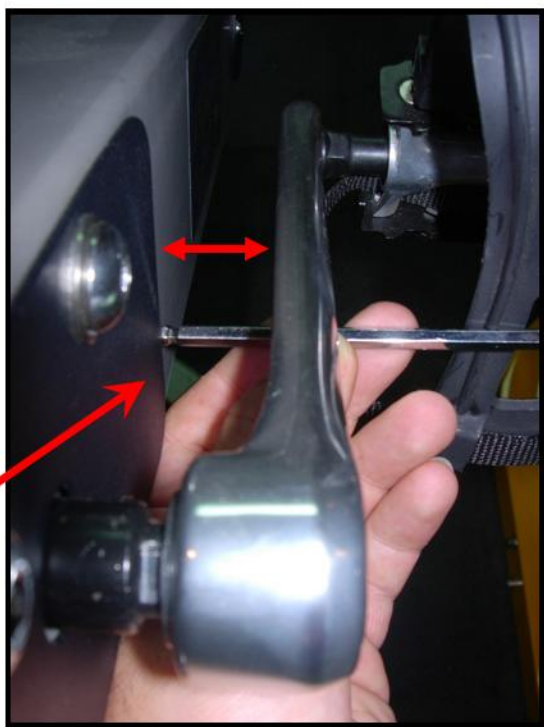


Use the chain tensioning bolts only for tension and alignment. Tighten both sides evenly, and **DO NOT insert fingers into the front sprocket inspection area** to check tension.

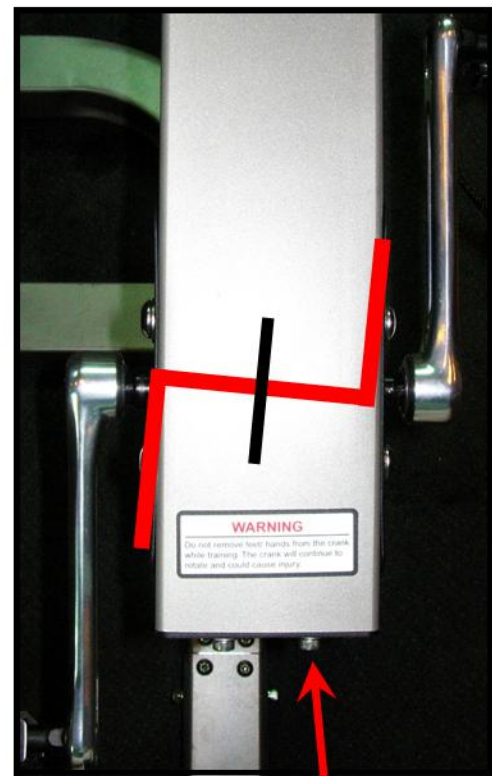


Check the gap between control arm and inside of crank arm. Even on both sides? You are properly aligned.

Gap too narrow on one side and too wide on the other? Get the alignment right!



Tightening left tensioning bolt



Tightening right tensioning bolt

Getting the alignment right:

Tightening the tensioning bolts evenly upon replacement is crucial, but sometimes minute adjustments are needed. **Tightening the left bolt will pull the left side of the axle rearward**. Conversely, **tightening the right tensioning bolt will pull the right side of the axle rearward**. By using the crank arms as a measurement point, it's very easy to check the alignment of your crank-housing assembly before retightening the crank arm housing bolts and replacing the inspection plate/endcap.