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*The above information is subject to change without notice. For the latest information, please refer to D.I.D's official website.*

D.I.D®
MOTORCYCLE CHAIN CATALOG 2019
POWERED BY TECHNOLOGY

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www.didad.co.jp
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D.I.D FOR ALL RIDERS THE WORLD OVER SINCE 1933.

All Made in Japan

D.I.D brand drive chains and aluminum rims are all manufactured in Kaga, Ishikawa prefecture, Japan and supplied through motorcycle dealers worldwide. These top quality products are meticulously made by skilled technicians in order to provide outstanding performance for all riders.

World’s No.1 OE supplier

D.I.D is the World’s No.1 original parts OE supplier for Japanese and European motorcycle manufacturers. D.I.D has been meeting their strict quality standards and maintaining world’s No.1 quality over many years.

Top factory racing teams select D.I.D

Our support riders

D.I.D motorcycle chains are chosen by many top riders in major motorcycle races. This proves that D.I.D chains can deliver superior performance under the most demanding conditions.

World’s No.1 aftermarket chain

D.I.D has the largest share in the aftermarket for motorcycle over 250cc in almost all countries. This proves that D.I.D’s quality and reliability are highly recognized by many enthusiasts.
**ADVANCED TECHNOLOGY**

**DIRECT ENERGY TRANSFER**

D.I.D (Higher Rigidity)

Pins resist flexing reducing power loss.

**DIRECT**

*DIRECT* is D.I.D’s Original Concept born from years of experiences in MotoGP Development to increase the chain’s rigidity. Rigidity in a chain means resistance to chain deformation and elongation. *DIRECT* gives you amazing throttle response by preventing pins from being flexed during acceleration and deceleration.

**X-Ring**

D.I.D’s PATENTED X-Ring® is superior to others.

*HALF THE POWER LOSS* compared with Normal Chain!

- **Higher Efficiency & Performance**
- **Smoother Engagement**
- **Reduced Wear & Tear**

D.I.D’s PATENTED X-Ring® construction reduces friction by bearing pressures on the side plates instead of being squeezed.

**X-Ring® Chain Endurance Performance**

*Designed with Normal Chain!*

The X-Ring’s four contact points greatly increase its seals performance. This means the durability and the lubrication in much better than any other D.I.D type chain.

**SDHPIN**

Extreme Impact Pin Strength

SDHP pin treatment creates an extremely hard Chromium Carbide layer on the pin surface. But at the same time, the inner core is maintained soft to absorb shock loads of extreme conditions.

- **Soft Inner Core**
- **Hard Chromium Carbide Layer**
- **Bushings**

**SOLID CUSHION**

Cold-Formed High-Precision Bushing

Solid Bushing, these have a high wear-resistance. The cold-formed solid bushings have a smooth chamfered surface with complete smoothness.

- **Cushion bushing at a standard roller chain**
- **Solid bushing at a longer chain life**

D.I.D’s Original Concept born from years of experiences in MotoGP Development to increase the chain’s rigidity. Rigidity in a chain means resistance to chain deformation and elongation. *DIRECT* gives you amazing throttle response by preventing pins from being flexed during acceleration and deceleration.
STREET & SUPERSPORT

Feel the Full Power of High Performance Machines

ZVM-X Series

Strong Chain for Superbikes
DID’s ZVM-X Series has greater strength than the VX Series and is designed for heavyweight motorcycles with Tremendous Torque and Horsepower.

Longest Wear Life
The tension action of the X-Ring® increases its sealing performance and its four contact points minimize power loss.

Direct Energy Transfer
DID’s original technology “Direct” gives you amazing throttle response due to increased chain’s rigidity.

VX Series

Wide Range of Motorcycles
DID’s VX Series include the 520VX2, 520VX3, 520VX and 520VX chains to fit numerous street and off-road motorcycles from 250cc to powerful 1500cc machines.

Best Value
DID’s VX Series are high-performance, low-friction X-Ring® chains available at a low economical price.

Direct Energy Transfer
DID’s original technology “Direct” gives you amazing throttle response due to increased chain’s rigidity.

520VO

The new 520VX3 has been upgraded from 520VX2!

- Fit a wider range of motorcycles
  (MAX 750cc, 80mm Pitch)
- Longer chain life
  520VX3 has a greatly improved seal performance due to increased sealing tension and durability.

Good for your bike
Applicable for Street Motorcycles, Off-road Motorcycles and ATV’s up to 750cc, Especially Ninja 300, CB500, etc.

Affordable price but not cheap specs
DID’s top quality Drifting chain are quad slake rivited with solid bushings for super superior strength and long life.
ROAD RACING
Ever Evolving,
Cutting Edge Specifications

MotoGP Spec
D.A.D's 520ERV3 is the MotoGP chain's younger brother, sporting a very close sibling resemblance in specifications.

Weight Saving
The Pin Weeds of the 520ERV3 are simplified to minimum weight without reducing strength.

Recommended for Moto3 Racing
D.A.D's 415ERZ is designed for this new Moto3 regulations that require higher performance chain.

Two Times longer life than previous 415ER
Thanks to D.A.D's Exclusive S.O.H. Pin treatment, the 415ERZ links against elongation and stretching.
MOTOCROSS
From Mini Bikes to AMA SX/MX Pros, Japanese Technology Wins Races!

520ERT3
The choice of Top AMA Teams
Top AMA riders rely on 520ERT3 to achieve great results in the race to the finish.
Stronger and Tougher than previous 520ERT2
The new 520ERT3 has been upgraded with improvedplus materials.
As a result, 520ERT3 has 25% greater "Anti-shock Performance" and 3% higher Tensile Strength without changing the weight.

What is "Anti-shock Performance"?
"Anti-shock Performance" means resistance to deformation under cyclic load.

520MX
Toughest offroad chain
This chain has the highest tensile strength and SDH pin technology.
For rough and muddy condition
This super strong chain is the only one you can depend on to handle toughest races.

520DZ
Great value high performance chain
520DZ2 is a high performance chain available at an affordable price.
Two times longer life than previous 520DZ
Designed to meet demands of the most grueling MX tracks with SDM technology.

Upgraded from DID 520VT2

Revolutionary sealed chain for Motocross and Enduro Racing
The new 520ERT breaks down the concept of the original motocross chain (Non-O-Ring) and adds the benefits of an X-Ring.
More lightweight and longer chain life
By adjusting the materials, the 520ERT is now 2% lighter and has a 15% longer lifespan, all while maintaining the tensile strength.
SPECIALITY

Mini Bike Racing

420NZ3
428NZ

Made For Future Champions

GOLD never compromises even for Mini bike racing chain. All NZ series has solid bushing and SHX treatment.

Sprint and Trial Racing

520ERS3

Recommended for Sprint and Trial Racing

The new 520ERS3 with lightweight and low friction delivers excellent performance for Sprint and Trial Racing.

ATV Racing

520ATV2

Recommended for Sprint and Trial Racing

520ERS3 has been upgraded with SHX pin treatment and improved plate material. As a result, 520ERS3 has 15% higher "Wear Resistance" and 15% greater "Anti-shock performance".

Designed for ATV Racing

10% lower weights, 10% higher Tensile Strength and 10% longer wear resistance,

Lighter, Stronger and longer life than previous 520ATV

520ATV2 has 7% Lighter Weight, 10% higher Tensile Strength and 10% longer wear resistance.

High Quality Non-D-Ring Chain

420D / 428D / 428HD

D.I.D Technology - Made in Japan

The 420D, 428D and 428HD chains feature Solid Bushings for increased reliability,
### Aluminum Rim Applications

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**Stronger Than OE Rims**

All DirtStar rims are made from 7 series aluminum alloy and stronger than stock 2013 rims.

**Easy to Lace Up**

All DirtStar rims are designed to be compatible with OE hubs, spokes and nipples.
Connecting Link

D.I.D's ZJ Novet Type Connecting Link has comparable strength to that of the other links that compose the factory-assembled chain body.

For safe usage, D.I.D strongly recommends you use a rivet type connecting link (ZJ2) even if a clip type connecting (KMG, RJ) is available.

D.I.D KM500R tools

These unique tools are designed to cut chain, press fit connecting link side plates, and rivet pin heads. These tools are for use with D.I.D's ZJ connecting link only.

The KM500R tools may be used to cut any 530, 525, 505/530 or 532 chains. They may also be used to press side plates on to ZJ press fit clip type connecting links.

Chain Cutting

Proper cutting is crucial. Choose a cutting tool designed for the specific chain model you are working with to ensure the proper cut and prevent damage to the chain and sprocket.

Press Fitting Connecting Link Side Plates

1. Place the connecting link by the side plate using a suitable tool, and align the plate with the connecting link, ensuring the plate is flat and secure.
2. Press the plate into the connecting link until it is fully seated.

Riveting ZJ Connecting Link Pin Heads

1. Select the correct rivet size and length for the connecting link pin head.
2. Place the rivet on the connecting link pin head and press it into the connecting link.
3. Repeat until all pin heads are riveted securely.

Watch Installation and Maintenance Videos on our YouTube Channel.
Chain Maintenance

Chain Elongation (Pin Wearing)

NOTE
Chains are subject to wear since the pins and bushesings are worn by mutual contact. After long term usage, the wear result in an increase of chain length. Chain elongation is an important factor in deciding the timing of chain replacement.

EXAMPLES:
In case of 120 links of the chain length, 0.3 mm gap per link cause 1.2 cm chain elongation (0.1 mm/0.120 links = 1.2 cm)

Importance of Lubrication
Chain Elongation causes the following problems.
1. Shorten Chain Life
2. Increase Noise
3. Low-Mileage

For maximum life and safety, we recommend that you maintain your chain as outlined below and replace it when chain elongation is evident.

Lubricating
1. Lubrication Point
2. Lubricating Oil
3. Lubricating Method
4. Lubricating Intervals
5. Check chain before riding

Lubrication Intervals
- Every 500km (300 Mi.)
- After rain and wet conditions
- Chain should be cleaned every 1,000km (600 Mi.)

Sag Adjustment
To avoid this, a chain for a longer period of time, ensuring proper sag is important.
If the chain tension is too high, the chain between pins and bushesings is lost, shortening chain life.
If the chain sag is too much, it will vibrate or be caught on the sprocket.
Standard chain sag with the load of rider is 20 to 25mm.
To check, press down on the top stage of the drive chain with your fingers. Tighten or loosen to achieve 20 to 25mm.

Note:
This standard sag may vary depending on your specific motorcycle specifications. Please consult your owner’s manual for more information. For motorcycles with a Center Stand, please consult the owner’s manual or a qualified technician.

Watch Installation and Maintenance Videos on our YouTube Channel.