CHAIN APPLICATIONS

CATEGORY	Disp.(c.c.)	100 150	250 300	400 450 500	750 800	900	1000	1200	1300
STREET & SUPERSPORT	428VX								
	520V0								
	520VX3								
	525VX								
	530VX								
	520ZVM-X								
	525ZVM-X								
	530ZVM-X								
DUAL PURPOSE & ADVENTURE	428VX								
	520VX3								
	525VX								
	530VX								
	520ZVM-X								
	525ZVM-X								
	530ZVM-X								
ROAD RACING	415ERZ	(Mini Road Racing Bikes and Moto3)							
	520ERS3								
	520ERV3							(For race use only)	
MOTOCROSS	420NZ3								
	428NZ								
	520DZ2								
	520ERT3								
	520MX								
	520ERVT								
RALLY & ENDURO	520ERVT								
	520ERV3								
TRIAL	520ERS3								
ATV	520ATV2								

*The above displacement chart is for reference only; displacement limitations may vary from model to model.
Displacement guidelines are **NOT** applicable for converted (modified) motorcycles,
chain conversions from Original Equipment Manufacturer's required size chain, or racing motorcycles.
If your stock motorcycle came with an **"endless"** chain, a replacement chain must be installed with a rivet type connecting link.

Master links are NOT interchangeable between old and new chain.

The 520VX3 replaces the 520VX2 chain. 520VX3 marked on the side plate and box.
The 520ERVT replaces the 520VT2 chain. 520ERVT marked on the side plate and box.

D.I.D®

D.I.D DIRTSTAR® RIMS

member of the JCA® Japan Chain Association

D.I.D®

MOTORCYCLE CHAIN CATALOG 2019

POWERED BY TECHNOLOGY

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

HONDA · YAMAHA · SUZUKI · Kawasaki · DUCATI · KTM · TRIUMPH · MV AGUSTA · SHERCO Motorcycles · Beta motorcycles

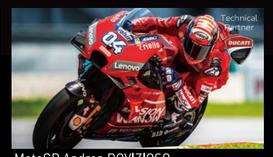
D.I.D is the World's No.1 original parts (OE) supplier for Japanese and European motorcycle manufactures. D.I.D has been meeting their strict quality standards and maintaining world's No.1 quality over many years.

TOP QUALITY & RELIABILITY

Top factory racing teams select D.I.D

Our suport riders

MotoGP Valentino ROSSI



MotoGP Andrea DOVIZIOSO

MotoGP Maverick VIÑALES

MotoGP Alex RINS

AMA SX Marvin Musquin

AMA SX Ken Roczen

AMA SX Eli Tomac

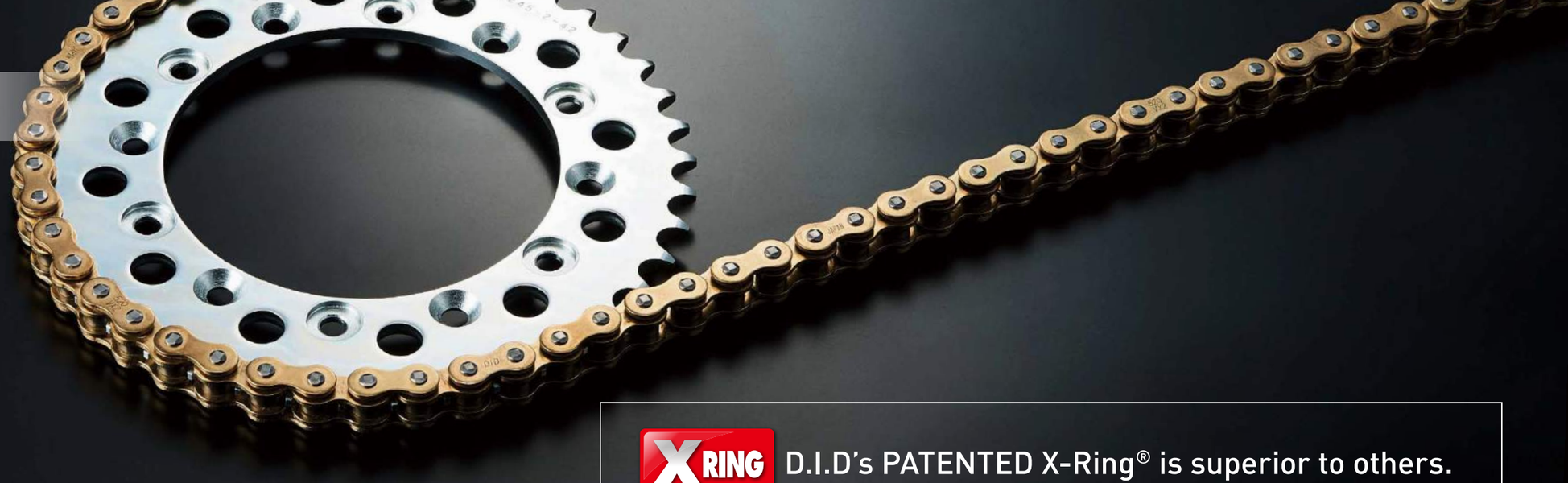
AMA SX Chad Reed

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

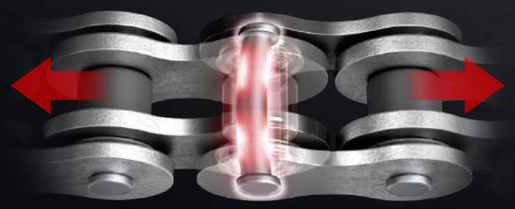
D.I.D has the largest share in the aftermarket for motorcycle over 250cc in almost all countries. This proves that D.I.D's quality and reliability are highly recognized by many end-users.

DIRECT ENERGY TRANSFER



DIRECT

Other products (Lower Rigidity)



Pins flex robs horsepower.

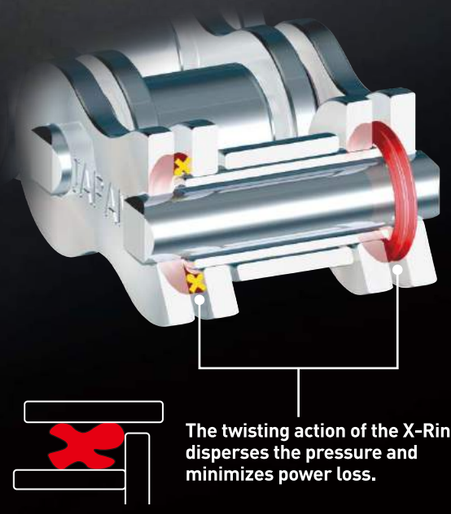
D.I.D (Higher Rigidity)

Pins resist flexing reducing power loss.

Quicker Response | **Reduced Power Loss** | **Smoother Handling**

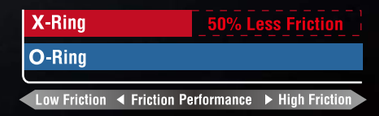
"DIRECT" is D.I.D's Original Concept born from years of experiences in MotoGP Development to increase the chain's rigidity. Rigidity in a chain means resistance to chain deformation and elongation. "DIRECT" gives you amazing throttle response by preventing pins from being flexed during acceleration and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

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



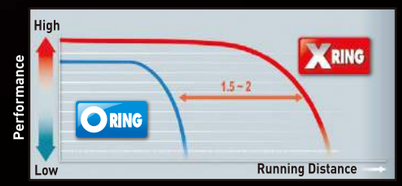
The twisting action of the X-Ring disperses the pressure and minimizes power loss.

HALF THE POWER LOSS
(Compared with Normal O-Ring)



D.I.D's PATENTED X-Ring® construction reduces friction by twisting between the side plate instead of being squashed.

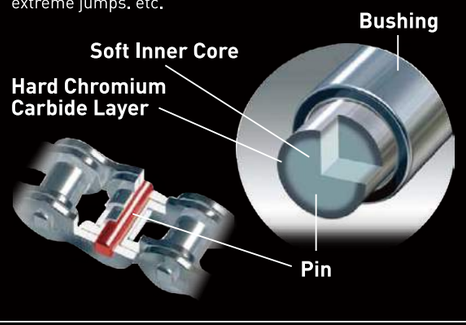
X-Ring® Chain Endurance Performance
(Compared with Normal O-Ring)



The X-Ring's four contact points greatly increase its sealing performance.This keeps the dirt out and the lubrication in much better than any other O-Ring type seal.

SDH PIN Extreme Impact Pin Strength

SDH pin treatment creates an extremely hard Chromium Carbide Layer on the pin's surface. But at the same time, the inner core is maintained soft to absorb shock loads of extreme jumps. etc.

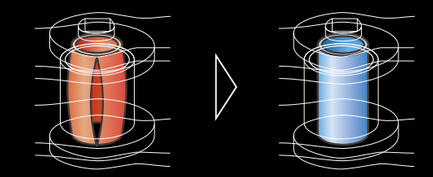


SOLID BUSH Cold-Formed High-Precision Bushing

Solid Bushing chains have a high wear-resistance. The cold-formed solid bushings have a smooth seamless surface with complete roundness.

Curled bushing of a standard roller chain

Solid bushing for longer chain life



a split bushing with exaggeration.

STREET & SUPERSPORT

Feel the Full Power of
High Performance
Machines

ZVM-X series

DIRECT X RING RACING SOLID BUSH GOLD

Strong Chain for Superbikes

D.I.D'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 twisting action of the X-Ring® increases its sealing performance and its four contact points minimize power loss.

Direct Energy Transfer

D.I.D's original technology "Direct" gives you amazing throttle response due to increase the chain's rigidity.

DISP.c.c.

520ZVM-X	525ZVM-X	530ZVM-X
MAX. 1200c.c.	MAX. 1300c.c.	MAX. 1400c.c.

VX series

DIRECT X RING SOLID BUSH GOLD

NEW

Wide Range of Motorcycles

D.I.D's VX Series include the 428VX, 520VX3, 525VX and 530VX chains to fit numerous street and off road motorcycles from 350cc to powerful 1000cc machines.

Best Value

D.I.D's VX Series are high performance, low friction X-Ring® chains available at a low economical price.

Direct Energy Transfer

D.I.D's original technology "Direct" gives you amazing throttle response due to increase the chain's rigidity.

DISP.c.c.

428VX	520VX3	525VX	530VX
MAX. 400c.c.	MAX. 800c.c.	MAX. 900c.c.	MAX. 1000c.c.

The new 520VX3 has been upgraded from 520VX2!

- **Fit a wider range of motorcycle**
  MAX 750c.c. ⇒ MAX 800c.c.
- **Longer chain life**
  520VX3 has a greatly improved seal performance due to increased X-ring retention and durability.

520V0

O RING SOLID BUSH

Good for your bike

Applicable for Street Motorcycles, Off-road Motorcycles and ATV's up to 750cc.Especially Ninja 300, CBR250 etc.

Affordable price but not cheap specs

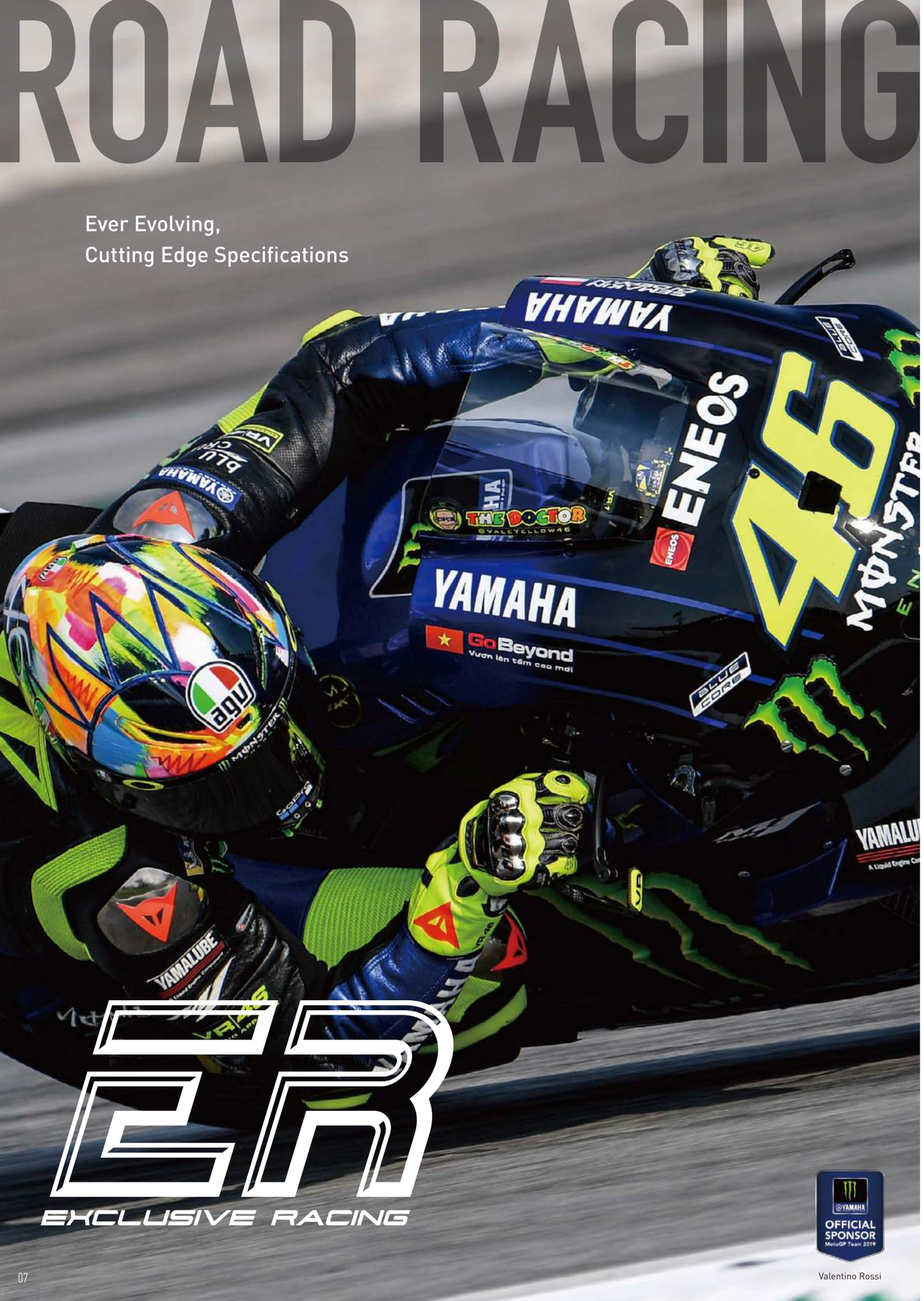
D.I.D's top quality O-Ring chain are quad stake riveted with solid bushings for super superior strength and long life.

DISP.c.c.

520V0
MAX. 750c.c.

ROAD RACING

Ever Evolving,
Cutting Edge Specifications



ER
EXCLUSIVE RACING

Valentino Rossi

520ERV3

DIRECT | X RING | RACING | SOLID BUSH | GOLD

DISP.c.c.
520ERV3
MAX. 1000c.c.

MotoGP Spec

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

Weight Saving

The Pin Heads of the 520ERV3 are dimpled to minimize weight without reducing strength.

NEW Package

415ERZ

DIRECT | RACING | SDH PIN | SOLID BUSH | GOLD

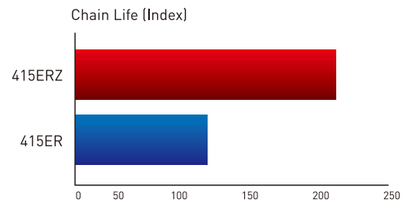
DISP.c.c.
415ERZ
MAX. 250c.c.

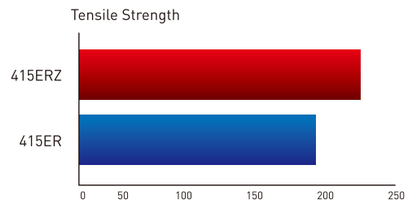
Recommended for Moto3 Racing

D.I.D's 415ERZ is designed for the New Moto3 Regulations that requiresa higher performance chain.

Two Times longer life than previous 415ER

Thanks to D.I.D's Exclusive SDH Pin treatment, the 415ERZ fights against elongation and stretching.





MOTOCROSS

From Mini Bikes to
AMA SX/MX Pros,
Japanese Technology
Wins Races!

AMA MX Season Points 2018

Position	Rider	Chain
1	Eli Tomac	DID 520ERT3
2	Marvin Musquin	DID 520MX
3	Ken Roczen	DID 520ERT3
4	Justin Barcia	DID 520ERT3
5	Blake Baggeett	-

ER
EXCLUSIVE RACING

Ken Roczen

Upgraded from DID 520VT2

520ERVT

RACING X-RING SOLID BUSH GOLD

DISP.c.c.
520ERVT
MAX. 500c.c.

Revolutionary sealed chain for Motocross and Enduro Racing

The new 520ERVT 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 520ERVT is now 2% lighter and has a 15% longer lifespan, all while maintaining the tensile strength.

520ERT3

RACING SDH PIN SOLID BUSH GOLD

DISP.c.c.
520ERT3
MAX. 450c.c.

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 improved plate material.
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 elongation of a part of chain by momentary excessive load.

520MX

RACING SDH PIN SOLID BUSH GOLD

DISP.c.c.
520MX
MAX. 500c.c.

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 one you can depend on to handle toughest race.

520DZ2

RACING SDH PIN SOLID BUSH GOLD

DISP.c.c.
520DZ2
MAX. 450c.c.

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 SDH technology.

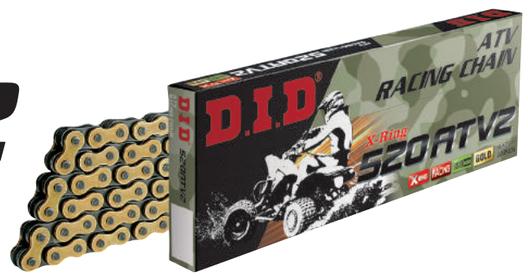
ATV Racing

520ATV2

RACING X-RING SOLID BUSH GOLD

DISP.c.c.

520ATV2
MAX. 750c.c.



Designed for ATV Racing

Thicker reinforced sideplates are used to provide extra strength for Quad Racing.
Special steel alloy is used to protect against "heat cracking" in cold weather due to severe heating and cooling during competition.

Lighter, Stronger and longer life than previous 520ATV

520ATV2 has 7% Lighter Weight, 10% higher Tensile Strength and 8% longer wear resistance.

Mini Bike Racing

420NZ3
428NZ

RACING SDH PIN SOLID BUSH GOLD

DISP.c.c.

420NZ3	428NZ
MAX. 150c.c.	MAX. 100c.c.

Made For Future Champions

D.I.D never compromises even for Mini bike racing chain. All NZ series has solid bushing and SDH treatment.

Sprint and Trial Racing

520ERS3

RACING SDH PIN SOLID BUSH GOLD

DISP.c.c.

520ERS3
MAX. 300c.c.

NEW Package

Recommended for Sprint and Trial Racing

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

Recommended for Sprint and Trial Racing

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

High Quality Non-O-Ring Chain

420D / 428D / 428HD

SOLID BUSH GOLD

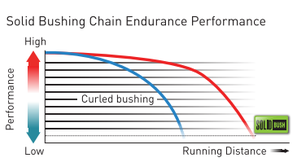
DISP.c.c.

420D	428D	428HD
MAX. 80c.c.	MAX. 125c.c.	MAX. 125c.c.

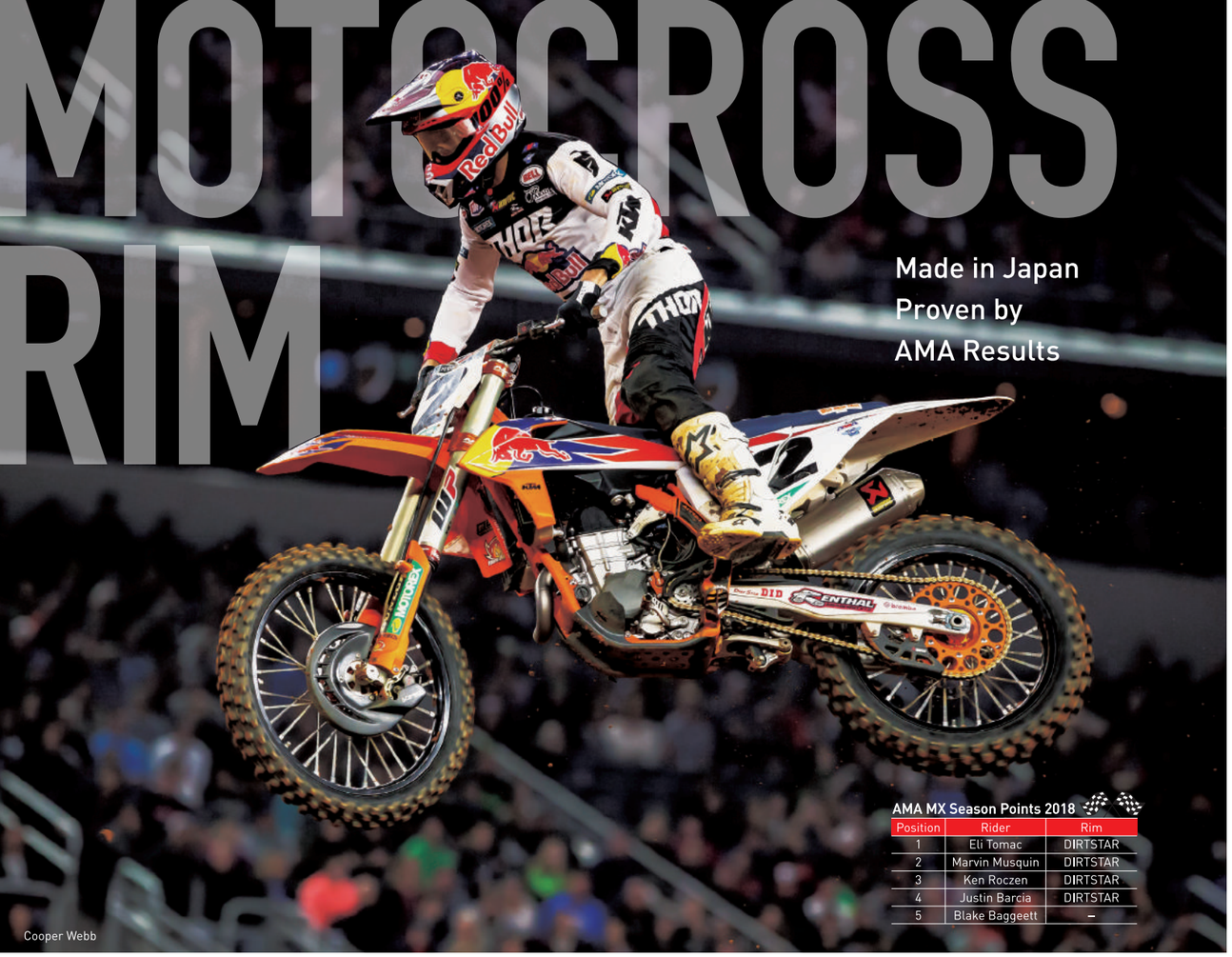
NOTES: If your motorcycle came with an Original Equipment O-Ring or X-Ring chain, DO NOT replace it with a STANDARD NON-O-RING CHAIN; you must replace it with a sealed chain of equal or greater strength.

D.I.D Technology – Made in Japan

The 420D, 428D and 428HD chains feature Solid Bushings for increased reliability.



MOTOCROSS RIM



Cooper Webb

D.I.D DirtStar®

ST-X series
SX CHAMPION
40% stronger than OE rims

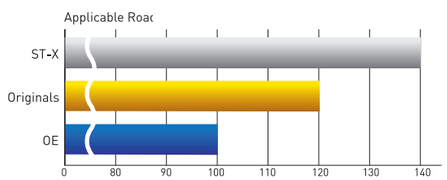
Original series
GREAT VALUE
20% stronger than OE rims

Stronger Than OE Rims

All DirtStar® rims are made from 7 series aluminum alloy and stronger than stock (OE) rims.

Easy to Lace Up

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



ALUMINUM RIM APPLICATIONS

Maker	F / R	Model	Year	Original	STX
HONDA	Front	CR125R	02-'07	21x1.60	21x1.60
		CR250R	02-'07	21x1.60	21x1.60
		CRF250R	04-'19	21x1.60	21x1.60
		CRF250X	04-'19	21x1.60	21x1.60
		CRF450R	02-'19	21x1.60	21x1.60
		CRF450X	04-'19	21x1.60	21x1.60
		CR500R	02-'07	21x1.60	21x1.60
	Rear	CR125R	02-'07	19x1.85	19x1.85
		CR250R	02-'07	19x2.15	19x2.15
		CRF250R	04-'19	19x1.85	19x1.85
		CRF250X	04-'19	18x2.15	18X2.15
		CRF450R	02-'19	19x2.15	19x2.15
		CRF450X	04-'19	18x2.15	18X2.15
		CR500R	02-'07	19x2.15	19x2.15
YAMAHA	Front	YZ80/85	94-'19	19x1.40	N/A
		YZ125	96-'19	21x1.60	21x1.60
		YZ250	93-'19	21x1.60	21x1.60
		YZ250F	01-'19	21x1.60	21x1.60
		WR250F	04-'19	21x1.60	21x1.60
		YZ400/426F	98-'02	21x1.60	21x1.60
		WR400/426F	98-'02	21x1.60	21x1.60
		YZ450F	03-'19	21x1.60	21x1.60
		WR450F	03-'19	21x1.60	21x1.60
	Rear	YZ80/85	94-'19	16x1.85	N/A
		YZ125	96-'19	19x1.85	19x1.85
		YZ250	93-'19	19x2.15	19x2.15
		YZ250F	01-'19	19x1.85	19x1.85
		YZ400/426F	98-'02	19x2.15	19x2.15
		YZ450F	03-'19	19x2.15	19x2.15
		WR450F	03-'19	18x2.15	18x2.15
SUZUKI	Front	RM125	01-'08	21x1.60	21x1.60
		RM250	01-'08	21x1.60	21x1.60
		RM-Z250	04-'19	21x1.60	21x1.60
		RM-Z450	05-'19	21x1.60	21x1.60
		RM-X450Z	10-'11	21x1.60	21x1.60
		DR-Z250	01-'07	21x1.60	21x1.60
	Rear	RM125	96-'08	19x1.85	19x1.85
		RM250	96-'08	19x2.15	19x2.15
		RM-Z250	04-'19	19x1.85	19x1.85
		RM-Z450	05-'19	19x2.15	19x2.15
		RM-X450Z	10-'11	18x2.15	N/A
KAWASAKI	Front	KX125	03-'08	21x1.60	21x1.60
		KX250	99-'08	21x1.60	21x1.60
		KX250F	04-'19	21x1.60	21x1.60
		KX450F	06-'19	21x1.60	21x1.60
		KLX450R	08-'14	21x1.60	21x1.60
	Rear	KX125	00-'08	19x1.85	19x1.85
		KX250	97-'08	19x2.15	19x2.15
		KX250F	04-'19	19x1.85	19x1.85
		KX450F	06-'19	19x2.15	19x2.15
		KLX450R	08-'14	18x2.15	N/A
		KX500	95-'04	19x2.15	19x2.15
KTM	Front	SX Models	96-'19	21x1.60	21x1.60
		SX-F Models	96-'19	21x1.60	21x1.60
		EXC Models	96-'19	21x1.60	21x1.60
		XC Models	96-'19	21x1.60	21x1.60
		XC-F Models	96-'19	21x1.60	21x1.60
		XC-W Models	96-'19	21x1.60	21x1.60
	Rear	SX Models	96-'19	19x2.15	19x2.15
		SX-F Models	96-'19	19x2.15	19x2.15
		EXC Models	96-'19	18x2.15	18x2.15
		XC Models	96-'19	18x2.15	18x2.15
		XC-F Models	96-'19	18x2.15	18x2.15
		XC-W Models	96-'19	18x2.15	18x2.15
Husqvarna	Front	TC 125/250	14-'19	21x1.60	21x1.60
		FC 250/350/450	14-'19	21x1.60	21x1.60
		TE 125/250/300	14-'19	21x1.60	21x1.60
		FE 250/350/350S	14-'19	21x1.60	21x1.60
		FE 450	14-'19	21x1.60	21x1.60
		FE 501/501S	14-'19	21x1.60	21x1.60
	Rear	TC 125/250	14-'19	19x2.15	19x2.15
		FC 250/350/450	14-'19	19x2.15	19x2.15
		TE 125/250/300	14-'19	18x2.15	18x2.15
		FE 250/350/350S	14-'19	18x2.15	18x2.15
		FE 450	14-'19	18x2.15	18x2.15
		FE 501/501S	14-'19	18x2.15	18x2.15

N/A=Not Available

CONNECTING LINK

RJ

Loose Fit and Clip Type

You don't need any special tools.

FJ

Press-in Fit and Clip Type

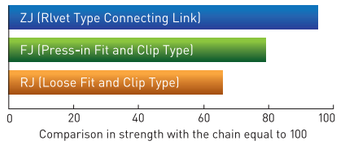
You need a tool to press-fit outer plate.

ZJ

Rivet Type

You need a tool to press-fit outer plate and rivet pins.

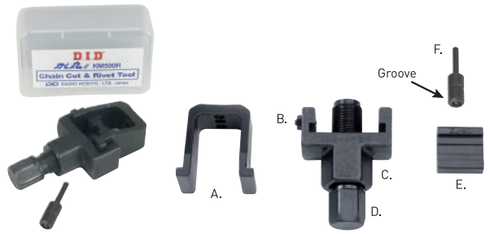
D.I.D's ZJ Rivet Type Connecting Link has comparable strength to that of the other links that compose the factory assembled chain body.
For safe riding, DID strongly recommends you use a rivet type connecting link(ZJ) even if a clip type connecting link(FJ, RJ) is available.



Comparison in strength with the chain equal to 100

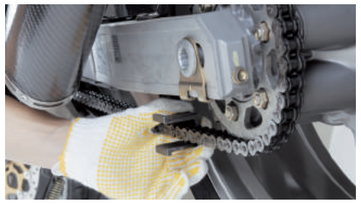
D.I.D KM500R tools

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 rivet connecting link only.
The KM500R tools may be used to cut any 520, 525, 50(530) or 532 chains.They may also be used to press side plates on to FJ press fit clip type connecting links.

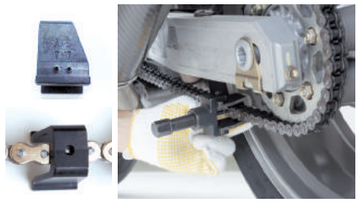


A. U-shaped holder B.Tool body C.Hexagon part of tool body D. Bolt head
E. Plate holder F. Cutting pin (with groove)*

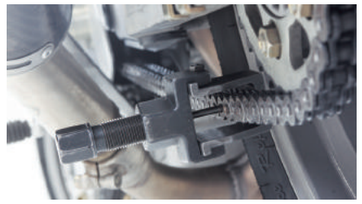
Chain Cutting



1. Before cutting your chain, loosen it using your motorcycle's rear wheel adjusters.
Position your KM500R over your chain on the bottom side of your swingarm; cut the pin on the right side of the link you choose first.
If your chain has a master link, it is easier to cut the chain at the master link.

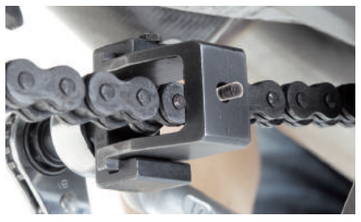


2. Set the Cutting pin location on your chain tool's U-shaped holder to the point A position.



3. To align the tool's Cutting pin with the chosen pin head, turn the tool's large bolt head clockwise "by hand" until the Cutting pin comes in contact with the pin head.
At this point, make sure that the cutting pin is lined up with the center of the pin you wish to push out.

4. Use a 27mm closed in wrench to hold firm the body of your chain tool while using a closed end 19mm wrench on the tool's hexagon bolt head to tighten.
It will be easier to tighten the bolt if you position your wrenches 30°apart.



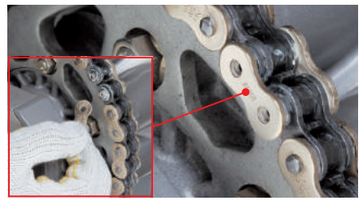
5. Turn 19mm wrench clockwise on the tool's Hexagon bolt head to push the pin completely out.

6. After pushing the pin out, disassemble the chain tool from the chain.

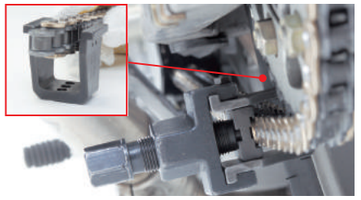
Press Fitting Connecting Link Side Plates

7. Connect the new chain to the old chain using either a wire or connecting link.Shift transmission into neutral and slowly pull the old chain from under the swingarm toward the rear which then pulls the new chain from the top towards the countershaft sprocket.When new chain goes completely around the front sprocket and out under the swingarm, disconnect the old chain and pull both ends together under the center of the swingarm.

8. Before installing the connecting link, be sure to put a heavy coat of the supplied grease into the holes of the bushings of the new chains' links, and on the surface of the connecting link's pins. If you are installing an O-Ring or X-Ring® chain, don't forget to put heavily greased O-Rings or X-Rings on the pins between the sideplates on both sides of the chain.



9. With the inside of the connecting link pushed into place holding the chain together with the pins sticking out the outside of the chain, slide the O-Rings/X-Rings® into place and temporarily press the other side plate on the pins by hand.
Set the Cutting pin location on your chain tool's U-shaped holder to the point A position.

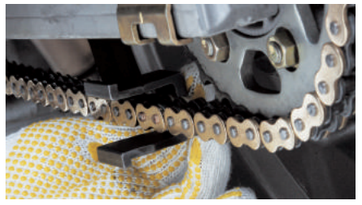


10. Slide the U-shaped portion of the tool over the inside of the connecting link.
Carefully line up the dimples on the inside of the U-shaped holder with the pin heads of the connecting link.
The Cutting pin also needs to be flipped over to where the rivet side is pointed out.
Fit the Tool body together and position the Plate holder onto the sideplate that needs to be pressed on.
(For FJ clip type links, flip Plate holder over.)
Slide the pin's riveting side into the Plate holder and slide the pin side into the inside of the tool.

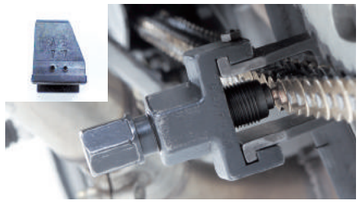
11. Hold the hexagon part of the tool body with a 27mm closed end wrench and turn the bolt with a 19mm closed in wrench clockwise until the top of the pins make contact with the groove in the Plate holder.

12. After pressing the sideplate on, disassemble the chain tool and remove it from the chain.The next step is to flare out the pins heads for ZJ (Rivet type) or installing the slide clip for the FJ (Clip type) master link.

Riveting ZJ Connecting Link Pin Heads

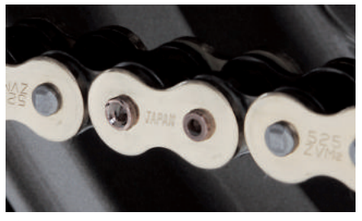


13. Position the U-shaped holder as seen above.
For clip type (FJ) install the open end of the clip so that it faces in the opposite direction of the chain drive direction.



14. Set aside the Plate Holder and set the pin on the tool body to the B position to flare out the pin heads.

15. Hold the hexagon part of the tool body by with a 27mm closed in wrench, and the bolt head with a 19mm closed end wrench; turn clockwise until the flare part of the pin head makes contact with the surface of the side plate.



16. Example of proper flared pin head.If your pin heads are not flared to this extent, Realign chain tool and flare pin heads until they look like the above photo. If your pin heads have cracks or the connecting link is stiff when flexed, remove connecting link and install a new one.

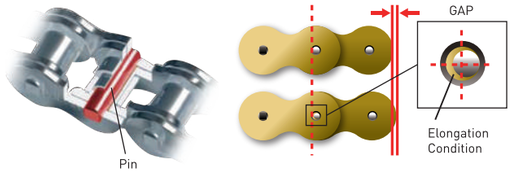
16. FLARE DIMENSIONS

5.4mm to 5.6mm	520V	5.5 to 5.8mm	525VM2
5.5 to 5.8mm	525V	5.5 to 5.8mm	530VM
5.5 to 5.8mm	530V	5.5 to 5.8mm	520ATV
5.5 to 5.8mm	532ZLV	5.5 to 5.8mm	520VT2
5.5 to 5.8mm	520ERV3	5.5 to 5.8mm	520NZ
5.5 to 5.8mm	520ZVM2	5.5 to 5.8mm	525NZ
5.5 to 5.8mm	525ZVM2	5.5 to 5.8mm	530NZ
5.5 to 5.8mm	530ZVM2	5.5 to 5.8mm	520DZ2
5.5 to 5.8mm	520ZVM-X	5.5 to 5.8mm	520MX
5.5 to 5.8mm	520VX2	5.5 to 5.8mm	520ERT2
5.5 to 5.8mm	520VM	5.7mm to 6.0mm	525ZVM-X, 530ZVM-X, 525VX & 530VX

⚠D.I.D chain tool is exclusively designed for use only with D.I.D ZJ type connecting links. D.I.D ZJ type connecting links are strongly recommended when a particular type of connecting link is not designated as an original part of the motorcycle. For sealed chains, you are strongly recommended to use ZJ connecting links. The operation in cutting and riveting work with the D.I.D chain tool must be performed with complete adherence to the instruction manual enclosed.

⚠D.I.D motorcycle chains undergo many quality controls during manufacturing. Except for faulty materials and workmanship, the following are excluded from our responsibility; normal wear, incorrect fitment, poor maintenance, any alternation of the motorcycle, or racing use.

Chain Elongation (Pin Wearing)



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

EXAMPLE:
In case of 120 links of the chain length, 0.1 mm gap per link cause 1.2 cm chain elongation (0.1 mm x 120 links = 1.2 cm)

Importance of Lubrication

Chain Elongation cause the following problems.

1 Shorten Chain Life **2** Increase Noise **3** Low-Mileage

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

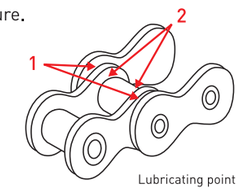
Lubricating

- Lubricating Point

1. Between outer links and inner links for the prevention of elongation.
2. Between bushings and inner plates for noise reduction and protection against wear and impact damage on bushings and rollers.

Notes

1. Lubricate shortly after riding
   While the motorcycle is moving, the chain temperature is 20 - 30 degrees higher than air temperature.
   As a result of the higher temperature, the lubrication oil reaches every parts easily.
2. Over - lubrication is not necessary
   If there is too much lubrication oil on the chain, it will spatter when the chain starts to move.
3. Check your chain after tough riding
   Circuit racing or long riding on a highway will result in stress on the chain.
   We recommend checking your chain and subsequently lubricating it after such riding.



Lubricating point

Lubrication Intervals

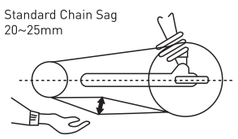
- Every 500km (about 300miles)
- After ride in wet weather conditions

※ Chain should be cleaned every 1,000km (about 600miles)

Ultraviolet rays, dust and antifreezing agent can damage to X-Ring.
So cleaning and lubricating are very important for your chain life.

Sag Adjustment

To use a chain for a longer period of time, ensuring proper sag is important.
If the chain tension is too high, the oil film between pins and bushings is lost, shortening chain life.
If the chain sags are too much, it will vibrate or be caught on he sprockets.
Standard chain sag with the load of riders is 20～25mm*.
To check, press down on the top strand of the drive chain with your fingers.
Tighten or loosen to achieve 20～25mm*.



*This is standard sag, however, your specific motorcycle requirements may vary. Please consult your dealer or owners manual. For motocross motorcycles, please consult the owner's manual or a qualified mechanic.

Chain Specifications

D.I.D No.	Pin Length mm	Pin Length in.	Roller Dia. mm	Plate Thickness Inner mm	Plate Thickness Outer mm	Weight Kgs/ 100 Links	Weight Lbs./ 100 Links	Tensile Strength Average KN	Tensile Strength Average Lbs.	Seal Type	Wear Resistance Index: Std. Chain = 100	Connecting Link Rivet	Connecting Link Clip
EXCLUSIVE RACING ER	**D.I.D ER chain is designed exclusively for motorcycle racing. This high performance, light weight chain provides the winning edge in world EXCLUSIVE RACING ER class competition.**												
415ERZ	13.50	0.531	7.77	1.5	1.5	0.66	1.45	20.2	4,540	-	410	OPTION	**INCLUDED**
520ERS3	16.75	0.659	10.16	1.8	1.8	1.15	2.53	25.9	5,830	-	420	OPTION	**INCLUDED**
520DZ2	17.65	0.695	10.16	2.0	2.0	1.40	3.08	35.0	7,870	-	410	OPTION	**INCLUDED**
520ERT3	17.50	0.689	10.16	2.0	2.0	1.39	3.06	37.0	8,320	-	430	OPTION	**INCLUDED**
520MX	18.60	0.732	10.16	2.2	2.2	1.56	3.43	39.7	8,930	-	440	OPTION	**INCLUDED**
520ERVT	18.70	0.736	10.16	1.8	2.0	1.46	3.22	37.5	8,440	X	3,500	OPTION	**INCLUDED**
520ERV3	18.60	0.732	10.22	2.0	2.0	1.50	3.30	38.5	8,660	X	3,100	**INCLUDED**	N/A
SUPER STREET X-RING ZVM-X GREATEST WEAR RESISTANCE	**D.I.D Super Street Chains feature the new X-Ring® designed for maximum wear resistance. Super Street Chains are the strongest, longest wearing high performance drive chains available.**												
520ZVM-X	21.00	0.830	10.22	2.2	2.2	1.63	3.59	38.9	8,745	X	3,500	**INCLUDED**	N/A
525ZVM-X	23.20	0.913	10.32	2.4	2.6	2.11	4.65	46.3	10,408	X	4,000	**INCLUDED**	N/A
530ZVM-X	24.90	0.980	10.32	2.4	2.6	2.20	4.85	46.3	10,408	X	4,000	**INCLUDED**	N/A
PRO-STREET X-RING® VX	**VX Series Chains have Greater Rigidity and Wear resistance compared to our previous VM Series. PRO-STREET X-RING® VX A patented low friction X-Ring® is used for maximum performance.**												
428VX	20.65	0.813	8.60	2.0	2.0	1.21	2.66	33.0	7,420	X	2,700	OPTION	**INCLUDED**
520VX3	18.70	0.736	10.22	2.0	2.0	1.52	3.35	36.5	8,210	X	3,500	OPTION	**INCLUDED**
525VX	21.80	0.858	10.32	2.2	2.2	1.84	4.05	41.0	9,220	X	3,600	**INCLUDED**	OPTION
530(50)VX	23.30	0.917	10.32	2.2	2.2	1.94	4.27	41.0	9,220	X	3,800	**INCLUDED**	N/A
532ZLV	24.80	0.976	11.10	2.4	2.4	2.20	4.85	43.4	9,750	X	3,300	**INCLUDED**	N/A
PROFESSIONAL O-RING V	**The Professional O-Ring Series is a high quality O-Ring chain with excellent wear resistance. D.I.D Professional V Series chain is a great value O-Ring chain.**												
420V	16.90	0.665	7.77	1.5	1.5	0.73	1.60	15.8	3,560	O	700	OPTION	**INCLUDED**
520V0	20.20	0.795	5.08	2.0	2.0	1.50	3.31	35.6	8,000	O	2,350	OPTION	**INCLUDED**
630V	25.30	0.996	11.96	2.4	2.4	2.96	6.52	48.1	10,820	O	2,050	OPTION	**INCLUDED**
SUPER NON-O-RING NZ	**Feature: • SDH treatment on pins • Quad-riveted pins • Solid bushing**												
420NZ3	16.75	0.659	7.77	1.8	1.8	0.82	1.81	21.9	4,930	-	410	N/A	**INCLUDED**
428NZ	18.90	0.744	8.50	2.0	2.0	1.00	2.20	25.5	5,740	-	410	OPTION	**INCLUDED**
520NZ	18.35	0.722	10.20	2.2	2.2	1.61	3.54	35.8	8,050	-	410	OPTION	**INCLUDED**
525NZ	20.60	0.811	10.22	2.4	2.2	1.81	3.99	39.2	8,820	-	410	OPTION	**INCLUDED**
530(50)NZ	22.55	0.888	10.20	2.4	2.4	1.85	4.07	38.3	8,600	-	410	OPTION	**INCLUDED**
ATV RACING	**D.I.D's 520ATV X-Ring® chain was designed exclusively for the severe demands of ATV racing.**												
520ATV2	18.75	0.738	10.22	2.0	2.0	1.55	3.42	37.5	8,430	X	3,500	OPTION	**INCLUDED**
STANDARD CHAINS	**Feature: • Solid rollers • Shot-peened parts • Reduced Friction • Special alloy steel**												
420D	14.75	0.581	7.77	1.5	1.5	0.70	1.54	17.7	3,970	-	100	N/A	**INCLUDED**
428D	16.70	0.657	8.50	1.5	1.5	0.84	1.84	18.8	4,230	-	100	N/A	**INCLUDED**
428HD	18.90	0.744	8.50	2.0	2.0	1.00	2.20	23.4	5,250	-	100	N/A	**INCLUDED**
520	17.50	0.689	10.16	2.0	2.0	1.42	3.12	29.8	6,700	-	100	N/A	**INCLUDED**
525	18.60	0.732	10.16	2.0	2.0	1.49	3.28	30.8	6,930	-	100	N/A	**INCLUDED**
530	20.30	0.799	10.16	2.0	2.0	1.68	3.71	30.8	6,930	-	100	N/A	**INCLUDED**

NOTES:
1. Clip type of master links for 415ERZ, 520ERS3, 520ERT3, 520MX, 420V, and 520DZ2 are loose fit.
2. Seal Type: O = O-Ring, X = X-Ring®
3. Pitch: 415/420/428 = 12.70mm (1/2"), 520/525/50(530)/532 = 15.875mm (5/8"), 630 = 19.05mm (3/4")
4. Width: 415 = 4.76mm (.187"), 420/520 = 6.35mm (.250") • 428 = 7.94mm (.313"), 525 = 7.93mm (.312") • 50(530)/630 = 9.53mm (.375")
5. D.I.D chain will be continually improved and up-dated without notice to meet the ever increasing demands of modern machines.
6. Connecting links between chain types and models are NOT interchangeable.You must use connecting link designed for your specific chain.
EXAMPLE: 520VX3 connecting links are NOT compatible with 520ZVM-X chains.