



WAYNE MATLOCK  
Matlock Racing  
2011 BAJA 500 Champion

20

**DID**<sup>®</sup>  
*Racing Chain*  
Powered by Technology



VALENTINO ROSSI  
Team Ducati

121



RYAN VILLOPOTO  
Monster Energy Kawasaki  
2011 Monster Energy Supercross Champion  
2011 Lucas Oil AMA Motocross Champion

# D.I.D.® SUPERSTREET X-RING® ZVM-X SERIES



520ZVM-X, 525ZVM-X & 530ZVM-X  
Available in Gold (G&G), Black (unplated steel),  
and Silver (S&S)  
(Silver: Available in North America only)

- ✓ **Greatest in Rigidity currently available**  
(10% higher than previous ZVM2) \*2)
- ✓ **Longest Wear Life**  
(Wear Resistance Index = 4,000 (525/530))
- ✓ **D.I.D X-Ring has Half the Friction**  
(Compared to O-Ring Chain)

D.I.D'S NEXT GENERATION  
BORN FROM YEARS OF EXPERIENCE IN  
MOTOGP DEVELOPMENT AT THE MOST  
DEMANDING RACE TRACKS IN THE  
WORLD. D.I.D'S NEW X-RING SERIES WAS  
CREATED GREATER RIGIDITY

**What is Rigidity?**  
Rigidity in a Chain Means  
Resistance to Chain  
Deformation and Elongation

**Higher Rigidity Creates**

- Smoother Handling
- Reduced Power Loss
- Quicker Response

# D.I.D.® NEW PRO-STREET X-RING® VX SERIES



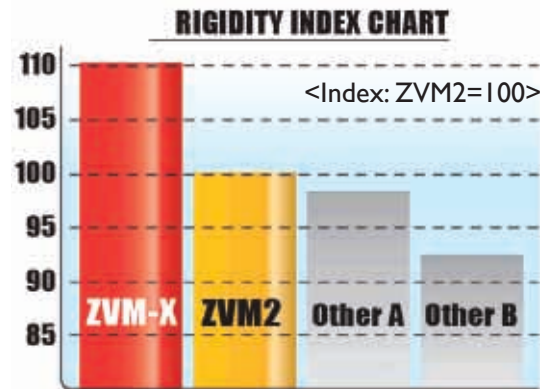
428VX, 520VX2, 525VX & 530VX  
Available in Gold (G&B), and Black  
(unplated steel)

- ✓ **Greater Rigidity**  
(7% higher than previous VM) \*3)
- ✓ **Highest Value in all D.I.D series**
- ✓ **Superior longer life than previous VM series**

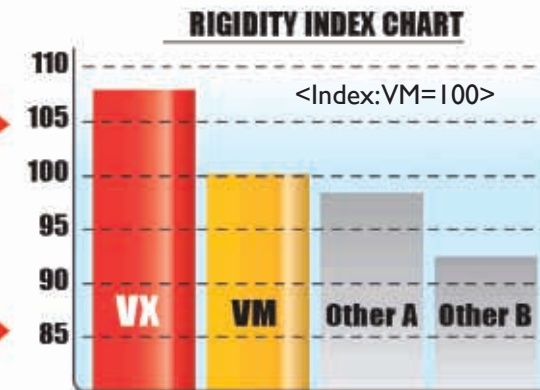
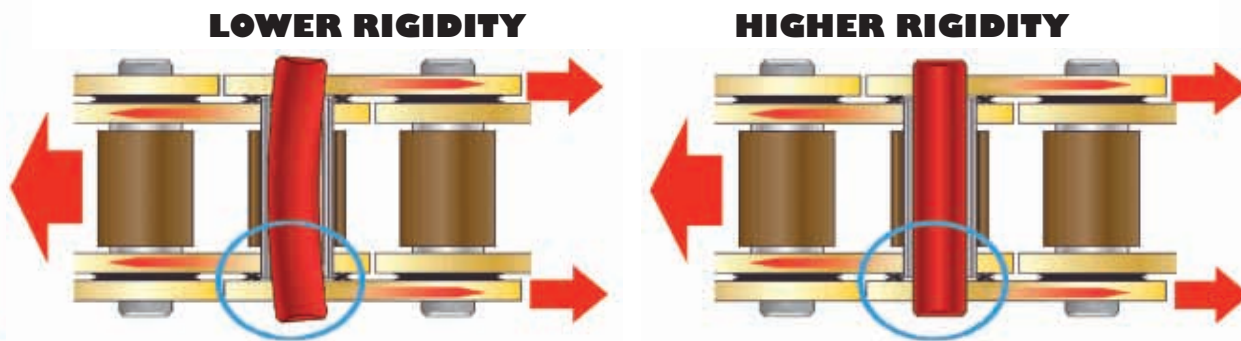
## SUPER STREET X-RING® ZVM-X

Chain	Disp. c.c.
520ZVM-X	Max. 1200c.c.
525ZVM-X	Max. 1300c.c.
530ZVM-X	Max. 1400c.c.*1)

\*1) The 530ZVM-X is also applicable for custom V-Twin motorcycles.



\*2) The above rigidity is based on average of 520/525/530.



\*3) The above rigidity is based on average of 520/525/530.

## PRO-STREET X-RING® VX

Chain	Disp. c.c.
428VX	Max. 350c.c.
520VX2	Max. 750c.c.
525VX	Max. 750c.c.
530VX	Max. 1000c.c.

VX series replaces V and VM chains. Master links are NOT interchangeable between the new VX and the former V and VM.

JORGE LORENZO  
Yamaha Factory Racing



LARRY PEGRAM  
Pegram Racing



**EXCLUSIVE RACING CHAIN FOR ROAD RACING**

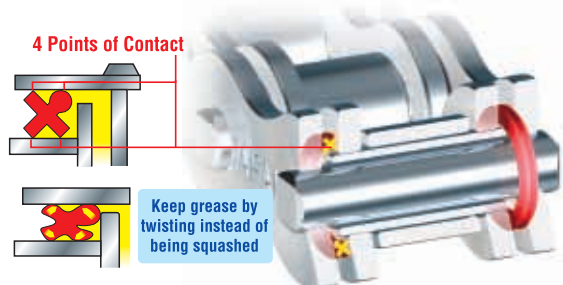


BEN SPIES  
Yamaha Factory Racing

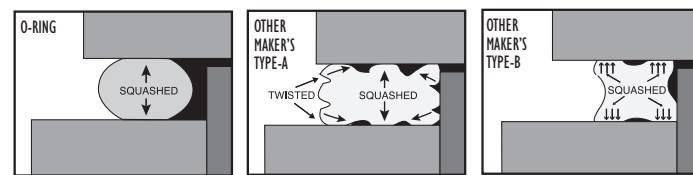


JOSH HAYES  
Monster Energy Graves Yamaha  
2011 AMA Pro National Guard Superbike Champion

**D.I.D. X-RING® IS SUPERIOR TO OTHER O-RING DESIGNS**



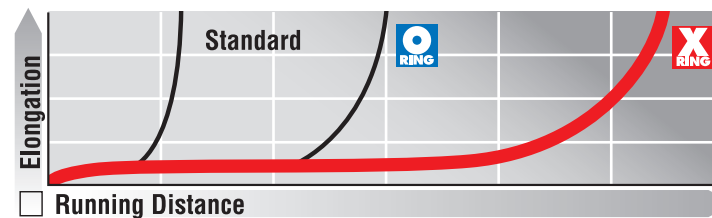
VS



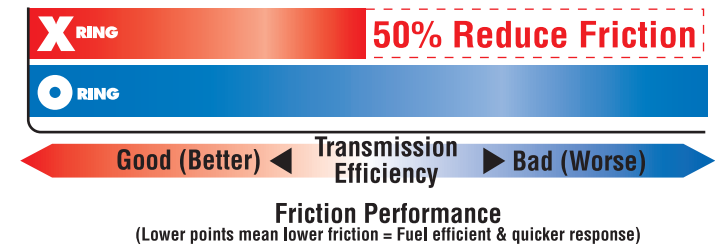
**ER ROAD RACING**

Chain	Disp. c.c.	Main Feature
415ER	Max. 125c.c.	Non-O-Ring
520ERS2	Max. 250c.c.	X-Ring®
520ERV3	Max. 750c.c.	

**1.5 TO 2 TIMES LONGER WEAR RESISTANCE**  
*(Compared with Normal O-Ring)*



**HALF THE POWER LOSS**  
*(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. X-Rings have the greatest wear resistance of any other type of O-Ring or Non-O-Ring chain.

D.I.D.'s PATENTED X-Ring® construction reduces friction by twisting between the side plates instead of being squashed. Normal O-Rings and other makers' modified O-Rings have squashed points that increase friction. The twisting action of the X-Ring® disperses the pressure and minimizes power loss.

X-Ring® is a USA Registered Trademark of D.I.D.-Daido Kogyo Co., Ltd., Japan



**NEW!**



**NEW 520DZ2 GOLD (G/B)**  
**Two Times Longer Life than previous 520DZ**  
 The new 520DZ2 is a great value in a light weight, high performance chain designed for trail riding.



520MX GOLD (G/B)  
Heavy Duty



520ERT2 GOLD  
The SX/MX Champion - Lightweight and Strong

RYAN DUNGEY  
Red Bull KTM Team

420NZ3 GOLD (G/B)  
Available in Gold or Black  
New Anti-Kinking Design

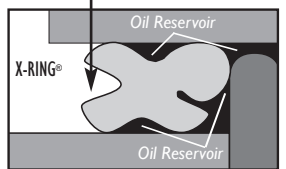


520VT2 GOLD (G/B)

JOHNNY CAMPBELL  
Johnny Campbell Racing Honda

**ENDURO RACING NARROW X-RING®**

This Narrow chain is now upgraded with the low friction D.I.D X-Ring® for greater performance and longer wear. The 520VT2 is designed for Enduro racing motorcycles that can not accommodate a wider sealed chain due to clearance limitations.

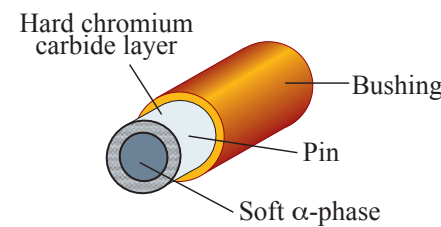


**ER OFFROAD RACING**

Chain	Disp. c.c.	Main Feature
415ER	50-85c.c.	Mini MX
520ERS2	Max.250c.c.	Trials/Non-O-Ring
520ERV3*	Max.750c.c.	X-Ring®
520VT2**	Max.500c.c.	Narrow Chain

\*ERV3 and former ERV2 connecting links are NOT interchangeable  
 \*\*VT2 and VT connecting links are NOT interchangeable

**EXTREME IMPACT PIN STRENGTH**



520ERT2 and 520MX are used by the top factory Supercross and Motocross Teams.

520MX chain has higher tensile strength for maximum performance and is ideal for muddy conditions.

D.I.D's exclusive SDH pin treatment is the secret behind the superior performance of our 520ERT2, 520MX, 520DZ2 and all NZ Series chains.

520DZ  
**520DZ2 2x Longer Life with SDH Technology**

**ER SX & MX RACING**

Chain	Disp. c.c.	Main Feature
420NZ3*	Max. 150c.c.	Mini MX
428NZ	Max. 100c.c.	Mini MX
520DZ2**	Max. 450c.c.	Great Value
520ERT2***	Max. 450c.c.	SX Champion
520MX	Max. 500c.c.	Heavy Duty

\*420NZ3 & former 420NZ2 connecting links are NOT interchangeable.  
 \*\*520DZ2 & former 520DZ connecting links are NOT interchangeable.  
 \*\*\*ERT2 and former ERT connecting links are NOT interchangeable.



520ATV GOLD (G/B)

BRYAN COOK  
FRE/KTM ATV GNCC Team

**ATV RACING X-RING®**

Special steel alloy is used to provide extra strength required for Quad racing.

**ATV RACING**

Chain	Disp. c.c.	Main Feature
520ATV	up to 750c.c.	Low Friction



NICKY HAYDEN  
Team Ducati

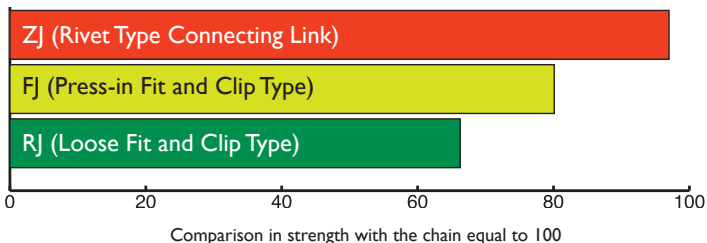
## ZJ RIVET CONNECTING LINK

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. This tremendous strength is the result of the new pin head designed to be precisely riveted in a uniform circular configuration with the KM500R chain tool.

ZJ rivet type connecting links are available for all of the V, VX, VT, ZVM and Exclusive Racing Series chains and the 428NZ-530NZ series chains. ZJ rivet links are not currently available for 630V and 632V chains.



All ZJ rivet style cover plates are press-fit.



**!** The displacement charts in this brochure are 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.

See pages 16-19 for detailed instructions on chain installation, maintenance, cleaning & lubrication

## KM500R CUTTING & RIVETING TOOL

*makes it easy to install chains with rivet links*

Steel construction for maximum strength • Small compact design

Simple to use with easy to follow instructions



KM500R Professional with convenient plastic case. Forged Steel Tool is designed for heavy volume dealer use. Made in Japan.



KM501E Sport with denim pouch. Machined Steel KM501E is designed as an economical moderate use rider tool. Available only in North America. Made in China.

This unique item is designed to cut chain, press fit connecting links plates, and rivet pin heads all with one simple to use tool. This tool is for use with D.I.D's ZJ rivet connecting link only. Do not use this to rivet D.I.D XJ links or any other manufacturer's rivet connecting links.

The KM500R and KM501E may be used to cut any 520, 525, 50(530) or 532 chain.

**KM501E Sport Cutting and Riveting tool for the North American Market ONLY.**

For easy to follow detailed instructions for the KM500R or KM501E tools, please go to [www.didchain.com](http://www.didchain.com).

For riveting 525ZVM-X and 530ZVM-X chains, the upgraded KM500R pins are needed. KM500R pins have a groove around the larger diameter riveting section.

**!** DID chain tool is exclusively designed for use only with DID ZJ type connecting links. DID 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 DID chain tool must be performed with complete adherence to the instruction manual enclosed.

**!** DID 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.



VALENTINO ROSSI  
Team Ducati

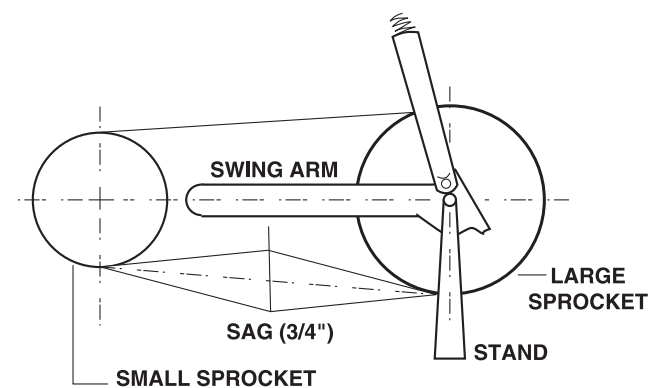
## CHAIN CUTTING AND RIVETING



BRETT METCALFE  
Yoshimura Suzuki Racing

## A WORD ON SAG ADJUSTMENT

A drive chain that is too tight speeds up wear by excessive pressure on the sprocket teeth, the chain joints and the shaft bearings. A chain that is too loose will wear quickly and may have a whip action that can cause it to snap. A chain that is too tight or too loose will result in excessive elongation. Normal sag (see diagram) is 3/4"\*. To check, press down on the top strand of the drive chain with your fingers. Tighten or loosen to achieve 3/4"\*.



\*This is normal 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.

See pages 16-19 for detailed instructions on chain installation, maintenance, cleaning & lubrication

## SPROCKET ALIGNMENT

It is important to check sprockets for wear periodically. If wear occurs on the side of the teeth, it means there is misalignment, a condition which will result in greatly reduced chain life. Check sprocket alignment visually by sighting across them from the rear of the motorcycle or by placing a ruler against them to see if they are in the same plane. Realign or replace as required. When new sprockets are installed, they should be carefully aligned on the shafts with a straight edge. Misalignment increases drive noise level and also increases chain and sprocket wear. Chains operating on misaligned sprockets have a tendency to develop tight joints because sprocket teeth force the inside plates outward on the bushings, thus binding the joint.



BRYAN COOK  
FRE/KTM ATV  
GNCC Team

Model No.	Pin Length		Roller Dia. mm	Plate Thickness		Weight		Tensile Strength		Seal Type	Wear Resistance Index: Std. Chain = 100	Connecting Link		
	mm	in.		Inner mm	Outer mm	Kgs/100 Links	Lbs./100 Links	Average KN	Lbs.			Rivet	Clip	
<b>EXCLUSIVE RACING ER</b>														
D.I.D ER chain is designed exclusively for motorcycle racing. This high performance, light weight chain provides the winning edge in world class competition.														
415ER	13.50	0.531	7.77	1.5	1.5	0.65	1.43	18.1	4,060	-	350	✓ OPTION	✓ INCLUDED	
520ERS2	16.75	0.659	10.16	1.8	1.8	1.15	2.53	25.9	5,830	-	360	✓ OPTION	✓ INCLUDED	
520ERT2	17.60	0.693	10.16	2.0	2.0	1.36	2.99	36.0	8,100	-	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	
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	
<b>SUPER STREET X-RING ZVM-X</b>														
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	
<b>PRO-STREET X-RING® VX</b>														
VX Series Chains have Greater Rigidity and Wear resistance compared to our previous VM Series. 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	
520VX2	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	2.4	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	
<b>PROFESSIONAL O-RING V</b>														
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	
630V	25.30	0.996	11.96	2.4	2.4	2.96	6.52	48.1	10,820	O	2,050	✓ OPTION	✓ INCLUDED	
<b>SUPER NON-O-RING NZ</b>														
Feature: • SDH treatment on pins • Quad-rieveted 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	
520DZ2	17.65	0.695	10.16	2.0	2.0	1.40	3.08	35.0	7,870	-	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	
<b>ENDURO RACING X-RING VT</b>														
Narrow width of X-Ring allows chain to be used on bikes originally equipped with Non-O-Ring chain. Consult DID or your dealer for application														
520VT2	18.70	0.736	10.16	2.0	2.0	1.49	3.28	37.5	8,440	X	3,060	✓ OPTION	✓ INCLUDED	
<b>ATV RACING</b>														
D.I.D's 520ATV X-Ring® chain was designed exclusively for the severe demands of ATV racing.														
520ATV	21.00	0.827	10.22	2.2	2.2	1.66	3.65	33.9	7,610	X	3,250	✓ OPTION	✓ INCLUDED	
<b>STANDARD CHAINS</b>														
Feature: • Solid rollers • Shot-peened parts • Reduced Friction • Special alloy steel • Made in Japan														
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 415ER, 520ERS2, ERT2, MX, 420V, 420NZ3, 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"), 630/632 = 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)/630/632 = 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: 520VX2 connecting links are NOT compatible with 520ZVM-X chains.

Masters link are NOT interchangeable between old and new chain.

The 520ZVM-X replaces the 520ZVM2 chain. 520ZVM-X marked on the side plate and box.  
 The 525ZVM-X replaces the 525ZVM2 chain. 525ZVM-X marked on the side plate and box.  
 The 530ZVM-X replaces the 530ZVM2 chain. 530ZVM-X marked on the side plate and box.  
 The 520ERT2 replaces the 520ERT chain. 520ERT2 marked on side plate and box.  
 The 520ERV3 replaces the 520ERV2 chain. 520ERV3 marked on side plate and box.

The 520VT2 replaces the 520VT chain. 520VT2 marked on side plate and box.  
 The 420NZ3 replaces the 420NZ2 chain. 420NZ3 marked on side plate and box.  
 The 520VX2 replaces the 520V & 520VM chain. 520VX2 marked on the side plate and box.  
 The 525VX replaces the 525V & 525VM2 chain. 525VX marked on the side plate and box.  
 The 530VX replaces the 530V & 530VM chain. 530VX marked on the side plate and box.

CATEGORY	Disp. (c.c.)	100	125	250	350	400	500	750	900	1000	1300
STREET & SUPERSPORT	428VX	✓	✓	✓	✓	✓	✓				
	520VX2	✓	✓	✓	✓	✓	✓				
	525VX	✓	✓	✓	✓	✓	✓				
	530(50)VX	✓	✓	✓	✓	✓	✓				
	520ZVM-X	✓	✓	✓	✓	✓	✓				
	525ZVM-X	✓	✓	✓	✓	✓	✓				
SPRINT	415ER	✓	✓								
	520ERS2	✓	✓								
SUPERBIKE & SUPERSPORT	520ERV3	✓	✓	✓	✓	✓	✓				
	520ERV3	✓	✓	✓	✓	✓	✓				
SUPERCROSS & MOTOCROSS	420NZ3	✓	✓								
	428NZ	✓	✓								
	520DZ	✓	✓	✓	✓	✓	✓				
	520ERT2	✓	✓	✓	✓	✓	✓				
	520MX	✓	✓	✓	✓	✓	✓				
TRIAL	520ERS2	✓	✓								
	520VX2	✓	✓	✓	✓	✓	✓				
RALLY & ENDURO	520ERV3	✓	✓	✓	✓	✓	✓				
	520VT2	✓	✓	✓	✓	✓	✓				
	520VX2	✓	✓	✓	✓	✓	✓				
DUAL PURPOSE	428VX	✓	✓								
	520VX2	✓	✓	✓	✓	✓	✓				
ATV	520VX	✓	✓	✓	✓	✓	✓				
	520ATV	✓	✓	✓	✓	✓	✓				

\*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.



JAMES STEWART  
JGRMX Toyota Yamaha

**KARUI 軽 D.I.D. DIRT STAR / LT-X**  
LIGHT MX RIM

**TSUYOI 強 D.I.D. DIRT STAR / ST-X**  
STRONG MX RIM

**LIGHTWEIGHT AND SUPER STRONG RACE RIMS**

D.I.D.'s new Dirt Star™ rims are designed for world class Supercross, Motocross and Enduro Racing. Dirt Star Rims are compatible with motorcycle manufacturers' OEM component parts.

Racers can choose between two competitive styles. Our LT-X Supercross model is Lightweight while maintaining the same strength as our competitor's strongest race rim. For Enduro and Desert Racers where strength is mandatory, our ST-X is 15% stronger than the LT-X but only a fraction heavier. Both rims utilize the special "7 series" aluminum for maximum strength.

Whether you're competing in world class Motocross where the optimum balance between weight and strength is your objective or you're pounding through severe terrain where strength makes the difference between winning or losing, D.I.D. has a Dirt Star™ Rim designed to Win Races.



CHAD REED  
TwoTwo Motorsports



**LT-X**  
LIGHTWEIGHT  
BUT STRONG!  
SILVER OR BLACK



**ST-X**  
15% STRONGER  
BLACK ONLY



KEVIN WINDHAM  
Geico Powersports Honda

# DIRT STAR™ ORIGINAL

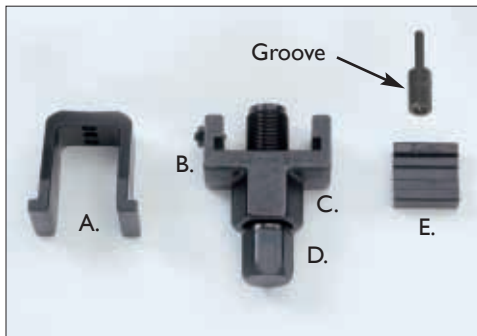
## ORIGINAL RIMS

D.I.D New Dirt Star™ Original Rims are a Great Value in a High Quality Race Rim. Dirt Star™ Rims are designed to be stronger than stock (OE) replacement rims for Motocross Racing and Trail Riding. They are also designed to be compatible with motorcycle manufacturer's hubs, spokes and nipples. Dirt Star™ Rims not only look great but they're high quality rims available now at an affordable price.



DIRT STAR™ ORIGINAL RIMS  
Available in anodized silver  
or black finishes

Maker	F/R	Model	Year	Rim size	DIRT STAR™ ORIGINALS		LT-X (LIGHT)		ST-X (STRONG)
					Black	Silver	Black	Silver	Black
HONDA	Front	CR125R	02-07	21x1.60	21X160VB01H	21X160VS01H	21X160LTB01H	21X160LTS01H	21X160STB01H
		CR250R	02-07	21x1.60	21X160VB01H	21X160VS01H	21X160LTB01H	21X160LTS01H	21X160STB01H
		CRF250R	04-12	21x1.60	21X160VB01H	21X160VS01H	21X160LTB01H	21X160LTS01H	21X160STB01H
		CRF250X	04-12	21x1.60	21X160VB01H	21X160VS01H	21X160LTB01H	21X160LTS01H	21X160STB01H
		CRF450R	02-12	21x1.60	21X160VB01H	21X160VS01H	21X160LTB01H	21X160LTS01H	21X160STB01H
		CRF450X	04-12	21x1.60	21X160VB01H	21X160VS01H	21X160LTB01H	21X160LTS01H	21X160STB01H
	Rear	CR500R	02-07	21x1.60	21X160VB01H	21X160VS01H	21X160LTB01H	21X160LTS01H	21X160STB01H
		CR125R	02-07	19x1.85	19X185VB01H	19X185VS01H	19X185LTB01H	19X185LTS01H	19X185STB01H
		CRF250R	04-12	19x1.85	19X185VB01H	19X185VS01H	19X185LTB01H	19X185LTS01H	19X185STB01H
		CR250R	02-07	19x2.15	19X215VB01H	19X215VS01H	19X215LTB01H	19X215LTS01H	19X215STB01H
		CRF250X	04-12	18x2.15	18X215VB01H	18X215VS01H	-	-	-
		CRF450R	02-12	19x2.15	19X215VB01H	19X215VS01H	19X215LTB01H	19X215LTS01H	19X215STB01H
		CRF450X	04-12	18x2.15	18X215VB01H	18X215VS01H	-	-	-
		CR500R	02-07	19x2.15	19X215VB01H	19X215VS01H	19X215LTB01H	19X215LTS01H	19X215STB01H
YAMAHA	Front	YZ125	96-12	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		YZ250	96-12	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		YZ250F	01-12	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		WR250F	04-12	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		YZ400/426F	98-02	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		WR400/426F	02	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
	Rear	YZ450F	03-12	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		WR450F	03-12	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		YZ125	99-12	19x1.85	19X185VB01Y	19X185VS01Y	19X185LTB01Y	19X185LTS01Y	19X185STB01Y
		YZ250	99-12	19x2.15	19X215VB01Y	19X215VS01Y	19X215LTB01Y	19X215LTS01Y	19X215STB01Y
		YZ250F	01-12	19x1.85	19X185VB01Y	19X185VS01Y	19X185LTB01Y	19X185LTS01Y	19X185STB01Y
		YZ400/426F	99-02	19x2.15	19X215VB01Y	19X215VS01Y	19X215LTB01Y	19X215LTS01Y	19X215STB01Y
		YZ450F	03-12	19x2.15	19X215VB01Y	19X215VS01Y	19X215LTB01Y	19X215LTS01Y	19X215STB01Y
		WR450F	07-12	18x2.15	18X215VB01Y	18X215VS01Y	-	-	-
SUZUKI	Front	RM-Z250	04-11	21x1.60	21X160VB01S	21X160VS01S	21X160LTB01S	21X160LTS01S	21X160STB01S
		RM-Z450	05-11	21x1.60	21X160VB01S	21X160VS01S	21X160LTB01S	21X160LTS01S	21X160STB01S
		RMX450Z	-12	21x1.60	21X160VB01S	21X160VS01S	21X160LTB01S	21X160LTS01S	21X160STB01S
	Rear	RM125	96-08	19x1.85	19X185VB01S	19X185VS01S	19X185LTB01S	19X185LTS01S	19X185STB01S
		RM-Z250	05-11	19x1.85	19X185VB01S	19X185VS01S	19X185LTB01S	19X185LTS01S	19X185STB01S
		RM-Z450	05-11	19x2.15	19X215VB01S	19X215VS01S	19X215LTB01S	19X215LTS01S	19X215STB01S
RMX450Z	10-12	18x2.15	18X215VB01S	18X215VS01S	-	-	-		
KAWASAKI	Front	KX125	06-08	21x1.60	21X160VB01K	21X160VS01K	21X160LTB01K	21X160LTS01K	21X160STB01K
		KX250	05-08	21x1.60	21X160VB01K	21X160VS01K	21X160LTB01K	21X160LTS01K	21X160STB01K
		KX250	04-12	21x1.60	21X160VB01K	21X160VS01K	21X160LTB01K	21X160LTS01K	21X160STB01K
		KLX250	01-12	21x1.60	21X160VB01K	21X160VS01K	21X160LTB01K	21X160LTS01K	21X160STB01K
		KX450F	06-12	21x1.60	21X160VB01K	21X160VS01K	21X160LTB01K	21X160LTS01K	21X160STB01K
	Rear	KLX450R	08-12	21x1.60	21X160VB01K	21X160VS01K	21X160LTB01K	21X160LTS01K	21X160STB01K
		KX125	00-08	19x1.85	19X185VB01K	19X185VS01K	19X185LTB01K	19X185LTS01K	19X185STB01K
		KX250	97-08	19x2.15	19X215VB01K	19X215VS01K	19X215LTB01K	19X215LTS01K	19X215STB01K
		KX250F	04-12	19x1.85	19X185VB01K	19X185VS01K	19X185LTB01K	19X185LTS01K	19X185STB01K
		KLX250	98-12	18x2.15	18X215VB01K	18X215VS01K	-	-	-
KX450F	06-12	19x2.15	19X215VB01K	19X215VS01K	19X215LTB01K	19X215LTS01K	19X215STB01K		
KLX450R	08-12	18x2.15	18X215VB01K	18X215VS01K	-	-	-		
KX500	95-04	19x2.15	19X215VB01K	19X215VS01K	19X215LTB01K	19X215LTS01K	19X215STB01K		
KTM	Front	SX Models	96-11	21x1.60	21X160VB01T	21X160VS01T	21X160LTB01T	21X160LTS01T	21X160STB01T
		SX-F Models	96-11	21x1.60	21X160VB01T	21X160VS01T	21X160LTB01T	21X160LTS01T	21X160STB01T
		EXC Models	96-11	21x1.60	21X160VB01T	21X160VS01T	21X160LTB01T	21X160LTS01T	21X160STB01T
		XC Models	96-11	21x1.60	21X160VB01T	21X160VS01T	21X160LTB01T	21X160LTS01T	21X160STB01T
		XC-F Models	96-11	21x1.60	21X160VB01T	21X160VS01T	21X160LTB01T	21X160LTS01T	21X160STB01T
		XC-W Models	96-11	21x1.60	21X160VB01T	21X160VS01T	21X160LTB01T	21X160LTS01T	21X160STB01T
	Rear	SX Models	96-11	19x2.15	19X215VB01T	19X215VS01T	19X215LTB01T	19X215LTS01T	19X215STB01T
		SX-F Models	96-11	19x2.15	19X215VB01T	19X215VS01T	19X215LTB01T	19X215LTS01T	19X215STB01T
		EXC Models	96-11	18x2.15	18X215VB01T	18X215VS01T	-	-	-
		XC Models	96-11	18x2.15	18X215VB01T	18X215VS01T	-	-	-
		XC-F Models	96-11	18x2.15	18X215VB01T	18X215VS01T	-	-	-
		XC-W Models	96-11	18x2.15	18X215VB01T	18X215VS01T	-	-	-



## Cutting & Riveting Instructions for D.I.D. KM500R\* and KM501E\* tools

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

\* All of the KM500R tools are equipped with the KM500R Cutting pins which are required to rivet 525ZVM-X, 530ZVM-X, 525VX and 530VX chains. If you are using the older KM500 or the KM501E tools you need to upgrade to the new KM500R pins in order to rivet 525ZVM-X, 530ZVM-X, 525VX and 530VX chains. The KM500R pins are compatible with KM500 and KM501E tools. The KM500R pins have a groove around the larger diameter portion of the pins.



**KM500R PROFESSIONAL**  
Forged Steel Tool Designed for heavy volume dealer use



**KM501E SPORT**  
Machined Steel Tool Designed for moderate rider use.  
(Available Only in North America)

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.

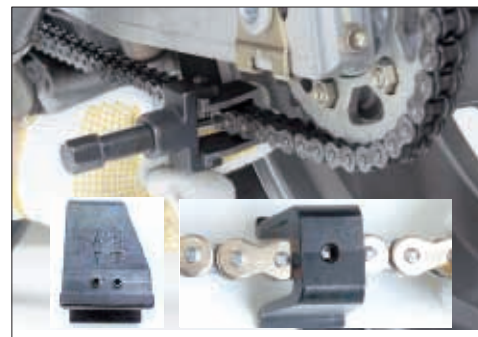
The KM500R and KM501E tools may be used to cut any 520, 525, 50(530) or 532 chains. They may also be used to press side plates on to FJ press fit clip type connecting links.

If your motorcycle came with an endless type chain, it is strongly recommend that you use a ZJ rivet type connecting link when replacing your chain. Also for sealed chains, you are strongly recommended to use ZJ connecting links. The operation of cutting, pressing and riveting work with the KM500R or KM501E tools must be performed with complete adherence to the instructions.

## Chain Cutting



1a. Before cutting your chain, loosen it using your motorcycle's rear wheel adjusters. Position your KM500R or KM501E 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.



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



3a. 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.



4a. 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.

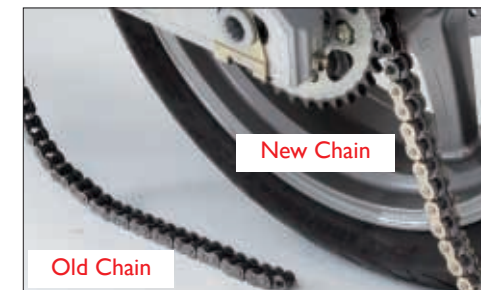


5a. Turn 19mm wrench clockwise on the tool's Hexagon bolt head to push the pin completely out.



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

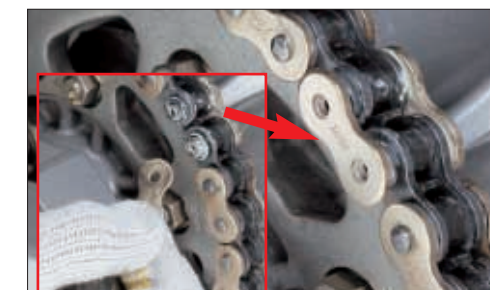
## Press Fitting Connecting Link Side Plates



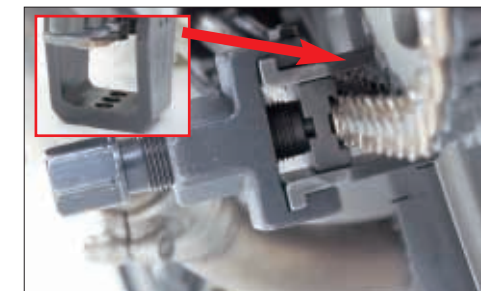
7a. Connect the new chain to the old chain using either a wire or connecting link. Shift transmission into neutral and slowly pull the old chain from under the swingarm toward the rear which then pulls the new chain from the top towards the countershaft sprocket. When new chain goes completely around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



8a. 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.



9a. 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.



10a. Slide the U-shaped portion of the tool over the inside of the connecting link. Care-fully 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.



11a. 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.

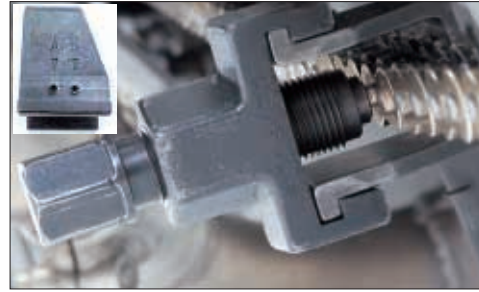


12a. After pressing the sideplate on, disassemble the chain tool and remove it from the chain. The next step is to flare out the pins heads for ZJ (Rivet type) or installing the slide clip for the FJ (Cliptype) master link.

**Riveting ZJ Connecting Link Pin Heads**



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



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



15a. Hold the hexagon part of the tool body 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.



16a. 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.

**16a. FLARE DIMENSIONS**  
0.213" to 0.220" .....520V

- 0.217" to 0.228" .....520ERV3
- 0.217" to 0.228" .....520ZVM2
- 0.217" to 0.228" .....525ZVM2
- 0.217" to 0.228" .....530ZVM2
- 0.217" to 0.228" .....520ZVM-X
- 0.217" to 0.228" .....520VX2
- 0.217" to 0.228" .....520VM
- 0.217" to 0.228" .....525VM2
- 0.217" to 0.228" .....530VM
- 0.217" to 0.228" .....520ATV
- 0.217" to 0.228" .....520VT2
- 0.217" to 0.228" .....520NZ
- 0.217" to 0.228" .....525NZ
- 0.217" to 0.228" .....530NZ
- 0.217" to 0.228" .....520DZ2
- 0.217" to 0.228" .....520MX
- 0.217" to 0.228" .....520ERT2

0.224" to 0.236" .....\*525ZVM-X, 530ZVM-X, 525VX & 530VX  
\*Note: Make sure that the Cutting pin has a groove if you are riveting the 525ZVM-X, 530ZVM-X, 525VX and 530VX chains. These chains can not be riveted by the old Cutting pins.



KYLE CHISHOLM  
Jeff Ward Racing

**Cleaning**

To keep your chain in top condition it is recommended that you clean and lubricate your chain every 300 to 400 miles. Even O-Ring and X-Ring® chains require lubrication. Your O-Ring or X-Ring® chain is sealed with D.I.D's Specially Formulated Grease between the pins, bushings and seals only. Sealed chains require lubrication on the rollers and external parts to guard against corrosion, ozone damage and to extend the life of the chain's rubber seals. Never use volatile solvents to clean your chain and never soak your chain to clean it. It is recommended that you use a chain lube that is compatible with rubber O-Rings and X-Rings. O-Ring chains should be replaced after 10,000 miles while X-Ring® chains should be replaced after 20,000 miles.



1a. Items needed to clean your chain; chain cleaner, soft towel, tray and for Non-O-Ring chain ONLY a soft brush.



2a. Before applying chain cleaner, put a tray under the chain and hold a towel behind the chain to prevent overspraying. Put the motorcycle on stand to allow rotating the rear wheel. Spray on cleaner while rotating rear wheel by hand to clean the entire chain.

**Lubrication**



3a. For Non-O-Ring chain ONLY, you may brush away heavy dirt with a soft brush. Even a soft brush might damage O-Rings and X-rings, so please do NOT use a brush on sealed chains. And never use wire brush.



4a. After cleaning the chain, wipe the chain with a soft towel to remove any remaining dirt and chain cleaner. Rotate rear wheel by hand to clean the entire chain.



5a. Items needed to lubricate your chain; chain lube, soft towel and a tray.



6a. Shake the chain lube can a couple of times to mix up the ingredients.



7a. Before spraying on the chain lube, put a tray under the chain and hold a towel behind the chain to prevent overspraying on the motorcycle. Put the motorcycle on stand to allow rotating the rear wheel. When spraying on chain lube, keep the can nozzle a distance of between 2" to 4" away from the chain. While spraying, rotate the rear wheel by hand to coat the entire chain.



8a. After spraying on the chain lube, wipe the chain with a soft towel to remove excess chain lube. Rotate the rear wheel by hand and wipe the entire chain.

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NICKY HAYDEN  
Team Ducati



JOSH UPPERMAN  
Baldwin Motorsports

# D.I.D<sup>®</sup>

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Printed in USA • Cat. No. 111B05-12EU • 2012 D.I.D Co., Ltd.

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