

Jorge Lorenzo
Yamaha Factory
MotoGP



DID[®]
Racing Chain
Powered by Technology

DID
DIRTSTAR[®]
RIMS

Ryan Villopoto
Monster Energy Kawasaki
AMA Supercross



Wayne Matlock
Matlock Racing
San Felipe 250



www.didchain.com

D.I.D[®]

D.I.D has been the #1 brand in world with numerous victories for decades. Our products are continually being researched and improved through the most severe race conditions; so that you, the rider, can rest assured that you are receiving only the very best products for your motorcycle.

POWERED BY TECHNOLOGY



1 Jorge Lorenzo
Yamaha Factory
MotoGP



1 Justin Barcia
Muscle Milk
Honda
Monster
Energy Cup

Photo: Kit Palmer



1 Ryan Villopoto
Monster Energy
Kawasaki
AMA Supercross



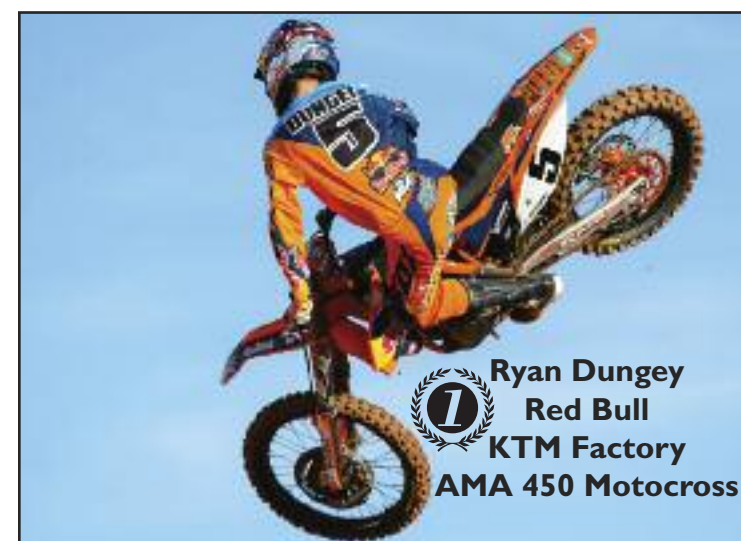
1 Ken Roczen
Motocross of
Nations



1 Eli Tomac
Geico Powersport
AMA Supercross Lites



1 Josh Hayes
Monster Energy
Graves Yamaha
AMA Super Bike



1 Ryan Dungey
Red Bull
KTM Factory
AMA 450 Motocross

TABLE OF CONTENTS

Page	Description
	D.I.D[®] Chain
3	Pro-Street VX Series Chain
4	Super Street ZVM-X Series Chain
5	Exclusive Racing ER Series Chain for Road Racing
6	Enduro Racing VT2 and ATV Racing ATV Series Chain
7-8	Exclusive Racing ER Series Chain for SX/MX Racing
9-10	Chain Kits and Applications
	D.I.D[®] Chain Installation & Maintenance
11	ZJ Rivet Connecting Link & Sag Adjustment
12-14	KM500R & KM501E Cutting/Riveting Tools and Installation Instructions
	DirtStar[®] MX Rims
15	DirtStar [®] Original Rims
16	DirtStar [®] LT-X & ST-X Rims
17	DirtStar [®] Application Chart
18	Chain Specifications
19	Chain Application Chart

ICONS



2012 D.I.D[®] CHAMPIONS

D.I.D[®]



Available in Gold or
Unplated Steel

PRO-STREET X-RING[®] VX

Chain	Disp. c.c.
428VX	Max. 350c.c.
520VX2*	Max. 750c.c.
525VX	Max. 900c.c.
530VX	Max. 1000c.c.

D.I.D.'s New Pro-Street X-Ring[®] VX Series replaces the O-Ring V Series and X-Ring[®] VM Series. Connecting links are not interchangeable

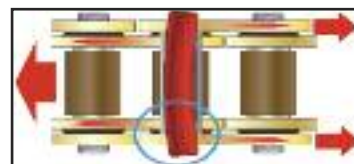
*520VX2 is also recommended for ATV's and Offroad Motorcycles

428/520/525/530VX GOLD

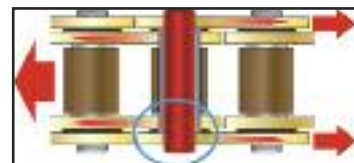
High Performance X-Ring[®] Street Chains
Available at an Our Old O-Ring Chain Prices

- Economical Low Price
- Low Friction X-Ring[®] Chains
- Greater Rigidity for Less Power Loss
- Long Wearing, High Mileage Chains

LOWER RIGIDITY



HIGHER RIGIDITY

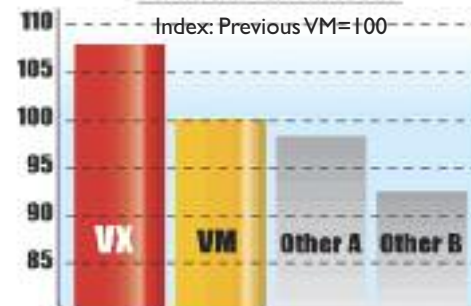


D.I.D.'s new challenge - Strength you can actually feel

What is the meaning of the word "Strength"? Traditionally, Tensile Strength has been considered the benchmark of a chain's strength, but it actually indicates a static measurement of a chain's breaking point examined in a lab. When sponsoring top MotoGP teams, D.I.D. wanted to produce the best performance chain available to give riders the power they need. In fact, none of the riders ever used the chains to their tensile strength breaking point. Instead, our goal was to reduce power loss.

RIGIDITY INDEX CHART

Index: Previous VM=100



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



Cal Crutchlow
Monster Yamaha
Tech 3



Available in Gold,
Unplated Steel or
(Silver In North America Only)

520/525/530ZVM-X GOLD

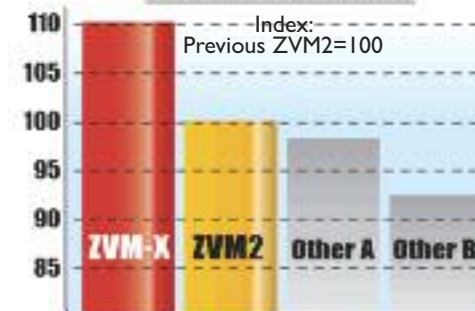
The High Mileage Champion
High Performance Heavy Duty X-Ring[®]
Street Chains

- Low Friction X-Ring[®] Chains
- Greater Rigidity for Less Power Loss
- Longest Wearing
- Strongest D.I.D. Chain

In other words, improving the real world chain performance that riders can actually feel - not just numbers from tests in a lab. When you open the throttle, your chain flexes from the torque. This flex is what robs power. D.I.D.'s new ZVM-X and VX series have increased rigidity in order to reduce flex, so riders can ride faster with confidence. This is not the only benefit higher rigidity creates. Smoother handling and quicker response times are also achieved as well as reduced power loss - High performance that you can actually feel.

RIGIDITY INDEX CHART

Index: Previous ZVM2=100



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

2012 MotoGP Final Standing

1	Jorge Lorenzo	D.I.D.
2	Dani Pedrosa	-
3	Casey Stoner	-
4	Andrea Dovizioso	D.I.D.
5	Alvaro Bautista	-
6	Valentino Rossi	D.I.D.
7	Cal Crutchlow	D.I.D.
8	Stefan Bradl	-
9	Nicky Hayden	D.I.D.
10	Ben Spies	D.I.D.

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.

*The 530ZVM-X is also applicable for custom V-Twins



Nicky Hayden
Team Ducati

X-RING

SOLID BUSHING

GOLD

RACING



520ERV3 GOLD

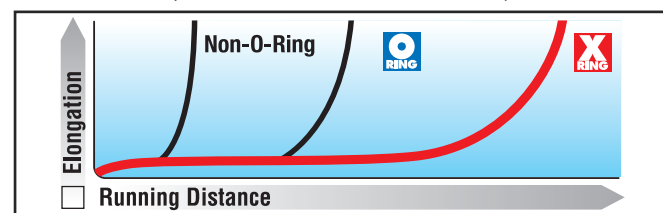
The Road Racing Champion
Light Weight, Low Friction X-Ring[®]

ER ROAD RACING

Chain	Disp. c.c.	Main Feature
415ERZ*	Max. 250c.c.	Non-O-Ring
520ERS2	Max. 250c.c.	
520ERV3	Max. 750c.c.	X-Ring [®]

*415ERZ replaces 415ER connecting links are NOT interchangeable

1.5 TO 2 TIMES LONGER WEAR RESISTANCE (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.

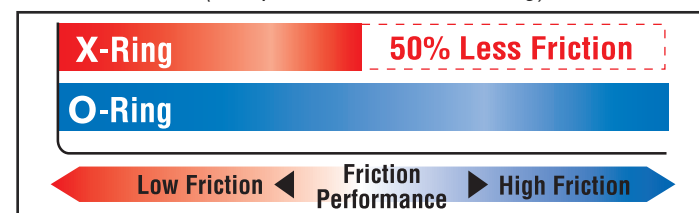


Christopher Fillmore
KTM/HMC Racing

SEAL COMPARISON CHART (Power Robbing Pressure Between Plates)

	Seal Shape	Friction Index
D.I.D. X-Ring [®]		
Normal O-Ring		
Other A		
Other B		

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



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

SOLID BUSHING

GOLD

RACING



520VT2 GOLD

Narrow
Low Friction X-Ring[®]

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

NEW

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

*415ERZ replaces 415ER connecting links are NOT interchangeable
**ERV3 and former ERV2 connecting links are NOT interchangeable
***VT2 and VT connecting links are NOT interchangeable



Johnny Campbell
JCR Racing
Honda



Josh Upperman
Baldwin
Motorsports



520ATV GOLD Low Friction X-Ring[®]

Thicker reinforced sideplates are used to provide extra strength for Quad Racing.

X-RING

SOLID BUSHING

GOLD

RACING

ATV RACING X-RING[®]

Special steel alloy is used to minimize "heat cracking" in cold weather due to severe heating and cooling during competition

ATV RACING

Chain	Disp. c.c.	Main Feature
520ATV	Max 750c.c.	X-Ring [®]

D.I.D[®] RACING CHAIN FOR MOTOCROSS, SUPERCROSS AND MINI BIKE RACING



520ERT2 GOLD

Born to win races - DID 520ERT2's professional performance has been #1 among top factory SX/MX teams. And D.I.D's exclusive SDH technology is not the only secret, the optimum balance between lightweight and strength brings you to on top of the podium.

WEAR AND STRENGTH

Chain	Wear Resistance*	Tensile Strength
520DZ2**	410	7,870 lbs.
520ERT2	430	8,100 lbs.
520MX	440	8,930 lbs.

* Non-O-Ring = 100
**520DZ2 replaces 520DZ connecting links are not interchangeable



NEW 520DZ2 GOLD

The new DID 520DZ2 is a high performance chain available at an affordable price. Designed to meet demands of the most grueling MX tracks, the 520DZ2 is designed to meet the challenge. Now greatly updated with D.I.D's exclusive SDH technology.

520DZ
520DZ2 2x Longer Life with SDH Technology

2012 AMA SUPERCROSS RESULTS

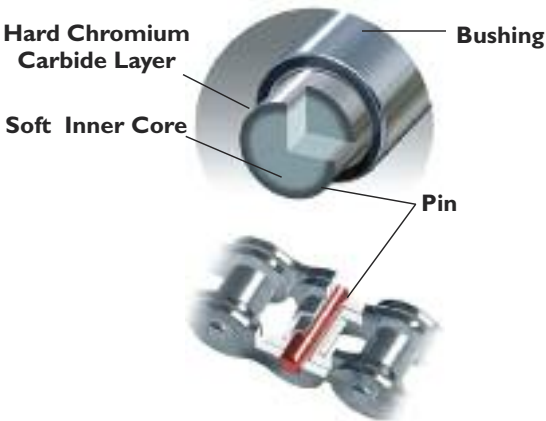
	NAME	CHAIN	RIMS
1	Ryan Villopoto	D.I.D	DIRTSTAR
2	Davi Millsaps	D.I.D	DIRTSTAR
3	Ryan Dungey	D.I.D	DIRTSTAR
4	Justin Brayton	D.I.D	DIRTSTAR
5	Jake Weimer	D.I.D	DIRTSTAR
6	Mike Alessi		
7	James Stewart	D.I.D	DIRTSTAR
8	Brett Metcalfe	D.I.D	
9	Broc Tickle		
10	Kevin Windham	D.I.D	DIRTSTAR



520MX GOLD

The DID 520MX is the toughest offroad chain with the highest tensile strength; designed for rough, muddy condition. With D.I.D's exclusive SDH technology, this super strong chain is the one you can depend on to handle toughest races.

EXTREME IMPACT PIN STRENGTH



SDH Pin Surface Treatment – Secret behind Winning

D.I.D's advantage isn't only light weight and strength. D.I.D's exclusive SDH pin treatment is another secret behind winning. This SDH treatment creates extremely hard Chromium carbide layer on the pin surface which gives edge to chain life. Your chain won't be elongated or stretched till you cross the finish line. But at the same time inner core is maintained soft. The benefit of soft inner core is to absorb shock load of high jump instead of being snapped off.



420NZ3 GOLD / 428NZ GOLD

D.I.D never compromises even for Mini bike racing chain. This youngest brother of the D.I.D MX racing chain line has the same solid bushing and SDH pin surface treatment for greatest performance. Future Champions ride with these chain.

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.
***520ERT2 and former 520ERT connecting links are NOT interchangeable.



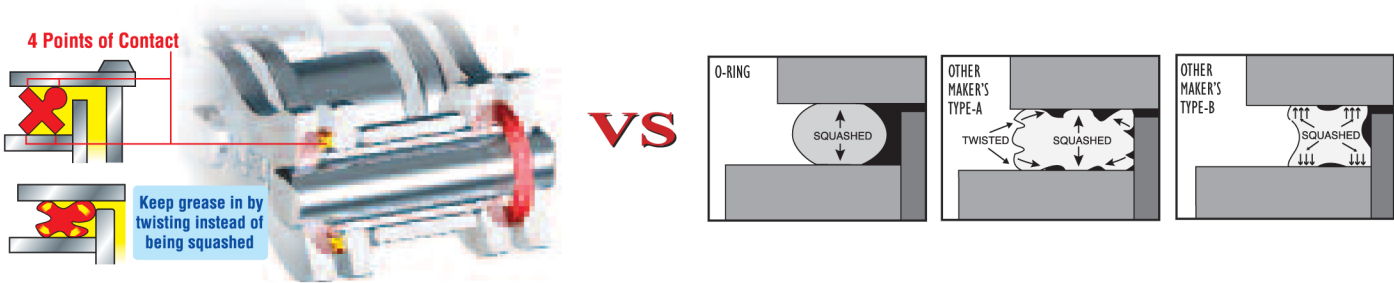


CHAIN & SPROCKET KITS ARE AVAILABLE IN THE USA ONLY

D.I.D Chain and Sprocket Kits may contain either a gold or unplated steel ZVM-X or VX chain. Please see product sticker on kit boxes for motorcycle model fitment and chain information. For detailed information on the ZVM-X Super Street and VX Pro-Street Series Chains see pages 3, 4 and the back cover of this catalog.

- D.I.D’s Patented X-Ring[®] design has the best sealing properties of any O-Ring chain. D.I.D X-Rings keep the dirt out and lubrication in for the longest wear life
 - The X-Rings twist between the side plates instead of being squished to reduce friction and minimize power loss.
- High carbon rear sprockets are heat treated for maximum durability and long life.
 - Countershaft sprockets are made from chromemoly steel for superior strength and durability.

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



Maker	Kit P/N	Application	Year	Chain	Length	Front	Rear
Honda	DKH-001	CBR 600 F 4i	01-06	525VX	108	16	46
	DKH-002	CBR 600 RR	03-06	525VX	112	16	43
	DKH-003	CBR 600 RR	07-11	525VX	112	16	42
	DKH-004	VFR 800 FI Interceptor	02-09	530VX	110	16	43
	DKH-005	CBR 929/954 RR	00-03	530VX	108	16	43
	DKH-006G	CBR 1000 RR	04-05	530VX Gold	114	16	41
	DKH-007G	CBR 1000 RR	06-07	530VX Gold	114	16	42
	DKH-008G	CBR 1000 RR	08-11	530ZVM-X Gold	116	16	42
	DKH-009G	RC-51 (RVT 1000 R)	00-06	530ZVM-X Gold	104	16	40
Kawasaki	DKK-001	ZX-6R Ninja (ZX600)	98-02	525VX	108	15	40
	DKK-002	ZX-6R Ninja (ZX600)	07-12	520VX2	112	16	43
	DKK-003	ZX-6R Ninja (ZX636)	03-04	520VX2	108	15	40
	DKK-004	ZX-6R Ninja (ZX636)	05-06	520VX2	110	15	43
	DKK-005	Ninja 650 R (EX650)	06-12	520VX2	114	15	46
	DKK-005	KLE 650 Versys	10-12	520VX2	114	15	46
	DKK-006G	ZX-10R Ninja (ZX1000)	04-05	525ZVM-X Gold	110	17	39
	DKK-007G	ZX-10R Ninja (ZX1000)	06-07	525ZVM-X Gold	108	17	40
	DKK-008G	ZX-10R Ninja (ZX1000)	08-10	525ZVM-X Gold	110	17	41
	DKK-009G	ZX-12R Ninja (ZX1200)	00-05	530ZVM-X Gold	116	18	46
	DKK-010G	ZX-14 Ninja (ZX1400)	06-11	530ZVM-X Gold	116	17	41
	DKK-011G	ZX-14 Ninja (ZX1400)	12-12	530ZVM-X Gold	118	17	42
Suzuki	DKS-001	GSX-R 600	01-05	525VX	110	16	45
	DKS-002	GSX-R 600	06-09	525VX	114	16	43
	DKS-003	GSX-R 600	11-11	525VX	114	16	43
	DKS-004	DL650 V-Strom	04-06	525VX	116	15	47
	DKS-005	DL650 V-Strom	07-12	525VX	118	15	47
	DKS-006	GSX-R 750	00-03	525VX	110	17	42
	DKS-007	GSX-R 750	04-05	525VX	110	17	43
	DKS-008	GSX-R 750	06-09	525VX	116	17	45
	DKS-009G	DL1000 V-Strom	02-09	525ZVM-X Gold	112	17	41
	DKS-010G	GSX-R 1000	01-06	530VX Gold	110	17	42
	DKS-011G	GSX-R 1000	07-08	530VX Gold	112	17	43
	DKS-012G	GSX-R 1000	09-11	530ZVM-X Gold	114	17	42
	DKS-013G	SV 1000S	03-07	530VX Gold	108	17	40
	DKS-014G	GSX-R 1300 Hayabusa	99-07	530ZVM-X Gold	112	17	40
	DKS-015G	GSX-R 1300 Hayabusa	08-11	530ZVM-X Gold	114	18	43
	DKS-016G	GSX1300 BK B-King	08-09	530ZVM-X Gold	118	18	43
Yamaha	DKY-001	FZ-6	04-09	530VX	118	16	46
	DKY-002	YZF-R6 (*530 Conversion)	99-02	530VX	116	16	48
	DKY-003	YZF-R6/S (*530 Conversion)	03-09	530VX	116	16	48
	DKY-004	YZF-R6	06-12	525VX	114	16	45
	DKY-005	FZ-1	01-05	530VX	116	16	44
	DKY-006	FZ-1	06-10	530ZVM-X	122	17	45
	DKY-007G	YZF-R1	98-03	530VX Gold	114	16	43
	DKY-008G	YZF-R1	04-05	530VX Gold	116	17	45
	DKY-009G	YZF-R1	06-08	530VX Gold	118	17	45
	DKY-010G	YZF-R1	09-11	530ZVM-X Gold	120	17	47

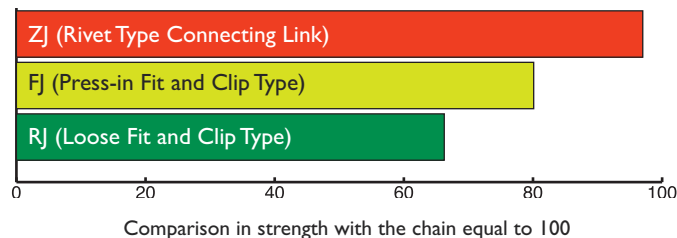
ZJ RIVET CONNECTING LINK

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, ZVMX-X, VT, ZVM and Exclusive Racing Series chains and the 428NZ-530NZ series chains. ZJ rivet links are not currently available for 630V chains.

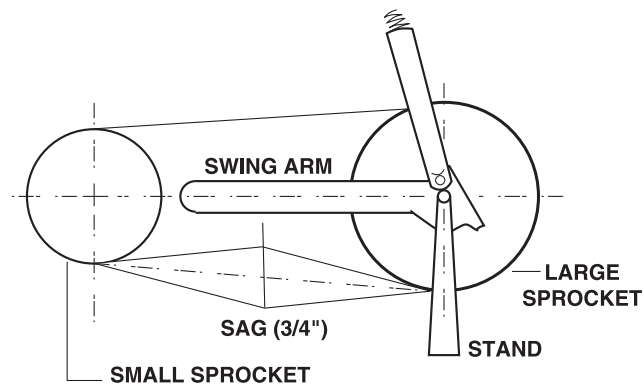


All ZJ rivet style cover plates are press-fit.



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.*

⚠ 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.

⚠ 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.

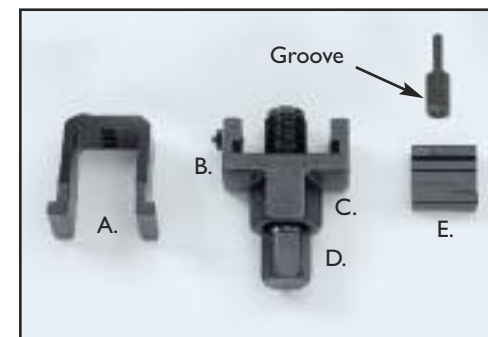


Roger Hayden
National Guard
Jordan

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

- | | |
|------------------------------|-------------------------------|
| A. U-shaped holder | D. Bolt head |
| B. Tool body | E. Plate holder |
| C. Hexagon part of tool body | 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.

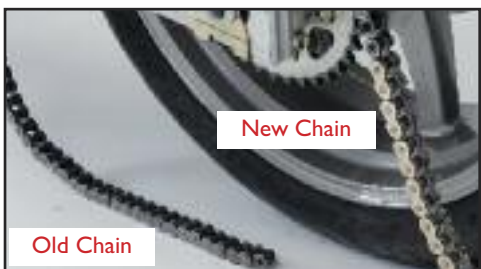


5a. Turn 19mm wrench clockwise on the tool's Hexagon bolt head to push the pin completely out.



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

Press Fitting Connecting Link Side Plates



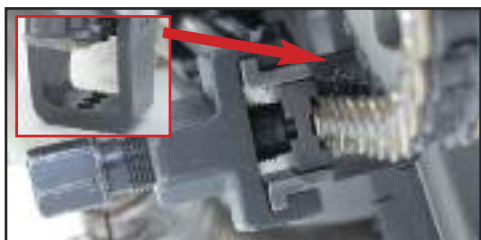
7a. Connect the new chain to the old chain using either a wire or connecting link. Shift transmission into neutral and slowly pull the old chain from under the swingarm toward the rear which then pulls the new chain from the top towards the countershaft sprocket. When new chain goes completely around 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 (Clip type) 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"	.....525V
0.217" to 0.228"	.....530V
0.217" to 0.228"	.....532ZLV
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





DirtStar® rims' origin dates back to around the turn of the 20th century. D.I.D started as a wooden bicycle rim manufacturer in Japan in 1903. As technology advanced, materials have changed from wood to steel and aluminum. Even though much time has passed since D.I.D's entrepreneurship first began, the spirit of perfection still carries on.

DIRTSTAR® RIMS

DIRTSTAR® ORIGINAL RIMS

D.I.D's Original Rims are designed for Motocross Racing. All DirtStar® rims are made from 7 series aluminum alloy and the Originals are stronger than stock (OE) rims. They are also designed to be compatible with OE hubs, spokes and nipples.

DirtStar® rims always run true and they are easy to lace up. The Original rims not only look great but are now available at low affordable prices.



- DirtStar® Originals are Stronger Than OE Rims
- OE/Stock Hubs, Spokes & Nipples Compatible
- Designed for MX and Offroad Racing
- Easy to Lace Up - True Running

D.I.D. DIRTSTAR® RIMS
Original Rims
Stronger Than Stock
Great Value!
Silver or Black

DIRTSTAR® LT-X AND ST-X RIMS

D.I.D's new DirtStar® LT-X and ST-X rims are dominating Saturday night podiums with un-paralleled performance. The DirtStar® LT-X model is Lightweight while maintaining the same strength as our competitors' strongest rim. For Enduros and Desert where

strength is mandatory, the DirtStar® ST-X model is recommended. The ST-X is 15% stronger than LT-X but only a fraction heavier. The D.I.D DirtStar® series makes the difference between winning or losing.



D.I.D. DIRTSTAR® RIMS
LT-X
Lightweight
But Strong
Silver or Black

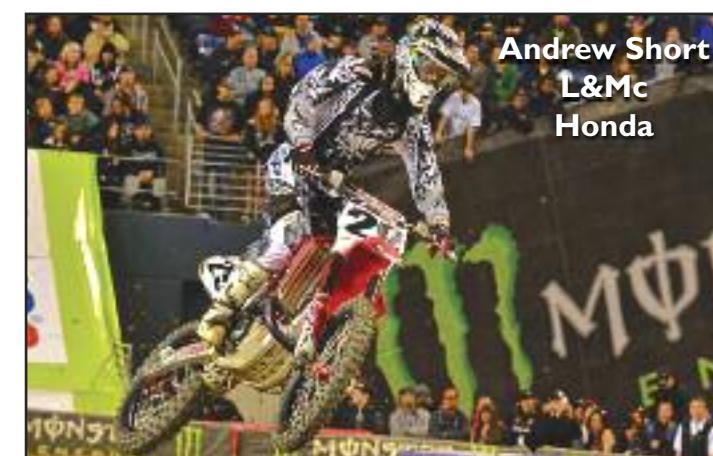
D.I.D. DIRTSTAR® RIMS
ST-X
15% Stronger
Black Only



Kevin Windham
Geico Powersport
Honda



Trey Canard
Muscle Milk
Honda



Andrew Short
L&Mc
Honda

2012 AMA MOTOCROSS RESULTS

	NAME	CHAIN	RIMS
1	Ryan Dungey	D.I.D.	DIRTSTAR®
2	Mike Alessi		
3	Jake Weimer	D.I.D.	DIRTSTAR®
4	Andrew Short	D.I.D.	DIRTSTAR®
5	Broc Tickle		
6	Josh Grant	D.I.D.	DIRTSTAR®
7	Justin Brayton	D.I.D.	DIRTSTAR®
8	Kyle Chisholm	D.I.D.	DIRTSTAR®
9	Davi Millsaps	D.I.D.	DIRTSTAR®
10	Tyla Rattray	D.I.D.	DIRTSTAR®

					DIRTSTAR® ORIGINALS		LT-X (LIGHT)		ST-X (STRONG)
Maker	F/R	Model	Year	Rim size	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	04-13	21x1.60	21X160VB01H	21X160VS01H	21X160LTB01H	21X160LTS01H	21X160STB01H
		CRF250X	04-13	21x1.60	21X160VB01H	21X160VS01H	21X160LTB01H	21X160LTS01H	21X160STB01H
		CRF450R	02-13	21x1.60	21X160VB01H	21X160VS01H	21X160LTB01H	21X160LTS01H	21X160STB01H
		CRF450X	04-13	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
		CR250R	02-07	19x2.15	19X215VB01H	19X215VS01H	19X215LTB01H	19X215LTS01H	19X215STB01H
		CRF250R	04-13	19x1.85	19X185VB01H	19X185VS01H	19X185LTB01H	19X185LTS01H	19X185STB01H
		CRF250X	04-13	18x2.15	18X215VB01H	18X215VS01H	-	-	-
		CRF450R	02-13	19x2.15	19X215VB01H	19X215VS01H	19X215LTB01H	19X215LTS01H	19X215STB01H
		CRF450X	04-13	18x2.15	18X215VB01H	18X215VS01H	-	-	-
		CR500R	02-07	19x2.15	19X215VB01H	19X215VS01H	19X215LTB01H	19X215LTS01H	19X215STB01H
Maker	F/R	Model	Year	Rim size	Black	Silver	Black	Silver	Black
Yamaha	Front	YZ80/85	94-13	19x1.40	19X140VB01Y	19X140VS01Y	-	-	-
		YZ125	96-13	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		YZ250	93-13	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		YZ250F	01-13	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		WR250F	04-13	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		YZ400/426F	98-02	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		WR400/426F	98-02	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		YZ450F	03-13	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		WR450F	03-13	21x1.60	21X160VB01Y	21X160VS01Y	21X160LTB01Y	21X160LTS01Y	21X160STB01Y
		YZ80/85	94-13	16x1.85	16X185VB01Y	16X185VS01Y	-	-	-
	Rear	YZ125	95-13	19x1.85	19X185VB01Y	19X185VS01Y	19X185LTB01Y	19X185LTS01Y	19X185STB01Y
		YZ250	95-13	19x2.15	19X215VB01Y	19X215VS01Y	19X215LTB01Y	19X215LTS01Y	19X215STB01Y
		YZ250F	98-13	19x1.85	19X185VB01Y	19X185VS01Y	19X185LTB01Y	19X185LTS01Y	19X185STB01Y
		YZ400/426F	99-02	19x2.15	19X215VB01Y	19X215VS01Y	19X215LTB01Y	19X215LTS01Y	19X215STB01Y
		YZ450F	03-13	19x2.15	19X215VB01Y	19X215VS01Y	19X215LTB01Y	19X215LTS01Y	19X215STB01Y
		WR450F	03-13	18x2.15	18X215VB01Y	18X215VS01Y	-	-	-
Maker	F/R	Model	Year	Rim size	Black	Silver	Black	Silver	Black
Suzuki	Front	RM125	01-08	21x1.60	21X160VB01S	21X160VS01S	21X160LTB01S	21X160LTS01S	21X160STB01S
		RM250	01-08	21x1.60	21X160VB01S	21X160VS01S	21X160LTB01S	21X160LTS01S	21X160STB01S
		RM-Z250	04-13	21x1.60	21X160VB01S	21X160VS01S	21X160LTB01S	21X160LTS01S	21X160STB01S
		RM-Z450	05-13	21x1.60	21X160VB01S	21X160VS01S	21X160LTB01S	21X160LTS01S	21X160STB01S
		RMX450Z	10-11	21x1.60	21X160VB01S	21X160VS01S	21X160LTB01S	21X160LTS01S	21X160STB01S
		DR-Z250	01-07	21x1.60	21X160VB01S	21X160VS01S	21X160LTB01S	21X160LTS01S	21X160STB01S
	Rear	RM125	96-08	19x1.85	19X185VB01S	19X185VS01S	19X185LTB01S	19X185LTS01S	19X185STB01S
		RM250	96-08	19x2.15	19X215VB01S	19X215VS01S	19X215LTB01S	19X215LTS01S	19X215STB01S
		RM-Z250	05-13	19x1.85	19X185VB01S	19X185VS01S	19X185LTB01S	19X185LTS01S	19X185STB01S
		RM-Z450	05-13	19x2.15	19X215VB01S	19X215VS01S	19X215LTB01S	19X215LTS01S	19X215STB01S
Maker	F/R	Model	Year	Rim size	Black	Silver	Black	Silver	Black
Kawasaki	Front	KX125	03-08	21x1.60	21X160VB01K	21X160VS01K	21X160LTB01K	21X160LTS01K	21X160STB01K
		KX250	99-08	21x1.60	21X160VB01K	21X160VS01K	21X160LTB01K	21X160LTS01K	21X160STB01K
		KX250F	04-13	21x1.60	21X160VB01K	21X160VS01K	21X160LTB01K	21X160LTS01K	21X160STB01K
		KLX250S	98-13	21x1.60	21X160VB01K	21X160VS01K	21X160LTB01K	21X160LTS01K	21X160STB01K
		KX450F	06-13	21x1.60	21X160VB01K	21X160VS01K	21X160LTB01K	21X160LTS01K	21X160STB01K
		KLX450R	08-13	21x1.60	21X160VB01K	21X160VS01K	21X160LTB01K	21X160LTS01K	21X160STB01K
	Rear	KX125	00-08	19x1.85	19X185VB01K	19X185VS01K	19X185LTB01K	19X185LTS01K	19X185STB01K
		KX250	97-08	19x2.15	19X215VB01K	19X215VS01K	19X215LTB01K	19X215LTS01K	19X215STB01K
		KX250F	04-13	19x1.85	19X185VB01K	19X185VS01K	19X185LTB01K	19X185LTS01K	19X185STB01K
		KLX250	98-13	18x2.15	18X215VB01K	18X215VS01K	-	-	-
		KX450F	06-13	19x2.15	19X215VB01K	19X215VS01K	19X215LTB01K	19X215LTS01K	19X215STB01K
		KLX450R	08-13	18x2.15	18X215VB01K	18X215VS01K	-	-	-
Maker	F/R	Model	Year	Rim size	Black	Silver	Black	Silver	Black
KTM	Front	SX Models	96-13	21x1.60	21X160VB01T	21X160VS01T	21X160LTB01T	21X160LTS01T	21X160STB01T
		SX-F Models	96-13	21x1.60	21X160VB01T	21X160VS01T	21X160LTB01T	21X160LTS01T	21X160STB01T
		EXC Models	96-13	21x1.60	21X160VB01T	21X160VS01T	21X160LTB01T	21X160LTS01T	21X160STB01T
		XC Models	96-13	21x1.60	21X160VB01T	21X160VS01T	21X160LTB01T	21X160LTS01T	21X160STB01T
		XC-F Models	96-13	21x1.60	21X160VB01T	21X160VS01T	21X160LTB01T	21X160LTS01T	21X160STB01T
		XC-W Models	96-13	21x1.60	21X160VB01T	21X160VS01T	21X160LTB01T	21X160LTS01T	21X160STB01T
	Rear	SX Models	96-13	19x2.15	19X215VB01T	19X215VS01T	19X215LTB01T	19X215LTS01T	19X215STB01T
		SX-F Models	96-13	19x2.15	19X215VB01T	19X215VS01T	19X215LTB01T	19X215LTS01T	19X215STB01T
		EXC Models	96-13	18x2.15	18X215VB01T	18X215VS01T	-	-	-
		XC Models	96-13	18x2.15	18X215VB01T	18X215VS01T	-	-	-
		XC-F Models	96-13	18x2.15	18X215VB01T	18X215VS01T	-	-	-
		XC-W Models	96-13	18x2.15	18X215VB01T	18X215VS01T	-	-	-

Model No.	Pin Length		Roller Dia.	Plate Thickness		Weight		Tensile Strength		Seal Type	Wear Resistance	Connecting Link	
	mm	in.	mm	Inner mm	Outer mm	Kgs/100 Links	Lbs./100 Links	Average KN	Lbs.		Index: Std. Chain = 100	Rivet	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 class competition.									
415ERZ	13.50	0.531	7.77	1.5	1.5	0.66	1.45	20.2	4,540	-	410	✓ 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
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. 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	2.2	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
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
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
ENDURO RACING X-RING® VT				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
ATV RACING				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
STANDARD CHAINS				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

CHAIN APPLICATIONS

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	■	■	■	■	■	■	■	■	■	■
	530(50)ZVM-X	■	■	■	■	■	■	■	■	■	■
ROAD RACING & SUPERBIKE	415ERZ	■	■	■	■	■	■	■	■	■	■
	520ERS2	■	■	■	■	■	■	■	■	■	■
	520ERV3	■	■	■	■	■	■	■	■	■	■
SUPERCROSS & MOTOCROSS	415ERZ	■	■	■	■	■	■	■	■	■	■
	420NZ3	■	■	■	■	■	■	■	■	■	■
	428NZ	■	■	■	■	■	■	■	■	■	■
	520DZ2	■	■	■	■	■	■	■	■	■	■
	520ERT2	■	■	■	■	■	■	■	■	■	■
	520MX	■	■	■	■	■	■	■	■	■	■
DUAL PURPOSE & ADVENTURE	428VX	■	■	■	■	■	■	■	■	■	■
	520VX2	■	■	■	■	■	■	■	■	■	■
	525VX	■	■	■	■	■	■	■	■	■	■
	530VX	■	■	■	■	■	■	■	■	■	■
	525ZVM-X	■	■	■	■	■	■	■	■	■	■
	530ZVM-X	■	■	■	■	■	■	■	■	■	■
TRIAL	520ERS2	■	■	■	■	■	■	■	■	■	■
RALLY & ENDURO	520VT2	■	■	■	■	■	■	■	■	■	■
	520VX2	■	■	■	■	■	■	■	■	■	■
	520ERV3	■	■	■	■	■	■	■	■	■	■
ATV	428VX	■	■	■	■	■	■	■	■	■	■
	520VX2	■	■	■	■	■	■	■	■	■	■
	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.

Master links are NOT interchangeable between old and new chain.

The 415ERZ replaces the 415ER chain. 415ERZ marked on the side plate and box.
The 520DZ2 replaces the 520DZ chain. 520DZ2 marked on the side plate and box.
The 520ZVM-X replaces the 520ZVM chain. 520ZVM-X marked on the side plate and box.
The 525ZVM-X replaces the 525ZVM chain. 525ZVM-X marked on the side plate and box.
The 530ZVM-X replaces the 530ZVM 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 & 525VM chain. 525VX marked on the side plate and box.
The 530VX replaces the 530V & 530VM chain. 530VX marked on the side plate and box.

D.I.D.
DIRTSTAR
RIMS

D.I.D Co., Ltd.
12-12 Minami-Semba, 2-Chome
Chuo-Ku, Osaka, 542-0081 Japan
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