



## Powersports Chain

Diamond's Powersports chains are designed to meet the individual needs of the powersports enthusiast for ATVs, go-karts, motorcycles and snowmobiles. Multi-Service chains, Duralube<sup>®</sup> chains and RING LEADER<sup>®</sup> O-ring chains each offer specific functional advantages for your street, farm, track, or trail applications.

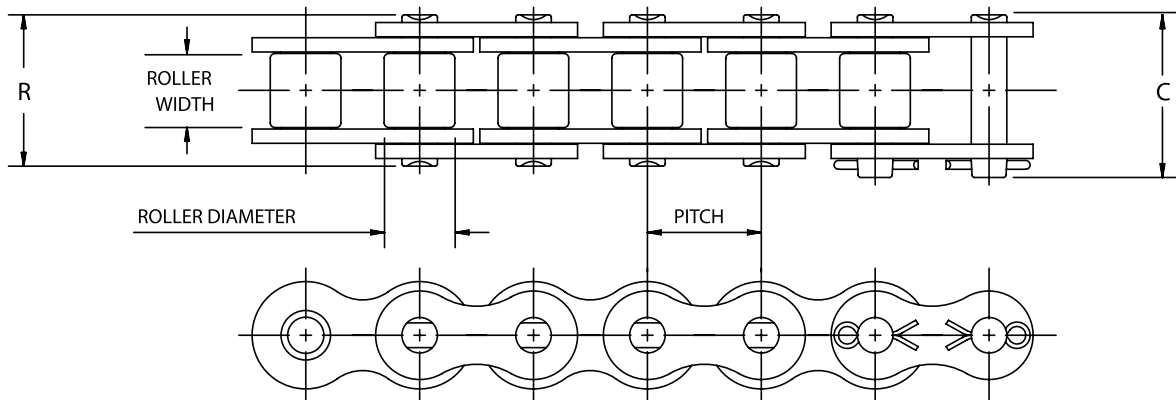
**MULTI-SERVICE chains** – though referred to as standard chain – are anything but. Multi-Service chains offer Diamond's superior manufacturing parts processing technology which includes material selection, precise component fabrication, exacting heat treatment, and assembly techniques.

**RING LEADER<sup>®</sup> O-ring chains** are top of the line chains offering allowable working loads that provide extra load carrying capability and up to four times the service life of regular chains. O-ring lubrication system seals in lubricant and seals out foreign contaminants. Appearance options on some models include:

*Brass Plated chains for the flashy high-end "gold look" shine and rust resistant finish.*

*Nickel Plated chains for the classy "chrome or silver look" shine and rust resistant finish.*

*Standard steel chains for the "back to basics look."*



# NOTHING OUTLASTS A DIAMOND.®



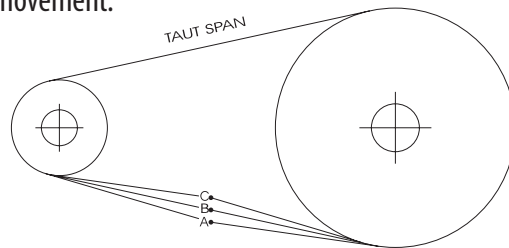
Diamond Number	Plating	Pitch Inches	Roller Width	Roller Diameter	Pin Diameter	Link Plate Thickness	C	R	K	Weight Per Foot	Average Tensile Strength
35MS	....	3/8	3/16	*.200	.141	.050	.56	.50	....	.210	2000
35MS BR	Brass	3/8	3/16	*.200	.141	.050	.56	.50	....	.210	2000
35-2MS	....	3/8	3/16	*.200	.141	.050	.96	.90	.399	.450	4200
35-3**	....	3/8	3/16	*.200	.141	.050	1.36	1.31	.399	.770	6300
41MS	....	1/2	1/4	.306	.141	.050	.65	.57	....	.260	2400
40MS	....	1/2	5/16	.312	.156	.060	.72	.67	....	.410	4000
428MS	....	1/2	5/16	.335	.174	.060	.72	.67	....	.430	4200
428-2	....	1/2	5/16	.335	.174	.060	1.29	1.24	.566	.880	8400
520MS	....	5/8	1/4	.400	.200	.080	.77	.71	....	.590	6600
520H	Brass	5/8	1/4	.400	.214	.094	.80	.74	....	.820	9300
520XLO	....	5/8	1/4	.400	.214	.094	.89	.83	....	.850	9300
520XLO NI	Nickel	5/8	1/4	.400	.214	.094	.89	.83	....	.860	9300
520XLO BP	Brass	5/8	1/4	.400	.214	.094	.89	.83	....	.860	9300
530MS	....	5/8	3/8	.400	.200	.080	.89	.83	....	.680	6600
530ENP	Nickel	5/8	3/8	.400	.200	.080	.89	.83	....	.690	6600
530BP	Brass	5/8	3/8	.400	.200	.080	.89	.83	....	.680	6600
530XLO	....	5/8	3/8	.400	.214	.094	1.02	.96	....	.930	9300
530XLO BP	Brass	5/8	3/8	.400	.214	.094	1.02	.96	....	.930	9300
630MS	....	3/4	3/8	.469	.234	.094	.98	.91	....	.910	8500
630BP	Brass	3/4	3/8	.469	.234	.094	.98	.91	....	.910	8500

\* These chains are rollerless – dimension shown is bushing diameter.  
 \*\* Chain uses oval contour sideplates and is supplied riveted endless.

POWER SPORTS-CHAIN DESCRIPTIONS AND DIMENSIONS

**Maintenance and Lubrication** - Diamond exercises rigid controls and surveillance throughout production to ensure uniformity of all component parts. Of course, no matter how superior a roller chain, its full potential will not be realized if it's not properly installed and maintained.

**Tensioning** - If the chain is too tight or too loose, service life will suffer. A chain that is too tight creates unnecessary wear. A chain that is too slack can easily top the sprocket teeth and quickly cause a failure. Consult powersports equipment manufacturer's manual for proper tensioning and mid-span movement.



**Cleaning and Re-lubrication** - Perhaps the largest contributor to shortened chain life is inadequate lubrication. All working parts of a chain should be lubricated uniformly. The use of the highest viscosity oil that allows for flow between the link plates and coats pin-bushing areas will normally provide the greatest wear resistance. Clean and lubricate chain periodically as riding situations warrant.