

# CHAINS

AFAM has the correct chain for each motorcycle. Depending on the performance and the use of your motorcycle, you should install an appropriate chain.

A heavy touring motorcycle with passenger and packed with luggage is not the same as a sports motorcycle. A race on a track is not the same as a race on the Isle of Man. The torque of one engine is not the same as on another engine with the same displacement.



High Grade Steel alloys with the correct heat treatment, advanced precision manufacturing methods and tolerances, customized X-Rings when it's needed and high grade grease make up the quality chain of AFAM.



## RACING

AFAM Racing chains are made as light as possible, they are very flexible and absolutely top in terms of transmission efficiency. Most important for racing chains is smooth running, low friction and weight saving, longevity isn't an issue.

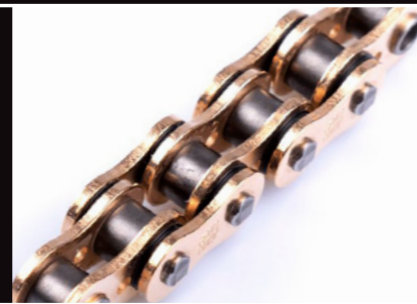
### AFAM 415GPR-G

Racing chain for use on 125cc and Moto3.



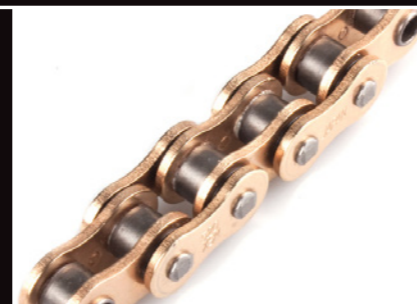
### AFAM 520RXX-GG

Racing chain with slim Xss-Rings. The smooth surface of the gold color on the inside and outside plate make the chain even more flexible. The chain has weight saving measurements on the inner plate and the roller diameter is adapted for road racing use.



### AFAM 520XSM-GG

Racing Off-Road chain with slim Xss-Rings. The chain has weight saving measurements on the inner plate and the roller diameter is adapted for Off-Road use.



## MOTOCROSS

AFAM Motocross chains withstand extreme use because the components are specially treated to wear as little as possible. Sand and mud are indeed not ideal conditions for a chain, and yet you want to win Off-Road races. For these extreme conditions, AFAM has developed specially treated Motocross chains.

### AFAM 420MX-G / 428MX-G

Motocross chain for 85 cc. Gold color with superior quality parts. The pins are chrome-plated in order to reduce wear.



### AFAM 520MR-G

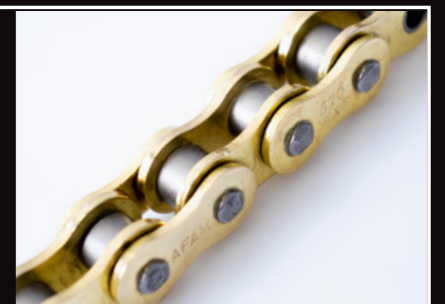
Motocross chain perfect for amateur and more experienced riders up to 250cc. The parts subject to wear are greatly improved.



### AFAM 520MX-GG & -K

Is a Gold superior Motocross chain for professional use. This chain uses advanced techniques derived from MXGP racing. The quality of the components and the precision is truly top so wear is limited, and you obtain a maximum lifespan.

This chain is also available in a Black finishing.



## ROAD / OFFROAD

Less friction, better transmission, longer lifespan. All these chains are equipped with the AFAM Xs-Ring. It's shape reduces friction and keeps the grease inside the chain long time which guarantees a longer lubrication and increases its longevity. The shape of the Xs-Rings increases the flexibility of the chain, reduces friction and therefore improves your transmission.

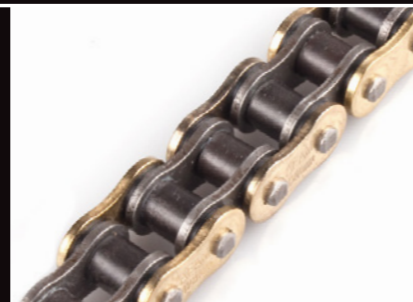
### AFAM 520XLR

Is a basic chain equipped with Xs-Rings for use on Road and Off-Road motorcycles from 125 to 400cc.



### AFAM 428XMR-G / 520XMR / 525XMR / 530XMR

Are reinforced chains with Xs-Rings for engines up to 650 cc and street use.



### AFAM 520XRR-G & -K

Is a reinforced Gold color chain with Xs-Rings for Off-Road use. These Xs-Rings are specially designed to resist wear through sand and mud in order to maintain the flexibility of the chain. The roller diameter has been adapted for Off-Road use to cope better with sand and mud without tensioning the chain.

Also available in a Black finishing.



### AFAM 525XRR / 530XRR

Are reinforced chains with Xs-Rings. Improved types of steel and heat treatment make it possible to build a narrower chain with sufficient tensile strength and fatigue resistance.



### AFAM 520XSR-G / 525XSR-G / 530XSR-G

Are super reinforced gold color Xs-Ring chains. A likewise lighter built chain with an increased tensile strength and fatigue resistance. A flexible chain that is ideal for any Sports motorcycle.



### AFAM 520XHR-G / 525XHR-G / 530XHR-G

This is hyper reinforced gold color Xs-Ring chain with a very high tensile strength and fatigue resistance. The customized shape of the Xs-Rings keeps the grease inside the chain longer making it the ideal chain for a heavy touring motorcycle.



## VINTAGE

### AFAM 532ZVX/630MO

As long as you ride them, we'll supply parts for them. Heavy Duty chains just like back in the day.



# CONNECTING LINK

## AR

Standard connecting link with clips. Only for use with mopeds and light motorcycles, loose fit mounting.

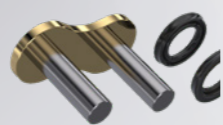


## ARS

Connecting link with clips, semi press fit mounting. To be mounted with pliers or with the tool EASY RIV5 from AFAM.

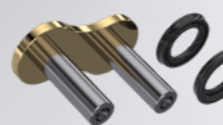
## MR

Rivet type connecting link with flat pin head. Square riveted, this connecting link has the same shape as the other links in the chain.



## MRS

Rivet type connecting link with hollow pin head. Standard with all Xs-Ring chains and allows you to easily rivet your chain with the AFAM EASY RIV5 tool.



# TOOLS

RIVETING TOOL - HOLLOW PIN		PROFESSIONAL CUT AND RIVETING TOOL - HOLLOW PIN	
<b>CHAINS</b> 520 525 530	<b>EASY RIV 5</b>	<b>CHAINS</b> 428 525 520 530	<b>DRCP3</b>

Video



Manual



Manual



The below information is only indicative, always consult our website to find the recommended chain for your bike.

CHAIN REF	APPLICATION	CONNECTING LINKS				SEAL RING TYPE	CC	PITCH P mm	WIDTH W mm	ROLLER DIAMETER R mm	PIN DIAMETER D mm	PLATE THICK INT/EXT T/t mm	PLATE HEIGHT INT/EXT H/h mm	L1 max mm	L2 max mm	TENSILE STRENGTH daN	WEIGHT / 100 LINKS kg	COLOR	
		STANDARD BOX	AVAILABLE																
			AR	ARS	MR														MRS
415F	MOPED	AR	•		•	NONE	50	12,7	4,88	7,75	4,07	1,8/1,6	9,9/9,0	14,6	15,7	1700	0,64	• S	
415GPR2	RACING	AR	•		•	NONE	125-250	12,7	4,88	7,77	3,96	1,5	12/10,4	13,2	14,3	2050	0,70	• G	

420M	MOPED	AR	•		•	NONE	50	12,7	6,35	7,75	3,98	1,5	12/10,4	14,4	15,5	2000	0,72	• S
420RI	MOPED	AR	•		•	NONE	85	12,7	6,35	7,75	3,98	1,8	12/10,4	16,2	17,2	2100	0,88	• G
420MX2	CROSS/ROAD	AR	•		•	NONE	85-150	12,7	6,35	7,75	3,96	1,8	12/10,4	16,3	17,8	2560	0,88	• G
420MO	MOPED/ROAD	ARS		•	•	O-RING	85-125	12,7	6,35	7,75	3,96	1,5	12/10,4	17,0	18,0	1900	0,79	• S

428M	ROAD/OFFROAD	AR	•		•	NONE	125	12,7	7,75	8,51	4,45	1,5	11,7/10,4	16,3	17,3	2000	0,85	• S
428RI	ROAD/OFFROAD	AR	•		•	NONE	125-200	12,7	7,75	8,51	4,45	1,8	11,7/10,4	18,4	19,4	2200	1,01	• G
428MX	CROSS/OFFROAD/ROAD	ARS		•	•	NONE	125-200	12,7	7,75	8,51	4,50	1,8	12/10,4	19,0	20,0	2400	1,02	• G
428XMR	ROAD/OFFROAD	AR	•	•	•	Xs-RING	125-250	12,7	7,75	8,51	4,45	1,8	11,8	20,1	20,5	2200	1,03	• G

520M	ROAD/OFFROAD	AR	•		•	NONE	125-250	15,88	6,35	10,16	5,08	2,0	15/13	16,6	17,7	3100	1,42	• S
520MR2	CROSS/OFFROAD/ROAD	ARS	•	•	•	NONE	125-250	15,88	6,35	10,16	5,24	2,0	15/13	18,9	19,8	3400	1,64	• G
520MX6	CROSS	ARS		•	•	NONE	250-500	15,88	6,35	10,16	5,24	2,0	15/13	16,8	18,8	3740	1,51	•• GG • K
520XLR2	ROAD/OFFROAD	ARS		•	•	Xs-ring	125-400	15,88	6,35	10,16	5,24	2,0	15/13	19,9	20,7	3300	1,66	• S
520XMR3	ROAD	ARS		•	•	Xs-ring	250-800	15,88	6,35	10,20	5,38	2,4	15/15	21,4	22,3	3900	1,90	• S
520XRR3	OFFROAD/ROAD	ARS		•	•	Xs-RING	125-500	15,88	6,35	10,16	5,24	2,0	15/13	19,8	21	3600	1,58	• G • K
520XSR	ROAD/OFFROAD/SPORT	MRS		•	•	Xs-RING	125-800	15,88	6,35	10,20	5,38	2,0	15/13	20,1	21,2	3630	1,58	• G
520XSM	OFFROAD	ARS		•	•	Xss-RING	125-650	15,88	6,35	10,16	5,24	2,0	15/13	19,2	20,1	3840	1,66	•• GG
520XHR2	ROAD/SPORT	MRS		•	•	Xs-RING	500-1000	15,88	6,35	10,20	5,38	2,2/2,4	15/14	20,8	21,9	4180	1,85	• G
520RXX	RACING	MR		•	•	Xss-RING	600-1000	15,88	6,35	10,20	5,38	2,0	15/13	20,5	na	3920	1,60	•• GG

525XMR3	ROAD	MRS		•	•	Xs-RING	250-800	15,88	7,85	10,20	5,38	2,4	15/15	23,3	24,1	3900	1,99	• S
525XRR	ROAD/SPORT	MRS		•	•	Xs-RING	250-800	15,88	7,85	10,20	5,38	2,2	15/13,5	22,35	23,5	3910	1,82	• S
525XSR2	ROAD/SPORT	MRS		•	•	Xs-RING	500-1000	15,88	7,85	10,20	5,38	2,2/2,4	15/13,5	22,75	23,9	4180	1,9	• G
525XHR3	ROAD/SPORT	MRS		•	•	Xs-RING	600-1400	15,88	7,85	10,20	5,38	2,4/2,6	15/14	23,1	na	4890	2,06	• G

530HS	ROAD	AR	•		•	NONE	250-600	15,88	9,53	10,16	5,08	2,0	15/13	21,6	22,5	3560	1,71	• S
530XMR3	ROAD	MRS		•	•	Xs-RING	250-800	15,88	9,53	10,20	5,38	2,4	15/15	24,7	25,5	3900	2,08	• S
530XRR2	ROAD/SPORT	MRS		•	•	Xs-RING	250-900	15,88	9,53	10,2	5,38	2,2	15/13,5	24,0	25,2	3910	1,98	• S
530XSR2	ROAD/SPORT	MRS		•	•	Xs-RING	600-1100	15,88	9,53	10,20	5,38	2,2/2,4	15/13,5	24,4	na	4180	2,05	• G
530XHR2	ROAD/SPORT	MRS		•	•	Xs-RING	900-1400	15,88	9,53	10,20	5,38	2,4/2,6	15/14	24,7	na	4890	2,16	• G

532ZVX	ROAD	MRS		•	•	Xs-RING	600-1100	15,88	9,53	11,10	5,64	2,6/2,4	15/15	25,4	na	4710	2,32	• S
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630MO	ROAD	MRS		•	•	O-RING	750-1100	19,05	9,53	11,91	5,95	2,4	17,3/15,3	25,2	na	4510	2,71	• S
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### O-Ring

Old generation of seal, far less used nowadays except on specific models like vintage motorcycles or mopeds.



### Xs-Ring

It's the standard today, the Xs-Ring keeps the grease between the pin and the bushing and reduces friction to increase the durability of your chain.

A chain with an Xs-Ring has over 50% more longevity than a chain with an O-Ring.



### Xss-Ring

The Xss-Ring has the same technical advantages as the Xs-Ring but is more narrow to get a lighter chain, mostly used for racing applications.





RACE  
TO PUSH  
THE LIMIT