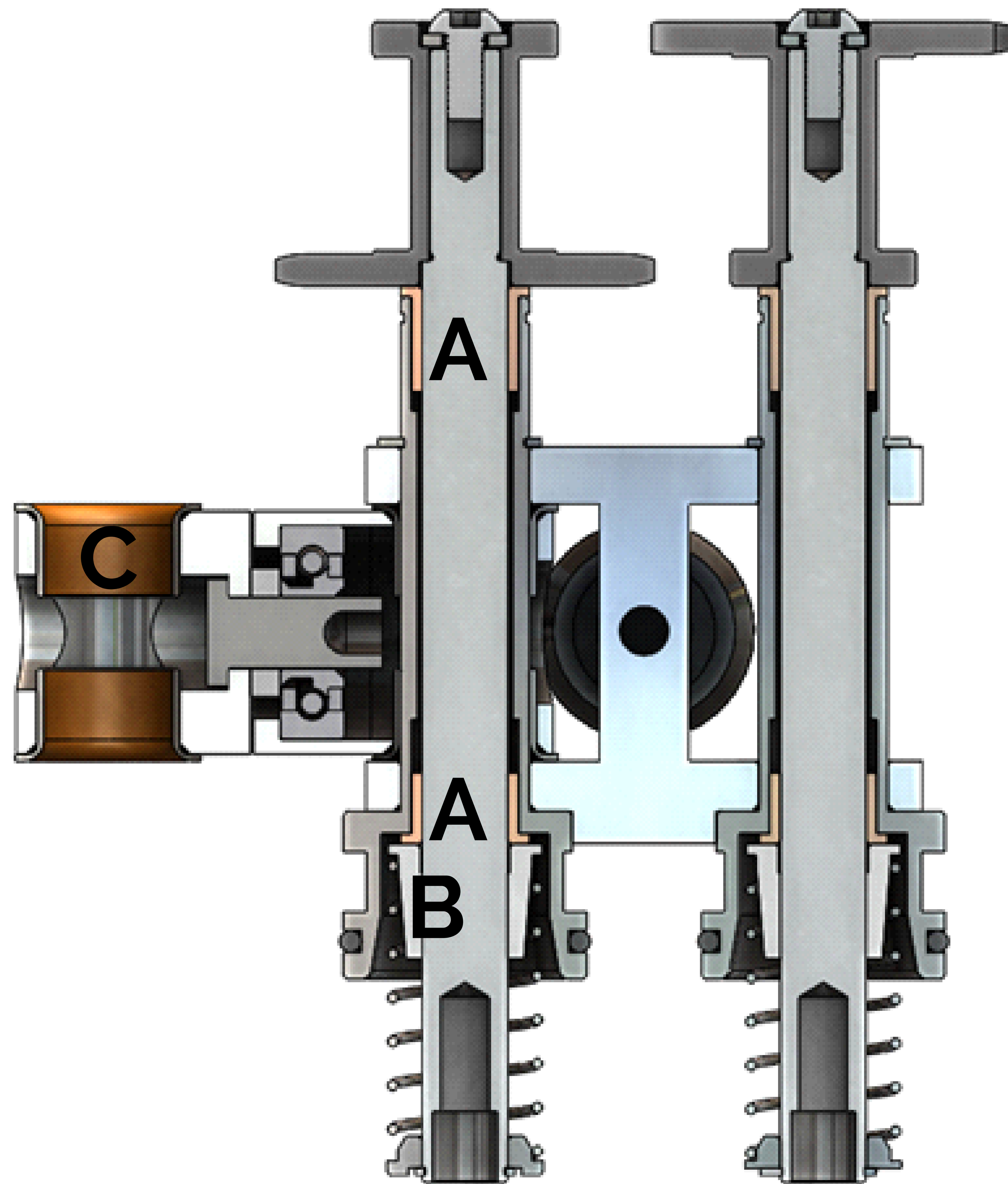




CHAÎNE TOUT ROULEMENT



CURRENT DESIGN



OEM CHAIN – ORIGINAL VERSION

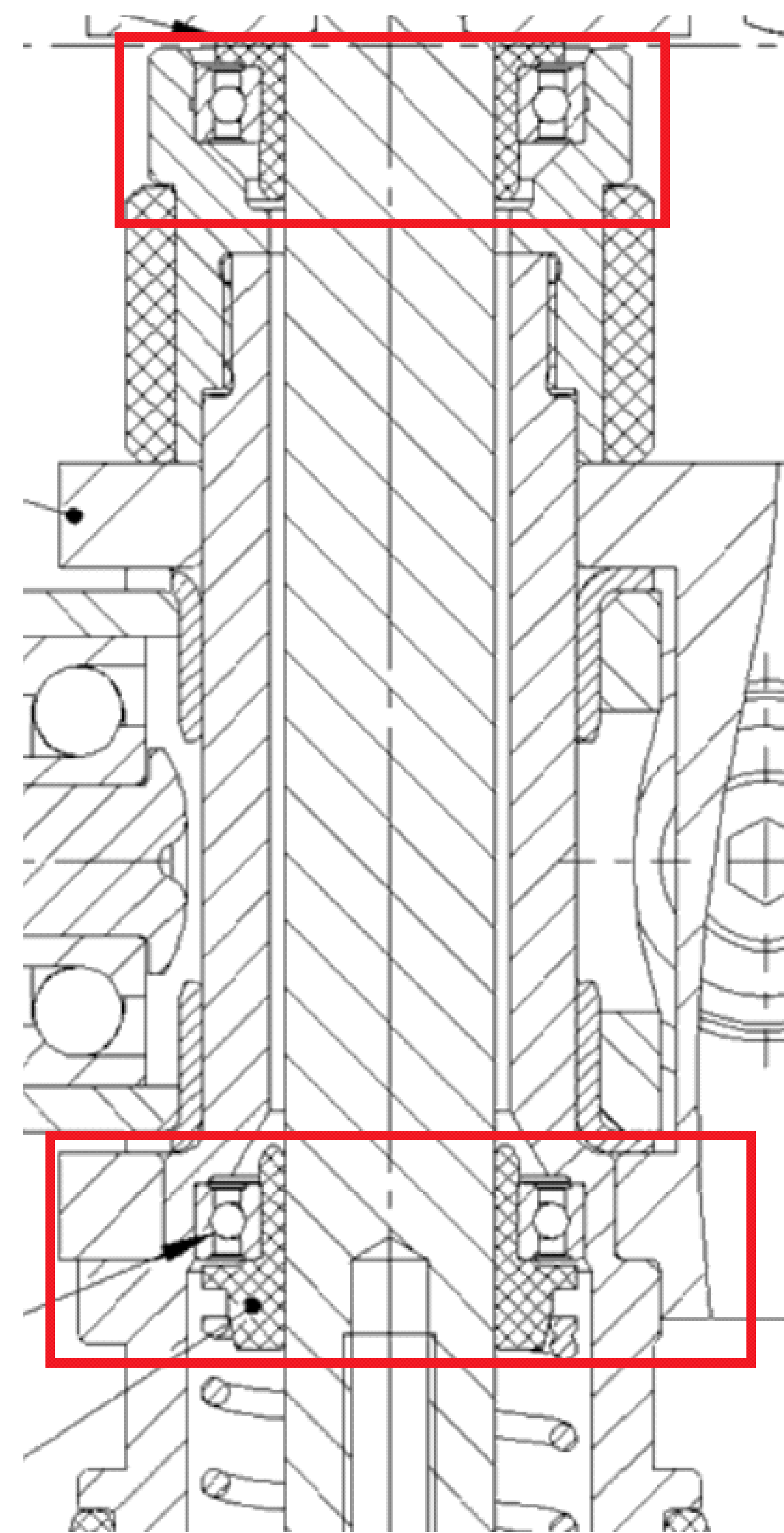
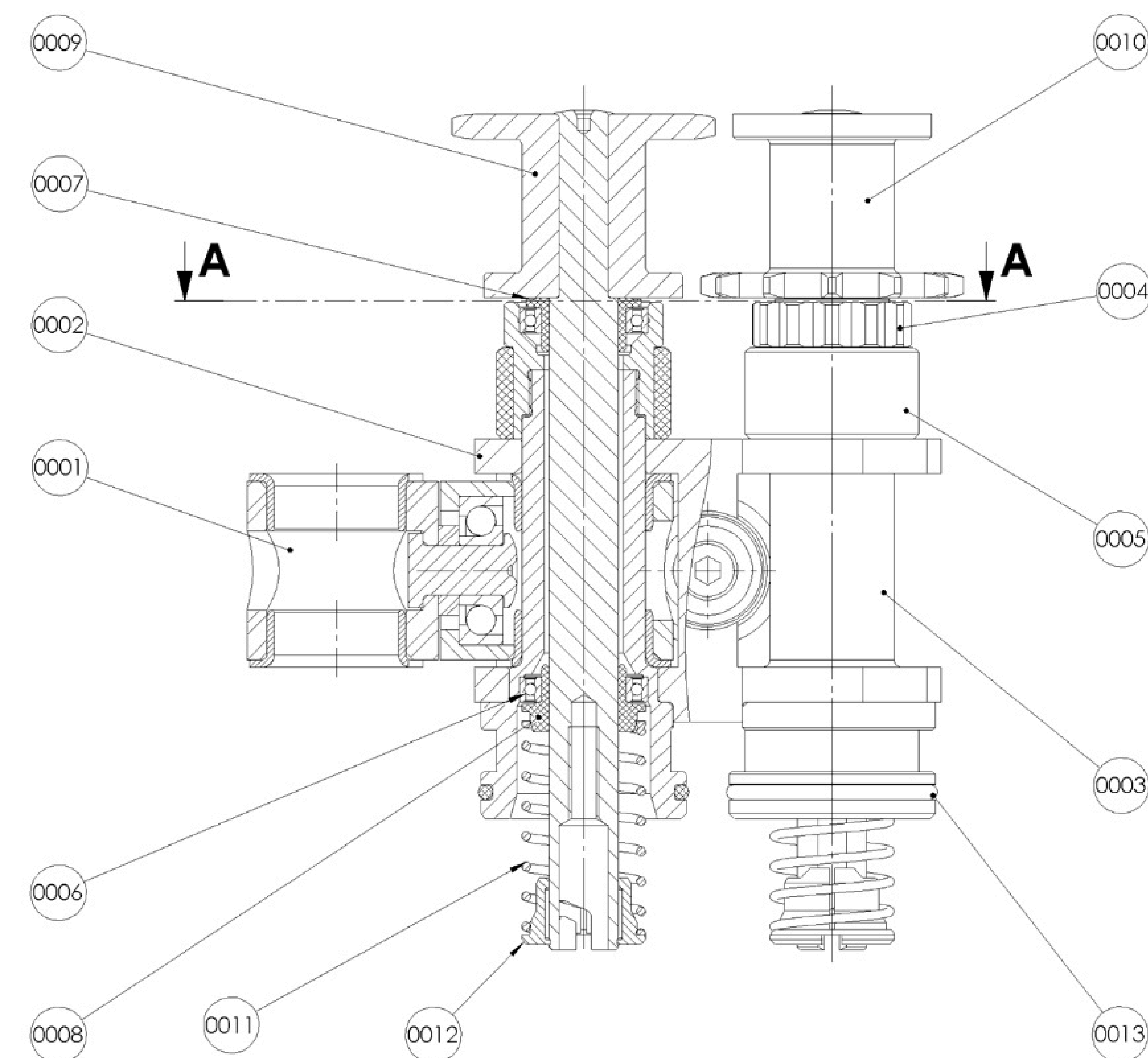
- 2 self-lubricating bronze pads for rotating and moving the spinner (A).
- 1 self-lubricating plastic pad for moving the spring on the spinner (B).
- Steel rings with PTFE coating for the articulation of the chain (C).

OEM CHAÎN

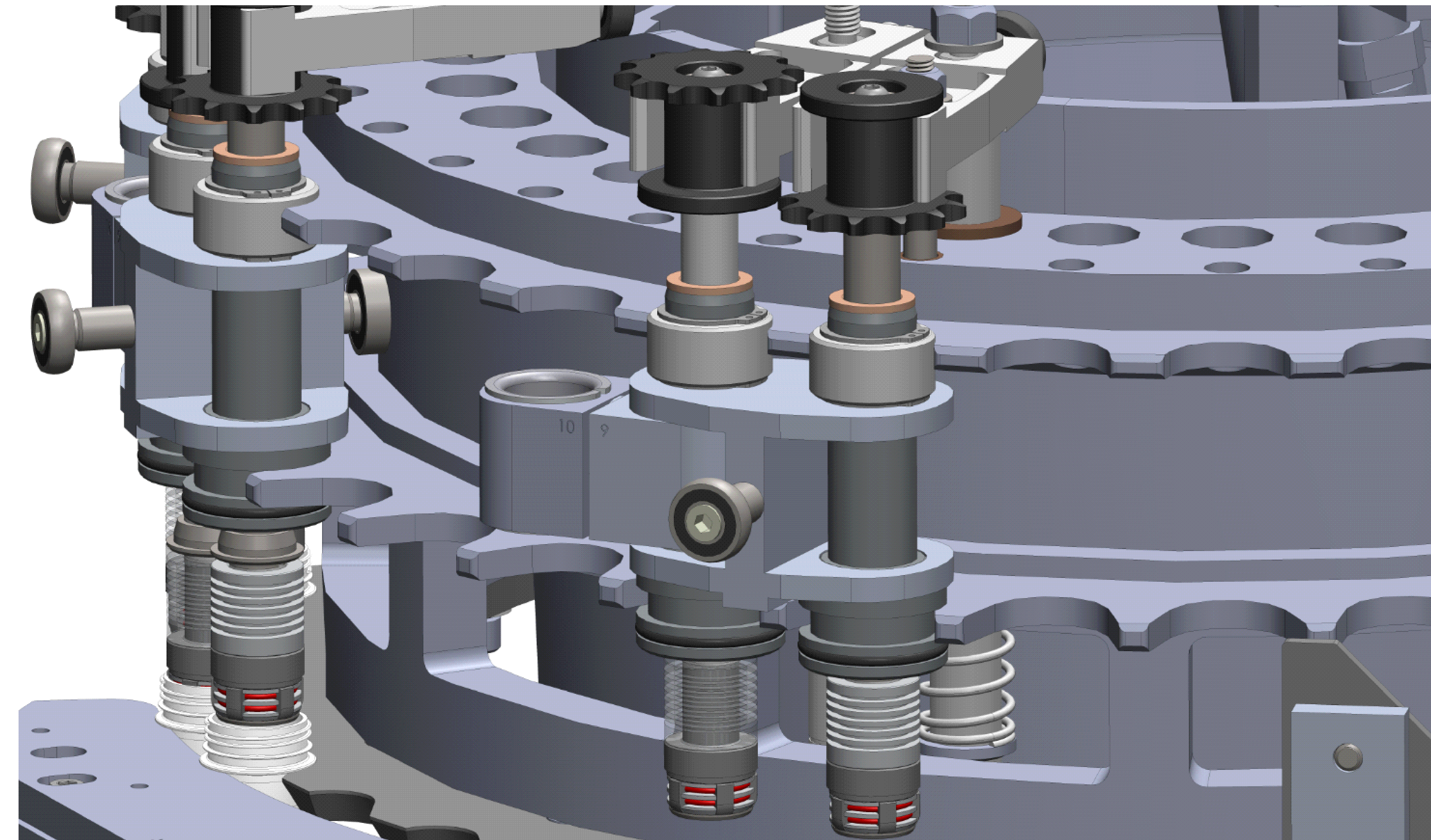
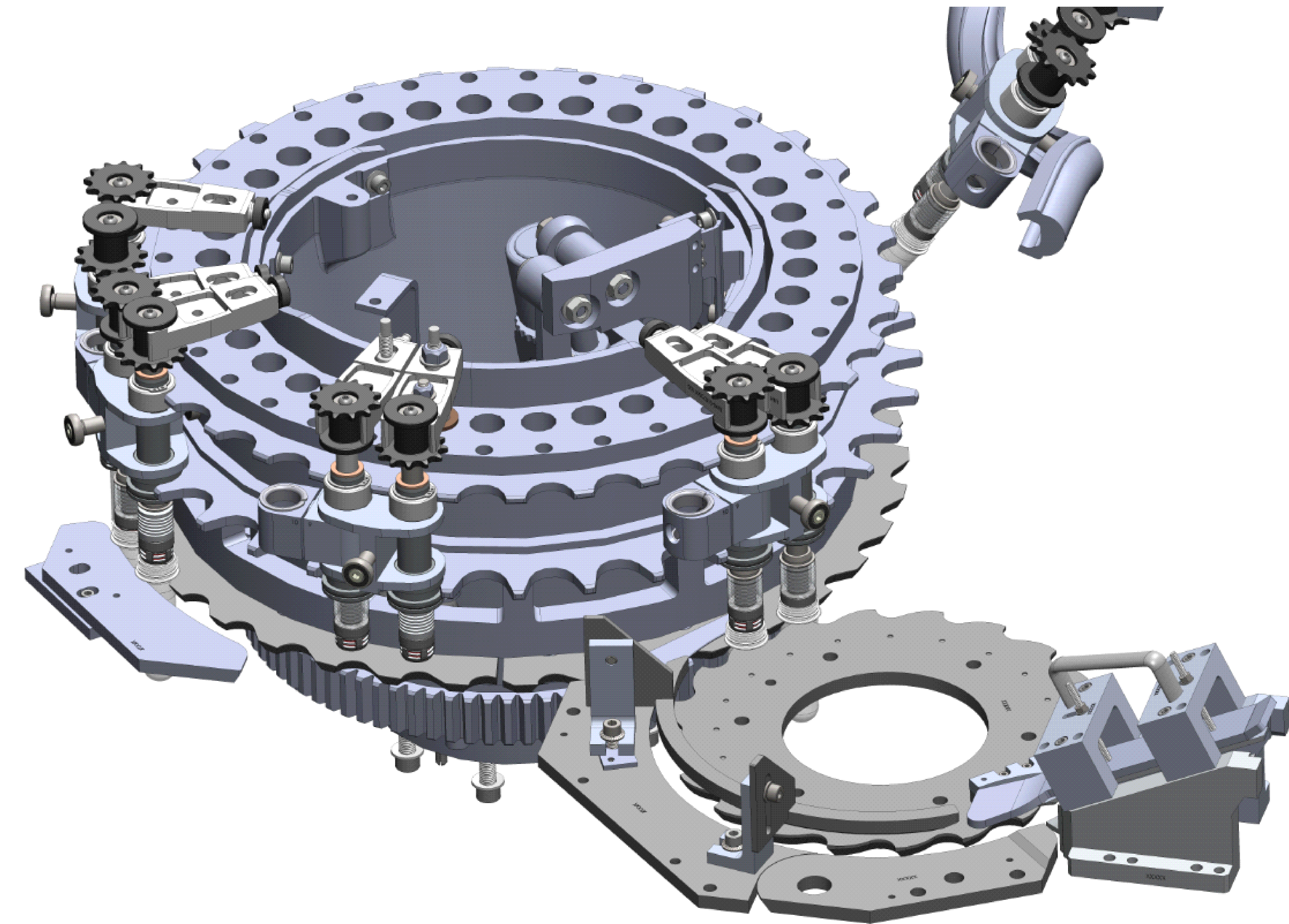


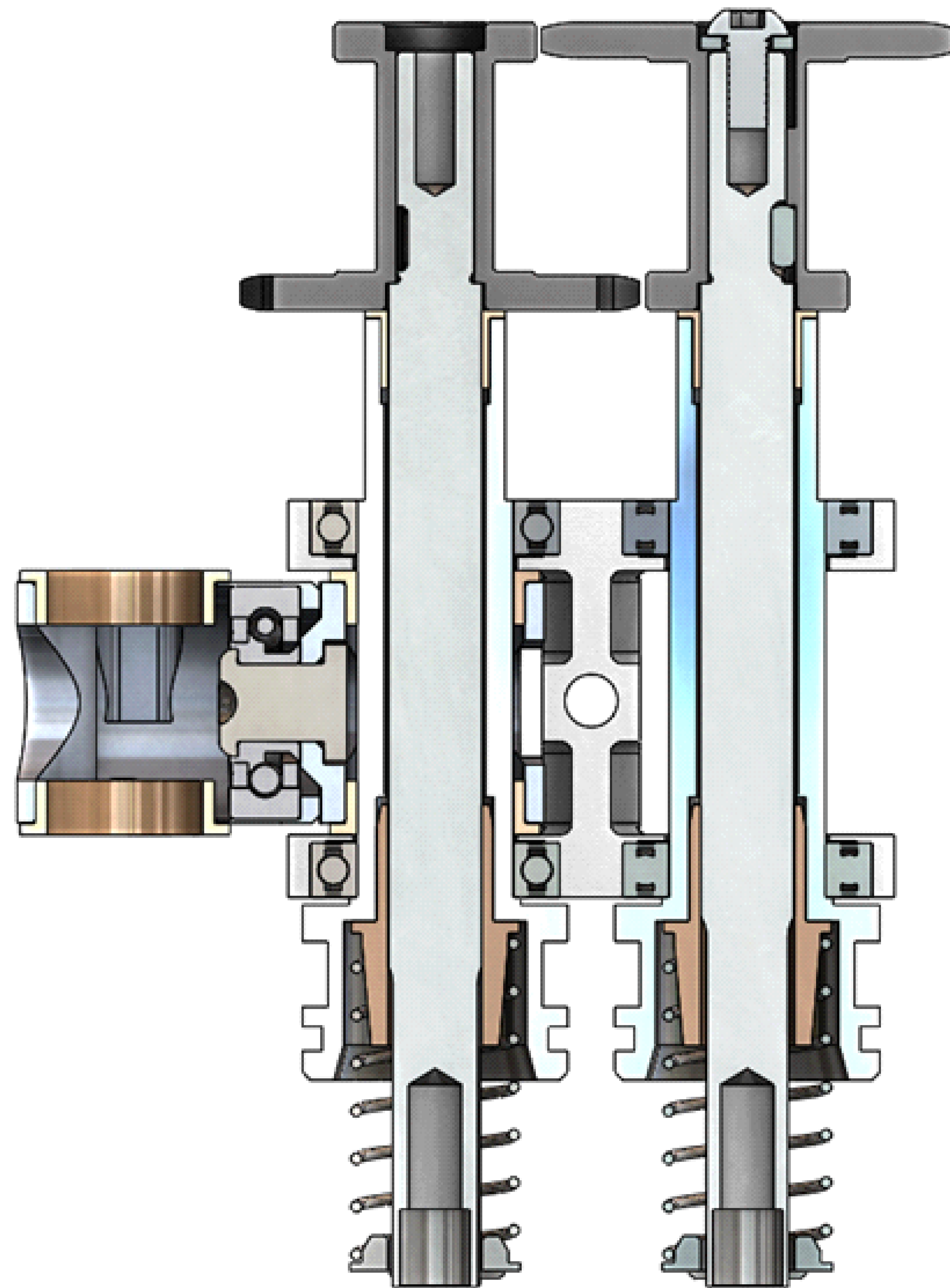
OEM CHAIN – TOUT-ROULEMENT

- 2 self-lubricating plastic “anti-rotation” pads for moving the spinner.
 - The pads are pressed into the bearings.
- 2 bearings for the spinner rotation.
 - The bearings are located inside the sleeve.
- Steel rings with PTFE coating for the articulation of the chain (same as the original chain).
- Screw mounting of the sleeve with Loctite 270 (green) which usually needs to be heated during disassembly.



CHAIN SUPPORT





Chaîne UM – TOUT-ROULEMENT

- No machine modification required (except for the “V” side bearing rail, same as OEM).
- 2 high performance self-lubricating plastic “anti-rotation” pads for moving the spinner.
 - The pads are pressed into the sleeves.
- 2 bearings for the spinner rotation.
 - The bearings are located on the outside of the sleeve. So the sleeve is free to rotate.
- Bagues en plastique autolubrifiant à haute résistance l’articulation de la chaîne (même que la chaîne originale).
- Simple assembly with a retaining ring.

UM CHAIN

