

# UNNA

## ALL-BEARING CHAIN



Our partners :

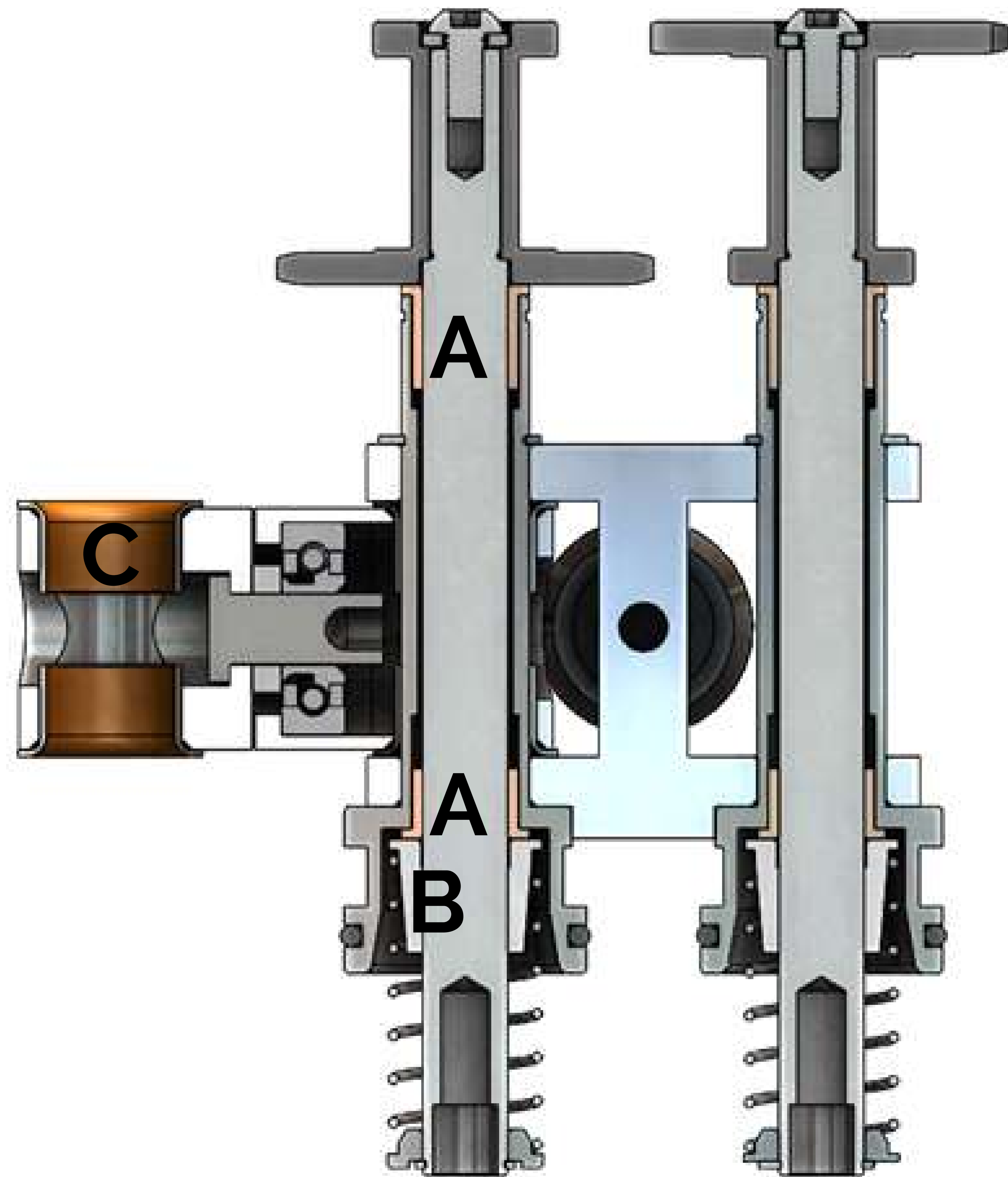


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# CURRENT DESIGN

## 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.

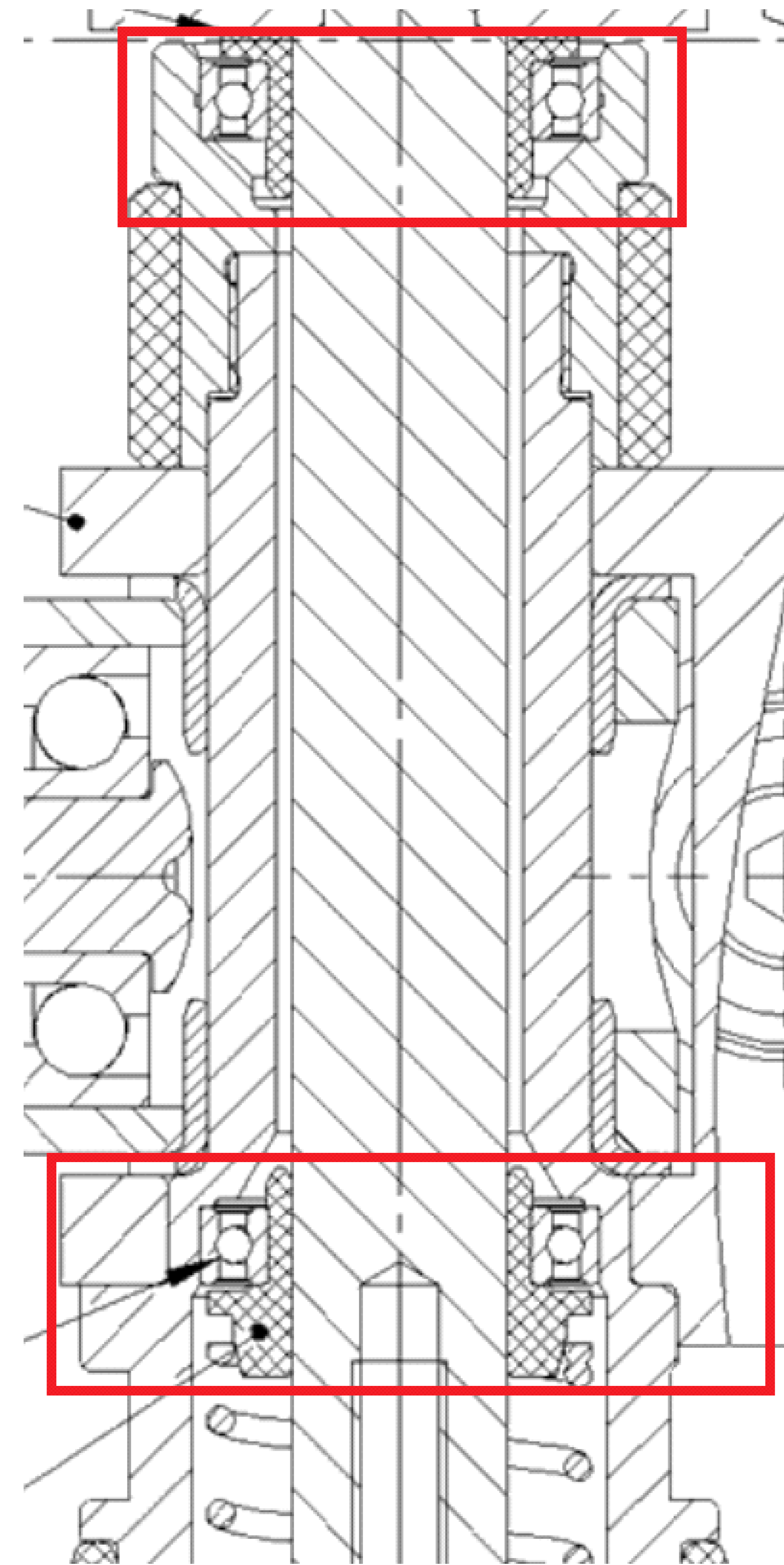
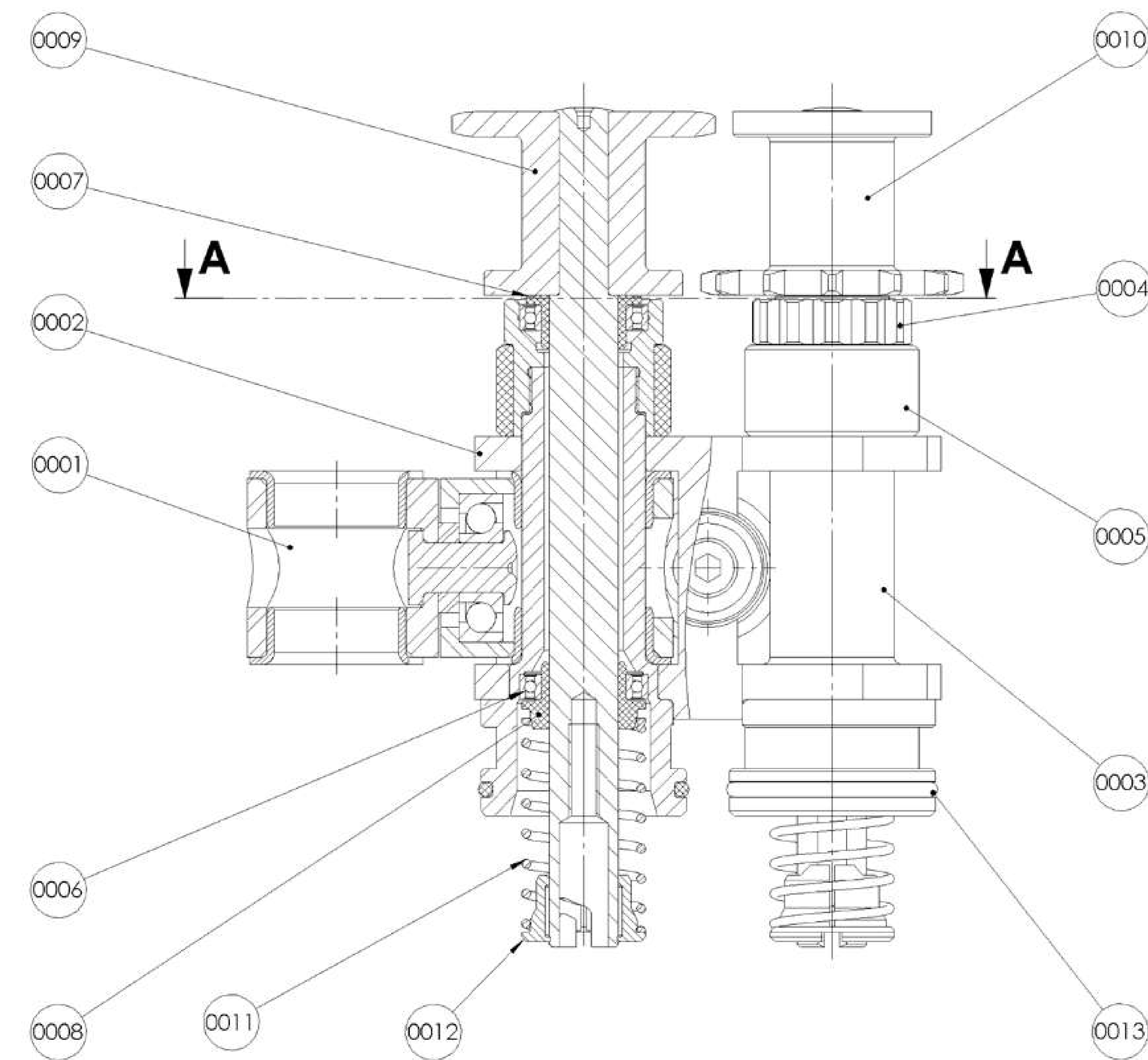
– The pads are pressed into the bearings.

- 2 bearings for the spinner rotation.

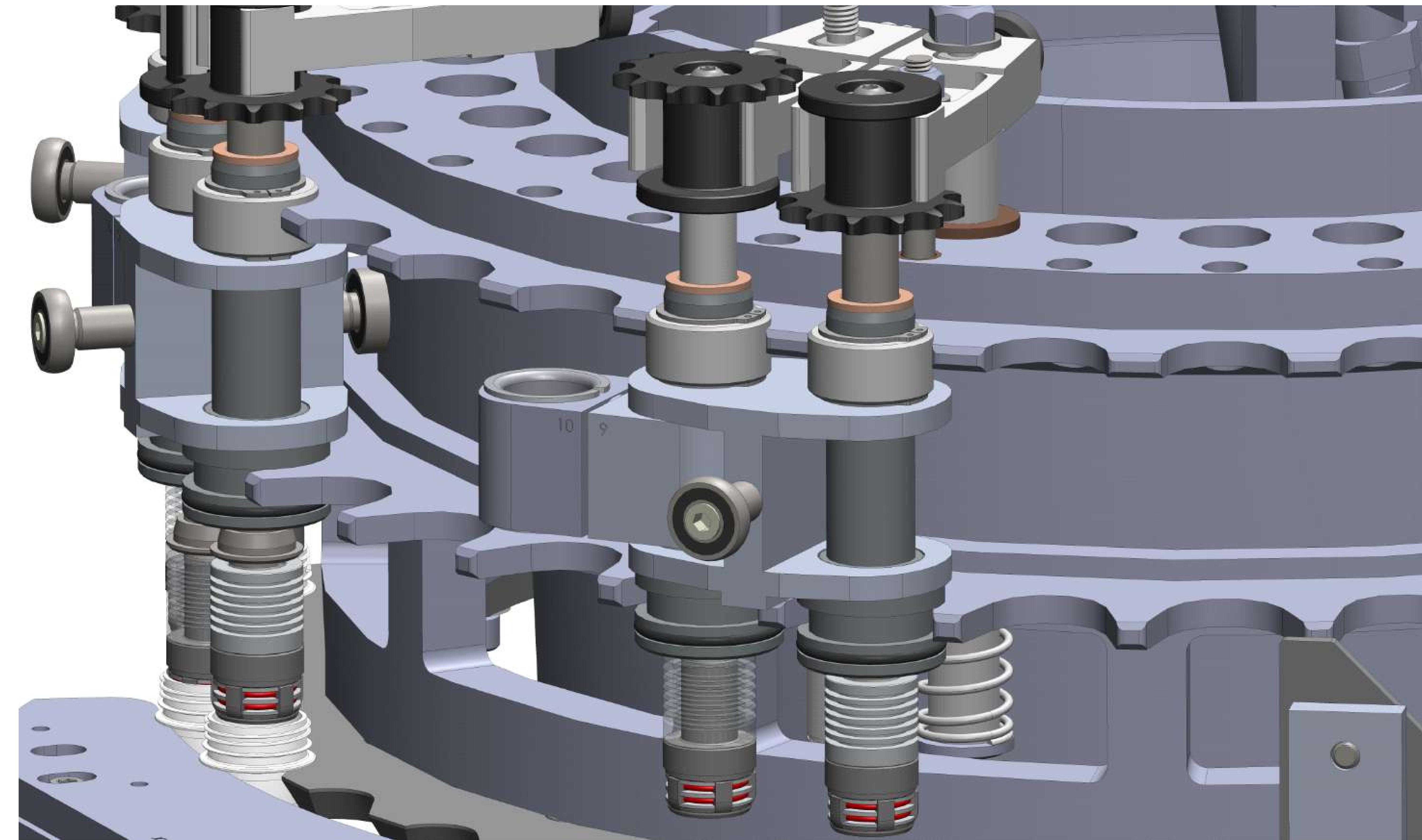
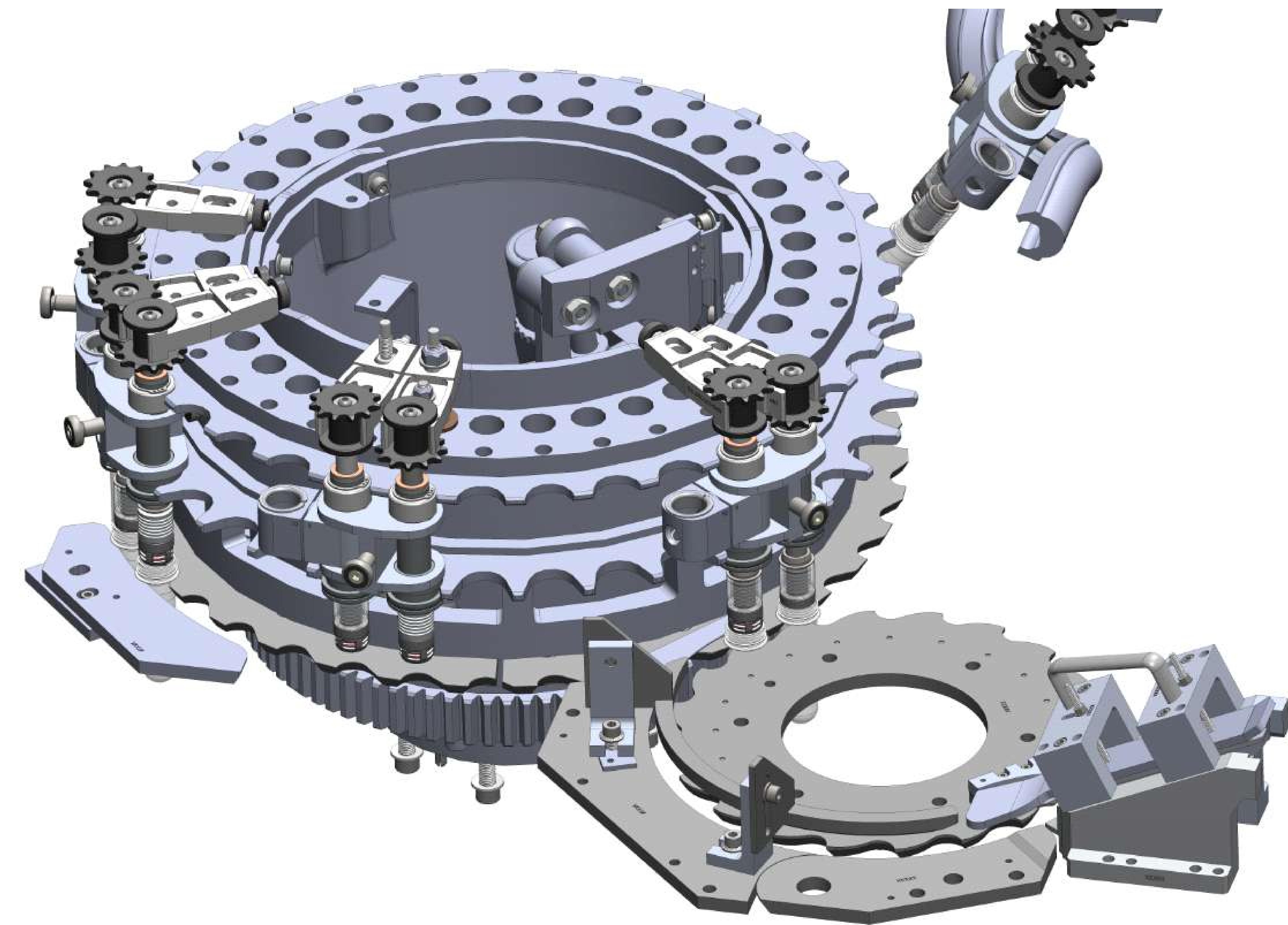
– The bearings are located inside the sleeve.

- 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.

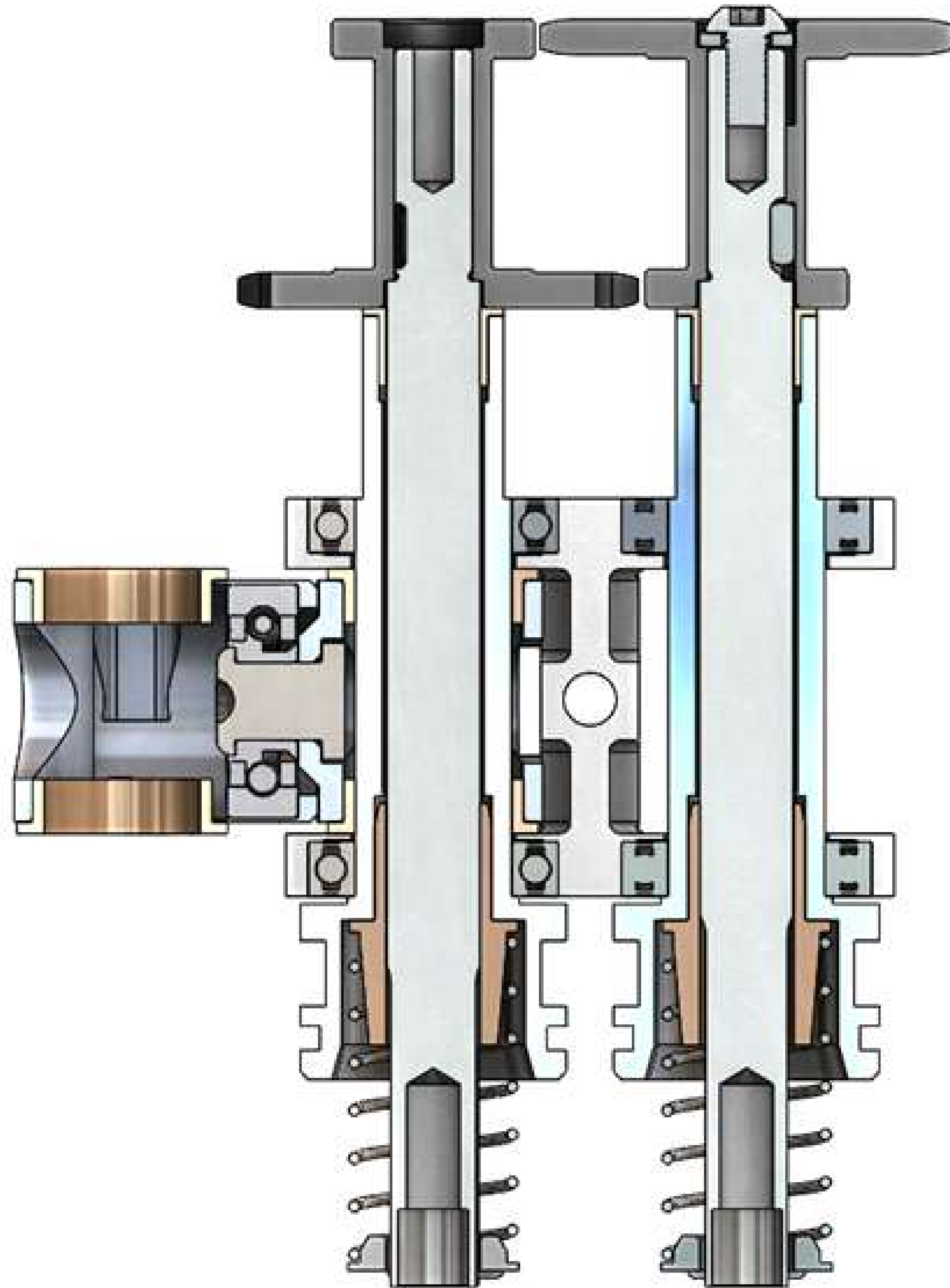


# CHAIN SUPPORT



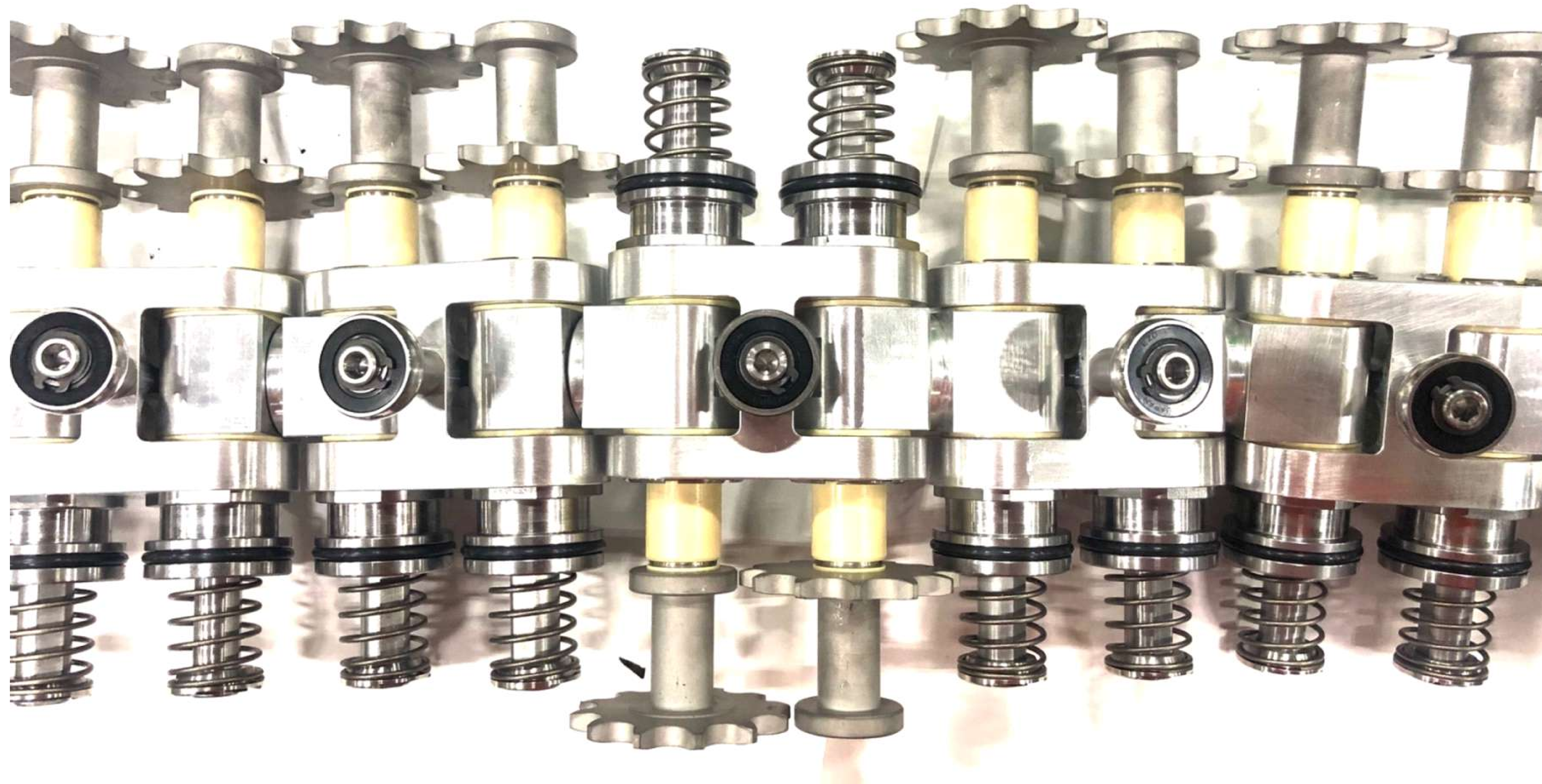
# UM CHAIN

## 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.
- Self-lubricating plastic bushings with high resistance to the chain joint (same as the original chain).
- Simple assembly with a retaining ring.

# UM CHAIN



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## Our partners

