

# **RATE OF WEAR ON TMD PRODUCTS**

## **FRONT SLIDERS, ROLLERS OR FRAME PADS & REAR CHAIN GUIDES**

How long a front slider, frame pad, roller or rear guide will last will be affected by a few factors.

1. Proper chain adjustment.
2. Quality of the chain.
3. Soil type and conditions (muddy / sandy)
4. The number of hours you ride.
5. The location of the countershaft sprocket in relationship to the swing arm pivot point.
6. Size of the front or rear sprocket.

### **Proper Chain Adjustment**

If you adjust your chain outside of the oem specification it will accelerate the rate of wear.

Eyeballing, using your fingers or any other method is not precise. **Follow oem procedure!**

When the chain is looser than necessary, it drags on the slider more then it normally would.

That means increased rate of wear.

### **Quality of The Chain**

Inferior chain quality accelerates wear. Discount, retailer branded and even some name brands are not what they advertise to be. Advertised tensile strength means nothing if steel alloy constancy and tempering process are not maintained.

All Regina and D.I.D VT2 & ERT3 chains prove to be very consistent and durable.

### **Soil Type & Conditions**

This has a really big impact on wear. Sand or high silica content soil will increase the rate of wear.

Mud severely shortens the life of drive components. You are literally dragging a very abrasive material around with the chain. Mud in addition to an overly loose chain can completely wear a slider and rear guide out in one race.

### **Number of Hours You Ride**

You think that it would a no brainer, but you would be surprised how many people confuse ride hours with elapsed time. For example: A customer said he only had this slider for 3 months and it already wore out. The customer rides 15 hours a week.  $15 \text{ hrs.} \times 4 \text{ weeks} = 60 \text{ hours per month} \times 3 \text{ months} = 180 \text{ hours}$ . Add a little mud, sand, loose chain and you can get the picture.

### **Countershaft Sprocket Location**

If the center of line the countershaft sprocket is below the pivot point of the swing arm, it will wear the top of the front slider a bit more aggressively. This typically happens at the very front of the slider and at the weld.

If the sprocket teeth are very close to the pivot point, it will typically wear the bottom side of the slider at the pivot point. The chain will stay married to the sprocket until it is pulled over the lower roller. More chain slack then oem spec makes this much worse.

### **Sprocket Size**

Smaller front sprockets (12 tooth) will lower the chain line. The chain will drag on the slider more than it normally would. Increasing the rear sprocket size by 1, 2 & 3 teeth over stock will cause the rear guide to wear more quickly. The rear guide has fixed location. A bigger rear sprocket increases chain angle as it exists the rear guide. That causes the chain to push down much harder on the bottom of the guide. Moving the wheel back helps reduce the angle and ease the downward pressure on the wear pad in the rear guide.