

FAQ – Frequently Asked Questions

1 Can the solid lubricant also be used with racing motorcycles or for motocross/enduro?

Yes. The driving tests are conducted in almost all motorcycle categories for a reason.

Very good results were achieved, in particular over the 5,000 test kilometers in mixed off-road use, despite the fact that the problem of dust and sand soiling is usually enormous here.

The entire distance was covered on a Yamaha WR 250 R without any grease or oil lubrication with minimal wearing of the chain and aluminum chain wheel.

With enduro/motocross machines, the usual chain guide can be used as a retainer for the lubricant cartridge. This translates to minimal additional weight and extremely easy installation.

2 Why isn't there a holder for my bike yet?

This is hopefully about to change. We are continually working on the development of new holders for specific bike types.

The selection of holders we manufacture does however depend on the demand for them. Just contact us, stating your motorbike type; we might even be developing one for it at the moment!

In general, however, the following basic prerequisites apply:
There must be sufficient construction space between the chain and the swingarm, and there must be a supporting surface for the system and for the attachment points. Our holder concepts are designed so that no constructional changes have to be undertaken.

3 Will other holder types be produced in future?

Further holders for specific bike types are continually being developed. We integrate partners for this purpose who are able to advise and support us. You too are welcome to input your ideas and to tell us if you can't find a holder suitable for your motorbike type.

4 The mounting procedure of the solid lubrication system of the BMW S 1000 R differs from other holder types. What has to be considered?

Before mounting the assembled lubrication system to your BMW S 1000 RR, the back wheel must be removed - in contrast to all other models. This is due to the special design of this solid lubrication holder and because of the necessity of using the existing fastening points at the swing arm.

On customer preference we developed the solid lubrication system for the BMW S 1000 RR in such a way that the holder is completely hidden behind the swing arm. We recommend you have your dealer or garage carry out installation for you.

5 Can I also mount the holder if my swingarm has been changed constructionally in comparison to the original condition?

In this case, we are unable to take any liability for the system. Whether mounting is in principle possible is dependent on the type of construction change carried out.

6 There isn't a system available for my motorbike yet. Can I order a solid lubricant insert anyway?

We basically advise against you building your own holder, as we cannot guarantee its safety.

In addition, the lubrication system is patented.

However, please contact us directly with your request: we'd be happy to advise you and to find a collaborative, individual solution.

7 Can I use similar materials?

Under no circumstances! There are a large number of different carbon and graphite materials which, at first sight, appear to be similar, however, their characteristics differ substantially.

When using another material, except for the one used by Schunk Kohlenstofftechnik or CarbonForBikes, the lubrication effect will be insufficient. In addition, other materials may break or cause damage.

8 How are the chain rollers lubricated internally with the solid lubricant?

Thanks to the fantastic lubrication application effect on the roller surface and the chain wheels, the roller glides over the tooth tips into the tooth spaces with minimal resistance. Only minimal rotation between the roller and sleeve occurs here.

The lubrication points of the chain that are crucial for its service life are sealed with the O-/X-rings and are located between the chain pins and the sleeve, i.e. where no chain sprays can reach.

During the extended tests, however, it was noted that the fine lubrication dust was also distributed on the inside through the round 0.5 millimeter-wide gap between the roller and chain lug.

9 Will an O/X-ring chain treated with solid lubricant last as long as one with chain spray?

Our extended tests with the Suzuki V-Strom DL 1000 under realistic conditions yielded wear values far below the limit values and suggest an extrapolated service life of approx. 33,000 or 72,000 kilometers, depending on the test procedure used.

The following table contains the wear values obtained after 12,000 kilometers of testing.

	According to the maintenance manual	According to the DID
Measured over ... pins	21	16
New chain	318.1 mm	238.5 mm
Degree of wear	319.2 mm (0.41%)	
Degree of wear 1 (critical range)		240.9 mm (1%)
Degree of wear 2 (replace!)		243.3 mm (2%)
After extended test of 12,000 km	318.5 mm (0.13%)	238.9 mm (0.17%)
Chain service life (extrapolated)	33,000 km	72,000 km (V1) 144,000 km (V2)

10 Are the O/X-rings lubricated as well?

Yes. The O- or X-rings lie directly in the abrasion dispersion area and are constantly covered with a light lubricating film. In addition, the sealing rings are not mechanically damaged in any way by running over the lubricating rail.

11 Do I have to degrease the chain before I install the solid lubricant system?

No, the solid lubricant is compatible with grease and oil.

The lubricant functions even if the chain isn't de-greased. However – you then of course still have oil and grease on your chain, on the sprocket and the pinion, which may clog up as before with dirt and dust.

12 Are the solid lubricant and conventional chain spray compatible?

The solid lubricant reacts to all oils and greases available on the market without complications. The lubricating effect is not affected

13 Is the solid lubricant compatible with conventional rust removers (e.g. Caramba)

The solid lubricant reacts to all rust remover available on the market without complications. The lubricating effect is not affected. To avoid flash rust we recommend to use coated chains.

14 How does the fine abrasion of the solid lubricant adhere to chain wheels and the chain?

One of the outstanding properties of the solid lubricant is that it forms a stable coating under pressure.

This coating is especially noticeably thick where the greatest contact pressures occur, i.e. in the tooth space and tooth flank areas where the greatest wear normally occurs.

Another advantage of dry material lubrication is that the plastic rails used for protection of the swing arm that are subjected to wear are also lubricated, so they last longer.

15 Doesn't the abraded solid lubricant just volatilize as dust?

Almost none of the lubricant particles picked up by the chain rollers are thrown off. They settle on the stressed components under the high pressure of the driving forces and are properly worked into the respective surfaces.

16 Does the lubricant have to be permanently pressed against the chain under spring pressure in order to lubricate it?

No. Regular contact without any additional contact pressure is enough to apply the lubricant to the chain. This occurs through the wave-like whipping of the unstressed chain strand, the springy movements of the swing arm and gravity, which allows the chain to contact the lubricant.

Our driving tests have shown that the lubricating film also remains intact over a longer period of time without a supply of lubricant. This is comparable to conventional chain lubrication, which is also only applied at intervals.

The contact between the chain and the lubricating rail functions very reliably without the driver having to adjust or correct the rail.

17 What happens if the solid lubricant ends up on the brake system or tires? Is their function or adhesion affected?

Driving tests with brakes and tires deliberately brought into contact with the lubricant showed that the lubricant did not affect their function in any way. Even with deliberately applied and clearly visible solid lubricant particles on the tire shoulder, the curve adhesion of the tire was not affected in any way whatsoever. These tests were carried out in a circular path at extreme tilts up to 52 degrees.

18 Doesn't the abraded lubricant adhere to the engine and frame parts as well?

For the first few kilometers, i.e. when "breaking in" the lubricating rail, dust may build up slightly near the swing arm, gear and rear wheel rim. This dust can be blown off with compressed air at any gas station. As soon as the contour of the chain has been worked into the lubricant and it fully supports the chain, there is virtually no further soiling in the drive area.

With our solid lubricant, there is never any burning in into the exhaust or engine surfaces as can be the case with conventional lubrication.

In addition, the solid lubricant can easily be rinsed off surfaces and skin with warm water or mild soap suds, although the material itself is not soluble.

19 How can a solid lubricant work in the rain?

In contrast to conventional chain grease which is rinsed off when wet, the chain runs through the reservoir of the solid lubricant during a drive in the rain and builds up a lubricating emulsion. This emulsion dries completely after the rainy drive and leaves behind the almost invisible gray lubricating film on chain wheels and chain rollers that can be seen in dry weather.

After driving less than 10 kilometers, the thin lubricating film is completely renewed on the chain wheels.

20 Does the lubricant also work at temperatures below zero?

The solid lubricant works – in contrast to fluid lubricants – completely independent of temperature.

21 Does the solid lubricant prevent rust from forming on the chain?

Light surface rust on rollers and lugs is rubbed off as the component passes by the solid lubricant. Surface rust may form on chains that are not surface treated (nickel-plated or otherwise coated) in wet conditions over a longer period of time.

With surface-treated chains, only minimal corrosion could be expected after a longer period of time.

22 The edges on my lubricant insert have broken off; what should I do?

The solid lubricant is a material which is used up via abrasion, thus ensuring lubrication. Broken edges etc. are therefore normal wear and tear, and are not critical.

23 Can I continue to drive with a worn solid lubricant insert?

Should the lubricant insert be used up or defective (wear markings), it must be replaced. Only then are function and safety guaranteed.