



Press, Break, Rivet Chain Tool

By Wes Fleming #87301

LIKE MANY BMW RIDERS, I DIDN'T start out riding Beemers. Financially speaking, they were simply out of my reach when I first starting riding in my 20s. Instead, I came up riding UJMs – universal Japanese motorcycles – and I had a penchant for mid-to late-1970s Honda CB750s. They

still cause my neck to swivel, to be perfectly honest.

When I got my first BMW – a 1995 R 1100 GS in classic black that I bought in 2001 – I thought my days of cleaning, adjusting and replacing chains were over. I learned all about drive shafts, final drives and swing-arm pivots. Now, however, BMW is streeting a variety of chain-driven bikes, including the S 1000 R/RR/XR and all the GS and R parallel twin-engine bikes. All the G-prefix bikes have always taken chains, and of course, BMW's original chain-driven bike was the

single-cylinder F 650 series that debuted (in Europe) in 1994.

That means that now I have a good number of friends who ride chain-driven BMWs, and I've had the opportunity to help several of them with installing new chains and sprockets. After the first one, I suddenly remembered from my CB750 days what a pain in the ass putting on a new chain is, especially since I don't trust clip-type master links. Using old-fashioned chain breakers wasn't going to cut it in the 21st century.

My search began and ended with Motion Pro's PBR Chain Tool. PBR stands for Press, Break, Rivet – the three things you need to do to remove the old chain and install a new one. It's a simple tool, but well thought out and solidly built; its net effect is to shave probably 50 percent off the time needed to swap out a chain. I paid \$80 for the tool



Extractor bolts on top of body bolts. Note broken tip of left extractor bolt. Extractor pin/spring in foreground.



PBR ready for action in Break mode, with detachable handle in place.



PBR in action in Break mode.

through my local independent motorcycle shop, only a few dollars more than Motion Pro's old-fashioned chain breaker, and it is worth every penny.

The PBR is easy to use and clearly marked for each function. The key is the removable anvil block, and it's marked P (Press), B (Break) and R (Rivet). To use the tool, you just line up the letter on the anvil block with the word on the tool body and you're good to go.

A combination of threaded bolts does the work – the extractor bolt fits inside the body bolt and pushes the spring-loaded extractor pin. With a 14mm wrench and a 17mm wrench, you can do everything you need to with a chain. To break a chain by pressing the pins out of a link, match up the anvil block's "B" with the tool body's "Break," then position the chain the pin fits into on the anvil block. Snug down the body bolt with a 17mm wrench, then use a 14mm wrench (or socket) to run the extractor bolt down until the pin falls out the bottom of the tool body. Repeat for the other pin on that link and you're done breaking the chain.

To affix a new chain, you start with pressing the master link's side plate into place. Take out the anvil block, press it into place on the body bolt with "P" matched up to "Press," position the chain, and start squeezing the side plate on. This step always requires a little finesse – with O- or X-ring chains, you don't want to destroy the rubber spacers – and the PBR Chain Tool makes it easy to finesse the side plate into place by giving you a nice, clear view of what you're doing and making it very easy to slowly squeeze the plate on.

Riveting the master link is just as easy as the other steps. Match up "R" to "Rivet," make sure you have the proper rivet tip in place on the body bolt, and rotate away until you're happy with your rivet. The PBR can handle both hollow nose and quad stake type master link pins.

The meticulous instructions included with the PBR Chain Tool remind you to periodically clean and lubricate the threads on the tool body, body bolt and extractor bolt. I didn't notice my body and extractor



Partially extracted pin.



Rivet tips, hollow nose on left.



A chain awaits repair.

bolts were dry, and when I was doing my second chain, the threads seized up a bit, making the tool difficult to use. I disassembled the tool and saw that the end of the extractor bolt had sheared off; the metal fragments must have gotten caught in the threads of the body bolt, damaging both pieces. An email to Motion Pro had replacement parts on the way in no time, a testament to both Motion Pro's one-year warranty and their excellent customer service.

If you ride a chain-driven BMW, this is a must-have item for your toolbox. It's even compact enough – and in a nice plastic case to boot – that you could even throw it into your road-going tool kit if you anticipate having to put on a new chain during an extended trip. The PBR Chain Tool weighs about two pounds (in its case), has an MSRP of \$86.99, and is available at a variety of outlets both online and brick-and-mortar. ☺

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