

## Chain Repair Kit

### Basic Information

- Price: Negotiation



### Product Specification

## Product Description

### FeaturesProducts SpecificationsApplication

The chain repair kit consists of timing chain, tensioner, chain stopper, camshaft, sprocket, gear and so on.

The timing chain matches the rotation of the crankshaft and camshaft, ensuring proper timing and regulating the opening and closing of the engine's valves as each cylinder initiates. The timing chain resides inside the engine and requires lubrication with oil provided by the engine.

Tensioner refers to the retaining device commonly employed in chain transmission system, which is characterized by maintaining the proper tensioning force of the chain in the transmission process, and thereby eliminating chain slipping or chain disengagement due to chain slippage. There are various structures of tensioners, generally comprising fixed structures and elastic self-adjusting structures.

#### TIMING CHAIN KIT

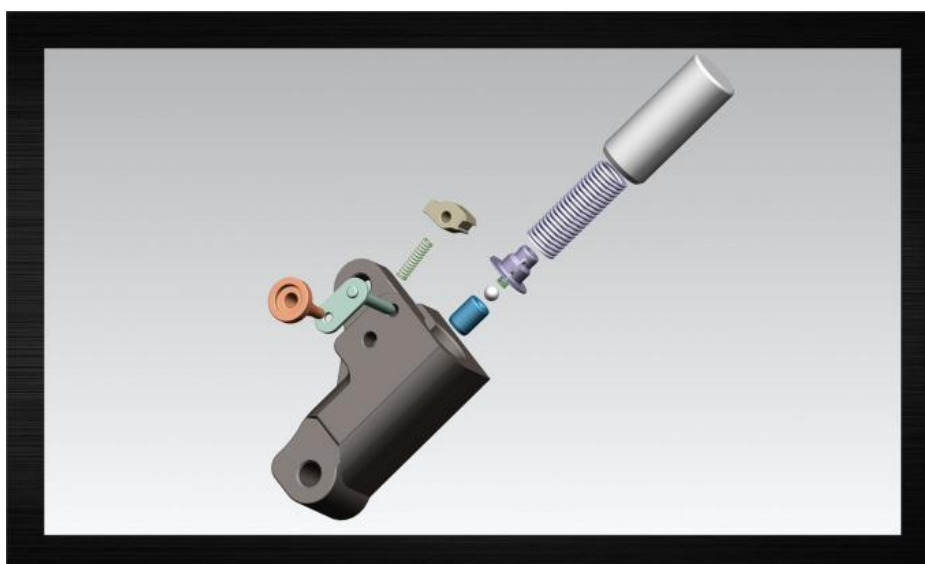
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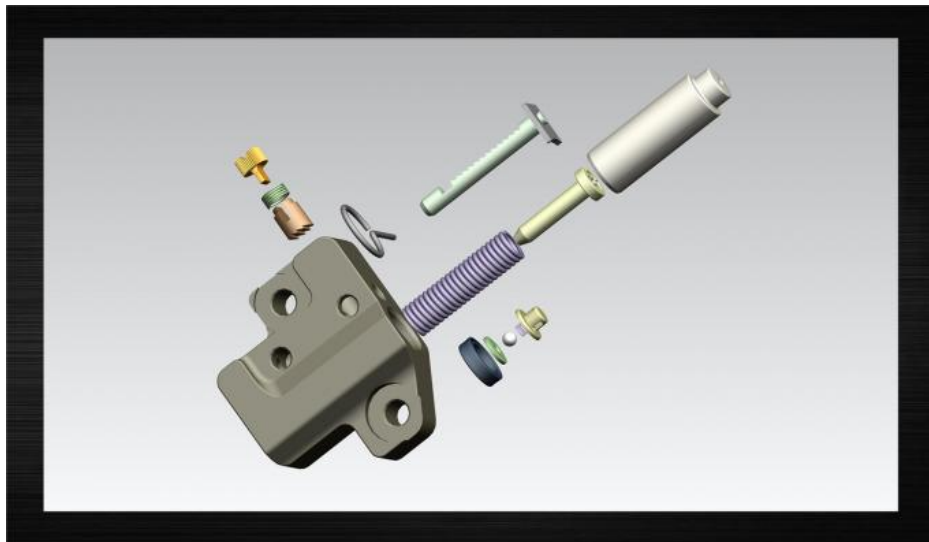
In order to ensure stable quality, in MASUMA each product must pass strict inspection.



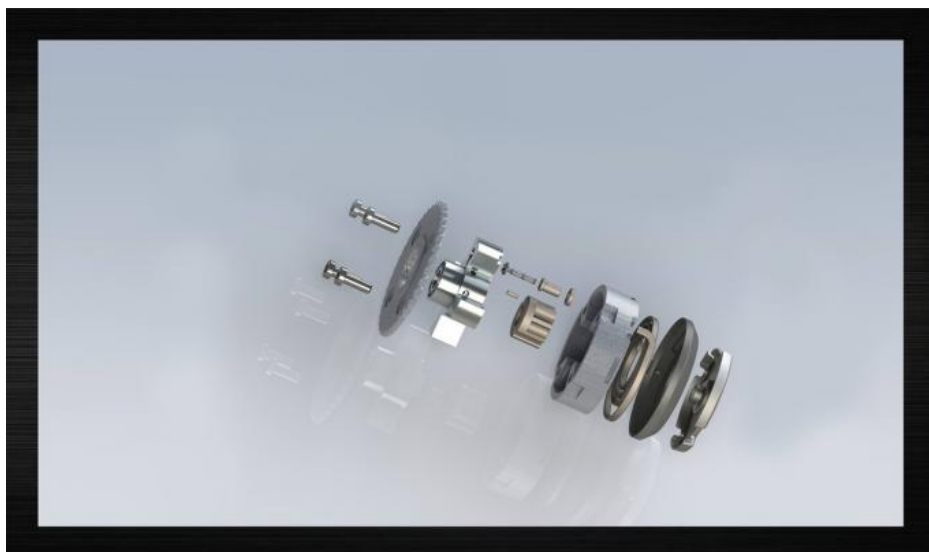
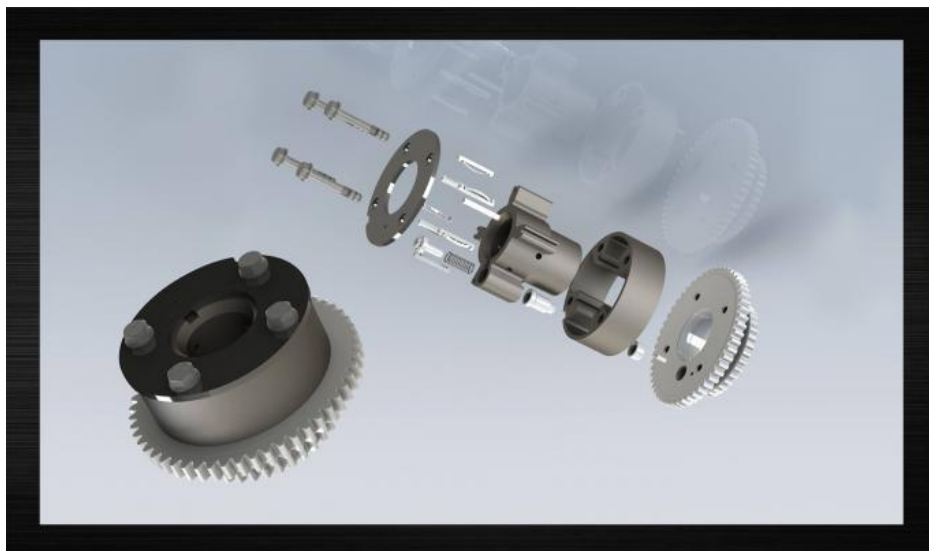
## Product Description

1. The chain is made up of chain plates and pins, where the plates are connected by the pins and possess the characteristics of strong tensile strength, prolonged service life and superior transmission and weight bearing performance. The steel of the chain consists of 38CrMoAl and GCr15, featuring strong surface hardness, wear resistance and fatigue intensity, as well as favorable heat resistance and corrosion resistance.
2. Normally, the tensioner shell adopts iron or aluminum material for the purpose of guaranteeing the sturdiness of the shell. Tensioner critical parts have been tested for 100% performance, of which each batch of springs is sampled for fatigue test testing to ensure stable buffer function and high ejection force based on its distinctive principle and structure.



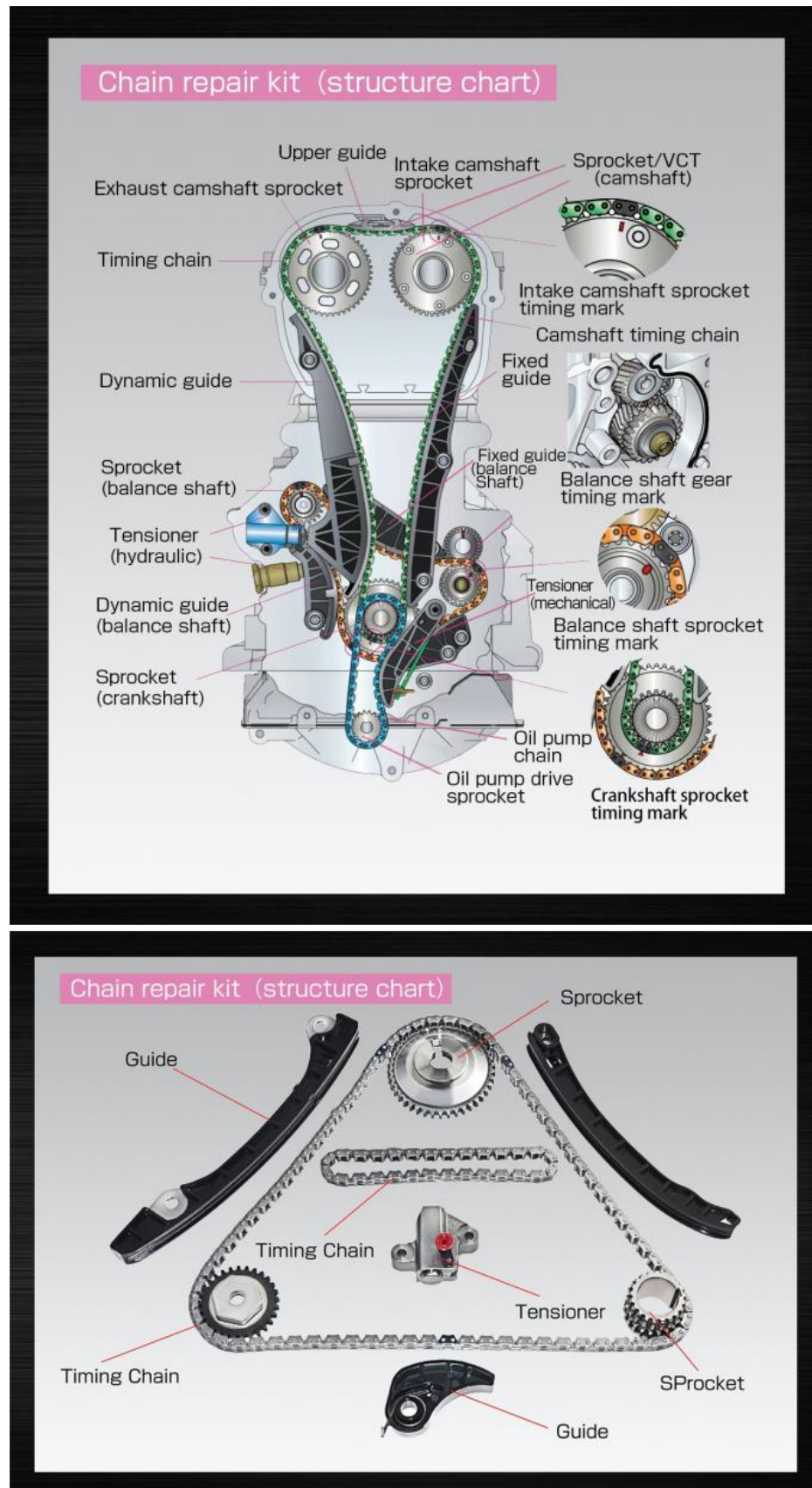


3. Guide rail: sophisticated injection mold, guaranteeing full compliance with the design requirements of the contour and size, high-intensity mechanical and impact resistance, high performance stability. The abrasion resistant surface layer of guide rail adopts Japan Asahi Kasei material, featuring high fluidity, short-term molding cycle, high-impact toughness and extraordinary abrasion resistance.
4. Generally, the gears and VVT adopt two materials, powder metallurgy or 45# steel, where the tensile strength is  $>686\text{MPa}$  and yield strength is  $>490\text{MPa}$ .
5. Camshaft phaser/VVT: 1:1 development of original OE parts, with leading-edge testing and manufacturing equipment.



1. High precision tensioner performance test platform.
2. VVT independent air pressure tester.
3. VVT independent oil pressure tester.
4. OCV valve performance test platform.

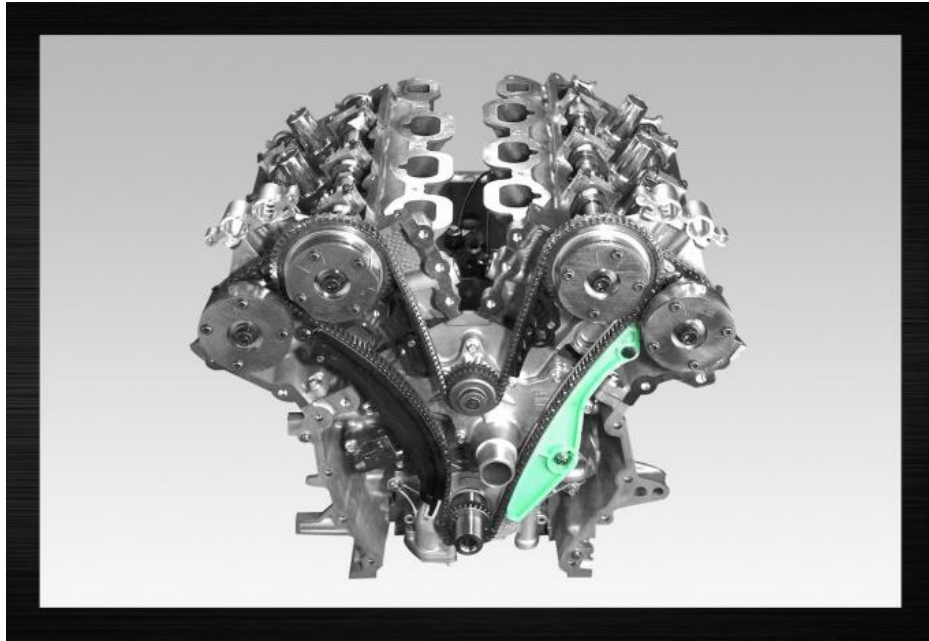
## Product Anatomy



## Cautions

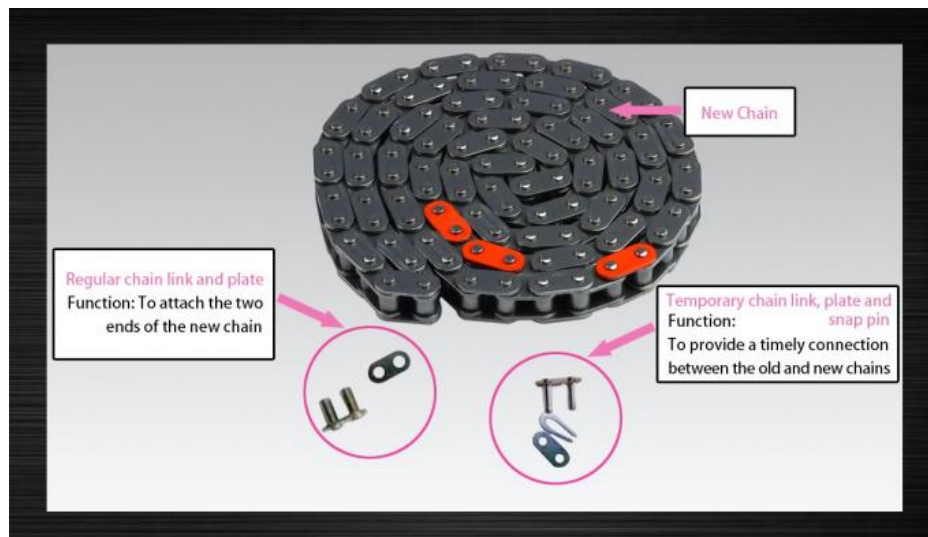
1. In case of timing chain failure, it will deteriorate the engine. A new timing chain will lower the engine noise and guarantee the engine lifespan.

2. In case the camshaft and crankshaft, gears and sprockets are broken, the engine will produce a lot of noise and a new camshaft and crankshaft, gears and sprockets are required to guarantee the normal functioning of the engine.



3. Tensioner is a fastening device in the chain drive series, which is necessary to be inspected and replaced by a new one periodically, so as to prevent the chain from skipping, slipping, slippage and detachment of gears.
4. The material of the guide rail will be aged when it is used excessively long. New guide rail should be replaced on time to avoid engine malfunction and to ensure the normal operation of the chain.
5. For convenience of installation, each chain is identified by a timing chain mark. It is critical to understand the timing marks of the crankshaft and camshaft when replacing the timing chain or adjusting the timing of a vehicle to get it correct.

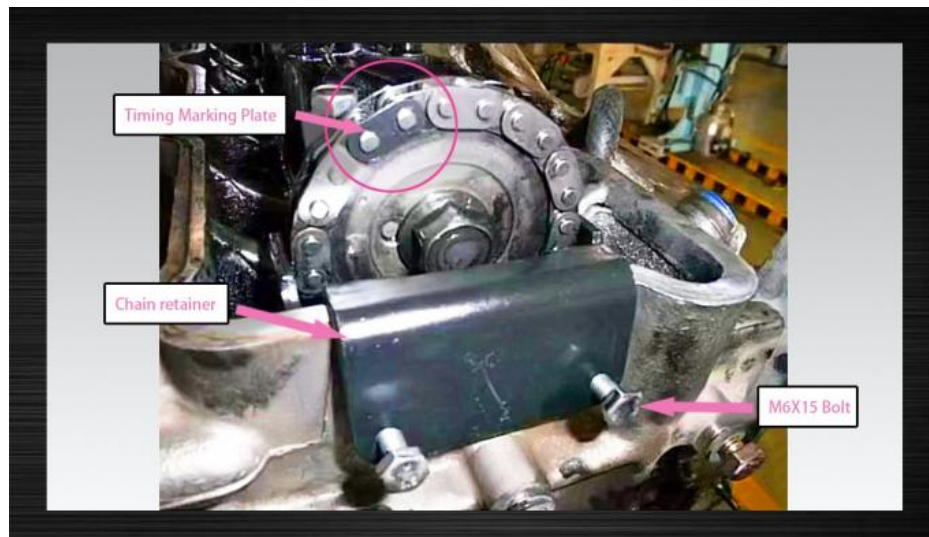
## Steps For Replacement Installation



### Caution:

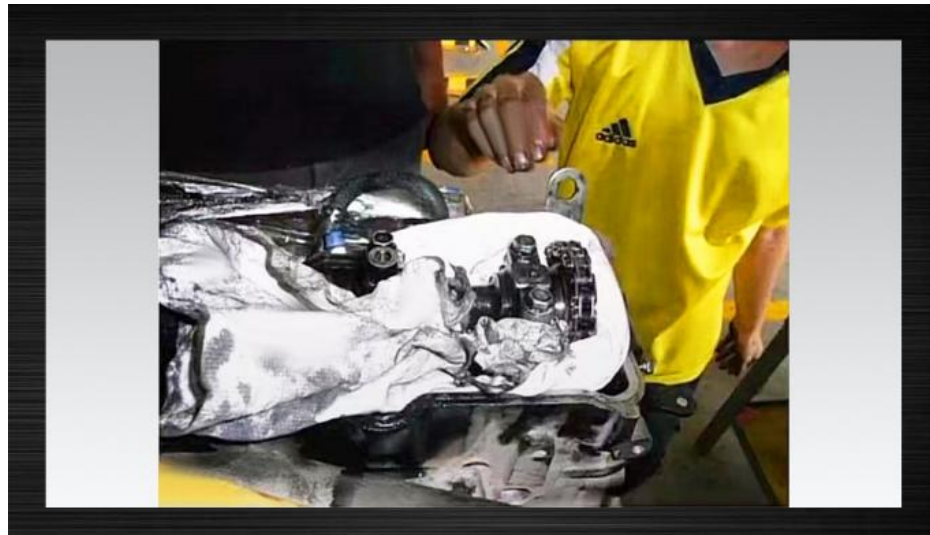
To ensure proper installation, please bore the two small holes in the temporary chain plate with a triangular cutter or a file until the temporary pins can be easily placed before starting work.





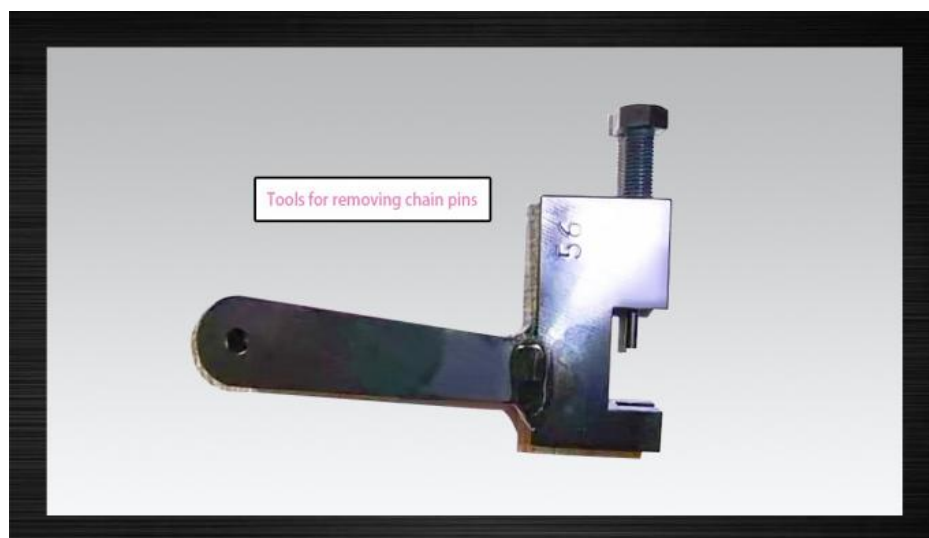
**Step 1:**

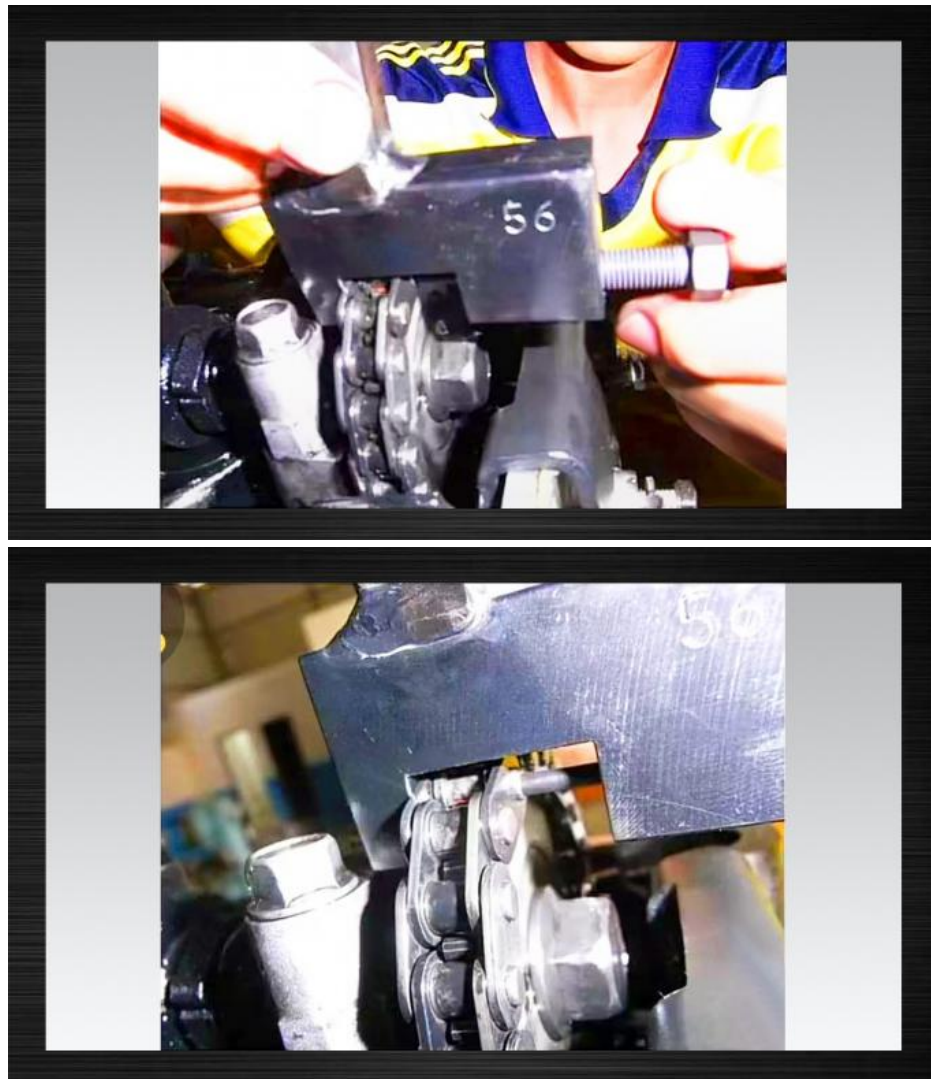
Open the valve cover and turn the single black timing plate in the chain ( a complete timing chain has three black marker plates, of which two are mounted in parallel and one is mounted singly) to the top of the camshaft timing gear ( a clockwise rotation of the engine as seen from the front end.)



**Step 2:**

Mount the chain retainer to the cylinder head at the front of the camshaft timing gear and fasten the two M6X15 bolts.

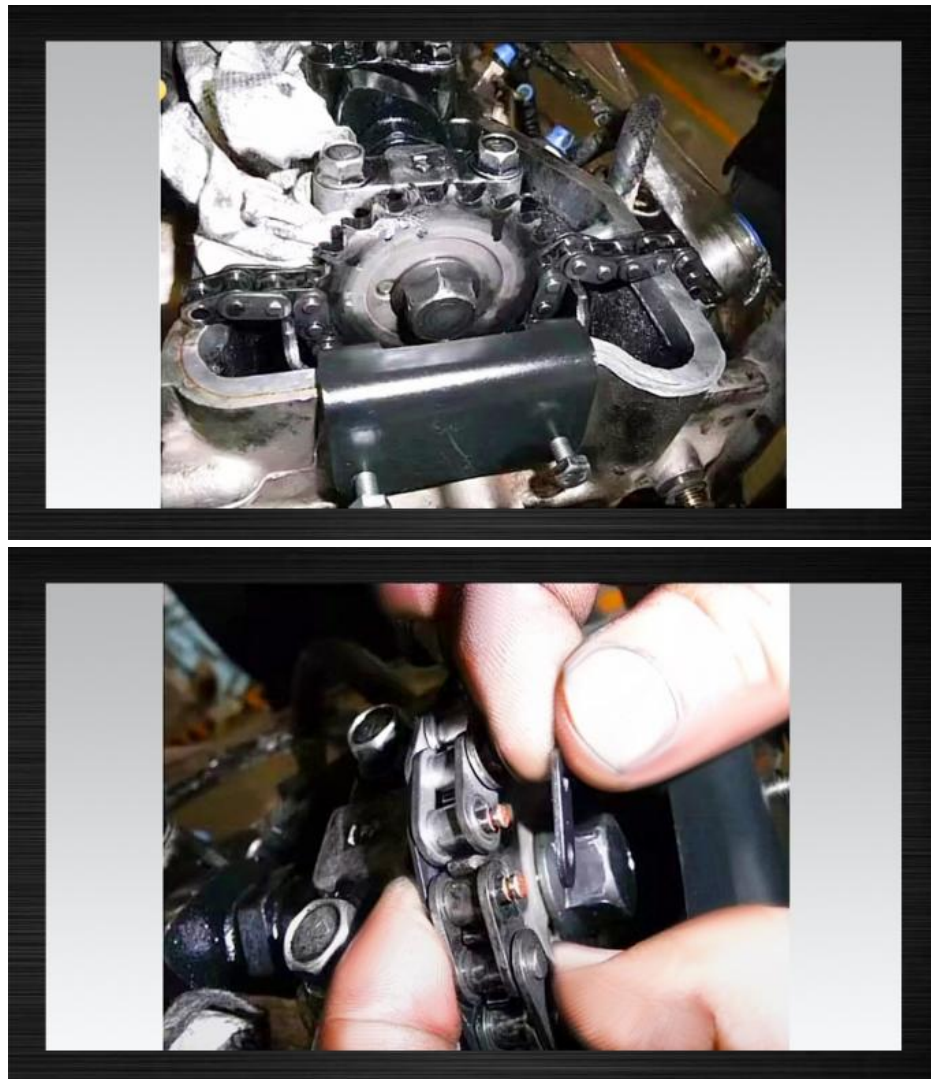




**Step 3:**

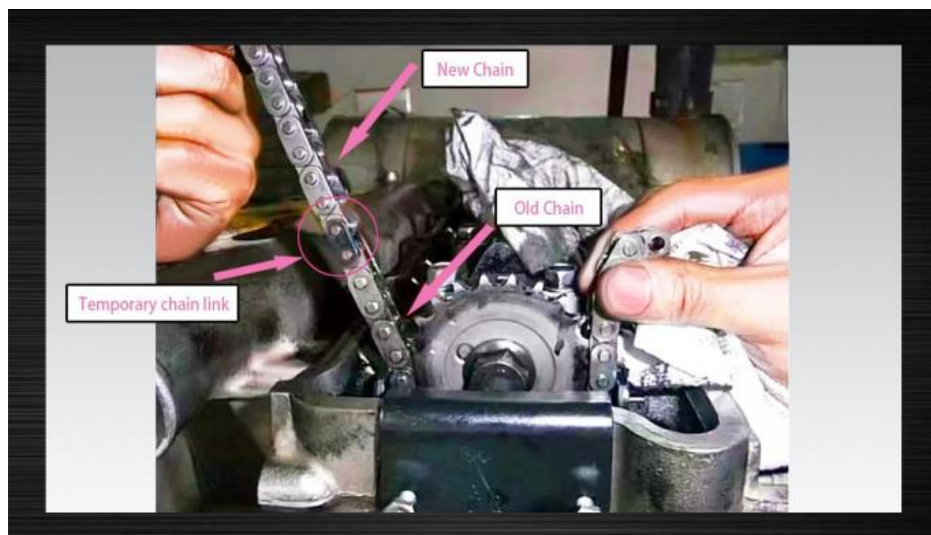
It is essential to stuff the empty space around the chain with a towel or rag before removing the pin to prevent parts from slipping into the interior of the engine.





**Step 4:**

Detach the two pins on the black timing plate by using the pin removal tool. (Note: The retainer protects the chain and chain gears from disengaging after the chain has been removed to prevent timing misalignment.)

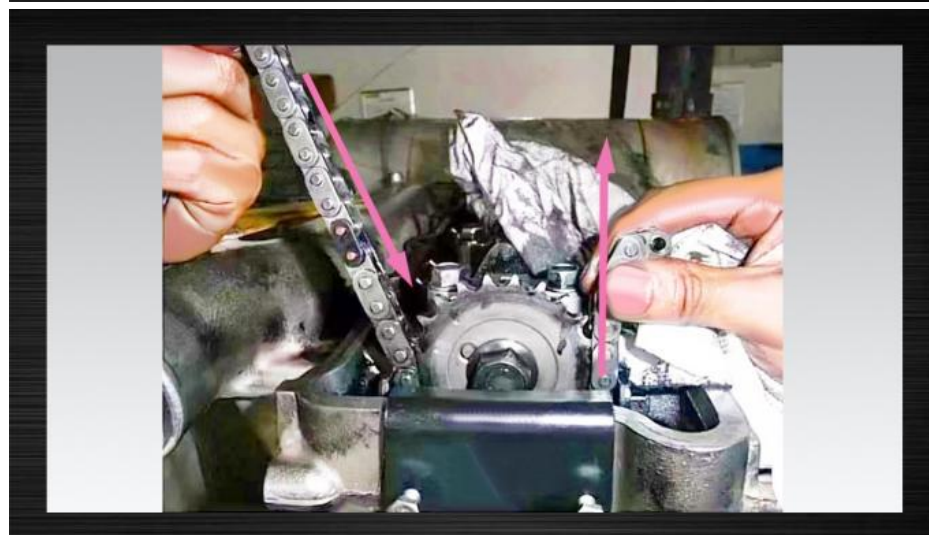
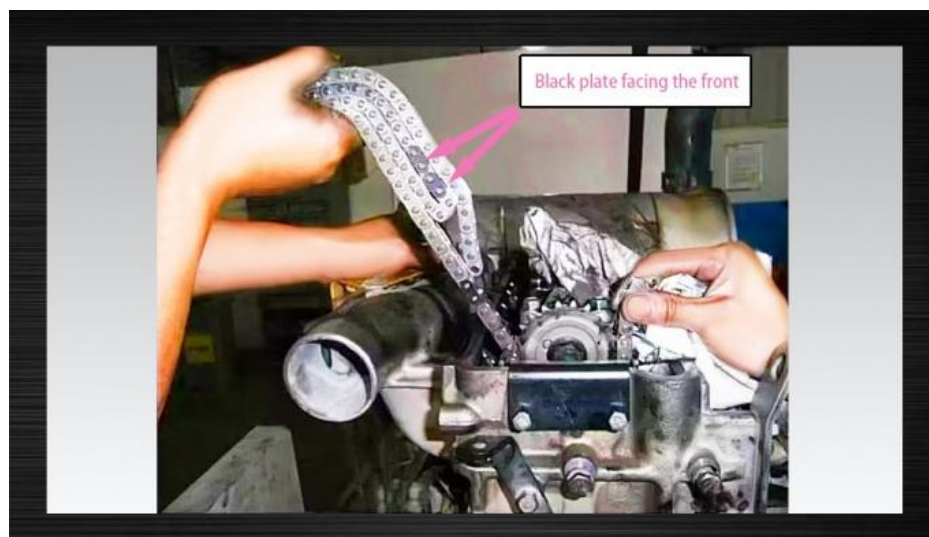






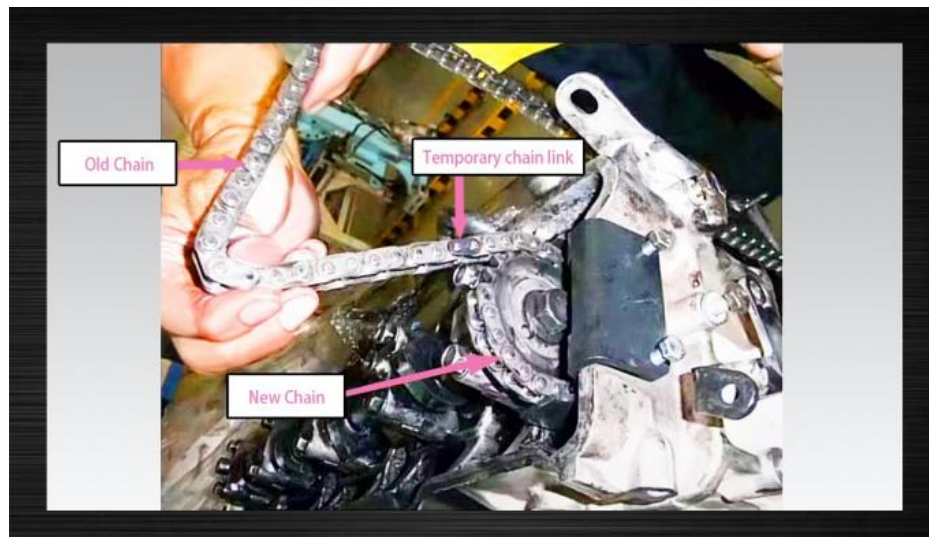
**Step 5:**

Connect the new chain to the old chain with temporary links. Note: Ensure that the black timing plate of the new chain is facing the proper way.



**Step 6:**

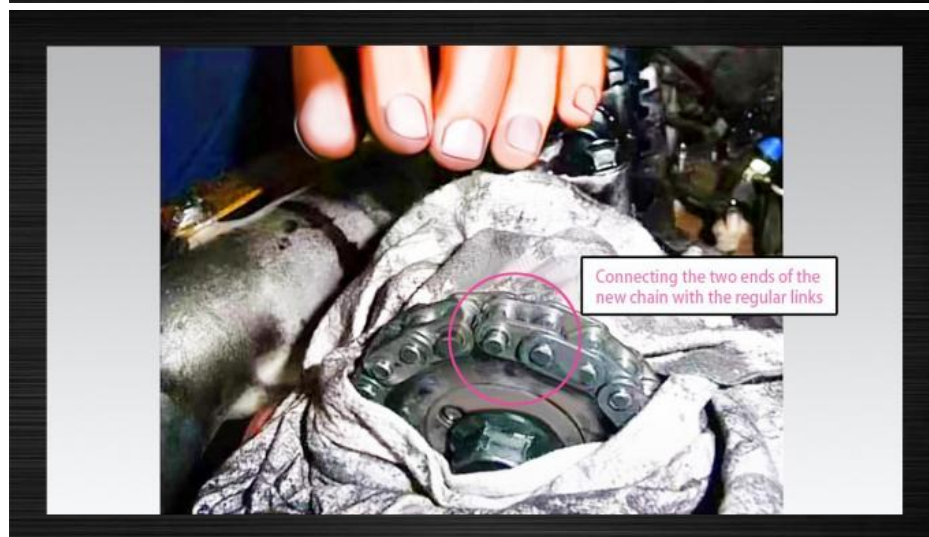
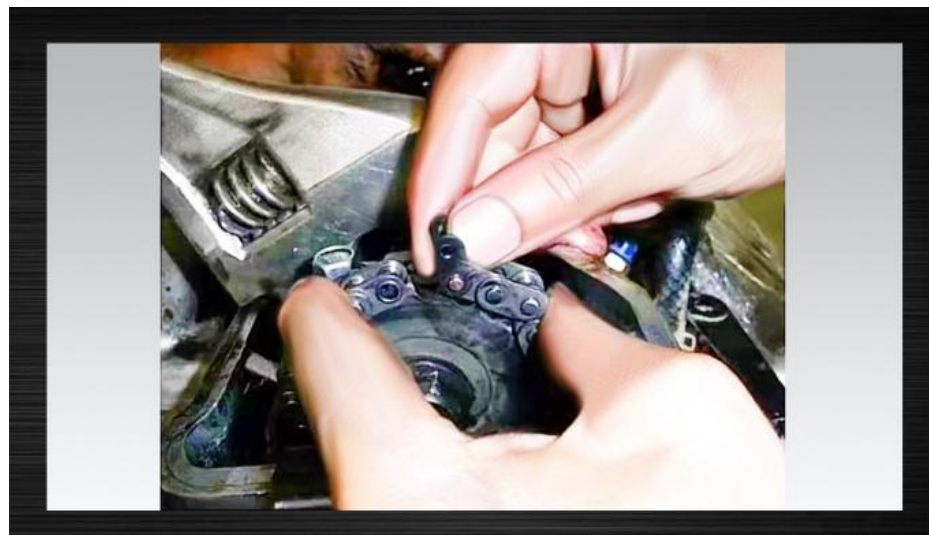
Detach the chain tensioner and mount the temporary tensioner in the tool set.



**Step 7:**

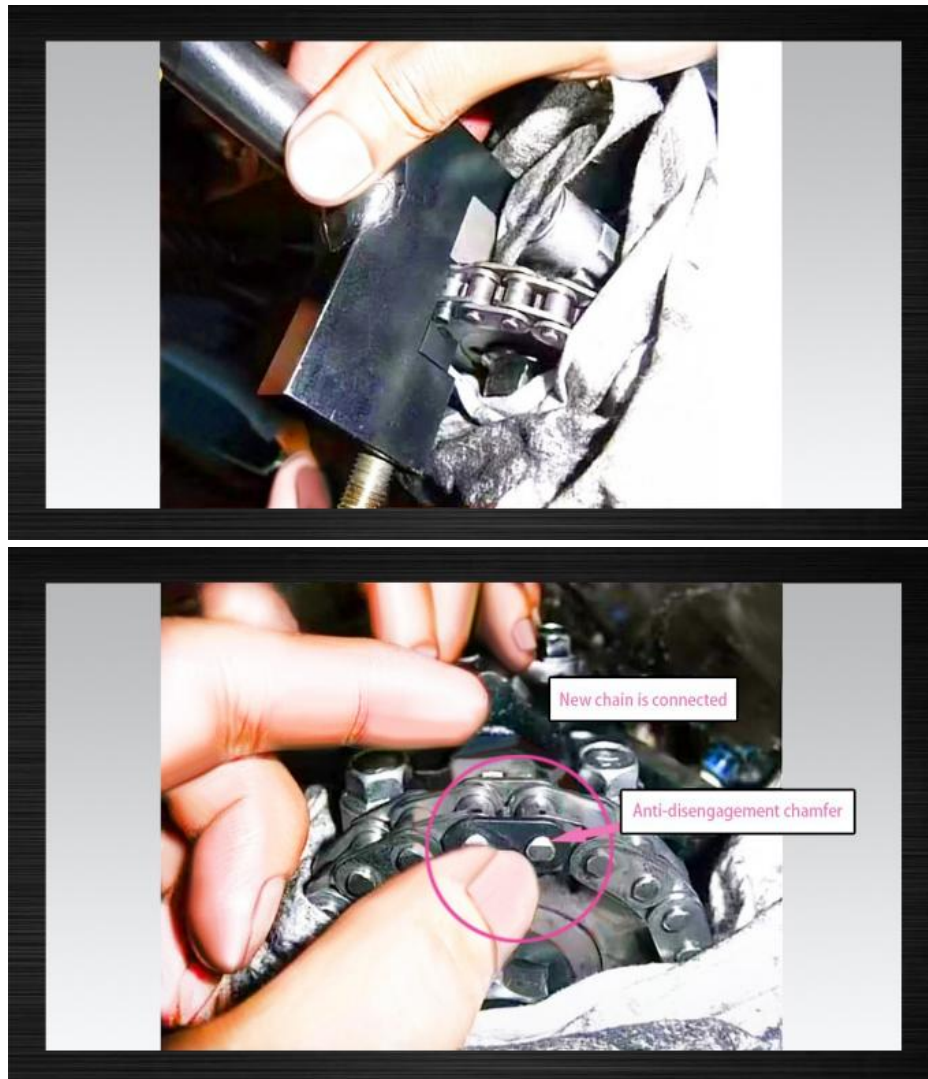
Remove the towel or cloth and rotate the engine clockwise (from front to back).

Grasp the end of the catch chain firmly with both hands and slowly move the new chain into place while turning the engine, pulling the old chain out.



**Step 8:**

Once again, fill the gap around the chain with a towel or rags to keep any external bodies from falling into the engine and detach the temporary links and the old chain.



#### Step 9:

Install the regular chain plate onto the regular links by using the tool. Once the chain plate is in place, turn the tool 180 degrees and keep the chain plate from coming loose by tightening the bolt to form a chamfer on the pin of the regular chain link.

#### Step 10:

Once the new chain is mounted, new tensioners and engine accessories are equipped. Turn the engine one cylinder back to the upper stop of the compression stroke and make sure that the two-point timing mark on the camshaft timing chain gear is in the top position when you check the timing mark "0" on the flywheel through the flywheel housing viewing hole to align the pointer.

### Maintenance Tips

1. Brush off the oil and mud from the chain surface and chain gap with a cleaning brush.
2. Wipe the chain surface with a dry cloth with a little neutral cleaner.
3. Wipe the chain with professional chain cleaner.
4. Note: Do not soak the chain in organic solvents such as kerosene, diesel, etc., which are not professional cleaners. kerosene, diesel and stain removal oil are too volatile. Soaking the chain with these oils will dilute the original lubricant inside the chain and cause the inner ring to dry out and wear, resulting in a shorter chain life.
5. Do not apply harsh acids or strong alkaline cleaners, for example rust remover, as these substances can damage or even destroy the chain.
6. Except for any particular issues, the timing chain normally requires replacement at around 130,000 to 200,000 km.

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