



General Timing Chain Fitting Instructions

For optimum engine performance, all components of a timing chain drive should be replaced at the same time (chain, sprockets, tensioners etc.)

There are two methods of installing AE Timing Chains. Whichever method is used, the closed end of the split link retaining clip **MUST** face the direction of chain travel as shown in **Fig. 1**.

METHOD 1 - SPROCKET WHEELS REMOVED

Place the sprockets inside the chain with the timing marks aligned. **Fig. 2a** and **Fig. 2b** show typical examples. However, variations occur between different engines and reference to the engine workshop manual is recommended.

Install the entire timing chain drive as a unit. Use a sleeve to tap the sprocket hubs onto the shafts while maintaining alignment of the timing marks. Do not hit the sprocket rims or the chain. (**See Fig. 3**).

When installed, check that the camshaft and crankshaft sprockets are in line with each other (**see Fig. 4 on the next page**) and check again the timing mark alignment.

Fig. 1

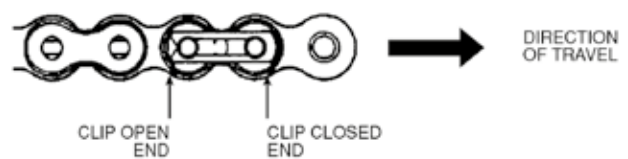


Fig. 2a



Fig. 2b

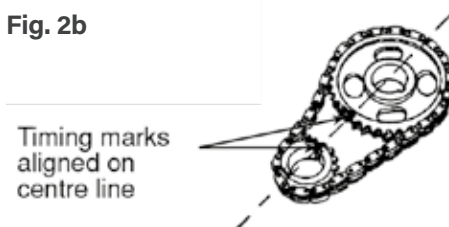
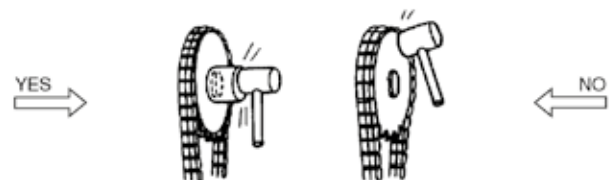


Fig. 3





General Timing Chain Fitting Instructions

METHOD 2 - SPROCKET WHEELS NOT REMOVED

Dismantle the factory assembled connecting link (Fig. 5) by sliding the retaining clip off the connecting pins. Do not bend or strain the retaining clip.

NOTE:

If the chain is double row (duplex) or trip row (triplex) **DO NOT** mix the split link inner and outer plates.

Rotate the camshaft and crankshaft sprockets to align the timing marks.

Carefully place the chain around the sprockets avoiding any slack links and without rotating the shafts.

Assemble the connecting link and slide the retaining clip onto the connecting pins. The closed end of the retaining clip **MUST** face the direction of chain travel (see Fig. 1). When correctly assembled, the retaining clip will snap into position.

ASSISTANCE

If no timing data is available, keep the old chain in position. Mark any tooth in contact with the chain on both the camshaft and crankshaft sprockets. Count the number of chain pins between the marked sprocket teeth. Remove the old chain and install the new chain, with the same number of pins between the marked teeth. This method cannot be used if the old chain has broken or jumped the sprocket teeth.

Fig. 4

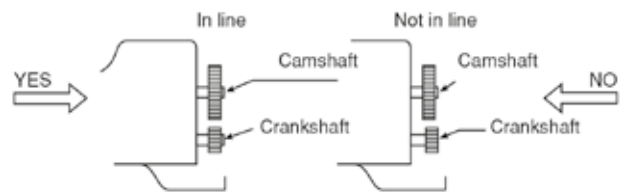


Fig. 5

