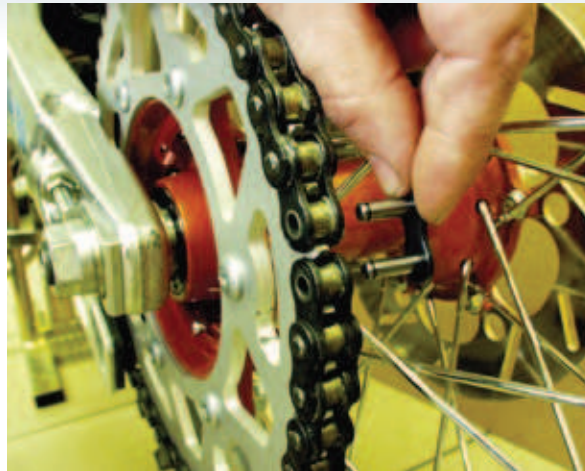


CHAIN ASSEMBLY AND DISASSEMBLY

Assembly

Most of the transmissions are designed so that we could set the chain on the chain wheel teeth and then it is connected with a connecting link.

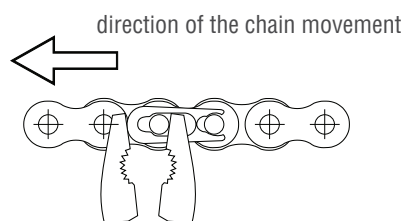
Chains with smaller pitches are connected by laying the ends of the chain on one of the wheels with the help of teeth spaces, which sets the distance corresponding with the pitch of the connecting link - see Layout 10.



Layout 10. Chain connecting on the chain wheel

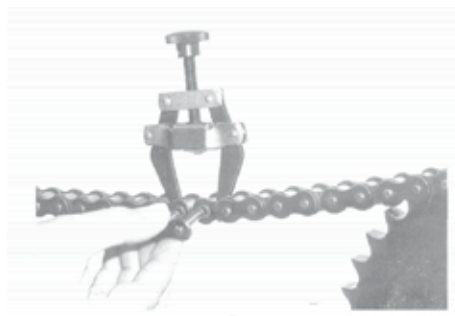
Warning :

When using the connecting link with a flexible safety pin, it is necessary to assemble the closed part of the safety pin in the direction of chain movement - see Layout 11.



Layout 11. Correct assembling of the connecting link

At long pitch chains, which are heavier, a special puller is used which draws the free ends of the chain together, in order to put on the connecting link easily - see Layout 12.



Layout 12. Setting the ends of the chain by a puller

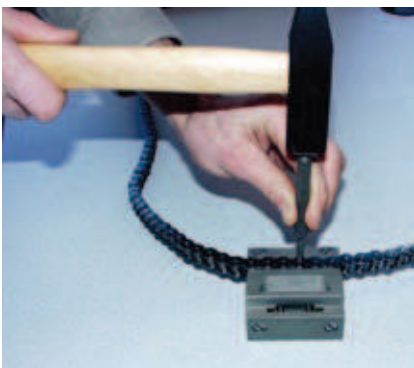
At some transmission types is from different reasons required that the chain must be connected as endless, it means to be without a disassembling connecting link. A riveting (outer) link is used for connecting in these chains. The chain connection is mostly made out of the transmission and then the connected chain is mounted on the chain wheels, which must be modified for this type of connection (for example wheel sliding on the shaft). Special tools must be used for this type of assembly.

Disassembly

If the chains are connected by removable connecting links, the disassembly is easy and proceeds in a reverse sequence than by the assembly of the chain, which was described in the chapter before. Chains connected as endless ones which have to be disassembled directly on the chain transmission must be disassembled by special tools. These make disassembling easier and do not damage the transmission. Disposed is only the outer link, by which is the chain disassembled, this one cannot be used anymore. Each disassembly of the endless chain is destructive.

Chain disassembly out of the equipment

If we disassembly the chain out of the transmission, it is better to grind the unriveted pin heads, and then by the tool as shows Layout 13, knock out the pins from outer plate with the help of a mandrel and a hammer. All types of assembling and disassembling tools are available in CZ Retezy s.r.o., or at our distributors.



Layout13. Chain disassembly with the help of a mandrel and a hammer.

Tooling for hand disassembling of the chain



TYPE DP 1



TYPE DP 2

TYPE	using range
DP 1	pitch 9,525 - 19,05
DP 2	pitch 25,4

TYPE	using range
VZR 1	F 100, F 200, F 300, 082
VZR 2	pitch 9,525 - 15,875
VZR 3	pitch 25,4

Tooling for chain disassembling



TYPE VZR 1



TYPE VZR 2



TYPE VZR 3



Tooling for reparations of the chain with pitch 7,774 - 31,8 mm

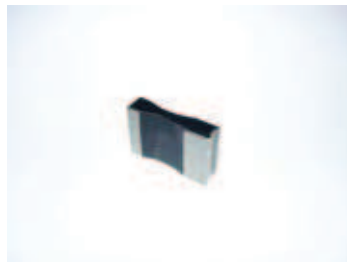


TYPE DO

Tooling for pin riveting



Tooling for roller punching



CHAIN TYPE	TOOLING CODE
219	6,48,275,000
05 B-1,2	6,48,206,000
06 B-1,2,3	6,48,183,000
06 C-1,2,3	
062 C	6,48,162,000
1/2"x3/16" MOFA	
1/2"x3/16" V.D.	
1/2"x1/4" MOFA	
O86	
08 B-1,2,3	
O81	6,48,175,000
O82	
1/2"x3/16" VELO	
08 A-1,2,3	6,48,255,000
10 B-1,2,3	6,48,200,000
10 A-1,2,3	
12 B-1,2,3	6,48,191,000
12 A-1,2,3	6,48,192,000
12 B ZP	
16 B-1,2,3	6,48,277,000
16 A-1,2,3	

CHAIN TYPE	TOOLING CODE
219	6,48,276,000
05 B-1,2	6,48,242,000
06 B-1,2,3	6,48,142,000
062 C	
1/2"x3/16" V.D.	
1/2"x3/16" MOFA	
1/2"x1/4" MOFA	
06 C-1,2,3	6,48,184,000
O81	6,48,158,000
O82	
1/2"x3/16" VELO	
08 A-1,2,3	6,48,256,000
O86	6,48,141,000
08 B-1,2,3	
10 B-1,2,3	
10 A-1,2,3	
12 B-1,2,3	6,48,143,000
12 B ZP	
12 A-1,2,3	
16 B-1,2,3	6,48,278,000
16 A-1,2,3	6,48,311,000

Tooling for pin punching-out



CHAIN TYPE	TOOLING CODE
219	6,29,620,000
O6 B-1	6,29,346,000
O6 C-1	
O5 B	
O6 B-2	6,29,347,000
O62 C	
O6 C-2	
O6 B-3	6,29,348,000
O6 C-3	
O81	6,29,040,004
O82	
1/2"x3/16" VELO	
1/2"x3/16" MOFA	6,29,563,000
1/2"x3/16" V.D.	
O8 A-1	
O86	6,29,349,000
O8 B-1	
10 B-1	
10 A-1	
1/2"x1/4" MOFA	
08 B-2	6,29,350,000
10 B-2	
10 A-2	
08 B-3	6,29,351,000
10 B-3	
10 A-3	
12 B-1	6,29,353,000
12 A-1	
12 B ZP	
12 B-2	6,29,354,000
12 A-2	
12 B-3	6,29,355,000
12 A-3	
16 B-1	6,29,622,000
16 A-1	
16 B-2	
16 A-2	
16 B-3	6,29,646,000
16 A-3	