

instructions for

Motorcycle chain breaker

Part No. AI8595

First and foremost, safety is your priority while using this tool, so read the instructions carefully before you use it and make sure you follow them to the letter. Make a note of all the safe operating procedures, warnings and things to be careful of while using the motorcycle chain breaker and riveter. Only use it for its intended purpose as, if it is used incorrectly, this can lead to personal injury or damage to your motorcycle. Incorrect use will also invalidate your warranty. Always make sure that good practice is adhered to in the workshop, including Health and Safety rules, and workshop and local authority regulations.



Read instructions



Wear protective clothing



Use correct tools

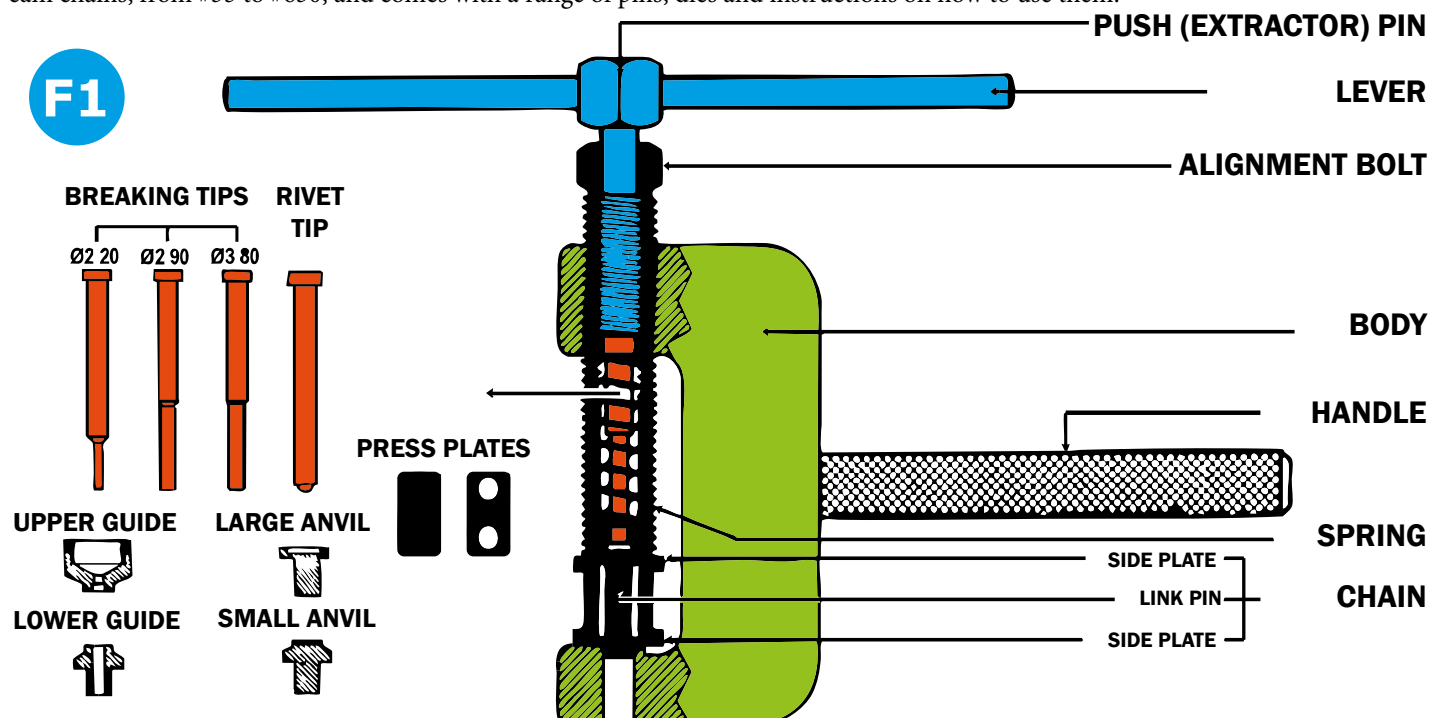


1. SAFETY

- * Keep your tools clean and check that all the components are in good working order for all parts to work safely.
- * Don't use the chain breaker and riveter if it is damaged in any way, as it might be dangerous.
- * Make sure that your workshop and work spaces are really clean and free of extraneous clutter which might get in your way or trip you up while you are working.
- * Ensure that your motorcycle is safely secured so that it won't fall over while you are working on it and that it is in a good position to be worked on.
- * Keep anyone who is not working on the bike out of the workshop, this particularly applies to children.
- * Keep the workshop or garage floor clean and free from oil spills or clutter. Make sure that the floor area does not contain slip or trip hazards, and wear boots which will protect your feet and have non slip soles.
- * Wear gloves for your hands and safety footwear for personal protection while you are working.

2. ABOUT PRODUCT

This tool does exactly what it's designed for, it easily breaks and rejoins most chain types if used correctly. It can be used for drive or cam chains, from #35 to #630, and comes with a range of pins, dies and instructions on how to use them.



3. SPECIFICATIONS

Model: **AI8595**

Contents - Pins: 2.2, 2.9, 3.8.

Pin Guide: 2.2mm upper, 2.2mm lower

Anvil: 3mm, 6mm

Spring

Press Plates

Lever

Handle

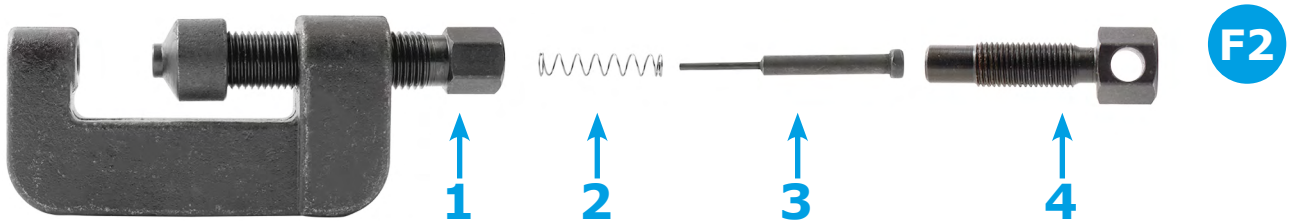
Chain Press

3. HOW TO USE

First break the chain by pressing out the link pin. All sizes of chain from 35 – 630 can be broken with this tool. If you are working on a cam chain it's a good idea to cover the chain tunnel with a bit of cloth to stop parts from falling.

1. Grind off the rivet head.

2. Choose the right sized breaking tip so that you can work on the chain. Carefully position the spring as illustrated (fig 2) and insert the breaking tip into the alignment bolt.



3. Assemble the tool as illustrated (without using the anvil).

4. If you are using the 2.2mm tip, then the upper and lower guides will need to be used too, to protect the tip from breaking. The upper guide will thread onto the alignment bolt and the lower one slot into place in the bottom of the tool. This smallest pin can be used on most cam chains. 2.9 mm pin used on #25 or #35 chain. 3.8 mm pin for most motorcycle drive chain (428 to 530).

5. To use, put the tool over the chain with the breaker tip of the pin withdrawn at least 2mm into the alignment bolt and the body of the tool. Then tighten the alignment bolt against the chain to hold the chain still.

6. Tighten the extractor or push bolt with a wrench or lever bar, until the chain pin pops out and drops into the hole in the bottom of the tool. When removing the pin, check that the tip is correctly lined up against the pin in the chain link – if not then realign it otherwise you might break the breaker pin. Once the pin has been removed, pull the push bolt and breaker pin out, loosen the alignment bolt and remove.

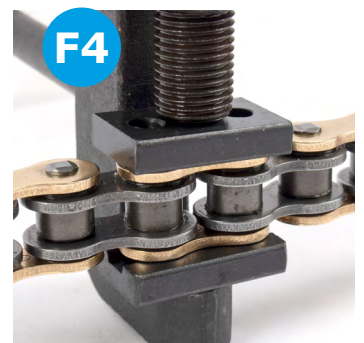
7. When it comes to inserting a new chain link pin or riveting, firstly make sure that the rivet tip and anvil are in place in the tool.

8. Assemble the chain to the correct length with the link to be riveted. Use new rivet pins, not the original one which was removed. Don't use a split pin type connecting link. The new pin should be pushed right through the chain link. If this is really difficult, then it can be made easier by putting the chain into the tool with the rivet tip 2mm withdrawn into the alignment bolt followed by tightening it against the chain until the pin is pushed right through. Make certain that there is an equal length of pin on each side of the link. Put the tool over the pin which needs riveting with the rivet tip withdrawn to 2mm into the alignment bolt, then tighten the alignment bolt securely against the chain.

Tighten the extractor bolt so that the tip of the rivet flares the chain link pin at both ends to hold the pin in place so that it can't slip out.

Do the same thing on the other link pin and then check that both link pins have the same flared ends which will hold them securely in position in the chain. Also look to see that the rivets on the side plates are in alignment with the side plates on either side.

NOTE: You can also use the press plates to flare the pin ends (F4). Use the press plate with the two holes in the upper jaw and the grooved press plate in the lower jaw. You can also alternatively use the lower press plate and the rivet pin instead of the two press plates (F5)



Nb No liability is accepted for the incorrect use of this tool