MOTORCYCLE CHAIN MAINTENANCE KIT
MODEL NO: **VS779KIT**

Thank you for purchasing a Sealey product. Manufactured to a high standard, this product will, if used according to these instructions, and properly maintained, give you years of trouble free performance.

IMPORTANT: PLEASE READ THESE INSTRUCTIONS CAREFULLY. NOTE THE SAFE OPERATIONAL REQUIREMENTS, WARNINGS & CAUTIONS. USE THE PRODUCT CORRECTLY AND WITH CARE FOR THE PURPOSE FOR WHICH IT IS INTENDED. FAILURE TO DO SO MAY CAUSE DAMAGE AND/OR PERSONAL INJURY AND WILL INVALIDATE THE WARRANTY. KEEP THESE INSTRUCTIONS SAFE FOR FUTURE USE.

Refer to instructions	Wear protective gloves	Wear safety footwear	Link to web instructional video

1. SAFETY

- ❑ **WARNING!** Ensure Health and Safety, local authority and general workshop practice regulations are adhered to when using tools and equipment.
- ✗ **DO NOT** use if damaged.
- ✓ Maintain in good and clean condition for best and safest performance.
- ✓ Keep the work area clean, uncluttered and ensure there is adequate lighting.
- ✓ Maintain correct balance and footing. Ensure the floor is not slippery and wear non-slip shoes.
- ✓ Keep children and unauthorised persons away from the work area.
- ✗ Ensure that the motorcycle is safely positioned and secured.
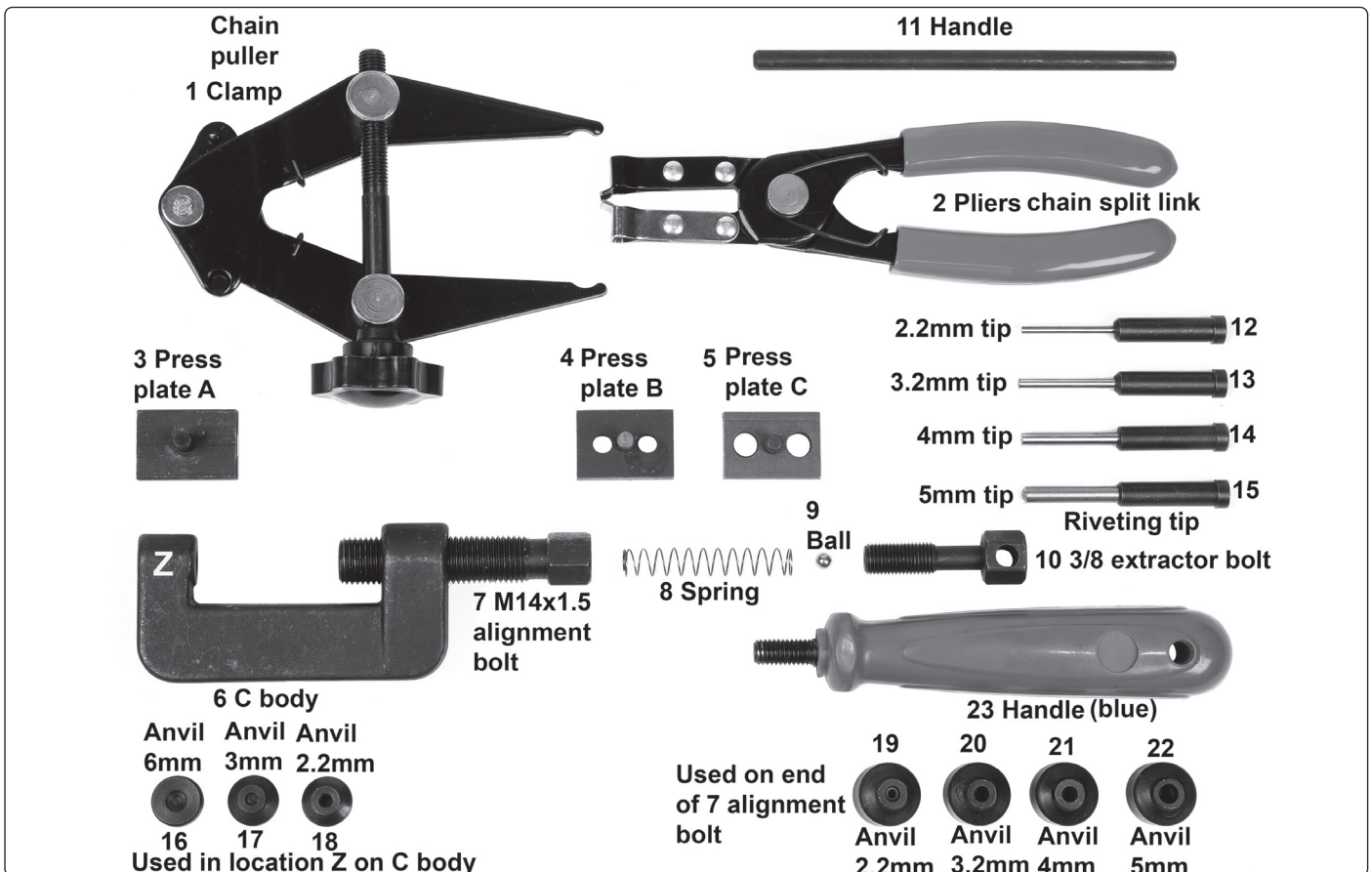
2. INTRODUCTION

Breaks and re-joins most types of chain quickly and easily. Suitable for most sizes of drive or cam chain from #25 to #520. Supplied with a range of pins, dies and detailed instructions. Chain link pulling tool is a useful third hand tool for pulling chain ends together while re-linking.

3. CONTENTS

Note: Refer to diagram below for complete list of individual contents. Refer to attached Parts List for Model numbers of parts available as replacements.
Note: Part numbers 7, 8, 9, 10, 12, 19 are fitted into C body 6 on delivery of product.

Chain puller
1 Clamp
11 Handle
2 Pliers chain split link
3 Press plate A
4 Press plate B
5 Press plate C
2.2mm tip 12
3.2mm tip 13
4mm tip 14
5mm tip 15
Riveting tip
9 Ball
10 3/8 extractor bolt
8 Spring
7 M14x1.5 alignment bolt
6 C body
23 Handle (blue)
Anvil 6mm 16 **Anvil 3mm** 17 **Anvil 2.2mm** 18
Used in location Z on C body
Used on end of 7 alignment bolt
Anvil 2.2mm 19 **Anvil 3.2mm** 20 **Anvil 4mm** 21 **Anvil 5mm** 22
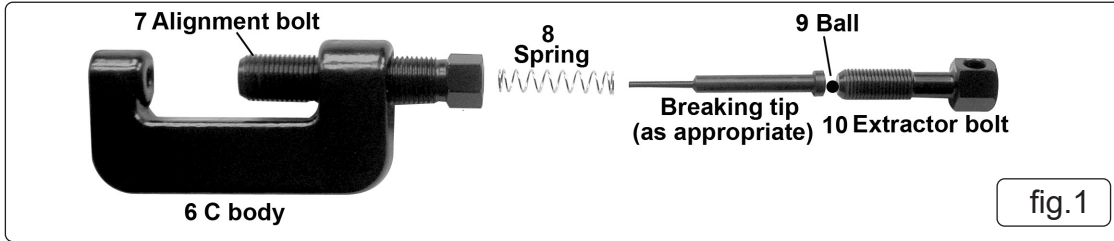
4. OPERATION

4.1. BREAKING CHAIN (pressing out link pin)
NOTE: This tool may be used for breaking all chain sizes from #25 to #520.
If working on cam chain be sure and cover chain tunnel with rag to prevent parts dropping down.
NOTE: The rivet head must be fully ground off first.

4.1.1. Select correct size breaking tip for the chain to be worked on, position spring as shown fig.1. (Anvil not used).

7 Alignment bolt **8 Spring** **9 Ball** **Breaking tip (as appropriate)** **10 Extractor bolt** **6 C body** **fig.1**

NOTE: If small 2.2 mm breaking tip is used you must also use the anvil (19) on end of alignment bolt (7) and anvil 2.2mm(18) at position Z on the C body (6) (see fig.2) to prevent breaking the tip.

4.1.2. The anvil (19) screws onto the alignment bolt (7), the other (18) drops in place in C body (6) at position Z.
NOTE: Smallest breaking tip (2.2 mm) should be used on most cam chain.
3.2 mm breaking tip used on #25 or #35 chain 4.0 and 5.0mm breaking tip for most motorcycle drive chain (428 to 520).
4.1.3. Put tool over chain, breaking pin tip must be withdrawn at least 2mm into alignment bolt.
4.1.4. The end of the chain rivet should be held in position by the tool alignment bolt, and the tool body. Tighten the alignment bolt securely against chain to hold chain in place.
4.1.5. Tighten extractor bolt with wrench or lever bar until the chain pin is pushed out completely.
4.1.6. The chain pin will drop out of the hole in the bottom of the tool. (If you don't feel the tip pushing down smoothly, check that the tip is correctly lined up against the link pin. If not realign or you may break the breaking tip.)
4.1.7. Withdraw push bolt and breaking tip, loosen alignment bolt and remove.

4.2. INSTALLING CHAIN LINK PIN (riveting)
4.2.1. Fit riveting tip (15) into the tool and applicable anvil (16 or 17) into C body (7) at position Z.
4.2.2. Assemble the chain with the link to be riveted. New special rivet link pins must be used. The original pin must not be used.
DO NOT use a split pin type connecting link.
4.2.3. The pin must be pushed all the way through the chain link.
4.2.4. If the pin is hard to insert it can be pushed into place by placing chain into the tool with the riveting tip (15) withdrawn 2mm into the alignment bolt and tightening the alignment bolt until the pin has been pushed through the link.
4.2.5. Ensure that an equal length of pin shows on each side of the link
4.2.6. Position the tool over the pin to be riveted, make sure riveting tip (15) is withdrawn 2mm into the alignment bolt and tighten the alignment bolt securely against chain.
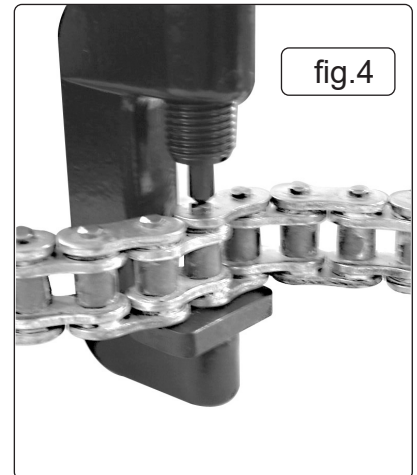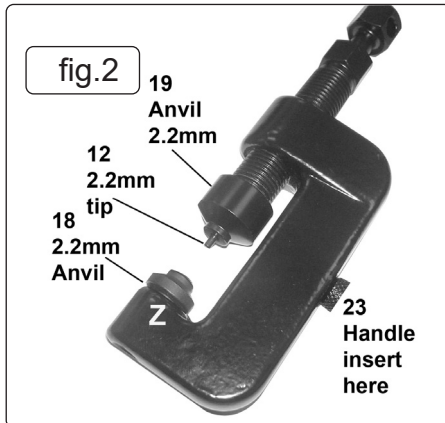4.2.7. Tighten the push (extractor) bolt so that the riveting tip (15) flares the chain pin.
4.2.8. Both ends of the chain link pin should be flared so the pin is securely held in place. Repeat procedure on other link pin.
4.2.9. Withdraw the tool, from the chain; visually check that both chain link pins show the same flared ends and that the rivets on the side plates are in alignment with side plates on either side.
NOTE: You may also use the press plates to push the top link plate onto the link pins, as shown in (fig.3).
4.2.10. Use the press plate with the two holes in the upper jaw (4 or 5) and the grooved press plate in the lower jaw (3).
4.2.11. It is also possible to use a combination of the riveting tip (15) and lower press plate as fig.4.

fig.2 **19 Anvil 2.2mm** **12 2.2mm tip** **18 2.2mm Anvil** **Z** **23 Handle insert here**

fig.3

fig.4

Original Language Version

Note: It is our policy to continually improve products and as such we reserve the right to alter data, specifications and component parts without prior notice.
Important: No Liability is accepted for incorrect use of this product.
Warranty: Guarantee is 12 months from purchase date, proof of which is required for any claim.