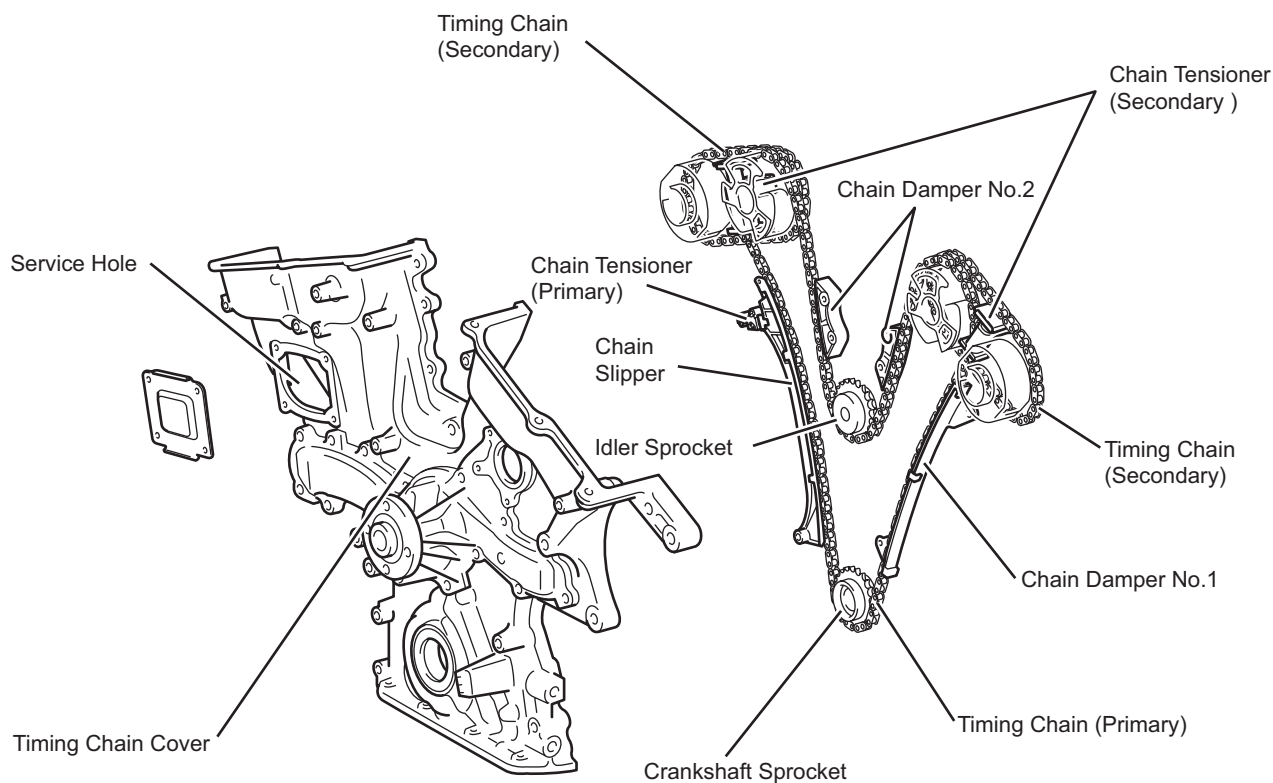


Timing Chain

- The timing mechanism is a chain-driven system that is maintenance-free. Both the primary and secondary timing chains consist of 9.525mm(0.375in.) pitch, high-strength, single-row roller chains and compact sprockets, which contribute to making the engine compact.
- A two-stage chain system is used. It consists of a primary chain that enables the crankshaft to drive the right and left intake camshafts, and a secondary chain that enables the intake camshafts to drive the exhaust camshafts.
- The primary chain uses a check ball type chain tensioner with a ratchet mechanism that uses both engine oil pressure and a spring force. The secondary chain uses a compact tensioner that directly pushes on the chain by using engine oil pressure and a spring force. These tensioners constantly apply optimal tension to the timing chains in order to ensure a quiet and reliable operation.
- The timing chain cover is made of an aluminum alloy that is lightweight and excels in sound insulation capability. The one-piece cover seals the front of the cylinder block, camshaft housing, and cylinder head. The crankshaft sprocket is provided with a guide that prevents the chain links from jumping. This prevents the chain from being installed incorrectly during maintenance, as a result of the chain falling out. A service hole for the primary chain tensioner is provided in the timing chain cover to facilitate maintenance.
- The chain dampers and the tensioner shoes are made of a plastic material that excels in wear resistance.



Sprocket

	Number of Teeth
Crankshaft Sprocket	18
Idler Sprocket	18
Camshaft Sprocket (Primary)	36
Camshaft Sprocket (Secondary: IN)	24
Camshaft Sprocket (Secondary: EX)	24

Timing Chain

	Number of Links
Timing Chain (Primary)	170
Timing Chain (Secondary)	46