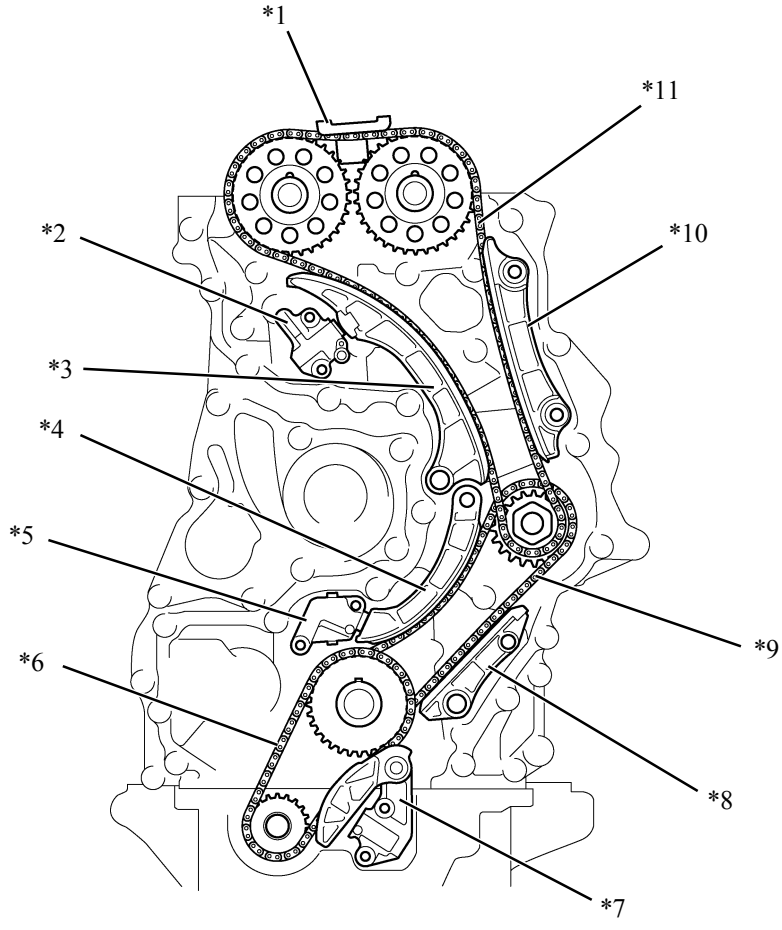
■ TIMING CHAIN AND CHAIN TENSIONER

1. Construction

- The chain sub-assembly uses a 9.525 mm (0.375 in.) pitch high-strength roller chain, and the No. 2 chain sub-assembly and No. 3 chain sub-assembly uses a 8.000 mm (0.315 in.) pitch high-strength roller chain, reducing friction.
- Resin is used for the chain slipper and chain damper, reducing friction and increasing abrasion resistance.
- A timing chain guide is provided between the intake camshaft and exhaust camshaft to suppress vibrations in the chain sub-assembly and improve quietness and to achieve reliability. Also, resin is used for the sliding portion of the chain, in consideration of abrasion resistance.
- The chain tensioner uses the spring and oil pressure to always maintain appropriate tension in the chain sub-assembly and No. 2 chain sub-assembly, ensuring quietness and reliability. Also, the chain tensioner uses an internal oil retention mechanism and a ratchet mechanism to improve quietness when starting the engine and low engine rotation.
- A chain tensioner gasket is used to improve oil retention, improving quietness when starting the engine.



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Text in Illustration

*1	Timing Chain Guide	*2	No. 2 Chain Tensioner Assembly
*3	No. 2 Chain Tensioner Slipper	*4	No. 1 Chain Tensioner Slipper
*5	No. 1 Chain Tensioner Assembly	*6	No. 3 Chain Sub-assembly
*7	No. 3 Chain Tensioner Assembly	*8	No. 1 Chain Vibration Damper
*9	Chain Sub-assembly	*10	No. 2 Chain Vibration Damper
*11	No. 2 Chain Sub-assembly	-	-