UCT2100 Chain Cutting & Press-Fit Tool Instructions

LUBRICATE WITH GREASE

DO NOT CUT MASTER LINK!

DO NOT USE TOOL TO CUT 630 & 632 TYPE CHAIN

DO NOT USE IMPACT WRENCH OR DRIVER

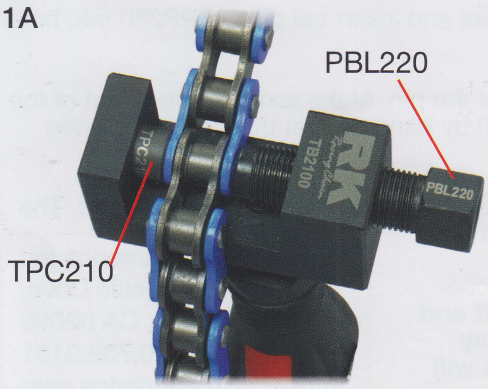
To Break a Chain:

1. Thread the large pressure bolt PBL220 into the tool body TB2100.
2. Insert the chain cutting tail piece TPC210 into the opposite side of the tool body.
3. Position the chain to be cut between the hole in the end of the large pressure bolt and the hole in the tail piece (Figure 1A).
4. Using a 17mm wrench, tighten the large pressure bolt PBL220 so that the chain is held firmly in place and centered on the pin.
5. Slide the cutting pin holder CP4050H onto the cutting pin CP4050.
6. Thread the cutting pin holder into the small pressure bolt PBS210 (Figure 1B).
7. Thread the small pressure bolt into the large pressure bolt (Figure 1C).
8. Using a 14mm wrench, turn the small pressure bolt until the chain pin is pushed completely through the side plates.

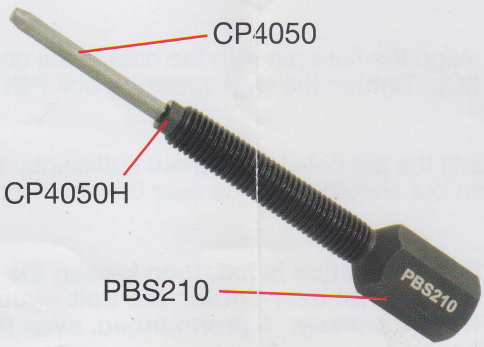
CAUTION: The first few turns will be very hard as the quad stake riveted edges on the chain pin are pushed through the side plate. If it seems exceptionally hard, check the alignment of the chain pin with the hole in the end of the large pressure bolt and cutting tail piece.

NOTE: If you are cutting a new chain to length, be sure to remove the chain pin that will leave you with inner side plates as the end of the chain. A connecting link can only be installed onto inner side plates (figure 1C).

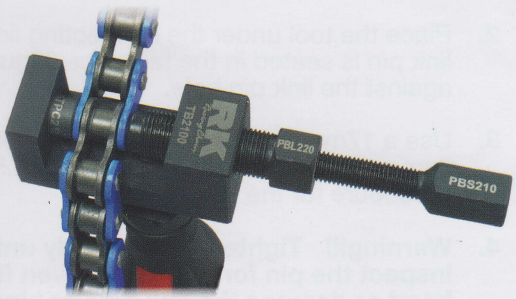
1A



1B



1C



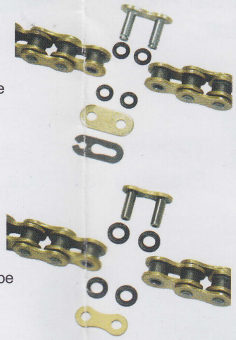
Important! RK recommends using rivet type connecting links whenever possible for the most secure connection.

Installation/Press-fitting of Sideplate

1. Review the drawings for reference. Route chain over and around counter shaft sprocket (Figure 2A).
2. If applicable, put 1 O-ring over each connecting link pin. Slide the pins through the two ends of the chain from the back to connect the chain near the bottom of the rear sprocket (Figure 2B).

2A

2B



2C

3. If applicable, put the other two O-rings over each pin and spread the excess grease over all the O-rings.
4. Insert the correct plate holder for the chain (see Plate Holder Selection below) into the large pressure bolt hole and position the connecting link side plate in the plate holder (Figure 2C).

Plate Holder Selection

PHC210 – To press-fit Clip sideplates for 520/525/530/532/630/632 O-ring.
PHR210 – To press-fit Rivet sideplates for 520/525/530/532/630/632 O-ring.

3A

Ready to press

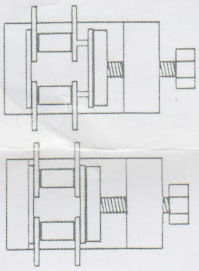
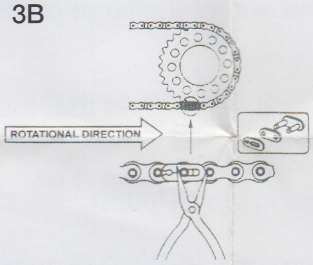


Plate completely pressed

3B



3C

5. Place the tool/plate holder/sideplate assembly under the connecting link and align the pins with the side plate holes (Figure 3A).
6. Turn the large pressure bolt PBL220 by hand making sure to keep the pins and side plate holes aligned until snug (Figure 3A).
7. Use a 17mm wrench to tighten the large pressure bolt. The side plate should press-fit firmly but without difficulty.
8. Tighten bolt to correct depth allowed by plate holder channel (do not over-torque). Loosen large pressure bolt and remove tool.

Installing The Clip

1. Using thin-nose pliers, snap clip into pin grooves with closed end of clip facing rotational direction of chain (Figure 3B).
2. **Warning!!! Make sure the clip is properly tension-seated in the groove of the pins. If the clip is loose, walk the side plate up the pins with pliers until it is snug against the clip. NEVER REUSE A CONNECTING LINK.**

RK Pin Hole Riveting

First, follow procedures 1-8 above.

1. Remove plate holder and insert flare pin FP2100 into the large pressure bolt of the tool and insert tail piece TPP220 into hole in tool wall opposite the pressure bolt.
2. Place the tool under the connecting link. Align the flare pin with the hole in the end of the pin. Make sure the other end of the link pin is seated in the tail piece (Figure 3C). Tighten the large pressure bolt PBL220 by hand so that the flare pin is snug against the link pin hole.
3. Use a 17mm wrench to tighten the bolt until the pin hole is flared out sufficiently to keep the side plate from coming off. The flare can be as little as 0.152mm to 0.5mm but should never be over 0.7mm. Repeat this procedure for the second pin.
4. **Warning!!! Tighten the bolt only until firm resistance is felt, then loosen the bolt and inspect the pin for complete, even flaring. Do not over-tighten the bolt – you may bend or damage the link pins or bind the link entirely. A pronounced, even flare will securely connect the chain links together.**

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