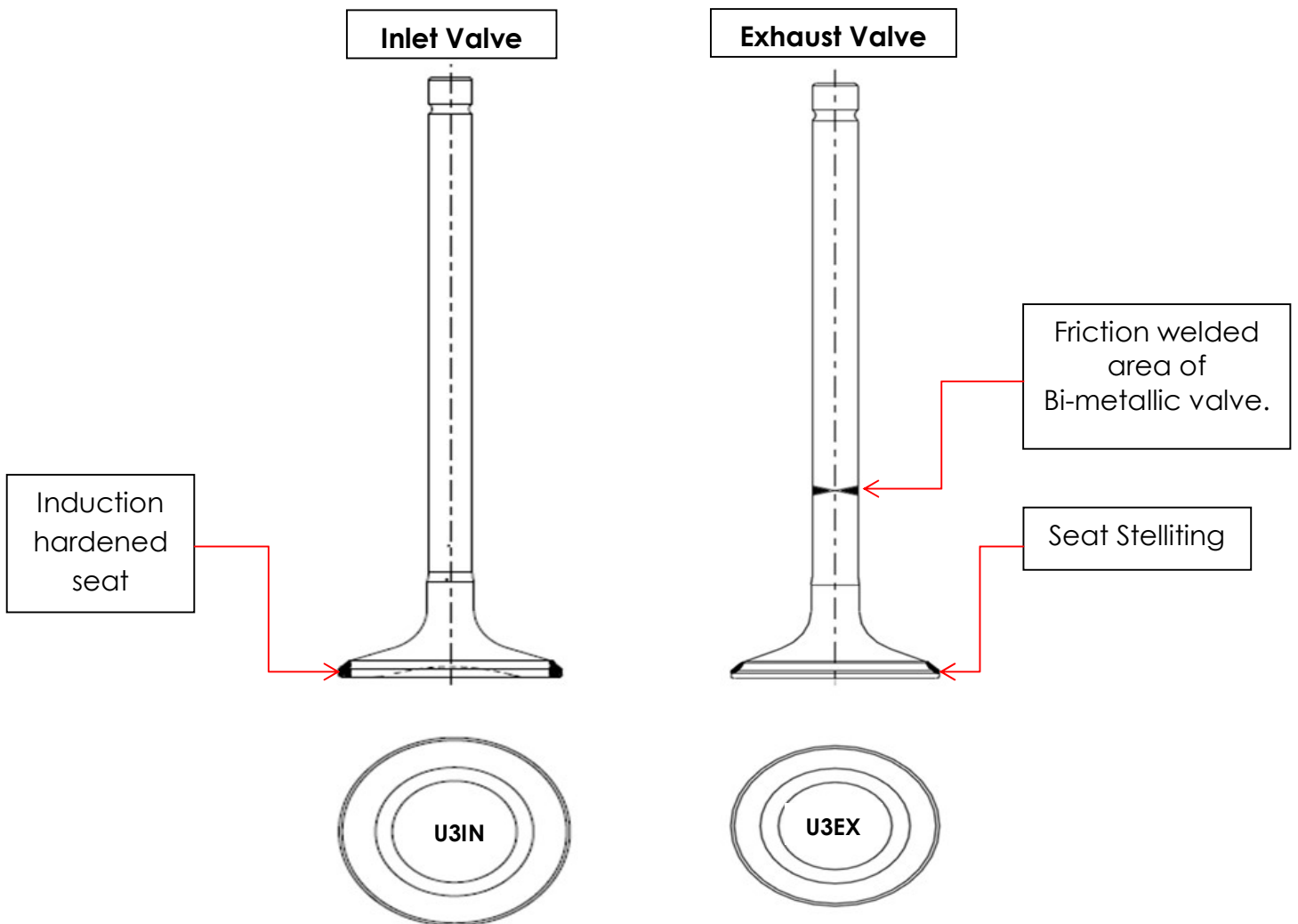


TECHNICAL BULLETIN- ROYAL ENFIELD UCE 350cc ENGINE VALVES

USHA is pleased to introduce Royal Enfield UCE 350cc engine valve set in our Bi-wheeler product range.

The technical details of these valves are as under:

MODEL		USHA CODE	D x d x L	Surface Treatment	Type	Marking in Valve	Special process
ROYAL ENFIELD UCE 350cc	IN	6355	45.60 x 6.98 x 117.55	TUFF	Mono	U3IN	Seat Induction Hardened
	EX	6356	31.50 x 6.96 x 116.90	TUFF	Bi-Metal	U3EX	Seat Stellite



The valves have following special features:

S.No.	Particulars	Benefits to Customers
1.	Both inlet & exhaust engine valves are Tufftrided.	Low wear and longer life
2.	The inlet valve is made up of 'Mono' one piece martensitic (magnetic) material.	No Stem & tip wear
3.	Inlet valve seat is Induction Hardened.	Lesser wear of valve seat
4.	Exhaust valve is 'Bi-Metallic' having head portion made from austenitic (non-magnetic) material known to have high temperature strength and good wear resistance. The stem is made of martensitic (magnetic) material.	Longer life
5.	The exhaust valve has seat stellite.	Better wear resistance

Tuff

Tuff is the common name for Tufftriding process. In this process the entire surface is given special heat treatment which increases the surface hardness and strength. This increases the wear resistance of the valve even at high temperature.

Induction Hardening

Induction hardening is a heat treatment process generally done on valve 'TIP' and on the valve 'FACE'. In this Induction hardening process the seat of the valve is induction heated and then quenched to increase the wear resistance and high temperature strength.

Stellite

Stellite is a very hard material. Stellite is done on the valve 'FACE'. Stellite increases the wear resistance and high temperature strength.

These features make USHA Royal Enfield UCE 350cc valves unique, produced to give better performance & longer life.