

**This tool was provided by Gordon Richards**

### **Suggested Tensioner Rental Guidelines**

Tools are rented by JagRepair. Potential users should understand this is a service and not a commercial enterprise, sic. There is no “as of right” usage of the tools.

Tensioner tools include those used for primary and secondary tensioners.

Cost of Tensioner Tool rental is \$25 plus shipping.

User is responsible for shipping costs back to JagRepair.

Shipping is either UPS Ground or USPS Parcel Post. Overnight and other forms of expedited service are available at cost to the user.

Maximum period of rental period is two (2) weeks after receipt of shipped tool package. (Order your parts before you rent the tools.)

User is responsible for any damage to the tools. Damaged items may be replaced by user from a bona fide retail source and/or payment shall be authorized in lieu of replacement at the discretion of JagRepair.

Paypal rental security deposit in the amount of \$300 is required at the discretion of JagRepair. This deposit will be returned in full, minus Paypal fees, upon receipt and inspection of the tools by JagRepair.

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### **Important, Please Read:**

**The user’s Request of Usage of these tools is considered their agreement to abide by the terms and conditions of this service. Users who do not wish to pay for, or replace, damaged or lost parts should not follow through on this transaction.**

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Unless otherwise directed, please return tool kit to JagRepair:

Gus Glikas  
Jagrepair  
516 Hollingsworth Rd.  
Woodstock, VA 22664

[gus@jagrepair.com](mailto:gus@jagrepair.com),

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## **Notes on Replacing Secondary Tensioners**

### **Cam Cover Brass Inserts:**

Take extreme care in removing the cam cover bolts. This is delicate work. The little brass inserts for the coil covers can twist out of the cam covers. Be sure to use very little torque in tightening. I would suggest using no more twist than you can get from a screwdriver. If you do twist them out, there is a fix using JB Weld.

### **Oil Leaks around Cam Cover Bolts:**

Each bolt holding down the cam cover to the cylinder head has a small rubber O ring-type grommet. They seal the bolt from oil leaks. If you have an oil leak, do not tighten the bolt...get a new grommet. If you try to stop oil leaks by tightening down too much you will break off a bolt in the head. Then you are in for some serious problems. The bolts and grommet assembly pull out of their seat in the covers. The grommets are easily swapped out. They are available from any Jag Dealer and many aftermarket sources.

### **Cam Cover Bolts:**

I used quarter inch drive sockets, extension bars, and a swivel to remove the difficult cam cover hold down bolts on the lower rear of both covers. Same for the coil covers. There are two (2) cam cover hold down bolts UNDER the coil covers.

### **Setting the Crank in TDC:**

Remove the cam covers before you insert the crank setting pin. When the cam flats on all four (4) camshafts are in the up position together then insert the pin. There are two (2) special holes in the flex plate which accept the crank sitting pin. They are 180 degrees opposite. Make sure you have the top dead center one by waiting until you have removed the cam covers to visually inspect the camshaft flats.

### **Crank Locking Pin – Hold Down Bolt:**

For myself and some others, the crank setting pin (the one with a flat side) lined up with the flex plate hole properly; however, the bolt used to lock it in place did not line up. I did not use the hold down bolt to secure the locating pin without any problems in alignment.

### **Slack when Tightening Tension on Chains:**

After installing the tensioners, and when you are finishing up, some chain slack appeared after removing the cam lockdown bar. It was more noticeable on the A bank (Passengers Side). If you look closely, you can see that after removing the bar, the cam flats have rotated and are no longer inline with each other, nor flat. This is OK. As long as the driven side of the chain, the side opposite of the Tensioner, was tight when the sprockets were locked down, everything is set properly.