

Roadfly Forums moving to vBulletin Software - In the coming days and weeks we'll begin to migrate the forums to the new software. Please read the post in the Help Desk forum and respond within that thread with your comments, ideas, etc. Please read - [Help Desk Forum - thread regarding forum software upgrade.](#)

- Thanks Charlie & Alan

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The Jaguar XJ8/XJR ForumEmbed/BBCode:



Author: [maxwdg](#) on 2009-06-03 at 03:52:24

Subject: Timing Chain Tensioners - An easier way to replace (3215 views) (10327 thread views)

Message: Ok guys and gals, I have read every post I could get my eyes on about the dreaded secondary tensioners on my 2001 XJR (with 60K miles) and the replacement of them. I printed at least a half dozen very nicely detailed step by step procedures with great pictures too. I bought the kit that Christopher's (on Ebay) sells with the tensors, gaskets and timing chains with the master link. I continued to stress and think about jumping into the project of doing it myself for another month after I received the parts. So.... This weekend I finally decided to "Just Do It" - WITHOUT the mega-buck and completely unneeded special cam hold-down tools!

Geese! Boy was THAT preventative maintenance ever a piece of cake! Mostly because I took one look at the cams exposed in front of me and thought, "Why the hell would ANYBODY planning on just doing the secondary tensors, ever want to go through all that tedious bull sh*t that most people specify - like taking the exhaust cam gear off (risking the the inaccurate replacement of said gear and requiring the above mentioned special tools to properly realign the cams after the tensor and chain replacement?

One look - is all it took for me to ascertain the easiest and totally safe procedure of getting at the secondary tensor removed - with out all the paranoid crap that could have been endured - I Simply removed all of the bearing caps of the exhaust cam and had a buddy lift it up just slightly (keeping tension on the gear and chain, being careful not to let a gear jump while I just reached in a pulled the stupid (and cracked, nylon second gen tensors) out, ploping the new aluminum units into place.) I then re-oiled and retourqued the the cam back into its saddles... Did it within minutes per side! It took me more time just me being particular about sealing the cam covers and cleaning as I went - than the whole of the replacement of the secondary tensors itself! Finished both side in less that 3 hours!

Guys This is NOT a complicated operation! its a piece of cake man! Just do it yourself! And on your lower milage cars, don't even consider replacing the timing chain - Mine certainly didn't need it... I wasted my money buying the special chain from Christophers - anybody need it a set?

Seriously, guys - DONT be scared of this simple upgrade - Its really easy, and absolutely NOT ONE of the special tools and cam "lock-downs" that are supposedly required to do this tinker-toy operation. Just do it! Jump right in there - I hear you can save a bundle of bucks.

Car has run 400 mile since the work with no ill effects and I don't expect any to crop up.

Your Realist mechanic. Maxwdg