

Banjo Bolts



The engine oil banjo bolts are made from grade 303 Stainless steel. They are slightly longer than the original Jaguar bolts and designed specifically for our thicker copper washers. The washers supplied **MUST** be used with our bolts in order to ensure proper alignment of the oil hole between the bolt and the banjo fitting. Failure to do so could cause serious damage to your engine. The advantage over the original bolts is better sealing due to the thicker washers. You could use thicker washers on your original bolts but a couple of problems arise.

1. You cause misalignment of the oil line to banjo holes.
2. The amount of thread engagement decreases by the difference between the original washers and the thicker washers. The original bolt thread engagement is already barely adequate and you risk stripping the threads in the aluminum tappet block. Definitely a bad thing.

Both 3/8" and 1/2" banjo bolts are available. The 3/8" bolts are the ones which screw into the rear of the tappet block and the 1/2" bolts screw into the side of the engine block and/or the oil pressure sending unit housing.

The Radiator banjo is similar to the engine banjo except constructed from Brass. Be sure to change all three washers to ensure a leak-free connection. (There's one under the spacer.)

Half-moon Seal



The half-moon seals are constructed of Grade 6061 billet aluminum and clear anodized to prevent oxidation. Each is supplied with a length of Viton O-ring stock. These will fit the V-12 and the XJ 6 cylinder engines.

The advantage of using these is that they will not shrink and harden like the original rubber seal.

Tensioner Plug



The tensioner plug is constructed of 6061 billet aluminum and clear anodized to prevent oxidation. It incorporates a Viton O-ring for exceptional sealing. For retaining, an ingenious design uses a cone-point setscrew, which, when tightened, pushes a stainless steel ball against the inside bore of the cover. The plug has been designed to allow insertion without removal of the water pump or idler assembly. Included is a centrally located $\frac{1}{4}$ -20 threaded hole for use in removing the plug. Just screw in a long bolt and pull it out after loosening the cone point setscrew.

The advantage this seal has over the original Jaguar seal is that it won't harden and shrink like the original rubber seal. No more unsightly leaks!

Jaguar Parts Price List

<u>Part Number</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
Copper Washer	Copper washer, banjo 3/8''	1	\$1.25ea
	1/2''	1	\$1.50ea
Radiator Banjo	Banjo Bolt, Brass, Radiator W/ 3 copper washers	1	\$19.50ea
Engine Oil Banjo 3/8'' (2 Req.)	Banjo Bolt, Stainless, Engine W/ 2 copper washers	1	\$16.00ea
Engine Oil Banjo 1/2'' (2 Req.)	Banjo Bolt, Stainless, Engine W/ 2 copper washers	1	\$18.00ea
Halfmoon Seal (2 Req.)	Half-moon seal with Viton O-ring	1	\$16.25ea
Tensioner Plug	Tensioner Plug & Retainer W/ Viton O-ring	1	\$24.50ea

These parts were designed to fit Jaguar 5.3 V-12's. They may fit other applications but I haven't personally checked them out. Please read the description carefully as it describes what is included with each item ordered. Prices do not include shipping charges. Shipping to the US or Canada is \$9.75. I use UPS for US shipments, USPS for Canada and overseas.

We accept cash, checks & money orders or credit cards through PayPal.

Send payment to:

Ron Kelnhofer
8219 W. Bradley Rd.
Milwaukee, WI 53223-3286

Phone: 414-355-7441 Fax: 414-355-4901 E-mail: rkelnhofer@wi.rr.com

Installation Instructions

Banjo Bolts

Just be sure to use the correct thickness copper washers, .031" thick, 2 on each oil banjo and 3 on the radiator banjo.

Half-moon Seals

Wrap the viton o-ring around the half-moon in the center groove so that a little protrudes above the parting line on both sides. Lightly coat with oil and install on the tappet block and carefully trim away the excess material. Be sure to apply enough pressure so that the half-moon top is flush with the top of the tappet block. The use of additional sealant is optional but not necessary. Be sure to start with clean and dry surfaces!

Tensioner Plug

Remove old rubber plug and clean sealing surface thoroughly. Note that there are two threaded holes in the front of the plug. The 1/4-20 threaded hole (the larger one) in the center is there to aid in removal of the plug only. Just screw in a bolt and pull the plug out after loosening the setscrew.

The smaller 10-32 threaded hole has a cone-pointed setscrew installed. Do not remove it completely unless you are very careful and away from the engine as it retains a steel ball which is what holds the plug in place. If you remove the setscrew, there is a danger of losing the steel ball or worse yet, dropping it into the engine. Not Good!

Loosen the set screw just enough to ensure that the steel ball is below the surface. Apply a light coating of oil around the o-ring. Install the plug, orienting it so the flat is clearanced around the water pump and fan idler bracket. The clearance around the plug hole is small so you will have to orient the plug precisely in order to get it all the way in. Push it all the way in and tighten the setscrew so the steel ball makes a slight indentation in the timing cover. This will ensure that it doesn't come out until you want it to come out.

For added security, use a liquid threadlocker on the threads of the setscrew to guard against it loosening under vibration. Be sure to use the correct product because if you use something for a larger size screw or, worse yet, a permanent type threadlocker, you may never get it out! The Permatex/Loctite product I use is their #242 removable threadlocker available in most auto parts stores.

For pictures and more information go to: