

**Fitting instructions
for hydraulic timing chain tensioner**
(Part no. 353216)



This kit is based on the original factory fitted timing chain conversion for C-Type and early XK Series engines. It replaces the genuine tensioner blade and spring assemblies.

The brass adaptor block is relieved at its larger, back face, but may require some further modification with certain engine blocks, as original factory practice. The modern XK150 Hydraulic damper supplied no longer comes with the locating peg into the original design brass block's large oil feed hole, but the flow is not restricted by this, although the feed hole itself into the damper is very small. The block replaces C2257 / C5143 oil spray brackets, and takes its oil feed from here.

Fit the damper to the top of the adaptor block, with the floating head pointing inwards to the timing chain. Secure with the 1/4" UNF bolts and spring washers provided, (or longer if necessary).

Test that the damper is pressurised and tensioning correctly before replacing the timing cover.

Parts catalogue

Jaguar XK120, XK140, XK150
220 pages,
German part no. 317404
English part no. 292008

Conversion gasket set

less oil seals
part no. 203081

Body panels for Jaguar XK

64 pages,
German part no. 245217
English part no. 245614

Timing chain rule

for precise adjustment of
the timing chain
part no. 206868



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On board tool kit

contents: imperial feeler gauge, 7 combination AF spanner, combination pliers, spark plug wrench, circuit tester, reversible screw driver and feeler gauge. part no. 345595



Hylomar

universal jointing compound, 100g
part no. 3476

