

## Contents List, 09-8708 Cheney Hose Clamp Kit, Early XK-150

Part Number	Cheney Number	Location	Qty
CO-2905/4	2A	Top Radiator Hose	2
C.2905/4	2A	Bottom Radiator Hose, Radiator to Pipe	2
C.2905/4	2A	Intermediate Radiator Hose	2
C.2905/4	2A	Bypass hose	2
C.2905/1	00	Starting Carb Hose	4
C.2905/3	1A	Flex Hose on Cylinder Head	1
C.2905/2	0	Vacuum Hose on Cylinder Head ("S" only)	2
C.2905/1	00	Reservac Tank Hose Check Valve to Servo	2
C.2905/1	00	Reservac Check Valve to Vacuum Pipe	2
C.2905/1	00	Brake Elbow Pipe to Inlet Manifold	2
C.2905/1	00	Brake Servo Air Cleaner	1
C.2905/2	0	Steering Rack Bellow to Tie Rod Ends	2
C.2905/4	2A	Steering Rack Bellow to Steering Rack	2
C.2905/1	00	Fuel Tank Vent Hose	1
C.2905/7	3	Fuel Filler Hose, Tank to Filler	2
C.2905/2	0	Heater Hose to Elbow to Front Return pipe	1
C.2905/1	00	Heater Hose to Front Return Pipe	1
C.2905/1	00	Heater Hose, Return pipe to Heater Unit	2
C.2905/2	0	Heater Return Pipe Adapter to Manual Valve	2
C.2905/1	00	Heater Hose, Water Valve to Heater Unit	2

### Notes:

This kit applies to early XK-150 with the manually operated heater valve – not the later cars with a cable-operated valve.

Every effort was made to faithfully reproduce the original Cheney design in all respects, including materials, dimensions, construction and finish. These clamps were made to address the non-availability of original clamps, especially for Jaguar owners who seek the ultimate in authenticity.

Before installing your clamps, please read the following. Frankly speaking, the original Cheney clamps were not that great or as easy to install as modern stainless spring steel clamps. Some effort is required for good results.

- These clamps were cadmium plated in the "open" position so that all clamp surfaces would be completely and uniformly coated. Therefore, prior to installation you will have to close the clamps.
- First, ensure that the clamp is completely round and that the leading edge of the clamp feeds directly into the mouth of the screw mechanism. This is most easily done, particularly on smaller clamps, by forming them over a circular template, such as a ¾" section of water pipe mounted in a vice. Gently tap the clamps round using a soft mallet or wooden hammer handle. Be sure that the leading edge of the clamp is feeding into the body at the correct angle.

- Next, dab a bit of white grease or similar lubricant on the leading edge of the clamp, top and bottom and onto the receiving end of screw body. After plating, the clamps can be a bit tight and this will help ensure smooth operation.

- Finally, run the clamps in and out a few times to spread the grease. Wipe off the excess and install.

One fault of the Cheney clamps is that they require a good bit of effort to tighten. And since they can only be tightened with a flat-blade screwdriver, the clamp may feel “tight” on the hose when it is not. Tighten the clamp as much as possible using the biggest screwdriver possible, then start the car and look for leaks, tightening again as necessary. Once the hoses warm up and become a bit softer, tighten again.

These clamps are bright cadmium plated, just like the originals. Over time this cad plating will dull and turn darker. This is normal. Jaguar never used a bright zinc plated or stainless steel clamp. The less bright cad finish is correct.

**Part Number: LI-0139**