

## Contents List, 09-8714 Cheney Hose Clamp Kit, 4.2 Series I E-Type

Hose	Clamp	Location	Qty
C24580	C2905/3	Manifold to By-Pass Pipe	1
C24580	C2905/2	Manifold to By-Pass Pipe	1
C14999	C2905/2	By-Pass Pipe to RH Side of Radiator	2
C24579	C2905/7**	Manifold to Header Tank	2
C24578	C2905/3	Header Tank to RH side of Radiator	2
C16767	C2905/4	Header Tank to LH side of radiator	2
C15099	C2905/7	Bottom of Radiator to Pipe (large end)	1
C15099	C2905/4**	Bottom of Radiator to Pipe (small end)	1
C24604	C2905/7	Pipe to Water Pump (large end)	1
C24604	C2905/4**	Pipe to Water Pump (small end)	1
C17777	C2905/1	Heater Elbow Hose, Short	2
C17778	C2905/1	Heater Elbow Hose, Medium	2
C17779	C2905/1	Heater Elbow Hose, Long	2
C14999/1	C2905/2	Water Pump to Heater Pipe	2
C25124	C2905/2	Manifold to Heater Pipe in Firewall	2
C4399	C2905/2	Long Heater Pipe to Heater Pipe in Firewall	2
C18936	C2905/7	Fuel Filler Hose	2
C1623	C2905/2	Steering Rack Boots, Small End	2
C1623	C2905/4	Steering Rack Boot, Large, Opposite Pinion Housing	1

\*\* These clamps were originally sold under a different number. We have substituted a clamp of similar capacity.

### Notes:

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-0142**