

LEAKY BANJO FITTINGS: Banjo fittings require two sealing washers. The copper washers used to seal the banjo fittings at the back end of the tappet blocks are really thin, only about .010" thick. This is too thin for reliable sealing, so chances are pretty good that these banjo fittings will leak right after assembly.

If your local auto parts store has a rack of red cards titled "Help!", it probably has a package of sealing washers that are the correct diameter for these fittings but a *lot* thicker: Part number 66272, labelled "Brake Hose Bolt Washer". It says they are ID 25/64" and OD 5/8". These washers are about 1/16" thick and will seal just fine -- but will aggravate another problem.

Craig Sawyers pointed out that the alignment of the cross hole in the banjo bolt doesn't line up with the channel inside the collar as well as might be hoped -- see Figure 1. The collar is about 13/32" thick, with the channel right in the middle, but the cross hole in the bolt is located only about 5/32" from the underside of the head -- and the thickness of the sealing washer between the bolt head and the collar makes this misalignment even worse. The drawing at left includes a 1/16" thick copper washer, and the two passages barely overlap. Jaguar's fix: those really thin sealing washers described above.

A better fix is pretty easy, though: using a Dremel or some such, lengthen the opening on the cross hole in the bolt in the direction of the threaded end (basically, enlarge the chamfering in that direction). This will help the oil flow to the camshafts even if the original thickness washers are used. Ideally you will want to extend the edge of the cross hole to about 5/16" or 8mm from the underside of the bolt head.

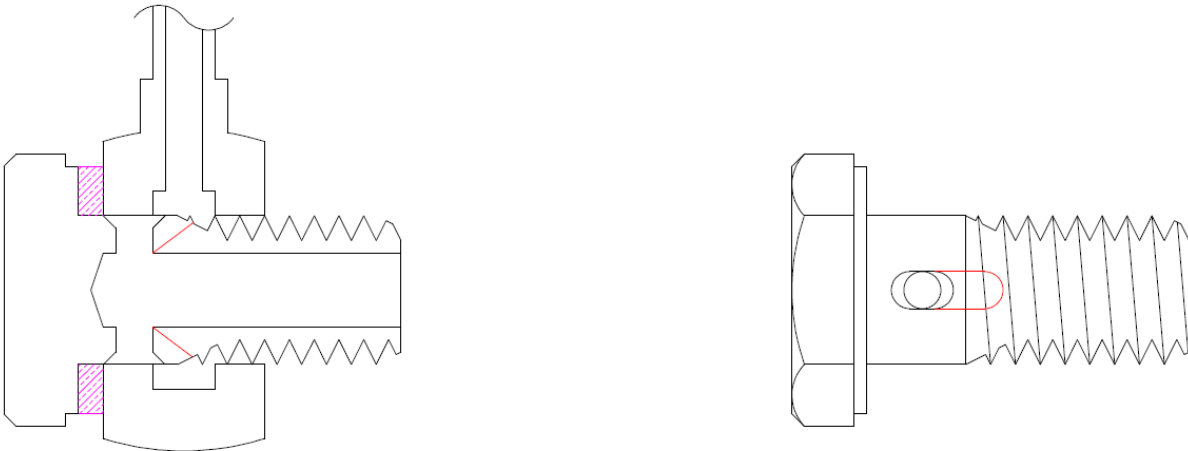


Figure 1: Banjo Bolt Modification for Better Flow