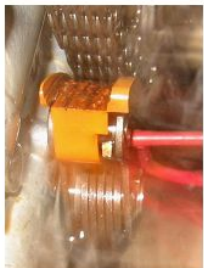


90% worn. There is an inside edge that is flopping, but nothing broken off to go floating through the cam case. Haven't got to the inner tensioner yet, (Hey, I'm a SLUG! What's the fucking rush! <g>) but what I \*can\* see by squinting and sticking my tongue in just the right position out the side of my mouth, the inside tensioner looks to be in the same condition. We'll see.



Looks like a close call on the outers. That cracked floppy piece breaks off and ouch. I made an appointment for a 30,000 mile service and asked if this was the one when the tensioners were checked. Service writer tells me: tensioners are not part of any service interval, we only check them when the customer asks. This service writer suggested 40,000 miles for the first look see. I guess I can live with that.

One of mine had disintegrated by 27000 miles. Might not want to wait that long to check.

The top tensioner was the outer shoe and the bottom one is the inner shoe. It fell apart as the tech was taking it out.



Looks like this was a good time to take a look see at them. Me and you have a direct disadvantage as we are both hard of hearing and can't hear impending danger. <SEG> Interesting on what you will find on the inner ones.

40,000 is pretty much the suggested mile mark from owners... although I've heard from others, with the early TC-88's, where the tensioners wore out at 10-15,000. <shrug> My first ones were replaced at 36,000 (30% wear) when HD warranted the cam bearing replacement on my 99 Road King. Have 103,423 on it now. So, in reality, these tensioners have 67,423 miles on them. Noticed a 'lot' of noise coming from the cam area while at MISFIT in Lake Lure, NC. Worried about the thing grenading while on the way back to Syracuse, NY. Evidently my Karma Bank \*had\* a surplus of points... <g>

Supposedly, if the pieces break off they end up in the oil filter. <shrug> I'd rather that they didn't break off though, or wear this quickly. <g> If I could have swung it... I would have gone gear driven cams at this point just so I wouldn't have to worry about this again in 40,000 miles.

Was that in a 2000 bike? Any diff between a 2000 and 2002 tensioner shoes? I have heard horror stories about them damned things from day one. My bike has been serviced every 2500 miles since new by the same dealership. I told the service writer I would probably want my oil filter to take home after the 30000 mile service to cut open and check for excess debris. Not expecting to see much but if I see anything larger than > . < I will probably consider a tensioner check up immediately.

Smart move. Many don't bother doing this simple, free and, easy check. Spread the filter out, run a magnet around if so desired and look for bad metals. Every engine will make some metal but a bad one can be obvious. It's not a guarantee but it's an easy check.

I haven't seen one up close and personal. Did it fall apart because the mounting nibs on the shoe broke or did the whole shoe portion just crumble? This would sound like the material got overheated and lost its resilience. I've seen close up pics of the wear surface that looked like very high heat had melted globs of the material. Pretty scary.

Glad your Karma Bank had a positive balance. I hope mine does, wish I could check it like my B of A account.

I would have to say my bike has been babied pretty much since new. I've gotten it over 90 just once to see how fast it could get up to escape speed. Mostly it runs 30 miles a day, about 24 miles of it at 70, the rest at 35. Never spin the tires and rarely skid. When I do get the tensioners replaced I expect them to show minimal wear. I know there are some who could wear out indestructible parts in short order, but I can't afford to and ride accordingly.

I suspect it's more luck of the draw. Here's another data point. I have had mine replaced twice. Bike is a 2000 Road Glide. The first time was at about 63K miles. I was getting fluctuating oil pressure readings, so I took it in, thinking maybe a chuck of the tensioner was causing a problem. They said it might just be a bad sending unit (later they said it was), but I said I wanted the tensioners checked in any case. One tensioner was just starting to disintegrate (lower left). They were replaced again at about 94K miles, just because they were in there (the two tensioners in the top of the picture). These tensioners show very little wear for over 30K miles, and I'm sure they would have easily gone at least that much farther before needing to be replaced.

That's what I'm hoping mine look like. Of those tensioners that have met an early demise, I wonder what percentage had been exposed to high heat conditions. Like a long trip without many stops, parade duty on a very hot day for a rather long time, etc.