

XJ Series Forum

XJ6/XJ12 Series 1,2 & 3 Jaguar & Daimlers



Sharing the Passion

Forum Co-ordinator Keith Parrington

Tel: 01323 720009 - Email: keith.parrington@jec.org.uk

Technical Advice: David Marks - Email: david@davidmarksgarages.co.uk

Bodywork/Paintwork: Keith Parrington Tel: 01323 720009 - Email: keith.parrington@jec.org.uk

A return to Brands Hatch

Keith Parrington's reports on his organised event for XJ Series owners on 5th June

Last April, I organised an event at Brands Hatch Circuit to celebrate 40 years of the XJ Coupe. The event ran alongside the Club's GT & Saloon Car Championship race. The weather was horrendous! Despite this, 38 brave souls brought the cars to the rain soaked circuit - the weather depriving us of the lunchtime track parade we had arranged.

2016 saw the Brands Hatch event fall on 5th June, and the sun shone and temperatures soared. No amount of promotion however



Brut V12 force!

D racer Kevin Doyle was on hand with his V12 monster to chat with the membership, and a friend of Championship leader James Ramm arrived with his stunning Project 7.

Working behind the scenes with the great team at Brands Hatch, we managed to get the track parade in place for lunchtime, giving the guys a great run of three laps around the famous track - only hindered by the requirement for a pace car out in front.

On the track at 3pm, the Club's racers did not disappoint. A fantastic display as always from the guys - great talent

could win over an exceptionally busy weekend on the show calendar. With shows in Herstmonceux and Brighton, the mighty Bromley Pageant and Gaydon Breakfast Club to name just a few - it was hard to be too disappointed with a show of just 14 cars.

The prime spot overlooking the Brabham straight saw the Coupe model again dominate - with two Series 2 saloons, and just one Series 1 and Series 3 models arrive. The Jaguar Enthusiasts' Club Class

A Project 7 joins the XJs at Brands Hatch.





Above: A wonderful sight...

...but only a solitary XJ Series 1 saloon at the event.

and comradery on display, attracting a few more followers from the sidelines.

Despite a low turnout, a fantastic day was had by all, and our place booked for next year - with plans coming together for the XJ 50th celebration in 2018.

Two of them?

Does anyone know anything about these unusual conversions on the XJ Series saloon? Clive Clark found the pictures on the internet and would love to know more about them. They

are two different cars, the green one apparently residing in Australia, but where the white is, is unknown. However, they are so similar that they must have been produced by the same person or company, so perhaps someone out there knows more about them, and could write in with the story.



Your technical queries answered by David Marks



Removing doors and fitting petrol tanks

Q I am doing some major bodywork on my XJ6 Series 3 and have come across a couple of issues which you may be able to help me with.

Removing front doors the bolts are very hard to get at so do the front wings need to be removed first or is there a way/special tool to allow the front bolts to be accessed without taking the wings off?

Petrol tanks. When mine were refitted thirteen years ago there was a problem with getting the filler hose seated correctly - otherwise when the tanks are fully filled there can be a petrol vapour smell. There was a technique previously advised for someone and I cannot recall what it was.
Gordon Lane.

A David Marks comments: *To remove the doors correctly, it is best to take the front wings off. This is not difficult, assuming that the bolts are not corroded. If you are carrying out a lot of bodywork, the wing removal is advised as there may well be some issues that will be revealed and it is best to catch them now.*

The fuel filler flaps just slot in to the tank, not forgetting the O ring as well in the neck of the tank. There is the small pipe that is the tank breather that goes over a spigot in the filler cap assembly. This is fiddly to line up but it all goes in without too much trouble.

Torque converter fitting.

Q As part of an ongoing restoration of my 1982 XJ6 4.2 litre Series 3 I have changed the automatic gearbox, and the removal and replacement went well but I am having extreme difficulty in getting the forth bolt into the torque convertor through the flywheel. I bolted up the gearbox to the engine and basically left the fitting of the torque convertor bolts to the last process before finally torquing up the bell housing bolts and fitting the crossmember, but just cannot seem to get the last bolt in. I just don't seem to be able to get it to catch the thread to get a spanner on it. I struggle to get a socket on any bolt so getting the correct torque will be interesting.

I placed the torque convertor on the gearbox input shaft and offered both up to the engine which went straight in. Basically have I done something wrong, refitted it in the wrong order, or what?

I did wonder if the bolt pattern was asymmetrical on the flywheel /torque convertor but I have tried moving the torque convertor round on the shaft but don't seem to be able to find a position that enables me to get all four bolts in.
Andrew Mckelvey.

A David Marks comments: *The bolt spacings are precise but they should all go in. You say you cannot line all four bolts up, but regardless of the location of the converter relative to the ring gear, is it always the same bolt hole that will not take? If you mark it with Tippex and then rotate the converter, you can check this.*

I also assume you are putting the bolts in loosely before tightening all of them. If the problem is consistent with one bolt hole in the converter, it may be that the threads are damaged within that.

Electronic ignition fitment.

Q I am planning to change the distributor and coil in my 1980 XJ6 Series 3 4 2litre, updating it to the latest electronic ignition system. What knowledge is there of these systems and the best choice?
Tony Marno.

A David Marks comments: *Assuming you have the original electronic ignition system (Lucas AB14) as fitted to the EFI cars, there is not much merit in changing. It has proven to be one of the most reliable and durable of all OE ignition systems fitted.*

Otherwise, I would suggest that you use the appropriate version of the 123 system which I have heard is very good.

Heater problems

Q The heating system on my 1986 XJ12 is playing up. All works fine on the initial start-up, but once the car is stopped and restarted, all I get is cold to vaguely warm air coming through.

Although this is my daily car I tend to use my Land Rover most of the time, so the XJ can be parked up for quite long periods.

I'm guessing that the heater coolant valve is on the bulkhead that may be the problem, what is your opinion?
John Holden.

A David Marks Comments: *The valve on the bulkhead is fairly easy to remove and check and it is worth doing so - if there are signs of leakage from it (quite common) or it is sticking, replace it anyway.*

Unfortunately though, as the car is a 1986 example, it most likely has the Delanair MK11 control system with a servo and amplifier unit, and these are very prone to exactly these characteristics as electrical components age and go out of spec - it was also never that reliable in the first instance.

I would check the in car and ambient temperature sensors for a build up of dust and dirt that can insulate them from the actual air temp etc. The former is above the glove box, located in the dash crash roll. Remove the glove box liner for access. The latter is located within the right hand blower motor, and access may be obscured slightly by the steering column I think.

Otherwise, it may be that an adjustment can be made on the potentiometer on the amplifier unit - located behind the passenger footwell vent. Access is a little tricky as the vent requires removal and even then the amplifier is buried under the air conditioning unit.

If you do alter this setting, you need to be very careful with what you do and take a careful note of the original position.

Brake problems

Q I am having trouble with the brakes on my 1973 XJ6 Series 1. I fitted new rear callipers and flex-hoses last year. I also fitted new pads to the front callipers and at the time all the pistons were free. I did find two splits in the rubber hose from the manifold to the servo and fitted new, proper hoses.

Now the front brakes are not working. The brake pedal is hard, feeling like an hydraulic lock. There is also a strange 'squelching' sound from the servo when the pedal is pushed and the engine note changes on depressing the pedal, then running unevenly.
Tony Brown.

A David Marks comments: *From this description, it sounds like either the brake master cylinder and/or the servo unit have failed.*

You will need to remove the master cylinder and if there are signs of heavy brake fluid leakage into the servo unit, probably you will need to change that as well. Also look carefully at the vacuum pipes and non-return valves, etc., to the servo to ensure they are in good order and not collapsed.

Nigel, do you have another items to fill please?