



# CLARKES JAGUAR XJS

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1975 -1991 XJS Pre Face Lift Buyers Check List

## Clarkes Jaguar Ltd

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#### Exterior

- 1) Check the whole car for bubbles of rust pre facelift cars were not galvanised and in fact the first facelift models were not either. A few common places to inspect are the bottom of the front wings and above the headlight, boot lid edge and boot plinth, Sills front and back, inside edges of the buttresses and around the rear window.
- 2) Take a torch, crawl on you hands and knees and look at all the vulnerable places on the underside seatbelt mounts, jacking points, rear radius arms and bushes, is the diff wet and leaking fluid. Check the front sub frame and cross member very expensive and not a good idea to buy a car like this. We always jack vehicles and remove wheels to inspect properly.
- 3) Look at the bumper chromes are there signs of rusting or tarnishing. Expensive to replace and hard to find good second hand.
- 4) A general look around the whole body work is essential. Look over the vehicle for any dents in doors and boot area. Some maybe possible to remove others have poor access and require more work.
- 5) Front and rear lights are becoming increasingly hard to find and are costly so check these for chips and cracks. Also have a look at the windscreen for any chips or de laminating.
- 6) The condition of the wheels around the rim and centres are worth checking.
- 7) What condition and make are the tyres? P600 Jaguar recommended and right for the vehicle other cheaper makes may show the vehicle may have not been cared for as well as it should. Wear on the inner edge may point to tracking being out or wheel alignment.
- 8) Are the mirrors loose? The springs inside rust and the mirrors become floppy while driving.

## Interior

- 1) Has the interior been conalised badly? Check the condition of the driver's seat.
- 2) Important! Lift the front carpets and feel if they are wet or damp and inspect the floor pan is it brown and stained or in worst cases starting to rust.
- 3) Do all the buttons work and does everything operate correctly i.e. Cigar lighter, hood switches, window switches, does the central locking work on, do all doors and boot lock and unlock?
- 4) Try the air conditioning system is there an audible click, with the bonnet open can you see the end of the compressor (clutch) spinning. Does it become cold in the car and do the centre vents work.
- 5) Are there any warning lights on the dash does the oil pressure gauge sit true and not fluctuate with the engine running, do all dash bulbs work with the lights on?
- 6) What condition is the roof lining, is it sagging in places?
- 7) Has the car been smoked in are there marks on the door pillar, does the headlining look poor above the driver and does the car smell?
- 8) Do all the switch surrounds sit in the centre wood flush, what condition is the rest of the wood in the car is the laquor milky and do the woods match?
- 8) Do all the switch surrounds sit in the centre wood flush, what condition is the rest of the wood in the car is the lacquer milky and do the woods match?
- 9) When putting the stereo on does the radio work correctly and does the aerial full extend?

## Under The Bonnet

- 1) Inspect both inner wings down both sides; is there any corrosion near the front around the headlight bowls / where chassis sticker is? Check around places where items are mounted. i.e. screen wash bottle
- 2) When the engine starts up is there a slight knock/slap ( Straight 6 usually the timing chain)
- 3) If a V12 check the condition of the cap leads plugs if accessible. Check for leaks at the back of the engine near the bulk head oil switches leak as well as the cam over gaskets. Does it run smoothly on all 12 cylinders. Its amazing how many people don't realise the car is misfiring.
- 4) Listen for exhaust blows from around the manifold. May require rings or exhaust boxes.
- 5) Check the colour of the oil for obvious symptoms, smell the gearbox fluid for burning check the anti freeze colour etc
- 6) Have a good look at the radiator especially bottom left hand side and lying on the floor with a torch through the front. Radiators need changing on average about every 9 years so many cars need them expensive and can cause untold problems with over heating
- 7) Here again make sure the air conditioning system is clicking in and working.

## **On the Road**

- 1) Listen for the rear end is it noisy and wining? Drive the vehicle with window up as well as down to remove road noise.
- 2) Does the engine kick down through the gears and change with out slipping or clunking?
- 3) Do the brakes pull one way more than another, callipers are prone to sticking and it is advisable to replace, do the brakes wobble under braking discs are warped and require replacing. When stationary check the handbrake works correctly.
- 4) Listen for excessive bumps and knocks over lumps. One of the nicest things about an XJS is the smooth ride and bushes often need replacing on shocks, mounts, wishbones and ball joints.

## **Service History**

- 1) Ensure that the history and miles tally up to MOTs
- 2) Look through the service book and see if any major services have been missed.
- 3) Have a look at recent bills / invoices to see what works were carried out or may have been advised
- 4) Ensure there are two sets of keys.
- 5) Make sure all the owners manuals are in good condition and present.
- 6) It is nice to see a full Jaguar toolkit in the boot and while here check the condition of the spare wheel.

**These guides are only intended as a help towards choosing the right car for you and if in any doubt always consult a specialist.**

