



CLARKES JAGUAR XJS

Long Barn Motor Museum, Cross in Hand, Heathfield, Sussex TN21 0TP

Tel: 01435 863800 Fax: 01435 865656

www.clarkesjaguar.co.uk

1994 -1996 XJS Coupe Buyers Check List

Clarkes Jaguar Ltd

1994 -1996 XJS Coupe Buyers Check List

Exterior

- 1) Check the roof for bubbles of rust along the front edge of chrome above the windscreen this is a common place for the XJS to corrode and will need immediate attention. Also check the rubbers they should be the correct shape and not deformed letting water in.
- 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 scuttle panels either side below the windscreen for bubbling. These are sometimes repaired to a bad standard. The windscreen will need removing to ensure best repair possible.
- 4) A general look around the whole body work is essential. Check bumper corners for scuffs, what condition are the chromes in? Look over the vehicle for any dents in doors and boot area.
- 5) Front and rear lights are becoming increasingly hard to find and are costly so check these for chips and cracks.
- 6) The condition of the wheels around the rim and centres are worth checking.
- 7) What condition and make are the tyres? P6000 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

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 (usually the timing chain)
- 3) Listen for exhaust blows from around the manifold. A very common fault with the AJ16 engine and manifolds are prone to crack
- 4) 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.
- 5) Check the colour of the oil for obvious symptoms, smell the gear-box 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 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 clunks does the sport mode button work?
- 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 and they both work. Often cases are broken or remotes don't work. An expensive replacement from a main agent is normally needed
- 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.

