

The following Q&A questions are from readers of *Jaguar World* and may be relevant to club members cars.

Mk II Overdrive Fault

The overdrive in my 3.4-litre Mk 2 (1962) has begun to misbehave. At first it just seemed sluggish to engage, but now it will not engage at all. I have checked the electrics and the solenoid is shunting back and forth without hesitation, so what else could be the problem? Is there anything I should try before removing the unit for overhaul?

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Start by checking the oil level and the solenoid adjustment, which is done by removing the cover plate just forward of the solenoid, energising it and seeing whether a 1/8 inch drill bit can be inserted through the hole in the actuating lever and into the corresponding hole in the aluminium casing. If not, then slacken the locknut and adjust the operating rod until the two holes do line up.

If that fails to improve things, drain the oil. If it has brass filings in it, the problem will be serious, if not unscrew the plug at the bottom of the piston assembly and clean out the gauze filter before refilling with good quality oil of the correct grade.

Smoky S-Type

I have a late 2002 S-TYPE R which has 60,000 miles on the clock. It was laid up for a while, and over recent months I have noticed that often there is a significant amount of blue smoke produced from both exhausts when the engine is started from cold after several days without use. The oil consumption has not increased and amounts to 1-2 litres between oil changes. Engine performance and behaviour is otherwise satisfactory. The dealer from whom the car was purchased cleaned the engine breathers and reprogrammed the ECU, but this has not improved matters. I wonder if this problem has been encountered before, and what the actual cause is likely to be?

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One possible cause of your problem is over-enrichment once the engine has cooled after a couple of days. A diagnostic unit or the dealer's own computer would be needed to confirm this. While have not heard of valve stem seal wear being a significant problem, it also could be a possibility from your description. One way to confirm the valve stem seals as the problem would be to accelerate hard, then back off sharply and look in the mirror for signs of blue smoke.

Blue smoke on acceleration on the other hand would indicate worn rings, unlikely as your car will have the later steel lined block. Theoretically, it should be possible to replace the seals without removing the cylinder heads.

XJ6 S2 - Air Cleaners

I have bought a 1974 XJ-C 4.2. The previous owner fitted pancake air cleaners, which make too much noise for my liking. There is a blanked off vacuum line which I understand operated some sort of flap arrangement; what do I need to buy to get it back to standard?

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The standard air cleaner is of the flat paper element type. The outer part of the air cleaner housing incorporates a vacuum operated flap normally biased to feed cold air from a trumpet above the radiator, but when the intake air is excessively cold can be engaged to direct warm air from around the exhaust. The purpose of this is to keep the incoming air warm so that the fuel vaporises more effectively, reducing hydrocarbon emissions.

You will need the main air cleaner assembly, a steel duct to feed warm air over the top of the head, two flexible ducts (one rubber the other convoluted aluminium), spacers to go between the air cleaner and carburettor, and two pieces of vacuum hose — one to go from the inlet manifold to the temperature switch in the air cleaner rear housing, the other to go from the switch to the vacuum servo. Second-hand parts are usually available.



XJ-S Headlining

I have an XJ-S with a sagged headlining that has become a nuisance. Is there anything I can do to improve the situation without having to resort to a coach trimmer?

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This type of headlining drops when time and continual exposure to heat breaks down the foam backing leaving nothing to support the cloth. As long as the glass-fibre backing is undamaged, re-covering is not that difficult on an XJ-S as unlike the saloons, there is even room to remove the backing board through the door aperture without resorting to working upside down or removing a screen. You can purchase an appropriate glue, but for a perfect job, or where the backing is damaged, we would recommend leaving it to a professional.

Where to Jack an E-Type?

I have an E-type Series 2. My query is as to the best way to jack the car up. Can you advise?

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At the front all E-types should be jacked at the 'picture frame,' just in front of the engine where all the main chassis tubes converge, not the support panel under the radiator. The picture frame has flanges fore and aft, and so to avoid damaging these it is recommended that a piece of wood be cut to fit into the recess and spread the load.

At the back, a block of wood should be cut to fit snugly between the exhaust pipes so you can lift underneath the suspension 'cage' lower tie plate.

To support the car while working underneath at the front, axle stands can either be placed under the lower wishbone inner mount or, as we prefer and with the wheels removed, under the splined hubs. When opting for the latter position, however, it is vital that the hubs themselves be protected with thick rubber or similar padding.

At the rear position axle stands under the jacking points adjacent to the radius arm forward bushes.



Nikasil X308?

I am considering buying a 30 June 2000 XJ8 with the VIN SAJAC13D6YKF17159. I was hoping you could tell me whether it had Nikasil lined bores or not, as I cannot seem to get a definitive answer from the web.

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A Nikasil car cannot be identified by the VIN alone — the engine number, located behind the water pump on early cars and adjacent to the left-hand engine mount on later cars, is the only way to prove conclusively one way or the other.

On V8 engines the engine number represents the time and date of manufacture, the first steel-lined engine being number 0008181043; that is, it was built at 10:43 am on 18 August 2000. Do bear in mind that Nikasil engines only fail when exposed to high sulphur petrol (eliminated from the UK at the beginning of 2000).

Cars in Australia, for example, have suffered very few Nikasil related problems.

X300 Valve Clearance?

I have a 1997 XJR. I am rebuilding the and have been meticulous in setting the valve clearance with the cams in situ and the head on the bench before installation and had set them all to 13 thou. However, what I have found since checking the clearances whilst fitted to the engine is that some have closed to 10-11 thou.

The reason being that the camshaft bearing caps are set at about 28Nm and as soon as you put the head bolts through and tighten to 60Nm and then a further 90 degrees because of the SPS system for the bolt, this appears to then tighten everything down further and alter the valve clearances. Can you tell me the correct procedure?

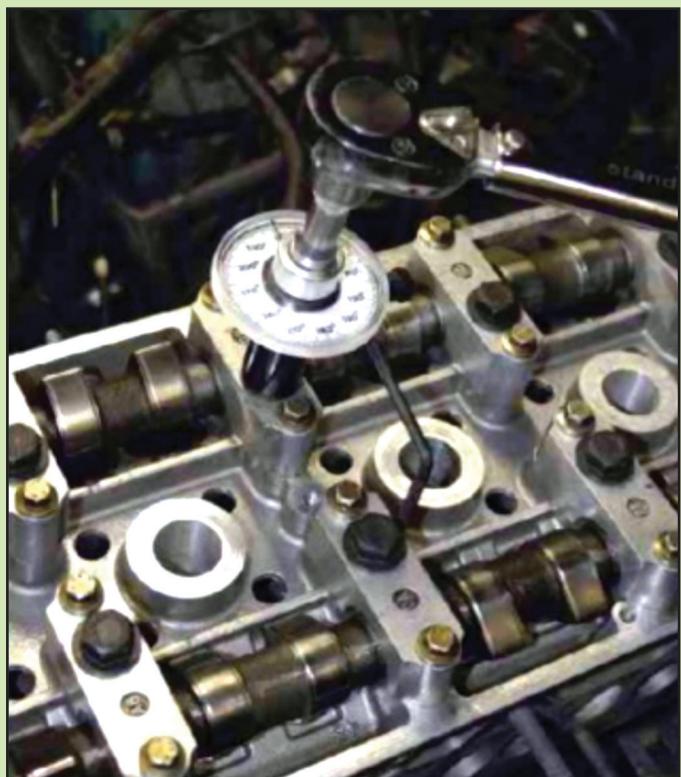
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The X300 workshop manual makes no mention of allowances for cylinder head tensioning, but rather confusingly states that when overhauling a head, the valve clearances should be set on the bench without the head bolts, but then rechecked with the head tensioned.

As long as there is sufficient clearance to prevent burned valves, the actual clearance is less critical than the fact that they should all be the same, as it is the odd clearance that make the engine sound noisy. AJ6 and AJ16 clearances seem to change more than on earlier Jaguar engines as everything beds in, yet few seem to be noticeably noisy.

My experience is that once reassembled, with all the shims in their original positions, I have consistent readings around 14 and 15 thou, so I am quite content to reassemble everything unaltered.

Ten thousand is a bit on the low side, but my recommendation is to let everything bed down for a couple of thousand miles then recheck if you're still concerned.



XJ6 S3 - Fuel Overflowing

I have a problem with my Series 3 Daimler VDP, in that it leaks petrol from the left-hand overflow when running on the right-hand tank; this has only happened since the tank was removed for repairs.

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To ensure adequate supply and keep fuel temperature in the fuel rails as low as possible, the pump flows at a higher volume than necessary with the excess returned to the appropriate tank via a separate pipe and solenoid valves mounted in each rear wheel-arch.

To keep the wiring as simple as possible, these valves are biased differently side to side, one open, the other closed with no current flow, and the other way round when energised. If the 'open' valve was not reconnected, or in some way disabled during the repair then it would not shut when running on the right tank and so allow a portion of the right tank fuel to enter the left tank, eventually causing it to overflow.

To check the system is working correctly, open the appropriate fuel filler cap while the car is running and depress the anti-surge plate with a screwdriver; the fuel return pipe should be visible and flowing fuel. Then switch to the other tank and check that the original shuts off and vice versa.

These valves are in a vulnerable position adjacent to the road wheel, and consequently spend much of their lives coated in mud, leading to eventual failure.

Recommissioning an E-Type

I have recently bought a 1969 E-type Series 2 FHC. It has been in dry storage for the last 12 years, but it was started and driven occasionally in this time.

It seems to be running too rich. Can you make any suggestions why the carbs should have gone out of tune and also recommend a list of general recommissioning work that should be completed before using the car regularly?

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After 12 years storage would recommend replacing the jets/diaphragms in the carburettors as they will have undoubtedly hardened and are likely to crack as soon as the carbs are adjusted. In fact, it would be worth replacing all of the fuel related gaskets/seals including those in the pump plus the pump diaphragm and points.

Even though the tyres may look fine they will be covered in cracks by now and be far too hard to grip safely, so replacement is a number one priority safety-wise.

Other than that, go for the basics; replace all the oils and fluids, which will have broken down over time, and check carefully all of the rubber bushings, especially the bonded ones, which often separate as the metal backing corrodes. As for the exhaust, as soon as it starts to make noises fit a decent stainless system.

S-Type Stuck In P

I have a 1999 S-TYPE 3.0-litre automatic which has done 71,000 miles. About three days ago I parked the car outside the house, engaged the 'P' position (Park) and locked it. About four hours later I returned to the car, switched on the ignition and started the engine. When I attempted to take the gear lever from 'P' position and engage 'D' (Drive), the gear lever refused to move.

After several attempts to disengage it, I then placed both hands on the gear lever and eventually forced it into Drive. The gear selector functions perfectly well in all other positions, and also engages Park normally, but when I try to remove it from 'P' there is still considerable resistance.

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The J-gate assembly incorporates a safety lock to prevent release from Park until the driver has applied the foot brake. It is this interlock that is almost certainly giving trouble. The entire J-gate assembly comes in one piece.

A less likely cause on an S-TYPE, but one worth checking first, is whether the brake pedal switch is working correctly.



XJ-S Immobiliser

Ever since suffering heavy water ingress, my XJ-S's immobiliser sometimes doesn't cut off, and the car just turns over with no spark. I have been disconnecting the battery then reconnecting it, which sometimes works. This may sound silly but it seems to happen when I am parked on an incline, facing downhill!

Could the problem have something to do with going through the water? Any idea what I can do?

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As far as XJ-S factory alarms are concerned the only realistic option is to lob the whole lot over your left shoulder and fit an aftermarket system if desired (or required by your insurance company) as most of the main components are no longer available from Jaguar.

Fortunately, the XJ-S has now aged to the point where theft is much less likely if common sense is used when parking.

Rattling X308

My 1998 X300 has travelled 159,000km and has a chain rattle at start up.

I have replaced upper and lower tensioners, all the chains, and both the VVT units but the rattle is still there, coming and going until the engine warms up.

I have run out of things to change, and wonder if you can give me any ideas; I should mention it does not burn oil, and fuel economy and performance are both good.

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If the tensioners were replaced with the latest metal cased type (the first types had plastic casings), these have a different internal mechanism and it is highly unlikely that they are the cause of the rattle.

Two other possible causes for a rattle, though not necessary temperature dependent, are the drive belt tensioner and pulleys, (particularly if coolant has leaked onto the tensioner, or debris from the old belt is still stuck between the pulley grooves), and the down pipe catalysts

Unfortunately, without actually listening to the engine we cannot offer any further suggestions

X300 Steering Wheel

I have just purchased an X300 which has a full leather steering wheel but I have seen a picture of an interior which features a part wood/part leather steering wheel. I am trying to source one without success but no one has been able to help so far. Can you cast some light on this and if possible, let me know how I could get hold of one?

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According to the brochures, the part wood/part leather wheel was available as an option on all models, and was standard fitment on others, so there must be some out there! We'd suggest trying one of the many Jaguar wreckers out there, or contact Myrtle Productions (www.myrtleprod.com) as it can supply any design of Jaguar steering wheel.



Daimler V8 Steering

I have a Daimler V8 21/2 and whilst the steering is OK, though a little vague, over 20mph it does require some excessive arm twirling. I am considering fitting power steering. If so, can you answer these questions?

- 1. Would a later Daimler 'box or a 420 'box be a straight fit? These seem hard to find.*
- 2. How about a rack conversion? I prefer to keep the dynamo and use an all-hydraulic set-up or is the hybrid, hydraulic/electric option worth the extra aggravation? Some comments seem to disparage racks but is this just a purist's view?*
- 3. I assume that I could fit a power steering pump in the same position as the factory.*

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Firstly, under no circumstances should an XJ steering rack be fitted; the pivot angles are completely wrong, and will cause massive bump steer, sometimes wearing one edge of the tyre through to the steel reinforcement within 1,500 miles.

A Daimler V8 has a good deal less weight over the front wheels than a 3.4/3.8 car, and so should require less effort to steer at low speeds. Your comment about vague steering indicates that there may be a problem with the bushes/ball joints alignment or tyre sizes/pressures.

If the existing front suspension is properly sorted, with particular emphasis on the correct caster angle, the car should be relatively easy to steer. If desired, a Mk 1 steering box, idler and drop arms can be fitted to reduce the number of turns lock-to-lock (at the expense of slightly more weight, of course).

There were two hydraulic power steering options, the earlier type is less reliable but will bolt directly to your existing suspension cross-member, while the later Variomatic system will require a recessed cross-member from a 420, Daimler Sovereign or late Mk 2 S-type.

X-Type Drowning Noise

I have an X-Type AWD with 22,000 miles on the clock. I have replaced all the tyres with new Pirelli as Jaguar recommended, but from 55mph up until 75mph I still get a droning noise. It is not that loud, but it is annoying, and does not seem to be affected by different road surfaces. Any ideas?

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There is still a possibility the noise is tyre related, or it might be a wheel bearing, but unfortunately the AWD X-TYPE's have a reputation for eating transfer cases.

The only way to confirm one way or the other is to run the car up on a wheels-free ramp and listen to the various components while rotating at road speed with an automotive stethoscope.