

## Fatal attraction

Once I realised that Jaguar had manufactured a supercharged vehicle, I had a longing to own one. A used XJR was very rare in SA and so I managed to locate one in Melbourne. Elaine joined me on the trip and we soon became the new owners of a nice two-year-old XJR that had previously been owned by an executive in Melbourne.

## Some things not right!

I was a little disappointed in the performance as it did not seem to be that quick, so after a few months I decided to try to improve acceleration by adding firstly a cold air intake and then a sports exhaust system. Both those additions helped, but it still was too slow for my liking so I added a larger crankshaft pulley to make the supercharger pump a little harder.

A few years later I learnt about a crankshaft bracket, known on the "Jaguar Forums" site as the 'Andy Bracket'\*, that had been manufactured by the engineer who first programmed the XJR computers and he stated that it would improve fuel economy and increase acceleration.

Once again there was an improvement but it still didn't seem right.



*The sporty grille on the XJR was inspired by the S.S. 100.*

## Problem solved

I eventually purchased an OBD2 (*On-Board Diagnostics*) code reader and to my surprise it showed that at WOT (*Wide Open Throttle*) I was only getting 53% opening!!! To cut a long story a little shorter, I resolved that issue and now I had an XJR that would fly if it had wings.

In the 23-24 years that I have owned the XJR it has been totally reliable and the only repairs I have made are a new thermostat and a top radiator hose "just in case". I should mention that apart from the first a couple of years, when I

was too busy running my own business, I have maintained the vehicle myself, which has just basically been oil changes and brake pads.

**John Fulcher**

*Editor - thank you John for sharing your story. Perseverance finally prevailed.*

*\*According to "Jaguar Forums" the 'Andy Bracket', designed by Andy Stodart, is a modified Crank Sensor Bracket designed to advance the timing by 5 deg. It is claimed that it makes a huge performance gain by transforming the engine character completely and making it more responsive.*



*The rear of the XJR can be identified by the body-coloured boot-lid plinth, larger exhaust outlets, rear boot badge and special five-spoke "Sport" alloy wheels. The X300 XJR model is sometimes referred to as the "XJR6" to differentiate it from the later V8-engined X308 XJR.*