

## **Buying an XJ-S from my point of view.**

This is a scribe I have put together at the request of a few people. These are MY opinions, and from MY experiences with this Beast.

My first offering is to leave emotion at home. YOU want that car, HE wants your money, simple business transaction.

Secondly, these cars, well maintained, garage queens, paddock ornaments, WILL need a LOT of time and money to get them to a reliable, daily driver state. There has NEVER been a “cheap” Jaguar, or any car for that matter. The purchase price is covered just above this. The getting ALL that acatch Up done, AND done properly, is going to cost, AND, I base this statement on YOU doing the labour.

The PreHE is an older version, and came with a few issues that need careful consideration.

The D Jetronic EFI system is reliable, but basic items are very hard to source, and usually big \$ if found. The likes of the MAF sensor, the throttle switch, are the main ones. The trigger board originally was a 3 wire unit (rubbish), and the updated 4 wire is sweet.

THE CAR ITSELF, EITHER PreHE OR HE.

- 1) Rust. PreHE is bad, the HE not so, but still needs attention.  
The main areas of rust are:  
Bumper mount area.  
Rear lower valance  
Front lower valance  
Boot floor (mainly PerHE)  
Front floor panels (mainly PreHE).  
Shocker towers.  
Front lower radiator support panel.  
Both rear buttress panels.  
Boot lid (PreHE)  
Front scuttle panel.  
Front and rear window panels, (PreHE mainly).  
Jacking points, all 4.  
Rear trailing arm FRONT mounting pods do tear out of the floor on the PreHE more so than the later cars.
- 2) Suspension rubber components, of which there are MANY, but some are easy to fix, some are not.
- 3) Start the engine. It should start with little fuss, cold or hot. Cold idle should be about 1000rpm, and should settle to about 650rpm about when the temp gauge just cracks the C mark.

- 4) With the engine running move the gear lever from P to R and LISTEN for any clunks from the rear end. Then go from R to D, and listen again, then D to R and listen some more. ANY clunking indicates the differential is LOOSE in the cradle. This is a time consuming fix, as the whole rear cradle must come out to execute.
- 5) Brakes. The brake master cylinder and calipers are cast iron, so brake fluid cleanliness is mandatory to keep internal rust at bay.
- 6) The engine should run SMOOTH. The V12 is a difficult engine to pick a misfire in, so take your time here. Feel the exhausts for the “puff, puff” of a misfire.
- 7) Drive the beast. It should be smooth, silent, vibration free, and effortless.
- 8) The instrument cluster is hissy and unreliable at best. There is a fix for it after the purchase. Simple and about \$5.
- 9) The a/c system is a time bomb. If it still works, GOOD, and most issues are simple enough to sort. A non working system may require \$2000 to put right.
- 10) Leather. It may be tired, stiff and crisp. It is a heavy leather by today’s comparisons.
- 11) The headlining falls down. Budget that into the deal.
- 12) Steering rack mounts originally were soft and soggy, so the Poly upgrade is preferred by most. Not big\$ but time consuming to fit.
- 13) The TH400 transmission is basically bullet proof. Some fresh fluid and a new filter from time to time will see it serve you well.
- 14) The PreHE rubberised bumpers do start to crumble and degrade with age and lack of care, so look at that carefully if a PreHE is on the list. The HE bumpers are a direct fit, but finding them is HARD, and the asking price is BIG\$.

Take great care when doing the search. The HE is a better car all round, but still has issues caused by lack of maintenance.

Check that the engine number matches the ID plate. Not a BIG deal, but can cause issues with some insurance companies.