

JAGUAR ASSOCIATION OF NEW ENGLAND

COVENTRY CAT

VOLUME 5, NUMBER 3

MARCH 2003



Scenes from Coventry - Inside an indoor Autojumble at NAC outside Coventry, a LeMans winner at JDHT museum, JDHT HQ at Jaguar, Coventry, and the XK180 at the JDHT museum

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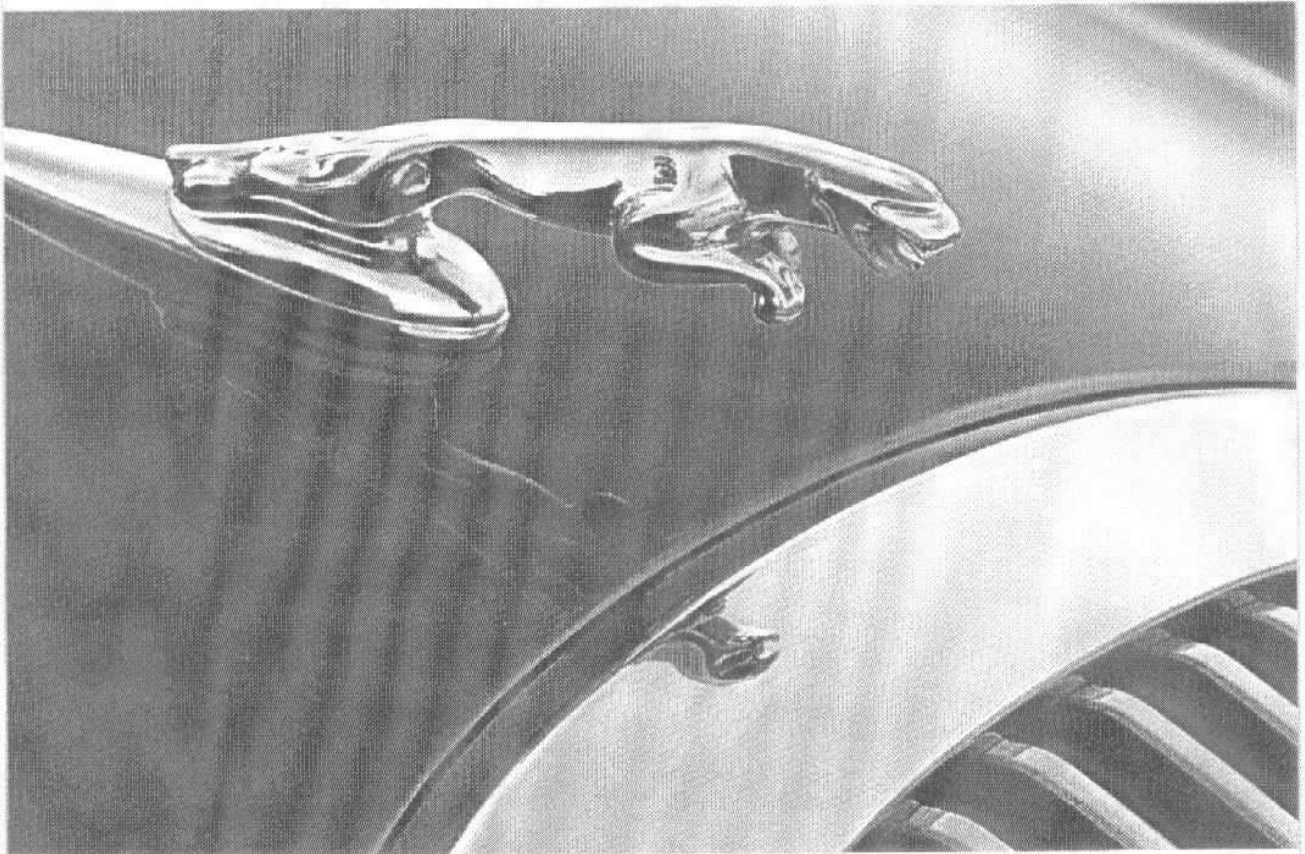
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Jaguar Association of New England 2003 Calendar of Events

Events for the year which JANE will host, co-host or participate in as a club. All members are always welcome and if you have an idea for additional monthly events please contact Wes Keyes 207-363-5338 or Dave Higginbottom 978-683-6278

February

Monthly Meeting, Skip's, Chelmsford, MA.....February 26th

March

Restorations, Dave Roth/Harry Parkinson ,

Hollis, NH.....March 1st, Postponed

Monthly Meeting, Skip's, Chelmsford, MA.....March 26th

April

Judge's Session, Chicopee, MA.....April 5th

Monthly Meeting, Skip's, Chelmsford, MA.....April 23rd

Have an idea for an event ?

Give Wes a call

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Presidents Notes

by Carl Hanson

Whew! We made it through the snowiest, coldest February on record (in Boston, that is). I trust you, like me, are beginning to dream of spring and the day we can open our garage doors to let our cats out. Oh yes, March can

be a real teaser – warm one day, cold and snowy the next – but it is the month that spring officially arrives and that is a good thing.

Not much to report in the way of events so far. Our first event has been postponed due to illness of one of our hosts, Dave Roth. Get well soon, Dave! We are looking forward to your speedy recovery and to seeing your smiling face again at our next meeting!

Unless we have a last-minute substitution, we will give it a rest until the monthly meeting on the fourth Wednesday (March 26th) when we have what is becoming an annual event – the Brady brothers, John and Tom, present their terrific report on last year's 24 hour race at LeMans along with great pictures and video footage. Someday I hope JANE can sponsor a trip to the LeMans race for those of us who wish to experience the event first hand. I would go for the camping experience, wanting to live the all-night revelry that is such a big part of the event. This comes from remembering some great race weekends at Elkhart Lake, Wisconsin, during my college days. Beer and brats, noisy race-cars, leaky tents, revelry in the campground... it doesn't get any better than that. When you are young. On the other hand, a nice dry hotel room with fine food and wine could be an attraction also. When you are a little less young.

I mentioned the JANE website above. I never cease to be amazed at how great it looks and how useful and up to date our webmeisters are keeping it. Alan Quinn deserves a hand at every meeting! Soon we hope to have our membership directory printed and sent out to all members, along with copies of our new JANE brochure. We hope you will take copies of our brochure with you in your car to give to prospective members whenever you see a Jaguar. Although we have over 300 members, we would like to continue to grow as the club of choice for all Jaguar owners in New England.

OK, that's it for this month! Next time it will be April and we will really be thinking spring...

Carl

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Restorations by Carl Hanson

Installation of Tappet Hold-Down Kit

Have you ever heard this sound emanating from your Jaguar engine?

Mmm..Tick..tick..tick..tick..tick...crack..crack..crack..crack..crack..tick..tick...mmmmmm.

Scary sound. Sounds like squirrels under the cam covers cracking walnuts. "What is it?" you ask. It is one of the few problems found in nearly every one of the early XK120 engines and many of the later ones also. It is the tendency for the tappet guides to work their way out of the cylinder head and hit the cam shafts. Here's the deal: you have an aluminum head and hardened steel tappet guides. There is a differential in the expansion rates between the two metals when they get hot. And everyone knows (at least those who paid attention in physics class), a heated hole in metal expands - the diameter gets larger. So the tappet guides get loose and move up and down with the tappet. When the guide hits the cam shaft about a quarter inch above it, it makes a cracking sound. Not good..

What's that from the back of the room? "What's a tappet?" you ask? Where is Gary Hagopian now that I need him... OK, I will try to answer. You got this valve, see? Right. It is long and thin. And then you got this cam that rotates and it has these not-quite-round things called "lobes" that push the valve down. What makes it come back up? Springs. But the valve stem (that's the long and thin part) needs something at the top that is a little bigger for the cam lobe to push on. That's the "tappet." It moves up and down along with the valve and it needs a "guide" -kind of like a miniature cylinder- to let it slide up and down in the aluminum head. The guide is press-fitted into the head and with time and wear it can get loose. Got it? If not, attend the next "Valve Adjustment Tech Session!"

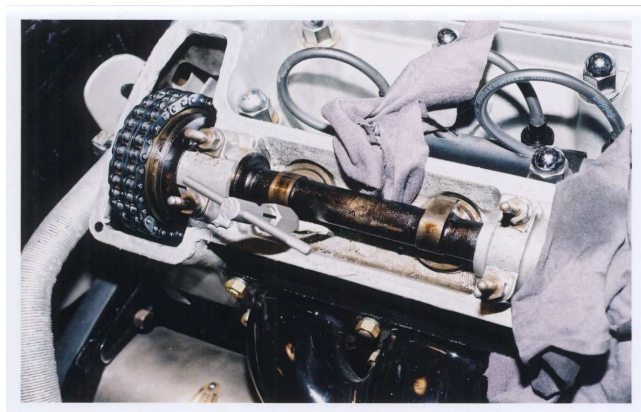
How to stop it when you've got it? Even more, how to stop it from happening to start with? Buy and install a "Tappet Guide Hold-down Kit." This kit can be purchased from any of the Jaguar parts vendors (no, not the dealers). The kit consists of six metal plates and twelve bolts. The plates have half-round grooves machined in each plate. They are bolted to the head overlapping the edge of the tappet guides, thereby holding the guides firmly in place.

Here is how to install the kit: About the only equipment you will need are an electric drill and a drill and tap set for the bolts supplied with the kit. A common size is 3/4" allen head machine screws with 10-24 threads. For that size screw, you will need a #25 drill and a 10-24 tap.

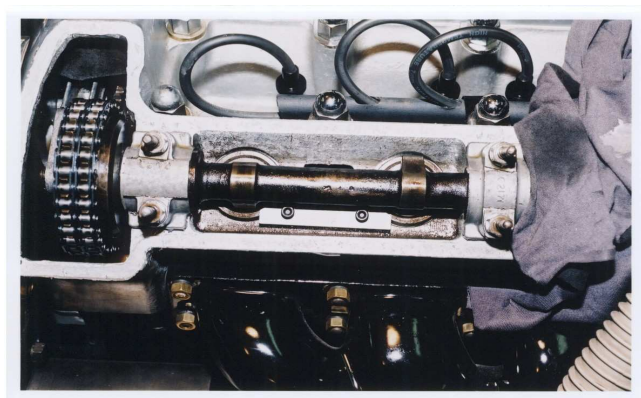
First step is to remove the cam covers. Be careful prying them off the head. They are aluminum and can be gouged easily if you use a screwdriver. Best to use a sharp knife to cut around the gasket and gasket cement, then a broad spatula to pry up. No need to remove the cams - you can do this project with everything in place. Note the six

plates that come in the kit are not all the same size corresponding to the different distances between valves. Shorter plates are placed between the two valves on the ends of the engine, long plates are for the middle ones. Lay the plates in place, making sure the grooves rest on the edge of the tappet guide. There should be two holes in each plate for the bolts supplied with the kit. With a punch, mark the head for the pilot drill. Remove the plates and drill the hole deep enough to allow the tap to thread the hole for the screw. About $\frac{1}{2}$ " is enough, but you should try and fit to make sure. Put rags into all the oil drain holes in the area to keep metal shavings from falling into the engine. Oops! You say you drilled through into the cavity in the head? No matter. The machine screw will fill the hole. Oil the tap threads with machine oil and insert the tap into the drilled hole. Carefully rotate the tap back and forth to make the threads in the bolt holes. After you have tapped out the two bolt holes, lay the plate in place and tighten the bolts to make sure they are in the right place and are tight. When you are sure everything is in order, remove the bolts and coat the threads with thread-lock to prevent them from loosening. Replace and tighten the bolts and you are done.

The tap being inserted into the drilled hole.



The completed job, plate in place holding down the tappet guides.

[illegible]

MK IV Engine Restoration

by Harry Parkinson

The Dilemma

One of the problems in the restoration project was that I didn't have a running engine. Both the saloon and the drophead had complete engines, but the drophead engine had been taken apart the repair a blown head gasket. The pistons now were rusted into the cylinder bores, frozen tight. Although the DHC engine could be rebuilt, it would be expensive. All I needed for the restoration was a decent running engine. A complete engine rebuild could come later.

Finding a 3.5 Litre Engine

Adam Owens had forwarded an email message about some MK V parts for sale. The engine is exactly the same as the 3.5L MK-IV. The history of the engine was that it was rebuilt for a MK-V and had low miles since the rebuild. The motor and transmission were \$1750.00, a reasonable price.

The seller, packaged the engine, transmission, and other parts in a crate to ship via motor freight from Kelowna, BC Canada. The engine arrived with everything was intact. I had at least one complete engine in good condition.

The Saloon 3.5 Liter Engine

At this point, I had three complete engines plus spares from another. I was speculating about the engine in the saloon. Tony Otolu, a fellow enthusiast said, "If we can get it to turn over, we can get it running". I hooked up a booster pack to and behold the engine turned over via the starter motor. Oil was pumping up to the rocker arms and valve train with pressure showing on the gauge..

Encouraged, we hooked up the fuel line and pumped fuel into the carburetors. There were fuel leaks everywhere. One of the SU floats was stuck and one of the banjo fittings was loose. Fixing the leaks, we were ready for another try.

The engine turned over really well and encouraged by some starting fluid, it fired. That meant the engine was getting spark and fuel. One more try, we had **ignition** and **a running engine.**

At first, it ran really rough with lots of smoke, a result of the mystery oil we put in the cylinders I suspect. As the engine ran longer and longer, the smoke started to clear and the engine ran smoother. It was responded to the throttle, had good oil pressure (60 to 70 PSI), and oil was getting up to the valve train. One problem...the external oil line to the cylinder head was leaking and pumping oil onto the garage floor. We shut the engine down again.

While the engine was shut down, we filled the radiator and block with water. After curing the water leaks and replaced

the oil line, The engine started, but the temperature gauge hadn't moved. The header tank on the radiator was cold, but the water manifold on the block was hot.... a blocked thermostat. No wonder, it was 20 plus years since it had seen hot water. We temporarily removed it and then the water circulated and the radiator started to get hot. The engine still had good oil pressure, 40-50 PSI at idle and most of the smoke was gone. Now I had one engine that was running.

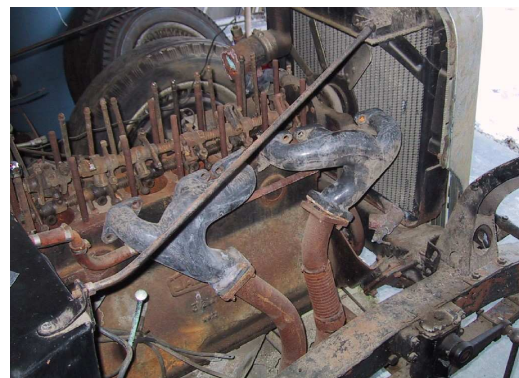
I put aside the saloon engine project, confident that I had at least one engine that was running.

The Purchased Rebuilt Engine

The plan for the purchased rebuilt engine was to detail it and use it until an engine could be rebuilt. I stripped off the block paint, a hideous bright blue and took off the remaining parts to be cleaned, prepped, and finished. I rebuilt the water pump, generator and starter along with the carburetors which I had done professionally by Burlen Fuel Systems (UK). The aluminum parts, the oil sump, the valve cover, water manifold, oil filter mount and the side plate were cleaned and blasted with glass bead. The valve cover and the water manifold were polished using Mother's Mag and Aluminum Polish. The brass pieces were bead blasted to a natural finish. Everything else was painted a semi-gloss engine black.

Continued on page 9

Original DHC engine with cylinder head removed as purchased



Harry Parkinson stripping the MK IV engine for rebuild



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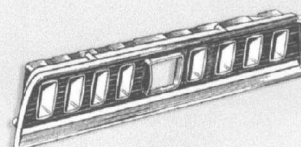
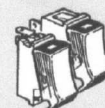
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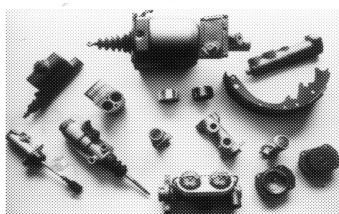
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Gary Hagopian's Twin Cam Head Assembly

By Gary Hagopian

From: "Gary Hagopian" <hagopian@tds.net>

To: harryparkinson@attbi.com

Subject: XK Head Assembly

I figured I'd write out some abbreviated assembly guidelines that you and JANE might find helpful.

The twin cam Jag is an interference motor. Valves can hit and bend valves and valves can hit pistons if the assembly procedure is out of sync.

I recommend shimming out the tappet clearances with the head on the bench. It is **IMPERATIVE** that shimming be done one side at a time. The other cam must have been removed before starting on the second side. The head should be raised up off the bench by resting it on a piece of wood on each end, outside of the valve area. This will prevent the valves from hitting the bench surface, since they project below the gasket surface.

Once the first side has been measured, shimmed out, and re-measured, (usually takes 3 times) you should remove that cam and set it aside. Shim and measure the second cam, then rotate it until the notch is facing up. (by eye is close enough) re-install the first cam with the notch up, and tighten in place. In this position, there will be two valves projecting below the surface. At this point, I recommend loosening up the caps until the 5/16th nuts are just barely engaged, and allow the cams to rise up. They will want to snap into a more relaxed orientation, which is OK. Now, no valves project below, making final assembly easier.

Before installing the head, it is very important to bring #6 (front) piston to THE EXACT TDC when the distributor drive slot is leaning back and BELOW CENTER when looking down the dist. hole.

After mounting the head and torquing to specs, (I use 70 instead of the recommended 53 ft. lbs of torque) you then tighten the cam bearing caps, being careful to orient the notches with the cam gage before, during, and after the caps are tight.

Now, nothing has touched inside, and everything is on TDC. At this point, you slip the sprockets onto the cam hubs and snug up the chain tension. (no bolts) Split the sprockets and find a position where the serrated portions engage freely by hand, and one bolt can be installed by hand and tightened, in each sprocket. Install the spring clip whose only function is to keep the sprockets from falling apart when dismounted from the cam. Now that each cam has one tight bolt, re-set the chain tension by turning the serrated wheel COUNTER-CLOCKWISE. There should be a small amount of deflection of the chain possible on one side, when lifted with your finger.

It's now safe to rotate the engine clockwise, two revolu-

tions in the direction of normal rotation, around to exact TDC. Recheck the cam notches with the gage. One will probably be perfect, but the other will probably lift one side of the gage off the cover surface by about 1/16 inch. that's OK, and would drive you crazy trying to eliminate!

One final check of the chain tension, and make sure to tighten the locknut on the tensioner wheel.

Rotate engine till you can now install the other cam bolt, and safety wire. **THE JOB IS COMPLETE!!!**

You should be able to buy shims in 0.001 inch increments, from Barratt, XKs, or Terry's Jaguar. Better 0.001" loose than 0.001" tight. The clearance will get slightly smaller with time (about .001-.0015in.) Too bad I don't have my shims with me, as it contains an assortment of around 300 pieces!

I'm looking forward to seeing you and the finished product at the AGM!

Regards,

Gary

UPCOMING EVENTS

Saturday, April 5th

Judging Jaguars

A tech session on judging cars will be held on Saturday, April 5th at Chicopee, MA (Hoppe Tool) on judging. JCNA rules will be reviewed and a practice run of the judging including scoring will be conducted. You're sure to pick up some pointers on preparing your car for this year's JCNA Concours

Last year we had a good turn out and we had trained judges available for our annual Concours d'Elégance, but we need more. Our fellow JCSNE members will join us as they did last year. All participants will be receive their classification as official JCNA judges.

Lunch will be included and participants will receive the latest JCNA rules updates. A small fee will, \$12.50, be charged for coffee and lunch. Register so we can get a count for coffee and lunch

This is an indoor event that will be held rain or shine and will start at 10:30 with coffee and doughnuts. There will be a chalk talk review before lunch, a lunch break, and then car judging afterwards. That will be followed by a critique of the judging and scoring. The session should be over by 2:30

Please register with Harry Parkinson at 603-882-9367, harryparkinson@attbi.com, Send check to Harry Parkinson, 30 Coburn Avenue, Nashua, NH 03063.

Member's Pictures



Jaguars in front of the Dartmouth Yacht Club in Halifax, NS from Bruce and Anna Cake, our northern most JANE members



1988 XJS Convertible just purchased by new member Russ Poirier



Gary Hagopian, JCNA president with Paul Gentilozzi, left, head of Rocketsport Racing, the new XJR racing team in the TransAM series. They placed 1st, 3rd, 4th, 6th and 9th in the first race at St Petersburg, Florida. George Ayers, V-P of Marketing for Jaguar is on the right

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Activities Calender

Date	Event	Location
March 1, 2003	Restoration show and tell, Dave Roth's 340, Harry Parkinson's MK IV	Hollis, NH
March 11, 2003	JCSNE meeting, Olympia Diner	Berlin, CT
March 15, 2003	Mini-concours Memorabilia, JCSNE	
March 20-23, 2003	JCNA AGM	Charlotte, NC
March 26, 2003	JANE BOD meeting	Skip's, Chelmsford, MA
April 1, 2003,	April Fool drag @ NE Drag Way, try your car out on strip	minimal expense
April 5, 2003	Judging Cars/JCNA judging rules	Hoppe Tool, Chicopee, MA
April 8, 2003	JCSNE meeting	TBD
April 30, 2003	JANE BOD meeting	Skip's, Chelmsford, MA
May 1-5	JCNA Challenge Championship	Phoenix, AZ
May 2, 2003	Bonham Classic Car Auction	MOT, Brookline, MA
May 6, 2003	Lecture and Cookout on the lawn	MOT, Brookline, MA
May 13, 2003	JCSNE meeting	TBD
May 18, 2003	JANE Slalom @ Site	TBD
May 28, 2003	JANE BOD meeting	Skip's, Chelmsford, MA
May 30-31, 2003	Jaguar Club Event, Track time	LRP ,Lime Rock, CT
June 7-8, 2003	JCSNE/JCNA Concours	Berlin, CT
June 14-15, 2003	Overnight trip to the White Mountains	
June 25, 2003	JANE BOD	Skip's, Chelmsford, MA
June 29, 2003	British Car Day	MOT, Brookline, MA
July 12, 2003	Carburetor Tech Session	Sunapee, NH
TBD	Automotive Machine Shop Tech Session, Berkshire tour	Greenfield, MA
August 9-11 2003	JANE/JCNA Concours	Sturbridge, MA
September 14, 2003	JANE Slalom @ Site	TBD
September 18-21, 2003	British Invasion, JCNA Concours	Stow, VT
September 29, 2003	Castle Hill Concours	Ipswich, MA
October 4-5, 2003	Maine Museum Tour, Coastal Tour	
4 th Wednesday, each month	JANE BOD meeting	Skip's, Chelmsford, MA
2 nd Tuesday, each month	JCSNE meeting	Olympia Diner, Berlin CT

Wes Keyes

Activities Chairman

westonkeyes@hotmail.com

207-363-5338

Combined JANE/JCSNE/JCNA events

Engine Restoration...continued from page 6

The engine was reassembled with new gaskets, spark plugs, and high tension wires. NOS parts were used for the distributor cap, rotor, condensor, and coil. With fresh oil and filter, the engine is ready to be started.

The Rebuilding of the Final Engine

A few months ago, I started the engine rebuild project. I took apart the engine down to the basics, removing the oil galley covers, timing chain cover and timing chain, fly-wheel, and oil pan. That left the crankshaft, pistons, rods, cam and valve train parts with the rusted pistons frozen into the bores. I removed the rod bearing caps and the main bearing caps freeing up the crankshaft so that so it could be removed. Once that was done, I could free up the pistons from the block. Using a 2" X 4" cut down to the bore size, tapping on the top of the pistons, I got four of the pistons out of the block. The other two just wouldn't move, but I didn't want to damage either the block or the pistons, hoping to use the pistons for the rebuild. I deferred to our club expert on engine rebuilding, Gary Hagopian. He had the solution, "Use liquid nitrogen to freeze the pistons.....I'll help you, bring the block to my shop" We scheduled the work which included me acting as his assistant for the Ferrari brake project and the VVT head project as well. His suggestion worked as predicted.....pouring the liquid nitrogen into the back of the pistons and tapping the top, they freed up.

The reason the pistons were so badly frozen into the bores was that when the head gasket failed, the coolant was down in the bore between cast iron block and the top steel ring, rusting it solid. It also had made a rusty depression in the cylinder wall.

I had already made arrangements to have the machine work done at Dutcher Automotive, Greenfield, MA. Gary and I loaded up the engine parts to go over the work. The plan was to hone the bores, micro-polish the crank, use the original pistons, and install new bearings, sized 0.020" under standard. The cylinder head was to be have the valves refaced and the seats resurfaced.....Gary had already cut fire ring groove into the head so that the head gasket problem was eliminated.

After looking over the block and the parts, my assessment was, for the most part, OK except for the bore of number 5 cylinder that had a frozen piston. The bore had pits as a result of the corrosion, too deep to clean up with normal machining. Steve Dutcher suggested that the best solution was to sleeve the damaged bore and bore out the others to 0.030" oversize. I agreed and ordered the parts, a little over \$1000. The new parts for the rebuild were new pistons and rings, new main bearings, new rod bearings, new valve springs and a rebuild gasket set.

The engine rebuild is under way at last. I'll detail the machining and assembly in a later report.

More Wiring Tips

For those of you who are repairing or replacing the wiring, I've accumulated some tips that you may find helpful.

From Adrian Curtis

When wiring harnesses are built, the wiring bundles are coiled up and packaged in plastic bags. When you go to install the harness, most of the runs are straight. Having the harness straight helps the installation. A few days before you start the installation or while in storage, hang the harnesses from a ceiling or wall so they hang freely. Put small weights on them to help straighten them if necessary. You'll find the installation will be much easier.

From Harry Parkinson

When working on the wiring of your car, it is a big help to have a wiring diagram. Most of the Jaguar service manuals have printed wiring diagrams included. At least one problem....when reduced to an 8 1/2 x 11 page, it becomes very crowded and often confusing. I found it a big help to have large copies made, 24" x 32". I can trace circuits easily and look at fine detail where the diagram is crowded. I had one of the copies encased in plastic to line out circuits in grease pencil. Erase them when the circuit is up and running.

Harness purchases should be made from harness fabricators who make authentic replacements. They come complete with a separate diagram for that harness along with a color code chart. They have the correct end terminals, bullet, ring, or wire, for the device that they are connected to. The harness should also have the correct color code per the original(per the factory diagram) and the correct wrapping(woven fabric, plastic, etc.) If you're not sure about the harness you're purchasing, check with other customers or with JANE members who have done business with them.

See page 13 for John Brady's wiring article

Restoration Tour Postponed

This month's Restoration Tour was postponed due to the hospitalization of David Roth and a low initial registration.

David is recuperating from emergency gall bladder surgery in Florida and will be home by mid-month.

We will reschedule the tour for later this year.

Harry Parkinson

COVENTRY CAT CLASSIFIEDS

Wanted: Wire wheels for XK120; 4 or 5 wheels, 16", 54 spoke with or without tires; tires are 6.00 x 16; Nick at 207-443-5764 1202

For Sale: 1983 Vanden Plus XJ6. 71,000 miles one owner, black w/ cream interior; Beautiful interior, leather is nice wood is great; has car phone and radar detector; good snows all around; body good; some minor rust spots; inspection sticker; runs and drives well; may need front shocks Car at MOT, \$3200; Evan 617-522-6547, Larz Anderson Auto Museum 0103

For Sale: 1969 XKE Jaguar 4.2 Roadster. BRG w/ black interior; new top, detailed; thoroughly restored 5 years ago; superb condition, but a couple of mysteries to entertain you this winter; stated insurance value; appraised for \$33K, sell for best offer; near Boston; call 508-541-6781 or email nspicer@attbi.com for more details 0103

For Sale: 1978 Jaguar XJ12L; NE Regional Concours Champ; Body, paint, interior and mechanicals excellent condition; All new tires; \$4800 or best offer
1993 Chevy Lumina Euro V6, white/red, excellent mechanicals and running gear; power everything; 120K; 1st best offer
1948 MC TC EXU purchased from original owner; Driver for an easy restoration; everything works. Engine burns no oil; needs tires wheel cylinder, paint chrome and clean up or drive as is; make an offer; Call Dave at 603-465-3787 0103

For Sale: 1971 V12 XKE Coupe; Regency red paint; lots of new gaskets and chrome; needs headliner and seat covers; body is very good and paint excellent; stored inside, not on the road at this time; \$15,500; Call 978-568-0171 or e-mail for pictures; lally@wiremachineryco.com 0203

For Sale: 1961 Jaguar MK 2 3.8 Saloon, Only 45,500 miles, 2nd owner; Original black paint w/ tan interior; always garaged, no rust; Perfect for JCNA preservation class 18; All rubber, brakes and systems overhauled at Cloverleaf Auto; drives well with automatic transmission; many NOS spares and car cover included; for delightful photos; can deliver \$20,000 OBO; car is located in SE Penn; may be seen by appointment; call/write Kurt Rappold 610-358-4055 0103

For Sale: Jaguar XK120,140, & 150 new sheetmetal: front and rear wings (patch panels or complete), spats, rear inner wings, fuel tanks, doors, door skins, boot lids, boot lid skins, sills, shut pillars, battery boxes, stainless steel side curtain frames and more! Rebuilding service for your doors, lids and door hinges. All parts fabricated by WES PARTS - over 30 years experience. Call or write Wray Schelin, WES PARTS, 508 347 7749, PO Box 652, Charlton City, MA 01508. For a free catalog. E-mail: wesparts@hey.net pd

Exchange: 1990s XJS OWNERS CHECK YOUR BOOT....If your spare tire is a Goodyear Eagle NT-T-60 and your other tires are newer, then sell your spare to me and purchase a matching tire to have a full set. Email BASICnyc@aol.com, the Jaguar Toy Guy or call in the PM 718-969-8477 (NY) 0303

Advertising Rates, 2003: An ad in the *Coventry Cat* currently reaches over 350 households with very high demographics. Unless otherwise specified, rates are on an annual basis (12 issues) Business card and classified ad rates are as follows:

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Mail to: David Roth, 180 Wheeler Rd., Hollis, NH 03049-5930

Wiring Tips from John Brady

I rewired my 54 120 DHC two years ago. I am very proud of the fact that I didn't fry any wires or make any smoke. Everything works correctly (except the clock, that I haven't got into yet).

Here's how I did it.

I then took the whole lot out to the car and fed the various "snakes" through the right holes. I ran each of them to their correct components and routed them the best I could. I was not interested at this point in getting their routing exact, but instead to achieve correct electrical functions. I have since refined the routing and fastening for correctness. Again, I took my time, not rushing and making sure by cross checking the wiring diagrams and various pictures that I have, that everything was right.

This actual body wiring took me three more nights. I started my car for the first time after these 5 nights of work without a hitch. It was exciting. It started the first try.

I then spent five more nights running the rest of the wires, through the wings and sills to get my lights and horn working.

As far as the bullet connectors go, I reused some of the ones from my old harness, that were missing on the new wiring harness. This is a simple soldering job. I did buy new "ten way" connectors for the front of the car

and on the firewall (three). I also bought new single and double sleeve type connectors that have flexible rubber. The old ones crystallize and get hard and probably shouldn't be reused. All this stuff is available from the usual vendors.

I have heard from other listers that they use a conductive grease for each of the bullet connections. Use your judgement here. I don't plan on my car seeing much water, so I don't think this is important. I'm sure I'll get an argument here.

Take lots of pictures from different angles. When I did mine, I wished I had more. Whenever I go to a Jaguar meet, I take pictures of the engine bay and other details for later comparison to determine what is "correct". There are a lot of not-so-correct cars out there. I don't consider myself a purist, but I do want to do it right. My car is a driver, not a TQ.

I don't know if this is an "approved" wiring method, but it worked for me and was relatively easy. You could do it this way too, as you haven't removed the wires yet.

Good Luck

John Brady, JANE

54XK120DHC, 678462

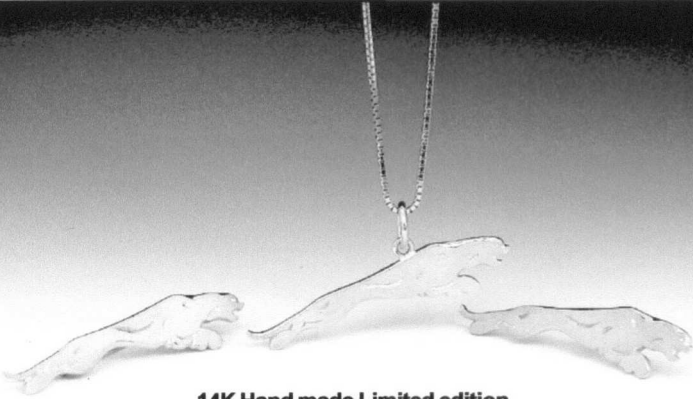
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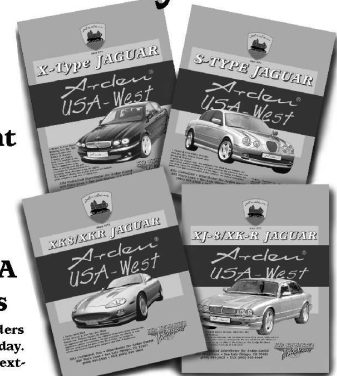
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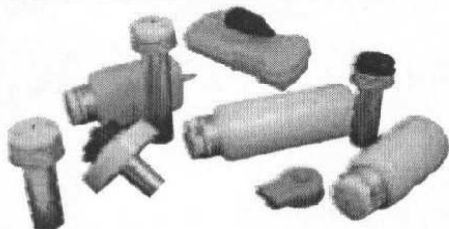
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