

# Jaguar Clubs of North America

*Grace . . . Space . . . Pace*



## XJ-S 1976 to 1991 Judging Guide

**By: Geoff Green**

Eric Schneider's Yellow Gold 1978 coupe.

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### Reference Sources

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JCNA Publication, 1995 AGM, Kansas City, MO

Rivers Fletcher, Jaguar XJS

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Steve Kennedy, Jaguar, The Classic Marque

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The author's extensive research photo collection

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Jaguar Cars Inc, Jaguar Journal

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Jaguar Cars Technical, Parts and Sales Documents,  
Service and Parts Bulletins, Film Strips, VHS videos.

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XJS vehicles studied in writing this guide

'76 Coupe, '78 Coupe and '80 Coupe

'85 Coupe and '84 3.6 Coupe 5 speed US Version

'86 Cabriolet

'88 Hess & Eisenhardt Convertible and '89 Convertible

'90 Collection Rouge and '91 Collection Classic

Current Version Approved at the 2007 AGM

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## ENGINE

Note: North America cars have V12 engines and automatic transmissions with the exception of a small group of 1984 market test cars with the I6 manual. “Grey Market” cars imported in both V12 and I6 types, manual or auto. One way to tell if you are looking at a US spec car is the US Federal door information sticker. After 1981 another way to check is the VIN; US market cars begin with the letters SAJN, Canadian with SAJL and imported with SAJJ. US cars must be checked with windshield tag or door sticker as all XJSs have SAJJ on the firewall. All date references are for the Model Year. This guide is for NA specification cars. In 1982 a major upgrade changed many engine, boot, interior and exterior components. This model, known as the “H.E.” because of the High Efficiency engine using May Fireball heads.

## UNDERSIDE OF BONNET, ENGINE COMPARTMENT & COMPONENTS

**BONNET & ENGINE COMPARTMENT:** Engine side or underside of the bonnet was

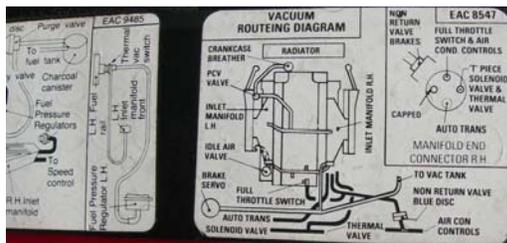
undercoated on the flat surfaces prior to the body being painted. Therefore, the underside of the bonnet is body color over a rough sprayed surface of the undercoating on the center of the panels with the ribbing and edges smooth. The inner fenders, firewall and front cross bracing are painted body



color. The fender bolts are body color. The rear cross bracing is black with gold cad plated bolts at the fenders and screws at the cowl. Bonnet lift struts are black. Under hood insulation covering most of the under side of the bonnet, black foam cut out to fit around engine parts up to three layers thick. 1982 formed compressed fiberglass mat under hood insulation, black replaces foam. The top rear of the firewall is stamped with the serial number and painted matt black in 1982 until 1989 when painted body color.



**EMISSIONS AND VACUUM LABELS:** 1976 on top of radiator cover panel left side “Vehicle Emission Control Information”. 1980 mid year, underside of bonnet on a black panel attached to the bonnet. Black print on white location on right, left and or rear.



JAGUAR CARS LTD VEHICLE EMISSION CONTROL INFORMATION		IDLE SETTING PROCEDURE
ENGINE FAMILY	JJR 5.3V 5FE1	1. THROTTLE BALANCE - WITH AIR CLEANERS REMOVED AND THROTTLES CLOSED INSERT .002 FEELER GAUGE BETWEEN TOP OF THROTTLE VALVE AND HOUSING TO HOLD VALVE OPEN. SET STOP SCREWS UNTIL FEELER IS LIGHTLY NIPPED.
CAPACITY	326 c.i.d.	
EX. EM. CONTROL SYSTEM	EF. PMP-JCL	2. IDLE SPEED - RUN ENGINE UNTIL NORMAL OPERATING TEMPERATURE IS ACHIEVED. ADJUST AIR VOLUME SCREW LOCATED IN EXTRA AIR VALVE TO OBTAIN REQUIRED ENGINE SPEED.
EVAP FAMILY	XJF	
IDLE SPEED	750 rpm	ALL ADJUSTMENTS SHOULD BE MADE WITH THE TRANSMISSION SELECTOR IN 'PARK' AND WITH THE AIR CONDITIONING SWITCH OFF. NOTE - IDLE MIXTURE ADJUSTMENT SCREW IS SEALED. IN SERVICE ADJUSTMENT OF THE MIXTURE IS NOT RECOMMENDED.
IDLE CO	NOT ADJUSTABLE	
IGNITION TIMING	18° B.T.D.C. AT 3000 rpm	THIS VEHICLE CONFORMS TO U.S. E.P.A. AND STATE OF CALIFORNIA REGULATIONS APPLICABLE TO 1980 MODEL YEAR NEW MOTOR VEHICLES
VACUUM UNIT	DISCONNECTED	
SPARK PLUG GAP	0.025 in	

Note: these labels vary by year and engine-transmission combination.

**BONNET HINGE:** Body color with the front portion painted matt black where it can be seen through the grill, brush painted ragged edge. Rubber plugged access holes to adjusting bolts.

**BONNET LATCH:** The two latches at the outer ends of the firewall are cad plated operated by cable having a black outer cover. 1990 cable has clear outer cover. Label at left side cowl instructing “Do Not Slam” in red letters on white. BD 48450 Safety catch mounted on left corner of bonnet cad plated, 12 inches in from side edge.



**ENGINE COMPARTMENT SEALS:** one at rear edge of radiator top cover panel almost side to side. Another at top edge of firewall from fender to fender, within a few inches. Both black rubber.

**HEATER CONTROL VALVE:** Cad plated attached to firewall.

**BRAKE MASTER CYLINDER:** Cad plated cast iron. Through 1988 plastic “Wristband” date and model tag wrapped around master cylinder. White plastic fittings in black rubber grommets are connected fluid reservoir (see below left). 1989 ABS master cylinder is mounted to a short aluminum adapter mounted to a natural cast aluminum pedal box. 1989 ABS master cylinder below white plastic reservoir. In conjunction an ABS solenoid valve body is located below the brake master cylinder plated gold cad. Two warning labels “Brake System and Icon”. (see photo below center)

**BRAKE SERVO:** 1976 through 1988 black painted metal vacuum power assist servo bolted to a natural cast aluminum pedal box. Warning label “Brake System” in red letters on silver CAC 1713. Black vacuum hose to red check valve clamped with low pressure clamps.



ABS has no large vacuum servo, as boost is hydraulic.



1976 to 1988 Master cylinder and vacuum servo

1989 on, ABS Master Cylinder and Hydraulic Pump

**HYDRAULIC PUMP:** From 1989 ABS electric pump, black, and natural cast aluminum body with black pressure reservoir and sensor plated gold cad with blue electrical connector is mounted on right inner fender, rear near firewall. Mounting is cad plated. (see photo above)

**BRAKE LINES:** Through 1988 cadmium plated and held by steel spring clips pressed into 3/16" diameter holes in sheet metal. From 1988 grey green lines held by plastic clips.

**BRAKE FLUID RESERVOIR:** Through 1988 white plastic container with white plastic cover with level sensor wires entering a brown/grey rubber cover on top. Mounted to bracket using cad plated posidrive screws at rear bottom. Braided rubber hose to master cylinder is two sections on center cad plated metal tube clamped with crimped aluminum clamps to a white plastic inlet. From 1989 white plastic mounted to ABS valve body with two labels, red lettering on white "brake system warning" CBC 4198 and black "icon" on yellow. (see photos right)



**CLUTCH MASTER CYLINDER and FLUID RESERVOIR:** 1984 3.6 liter cars came with five speed manual gearbox. Aluminum master cylinder with metal cad plated tube to slave cylinder mounted on cast aluminum pedal box with allen bolts. Mounted to the side of the master cylinder with a black metal bracket is a white plastic reservoir having white plastic cap with scalloped edge.

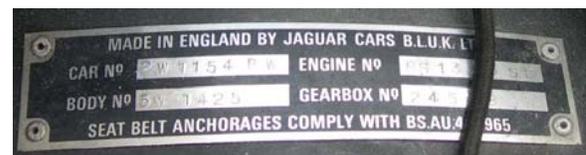
**POWER STEERING RESERVOIR:** Gloss black oval top reservoir to round base stamped sheet metal, with multi scalloped edge cap, bolted to lower left front engine. On 1984 3.6 liter six cylinder cars the large round reservoir is mounted on the right front fender painted black with a screw on top and red label with white letters "Fill to Proper".



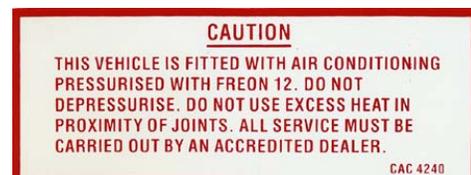
3.6 power steering

**POWER STEERING BREATHER:** 3.6 only. Round breather painted black with cad plated wing nut center top adjacent to distributor and power steering reservoir. Red letter "MANN" label silk screened on side. (see 3.6 photo right)

**COMMISSION (I.D.) PLATE:** Stamped with Car, Engine, Body and Gearbox numbers located on right inner fender by the cross brace mounting bracket. Suffix "BW" denotes Borg Warner automatic gearbox. Deleted 1980 mid year when this information was moved to the Federal door sticker. Note: "BW" was continued with change to GM 400 gearbox for a while.



**AC LABEL:** 1985 White with red "Caution" letters on white applied to the right fender on cross brace mounting plate CAC 4240. (see photo right)



**AIR CONDITIONER DRYER:** Mounted horizontally in front of and from the radiator top cover panel silver color with black mounting brackets. 1982 painted black. 1984 3.6 six cylinder has black dryer and black brackets.

**AIR CONDITIONER CONDENSER:** Mounted in front of the radiator black including inlet and outlet tubing to hose connection.

**AIR CONDITIONER HOSES:** Swaged on one end and cut slid over tube A/C hose with bulk hose type A/C clamps having placement location tabs on the compressor end. Long foam vibration wear protector on left from air filter housing body to snorkel. Right hose has short foam wear protector at air filter housing seam. 1980 mid year manufactured with all ends having swaged hose to tube ends and no clamps with no foam covering.

**AIR CONDITIONING COMPRESSOR:** All US cars had A/C. V12 black AC Delco Harrison compressor mounted in the front 1/3 of the V between the cam covers. 1984 3.6 Snayo mounted on right front lower engine.

**AIR CONDITIONING FUEL COOLER:** Metal cylinder on tube from AC compressor mounted on top of compressor, black. 1980 metal cylinder covered in quilted aluminum insulation held to the left cross brace with one black metal clamp with cald plated screws. 1980 mid year metal cylinder covered in grey/silver pressed paper held to left air filter housing with two black clamps with plated screws.

**RADIATOR:** Brass painted black with twin upper hoses, one from each side thermostat housing, to the top sides of the radiator. Covered by a painted black stamped steel panel from fender to fender. 1990 "This Antifreeze Mixture" in silver letters on black, left end of cover panel CBC 5929.



**RADIATOR SHROUD:** All models have a black shroud behind the radiator. 1984 3.6 has metal shroud painted black with yellow "Warning" in black letters having red "!" symbol in white triangle label. 1986 Warning label "Rotating Components" in black and red letters on yellow CAC 4538.



**RADIATOR FAN:** 1976 black metal 12 blade fan; this type metal fatigued and broke apart. 1980 mid year white 11 blade plastic, this type deteriorated and broke apart. 1991 parts replacement, black 11 blade plastic. All mounted on aluminum fan clutch. Fan belt single groove type. Note: Replacement fans were all black with parts supersession to black version of 1993 on, white again available aftermarket 2006. White fan color turns to pale yellow as time passes.



**RADIATOR CAP:** To 1982 one on the header tank. 1982 two total with one chained to header tank, made by AC, turn down tight remove when cold, and one on the fill tube at the middle front of the engine with blue on white with black lettering "Coolant" circular label. (see photo above) 1984 3.6 has one cap on the left front fender header tank made by AC with attaching chain. 1989 header tank chain deleted.

**RADIATOR BLEED:** Through 1981 left top of radiator through top cover panel. Circular label "Air BleedTap"

**HEADER TANK:** Brass painted black mounted on the left inner fender. From 1982 on the header tank cap was chained to the header tank to prevent mixing with fill tube cap. 1989 header tank chain deleted. 1984 3.6 has one on the left front fender brass painted black, square with cap chained on with label CBC 5929 (see above).

HOSE CLAMPS: Five types dependant on year and use. TRIDON perforated slot stainless steel worm drive clamps used on water hose, large vent pipe and air conditioning (AC). Gemi (and Gemi type) screw and nut fuel injection clamps used on fuel hose, coolant vent and vacuum. OETIKER single ear pinch clips steel no pressure clamps used on vent, brake fluid reservoir hose and air filter trumpets. NORMA asymmetrical non-perforated stainless steel worm drive clamps used on large air vent hose beginning 1982. Steel spring clamps used on the distributor vent system from 1982 to 1989 VIN 156989. (see photos below)



TRIDON



Gemi



OETIKER



Small NORMA



Medium NORMA



Large NORMA

Below in first row photos one and two are TRIDON, 14 mm wide worm screw with slots cut through the center of band and screw assembly is centered on band. In first row photos third and fourth are Gemi, 9 mm wide full circle low drag without groves in the band and screw through tabs to captive nut. In second row photos first, second and third are NORMA, 9 mm narrow worm screw with pressed ridges offset to one side of band and screw assembly also offset to the same side. In second row photo forth is OETIKER, 5 mm narrow steel crimp clamp. (see photos below)



TRIDON



TRIDON



Gemi



Gemi



NORMA



NORMA medium



NORMA small



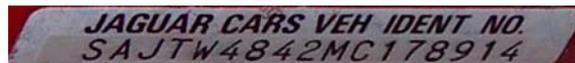
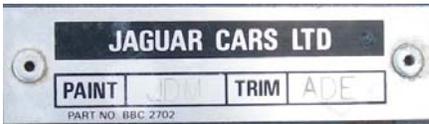
OETIKER

1976 Coolant, AC, and large air vent clamps are TRIDON. Air hose for fuel vapor, air vent and vacuum are Gemi. Air filter hoses and trumpet clamps are OETIKER. Note: not all air hoses are clamped, not all fuel hoses are clamped and some may only be clamped on one end.

1982 Coolant clamps are TRIDON. Air hose clamps are NORMA. Brake vent, fuel are Gemi. Air filter clamps are OETIKER. Distributor vent hose clamps are spring steel. Note: not all air hoses are clamped, not all fuel hoses are clamped with the possibility of none being clamped and AC hoses are not clamped.

**WIRING:** Wiring harness is covered with braided cloth black. Black plastic tape is used at harness branches. Wire harness is held to the body with black or clear plastic holders screwed, with flat cad plated washer for strain relief, using Posidrive cad plated screws. Wire harness is held to the body crossbars and engine fuel rail with black plastic tie wraps. 1988 harness is covered only in black plastic tape. 1989 attached to engine balance tube with plastic ties.

**TRIM CODE TAG:** 1985 to 1990 aluminum with black lettering and borders, stamped alphanumeric codes riveted to right fender cross brace mounting BBC 2702. (see photo below left)



**ANTI THEFT LABELS:** 1987 Federal theft deterrent and tracking labels on hood, trunk, fenders and doors "VIN" alpha-numeric black letters on white. (see photo above right)

## **ENGINE BLOCK, HEAD, INTAKE & PLUMBING**

**BLOCK COLOR:** Natural finish aluminum for all types.

**ENGINE BLOCK:** Core plugs, (Welch washer) are cad plated. Timing chain cover is natural aluminum, and V12 water pump is aluminum and I6 is also aluminum

**ENGINE NUMBER LOCATION:** V12 at top rear of engine where transmission mates. I6 adjacent to distributor mounting boss.

**CYLINDER HEAD COLOR:** Natural aluminum for all types.

**CYLINDER HEAD NUTS & WASHERS:** Chrome acorn nuts on front two studs. Cad open nuts on remainder. All with cad steel washers.

**CAM COVERS:** Black with JAGUAR stick on label at front of thin section C35732. Chrome acorn nuts on front four studs with copper washers.

1982 Cad plated open nuts on front four studs with cad steel washers.  
1984 3.6 black with machined ribs and JAGUAR label C35732 at front center, six posidrive screws cad plated with copper washers hold cover on. (see photo right)



3.6 Engine

**INTAKE MANIFOLD:** V12 natural aluminum and 3.6 black painted aluminum.

**BALANCE TUBE:** V12 only, large tube at rear of engine from intake to intake cad with black rubber hose at each end to intakes.

**PLUMBING:** Fuel, vacuum and emission metal tubes are cad plated connected with black rubber hoses with high pressure fuel hoses being braided cloth covered. Hoses and wires are held in place on the engine with plastic zip ties. Pre-H.E. engines have much more plumbing than H.E. engines.

Up to 1980 fuel hoses are clamped using Gemi style screw and nut clamps. Fuel rails are vibration wear insulated with black foam at the ribbed intake for dual "Race Track" style fuel rails situated over the intakes.

In 1980 mid year cars fitted with Lucas "P" digital fuel injection fuel rail of one piece oval shape having round cross section, situated directly above fuel injectors. Soon this type rail was cut at the front and rear to allow for expansion and joined by short hose with clamps.

In 1983 rectangular with curved corners circular cross section divided in two at front and rear with two short hose sections joining at the front and rear, cad plated fuel rail situated directly above fuel injectors. No clamp on injector hose.

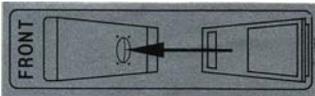
In 1984 a single one piece rectangular fuel rail, U shaped with bottom of "U" at rear with round cross section tube joining over the valley the two rail legs, cad plated. Hose between fuel rail and injector has clamps only on the rail end hex head with screw slot. 1986 no clamp on injector or rail for injector hose.

Note: the fuel rails changed during the 1980s as a solution to the poor quality fuel available, causing vapor lock, many variations of fuel rails were tried by the factory. All were cad plated metal with braided cloth covered injector hoses, some having hose clamps and some not, using push-on hose over barbed tube ends.

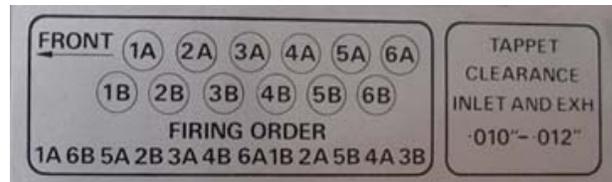
1984 3.6 has cad plated fuel rail bolted to intake, directly holding fuel injectors, no hose.

**BREATHER HOUSING:** V12 only, black left front.

**AIR FILTER:** Black with label for firing order in black letters on silver applied to left



air filter. "For Lubrication" in black letters on



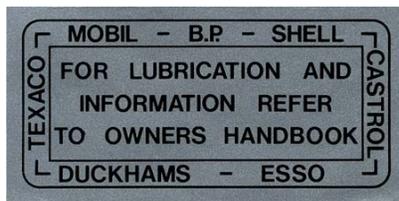
silver applied to right snorkel C33884. Air filter element fitting direction label black on silver on both air filters

EAC1133. Black

rubber velocity

stacks attached to the

open end of the snorkel held with OETIKER clamp. 1981 label firing order in black letters



on silver moved to left air filter snorkel. 1982 label silver with black letters applied to right air filter denoting change to taper fit plugs EAC 4271. 1984 3.6 Air filter is similar to the V12, black with label for firing order and element fitting direction label. 1985 label "For Lubrication" in black letters on silver applied to left snorkel firing order moved to filter lid.

**CAUTION**  
TAPER SEAT SPARK PLUG DO NOT OVERTIGHTEN  
FIT PLUG FINGER TIGHT, APPLY ONLY LIGHT SEALING PRESSURE WITH WRENCH FOR A 1/16" TURN. AFTER SHELL SEAT CONTACT MAX INSTALLATION TORQUE 8LB FT  
PROPER INSTALLATION REQUIRES CLEAN CYLINDER HEAD PLUG THREADS  
PART N° EAC 4271

**THROTTLE LINKAGE:** Cad plated.

**THROTTLE PEDISTAL:** Natural aluminum with natural aluminum wheel where cable and throttle linkage rods attach. Two electrical switches mounted on the right side, black bodies. 1984 3.6 has levers in place of wheel.

**CRUSE CONTROL:** Bellows black rubber in front of distributor with black mounting bracket. 1984 3.6 vacuum motor with black rubber cover mounted on intake.

**FUEL FILTER:** To 1980 mid year natural finish aluminum mounted to the right front intake above cam cover with silver circular band clamp. (see photo right)



**OIL FILLER CAP:** Black on V12. 1990 Red on V12. Red on 3.6.

**DIP STICK:** Oil, light green on left middle. Transmission chrome on left rear of engine. 1977 mid year transmission red on right at rear of engine. 1984 3.6 oil is red at left rear of engine with transmission at left rear also.

## **EXHAUST SYSTEM**

**MANIFOLDS:** Covered by a stamped metal cover.

**SILENCERS:** Silencers leading to tail pipes with stainless polished tips, round.

## **ELECTRICAL, ALTERNATOR, ETC.**

**ALTERNATOR (DYNAMO):** 1984 3.6 left lower front of engine natural aluminum with black metal center section. Not visible from above on V12.

**COIL:** Lucas with terminals reading + and -- and center push in high tension connector. Silver cylindrical mounted at throttle pedestal. 1982 two cylindrical coils, one mounted at throttle pedestal having high tension lead and other mounted in front of radiator with no high tension lead. 1989 VIN 156989 twin rectangular coils by throttle pedestal one on top of the other. 1984 3.6 cylindrical mounted on right front fender vertically near radiator.

**COIL SADDLE & BRACKET:** Saddle is cadmium plated for cylindrical coils.

**DISTRIBUTOR:** Top entry distributor cap. All distributors to 1989 VIN 156989 have vacuum advance fitted, then none. High tension wire connections are push fitting. Single coil central terminal to 1989 VIN 156989 when twin coil connections were introduced. 1984 3.6 single coil central terminal.

**IGNITION WIRING:** Black with black rubber push-on boots

**SPARK PLUG CAPS:** Black rubber push-on boots. 1984 3.6 wide boots sealing to cover.

**DISTRIBUTOR AIR SYSTEM:** 1982 through 1989 VIN 156989 explosion prevention air inlet with filter. Black rubber hose to distributor zip tied to left cross brace with clear “small engine fuel” type filter tucked into left fender cross brace mounting plate at fender.

**IGNITION AMPLIFIER:** Aluminum casting tall rectangle with finned top natural finish, mounted in the “V” in front of the distributor. 1979 moved to valance in front of the radiator. 1982 thin square mounted with two cad bolts on left intake rear, painted black with “Lucas” label silver letters on red. 1984 3.6 mounted on top of radiator top cover, black with silver letters on red label. 1989 VIN 156989 twin ignition modules mounted on radiator cover panel. Note: Replacements of black Lucas amp have label silver instead of red with lettering in black or green.



**POWER AMPLIFIER:** Large aluminum thin rectangular box mounted on top of radiator cover panel central with natural finish. 1980 replaced with twin power resistor modules aluminum mounted on right radiator support body panel. 1989 VIN 156989 single power resistor aluminum.

# BOOT

Note: The boot compartment is covered on all sides and bottom with the same material except the tire and battery cover. Except 1982 see photo next page.

UNDERSIDE of LID: painted body color not covered.

TRUNK OPENING GUTTER: Body color except first few years of production with black trunk panel section also having black painted rain gutter between taillight and trunk lip rubber also black between bumper and trunk lip rubber. 1978 painted body color. Fender bolts cad plated to 1986 then body color.



SIDE PANELS: Charcoal (black) carpet. 1982 Coffee (tan) carpet. 1984 3.6 tan carpet.

MAT: Same material as side panels.

BATTERY COVER: Molded plastic gloss black held on with two black plastic screws. Black filler panel below battery cover to boot floor. Labels just above battery cover on vertical panel white with “Warning PI System Protection” and “Important” red and black lettering. 1990 deleted labels.

**WARNING**  
PI SYSTEM PROTECTION

1. DO NOT LET THE ENGINE RUN WITHOUT BATTERY CONNECTED
2. DO NOT USE A HIGH SPEED BATTERY CHARGER AS A STARTING AID.
3. IF A HIGH SPEED BATTERY CHARGER IS USED TO CHARGE THE BATTERY THEN THE BATTERY MUST BE DISCONNECTED FROM THE VEHICLE'S ELECTRICAL SYSTEM
4. WHEN INSTALLING ENSURE THAT THE BATTERY IS CONNECTED WITH CORRECT POLARITY
5. USE ONLY A 12 VOLT BATTERY

**IMPORTANT**

SWITCH OFF ALL CIRCUITS BEFORE DISCONNECTING BATTERY.

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Early

VIN break is unknown

Late

All “Danger” label on battery holder seen with battery cover removed. 1982 only, cloth battery cover as part of spare tire cover and molded plastic underneath as same for all years.

**DANGER**  
SWITCH OFF IGNITION BEFORE WORKING ON EITHER FUEL LINES OR PUMP LEADS

**DANGER**  
DISCONNECT BATTERY BEFORE WORKING ON FUEL LINES OR PUMP LEADS

Early

VIN break is unknown

Late

HINGES: Body color. Boot lid light harness attached to right hand hinge by flat aluminum wire strap. 1982 harness attached with plastic cable ties black.

TOOL BAG: Black vinyl tool bag with tie strips. 1986 Cloth matching trunk material.

JACK: Scissor “X” type jack with hex head screw, black with label having black letters on silver. 1988 Diamond “<>” scissor type with flat washer attachment point for handle, black with “CBC 1782” label and “USE ONLY ON” label, both black letters on silver with red.

JACK OPERATING HANDLE: Wheel brace until 1988. Then in 1988 Round bar stock folded in the middle with semi circular loop at one end and square “S” shape making the handle at the other end, cad plated.

WHEEL BRACE: Round bar stock folding handle with lug nut socket at one end, cad plated.

LOCK CATCH COVER: Aluminum polished with “Do Not Slam” label white with red letters BD 36198. 1983 Aluminum brushed finish with “Do Not Slam” label BD 36198.

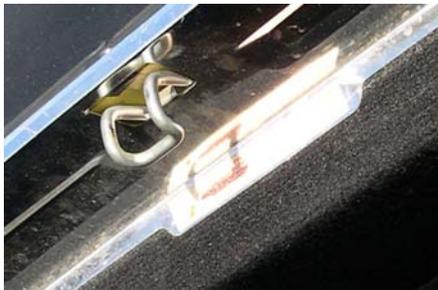


Early



Late

VIN break is unknown, somewhere in mid 1980s.



Polished



Brushed

LOCK ASSEMBLY & CATCH: cad plated

SPARE TIRE COVER: Pressed cardboard single ply 3/16 inch thick with rough finish, black. Contoured to fit the shape of the spare tire and wheel, circular almost the size of the diameter of the tire with the round tire retainer fitting through the middle. 1982 only to VIN 107138 cloth cover including battery, when removed battery plastic covers are there as other years. 1983 vinyl cover over tread and most of wheel with lug nut holes and hub cap showing.



Pressed Cardboard



1982 one piece cover over tire & battery.



1983 on, vinyl cover spare retainer in top lug hole.

SPARE TIRE RETAINER: Round shaped handle with scalloped edges black. 1982 retainer threaded rod goes through a lug hole because wheel has hubcap. 1990 long nut cad plated.

SPARE TIRE AND WHEEL: Same as road wheels/tires.

**SPARK PLUG REMOVAL TOOL:** 1982 “T” handle with swivel near the plug socket, cad plated.

**FOLDED SOFT TOP COVER:** Hess and Eisenhardt color keyed to interior, folded top cover. 1989 Factory color keyed to top, folded top cover. Both stowed in protective bag.

**OWNERS MANUALS:** White with XJ-S 3 times in red and black with red car, green vinyl case with clear pane and leaper in gold. 1980 White with green lettering, stripes and leaper, blue vinyl case with clear pane. 1982 Green embossed hardbound with XJ-S H.E., Jaguar and Leaper in gold. 1983 Green with XJS H.E. in white with white stripes and small white Leaper and Jaguar, green vinyl case with yellow Jaguar and stripes with clear window. 1986 Black with photo of black XJ-S for V12 and 3.6, green vinyl case fluted edge and embossed rectangle with white Jaguar and Leaper. 1988 White with embossed Leaper, Jaguar in gold, three green bars with “XJS Drivers Handbook”, green vinyl case with embossed growler and Jaguar in gold on lower right front gold metal corner protectors. (see photos appendix A)

**TOUCH UP PAINT:** Round short fat tin can, cone top and screw off lid 0.125 ml, “Touch in Enamel” label gold lettering on dark green. 1979 mid year, tall round thin tube, black cap red top, ”Touch up Paint” white or black lettering on body color keyed tube ½ Fl. Oz. 1987 Tall round thin tube with color keyed cap, “Touch up Paint Pencil” green letters on white ½ Fl. Oz.



# **EXTERIOR**

**COUPE:** Panel behind rear side window black vinyl covered. Chrome trim around side glass area. "B" post vertical chrome trim until 1978 when changed to black. 1983 mid year VIN 111351 badge "Unleaded Fuel Only" deleted from below fuel filler door. 1988 fuel filler door has lock. 2+2 seating. Glass sunroof option in 1986 only. Collection Rouge started early 1989 into 1990. The highest V12 standard car found is VIN 174914. Collection Classic is 1991 model with some late 1990s from the lowest found VIN 174931.

**CABRIOLET:** Roof changed to hard removable panels with cloth covering. Rear section is similar to soft convertible top construction with removable hard section to be used in its place. Has color keyed to top, folded top cover. Black metal air vent on "B" post with chrome leaper near bottom. 2 front seats only. Twin stowage compartments. Fuel filler with chrome flip cap on left rear fender top.

**CONVERTIBLE:** Two models having different top assemblies and rear stowage areas.

**Hess & Eisenhardt:** 1987 through 1988. Front door has quarter windows like coupe, no raised section of the body in the shape of a triangle at rear of rear quarter window, H&E emblem on lower front fender between wheel well and door. Has color keyed to interior, folded top cover. Rear window is heated glass. 2 front seats only. No stowage compartment. 4 window switches on console rear. Cloth top material is finer texture than Jaguar factory top. Chrome finisher at top to body joint around rear quarters and across the back center.

**Factory:** 1989 on. Cloth top with interior lining. Has color keyed to top, folded top cover. Rear window is heated glass. 2 front seats only. Single stowage compartment. Two window switches and top switch on console rear. Collection Classic is 1991 model with some late 1990s from the lowest found VIN 174931.

**FRONT SPOILER:** All have lower front spoiler, black.

**HEADLAMPS:** Four headlamps total, two per side. Supplied in USA with "sealed beams" only. Chrome headlight surround finisher. Chrome mounting screw on the outer side. Canada may have EURO style headlamps two total, one per side.

**FRONT FLASHER:** Amber as part of parking light mounted in front bumper. Plastic lens with two chrome screws.

**FRONT PARKING LIGHTS:** Amber as part of turn signal.

**FRONT SIDE MARKER LIGHTS:** Amber with chrome base mounted on front fender between headlamp and front wheel arch with rubber gasket between base and body with lens held on by one chrome screw at front.

**FIXING SCREWS:** Posidrive - Chrome plated for head light rim, front turn/parking light, front side marker and rear light lenses. External high mounted brake light has black screws.

**REAR NUMBER PLATE LIGHT:** Viewed from under boot lid finisher, has twin lights.

REVERSING LIGHT: Viewed rear, twin lights in chrome plinth at either side of “JAGUAR”.

REAR FLASHER (Turn signal): Amber lower portion of taillight.

BRAKE and TAILLIGHT: Red attached with chrome screws. Including amber turn signal, red reflector panel and rear side marker light. Black painted section by trunk lid. 1978 silver painted section by trunk lid. 1981 chrome section by trunk lid. No rear fog lights.



Black



Silver



Chrome

CENTER BRAKE LIGHT: 1986 Model Year installed starting September 1985. Coupe mounted to inside rear glass. Cabriolet and convertibles mounted on trunk lid with black body with black gasket to trunk lid. 1987 Hess & Eisenhardt convertible body color keyed to car body with black gasket to trunk lid. 1991 convertible body color keyed to car body with black gasket to trunk lid. Note: Spoiler may have center brake light mounted under wing.



Black factory top



Body color keyed H&E convt.



1991 Spoiler

FOG LIGHTS: None from factory until 1982. Bosch white under bumper mount fog lights (see left photo below), with black housing held together with screws from the front, mounted on left and right below headlights were standard from 1982 until 1987. From 1988 Hella white under bumper mount fog lights (see right photo below), with chrome housing held together with plastic screws from the rear, mounted on left and right below headlights were standard.



Bosch



Hella



BUMPERS: Black molded hard rubber with black molded rubber finisher on top surface. 1982 Chrome finisher was added to the top surface of both front and rear.

**FRESH AIR INTAKE GRILL:** Painted silver with silver squirter jets on fresh air intake grill are center mounted facing outward in “V” pattern silver screen behind. 1982 Painted black with black squirter jets on fresh air intake grill are center mounted facing outward in “V” pattern, black mesh screen behind. 1989 black squirter jets narrow rectangles recessed between the grill vanes black mesh screen behind.

**WINDSHIELD WIPERS:** Wiper arms and blades silver with silver plastic nut covers and park to the right. 1982 wiper arms and blades black with black plastic nut covers and park to the left. 1989 wipers arms and blades black with black plastic nut covers park to the right.

**WINDOW TRIM:** Windshield trim is polished stainless steel, as is the rain gutter trim. “B” post trim is polished stainless steel to 1978 when changed to matt black. Side window trim is matt black. Rear windshield trim is polished stainless steel. All have chrome beading at lower edge of door and quarter window glass at joint of body.

**GRILL:** Upper grill is chrome plated around edges with black horizontal vanes with emblem in center. 1978 all chrome including vanes. Lower grill is black.



1976 Black vane grill.



1978 on, Chrome vane grill.

Grill badges: “Jaguar V12” or, with 3.6 engine, “JAGUAR S”. (see photos below)



**Bonnet badges:** None to 1982. From 1982 round black for all except Collection Rouge and Collection Classic, which were Gold, all having a rubber gasket between badge and body having a ½ round bead along the visible edge.

**MARKINGS:**



1976 “JAGUAR” silver with black letters  
“XJ-S” in separate letters  
Antenna on the left (photo of 1976)



1982 “JAGUAR” black with silver letters  
“XJ-S” as one emblem with matching “V12”  
Antenna on the right (photo of 1986)

On boot lid: Rear of trunk lid between back up lights brushed aluminum background with “JAGUAR” in black letters. 1982 black painted background “JAGUAR” in chrome letters.

1976 "XJ-S" on right side of vertical boot lid panel through 1981.  
1982 " H.E." on left side and "XJ-S" on right of vertical boot lid panel.  
1984 "XJ-S" on left side and "H.E." on right of vertical boot lid panel.  
1984 3.6 "XJ-S" on left side and "3.6" on right of vertical boot lid panel.  
1986 "XJ-S" on left side and "V12" on right of vertical boot lid panel.  
Cabriolet "XJ-SC" on left "V12" on right of vertical boot lid panel.  
Hess & Eisenhardt Convertible "XJ-S" on left side "V12" on right of boot lid panel.  
Convertible "XJ-S" on left side and "V12" on right of vertical boot lid panel.  
1989/1990 Collection Rouge gold "XJ-S" on left and "Rouge" badge on right.  
1991 Collection Classic "XJ-S" on left and "Classic" badge on right.

Note: All letters and numbers are chrome except Collection Rouge "XJ-S" which is gold. The poor quality of paint on cars before Clear Over Base circa 1987 resulted in many repaints, giving the owner an opportunity to change rear emblems to V12, from H.E., and switch sides making the car appear to be a later model. Collection Classic is 1991 model with some late 1990s from the lowest found VIN 174931.

Front fenders: Hess & Eisenhardt convertible behind wheel opening, oval "Hess & Eisenhardt".



Fuel Filler: Fuel type "Unleaded Fuel Only" badge just below fuel filler door. 1983 mid year moved inside fuel filler door earliest found VIN 11351 without exterior fuel badge.

#### TIRES:

205/70 VR 15 Dunlop whitewall Sports Super radial ply.  
1980 205/70 VR 15 Pirelli P5 black wall (only) radial ply.  
1982 215/70 VR 15 Pirelli P5 black wall radial ply.  
1989 235/60 VR 15 Pirelli P600 black wall radial ply.  
1991 235/60 ZR 15 Goodyear Eagle NTC black wall radial ply.

#### WHEELS: (see photos below)

Alloy "Kent" diamond polished, Clear finish over machined alloy, with insert at lug nuts painted dark grey 6 x 15 with chrome lug nuts, 1976 through 1981.

Alloy "Starfish" painted Silver Grey with insert at air vent and lug nut painted dark grey 6.5 x 15 with black long lug nuts changing in 1986 to stainless long lug nuts, 1982 through 1988.

Alloy "Lattice" painted Silver Grey from 1989 with stainless lug nuts 6.5 x 15. Collection Rouge had red background with diamond finish on outer edge of weave, diamond finish hub and rim of the same "Lattice" wheels, with stainless lug nuts.

Note: The 1984 factory imported six cylinder cars will have "Starfish" alloy wheels. No cars had chrome plated wheels until the mid '90s.

HUB CAPS: (see wheel photos below)

“Kent” wheels, 1976 through 1981, have a 3 ¼ inch chrome snap-over cap with emblem of gold Jaguar Growler on a black background that fades over time to chrome appearance, very similar to the XJ6 Series 3 wheels.

“Starfish” wheels, 1982 through 1988, have a 2 ¼ inch cap that snaps into the wheel with emblem of gold Jaguar Growler on a black background.

“Lattice” wheels, from 1989 have a 2 ¼ inch cap that snaps into the wheel with emblem of gold Jaguar Growler on a black background. Collection Rouge caps have silver/grey background. Collection Classic caps have silver/grey background.



Kent '76 to '81    Starfish '82 to '88    Lattice '89 on    Rouge '89 and '90    Rouge



Kent Chrome



Long, Starfish Black & Starfish Stainless



Lattice Stainless

SIDE MIRRORS: There were several period styles of side mirrors and a dealer installed passenger mirror all having a black plastic leveling “gasket” between mirror and body. Beginning with a “Clam Shell” driver’s only mirror through 1978. Optional passenger side “Clam Shell” mirror may be installed. 1979 a manual remote, rectangular mirror on both sides. In 1982 electric remote, rectangular mirror on both sides both controlled from the driver’s door mounted control. All mirrors were chrome finished.



Clam Shell



Rectangular

WINDOW GLASS: Manufactured by SICURSIV (climaglass) logo white and Triplex (Sundym) logo black or white, supplied tinted and date coded on each piece. Mixed from 1976 both manufactures providing any window. 1980 Windshield Triplex only. 1982 all supplied by Triplex.

**DOOR HANDLES:** Chrome with a black plastic insert and a rubber gasket between handle and body with a ½ round bead along visible edge.

**ACCESSORIES:** Front badge bars and other accessories have traditionally been accepted under the JCNA Rule Book. [Edition 8.1, chapter VI, p.1, par.B3]. Sliding sunroofs were available, factory installed in 1986 of the sliding glass type. Vinyl tops were not offered. Mud flaps, 1980 front fog lights, 1988 black door edge guards, 1990 rear spoiler, 1990 wood shift knob both split oval and round, narrow and wide body side moldings...

**EXTERIOR PAINT:** Solid, metallic, and mica paints in a single “tone color” were standard. (Heritage certificate required to verify color). Hess & Eisenhardt convertibles are repainted from the firewall back after the coupe body was modified, therefore door jambs and other areas will show a second coating of paint, sometimes heavily applied with high tape edges at labels and overspray on plated metal parts.

**COACH STRIPES:** 1987 through 1990 Pin Stripes, Coach Stripes or Body Side Stripes were factory applied tape as a twin single color 1/8 inch over ¼ inch machine cut with rounded connecting tape on front pointed and rear squared ends ½ inch above the body side crease with a break at the front wheel arch. Running 2 inches from headlight chrome to within 1 inch of taillight. Hess & Eisenhardt rear section was left open at the taillight end, unlike the factory which is closed, two horizontal joined by vertical bit of stripe. (see photos below)



Jaguar Factory Coach Stripes closed at the rear and front.



Hess & Eisenhardt Stripes open at the rear (replaced) and closed at the front (factory).

**RADIO ANTENNA:** Electric fully retracted when key is off. Located on the left rear wing several inches in front of the taillight. Chrome with a chrome finisher over a black rubber grommet. 1980 located on right rear wing. Rear spoiler has a hole for antenna.

# INTERIOR

**HEADLINER:** Limestone (Tan) Doeskin (Tan) or Savile Grey.

**SUN VISORS:** Vinyl covered Black. 1986 color keyed to headliner.

**REAR VIEW MIRROR:** Embossed black plastic housing mounted by a single adjustable stem. Mirror incorporates a “day-nite” lever at bottom for anti-dazzle adjustment.

**WOOD:** 1976 none. Beginning in 1982 all XJSs came with wood, first on the dash, switch panels surround and door panels then spreading to the console, rear side panels. 1982 light colored Burl Elm across the dash from left end to right end at the vent level slightly wider than the vent height and just below the windows on the doors. 1986 wood changed to dark colored Burl Walnut with lighter boxwood inlays on door panel wood only. 1988 wood added to console shifter panel. 1990 convertible, wood added to rear side panels. 1990 Collection Rouge dark Burl Elm. 1991 wood changed to light Burl Elm.

**UPPER DASH PANEL, GLOVE BOX:** through 1981 black with two silver beads running left to right, end to end, above and below the vents. From 1982 black with wood from side to side between and around the vents.

**UNDERDASH PANELS:** Black. 1990 color keyed to interior. 1990 left changed to crash safety style without fuse access door and the right remained the same as the earlier panel with color change only including fuse access door.

**CENTER DASH PANEL:** Black with brushed aluminum plates for switches, climate control and radio. Switch panel for Hazard, Heated Rear Window, Interior Lights and Map Lights with the clock centrally mounted and Catalyst ERG warning light. Very late 1976 about VIN UG2W52497BW warning light deleted. 1982 Wood around switches, international symbols replace text. 1984 trip computer replaces clock.



1976 with EGR/Catalyst Light

1977 Text Labels

1982 International Symbols

1984 Trip Computer (photo)

**RADIO PANEL:** Brushed aluminum plate with chrome beading on outer edge. 1982 black with black beading. 1982 Lever for variable temp control of upper vent air.

**KICK PANELS:** Nylon pile carpet matching floor.

**CARPETS:** Nylon pile color keyed to interior with heel pad on driver’s side passenger heel pad made from PVC (vinyl). Carpet trimmed in vinyl color keyed to interior.

**TREAD PLATE ON DOOR SILLS.** Gray plastic. 1988 Aluminum polished inner half with Jaguar etched and with ribbed pattern on outer half.



1976 Console black



1981 Console color keyed



1982 Console leather

CONSOLE, CENTER CUBBY BOX: Colored black for all color interiors, covered in Ambla vinyl. 1981 Color matched to seats and doors. 1982 Leather covered with seam stitching on horizontal to vertical surface edges (corner). 1988 Burl Walnut on console surrounding shifter. 1989 Collection Rouge Elm. 1991 Burr Elm. 1988 seat heater and lumbar control switches on console black with white graphics.

SHIFTER PANEL: Black with chrome beading on edge, raised center for auto shifter, shift quadrant indicator only letters. 1982 black with black beading, raised center for shifter and speed control switch, shift quadrant indicator line added. 1984 3.6 manual black leather gaiter. 1988 Burl Walnut on console. 1989 Collection Rouge Elm. 1991 Burr Elm.

SEATS: Leather facings on all seats and squabs with center pleated leather being perforated to 1981 then changed to smooth finish. The noncontact surface was changed from leather to an Ambla plastic. Front seat frames: Painted, black. In 1989 the front seats have sculptured side bolsters and separate thigh support cushions. 1989/1990 Collection Rouge has red piping on Magnolia. 1990 piping deleted, double stitching. 1991 color keyed piping. Collection Classic in Magnolia or Doeskin only.



Perforations



Without Perforations



Piping on Rouge and Classic



Coupe



Cabriolet



Factory Convertible

SEAT BELTS FRONT: Three point front, black. The hard mount for the shoulder harness is high on "B" post, and disappears into the side panel with opposite end bolted into floor next to "B" post floor junction. Third point latch, black is at center console next to seat. All are black in color for all interior colors. 1988 to 1990 passive motor driven shoulder belt with

active lap belt, black in color until drivers air bag in steering wheel. 1990 on, three point front belts with red/orange press to release button. 1990 seat belts color keyed to interior.

SEAT BELTS REAR: Lap belts color matched to front belts, black. 1988 three point shoulder and lap belt combination, black. 1990 seat belts color keyed to interior.

DOOR PANELS: Vinyl until 1982 then leather covered, color matched to the seats. Top panel on door pull for armrest is leather. Carpet on lower front portion with speaker.

“A”,“B” POST: Black in area between windows. 1990 color keyed to interior.

GEAR SHIFT: Black plastic oval split with half on each side of the chrome lever. 1984 3.6 manual five speed has a black leather gaiter and black leather shift knob with emblem of shift pattern in white on black background. 1989/1990 Collection Rouge has round Magnolia colored shift knob. 1991 Collection Classic has round Magnolia or Doeskin colored shift knob matching interior.



ASH TRAYS: Two ashtrays in front of the radio with chrome cover. Coupe also has one at rear of console. Cabriolet & convertible rear ashtray deleted. 1989 coupe rear ashtray deleted.

HANDBRAKE WARNING LABEL: Clear with red letters on left front quarter window all years. None on factory convertible. C45741



RADIO WARNING LABEL: 1986 “Radio will not operate” Clear with white letters on rear quarter window, lower front corner. 1991 moved to lower rear of front windows.

RADIO: Radios are to be of correct vintage, using original/authentic mountings and speaker housings. [JCNA Rule Book, edition 8.1, chapter VI, p. 4, par. E 4].

SPEAKER GRILL: 2 located in front door panels, black surround. 1982 - 4 total located, one in each door and two in the rear side panels. 1986 Chrome trim ring. 1987 Hess & Eisenhardt rear in side panels. 1989 Convertible rear in front panel of stowage compartment.

INSTRUMENTS: Speedometer US 160 mph and Canadian 260 km/h, except 1980 US having an 85 mph speedometer. All have 7000 rpm Tachometer. Central group of four, barrel type, gauges for water, oil, fuel, volts just above steering column. Black instrument pod with silver outline on each gauge, no wood. Text identification labels for instruments. 1982 international symbols used for identification labels.

STEERING COLUMN SWITCHES: Turn signal, wiper, ignition and light are silver labeled with black text. 1982 silver with black international symbols. 1986 silver turn signal and wiper with black international symbols, ignition and lights are black having silver international symbols. 1988 all black with silver international symbols.

STEERING WHEEL: 16" black two spokes. Plastic rim on the first few cars then going to leather covered all with gold/orange background gold growler emblem in center of horn push, thin links to outer rim cross bar midway. 1982 cross bar lowered and center with emblem raised slightly to midway, emblem has gold/orange background and horn pad goes to outer rim. 1984 3.6 gold/orange background. 1985 emblem background is gold/orange for V12 Coupe with Cabriolet emblem background black. 1986 mid year change of emblem to black background. For 1989 only sculptured rim with cross bar incorporating two horn buttons and black background gold growler in center with two downward sloping spokes. From 1990 black with large air bag container in center with embossed growler and four spokes with two horn buttons, one in each upper spoke. 1989 Collection Rouge sculpted style in black with black horn buttons black background emblem and 1990 Collection Rouge magnolia colored air bag style color keyed to seats and shift knob. 1990 Canadian market air bag type wheel had black background gold growler emblem in place of embossed growler. (see photos below)



1976 to 1981



1982 to 1985 plus, inc. 3.6 liter



1986 to 1988



1989 Sculptured Rim



1990 Collection Rouge only.



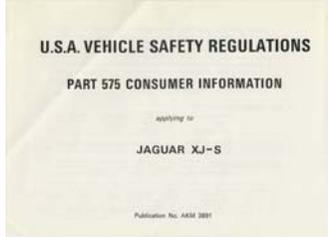
1990 and 1991 all models except Collection Rouge



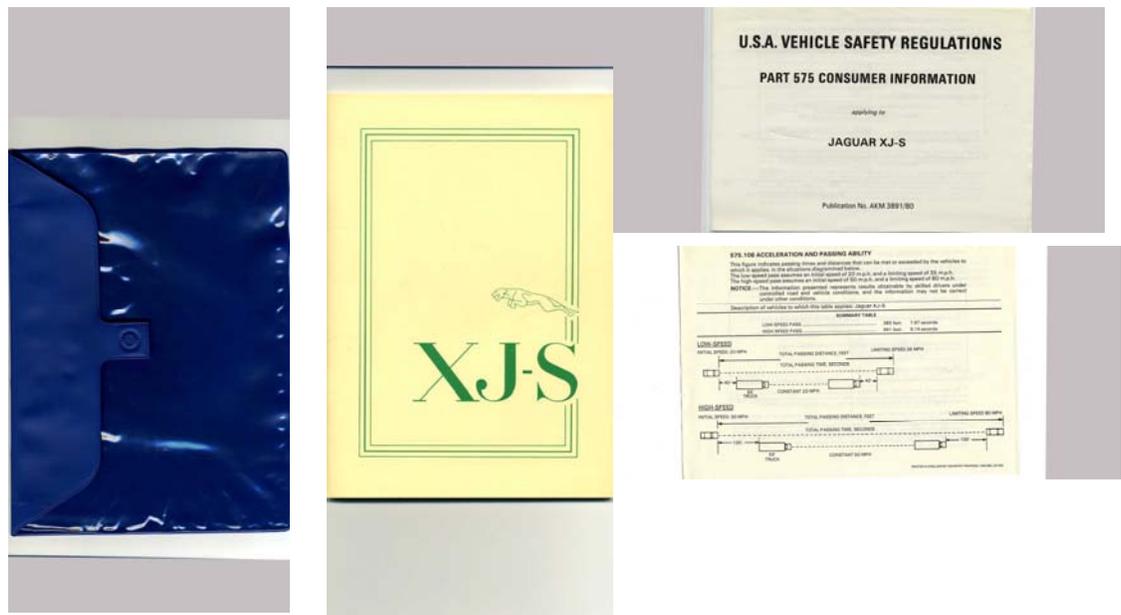
1990 Canada

# Appendix A

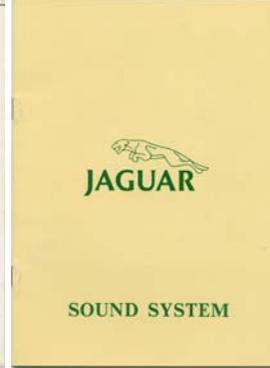
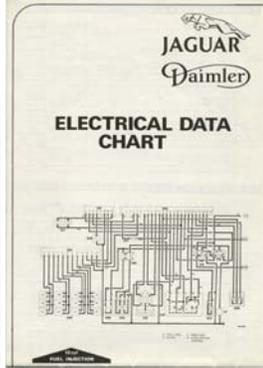
1976



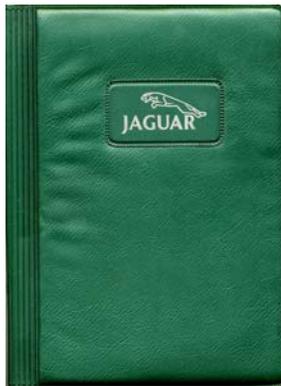
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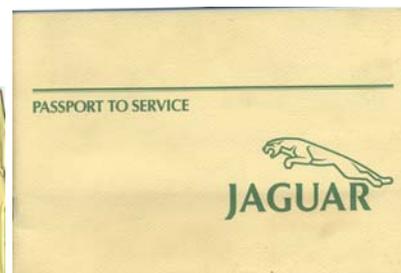
1982

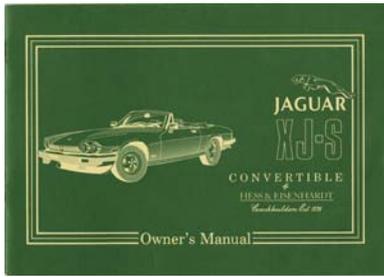


1983



1986

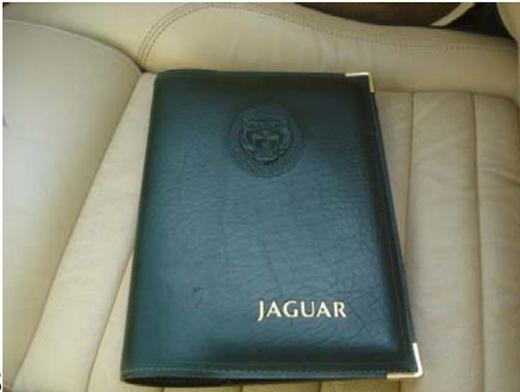




1987

Hess & Eisenhardt convertible supplemental owners manual to factory manuals.

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1988

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# Most Common Problems

## Engine Compartment:

Air cleaner: Missing stickers.

Rear left engine compartment missing bonnet closing instruction sticker.

Brake servo missing sticker.

Radiator Hose cut and filters inserted.

Hose Clamps: Incorrect type, did not use Cheney or Regent round screw and filled in slots

Undercoating missing from engine side bonnet under paint.

Under hood insulation missing.

Retaining chain missing from cap on header tank to 1989

Frayed wire harnesses

Unused holes in bulkhead, side panels

Colored plastic “crimp connectors” on wiring.

Distributor air filter not tucked inside cross brace support on inner fender.

Distributor air filter hose not tie wrapped to cross brace.

Wrong nut or plating head and cam cover studs

## Boot: Tire Cover from wrong year or missing.

Spare tire cover not correct material.

Battery cover clip/buttons missing.

Scratched aluminum trunk latch cover

Exterior: Screws in lights: Wrong kind of screw

Missing or damaged gaskets at bonnet emblem, exterior door handles and antenna.

Vertical boot panel between taillights not painted black to 1978.

Taillight metal finish not black on early cars, then 1978 silver

Tire sizes: Wrong and all five tires not the same

Interior: Gear shift knob: Wrong type

Wood: Wrong color or faded or wrong species.

Steering Wheel: Non-authentic substitute

Carpet: Wrong type or missing heel pad.

Tread plates scuffed.

# FINAL THOUGHTS

In writing this guide, I followed the format already established by Bob Stevenson's "Series 1E-Type Judging Guide" and Stew Cleave's "JCNA Series 2 E-Type Judge's Guide" and, because of vehicle body design, copying George Jones' "JCNA Mk2 Judge's Guide." I note from Stew Cleave's "Final Comments" that their formats followed JCRC guidelines, and so then, should this guide conform.

I am most grateful to Steve Kennedy for suggesting I write this guide, and for his assistance and support. Additional thanks to Stew Cleave and Dick Cavicke for their comments, Tony O'Keeffe and his crew at Jaguar Daimler Heritage Trust for access to vehicles and to Alders Ditlev Clausager, also of JDHT, head of archives who provided access to the Jaguar files. Very special thanks to Jim, Lisa & Ben Hendrix who provided enormous help and support. Jim made sure I focused on correctness above all else.

My former parts manager and current parts manager at the local Jaguar dealer Rick Van Tuyl, Glen X Parkes of Jaguar Classic Parts and the personnel at Jaguar Special Vehicles, Wood Shop and former employees cannot be left without notice of their generosity providing knowledge about XJSs and kindness in taking in a devoted fan. Helpful club members and XJS owners around the world too numerous to praise individually. Thank you all very much.

Despite the many hours dedicated to the preparation of this guide, it is still a work in progress. Additional detail and photos are needed. I have included research from authenticated publications and what I have been told by recognized knowledgeable persons. More photos and definitive data on the marque continue to be collected to advance the completeness of the Guide. Canadian features added two years into this guide's use.

Please recognize that this is a beginning compilation of data. I fully expect that there are numerous readers who will take issue with some of the statements, and others who feel that they have something to add. I ask that in each case the statement as well as the source be established as authentic and provided to me for inclusion in future revisions of the Guide. Detailing the change points of components has been the time consuming task involving hours perusing documents, photos and emailing XJS owners.

This is the version of the XJ-S Guide approved at the JCNA 2007 AGM. As stated above, these guides are always subject to corrections or additions as new evidence comes to light. Please send comments to "geoffgreen@yahoo.com"

*About the author:* Geoff Green is an ASE Master technician, Jaguar factory trained, moving to Service Manager at a Jaguar dealer and finally becoming Service and Parts Director for the Jaguar dealer for most of the 1980s. In 1988 he joined other dealer managers on a tour of the Jaguar factory, presenting owner and repair insight on the XJS and XJ6 to Jaguar engineers. He has a life long passion for British cars and in particular the Jaguar, visiting Browns Lane again in 2005 to research the archives at JDHT. He has owned over 2 dozen Jaguars from a 1961 XKE to a 1997 XJ6 and a few XJSs, the latest a 1995 model, which has won four first place finishes and high score of 99.95 in 2006 JCNA Concours competition, placing first in the SC Region. He is presently engaged in restoring an XKE and tuning a 1976 XJ-S. Occasionally showing and judging at JCNA concourses.