



JAGUAR XK120

JCNA CONCOURS JUDGING GUIDE



CORRECTIONS AND UPDATES

This document contains “corrections and updates” made to the XK 120 JCNA Concours Judging Guide
First Printing in September 2018, approved for “trial use” during 2018 Concours season at the
60th Annual General Meeting (AGM), San Antonio, Texas, March 21 – 25, 2018

Robert G. Sheridan and Roger Payne

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Authenticity Demarcation

Throughout this JAGUAR XK120 JCNA CONCOURS JUDGING GUIDE, there is an ongoing evolution of detail that impacts on an individual XK120s AUTHENTICITY assessment.

In most cases Jaguar Cars Ltd. factory technical documentation advises the exact CHASSIS NUMBER where a change occurred, thus access to factory build records allows a Chassis Number to be readily dated to exact one-month accuracy. In Philip Porter's *Original Jaguar XK, The Restorer's Guide (Revised 3rd Edition of June 2012)*, p.372-3, he provides a comprehensive listing of all XK120 Chassis Numbers by their Date of Manufacture.

It must be appreciated that this date quoted is the monthly accuracy date that the XK120 was actually completed, which is the exact date as provided on a Jaguar Heritage Certificate as its **Date of Manufacture** (DOM), or sometimes as the **Date Built**. This DOM is the exact day a completed XK120 exits the final assembly line quality control check, thus predates its Date of Dispatch from the factory.

Chassis Numbers (and Dates)

For the purposes of AUTHENTICITY, where a **Chassis Number** is quoted, this is the factory known exact demarcation. For the purposes of this XK120 Guide where a demarcation date is shown as a CHASSIS NUMBER (date-of-manufacture) – such as **672949 (September 1952)**, then the **672949** Chassis Number is the exact prime demarcation point, and the bracketed **(September 1952)** DOM is secondary information indicative monthly date.

***NOTE:** Throughout this GUIDE, all Dates shown are to be read as the 'Date of Manufacture', and not any other date. So not the factories actual 'Date of Dispatch', not the subsequent 'Shipping Date', not the date-of-arrival in the USA, not the date-of-first registration in USA, not the date-of-sale, nor indeed any marketing purposes Model Year dates (as are often shown on registration papers), all of which can post date the actual DOM by several weeks, or indeed several months or even years in extreme cases, thus are all clearly irrelevant for authenticity purposes.*

Dates Only

Where the exact Chassis Number demarcation point has not been established from reliable factory technical sources, then just a demarcation **Date of Manufacture** – not in brackets - is advised, based on confirmed evidence of original chassis number, thus dated XK120s, but then only to the level of accuracy that has been reliably confirmed by the authors, subject to peer review, and the advised credible references.

The DOM advises the date an XK120 was completed but is quoted at best to monthly accuracy only. This allows for some tolerance, where the exact chassis number, and thus exact DOM is unknown.

Thus, if a demarcation point is quoted as being, for example, say **October 1952 onwards**, then that should be read as allowing for an overlapping period of acceptance for the purposes of authenticity, with the earlier item being acceptable for an XK120 up to the end of October 1952 DOM, but the later item also being acceptable from the start of October 1952 DOM onwards.

Where a demarcation point is quoted with a wider date range, for example, say **October-December 1952**, then that allows for an overlapping three-month period of allowance/acceptance for the purposes of authenticity. Such tolerance is provided where there is insufficient reliably original evidence to conclude any better, giving any XK120 built during this period of allowance the benefit of any doubt.

In more vague circumstances where just a year is quoted, for example, say just **1953**, then that is where a wide one-year period allowance/acceptance is offered, where accurate reliable evidence does not allow for greater accuracy. (New evidence to hand, may later moderate such excessively wide periods).

In particularly vague circumstances – such as '**up to about 1951**', or '**approximately 1951**' this can be interpreted as being **1950-51-52**, thus only 1949 DOM XK120s and 1953-54 XK120s can be assessed against the described detail.

NOTE: In all cases, where a **Chassis Number** is quoted, then that is the exact assessed demarcation point, with the (Date of Manufacture) in brackets a convenient secondary indicator. But where **Dates** only are quoted, these are all **Dates-of-Manufacture**, but quoted to the level of accuracy possible, and always interpreted to allow an overlapping allowance period, erring on the side of caution.

- It is recommended that anyone interested in the AUTHENTICITY of their XK120, seek a Jaguar Heritage Certificate that provides (amongst other detail) the exact Date-of-Manufacture of their XK120.
- Alternatively, refer to Sheridan & Payne's, *Jaguar XK120 Authenticity Reference Guide (All Models)*, Appendix II XK120 Production Figures, available from the JCNA book store, or to Philip Porter's, *Original Jaguar XK, The Restorer's Guide (Revised 3rd Edition of June 2012)*, p.372-3, s where the DOM is given to monthly accuracy.
- **Note:** The Production figures used in Sheridan & Payne's, *Jaguar XK120 Authenticity Reference Guide (All Models)*, is used with permission of Philip Porter.

Corrections and Updates

NOTE: Each of the following correction and update sections supersedes the corresponding section in the *XK 120 JCNA Concours Judging Guide (2018 First Printing)* and will be contained in the *XK 120 JCNA Concours Judging Guide (2019 Second Printing)*.

Section	Rev. Date	Corrections and Updates
Front	RP 110119	Authenticity Demarcation: (New Section) Revised credit to Philip Porter
Front	RP 181218	Revised the Table of Contents
Exterior	RP 070119	Fog Lamps: Revision to Demarcation Dates
Exterior	RP 181218	Radiator Grille Assembly: Mention early Grille Assembly has 'Fluted Vanes', and associated editing.
Exterior	RP 181218	Side Lamps (early OTS): Clarification of Lucas 490 Side Lamp Lens variants, and associated editing.
Exterior	RP 181218	External Rear Vision Mirrors: Changes to heading title and content.
Exterior	RP 181218	Hood Cloth Assembly: Correction to each 'Styles' Chassis Nos. and date ranges.
Exterior	RP 181218	Side Curtains: Correction to each 'Styles' Chassis Nos. and date ranges, new pictures.
Exterior	RP 181218	Exhaust System (Tail Pipes): Show JCNA Judging Allowance.
Exterior	RP 300119	Tyres (Tires): Correction to Date of first available White Walls. New black wall tire picture.
Interior	RP 181218	Interior Mirrors and adjacent Tonneau Fasteners (OTS): Corrections to dates and minor editing.
Interior	RP 181218	Interior Mirrors (FHC/DHC): Corrections to dates, part number correction and minor editing.
Interior	RP 181218	Grab Rail: Rewritten to reflect possible different finishes.
Interior	RP 261218	Instrument Panel (Later OTS): Rewritten to simplify and add gauge/switch detail.
Interior	RP 261218	Instrument Panel (Later FHC/DHC): Rewritten to simplify and add gauge/switch detail.
Interior	RP 221218	Instrument Panel (Early OTS): Rewritten to simplify and add gauge/switch detail.
Interior	RP 221218	Instrument Panel Early FHC/DHC): Rewritten to simplify and add gauge/switch detail.
Interior	RP 070119	Instrument Panel Sections: Re-arrange (Early OTS, Later OTS, Early FHC, Later FHC/DHC)
Interior	RP 181218	Radio (Optional Extra): Change pictures and descriptions.
Interior	RP 300119	Carpets (OTS): Rewritten and Edited.
Interior	RP 070119	Carpets (FHC/DHC): Rewritten and Edited.
Interior	RP 181218	Seat Frames (Chrome-Plated): Corrections to date ranges.
Interior	RP 300119	Hoodsticks: Correction to Each 'Styles' Corrections to Chassis Nos. and date ranges, new pictures
Interior	RP 181218	Petrol & Oil Gauge (Early): Delete Section (Explained Elsewhere)
Interior	RP 181218	Petrol Gauge (Late): Delete Section (Explained Elsewhere)
Interior	RP 300119	Transmission Dipstick: Added new picture
Boot	RP 181218	Left Side of Luggage Compartment Panel: New pictures and associated editing.
Boot	RP 181218	Right Side of Luggage Compartment Panel: New pictures and associated editing.
Boot	RP 181218	Boot Light Switch: Clarification of Harness vinyl Conduit.
Boot	RP 181218	Tools: C.2999 Container for Valve Timing Gauge, added picture and minor editing.

Engine	RP 300119	Brake Fluid Supply Tank (Single), Single-Circuit Brake Master Cylinder: Top Cover, Bracket and Filler Cap are Cad-Plated, and minor editing.
Engine	RP 181218	Brake Fluid Supply Tank (Twin), Dual-Circuit Brake Master Cylinder: New Picture Showing Flat-Black Painted Filler Cap, and minor editing.
Engine	RP 300119	Dynamo (Generator): Remove requirement for Rubber Boots on Terminals. and minor editing.
Engine	RP 181218	Cylinder Heads: Include additional details.
Engine	RP 181218	Starter Motor: Remove requirement for Rubber Boots on Terminals, and minor editing.
Engine	RP 181218	Carburetors: New picture, review and edit section into major Physical and Appearance/Plating aspects.
Engine	RP 181218	Air Cleaner (OTS): Mention AC Sticker fitted from early-1954 onward, and minor editing.
Engine	RP 181218	Distributor Cover and High-Tension Leads (Early): Clarify 'Horizontal' H.T. Lead Bracket, and minor edits.
Engine	RP 110119	Otter Switch for Thermostat and Water Outlet Elbow
Back	RP 181218	Revised the Index

List of XK120 owners who contributed comments and corrections to the 'trial use' *JCNA XK120 Concours Judging Guide (2018 First Printing)*:

Hal Kritzman
Sherma Taffel
George Parker
Stewart Clipson
Steve Kennedy
Richard Carnegie
Barry Hanover

Exterior

Fog Lamps (Optional Extra)



C.2988 SFT700S vertically fluted fog lamp lens for alloy and early steel-bodied cars from 1949 to Nov 1951-Jan 1952 build date. Photo by Lucas Master Catalog 713 (Jan 1951)



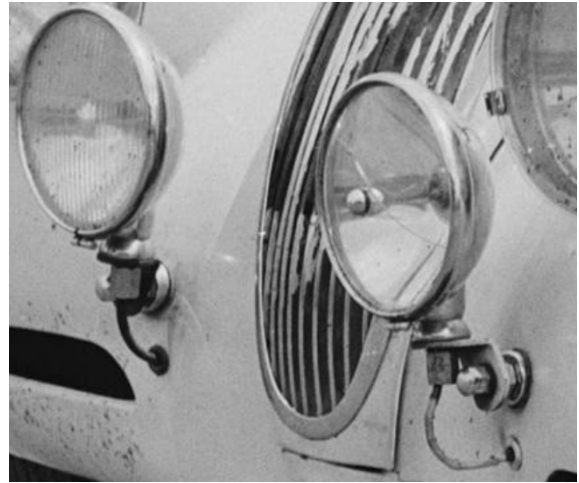
C.2988 SFT700S block type (vertical and horizontal lines) fog lamp lens for later steel-bodied cars from Jan 1952 build date onwards. Photo by Lucas Master Catalog 713A (Dec 1952)



The three 'works team' XK 120's (June 1950) Le Mans 24-hour race, showing their factory fitted fog lamps, mounting brackets and black plastic sleeve covered wiring cables routed through the front wings. Photo provided by JDHT.



The (056117) universal two-piece, adjustable fog lamp mounting bracket shown above, is NOT an authentic Jaguar factory supplied XK 120 C.2985/86 fog lamp mounting bracket. Therefore, it is 'NON-AUTHENTIC' for judging purposes. Photos provided by Roger Payne.



XK120 with front bumper-bars removed for racing, showing the original mounting brackets correctly mounted, and the black plastic sleeve covered cables passing through rubber grommets and holes drilled just under each light.

NOTE: The following judging criteria is based on extensive fog lamp research done by co-author Roger Payne:

- From 1949 to Nov 1951-Jan 1952 cars, ONLY Lucas SFT.700S with 'vertical fluted' lens is correct.
- From Jan 1952 onwards, ONLY Lucas SFT.700S with 'block type' lens is correct.
- Any entry with 'driving/long range lamps and clear plain lens' (like the left side driving lamp pictured above) are NON-AUTHENTIC.
- Factory supplied C.2985/86 (right/left side) fog lamp mounting brackets are 'L' shaped one-piece steel plate attached just behind the dome nut, mounted to the threaded extensions, used to attach the bumper spring blades. (pictured above right)
- Factory installed fog lamps have black plastic sleeve covered cables passing through rubber grommets and holes drilled just under each lamp. (pictured above right)
- Any 'clamping' type brackets, whether the Lucas universal type (pictured above left), or similar arrangements are NON-AUTHENTIC.
- Fog lamp wiring looms passing through the front brake air vents are NON-AUTHENTIC.

Radiator Grille Assembly



Early cars (up to about 1951) have grille vanes with raised-flutes on leading edges.



Later grille vanes have rounded leading edges.

- The chrome-plated brass Grille Assembly should have 13 Vanes.
- The vanes had a raised-flute on the leading-edge profiles for earlier XK120s up to about 1951, and thereafter for later XK120s the vanes were no longer fluted.

NOTE: There are competing views whether the later vane profile is the result of new tooling, and thus an exact demarcation, or whether it is the result of tooling gradually wearing out, and thus no exact demarcation. As the exact demarcation for this vane profile change has not been established at present, for judging purposes, either or intermediate profiles are accepted as being authentic, but any one grille should have matching vane profiles.

- All vanes should be straight, evenly spaced, and with matching vane profiles.
- The chrome grille surround should fit evenly into the bonnet aperture, with no gaps evident.

Side Lamps (Early Steel Bodied OTS) ¹



'Original' LUCAS MODEL 490 side lamp with plain, slightly convex, opaque/white lens.



*'Original' LUCAS MODEL 490 side lamp
NOTE: over time, the lens can turn a 'yellowish' color which is acceptable.*



'Replacement' side lamp lens, marked 'LUCAS 490 ENGLAND' with basic bullseye/ring pattern.

- For all steel-bodied OTS chassis nos. 670185 to 672926 (March 1950 to Oct 1952), chrome-plated sidelamps housings (casing) are fitted. The interior lamp assembly (Lucas 52150/A-490) has a plain, slightly convex, opaque/white lens.
- The chrome sidelamp housings have a rubber seal (mounting pads). (pictured above left)
- The interior assemblies are fastened to their housings by chrome plated raised countersunk headed, slotted screws.
- Replacement, and later Lucas interior lamp assemblies have a clear molded glass lens with LUCAS 490 ENGLAND lettering (pictured above right), and include a thin rubber 'O-ring' that fits between the lens' chrome rim and the sidelamp housing

NOTE: Due to the scarcity of serviceable plain convex lens, either of the two pictured/described side lamp lens' are acceptable for judging purposes.

¹ Sources: J.8 JSPC (1950-1958), page 85. Urs Schmid, XK 120, Vol 2, page 112. Anders Ditlev Clausager. Jaguar XK 120 in Detail, page 106.

External Rear Vision Mirrors, Fender/Wing or Door Mounted Mirrors ²

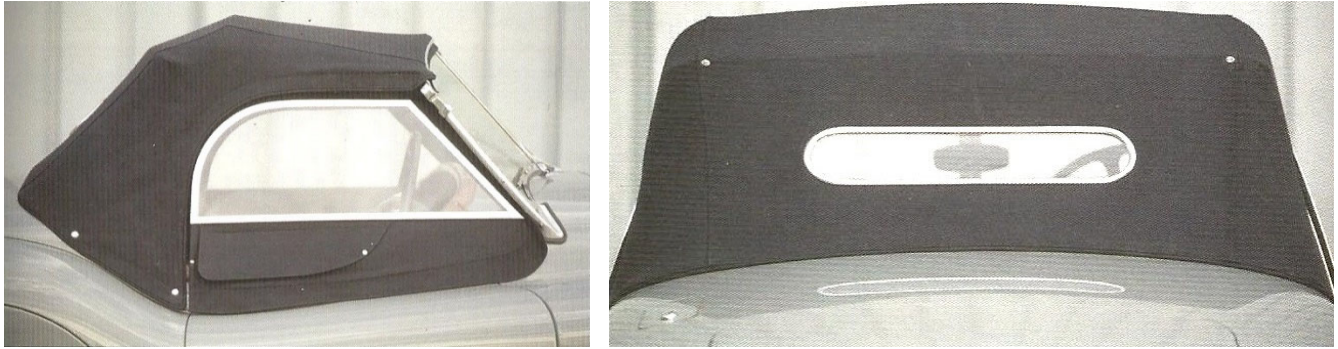


NOTE: There is no evidence that any XK120s were fitted with external rear vision mirrors — fender/wing or door mounted — by the Jaguar factory as either standard equipment nor as an optional extra. The pictured Lucas 406 style fender/wing and door mounted mirrors were however often fitted/available as original/optional equipment to a number of other period British cars, but not to any XK120 cars.

- However, for ‘safety’ reasons, fender and door mounted external rear vision mirrors were immediately popular in the US market. When owners requested mirrors from US Jaguar dealers, these period LUCAS 406 style mirrors were predominantly fitted to both new XK120s and aftermarket request.
- If an XK120 entry has external rear vision mirrors fitted:
 - Any period of external rear vision mirror, available during 1949 to 1954 is allowable without penalty but must be a ‘wing mirror’ design. (see pictures above)
 - A single mirror can be placed anywhere on the driver’s side only fender/wing, or matching mirror pairs can be fitted to both fenders.
 - A single mirror can be fitted to the driver’s side door, or a matching pair can be fitted to both doors near the windscreen, as shown in above right photo.
 - The mirrors themselves must be 1949 to 1954 period accessories, and their mounting must be of a period and well executed design.

² Sources: Detailed research by co-author Roger Payne, Lucas Master Catalogue 713 and by not being included within J.8 JSPC (1950-1958).

Hood Cloth Assembly, Style-1 (OTS Earliest Steel Body) ³



Photos © Copyright 2002 by Urs Schmid

- OTS chassis nos. 670185 to 671097 (April 1950 to February/March 1951), are fitted with a BD.3824 'short hood' cloth assembly with a non-zippered backlight assembly, mounted onto the chrome-plated hoodsticks assembly.
- The hood should have a proper canvas flap below the canopy rail, covering the top chrome frame of the windshield and extending over the outer stanchions.
- The hood should have two 'Durable-Dot' snap fasteners on the body immediately behind the doors on both sides.
- The hood should be the proper style and length.
- The hood should have the proper back curtain and 'wider backlight' assembly.
- **NOTE:** SEE INTERIOR SECTION 'HOODSTICKS ASSEMBLY'

Hood Cloth Assembly, Style-2 (OTS Early Steel Body) ⁴



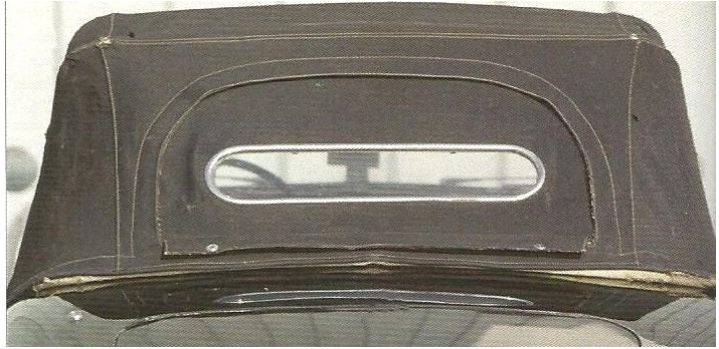
Left photo © Copyright 2002 by Urs Schmid

- OTS chassis nos. 671098 to 673395 (February/March 1951 to January 1953), steel-bodied cars are fitted with a long hood cloth assembly complete with backlight/curtain and single zipper fastener, mounted onto the greenish/grey paint hoodsticks assembly.
- The teardrop retainer hooks were moved rearwards by 5-inches.
- The hood should have a proper canvas flap below the canopy rail, covering the top chrome frame of the windshield and extending to the outer stanchions.
- The hood should have two 'Durable-Dot' snap fasteners on the body immediately behind the doors on both sides.
- The hood should have the proper back curtain and backlight assembly.
- The hood should have two 'Lift-the-dot' posts directly below the rear curtain.
- **NOTE:** SEE INTERIOR SECTION 'HOODSTICKS ASSEMBLY'

³ Sources: J.8 JSPC (1950-1958), pages 78. Urs Schmid, XK 120, Vol 2, pages 97-101.

⁴ Sources: J.8 JSPC (1950-1958), page 79. Urs Schmid, XK 120, Vol 2, pages 97-101.

Hood Cloth Assembly, Style-3 (OTS Later Steel Body) ⁵

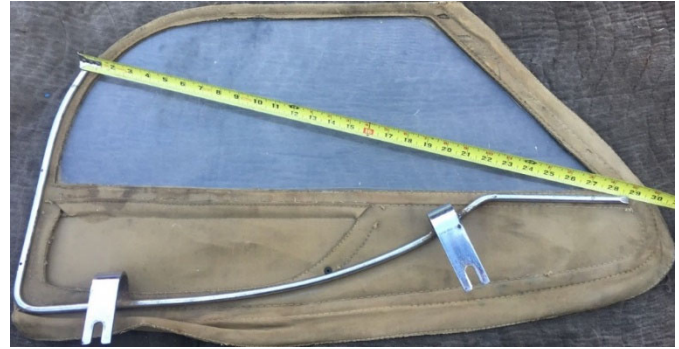


Photos © Copyright 2002 by Urs Schmid

- OTS chassis no. 673396 (January 1953) onwards, steel-bodied cars are fitted with a long hood cloth assembly complete with backlight/curtain and three zippers, mounted onto the greenish/grey paint hoodsticks assembly.
- The hood should have a proper canvas flap below the canopy rail, covering the top chrome frame of the windshield and extending over the outer stanchions.
- The hood should have three 'Durable-Dot' snap fasteners on the body immediately behind the doors.
- The hood should be the proper style and length.
- The hood should have the proper back curtain and backlight assembly.
- The hood backlight assembly should have two 'Lift-the-dot' fasteners attached to the bottom edge of the curtain (for attaching the backlight assembly to two 'Lift-the-dot' studs on the interior rear-hoodstick when the rear-backlight is unzipped and opened).
- **NOTE:** SEE INTERIOR SECTION 'HOODSTICKS ASSEMBLY'

⁵ Sources: J.8 JSPC (1950-1958), page 79. Urs Schmid, XK 120, Vol 2, pages 97-101.

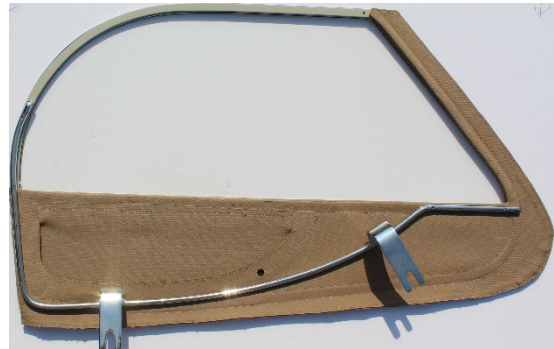
Side Curtains, Style-1 (Earliest Steel-Body) ⁶



- OTS chassis nos. 670185 to 671195 (March 1950 to May 1951), BD.3372/73 Style-1 side curtains are fitted for the BD.3824 ‘short hood’ cloth assembly.

NOTE: Side curtains are displayed and judged outside the car, same as the tonneau cover.

Side Curtains, Style-2 (Early Steel-Body) ⁷



- OTS chassis nos. 670185 to 671097 (April 1950 to February/March 1951), BD.4492/93 Style-2 side curtains are fitted for the BD.5866 hood cloth assembly.

NOTE: Side curtains are displayed and judged outside the car, same as the tonneau cover.

Side Curtains, Style-3 (Later Steel-Body)



⁶ Source: *J.8 JSPC (1950-1958)*, page 60. Urs Schmid, *XK 120*, Vol 1, page 51, Vol 2, page 193.

⁷ Source: *J.8 JSPC (1950-1958)*, page 79A. Urs Schmid, *XK 120*, Vol 1, page 51, Vol 2, page 193.

- OTS chassis no. 671196 (May 1951) onwards, BD.5853/54 Style-3 side curtains are fitted for the BD.8267 hood cloth assembly.

NOTE: Side curtains are displayed and judged outside the car, same as the Tonneau cover.

Exhaust System (Tail Pipes)

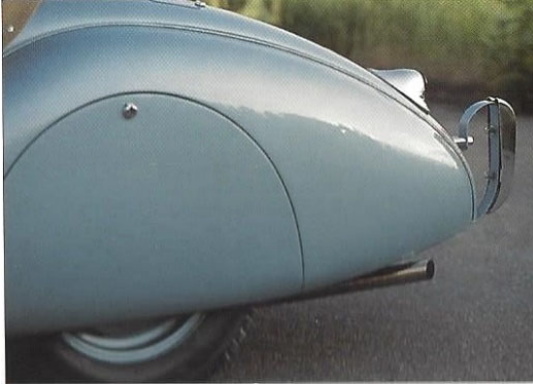
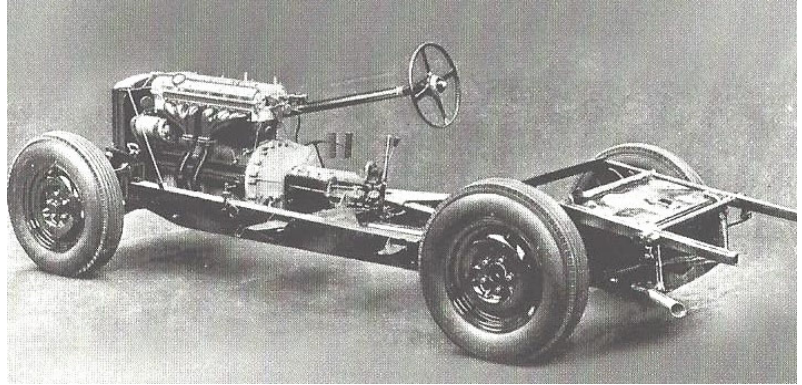


Photo © Copyright 2002 by Urs Schmid



Factory photo of a chassis with angled single tail pipe and chrome tip. JDHT.

FACTORY DELIVERED SINGLE TAIL PIPES, ANGLED OUT THE SIDE ⁸

- OTS chassis nos. 670185 to 672143 (March 1950 to May 1952), steel-bodied cars are fitted with a single-tail pipe angled approximately 30° exiting from under the rear wing (fender) with the exposed portion of the tip chrome-plated.

FACTORY DELIVERED SINGLE TAIL PIPES, EXITING STRAIGHT TO THE REAR: ⁹



OTS/FHC/DHC single exhaust system.

- OTS chassis no. 672144 (May 1952) onwards.
- FHC chassis no. 679001 (July 1951) onwards, non-Special Equipment (SE) models.
- FHC chassis No 680738 (February 1953) onward, Special Equipment (SE) models changed from dual-exhaust to single
- All DHC's (including SE models) chassis no. 677001 (January 1953) onwards.

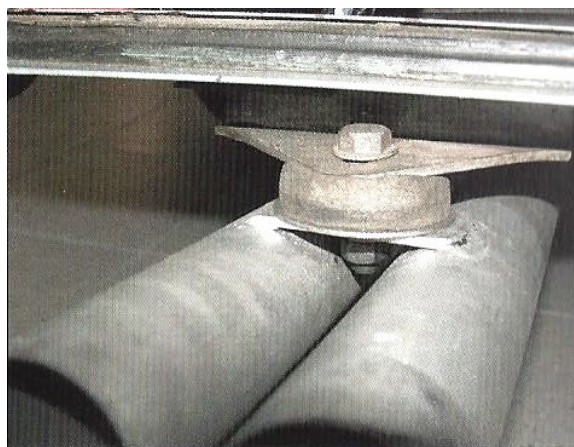
NOTE: Rear exiting single tail pipes should be painted semi-gloss black and exit under, but not beyond the left rear bumper.

⁸ Source: J.8 JSPC (1950-1958), page 44-44A. Urs Schmid, XK 120, Vol 1, pages 105, 112 and 257.

⁹ Source: J.8 JSPC (1950-1958), page 44-44A. Urs Schmid, XK 120, Vol 1, pages 112 and 257, Vol 2, page 117. Anders Ditlev Clausager, Jaguar XK 120 in Detail, page 107.



Dual exhaust system.



Dual exhaust mounting.

- From approximately June 1952, onward, only OTS and FHC SE models, were factory-fitted with dual exhaust systems and twin tail pipes.

NOTE 1: From Chassis No. 680738 (February 1953) onwards, the factory reverted to single exhausts for FHC SE's.

NOTE 2: Twin tail pipes are supported, under the rear edge of the spare tire compartment, and exit to the right of the left-hand bumper. They are painted semi-gloss black and do not extend beyond the rear over-riders (bumpers).

Tyres (Tires) ¹¹



Dunlop RS4 black wall tire.



White sidewall tire. photo © Copyright 2002 by Urs Schmid.

Tires are considered 'expendable' and therefore any replacement brand is acceptable, based on the following:

- All judged tires should be **6.00 – 16** size, and bias-ply (cross-ply) 'non-radial' construction.
- All judged tires should be of the same brand and size.
- All judged tires should have the same tread pattern appearance.
- All judged tires should have the same outer sidewall appearance (inner sidewalls are not judged).
- White sidewall tires first available as an optional extra for the XK120 from May/June 1953 onwards.

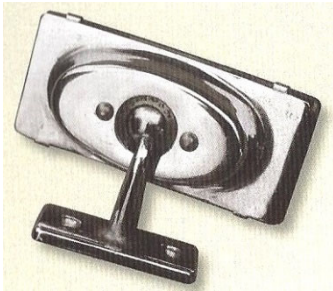
NOTE 1: White sidewall tires installed on XK 120 Champion Division entries with build dates prior to May 1953 are considered to be a NON-AUTHENTIC after-market dealer-installed accessory.

¹⁰ Sources: J.8 JSPC (1950-1958), page 44-44A. Urs Schmid, XK 120, Vol 1, pages 112 and 257. Ander Ditlev Clausager, Jaguar XK 120 in Detail, page 105.

¹¹ Source: Urs Schmid, XK 120, Vol 1, page 123.

Interior

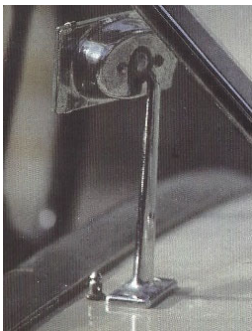
Interior Mirrors and Adjacent Tonneau Fasteners (OTS) ¹²



From March 1950 to August 1950, (C.2887) narrow convex glass interior mirror, short stem.



From August 1950 to February 1953, (C.4097) narrow convex glass interior mirror, long stem.



From August 1950 to February 1953, (C.4097) narrow convex glass interior mirror, long stem (rear-view).



From October 1950 to February 1951 and some later, (C.4645) oval convex glass interior mirror, short stem.

All photos above, © Copyright 2002 by Urs Schmid.



February 1953 onwards, (C.5500) wide flat glass interior mirror, short stem.

TONNEAU COVER FASTENERS — STEEL-BODIED CARS:

- OTS chassis nos. 670185 to 671465 (March 1950 to August 1951), two 'Tenax' securing fastener studs are used to secure the tonneau cover to the sides of scuttle, and to secure the tonneau cover at the side of the mirror.
- OTS chassis no. 671466 (August 1951) onwards, 'Lift-the-Dot' securing fasteners are used to secure the front of the tonneau to the base of the windshield stanchions and to the cowl beside the rear-view mirror.

C.2887 - NARROW CONVEX GLASS MIRROR, WITH SHORT STEM — SIZE: 1-5/8" X 3-1/2"

- OTS chassis nos. 670185 to 670608 (March 1950 to August 1950), the mirror is fitted to the scuttle top above the dashboard using chrome-plated countersunk setscrews, and nuts.

C.4097 - NARROW CONVEX MIRROR, WITH LONG STEM — SIZE: 1-5/8" X 3-1/2"

- OTS chassis nos. 670609 to 673586 (August 1950 to February 1953), the mirror is fitted to the scuttle top above the dashboard using chrome-plated countersunk setscrews, and nuts.

C.4645 - NARROW CONVEX OVAL MIRROR, WITH SHORT VERTICAL or SLANTING STEM — SIZE: 1-5/8" X 3-1/2"

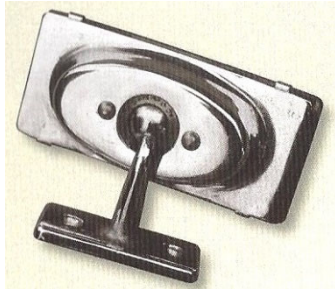
- From October 1950 to February 1951, steel-bodied OTS, intermediate type of interior rear-view mirror.
- In some cases, also was installed on later cars as an optional-extra.

C.5500 - WIDER FLAT GLASS MIRROR, TALL STEM — SIZE: 1-5/8" X 4-1/2"

- OTS chassis no. 673587 (February 1953) onwards, a 'Lift-the-Dot' fastener stud or the tonneau cover is fitted on the scuttle top next to the mirror base on the right-side.

¹² Sources: J.8 JSPC (1950-1958), Urs Schmid, Jaguar XK 120 Vol 2, pages 32-33.

Interior Mirrors (FHC/DHC) ¹³



From July 1951 to February-March 1953, (C.2887) narrow convex glass interior mirror, short stem.



*(C.4645) oval type interior mirror, short stem,
fitted as an OPTIONAL-EXTRA.
Photo © Copyright 2002 by Urs Schmid.*



*From February 1953 onwards, (C.5500) wide flat glass interior
mirror, short stem.*

C.2887 - NARROW CONVEX GLASS MIRROR, WITH SHORT STEM — SIZE: 1-5/8" X 3-1/2"

- FHC chassis nos. 679001 to 680867 (July 1951 to February 1953), the mirror is attached to the center leather covered plywood capping above the dashboard, using chrome plated raised countersunk headed, slotted screws.

C.5501 - WIDER FLAT GLASS MIRROR, TALL STEM — SIZE: 1-5/8" X 4-1/2"

- FHC chassis no. 680868 (February 1953) onwards and all DHC chassis no. 677001 onwards, the mirror is attached to the center leather covered plywood capping above the dashboard, using chrome plated raised countersunk headed, slotted screws. (see photo bottom-right)

NOTE: The FHC/DHC C.5501 mirror shares the same Glass as the OTS C.5500 mirror but has a slightly different bracket.

¹³ Sources: J.8 JSPC (1950-1958), Urs Schmid, Jaguar XK 120 Vol 2, pages 32-33).

Grab Rail (OTS) ¹⁴



Early steel-bodied car.



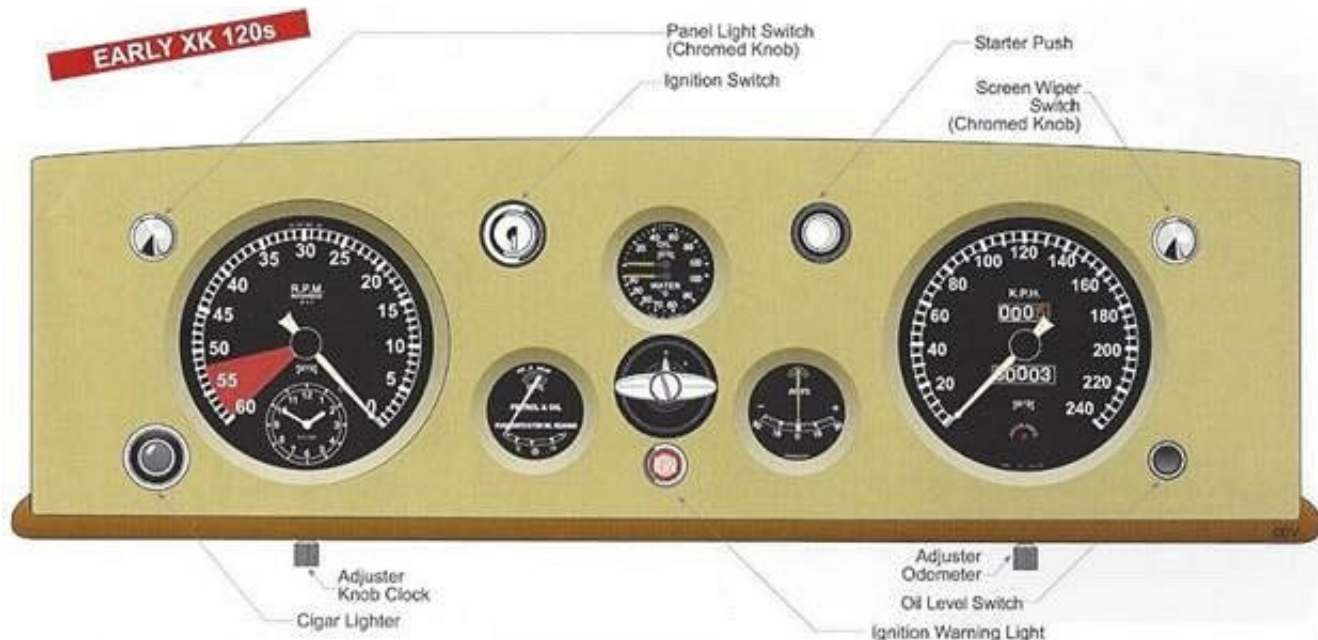
*Later steel-bodied cars grab rail bar painted greenish/grey.
Photo © Copyright 2002 by Urs Schmid.*

- A new design BD.4660 Grab Rail being introduced from the first steel bodied OTS 670185 onwards, was mounted directly onto the facia. These replaced the earlier BD3442 Grab Rail mounted from under the scuttle top, as had been used on all aluminum bodied XK120s.
- The steel bodied BD.4660 was most commonly found to be chromium plated (including its mounting escutcheons)
- For a brief period, BD.4660 Grab Rails were supplied painted a greenish-grey (possibly aligning with the period of Nickel use restrictions) and indeed is sometimes reported in exceptional cases to be found painted in body color.

NOTE: Based on conflicting research unable to ascertain better demarcations, ALL THREE FINISHES are accepted as being authentic, although chromium-plated is dominant for both earlier and later steel bodied OTS.

¹⁴ Sources: J.8 JSPC (1950-1958), pages 58 and 77. Urs Schmid, XK 120, Vol 2, pages 30 and 31.

Instrument Panel Assembly (Early OTS) ¹⁵



Instrument Panel Assembly illustration used by permission of Bernard Viart, from his book XK 120 Explored (published by PJ Publishing Ltd). See text and NOTES below for detail and exceptions.

This illustration is representative of the all early steel bodied OTS up to chassis no. 672949 (September 1952) (less 672943, 672946 to 672948). This refers to the INSTRUMENT PANEL ASSEMBLY only, thus with respect to the general layout of the five gauges and the various switches and lights, including it being trimmed in leather.

The Instrument Panel is trimmed in leather, and edged around the bottom in Rexine (Leather-Cloth) piping of a matching color with the XK120's seats. However, if the OTS has 'duo-color' (two-tone) seats, the instrument panel leather matches the lighter color of the inner-pleated seat panels, with the darker outer-seat-panels leather color being matched in color by the contrasting darker piping color as illustrated above.

NOTE; the actual gauges and switches are as detailed below.

FIVE GAUGES

- **REV.COUNTER and ELECTRIC CLOCK.** Left Side as shown, and unchanged for all LHD steel bodied XK120. (**NOTE:** RHD cars can often be found with Rev. Counter on RHS and Speedometer on LHS). Always the same SMITHS counter-clockwise unit with its 5200 RPM red-line, and an included small 12-hour electric clock.
- **SPEEDOMETER** complete with Headlamp main-beam **WARNING LIGHT**. Right Side position as shown. Visually, there are two scale variants; for North American market always a **0 – 140 M.P.H** unit, and not the European metric **240 K.P.H** unit as in the above illustration. (There were minor variations in internal gearing to suit the various standard and optional rear axle ratios, visually distinguishable only by the small lettering beneath the odometer).
- **OIL – WATER.** Small gauge, top-center, as shown, and unchanged for all XK120. Always the same dual **0 – 100 psi** Oil Pressure Gauge and **30 – 100 °C** Water Temperature Gauge.
- **PETROL & OIL.** Small gauge, lower-left of center as shown. For early XK120 up to 672949 only, a dual gauge sharing the same graduated $\frac{1}{4}$ - $\frac{3}{4}$ - **F** scale for Petrol tank level, and when oil-level switch is pressed for Oil sump level. There is a small warning light in the $\frac{1}{2}$ graduation position illuminating when there is a low level in the petrol tank
- **AMPS.** Small gauge, in lower-right of center position as shown, for early XK120 only.

¹⁵ J.8 JSPC (1950-1958), page 82, Urs Schmid XK 120 Vol 2, page 36-41 and 193.

The gauge itself, for all XK120 is always the same **-30 to +30** Ammeter.

SWITCHES and WARNING LIGHTS

All Switches and Warning Lights are as positioned in above illustration, noting in particular ...

- The Panel Light Switch is at the top-outside-left and has a matching chromium plated pull/push knob, as has the Windscreen Wiper Switch.
- The Ignition Switch is at the top, left-of-middle, is chromium plated, with a recess to accept a Key.
- The Starter Switch is at the top, right-of-center and has a chromium-plated push-in button, within a surrounding bezel.
- The Windscreen Wiper Switch is at the top-outside-right and has a matching chromium plated pull/push knob, as has the Panel Light Switch.
- The Road Lights Switch in the lower-middle, has a large chromium plated pointed handle (horizontal-wings handle when pointer is to OFF position), and a black escutcheon showing the three positions **OFF**, **S** and **H** (Off, Side and Head lamps) in white.
- The Cigar Lighter at the lower-outside-left, initially a push-in black knob with a central glass lens, but from 671413 (July 1951) the new thermostatic lighter now has a large chromium plated push-in knob, both being within the chrome surrounding rim of the lighter body. NOTE: Either black or chromium cigar lighters are acceptable.
- The Ignition Warning Light is directly beneath the Road Light Switch, has a red lens (with a chrome eyelet), that is back-lit (to show when the Ignition is on).
- The Oil Level Switch is at lower-outside-right and has black Bakelite button that you push-in for an oil-level reading, with a surrounding chrome eyelet.

NOTE 1: If optional Fog Lamps are fitted, the Fog Lamp Switch was never fitted anywhere on the Instrument Panel Assembly, but instead was fitted on the driver's side fascia panel.

NOTE 2: An optional Car Heater Assembly was first available with the introduction of the steel-bodied OTS from 670185 (March 1950) onwards and was later fitted as standard equipment from 671493 (Sept. 1951) onwards.

- When a car heater was installed, a Heater rheostat is fitted to the driver's side fascia panel fitted with a black knurled rotary-knob, labeled **FAST ↔ SLOW HEATER**. (For OTS from Sept. 1951 onwards with the 'Late OTS' Instrument Panel)

NOTE 3: Windscreen Washers were not offered until October 1952 onwards, thus there is no provision for any Windscreen Washer Switch as was fitted to later XK120s.

NOTE 4: Turn Signals (Flashers or Trafficators) were not offered for OTS until October 1952 onwards, thus there is no provision for any Trafficators Warning Light on the Instrument Panel, as was fitted to later XK120s.

Instrument Panel Assembly (Later OTS) ¹⁶



Instrument Panel Assembly illustration used by permission of Bernard Viart, from his book XK 120 Explored (published by PJ Publishing Ltd). See text and NOTES below for detail and exceptions.

This illustration is representative of the all later OTS from 672950 (September 1952) onwards, regarding the INSTRUMENT PANEL ASSEMBLY only (with respect to the general layout of the five gauges, and various switches and lights), including it being trimmed in leather of a matching color with the XK120s seats. Noting the actual gauges and switches are as detailed below.

LATER OTS STEEL-BODIED INSTRUMENT PANEL ASSEMBLY (LESS ALL INSTRUMENTS)

- OTS chassis no. 672950 (September 1952) to 673008 (October 1952) (and 672943, 672946 to 672948), has the second steel bodied OTS revised instrument panel assembly arrangement.
- This is mostly as shown above but does not include any hole/provision for any windscreen washer button as shown mid-way on the RHS edge.
- From OTS chassis no. 673009 (October 1952) onwards, there was now a hole for the fitment of a windscreen washer button to the right of the speedometer if windscreen washers are fitted, noting this was the case for all North American market OTS from October 1952 onwards. (XK120s supplied to certain other markets, may not have had windscreen washers fitted, and if not, a chromium plug filled this now standardized hole)

The five gauges, various switches and warning lamps to suit these later XK120 from September 1952 onwards, were as follows...

FIVE GAUGES

- REV.COUNTER and ELECTRIC CLOCK. Left Side as shown.
Always the same SMITHS counter-clockwise unit with a 5200 RPM red-line, and an included small 12-hour clock.
- SPEEDOMETER complete with Headlamp WARNING LIGHT. Right Side position as shown.
Visually, two scale variants; for North American market always a 0 – 140 M.P.H unit, and not the European metric 240 K.P.H unit as in above illustration. (There were minor variations in internal gearing to suit the various standard and optional rear axle ratios, visually distinguishable only by the small lettering beneath the odometer).
- OIL – WATER. Small gauge, top-center, as shown.
Always the same dual 0 – 100 psi Oil Pressure Gauge and 30 – 100 °C Water Temperature Gauge.
- AMPS. Small gauge, lower-left of center, as shown.
Always the same -30 to +30 Ammeter.
- PETROL. Small gauge, lower-right of center, as shown.
Always the same graduated 1/4 - 3/4 - F Petrol tank level Gauge, with a small low-level warning light in the 1/2 graduation position.

SWITCHES and WARNING LIGHTS

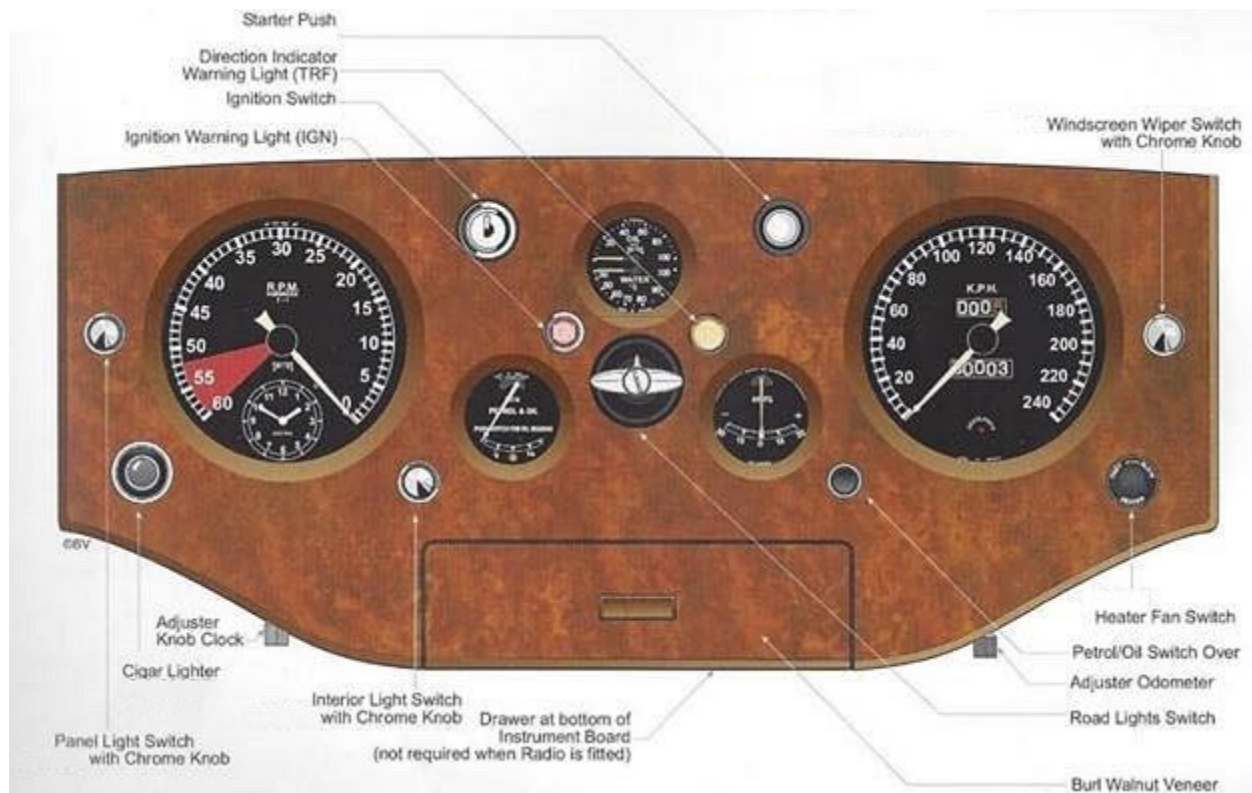
All Switches and Warning Lights are as positioned in above illustration, noting in particular...

¹⁶ Source: J.8 JSPC (1950-1958), page 82A, Urs Schmid XK 120 Vol 2, page 42, 45.

- The Starter Switch at top, now left-of-center has a black Bakelite push-knob, with a chrome surrounding bezel.
- The Windscreen Wiper Switch, now at top right-of-center, has a black eight-eared rotary-knob, labelled **WIPER** in white.
- The Panel Light rheostat at the lower-outside-left, has a black knurled rotary-knob, labeled **OFF ↔ DIM PANEL** in white.
- The Ignition Switch at the lower left-of-middle, is chromium plated, with a recess to accept a Key.
- The Road Lights Switch in the lower-middle, has a large chromium plated pointed handle (vertical down handle when pointing to OFF position), and a black escutcheon showing the three positions **OFF**, **S** and **H** (Off, Side and Head lamps), and from March 1954 onwards just **O**, **S** and **H**
- The Cigar Lighter at the lower right-of-middle, from July 1951 had a large chromium plated push-in knob, but from 674415 (December 1953) onwards now has a large plain black Bakelite push-in knob (as illustrated), both being within a chrome eyelet.
- The Heater rheostat at the lower-outside-right, has a black knurled rotary-knob, labeled **FAST ↔ SLOW HEATER**
- There are two Warning Lights, positioned above, and to either side of the Road Lights Switch. The one on the left with a red lens, is back-lit **IGN** (to show Ignition is on), and on the one on the right with an amber lens, is back-lit **TRF** (to show Trafficators [Flashers] are on); both being within a chrome surrounding eyelet.
- When fitted from October 1952 onwards, a Windscreen Washer switch was fitted at the middle-outside-right, being a chromium plated push-button with a chrome surrounding. (If Windscreen Washers are not fitted, the empty hole is filled with a chrome plated plug)

NOTE: If optional Fog Lamps are fitted, the Fog Lamp Switch was never fitted anywhere on the Instrument Panel Assembly, but instead was fitted on the driver's side facia panel – see page 81.

Instrument Panel Assembly (Early FHC) ¹⁷



*Instrument Panel Assembly illustration used by permission of Bernard Viart, from his book XK 120 Explored (published by PJ Publishing Ltd).
See text and NOTES below for detail and exceptions.*

This illustration is representative of the **all early FHC up to chassis no. 680109** (September 1952) (and 680111, 680112 and 680115). This refers to the INSTRUMENT PANEL ASSEMBLY only, thus with respect to the general layout of the five gauges and the various switches and lights, including the instrument board itself having a Burr Walnut veneer finish.

- The Burr Walnut veneer (Burl Walnut is UK terminology) is applied in two main pieces joined at a vertical center-line, with the two halves being an exact mirror image (including the veneer for the sliding Drawer when fitted). This is not shown in the illustration above.
- For all FHC up to chassis number 679396 (February 1952), the upper corners of the Drawer and the drawer's aperture are square rather than having a radius, as shown.
- When an optional extra Radio is fitted the Drawer assembly is deleted, and the Radio is then mounted within the vacated aperture.

All five GAUGES, SWITCHES and WARNING LIGHTS from September 1952 onwards, are the same as described for 'Early OTS', apart from the following FHC only variations ...

¹⁷ Source: J.11 JSPC, page 2. Urs Schmid, XK 120, Vol 2, pages 30, 35 and 40..

FIVE GAUGES - all five gauges are positioned, and are as described for 'Early OTS'

NOTE 1: All Speedometers for North American market XK120s are **0 – 140 M.P.H** units (and not metric K.P.H as illustrated, these being typical of European and some other markets XK120s)

SWITCHES and WARNING LIGHTS - all switches and warning lights are positioned and are mostly as described for 'Early OTS', with the following three additions, and certain relocated positions

- An Interior Light Switch is now added and is located adjacent to the lower-right of the Rev. Counter and is fitted with a chromium plated pull/push knob.
- The Oil Level Switch is relocated to be adjacent to the lower-left of the Speedometer (symmetrically with the Interior Light Switch).
- A Heater rheostat is added to the lower-right and is fitted with a black knurled rotary-knob labeled in white **FAST ↔ SLOW HEATER**. (A car Heater was provided as standard, from the first FHC onwards).
- There are now two Warning Lights, positioned above and to either side of the Road Lights Switch. The one relocated to the left with a red lens, is now back-lit **IGN** (to show Ignition is on), and the additional one on the right with an amber lens, is back-lit **TRF** (to show Trafficators [Flashers] are on); both being within a chrome surrounding eyelet.

NOTE 2: If optional Fog Lamps are fitted, the Fog Lamp Switch was never fitted anywhere on the Instrument Panel Assembly, but instead was fitted on the driver's side facia panel.

Instrument Panel Assembly (Later FHC and all DHC) ¹⁸



Instrument Panel Assembly from a June 1953 DHC, typical of all 'Later FHC/DHC' XK120 (photo supplied by Cliff Lewis) — see text and NOTES below regarding detail of the gauges, switches and warning lights, and any variations.

This photo is representative of the **all later FHC from 680110** (September 1952) onwards, and **all DHC** from their start of production (January 1953). This refers to the INSTRUMENT PANEL ASSEMBLY only, thus with respect to the general layout of the five gauges and all the various switches and lights, including the instrument board itself having a Burr Walnut veneer finish.

- The Burr Walnut veneer is applied in two main pieces joined at a vertical center-line, with the two halves being an exact mirror image (including the veneer for the sliding Drawer when fitted) as shown in photo.
- When an optional extra Radio is fitted, the Drawer assembly is deleted, and the Radio is then mounted within the vacated aperture.

NOTE 1: It has not been established if the very first September 1952 'later FHC' Instrument Panel Assemblies included provision for the Windscreen Washer button, but it is presumed they did.

All five GAUGES, SWITCHES and WARNING LIGHTS from September 1952 onwards, are the same as described for 'Later OTS', apart from the following FHC/ DHC variations...

FIVE GAUGES - all five gauges are positioned, and as described for 'Later OTS'

NOTE 2: Claims that certain RHD FHC may have their REV.COUNTER and SPEEDOMETER positions transposed cannot be substantiated, but regardless, are not applicable to North American market FHCs.

SWITCHES and WARNING LIGHTS - all switches and warning lights are positioned, and are as described for 'Later OTS', with the following variations only...

- An Interior Light Switch is provided fitted at the middle-outside-left, being a black Bakelite pull/push- knob, labelled INT with a chrome surrounding bezel.

¹⁸ Source: Urs Schmid, XK 120, Vol 2, pages 41 and 42.

NOTE 3: If optional Fog Lamps are fitted, the Fog Lamp Switch was never fitted anywhere on the Instrument Panel Assembly, but instead was fitted on the driver's side facia panel – see page 81.



As with the OTS, from October 1952 onwards Windscreen Washers were standard equipment for North American market FHCs and DHCs, being activated by a chromium plated push-button switch with a chrome surrounding bezel fitted into a hole provided in the middle-outside-right position. If Windscreen Washers were not fitted as was the case sometimes for other markets, the empty hole was instead filled with a chrome plated plug, as per the example pictured (albeit this picture is of an XK140 DHC).

Radio (Optional Extra)¹⁹



Early C.4063 car radio assembly Radiomobile model RP.100, with "His Master's Voice" on the middle button.

RADIOMOBILE CAR RADIOS, CONSISTING OF RECEIVER UNIT, POWER UNIT, AERIAL, ETC.

- C.4063 (Radiomobile receiver RM.100) long/medium wave band.
 - Suitable for use in the British Isles, Austria, Belgium, Czechoslovakia, Denmark, Finland, France, Germany, Holland, Madeira, Norway, Roumania, Sweden, Switzerland.
- C.4064 (Radiomobile receiver 4012) medium wave band. (**NOTE:** all other components as for C.4063)
 - Suitable for use in Algeria, Argentina, Bahamas, Brazil, Canada, Ceylon, Chile, Cuba, Egypt, Gibraltar, Greece, Iran, Iraq, Malaya, Malta, Mexico, Portugal, Siam, Spain, tangiers, Uruguay, U.S.A., Italy.
- C.4065 (Radiomobile receiver 4014) medium wave band. (**NOTE:** all other components as for C.4063)
 - Suitable for use in Australia, New Zealand.
- C.4066 (Radiomobile receiver 4050) short/medium wave band. (**NOTE:** all other components as for C.4063)
 - Suitable for use in China, Cyprus, Gambia, Gold Coast, British Guiana, India, Jamaica, Japan, Kenya, Lebanon, Nigeria, Tanganyika, Rhodesia, Syria, Trinidad, Uganda, Venezuela, Union of South Afrika.



Later C.5379 Car Radio Assembly example Radiomobile model RM.4202 rebranded EMITRON as supplied for aftermarket use in North and South America only (but not the UK and all other markets). (Picture of the author Bob Sheridan's 1952 XK 120 OTS, chassis no. 672233)

¹⁹ Sources: J.8 JSPC, pages 92-95. Urs Schmid, XK 120, Vol 2, pages 138-139.

RADIOMOBILE CAR RADIOS, CONSISTING OF RECEIVER UNIT, POWER UNIT, AERIAL, ETC.

- C.5378 (Radiomobile receiver RM.4200) long/medium wave band.
 - *Suitable for use in Austria, Belgium, British Isles, Czechoslovakia, Denmark, Finland, France, Germany, Holland, Madeira, Norway, Roumania, Sweden, Switzerland, Turkey.*
- C.5379 (Radiomobile receiver RM.4202) medium wave band, pictured above. (**NOTE:** all other components as for C.5378)
 - *Suitable for use in Algeria, Argentina, Australia, Bahamas, Brazil, Canada, Ceylon, Chile, Cuba, Egypt, Gibraltar, Greece, Iran, Iraq, Malaya, Malta, Mexico, New Zealand, Portugal, Siam, Spain, Tangiers, Uruguay, U.S.A., Italy, Puerto Rico.*
- C.5380 (Radiomobile receiver RM.4300) short wave band. (**NOTE:** all other components as for C.5378)
 - *Suitable for use in British Guinea, China, Cyprus, Dutch West Indies, Gambia, Gold Coast, Hawaii, India, Indonesia, Jamaica, Japan, Jordan, Kenya, Lebanon, Madagascar, Mauritius, Morocco, Nigeria, Nyasaland, Palestine, Panama, Peru, Rhodesia, Syria, Tanganyika, Trinidad, Uganda, Union of South Africa, Venezuela.*

NOTES:

1. When factory fitted, the above RADIOMOBILE Receiver Units were suspended in brackets directly beneath the OTS leather trimmed Instrument Panel Assembly, or for FHC and DHC installed within the Burr Walnut veneered Instrument Panel Assembly, in the existing recess as vacated by the no longer supplied sliding Drawer.
2. Champion Division: Any brand of neatly installed radios of the correct vintage, using original or authentic mountings and original speakers and grilles are accepted for judging purposes.
3. Driven Division: Any contemporary radios, tape or CD players installed in the original mounting space, utilizing the original speaker locations and external housings and grilles are accepted without deduction.

Carpets (OTS)



Pictures by Bob Sheridan, Chassis 672233, May 1952

All CARPETS were of a short-cut-pile woolen material and were available in colors to match the standard range of nominally named 'Standard' colors, if not exactly matching the shades of leather colors, and other interior materials colors used – see Appendix 1 regarding standard and special option interior colors. There were SEVEN main carpet pieces used within an OTS interior....

- Shown above, top-left is the **PEDALS Carpet, LHS**.
 - This was basically a 29" x 14" piece cut to shape, bound (stitched) around its full perimeter with 1¼" 'Rexine' tape (Rexine being a cellulose/cotton based leathercloth).
 - Holes were added for the Clutch and Brake pedal stems, and also a rectangular cut out for the dipping switch bracket.
- Also shown is the **GEARBOX cover and INSPECTION plate**.
 - This started as a 32" x 30" piece, but was cut into four pieces, stitched and shaped to fit the Gearbox Cover shape
- Shown above, top-left is the **FRONT LHS Carpet**.
 - This was basically a 24" x 28¼" piece cut to shape, bound around its full perimeter in Rexine tape, with a HEEL PAD sewn in place. (See later for Heel Pad details and early and late variants.)
- Shown above, top-right is the **FRONT RHS Carpet**.
 - As per LHS above, but shaped for RHS, also with added Heel Pad.
- Lower-left is the **RHS UNDER-SEAT Carpet**.
 - This was basically a 23" x 23" piece cut to shape, bound around its full perimeter in Rexine tape, with four added small holes to clear the setscrews securing the seat-runners to the floor.
- Lower-right is the **MAIN RHS FLOOR Carpet**.
 - As per LHS above but shaped for RHS.

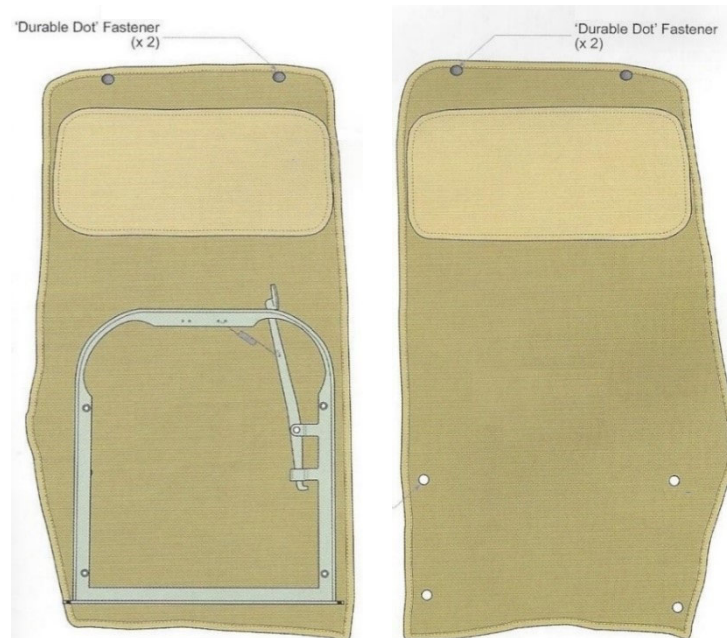
- Also shown is the GEARBOX cover, which started as a 32” x 30” piece, but was cut into four pieces, stitched and shaped to fit the Gearbox Cover shape.
- Also shown are stitched in-place GAUNTLETS for the CHANGE SPEED LEVER (Shifter) and HAND-BRAKE.

NOTE: All Carpet dimensions quoted are obtained from the factory build-sheet records, but are noted as being the raw material dimensions, before the Carpets are cut to shape and Rexine binding stitched in place.

FASTENERS for OTS Carpets.

- Factory records advise that for a set of steel-bodied OTS carpets, some **20** ‘Durable Dot’ button-head ‘snap’ fasteners are used, and these are positioned approximately as shown on the main illustration above. It is noted however that the ‘Durable Dot’ fastener shown on the outside-forward edge of both MAIN FLOOR Carpets, is often cited as not being included, given the additional securing by the seat-runners. Accordingly, either a **20** or **18** ‘Durable Dot’ fasteners configuration is considered to be authentic.
- All early steel bodied OTS up to sometime during 1952, used Durable Dot fasteners with their ‘button-head’ **Chromium** plated. From sometime in 1952 onwards, all later OTS had the ‘button-head’ **Black** enameled. (The exact demarcation date is unknown and indeed may have overlapped during 1952).

Carpets (FHC and DHC)



*Indicative Illustration of two (of the five) CARPETS, typical of all XK120 FHC and DHC, but refer to text.
(Illustration used by permission from Bernard Viart, from his book XK 120 Explored, published by PJ Publishing Ltd).*

All CARPETS were of a short-cut-pile woolen material and were available in colors to match the standard range of nominally named ‘Standard’ colors, if not exactly matching the shades of leather colors, and other interior materials colors used – see Appendix 1 regarding standard and special option interior colors. There were FIVE main carpet pieces used within both FHC and DHC interiors.....

- Not shown above, but similar to the OTS top-left is the **PEDALS Carpet, LHS**. This was basically a 28½” x 15” piece cut to shape, bound (stitched) around its full perimeter with 1¼” ‘Rexine’ tape. Holes were added for the Clutch and Brake pedal stems.
- Not shown above, but similar to the OTS top-right is the **TOEBOARD Carpet, RHS**. As above, but shaped for RHS, and no added holes.

- Above-left is the **MAIN LHS Carpet**. This is now a single piece Floor Carpet and was basically a 20" x 50" piece cut to shape, bound around its full perimeter in Rexine tape, with a HEEL PAD sewn in place. (See later for Heel Pad details and early and late variants.) There are also four added small holes to clear the setscrews securing the seat-runners to the floor.
- Above-right is the **MAIN RHS Carpet**. As per LHS above, but shaped for RHS, also with added Heel Pad and four small holes added.
- Not illustrated but the fifth carpet was for the **GEARBOX COVER**. This started as a 32" x 30" piece, but was cut, stitched and shaped to fit the Gearbox Cover shape, and included a stitched in-place GAUNTLET for the CHANGE SPEED LEVER (Shifter).

NOTE 1. All DHC use the same carpets as later FHC with the HARDURA Heel Pad.

NOTE 2: All Carpet dimensions quoted are obtained from the factory build-sheet records, but are noted as being the raw material dimensions, before the Carpets are cut to shape and Rexine binding stitched in place.

FASTENERS for FHC and DHC Carpets.

- Factory records are unclear about the number of 'Durable Dot' button-head 'snap' fasteners used for a set of FHC or DHC carpets, but they do show the added use of a single 'Durable Dot' **Eyelet type** fastener.
- Evidence from original FHC and DHC show that both the PEDAL and TOEBOARD carpets use 6 (3 each) button-head 'snap' fasteners in a similar position as that shown above for the OTS outboard and central positions, but that the inboard end of both carpets' overlaps and are joined by a shared 'Durable-Dot' Eyelet type fastener.
- Similarly, the MAIN Floor Carpets are found to have only 4 (2 each) button-head 'snap' fasteners being used, and these are positioned as shown in the above illustration.
- Until better evidence becomes available such a 6 plus 4 button-head 'snap' fasteners, plus a **single** Eyelet type fastener arrangement is considered authentic, if in the approximate described and illustrated positions.
- All early FHC up to sometime during 1952, used Durable Dot fasteners with their 'button-head' **Chromium** plated. From sometime in 1952 onwards, all later FHC and all DHC had the 'button-head' **Black** enameled.

Heel Pads (Early OTS and Early FHC)



Pictures by Dick Cavicke, JCNA chief judge and Bob Sheridan, author.

HEEL PADS for all earlier OTS and earlier FHC, up until approximately March 1953 were made from leather, in a color matching the seat leather. For 'duo tone' seats, matching the darker of the two colors.

- Leather Heel Pads were made from two rectangular pieces of leather, overlapped on their long-side, and stitched together.
- The 2-piece assembled Heel Pad was then stitched to the relevant MAIN FLOOR carpet just inside its rectangular perimeter, then additionally stitched across both diagonals corner to corner, as shown in above photo.
- For early steel-bodied OTS from 670185 (March 1950) onwards, the assembled two-piece Heel Pad was approximately a 13½" x 9½" rectangle.
- For early FHC from their start of production, the assembled two-piece Heel Pad was approximately a 15" x 8 ½" rectangle.

Heel Pads (Later OTS, Later FHC and all DHC)



Later OTS Heel Pad. (Photo © Copyright 2002 by Urs Schmid.)

HEEL PADS from approximately March 1953 onwards, thus for later OTS, later FHC and for all DHC from the start of their production were now made of HARDURA pieces edged with REXINE, and in a color nominally matching the color of the leather seats.

- The HEEL PADS were made of a single piece of HARDURA, approximately 14¼" x 8¼" (for OTS), but with all four corners now rounded. The HARDURA piece was then edged with stitched over REXINE tape
- Factory records have yet to be found that confirms the size of these HARDURA Heel Pads for FHC and DHC but are believed to be 14¼" x 8¼", thus wider and shorter, and are similarly edged in REXINE.
- The HARDURA edged REXINE Heel Pad assembly is then stitched in position onto its relevant MAIN FLOOR carpet, just within its rounded-corner perimeter. There is no additional diagonal stitching.



Later FHC and all DHC Heel Pad. (Photo © Copyright 2002 by Urs Schmid.)

NOTE: All Heel Pad dimensions quoted are taken from factory build records, with some possible ambiguity. These dimensions have not been confirmed from original surviving examples, thus for the purposes of AUTHENTICITY assessment, all advised dimensions should be considered as APPROXIMATE only.

Seat Frames ²⁰



Chrome-plated seat frames.



Seat frames painted greenish-grey.

- OTS seat frames until mid-1951 are chrome-plated. (Rufus Coburn XK 120 chassis 671414 (July 1951) has chrome-plated seat frames and hoodsticks and are believed to be original. Also substantiated by Urs Schmid examination of original XK 120s).
- FHC seat frames up to chassis no. 679020 (July 1951) are chrome-plated.
- FHC seat frames from chassis no. 679021 (August 1951) onwards, are painted greenish-grey.
- All DHC seat frames from the start of production are painted greenish-grey.

²⁰ Sources: J.8 JSPC (1950-1958), page 78. Urs Schmid, XK 120, Vol 2, pages 70.

Hoodstick Assembly and Underside, Style-1 (Earliest Steel Bodied OTS) ²¹



BD.3317 style-1 hoodsticks are chrome-plated and are used with the 'short hood' on the alloy and earliest steel bodied OTS cars.

- From OTS chassis nos. 670185 (April 1950) to 670725 (September 1950), BD.3317 Style-1 hoodstick assembly (top frames) are chrome-plated and are used on earliest steel-bodied car with Style-1 BD.3824 hood cloth assembly with backlight and no zipper.
- BD.3823 webbing strips used on the hoodsticks are two-inches wide.
- BD.3823 webbing strips are attached using two set screws, two cup washers and two dome nuts.

²¹ Sources: J.8 JSPC (1950-1958, pages 78 and 79. Urs Schmid, XK 120, Vol 2, pages 97 and 193.

Hoodstick Assembly and Underside, Style-2 (Early Steel Bodied OTS) ²²



BD.4727 style-2 hoodsticks are chrome-plated and are used with early steel bodied OTS cars until mid-1951.

- OTS hoodsticks until mid-1951 are chrome-plated. (Rufus Coburn XK 120 chassis 671414 (July 1951) has chrome-plated hoodsticks and are believed to be original. Also substantiated by Urs Schmid examination of original XK 120s).
 - BD.4727 Style-2 hoodstick assembly (top frames) are chrome-plated and are used on early steel-bodied XK120s with Style-1
 - BD.3824 hood cloth assembly with backlight and no zipper.
 - BD.3823 webbing strips used on the hoodsticks are two-inches wide.
 - BD.3823 webbing strips are attached using two set screws, two cup washers and two dome nuts.

²² Sources: J.8 JSPC (1950-1958, pages 78 and 79. Urs Schmid, XK 120, Vol 2, pages 97 and 193.

Hoodstick Assembly and Underside, Style-3 (Later Steel Bodied OTS) ²³



BD.5848 Style-3 hoodsticks are used with the longer hood on later steel-bodied OTS cars.

From OTS chassis nos. 671098 (May 1951) onwards:

- The last Style-3 hoodstick assembly (top frames) are used with
 - BD.5866 hood cloth assembly with back curtain and one zipper fastener to 673395 (January 1953).
 - BD.8267 hood cloth assembly with back curtain and three zip fasteners from 673396 (after January 1953).
 - BD.3823 webbing strips used on the hoodsticks are two-inches wide.
 - BD.3823 webbing strips are attached using two set screws, two cup washers and two dome nuts.

NOTE: After mid-1951, hoodsticks are painted greenish/grey. (pictured above).

²³ Source: J.8 JSPC (1950-1958), pages 78 and 79, Urs Schmid, XK 120, Vol 2, page 97 and 193.

Transmission Dipstick Inspection Cover



Oddie stud head



Oddie stud

Transmission dipstick cover with 2 Oddie stud fasteners — Photos on the right © Copyright 2002 by Urs Schmid

- The transmission dipstick inspection cover should be trimmed in Rexine the same color as the rest of the carpeting.
- The dipstick cover should be fastened by 2 Oddie studs.

Boot

Left Side of Luggage Compartment Panel



*Alloy cars and early steel-bodied cars, until end of 1950, had the tyre pump on left-hand side as pictured above.
Alloy cars and early steel-bodied cars, until end of 1950, had the tyre pump clipped onto the left-hand side panel as pictured above.
(NOTE, pictured tyre pump with brass feet is a reproduction)*



Early steel-bodied car, painted semi-gloss Black.



*Later steel-bodied car, painted body color. Photo ©
Copyright 2002 by Urs Schmid.*

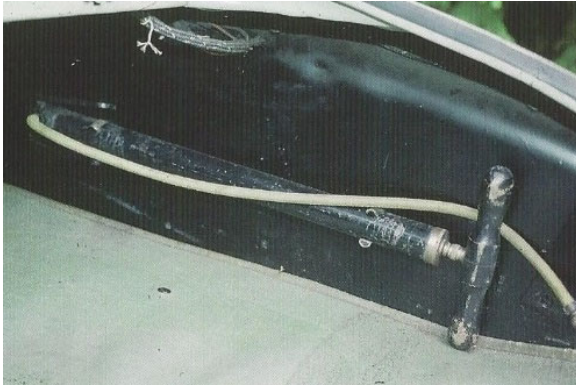
EARLY STEEL-BODIED XK120

- From March 1950 to October/December 1952, the left side luggage compartment panel is painted semi-gloss black.

LATER STEEL-BODIED XK120

- From December 1952 onwards, the left side luggage compartment panel is painted body color.

Right Side of Luggage Compartment Panel



Early steel-bodied car.

Photo © Copyright 2002 by Urs Schmid.



Later steel-bodied car.

EARLY STEEL-BODIED CAR

- All OTS to October/December 1952, the right-side luggage compartment panel is painted semi-gloss black. (later cars now had tyre pump clipped on RHS, and no longer on LHS)

LATER STEEL-BODIED CAR

- From December 1952 onwards, the right-side luggage compartment panel is painted body color. (all have tyre pump clipped on RHS)

Boot (Luggage Compartment) Light Switch



- The boot wiring harness is protected by a black vinyl or PVC type material conduit.
- The boot light switch may be EITHER chrome-plated or a dull, cadmium-plated finish.

NOTE: Urs Schmid's book, *Jaguar XK 120*, Vol 2, page 88, picture 2, shows a vinyl conduit (like the one pictured above) used for Alloy cars and page 91, picture 1, shows a vinyl conduit (like the one pictured above) used for steel-bodied cars. Page 92, picture 3, illustrates a boot light switch and shows the exposed wiring harness without its vinyl conduit. The author's and the JCNA Judging Guide review team agree that the original harness should have a vinyl conduit as illustrated above. Therefore, the lack of having a vinyl conduit covered exposed harness is "NON-AUTHENTIC".

Tool Pictures



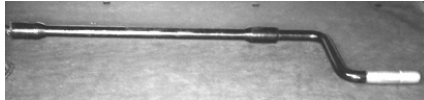
C.991 Oil Gun (Hydraulic)



C.4560 Grease Gun (Tecalemit)



C.993 Extractor for Tyre Valve



C.2883 Starting Handle



C.2955 Wheelbrace



C.2953 Jack (From 1949 to Sept. 1950)



C.2953 Jack (From Sept. 1950 onwards)



C.2954 Ratchet-Lever for Jack



C.997 Tyre Pump with Flex



2072 Key for Budget Lock (for Wheel Covers when Disc Wheels are fitted)



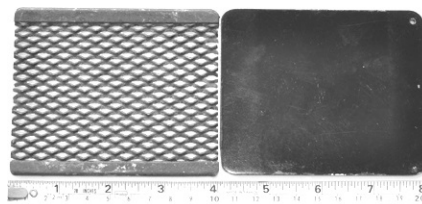
C.3993 Gauge for Valve Timing



*C.2999 Original Container for C.3993
Picture by David Watham*



*C.2999 Alternative Design Reproduction
Container for C.3993*



C.4292 Blanking Plate for Air Scoops (2)



C.1001 Tyre Levers (2)



C.4075 Feeler Gauge



C.5587 Feeler Gauge



C.2967 Brake Bleeding Wrench

Engine Compartment

Brake Fluid Supply Tank (Single), Single-Circuit Brake Master Cylinder, Brake Light Switch and Heat Shield ²⁴



Brake fluid supply tank assembly, showing the glass body and filler cap.



Brake master cylinder assembly, stop light switch fitted to the front, heat shield and supply line coming from the supply tank assembly above.

BRAKE FLUID SUPPLY TANK ASSEMBLY (GIRLING H.2812):

- OTS chassis nos. 670185 to 672048 and FHC chassis nos. 679001 to 679621 (March/July 1950 to April 1952), are all fitted with a Girling brake fluid glass single-supply tank assembly, feeding brake fluid to the single-circuit brake Master Cylinder assembly.
- With LHD XK120s, the glass fluid supply tank is mounted on the left side wing valance, where holes are provided, and not on the windshield wiper motor bracket studs (as are used for Mark V). Both the top cover, the ring mounting bracket and the filler cap may be cadmium-plated. The ring bracket may have FLUID LEVEL stamped into it, or may have a brass Lockheed ID tag riveted on. (A Girling ID tag is NON-AUTHENTIC).

SINGLE-CIRCUIT BRAKE MASTER CYLINDER ASSEMBLY (LOCKHEED 2440):

- OTS chassis nos. 670185 to 672048 and FHC chassis nos. 679001 to 679621 (March/July 1950 to April 1952), are fitted with a Lockheed single-circuit brake Master Cylinder assembly.
- All LHD XK120 brake Master Cylinders should have a heat shield. (as pictured above)
- The brake light switch is fitted to the FRONT of the Master Cylinder, and should have screw type wire terminals.

NOTE: Brake light switches with spade or bullet type terminals are NON-AUTHENTIC.

²⁴ Source: J.8 JSPC (1950-1958), pages 35-36. Urs Schmid, XK 120, Vol 1, page 255, Vol 2, page 18..

Brake Fluid Supply Tank (Twin), Dual-Circuit Brake Master Cylinder Assembly, Brake Light Switch and Heat Shield²⁵



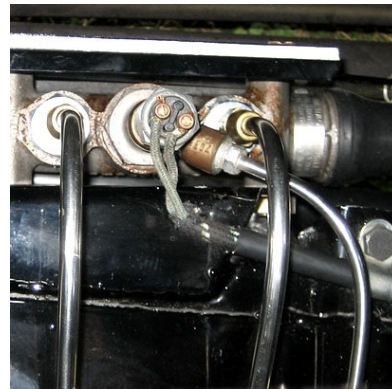
*Brake supply tank including black painted filler cap.
Photo by Dick Cavicke.*



Brake supply tank including cadmium-plated filler cap.



Photo of an incorrect LHD Dual Master Cylinder arrangement, with the Light Switch mounted at the front (as is the case for RHD), and not correctly on top as shown in adjacent photo.



Dual Circuit Brake master cylinder assembly with heat shield, showing the stop light switch mounted on the TOP. Note: This is the correct positioning for only LHD XK 120s.

TWIN SUPPLY TANK (LOCKHEED 7218)

- From OTS chassis no. 672049 onwards, FHC chassis no. 679622 (Apr 1952) onwards, and for all DHC models from their start of production; all are now fitted with a Lockheed 7218 steel-can style twin supply tank assembly, feeding brake fluid to the split or dual-circuit brake Master Cylinder assembly.
- The Supply Tank and the ring mounting bracket is painted black.
- The Supply Tank Cap is either painted black or is cadmium-plated.
- The twin Supply Tank bracket is mounted on the left side wing valence where holes are provided, and not on the windshield wiper motor bracket studs (as are used for Mark V).

DUAL-CIRCUIT BRAKE MASTER CYLINDER ASSEMBLY (LOCKHEED 31526):

- From OTS chassis no. 672049 onwards, FHC chassis no. 679622 (Apr 1952) onwards, and for all DHC from their start of production; all are now fitted with a Lockheed split or dual-circuit brake Master Cylinder assembly.
- All LHD XK 120 dual-circuit brake master cylinder assemblies should have a heat shield. (as pictured above)
- For LHD, the brake light switch is fitted to the TOP of the Master Cylinder.

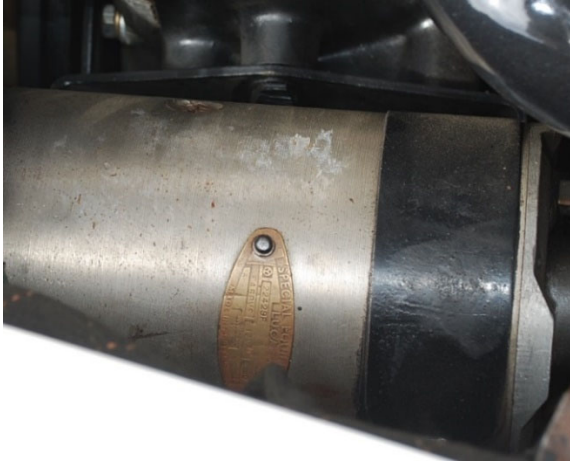
²⁵ Source: J.8 JSPC (1950-1958), pages 39A-39B. Urs Schmid, XK 120, Vol 1, pages 150 and 255, Vol 2, pages 15, 17, 18, 24 and 25.

- Light switches should all have screw type wire terminals.

NOTE 1: FRONT mounted brake light switches as fitted to RHD dual-circuit Master Cylinders, is NON-AUTHENTIC on LHD XK 120s.

NOTE 2: Brake light switches with spade or bullet type terminals are NON-AUTHENTIC.

Dynamo (Generator) ²⁶



Generator body 'electroless-nickel' plated, with black paint cover-band.



1953 generator body and cover-band painted black. (Cliff Lewis photo)

- Up to engine no. W.5275 (approximately June 1953), the generator body was 'electroless nickel' plated, with an oval shaped brass Lucas identification plate (pictured above).
- The cover-band was painted black.

NOTE: During 1952 some (C.2527/1) generator bodies were painted grey (due to a shortage of nickel) with the same oval brass identification plate used. The cover-band remained being painted black.

- From engine no. W.5376 (at least June 1953) onwards, the generator body was now painted black, with the same oval brass identification plate used, and the cover-band still being painted black.
- From mid-1954 (exact demarcation dates unknown), the oval brass identification plate was dropped, with details now being stamped directly into the black painted body. (as per the later XK 140/150 generators)

²⁶ Source: J.8 JSPC (1950-1958), page 80. Urs Schmid, Vol 1, pages 162 and 256.

Cylinder Heads ²⁷



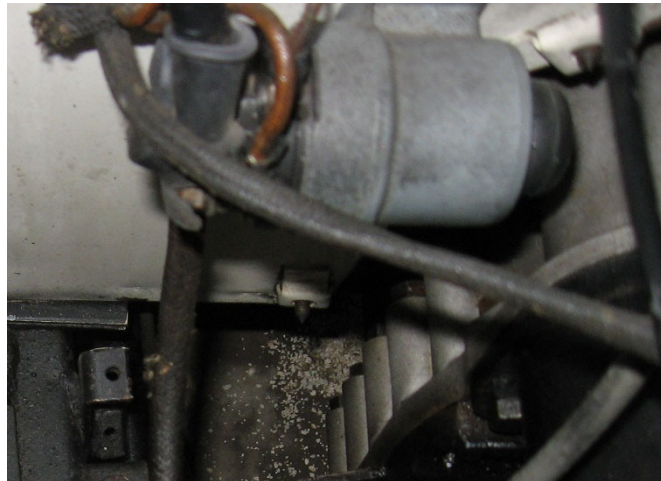
Early cylinder head on Tucker car, chassis no. 670178.



Later cylinder head

- All XK 120 Cylinder Heads remain in their natural 'as-cast' aluminum color (and are never painted).
- Cylinder Heads are secured using 14 chrome-plated Dome-nuts; the front two positions over plain beveled-washers, and in all other 12 positions over chrome-plated 'D' washers.

Starter Motor



- The starter motor is painted semi-gloss black, with the cast-aluminum end plate left unpainted aluminum.
- The starter motor should have a rubber boot over the electrical cable. (pictured on left).
- The starter solenoid should have a rubber boot on the push-button. (pictured on right)

²⁷ Source: J.8 JSPC (1950-1958), pages 7 and 81. Urs Schmid, XK 120, Vol 1, pages 33, 73, 78, 102 and 257.



Earlier variant H6-model SU carburetor as used up until May/June 1950, with 'tall-neck' suction-chambers. (NOTE: hexagon oil-caps should be dull-nickel plated)



From May/June 1950 onwards H6 carburetors now have a 'short neck' suction-chambers, initially without any side rib as shown. (NOTE: hexagon oil-caps should be dull-nickel plated)



The oil-cap was initially dull-nickel plated, but from 1954 was cadmium-plated, and has stamped in OIL RESERVOIR. The fiber-washer underneath the oil-cap was thin and barely visible, a tan-color initially, but usually black. (NOTE: the rib on the side of neck is an air-vent)

MAIN PHYSICAL FEATURES of XK120 H6 Carburetors

- All earlier OTS up until about May 1950, have the first variant H6 model twin-thermo SU carburetors set-up, with their distinctive 'tall-neck' suction-chambers. (Exact chassis/engine number unknown, but up to about chassis no. 670290).
- Later cars, from about May/June 1950 onwards, still have the same basic twin-thermo unit SU-H6 carburetor set-up, but now are fitted with a revised suction-chamber, with a distinctive shorter-neck, otherwise the same as the 'tall neck' suction chambers without any added angled rib (see middle photo above).
- Later again, a distinctive angled rib was added (with an internal air-vent) to the suction chamber, starting from the top flat surface of the suction chamber body, angling up to half-way height of the now 'short neck' (see photo above right). (the exact engine number demarcation is not yet established for this added 'angled rib/air vent')
- The brass oil-cap screwed into the top of the 'neck', was always hexagon in shape (never round), made of brass, stamped OIL RESERVOIR (and never with a drilled hole), and was initially dull-nickel plated, later cadmium-plated. A fiber-washer was fitted underneath the oil-cap, initially a brown/dark-red color, but more commonly later on black. Being thin and of a similar diameter as the across-flats hexagon size of the oil-cap, it was barely visible and did not protrude.

APPEARANCE and PLATING

- The suction-chambers alone were 'polished', with all other die-cast aluminum remaining 'as-cast' and not polished nor abrasive-blasted.
- Both levers, the flexible coupling (and bolts/nuts) assembly, both throttle-stops (and screw/spring), both folded-couplings (and bolts/nuts), the throttle-spindle connecting rod, the six suction-chamber screws, and the two cap nuts (for the float-chamber lid) are plated, initially dull-nickel, but from 1954 onwards were cadmium-plated. Washers under nuts were blackened, not plated.
- The front and rear carburetor's throttle-spindles remained brass, but were not polished, nor plated.
- The two banjo-bolts for the float-chamber lid were initially chemically blackened steel, but prior to the first steel bodied OTS were now dull-nickel plated, then from 1954 onwards were cadmium-plated.
- With XK120 H6 carburetors, the hexagon oil-cap was always initially dull-nickel plated, then from 1954 onwards cadmium plated, and was never left in natural brass as was available for other marques, nor indeed ever polished brass.

NOTE: Triangular 'specification number tags' were not originally fitted to XK120 H6 under the float-chamber cap-nut, thus if now found are 'NON-AUTHENTIC'.

²⁸ Source: J.8 JSPC (1950-1958), page 13. Urs Schmid, XK 120, Vol 2, page 22. Anders Ditlev Clausager, Jaguar XK 120 in Detail, page 105.

Air Cleaner (OTS) ²⁹



Middle picture photo, © Copyright 2002 by Urs Schmid.

- For all steel bodied OTS chassis no. 670185 (March 1950) onwards, two individual semi-gloss black painted AC ‘pancake’ air cleaners are STANDARD-EQUIPMENT.
- Air cleaners are mounted directly onto each carburetor, and are secured by two setscrews each.

NOTE: From early-1954 onward, a small white on blue, round ‘AC’ sticker is located in the middle of each air cleaner. ‘AC’ stickers found on air cleaners prior to early-1954 are “NON-AUTHENTIC”.

²⁹ Source: J.8 JSPC (1950-1958): page 14D.

Distributor Cover, Vacuum Advance Tubing, High Tension Leads (Spark Plug Wires) ³⁰



Early Distributor Cover up to February 1953, with horizontal High-Tension Lead outlets.



*After exiting the horizontal Distributor Cover, the High-Tension Leads are grouped through a flat and horizontal clip with a rubber grommet. A copper Vacuum Advance Tube is connected to the vacuum-advance unit of the distributor. (NOTE: The white lettering on the high-tension leads, is NON-AUTHENTIC. The flat clip should be horizontally oriented, not vertical as shown. **(NEED A BETTER PICTURE)**).*

EARLY DISTRIBUTOR COVER and routing of HIGH-TENSION LEADS (spark plug wires):

- Initially, up to engine no. W.6696 (approximately November 1952), XK 120 distributors have a flat cover with horizontal High Tension (H.T.) Lead outlets.
- Six H.T. Leads are routed horizontally back through a flat type clip (with oval rubber grommet), hanging below and secured by an inlet-manifold nut. The H.T. Leads continue grouped together rearwards, then turn up the rear-end of the cylinder head, then move forward along the top of the head into a terracotta (or black) colored fiberboard conduit, then each Lead exiting individually to its respective spark plug.
- The seventh H.T. Lead goes from the flat Distributor Cover directly to the Coils central H.T. terminal.

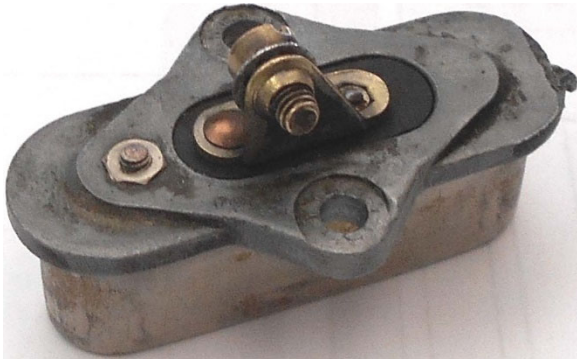
HIGH TENSION LEADS (Spark Plug Wires)

- The seven H.T. Leads were originally of a uniform gloss-black cellulose lacquered cotton-braid appearance.

NOTE: For Judging purposes, modern uniform appearance black colored PVC H.T. Leads are considered to be AUTHENTIC, however any white ink or debossed lettering along the PVC Lead, is 'NON-AUTHENTIC'

³⁰ Sources: J.8 JSPC (1950-1958), pages 10 and 81. Anders Ditlev Clausager, Jaguar XK 120 in Detail, page 106.

Otter Switch for Thermostat and Water Outlet Elbow (Earliest XK120s) ³¹



Bottom view of early thermostat switch.



Side view of early water outlet elbow with thermostat switch.

- From engine nos. W.1001 to W.1250 (see Note 1 below) aluminum bodied OTS were fitted with the earlier style Water Outlet Elbow and its associated first type (C.168) Thermostat Switch, as per the above photos. The Thermostat Switch was made by Otter Controls Ltd., thus is regularly referred to as an OTTER SWITCH.
- A single cable attached to the Otter Switch terminal runs to the Starting Carburetor Solenoid.
- The Water Outlet Elbow is fitted to the cylinder head with studs secured by three dull-nickel plated nuts with shake-proof washers.
- The Otter Switch is fitted into the Water Outlet Elbow from underneath and is secured in place by two round-headed No.10 ANC setscrews with shake-proof washers.

NOTE: Although the demarcation is clearly up to Engine No. W1250, given the batching of engines fitted to chassis and thus completed XK120s, this translates to a March to May 1950 date-of-manufacture transitional period. Although contained almost exclusively to the earlier aluminum bodied XK120s, some of the very earliest steel bodied XK120s having engine numbers up to W1250, were thus also fitted with this earliest style Water Outlet Elbow and this first type 'Otter Switch'.

³¹ Source: J.8 JSPC (1950-1958), page 10. Urs Schmid, XK 120, Vol 1, page 92.

Otter Switch for Thermostat and Water Outlet Elbow (Later XK120s) ³²



Underside view of later Water Outlet Elbow and second variant C.2474 Thermostat (Otter) Switch, with electrical connection.



March 1950 onwards, first variant C2474 Otter Switch (cable to the starting-carburettor is removed)



1950/51 onwards, second variant C2474 Otter Switch (cable to the starting-carburettor is connected)

- XK120s with engine nos. W.1251 (March 1950) onwards, are fitted with the later style Water Outlet Elbow and its totally different, later style (C.2474) Thermostat (Otter) Switch. (pictured above)
- These C.2474 Thermostat Switches were still made by Otter Controls Ltd., thus are regularly referred to as an OTTER SWITCH.

From March 1950 onwards, there were three main visual difference aspects of the C2474 Switch as used in the XK120, relative to non-authentic variants as used in later model Jaguars.....

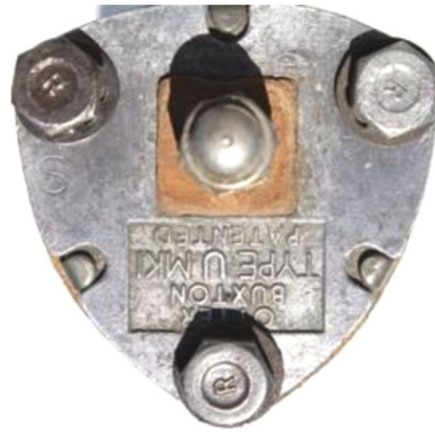
1. The main triangular shaped cast-aluminum top-plate.

- The earliest variant from March 1950 on, had a FLAT top-plate with a square recess in the middle for an insulating pad for the electrical-terminal post. Cast onto the plate above the square-recess is the branding **OTTER CONTROLS LTD** over **BUXTON** over **PAT. NO. 600055** (see photo, above-left, noting Switch is oriented as correctly installed, thus lettering is upside down).
- The second variant, from 1950/1 (exact demarcation unknown) onwards to the final XK120 and beyond now provides a rectangular recess for the revised lettering **OTTER** over **BUXTON** over **PATENTED** (see photo, above-right).

³² Source: J.8 JSPC (1950-1958), page 10. Urs Schmid, XK 120, Vol 1, page 92.

NOTE 1: The third variant, shown to the right, was introduced in 1955/6. Apart from its revised lettering adding a third line **TYPE U MK1** there is also added recesses on all three curved-sides to accommodate bent-over tabs that secure the top-plate to the Thermostat body.

- There are also further later ‘non-authentic’ Otter Switch variants as used up until the 1970s, but these are all now a new part number C.22516 denoting now having an integral ‘Lucar’ spade-type electrical connection, and not the C.2474 2BA threaded terminal post.



2. The Electrical Terminal Connectors.

- The Electrical terminal remains the same 2BA threaded brass post, insulated from the Top-Plate by the square insulating pad. First onto the post is a 2BA Shake-proof Washer, with then a 2BA brass hexagon nut (.322”AF) secured on.
- The braided electrical cable to the starting carburetor solenoid as fitted with a round-eyelet connector, is then slipped over the post onto the top of the secured brass nut. (see photo, above right)
- A second 2BA Shake-proof Washer is then placed in position on top of the eyelet connector.
- Finally, for earlier XK120s, a second 2BA brass nut is then tightened down, securing the cable connector (see both top pictures)
- For later XK120s from 1952/3 onwards (exact demarcation unknown), instead of using a second brass nut, a dull-nickel plated 2BA Dome-Nut is finally fitted, to secure the cable connector in position (as per main Water Outlet Elbow photo above, and also photo above right-of-text, of third variant top-plate.)

3. The Setscrews securing the C.2474 Otter Switch assembly to the Water Outlet Elbow.

- There are three Setscrews, always 3/8”AF Hexagon headed No.10-24 by 1/2” long, each fitted with a 3/16” Shake-proof Washer. A triangular-shaped cork-gasket is provided for the Otter Switch – Water Outlet Elbow joint.

Visually, the hexagon head varies ...

- The earliest variant from March 1950 on, had a FLAT top surface on the hexagon head, with no markings (see top-right). These are setscrews with a No.10 A.N.C (American National Course) thread. These are now usually found in rusting bare-metal, but their non-standard part number indicates being plated, thus given current appearance, most likely to have been dull-nickel plated.



Then from about 1952/3 onwards (exact demarcation unknown but can be in mixed sets with earlier variant), the same flat-topped hexagon head now has an added raised letter ‘**R**’ (see bottom-right). (The letter ‘**R**’ denotes the grade of the mild-steel). Initially, dull-nickel plated, but from 1953/4 onwards they were now cadmium-plated.

NOTE 2: From 1955/6 onwards, these setscrews now had a ‘recessed-disc’ forged into the now 5/16”AF hexagon head. This ‘recessed-disc’ specifically denotes that the setscrew is now made to the new ‘Unified’ standard, thus is now a No.10 U.N.C (Unified National Course) setscrew, albeit still interchangeable with the earlier No.10 A.N.C setscrews. These UNC setscrews still had the raised letter ‘R’ steel grade (as shown in photo above right-of-text, of third variant top-plate), but are also later found with additional branding.

NOTE 3 FOR JUDGING PURPOSES:

- Any one of the three C.2474 OTTER SWITCH variants are accepted as being ‘authentic’ original or replacement parts.
- The three Setscrews are ‘authentic’ if original 3/8”AF hexagon headed as described above, or the later 5/16”AF hexagon headed No.10 UNC setscrews are accepted as being ‘authentic’ replacement parts, if in a matching set of three.

Appendix I. Paint Finish

NOTE ON PAINT FINISH AND BODY WORK (FROM THE JCNA RULE BOOK):

Judge the exterior finish for runs, sags, orange peel, nicks, blisters, ripples, dents, stone chips, scratches, checking, or crazing of the paint. Consider the overall appearance while judging for authenticity of color. **There is no deduction for type of paint.**

Colors must be reasonably close to production standards for year and model. Metallic colors or two-tone color schemes must adhere to factory standards. Non-production colors must be documented by the car's JDHT certificate, as having been an original factory-applied color.

Check for overspray on chrome trim, weather stripping, mounting pads, moldings, and doorjambs, etc. Observe and deduct for mismatched body colors. Visible touch-up or other obvious repair of chips and paint damage should be given appropriate deductions.”

FOLESHILL PAINT SHOP

NOTE 1: See Anders Ditlev Clausager book, “Jaguar XK 120 in Detail”, pages 231 & 237 “Appendix 3: Color Schemes”, for more complete and accurate information regarding standard and non-standard paint, trim and hood Color schemes for open two-seater (OTS), fixed-head coupe (FHC) models and drop-head coupe (DHC) models.

NOTE 2: It should be noted that Jaguar Cars Ltd., would paint & upholster to a customer’s requirement as an optional-extra at additional cost. This policy was discontinued in the early 1960s. Before carrying out a restoration in a non-standard color, it is advisable to research details of the vehicle to determine if the car was supplied in a non-standard color as an optional-extra. This was extremely rare for XK 120 Cars.

Nitro Cellulose Painted XK 120’s (1949 to Late October/November 1952)

Eight or more coats of Nitro Cellulose (Lacquer) paint were applied to Jaguar XK 120 Cars from 1948 to 1950, and almost certainly 1951 to December 1952. *Source: Jaguar XK 120 Third Edition 42nd Annual General Meeting (AGM), Vancouver, B.C. Canada, March 22-26, 2000*

PAINT COLOR EXCEPTIONS: ³³

Because of the added time for polishing lacquer paint, the following components were general painted “Semi-Gloss Black”, no Matter what the Body Color was, (list of “Judged” items only):

- Chassis (chassis black) — if powder-coating is made to look identical to the original dull black finish, its use is “acceptable”
- Mechanical components: Engine block, radiator block, radiator shrouds, air filter housings, brake fluid supply tank (later type) and brackets, coil and brackets, steering linkage, steering column.
- Assorted steel brackets for: Windscreen wiper motor, throttle linkage, coil, brake fluid supply tank, etc.
- Engine compartment: wing valances, splash shields, bulkhead including upper firewall closing panel, bonnet catch plate
- Bonnet underside (except for face of front-end side panels), stiffening braces & boxed rear section, upper bracket mounting hook and striker assembly (for lower bonnet catch plate)
- Battery containers
- Front and rear wheel arches, except for inboard surfaces of the steel-bodied XK 120’s rear
- Side panels and partition wall of the luggage compartment
- Petrol filler cover, from October 1950 onwards
- Spare wheel tray
- Spare wheel clamp
- Petrol tank (viewed behind spare tire)

³³ *Source: Urs Schmid, XK 120, Vol 2, page 174.*

NOTE: Not listed above, lower un-trimmed boot lid, front number plate assemblies (not for USA) are painted semi-gloss black. Front license assemblies for the USA are painted body color.

BROWN'S LANE PAINT SHOP

SERVICE BULLETIN #114, DECEMBER 1952

Standard Exterior Colors & Interior Combinations

NOTE 1: See Anders Ditlev Clausager book, "Jaguar XK 120 in Detail", pages 231 & 237 "Appendix 3: Color Schemes", for more complete and accurate information regarding standard and non-standard paint, trim and hood color schemes for open two-seater (OTS), fixed-head coupe (FHC) models and drop-head coupe (DHC) models.

NOTE 2: When synthetic enamel paint was officially introduced, certain batches of Cars received this treatment in October-November on test. From OTS Body No. F.5272, FHC Body No. J.2375, (December 1952) onwards and DHC Body no. P.1001 from start of production onwards.

Synthetic Enamel Painted XK 120's (December 1952 Onwards)

The Jaguar factory moved from Foleshill to Browns Lane, and began painting Jaguars in their new paint shop in December 1952. Using a new painting system, Car bodies were attached to special jigs, allowing the body to be rotated upside down to easily & quickly paint the top and bottom sides of car bodies. The new synthetic enamel paint did not require eight coats and labor intensive, rubbing and polishing. It became more practical to completely paint the entire car in body color, instead of painting some areas semi-gloss black as was done at the Foleshill paint shop prior to December 1952.

PAINT COLOR EXCEPTIONS: ³⁴

The following parts were generally painted semi-gloss black on synthetic enamel cars, (list of "judged" items only):

- Chassis (chassis black) — if powder-coating is made to look identical to the original dull black finish, its use is "acceptable"
- The same mechanical components as listed above for cellulose painted Cars.
- Bonnet catch plate (in front of radiator)
- Assorted steel brackets for: Windscreen wiper motor, throttle linkage, coil, brake fluid supply tank, etc.
- Bolt-on splash shields separating engine compartment from wheel arches
- Bolt-on splash shields closing off front wheel arches to the bulkhead
- Petrol filler cover
- Spare wheel clamp
- Petrol tank (viewed behind spare tire)
- **NOTE:** Not listed above, (front number assemblies (not for USA) are painted semi-gloss black. Front license assemblies for USA paint color is "un-proven", therefore either semi-gloss black or body color is accepted.

About XK 120 Paint Colors ³⁵

Over the late-October/November 1952 period, but from exact OTS and FHC body nos., (not chassis nos.), XK bodies were painted with newly introduced synthetic enamel revised range of paint colors in the new Brown's Lane paint-shop facility. In the new paint-shop, XK bodies were mounted on body-rotating frames that allowed for the internal engine bay, under bonnet, bulkhead and luggage compartment areas to be painted body color, along with all the external panels. Previously, in the old Foleshill paint-shop, bodies were mounted on fixed trollies, and painted in the then cellulose enamel range of paint colors, receiving color on the external body panels only, with under bonnet, bulkhead and luggage compartment all later painted semi-gloss-black, regardless of the external paint color. For convenience, this will be called the Foleshill-Brown's Lane paint-shop demarcation, as referenced in several sections below.

³⁴ Source: Urs Schmid, *XK 120, XK 120, Vol 2, page 175.*

³⁵ Sources: Urs Schmid, *XK 120, Vol 2, pages 89-91.* Anders Ditlev Clausager, *XK 120 in Detail, pages 120-121.*

The exact body number demarcation for this Foleshill to Brown's Lane revised paint-demarcation, color-range and painting procedure was:

XK 120 OPEN 2-SEATER:

- Body No. F5272 onwards (November 1952 on), plus, eleven additional earlier batches of OTS bodies from an earliest of F5082 (late October 1952) onwards, up to F5270, with the gaps between these batches being the last of the Foleshill painted OTS bodies.

XK 120 FIXED HEAD:

- Body No. J2375 onwards (November 1952 on), plus, nine additional earlier batches of FHC bodies from an earliest of J2223 (late October 1952) onwards, up to J2368, with the gaps between these batches being the last of the Foleshill painted FHC bodies.

XK 120 DROP HEAD COUPE:

- All bodies from start of production onwards