JAGUAR XK120

JCNA CONCOURS D'ELEGANCE JUDGING GUIDE – THIRD EDITION

LHD Steel-Bodied Jaguar XK 120 Cars Produced Between September 1950 and August 1954

1952 Jaguar XK 120 OTS, Chassis No. 672233. Rocky Mountain Jaguar Club Concours, Golden, CO. Awarded "Best in Show" with a Score of 99.86 on June 23, 2019. (Photo by Robert Sheridan)

Robert G. Sheridan and Roger Payne

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Left Hand Drive XK 120's, March 1950 to August 1954

Robert G. Sheridan and Roger Payne

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Third Edition, March 2020. *Jaguar XK 120 JCNA Concours d'Elegance Judging Guide*. Lead-author: Robert G. Sheridan. Co-author: Roger Payne. First Printing, September 2018. Second Printing, March 2019.

Disclaimer. While the information contained in this guide is believed to be correct, neither the author or the JCNA, nor any of the parties quoted can be held responsible for any errors. The final responsibility of showing a car for Judging rests solely with the entrant. The author reserves the right to modify, change and update this guide as new or corrected information becomes available.

Errors or Omissions. The authors and contributors have done their best to make sure the information contained within *the Jaguar XK 120 JCNA Concours d'Elegance Judging Guide THIRD EDITION* is accurate, up-to-date, and is the best information at this time.

Submit Changes or Corrections to: The lead-author at: bob5837@roadrunner.com. **NOTE 1:** '*My car came that way'* arguments will not be considered valid, unless you can provide conclusive 'proof'. Your writeup must be accompanied by proper factory documentation, Heritage Certificate documentation, photos, etc.
NOTE 2: Dealer documentation is considered to be 'unreliable' for authentication and judging purposes.

How to Obtain Books:

- *Jaguar XK 120 JCNA Concours d'Elegance Judging Guide THIRD EDITION.* (spiral-bound)
    - JCNA clubs and JCNA members: FREE download or purchase a printed copy from www.jcna.com > Merchandise > JCNA Publications.
- *Jaguar XK 120 Authenticity Reference Guide (All Models) THIRD EDITION* hard cover book with wrap-around glossy-laminated dust jacket (written in English) is available worldwide to anyone.
    - JCNA members order from: www.jcna.com > Merchandise > Jaguar Books.
    - North and South American customers order from: www.xk120authenticityguide.com.
    - UK and European customers, order from: https://www.paulskilleterbooks.co.uk
    - Australian, New Zealand and South East Asian customers, order from: rogerpayne@bigblue.net.au.

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Introduction

The *Jaguar XK 120 JCNA Concours Judging Guide* has been reviewed by the Judge's Concourse Rules Committee for its compliance with existing JCNA judging standards.

The *XK 120 JCNA Concourse Judging Guide*, was first presented at the 60th Annual General Meeting (AGM) in San Antonio, Texas in March 2018 too late for delegates to read prior to its presentation for approval. As a result, it was approved for 'trial-use' during the 2018 concours season. It was officially approved for use by JCNA certified judges at all JCNA sanctioned Concours d'Elegance judging events throughout North America at the 61st AGM in Mahwah, New Jersey in March 2019.

The *Jaguar XK 120 JCNA Concours Judging Guide* provides the reader with a definitive authenticity and judging reference guide for describing and picturing XK 120 parts as they were supplied by the Jaguar factory. The Judging Guide is organized in JCNA Concours d'Elegance JUDGING SEQUENCE.

The *Jaguar XK 120 JCNA Concours Judging Guide*, does not include information for Alloy cars (September 1949 to April 1950) or RHD steel-bodied cars based on the fact that they are rarely judged in North American JCNA Concours events. Eliminating Alloy cars and RHD chassis no. information, makes this Judging Guide easier to use during Concours d'Elegance judging.

NOTE: The authors of this XK 120 Judging Guide have written a larger book (over 300 pages) which contains more information for 'all models' including Alloy and RHD cars. You may purchase the larger book at: **xk120authenticityguide.com** or from the **JCNA.com** website in their book store.

The *Jaguar XK 120 JCNA Concours Judging Guide*, is based on the following JCNA and Jaguar factory documents:

- Jaguar Clubs North America (JCNA) Rule Book and Judges Instruction Manual (2019 Edition).
- XK 120 Jaguar Spare Parts Catalogue, issues J.8 of Oct 1950, plus edition1 (Oct 1952), edition 2 (May 1953), edition 3 (Jun 1954) and consolidated Reprint (Jan 1958), and J.11 of Jun 1953 (re: FHC variations), and J.13 of Jun 1954 re DHC variations.
- Mark VII and XK 120 Service Manual. (First issue, approximately April 1952 and R.P.1, approximately Oct 1954.
- XK 120 Operating, Maintenance and Service Handbook (date format is written as DD/MM/YY for issues 30/6/49, 5/5/50, 22/9/50, 1/3/51, 1/1/52, 3/4/52, R.P.3 13/11/52, R.P.4.
- XK 120 Jaguar factory Service and Spares Bulletins 45 through 155 (May 1949 to September 1954), and a few later amendments.

NOTE 1: Sales and Marketing documentation are deemed unreliable for authenticity and judging purposes.
NOTE 2: The date format used throughout The Judging Guide is MM/DD/YY except where a specific referenced/printed date is shown otherwise, as with the XK 120 Handbook issues being DD/MM/YY.

In addition to the official Jaguar factory references listed above, both documented and undocumented production changes are derived from photos of original unmolested cars, highly competent group observations, expert knowledge and research provided by the contributors to the *Jaguar XK 120 JCNA Concours Judging Guide*, and from the following internationally credible resources, over and above the limitations of accessible/available factory evidence and proof:

- **Urs Schmid:** *Jaguar XK 120 'The Anatomy of a Cult Object', Volume 1 (Published 2002) and Volume 2 (Published 2011).*
- **Anders Clausager:** *Jaguar Daimler Heritage Trust Chief Archivist: Jaguar XK 120 in Detail (Published 2006).*
- **Philip Porter:** *Original Jaguar XK 'The Restorer's Guide' (Revised Third Edition, Published 2012).*

The *Jaguar XK 120 JCNA Concours Judging Guide*, has been subjected to extensive peer review and comment. It represents the best information available.

Dedication. This book is dedicated to the memory of Urs Schmid (1949-2015). Lawyer, author, XK 120 researcher, loving father and husband to his wife Pia, who graciously allowed the author to use copies of Urs photos of XK 120 parts and original cars.

Terms used throughout The XK 120 JCNA Concours Judging Guide:

- *XK 120 Open Two-Seater, abbreviated XK 120 OTS.*
- *XK 120 Roadster, abbreviated XK 120 OTS.*
- *XK 120 Special Equipment, abbreviated XK 120 SE*
- *XK 120 Fixed Head Coupe, abbreviated XK 120 FHC*
- *XK 120 Drop Head Coupe, abbreviated XK 120 DHC*

XK 120 Steel-bodied Open Two-Seater (OTS). (Photo by Robert Sheridan)

XK 120 Fixed Head Coupe (FHC)

XK 120 Drop Head Coupe (DHC)

Authenticity Demarcation

Throughout the 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 Phillip Porter & Paul Skilleter.*

Exterior

Exterior Paint Finishes [1]

Notice that early Jaguar XK 120 cars Spring Bar assembles were painted body color. (1949 to December 1952)

NOTE 1: Wheel Wells and Suspension are not judged per the JCNA Rule Book.

NOTE 2: The Exterior of Driven Division Entries are judged at the same standard as Champion Division. See the current edition of the Official JCNA Concours d'Elegance Rule Book for Driven Division authenticity exceptions.

[1] *Source: Appendix I. Paint Colors (Bulletin# 114).*

FRONT-END OF THE CAR

Body Posture and Body Height [2]

Photo by Robert Sheridan.

- Front Body Height is determined by the torsion bar settings as specified for XK120s in the Jaguar Service Manual (first edition to R.P.4).
- XK 120 XK120s were delivered from the factory with horizontal Body Height similar to the XK 120 above.

[2] *Source: Jaguar Service Manual (first edition to R.P.4), for Mark VII and XK 120 Models, page J.5.*

Bonnet and Body Line

1952 XK 120 OTS Bonnet. Photo by Robert Sheridan.

An example of a correct Chin piece.

BONNET:

- There are no outward differences between Bonnets for all years. The differences are on the underside.
- The front body Chin Piece (just below the grille), should be smoothly faired into the adjacent body panels and not appear to have been separately attached.

BODY LINE:

- The lower front Body Line should be straight, as original, and showing no signs of having been re-shaped.
- Bonnet louvres are NON-AUTHENTIC.
- Bonnet hold-down straps are NON-AUTHENTIC.

Number Plate Holder ─ USA (Front)

Examples of front Number Plate holders (USA). Photo on right by Robert Sheridan.

- The Front Number Plate Holder for USA market is mounted on left side above the bumper and is painted body color.

Number Plate Holder ─ UK (Front)

Front Number Plate (UK) and Show Plate Holder. (Photo by Robert Sheridan)

- The Front Number Plate Holder for UK market is mounted in the middle/below the bumpers and is painted semi-gloss black.
- The Front Number Plate is used to display UK Number Plates or to display 'Show Plates' (example: to display the JAGUAR 'Show Plate' pictured above).
- **NOTE:** Original XK 120 JAGUAR 'Show Plates' have a style of lettering referred to as PYRAMID style letters as opposed to a FLAT style letters found on later Jaguar sedans, etc. (see picture above-right) ─ FLAT style lettering and 'chromium-plated' lettering are both NON-AUTHENTIC.

Bumpers (Front)

Photo by Robert Sheridan.

- The bumpers should be aligned horizontally and laterally.
- The bumpers are chrome steel not polished aluminum.
- The bumper outside ends should be properly curved so as to match the curvature of the wing.

Spring Bar Assemblies (Front) [3]

Left: Early car (1949 to December 1952). Right: Later car (From December 1952 onwards)
(Photo on left by Robert Sheridan)

- There should be rubber grommets/washers under each of the large angled chrome washers surrounding the chrome extensions.
- The spring bars are mounted to their chrome extensions using 4 large chrome dome nuts with both a black oxide flat washer and a black oxide shake-proof washer under each nut.
- Bumpers are mounted to their supporting spring bars by 6 nickel plated hex (not domed) nuts with both a black oxide flat washer and a black oxide shake-proof washer under each nut.
- The spring bars are smoothly curved and not bent at their body attaching points.
- Chrome washers under dome nuts or hex nuts are NON-AUTHENTIC.

<u>COLORS</u>:

- Prior to December 1952, the front and rear spring bars should be painted body-color.
- From December 1952 onwards, the front and rear spring bars are painted EITHER body-color or semi-gloss black.

[3] *Source: Urs Schmid, XK 120, Vol 2, page 173-175.*

Headlamps

Tri-Bar Headlamp (Lucas PF770)

Sealed Beam Headlamp (Lucas LeMans)
(Photo by Robert Sheridan)

Cheese-Head Screw fastener. (Photo © copyright 2002 by Urs Schmid)

- The bottom of headlamp rings, are fastened using chrome-plated cheese head screws.
- Sealed beam headlamps should have proper chrome rims, securing screws and rubber sealing rings.
- **NOTE:** EITHER sealed beams or 7.7’ PF770 Tri-Bar headlamps are acceptable for judging purposes. After-market, 7’ Tri-Bar lamps are NON-AUTHENTIC.

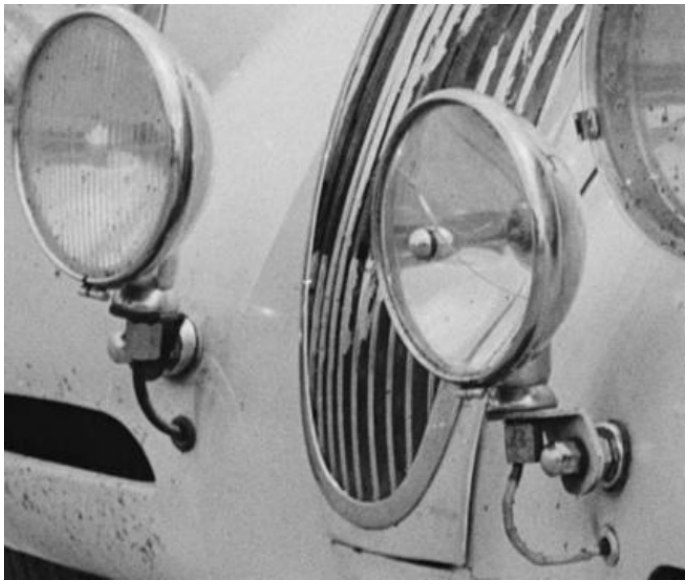
Fog Lamps (Optional Extra)

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 Lucas SFT.700S with 'vertical fluted' lens, are fitted to XK120s.
- From Jan 1952 onwards, Lucas SFT.700S with 'block type' lens, are fitted to XK120s.
- 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 for judging purposes.
- Fog lamp wiring looms passing through the front brake air vents are NON-AUTHENTIC.

NOTE: Because both 'fluted lens' and 'box-style lens' had the same Jaguar Part No., EITHER STYLE LENS IS ALLOWED for judging purposes. (See JCNA Concours Rule Book, VI-3, section 6 Replacement Parts).

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) [4]

Original LUCAS MODEL 490 side lamp with plain, slightly convex, opaque white or yellow lens. (Photo by Robert Sheridan)

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.
- All 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' 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 pictured/described side lamp lens are acceptable for judging purposes.

[4] *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.*

Sidelamps with Turn Signals (Early FHC) [5]

FHC chassis no. 679012 Mark V sidelamp housing. Observed BEFORE restoration. (Photo by Carl Hanson, owner)

FHC chassis no. 679012 Mark V sidelamp housing. AFTER restoration. (Photo by Carl Hanson, owner)

- Early FHC cars from chassis nos. 679001 to approximately 679050 (July 1951 to early August 1951) were fitted with a slightly altered sidelamp housing, apparently taken from remaining stocks of the Mark V.
- Early FHC cars from chassis nos. approximately 679051 (early August 1951) onwards were fitted with Mark VII style sidelamp housings.
- **NOTE:** The Mark V sidelamp housings are taller than normal XK 120 housings, are located higher on the fender and have a slight crease on the top.

GENERAL INFORMATION:

- Urs Schmid corresponded with Carl Hanson, owner of FHC 670012, that he had seen Mark V sidelamp housings on 679039 in Switzerland. Bill Craig had them on 670042. Tom Watling of Turlock, CA had them on 670002. David Roper's FHC 679001 had them prior to restoration.

NOTE: It has been suggested that Sir William Lyons needed a larger housing for turn signal bulbs that would not fit in the OTS chrome housing, so he used up the left-over Mark V sidelamp housings until they got a different shape that he liked better than the proud high sidelamps. An opinion only, not supported with Factory documentation. ─*Research submitted by Carl Hanson.*

[5] *Sources: J.8 JSPC (1950-1958), pages 85. Urs Schmid, XK 120, Vol 1, page 244 and 256. Anders Ditlev Clausager. Jaguar XK 120 in Detail, page 106.*

Sidelamps with Turn Signals (Later OTS/FHC/DHC) [6]

From chassis no 672927 onwards, side lamps with turn signal, used Lucas Model 513 lens with LUCAS and 513 lettering molded in..

The jewel is positioned correctly and a thin rubber gasket is between the body and side lamp.

- OTS chassis no. 672927 (October 1952) onwards, all FHC cars and all DHC cars from start of production, have welded-on sidelamp housings wired for signal lights.
- The lamp assemblies should be fastened to their housings by oval-headed, chrome, straight-slot screws.
- A thin rubber gasket should be fitted between the chrome ring of the sidelamp interior assembly and the sidelamp housing. (pictured above left)
- The Lucas Model 513 sidelamp lens is clear glass with a basic bullseye/ring pattern.
- The welded-on lamp housing should have the red jewel indicators with the blunt end forward.

Headlamp Spears and Motifs

- The car should have fender spears and motifs. (pictured above)
- The motif attached to the headlamp chrome rim may be ‘even with or slightly taller’ than the spear.

[6] *Sources: J.8 JSPC (1950-1958), page 85. Urs Schmid, XK 120, Vol 1, page 244, Vol 2, page 112, 256. Anders Ditlev Clausager, Jaguar XK 120 in Detail, page 106.*

External Rear Vision Mirrors, Fender/Wing or Door Mounted Mirrors [7]


Photo on left by Robert Sheridan.

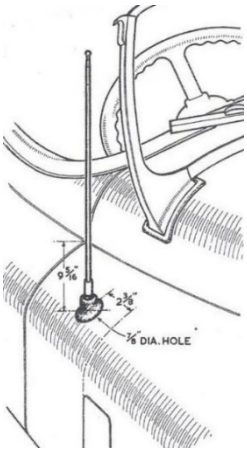
There is no evidence that any XK120s were fitted with external rear vision mirrors ─ fender/wing or door mounted ─ by the Jaguar factory as either standard equipment nor as an optional extra. The pictured Lucas 406 style fender/wing and door mounted mirrors were however often fitted/available as original/optional 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.

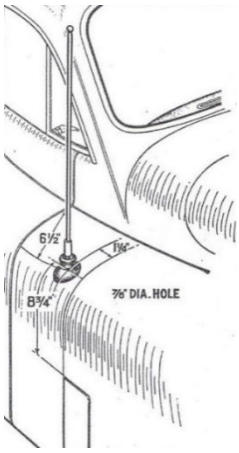
[7] *Sources: Detailed research by co-author Roger Payne, Lucas Master Catalogue 713 and by not being included within J.8 JSPC (1950-1958).*

RIGHT-SIDE WING OF THE CAR

Radio Antenna/Aerial Longer Type (Optional Accessory) [8]



OTS

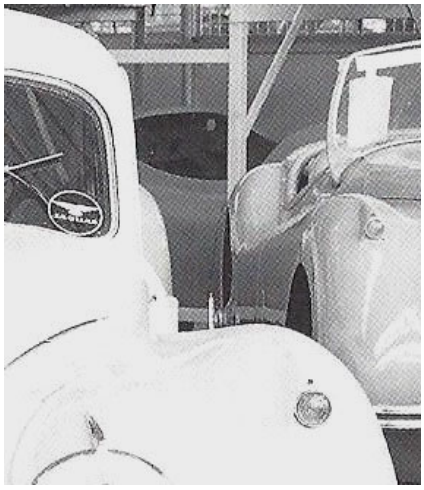


FHC

Smith's radio antenna with 15" to 18" mast used on OTS and FHC cars. Diagram from the Smiths Radiomobile Installation Instructions booklet (January 1952) for Jaguar XK120 Sports 1951-52 Model. The Smiths Radiomobile Installation Instructions booklet, courtesy of Roger Payne.

- From OTS chassis no. 670184 (March 1950) longer type antennas were used with OTS and FHC cars.
- Radio antennas are acceptable mounted on EITHER the left-side or right-side front wing (fender), although the left side for LHD cars and right side for RHD cars was the factory installed location.
- When in the lowered position, the longer OTS and FHC antenna should have approximately 15" to 18" of antenna mast exposed.

Radio Antenna/Aerial Shorter Type (Optional Accessory) [9]



Later Smith's radio antenna with 4" mast for FHC and DHC cars.

- Shorter type radio antennas were used on later FHC and DHC cars.
- Radio antennas are acceptable mounted on EITHER the left-side or right-side front wing (fender), although the left side for LHD cars and right side for RHD cars was the factory installed location.
- When in the lowered position, the shorter antennas should have approximately 4" of antenna mast exposed.

[8] *Source: J.8 JSPC (1950-1958), pages 92-95.*
[9] *Sources: J.8 JSPC (1950-1958), pages 92-95 and DHC supplement, page 68.*

Ventilator Doors (Footwell Ventilators) [10]

Early XK 120 without ventilator Door.
(Photo by Steve Kennedy)

Later XK 120 with ventilator Door.
(Photo by Steve Kennedy)

- OTS chassis no. 671097 (February 1951) onwards, ventilator box assemblies and ventilator door assemblies are fitted to all OTS, FHC and DHC models.
- A black rubber seal is installed in the recess between the ventilator door and the body and may be visible.
- Ventilator doors are closed for judging. (the ventilator interior is not judged)

[10] *Source: J.8 JSPC (1950-1958), page 71B. Urs Schmid, XK 120, Vol 1, page 254.*

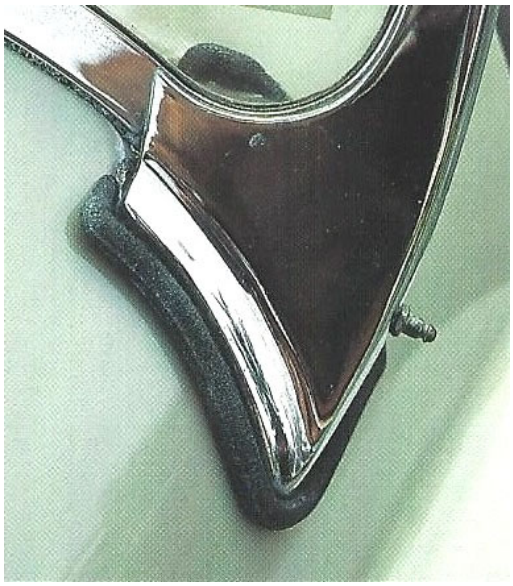
MIDDLE OF THE CAR

Windscreen (Windshield) Post (OTS) [11]

*OTS side post with hood clamp, 'Lift-the-Dot' stud and rubber mount. **Note** the excessive gap in the crash roll.*

The adjustable hooks at the top of the posts are held in place by two cheese-head screws.

- OTS chassis no. 670185 (March 1950) onwards, steel-bodied car outer windshield posts are mounted on rubber pads. (pictured above)
- The adjustable hooks at the top of the posts are held in place by two cheese-head screws. Two oval-head chrome-plated, straight-slot screws, on each post, secure the windscreen frames to the posts.
- 'Wind wings' attached to the outer windshield support stanchions, are NON-AUTHENTIC.
- Un-plugged holes on side posts are NON-AUTHENTIC.
- **NOTE:** Early steel-bodied cars have 'Tenax' studs installed near the base of the windshield stanchion or on the cowl; later steel-bodied cars have 'Lift-the-Dot' studs on the stanchion, to secure the front corners of the Tonneau cover.

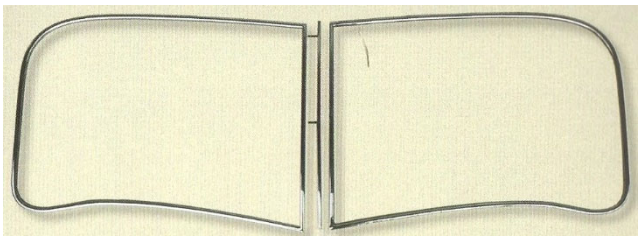


Sample 'Lift-the-Dot' Stud. (Photo @ Copyright 2002 by Urs Schmid)

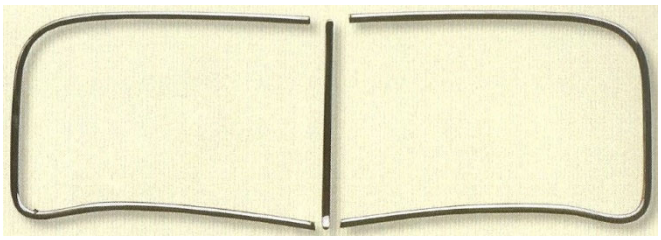
Sample 'Tenax' Stud, used on Alloy and early steel-bodied cars. (Photo @ Copyright 2002 by Urs Schmid)

[11] *Source: J.8 JSPC (1950-1958), pages 40 and 66. Urs Schmid, XK 120, Vol 2, page 193.*

Windscreen Rubber (FHC and DHC) [12]



Windscreen embellishers for early FHC



Windscreen embellishers for later FHC/all DHC

FHC windscreen rubber and chrome

DHC windscreen rubber and chrome

- FHC chassis nos. 679001 to 680495 (July 1951 to December 1952), have a narrow center chrome piece between the two, surrounding chrome trim pieces. (pictures on left)
- FHC chassis no. 680496 (December1952) onwards have only one chrome strip piece in the center, the same as the DHC. (pictures on right)

Windscreen Wipers (Window Wipers) [13]

- OTS chassis no. 670080 (January 1950) onwards, chrome–plated wiper arms are curved at the ends in opposite directions. (see above left)
- The wiper arms are held in position by a hex nut on the underside of the chrome cap, which is clamped on to the wiper shaft. The wiper shaft has a rubber grommet fitted flush at the base, sealing the shaft and cowl from the weather.
- Wiper blades are considered expendable therefore, any chrome-plated, rigid 10” rubber wiper blade is acceptable for judging purposes.

[12] *Source: Urs Schmid, XK 120, Vol2, page 115.*
[13] *Source: J.8 JSPC (1950-1958), page 87.*

Windscreen Washer (Washer Jet/Nozzle) [14]

- OTS chassis no. 673009 (November 1952), FHC 680167 to 680169 and 680271 (October 1952) onwards, windshield washers are fitted. [15]
- DHC cars are fitted with windshield washer equipment from start of production, onwards.
- The chrome windscreen washer (jet/nozzle) should have a thin rubber washer between the jet assembly and the scuttle, and a thin nylon plastic washer on the button.
- The chrome windscreen washer (jet/nozzle) should have no markings.

Quarter Lights FHC (Front and Rear)

Rear quarter light

Front quarter light.

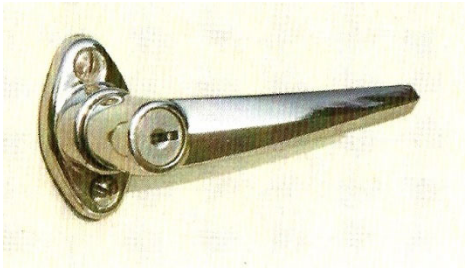
- The rear quarter light (window) is secured by a chrome-plated brass frame bolted to the head (roof body) with a black rubber seal between the frame and the roof body.
- The Front quarter lights (windows) are anchored in chrome-plated brass frames with a black rubber seal between the moveable window and the frame.
- Check for proper piping and rubber seals:
  - At no-draft ventilators.
  - Along the side window at the window sill.
  - At the rear of the FHC chrome door/window frame.
  - At the FHC rear quarter-lights.
- **NOTE 1:** All FHC's should have rain gutters painted body color.
- **NOTE 2:** FHC and DHC interior weather stripping and piping are judged by the interior judge.

[14] *Source: J.8 JSPC (1950-1958), pages 63C and 63D.*
[15] *Source: J.11 JSPC, page 6.*

Quarter Lights DHC (Front)

- The wing vent windows protrude upward from the door assembly and have a chrome-plated brass frame, which also provides a guide channel for the fully retractable wind-up windows.
- The outer quarter light frames have a black rubber seal between the outer frame and the moveable Glass frame.
- The top and rear edges of the door wind-up windows are capped with chrome trim.
- Check for proper piping and rubbers seals:
    - At no-draft ventilators
    - Along the side window at the window sill
- **NOTE:** DHC interior weather stripping and piping are judged by the interior judge.

Doors (FHC and DHC) [16]



FHC doors.

DHC doors. ***NOTE:*** *The antenna above is NON-AUTHENTIC (it should have a 4" mast).*

- The door handles should be horizontal; the bases are mounted to the doors on rubber pads and secured with chrome straight-slotted oval head screws.

[16] *Source: Urs Schmid, XK 120, Vol 1, page 245.*

TOP OF THE CAR

Pin Beading (OTS)

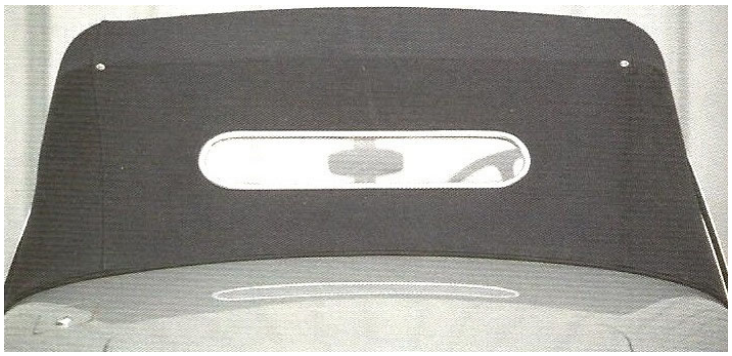
Pin beading is attached above the windscreen. Ignore the spare key box just forward of the mirror. (Photo by Robert Sheridan)

- From March 1950 to August 1954, all OTS models are fitted with a chrome pin beading along the canopy rail.
- The chrome pin beading on the canopy rail should be fitted without significant gaps, and with no screws or support clips showing.
- The OTS canvas flap below the canopy rail should cover the top chrome frame of the windshield and extend over to the outer stanchions.

Pin Beading (DHC)

- From start of production in 1953, all DHC models are fitted with chrome pin beading, including canopy rail pin beading similar to OTS.
- All of the pin beading should appear with no screws or support clips showing.
- The DHC should have the additional pin beading, fitted without significant gaps:
    - Individual sections on the main pillars behind the side windows.
    - A single section across the rear hood stick and above the rear window.
    - A left and right section around the left and right back sides of the Tonneau/base of the hood at the body.

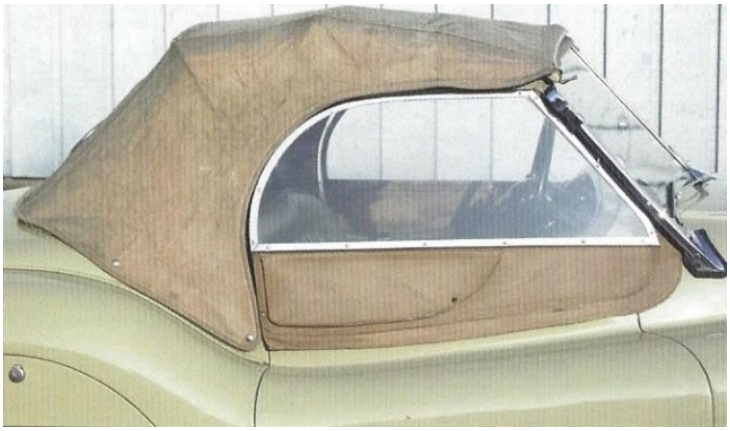
Hood Cloth Assembly, Style-1 (OTS Earliest Steel-Body) [17]

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 (metal frame) 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 (METAL FRAME) ASSEMBLY'

Hood Cloth Assembly, Style-2 (OTS Early Steel-Body) [18]



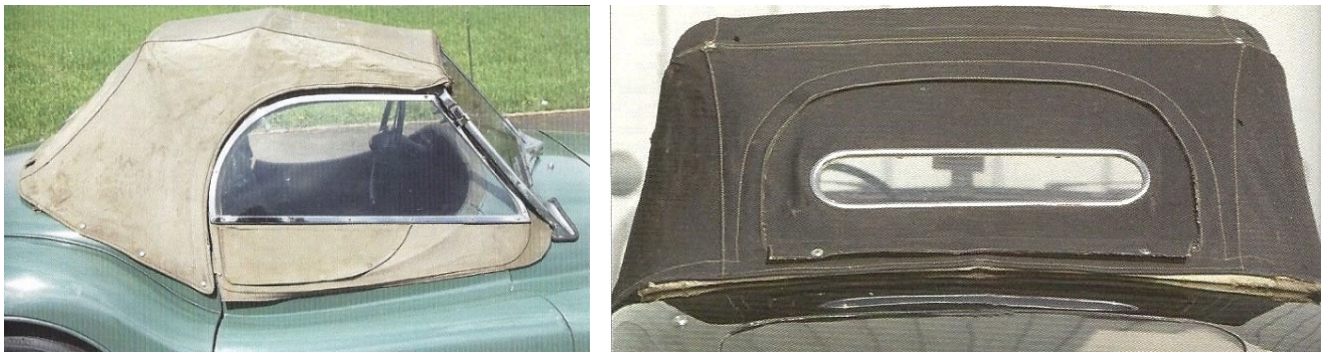

Left: Photo © copyright 2002 by Urs Schmid. Right: Photo by Robert Sheridan.

- 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 (metal frame) 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 (METAL FRAME) ASSEMBLY'

[17] *Sources: J.8 JSPC (1950-1958), pages 78. Urs Schmid, XK 120, Vol 2, pages 97-101.*
[18] *Sources: J.8 JSPC (1950-1958), page 79. Urs Schmid, XK 120, Vol 2, pages 97-101.*

Views of the two canvas straps used to hold BD.5866 style-2 hood backlight in place when folded down. (Photos by Robert Sheridan)

Hood Cloth Assembly, Style-3 (OTS Later Steel Body) [19]



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 (metal frame) 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-hood stick when the rear-backlight is unzipped and opened).
- **NOTE:** SEE INTERIOR SECTION 'HOODSTICKS (METAL FRAME) ASSEMBLY'

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

Fiberglass Hardtops

- **NOTE:** The factory never offered a Detachable Hardtop, even as a special-order option, however various aftermarket manufacturers, especially in the USA, did make their own Detachable Hardtop specifically designed to suit the XK 120 OTS, thus various different examples of varying design and quality are sometimes seen, as per the pictured example from an unknown manufacturer.

Toggle Clamps (OTS Hood)

Left-Side.

Right-Side

Photos by Robert Sheridan.

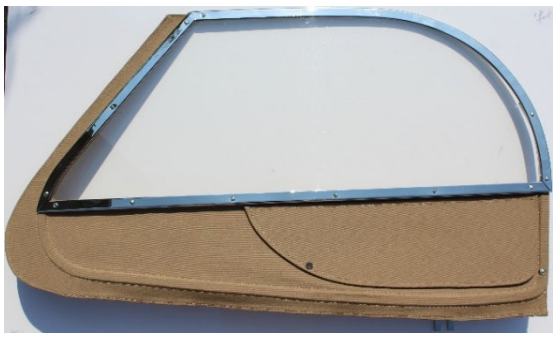
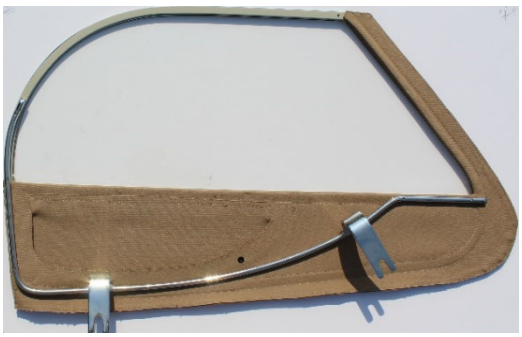
- The retractable canvas hood attached to the metal hoodsticks (metal frame) should be fastened by two chrome-plated toggle clamp fasteners, one on each side of the windscreen post.

Side Curtains, Style-1 (Earliest Steel-Body) [20]


- 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) [21]

- 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)


- 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.

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[20] *Source: J.8 JSPC (1950-1958), page 60. Urs Schmid, XK 120, Vol 1, page 51, Vol 2, page 193.*
[21] *Source: J.8 JSPC (1950-1958), page 79A. Urs Schmid, XK 120, Vol 1, page 51, Vol 2, page 193.*

Tonneau Cover (OTS) [22]

Early steel-bodied Tonneau cover

Early front 'Tenax' stud. (March 1950 to August 1951).

Later front 'Lift-the-dot' stud. (August 1951) onwards.

- From OTS chassis nos. RHD 660059 to 660879 and LHD 670185 to 671465 (Mar 1950 to Aug 1951), the lock (BD.4646) RH and (BD.3825) LH Tonneau has 3 Lift-the-Dot fasteners at the forward end of the Tonneau and 4 Durable-Dot fasteners. 2 on each side, which attach to their matching studs mounted onto the body behind the doors.
- From OTS chassis nos. RHD 660880 and LHD 671466 (Aug 1951) onwards, the lock (BD.6454) RH and (BD.5853) LH Tonneau has 3 Lift-the-Dot fasteners at the forward end of the Tonneau and 4 Durable-Dot fasteners, 3 on each side which attach to the body behind the doors.
- The Tonneau Cover has a 34" zipper sewn down the middle.
- There is a pocket piece for the steering wheel.
- The rear Tonneau Cover is fitted with two leather tabs that hook under the chromium teardrop retainers.
- The Tonneau Cover should be made of the same material and color as the hood.
- **NOTE 1:** Tonneau Covers were provided with every OTS XK 120 from the factory.
- **NOTE 2:** Each OTS XK 120 should have a Tonneau Cover or it is NON-AUTHENTIC.
- **NOTE 3:** Tonneau covers are displayed and judged outside the car. The judge may ask the entrant to unfold it for a full examination.

[22] *Source: J.8 JSPC (1950-1958), page 60 and 79A. Urs Schmid, XK 120, Vol 2, page 104. Jaguar XK 120 Third Edition, 42nd Annual General Meeting, Vancouver, B.C. Canada, March 22-26, 2000, page 32..*

Hood Envelope (DHC) [23]

Photo © Copyright 2002 by Urs Schmid

- The hood envelope should have 4 fixing hooks, two on each side, attached by 2 black rivets per hook. (They hook into the bottom of the outside of the chrome pin-beading).
- The fixing hooks are covered in leather, same color as the piping.
- The hood envelope should have 4 'Lift-the-dot' couplings, with corresponding studs, 1 on each side of the parcel box lid, and 2 more on the panel shelf behind it.
- There should be a 'Durable-Dot' fastener in the 'B' Pillar area, one per side.
- The hood envelope should be the same color as the hood and 'piping' should be in a contrasting color to the hood material, usually the color of the interior trim.
- **NOTE 1:** Hood envelopes were provided with every DHC car from the factory. Each DHC car should have a hood envelope or it is NON-AUTHENTIC.
- **NOTE 2:** Hood envelopes are displayed and judged outside the car. The judge may ask the entrant to unfold it for a full examination.

[23] *Source: Urs Schmid, XK 120, Vol 2, page 109.*

RIGHT REAR-SIDE OF THE CAR

Fender Piping (Beading) [24]

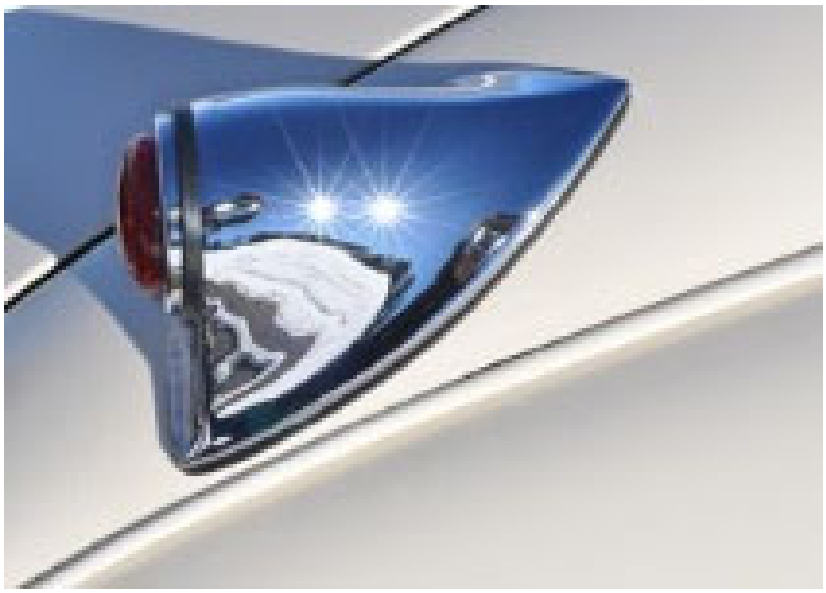


Photo by Robert Sheridan.

- Piping between the rear fenders (wings) and the body, is body-color for all years.
- The piping (beading) should be trimmed neatly at both ends.

[24] *Source: Urs Schmid, XK 120, Vol 1, page 257, Vol 2, page 178.*

REAR-END OF THE CAR

Tail Lamps (Lights) [25]


Photo on left by Robert Sheridan.

- XK 120 tail lamps (lights) are normally chrome-plated, mounted on rubber pads. (pictured on left)
- The chrome lamp (light) housings have red LUCAS Lenses held by molded-rubber inserts which also hold a chrome lens trim-ring.
- A few late 1951 and early 1952 models had their tail lamp housings painted body color, due to a shortage of Nickle. (pictured on right)

[25] *Source: Anders Ditley Clausager, Jaguar XK 120 in Detail, page 190. Urs Schmid, XK 120, Vol 2, pages 116 and 130. XK 120 Third Edition, AGM 2000, page 14.*

Number Plate Assembly (Rear) [26]

Plain license play holder.

A rare Hornburg Jaguar west coast Distributor/Dealer license plate holder on the author's XK 120.
Charles H. Hornburg Jr., Los Angeles, CA was the west coast distributor for Jaguar cars in 1949 and the early fifties.
(Photo by Robert Sheridan)

- Steel-bodied rear license plate assemblies should be surrounded by black rubber piping only.
- Body color piping observed on a steel-bodied car is NON-AUTHENTIC.

[26] *Sources: J.8 JSPC (1950-1958), pages 58 and 77, Urs Schmid, XK 120, Vol 1, pages 45, 215 and 238.*

Reverse Light Mounting Bracket

Reverse Lamp (Light) underside.

Reverse Lamp Mounting Plate, top-rear view showing black-oxide studs, nuts and black plastic cover surrounding the wiring harness. (Photo by Robert Sheridan)

- The underside of the all-chrome number plate/reverse lamp should be imprinted with the marking 469A LUCAS MADE IN ENGLAND.
- The wiring harness for the reverse lamp should be surrounded by a black plastic covering between the boot lid and the back-side of the lamp.
- There should also be a black rubber grommet at the top of the number plate panel for the wiring harness.
- The lamp should be secured to its mounting bracket with 2 black oxide nuts and shake-proof washers.
- Although uncommon, some XK 120 reverse light brackets are parallel to the license plate panel, with the reverse light pointing upwards at a slight angle and are acceptable for judging purposes.

Over-Riders (Bumpers) and Spring Bar Assemblies [27]

Photo on right by Robert Sheridan.

OVER-RIDERS:

- The over-riders should be properly mounted with the 'fat' end up.
- The over-riders should be vertical, not tilted forward.
- The over-riders should be chrome steel, not polished aluminum.
- The over-riders should be mounted to their supporting spring bars by 4 medium-sized chrome dome nuts with both a black oxide flat washer and a black oxide shake-proof washer under each nut.

SPRING BARS:

- The spring bars should be mounted to their chrome body extensions using 2 large chrome dome nuts with both a black oxide flat washer and a black oxide shake-proof washer under each nut.
- There should be large black rubber grommets, surrounding the round chrome distance pieces, where they enter the body.
- The spring bars should be smoothly curved, not S-shaped, where they attach to the chrome distance pieces.

COLORS:

- Prior to December 1952, the front and rear spring bars should be painted body-color.
- From December 1952 onwards, the front and rear spring bars are painted EITHER body-color or semi-gloss black.

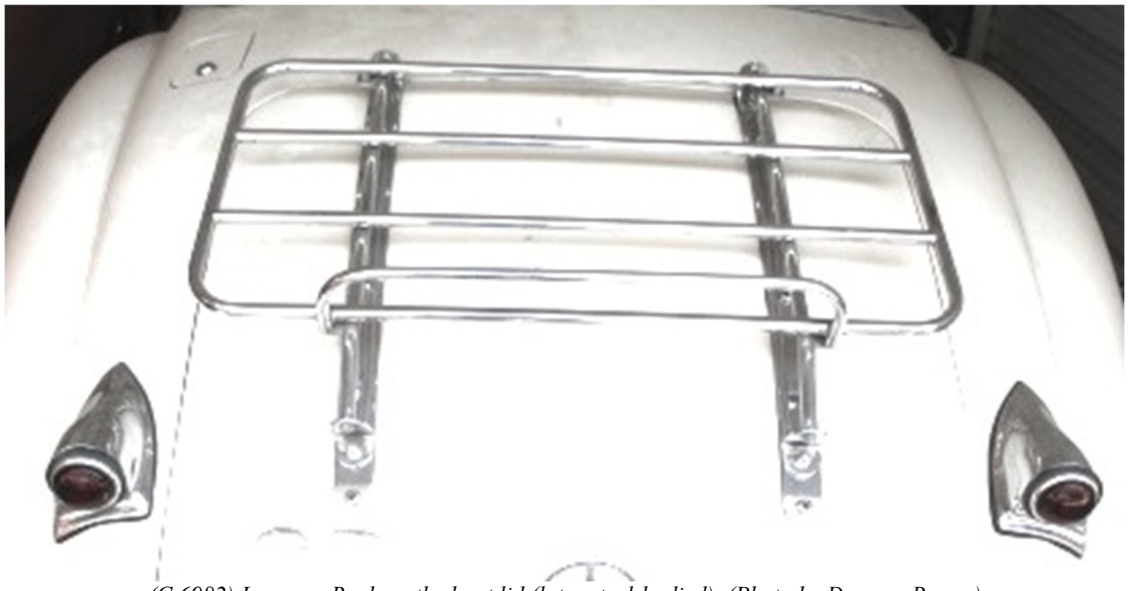
Luggage Compartment Handle (Boot Lid Handle)

- The chrome plated handle should be in the horizontal position when closed.
- The Rubber pad under the base should be secured by two oval-headed straight-slot chrome screws.

[27] *Source: Urs Schmid, XK 120, Vol 2, page 173-175. Appendix II. XK 120 Paint Colors (SB 114).*

Luggage Rack (Optional Extra) [28]

Early steel-bodied luggage rack on the boot lid. (Photo by Robert Sheridan)



(C.6982) Luggage Rack on the boot lid (later steel-bodied). (Photo by Dwayne Bower)

- Being an OPTIONAL-EXTRA, luggage racks are not judged unless they are on the car.

[28] *Source: J.8 JSPC (1950-1958), page 44. Anders Ditley Clausager, Jaguar XK 120 in Detail, pages 158 and 194.*

Exhaust System (Tail Pipes)

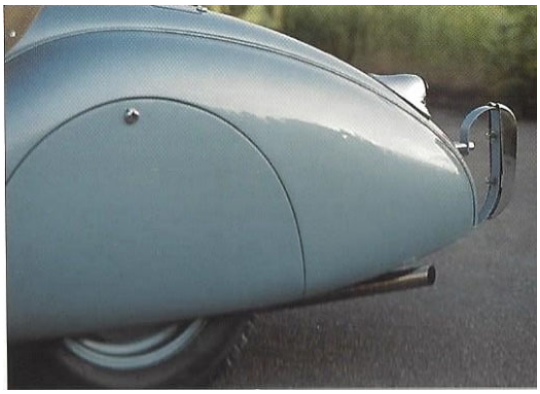
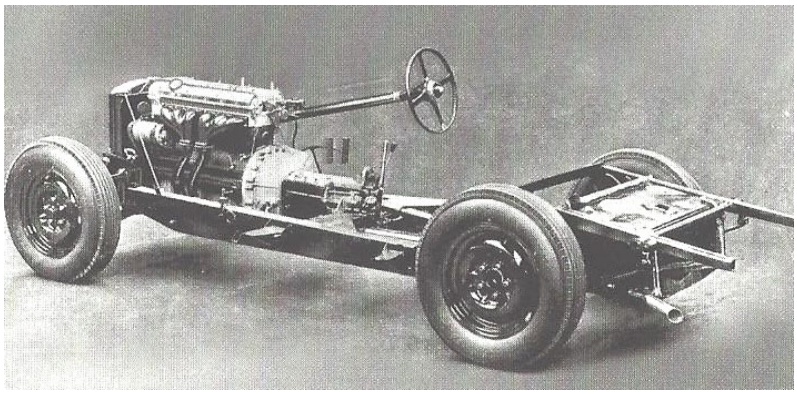


Photo © Copyright 2002 by Urs Schmid



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

FACTORY DELIVERED SINGLE TAIL PIPES, ANGLED OUT THE SIDE [29]

- 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**:** [30]

OTS/FHC/DHC single exhaust system. (Photo on right: by Robert Sheridan)

- 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.

FACTORY DELIVERED TWIN TAIL PIPES (DUAL TAIL PIPE SYSTEM) [31]

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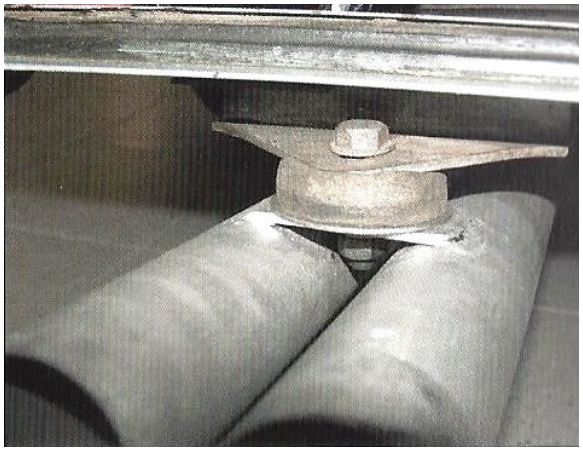
[29] *Source: J.8 JSPC (1950-1958), page 44-44A. Urs Schmid, XK 120, Vol 1, pages 105, 112 and 257.*
[30] *Source: J.8 JSPC (1950-1958), page 44-44A. Urs Schmid, XK 120, Vol 1, pages 112 and 257, Vol 2, page 117. Anders Ditlev Clausager, Jaguar XK 120 in Detail, page 107.*
[31] *Sources: J.8 JSPC (1950-1958), page 44-44A. Urs Schmid, XK 120, Vol 1, pages 112 and 257. Ander Ditlev Clausager, Jaguar XK 120 in Detail, page 105. Philip Porter, Original Jaguar XK, pages 240 and 372.*

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 (February1953) 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).

JUNE 1951 SERVICE BULLETIN 95: 'Tuning Modification on XK120 Cars for Competition Purposes'.

- Service Bulletin 95, provided authority to supersede the foregoing and allowed ALL post-June 1951 XK 120's, the option of being fitted with (C.5200) dual-exhaust systems and twin tail pipes.

SUMMARY:

- ALL pre-June 1951 cars should have single-exhaust systems.
- As the result of S.B.95, ALL post-June 1951 XK120s, may have dual-exhaust systems.
- Some Special Equipment (SE) FHC and all DHC (SE) models may correctly have single exhaust systems.
- Chrome-tipped exhaust pipes are NON-AUTHENTIC.

Road Wheels (Disc) and Hubcaps [32]

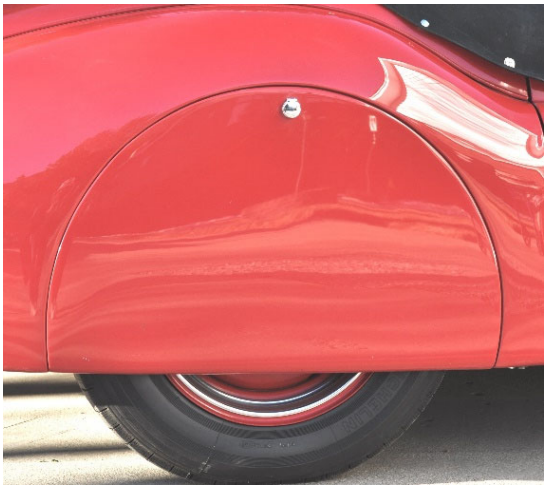
- OTS chassis nos. 670185 to 673297 (March 1950 to December 1952) and FHC 679001 to 680476 (July 1951 to December 1952) had 5” wide Dunlop disc wheels.
- OTS chassis no. 673298 (December 1952) onwards, FHC chassis no. 680477 (December 1952) onwards and all DHC’s (January 1953) onwards, disc road wheels are replaced by wider 5-1/2” wheels, identified by having depressions on both sides of the valve stem for all XK 120 cars so fitted, noting that wire-spoke wheels fitted to SE models remained with a 5” rim-width.
- All disc road wheel rims are painted body-color only, and never a contrasting color.
- A JAGUAR badge should be affixed to the center of each wheel disc (hubcap).
- The recessed area of the JAGUAR badge should be painted semi-gloss black, the raised area remaining chrome.
- chrome wheel disc covers (hubcaps) are fitted to all four, disc road wheels, but not on the spare disk wheel and should be painted in the recessed areas.

[32] *Source: J.8 JSPC (1950-1958), page 32. Urs Schmid, XK 120, Vol 1, page 122. Anders Ditlev Clausager, XK 120 in Detail, pages 106.*

Rimbellishers Ace Brand Chrome-Plated [33]

- From January 1953 onwards, chrome-plated ACE brand Rimbellishers were available as an OPTIONAL-EXTRA for disc road wheel equipped XK 120's.
- (C.8338) Rimbellisher is used for 5" rim width, (C.8385) Rimbellisher is used for 5 ½" rim width.
- Rimbellishers can be identified by the Ace branding on the outer edge, and by the 'hole' for the valve stem, not simply a 'notch'.
- Non-Ace brand chrome-plated trim rings are NON-AUTHENTIC.
- The chrome trim rings must be imprinted with the RIMBELLISHER name.

Wheel Covers for Rear Wings (Spats/Skirts) and Budget Locks



- All disc-wheeled cars should have rear wing covers with chrome covered budget locks.

[33] *Source: Urs Schmid, XK 120, Vol 2, page 136.*

Road Wheels (Wire Spoke) and Wheel Arch Beading [34]


Left: Early XK 120 Painted Wire Spoke Wheel (Photo by Robert Sheridan) Right: Later Steel XK 120 Chrome Wire Spoke Wheel.

ROAD WHEELS (WIRE SPOKE):

- From March 1951 54-wire spoke wire road wheels painted body-color were offered to the public as an OPTIONAL-EXTRA.
- From May-July 1952 (SE SB109), 54-spoke wire wheels painted body-color were fitted to SE cars ('S' prefix on chassis no.), as STANDARD-EQUIPMENT.
- From March 1953 onwards, 54-spoke wire road wheels were available as an OPTIONAL-EXTRA painted silver, fully chrome, or with chrome-spokes and platinum finish rims, in lieu of the standard painted body-color wire-spoke wheels.
- XK 120 wire wheels with 60-spokes are NON-AUTHENTIC.

WHEEL ARCH BEADING:

- On wire-wheeled cars, the wheel arch flanges, which hold the spats on the rear wings of disc-wheeled cars, should now be covered by half-round brass beading painted body color and fastened to the flanges by concealed rivets. The bottom ends of the beading, at the front and rear of the wheel arch, should be shaped to smoothly conform to the wing curvature.
- Some disc-wheeled cars, which have been converted to wire-wheels, may be missing both the flange and the beading and should be judged as MISSING/NON-AUTHENTIC.

[34] *Source: J.8 JSPC (1950-1958), page 32. Anders Ditlev Clausager, XK 120 in Detail, pages 104 and 107, Urs Schmid, XK 120, Vol 1, pages 122, 123 and 257, Vol 2, pages 135 and 175.*

Tyres (Tires) [35]

A reproduction DUNLOP RS5 cross-ply Tyre showing its speed-rating 'H' which was introduced from early 1960s onwards, but also showing a correct reproduction DUNLOP decal fitted to many XK 120 original equipment DUNLOP ROADSPEED Tyres. (Photo by Robert Sheridan)

An original June 1953 DUNLOP ROADSPEED Tyre with WHITE sidewalls as available as an OPTIONAL-EXTRA for XK 120 from May 1953 onwards. (Photo by Cliff Lewis)

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.

Valve Caps

(Photo on right by Robert Sheridan)

- Original valve caps were provided by Schrader. However, brand names are not judged.
- Valve stems are not judged.
- All 5 valve-caps must be metal.
- NOTE: Plastic valve caps are NON-AUTHENTIC.

[35] *Source: Urs Schmid, XK 120, Vol 1, page 123, Philip Porter, Original Jaguar XK, page 372.*

LEFT-SIDE SIDE OF THE CAR

Gasoline (Petrol) Filler Door [36]

(Photo by Robert Sheridan)

- OTS chassis no. 670185 (March 1950) onwards.
- A black rubber seal may be visible just under the edges of the gasoline (petrol) filler door.

[36] *Source: J.8 JSPC (1950-1958), pages 53 and 71A. Urs Schmid, XK 120, Vol 1, pages 54, 55 and 248*

Interior

NOTE: The Interior of Driven Division Entries are judged at the same standard as Champion Division. See the current edition of the Official JCNA Concours d'Elegance Rule Book for Driven Division authenticity exceptions.

Right-Side Door and Upper Cockpit Area

Cockpit Crash Roll (OTS)

Bottom photos by Robert Sheridan.

- The crash roll leather covering and piping should match the interior color.
- The chrome plugs, at the ends of each crash roll, should be neatly installed.
- The gap between adjoining sections chrome plugs should be approximately ¼" or less.
- The 4 sections of the crash roll should align smoothly at each juncture.

Door Casings (Steel-Bodied OTS) [37]

Photo by Robert Sheridan.

- The door casings and pocket flaps for the first few hundred steel cars made in 1950, were trimmed in leather, but thereafter they were trimmed with Rexine. (Exact demarcation dates are unknown)
- The door casings and pocket flaps for the first few hundred steel cars made in 1950, were trimmed in leather, but thereafter they were trimmed with Rexine. (Exact demarcation dates are unknown)
- The stepped lower panel, was trimmed in Rexine.
- The door pocket flap has a hinge consisting of a rubber tube, Rexine covered and plugged at each end with small chrome plugs/rivets.
- All piping was of Rexine covered cord.
- The top of each door is fitted with a leather-covered, crash roll, with large chrome plugs fitted at each end.
- The door pocket flap should have a Tenax fastener fitted at the bottom.
- The door casing should have a chrome-plated door lock fastened with a flat-countersunk head Phillips screw. (the only Phillips head screw application in the entire car)
- The door casing should have a kidney-shaped chrome-plate covering the sliding door opener, being attached with a small horseshow clip to a slightly relaxed leather pull-cord the same color as the door casing, and the other end being attached to a small chrome-plated anchor-plate held by two instrument screws going into the door frame.
- The door casing should have two (knurled nuts for securing the side curtains.

[37] *Source: Urs Schmid, XK 120, Vol2, page 60.*

Door Casings (FHC) [38]

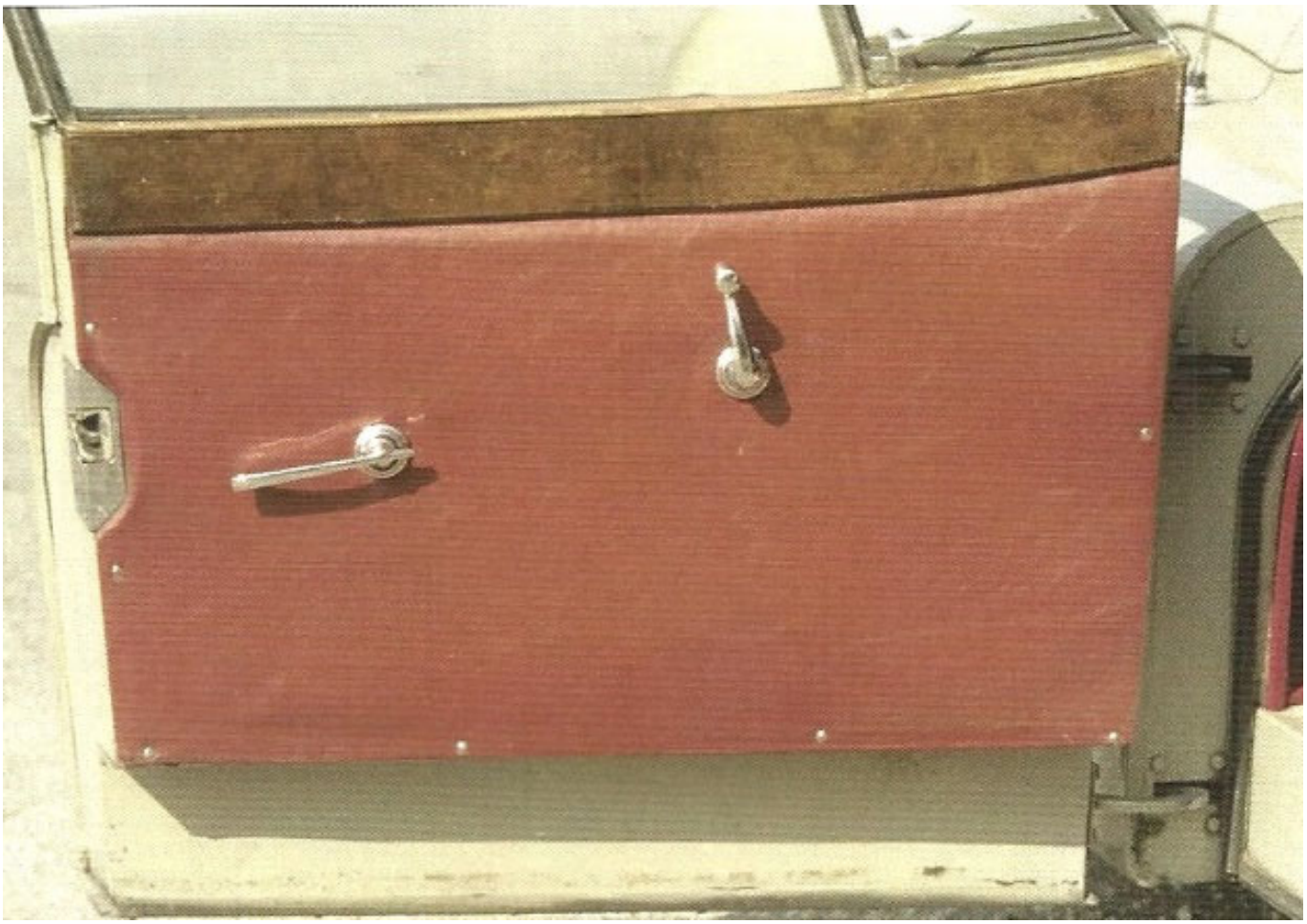


Photo © Copyright 2002 by Urs Schmid.

- Early FHC cars up to 679718 (May 1952) had the door latch handles about 12” from the rear edge of the door and the window winder handles about 22” from the rear. Later cars 679719 and subs. had the latch handle about 8’ from the rear edge and the window handle about 18” also measured from the rear, in order to make the lifting arm shorter, and this made it easier to raise the window.
- Early FHC cars to 679887 had handle BD.6, which is at a noticeable angle, and later cars 679888 and subs., had handle BD.7855, which is more nearly horizontal.
- The door casings are trimmed with Rexine.
- Each door has a built-in locking side vent with a moveable glass window.
- The top of each door has an outer chrome-plated frame with channels for movable window glass and a long wood facia and wood cap finished in walnut-burl veneer.
- Each door has a chrome-plated wind-up window handle and escutcheon.
- Where screws are used on any upholstered panels, they are #4 instrument head, self-tapping screws recessed in nickel-plated cup washers.
- The stepped lower panel is not upholstered, it is painted body color.
- **NOTE:** From approximately December 1953 to early 1954, FHC door casings are seen fitted with map pockets, same as the DHC.

[38] *Source: Urs Schmid, XK 120, Vol 2, page 65.*

Door Casings (DHC) [39]

Photo © Copyright 2002 by Urs Schmid.

- All DHCs have door handle BD.7855, which is nearly horizontal.
- Each door has a built-in locking side vent (quarter-light) surrounded by a chrome-plated frame with a moveable glass window.
- The top of each door has a long wood cap finished in Walnut-Burl veneer. Each door also has a long map pocket at the bottom, a chrome-plated wind-up window handle, and a chrome-plated door handle.
- DHC door trim is different than the FHC. The window frame includes a chrome finger-pull on top of the horizontal capping.
- Where screws are used on any upholstered panels, they are #4 instrument head, self-tapping screws recessed in nickel-plated cup washers.
- The stepped lower panel is not upholstered (it is painted body color).

[39] *Source: Urs Schmid, XK 120, Vol 2, page 66.*

Door Shut Face and Hinge Face (OTS)

OTS door shut face. (Photo by Robert Sheridan)

OTS door hinge face. (Photo by Robert Sheridan)

- The door shut face, door hinge face and bolts are painted body-color.
- The door dove tails are painted body color.
- There are metal channels going up the door shut face and the door hinge face, which hold rubber weather stripping.

Door Shut Face and Hinge Face (FHC)

FHC door shut face

FHC door hinge face

- The door hinge face and bolts are painted body-color.
- The door dovetail plate is chrome-plated.
- There are metal channels going up the door shut face and the door hinge face, which hold rubber weather stripping.

Door Shut Face and Hinge Face (DHC)

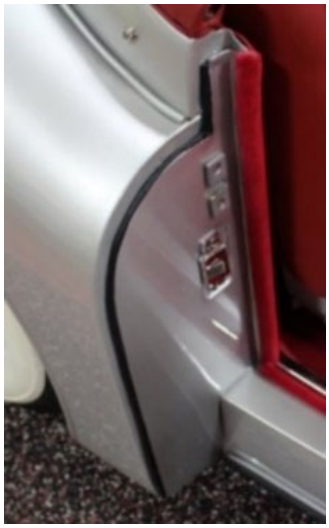
DHC door shut face.

DHC door hinge face.

- Door shut face, door hinge face and bolts are painted body-color.
- The door dovetail plate is chrome-plated.
- There are metal channels going up the door shut face and the door hinge face, which hold rubber weather stripping.

Door Jambs and Rubber Seals (OTS) [40]

Early steel-bodied car. (Photo by Robert Sheridan)



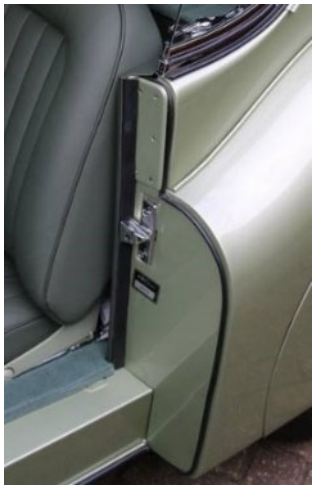
Later steel-bodied car.

- OTS early steel-bodied cars (March 1950 to October-December 1952), door jambs, dove tails and chrome-plated door lock strikers are painted body color. (above left)
- Later steel-bodied cars (December 1952) onwards, dove tails are painted body color and the chrome-plated door lock strikers are acceptable EITHER unpainted or painted body color for judging purposes. (pictured above-right)
- There should be relatively heavy piping between the front face of the rear wing/fender and the body shut panel; this piping is heavier than the piping between the wings and the body.
- Using fender piping (welting) between the front face of the rear wing/fender and the body shut panel is NON-AUTHENTIC.

[40] *Source: Urs Schmid, XK 120, Vol 2, page 117.*

Door Jambs and Rubber Seals (FHC/DHC) [41]

Original, unmolested 1954 DHC dovetail striker screw faces are painted body color.



NOTE: FHC/DHC un-painted chrome dovetail strikers are NON-AUTHENTIC.

- Door jambs are painted body color.
- chrome-plated dovetail strikers on the B-post are 'partially painted' body color.
- Un-painted chrome dove-tail strikers are NON-AUTHENTIC.
- There should be relatively heavy piping between the front face of the rear wing/fender and the body shut panel; this piping is heavier than the piping between the wings and the body.
- Using fender piping (welting) between the front face of the rear wing/fender and the body shut panel is NON-AUTHENTIC.

Door Weather Stripping (FHC/DHC) [42]

Views of Rubber (top), velvet (middle) and piping (bottom).

Better views of velvet strip and piping.

FHC and DHC from start of production are fitted with the following weather stripping:

- BD.6027 strip, (rubber) excluder between window and door (22" long)
- BD.2701/3 strip, velvet, between capping's and door glasses (22" long)
- BD.5358/4 piping along top edge of doors (33" long)

[41] *Source: Urs Schmid, XK 120, Vol 2, page 117.*
[42] *Source: J.11 (1953) JSPC XK 120 Fixed Head Coupe Models*

RIGHT-SIDE OF THE DASH

Grab Rail (OTS) [43]

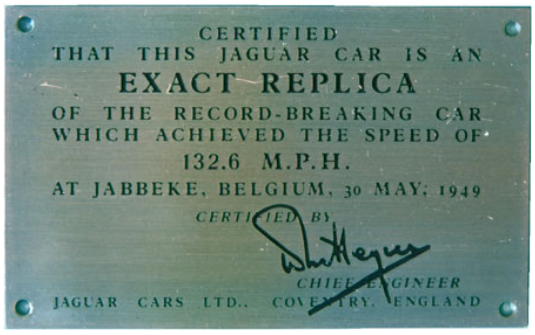
Early steel-bodied car.

Some early steel-bodied cars grab rail bars are painted greenish/grey. (Photo © copyright 2002 by Urs Schmid)

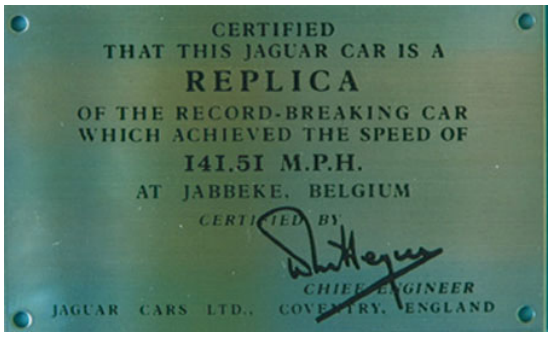
- A new design BD.4660 Grab Rail being introduced from the first steel bodied OTS 670185 onwards, was mounted directly onto the facia. These replaced the earlier BD3442 Grab Rail mounted from under the scuttle top, as had been used on all aluminum bodied XK120s.
- The steel bodied BD.4660 was most commonly 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. (Late 1951-early 1952)

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.

Record Breaking Replica Plates (OTS Only)



Alloy and early steel-bodied car record breaking replica brass plate, EXACT REPLICA 132.8 M.P.H., 5/30/1949

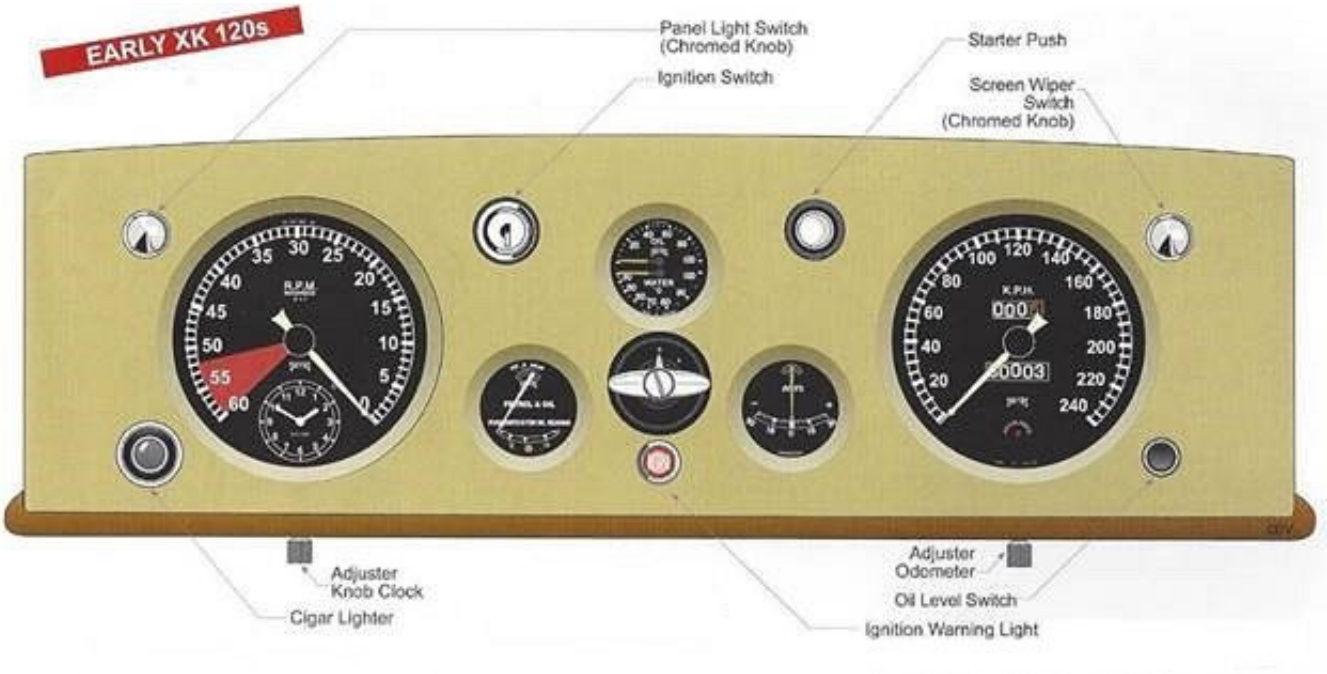


Later steel-bodied car record breaking replica brass plate, REPLICA 141.51 M.P.H., 4/1/1953

- From May 30, 1949, the record-breaking replica plate marked EXACT REPLICA, commemorating speed record of 132.6 MPH is mounted just below the grab bar.
- From April 1, 1953, the record-breaking replica plates marked REPLICA were changed to commemorate a new speed record of 141.51 MPH – 'INSTALLED ONLY ON OTS SE MODELS'.
- Replica Plates were not fitted to any FHC or DHC cars.
- **NOTE:** Not all XK 120 OTS Steel-Bodied Cars came with a REPLICA Plate.

[43] *Sources: J.8 JSPC (1950-1958), pages 58 and 77. Urs Schmid, XK 120, Vol 2, pages 30 and 31. Philip Porter's Original Jaguar XK (Third Edition), page 124 and 125.*

Instrument Panel Assembly (Early OTS) [44]



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 XK120s 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 ºC** 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 **¼ - ¾ - 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 ½ 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. The gauge itself, for all XK120 is always the same **-30** to **+30** Ammeter.

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

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 facia 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 (September 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) [45]

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.

<u>LATER OTS STEEL-BODIED INSTRUMENT PANEL ASSEMBLY (LESS ALL INSTRUMENTS)</u>

- 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...

<u>FIVE GAUGES</u>

- 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 ºC 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 ¼ - ¾ - F Petrol tank level Gauge, with a small low-level warning light in the ½ graduation position.

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

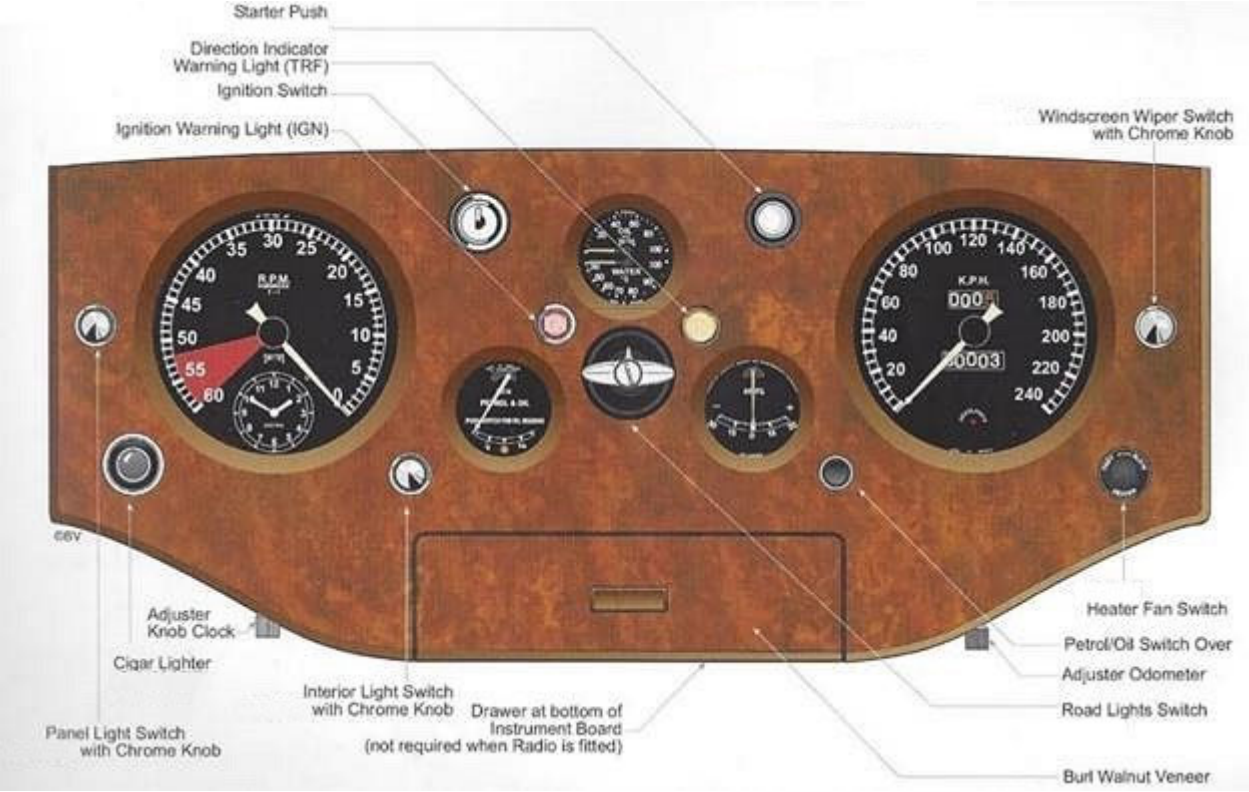
SWITCHES and WARNING LIGHTS

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

- 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) [46]



Instrument Panel Assembly illustration used by permission of Bernard Viart, from his book XK 120 Explored (published by PJ Publishing Ltd). See text and NOTE's 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 …

[46] *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) [47]

Instrument Panel Assembly from a June 1953 DHC, typical of all 'Later FHC/DHC' XK120 (photo supplied by Cliff Lewis) ─ see text and NOTE's 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**'

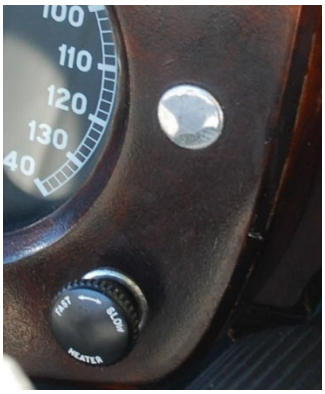
NOTE 2: Claims that certain RHD FHC may have their REV.COUNTER and SPEEDOMETER positions transposed cannot be substantiated, but regardless, are not applicable to North American market FHCs.

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.

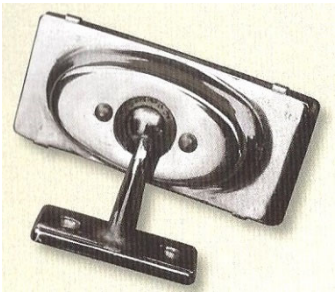
[47] *Source: Urs Schmid, XK 120, Vol 2, pages 41 and 42.*

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.



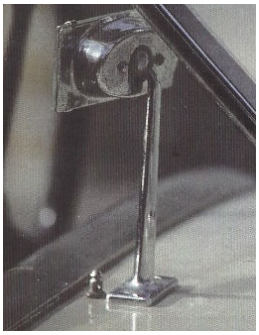
As with the OTS, from October 1952 onwards Windscreen Washers were standard equipment for North American market FHCs and DHCs, being activated by a chromium plated push-button switch with a chrome surrounding bezel fitted into a hole provided in the middle-outside-right position. If Windscreen Washers 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).

Interior Mirrors and Adjacent Tonneau Fasteners (OTS) [48]



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.

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

All photos above, © Copyright 2002 by Urs Schmid.

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.

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

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.

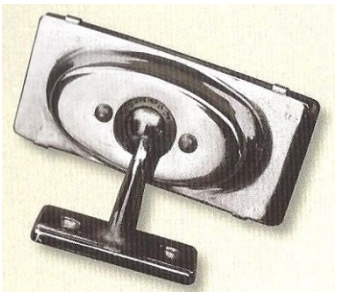
C.4645 - NARROW CONVEX OVAL MIRROR, WITH SHORT VERTICAL or SLANTING STEM — SIZE: 1-5/8" X 3-1/2"

- 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.

Interior Mirrors (FHC/DHC) [49]



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.

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

Toggle Clamp for Interior Hood (OTS)

- The toggle clamp (interior hood fastener) for OTS is chrome-plated.

Toggle Clamps for Interior Hood (DHC)

Toggle clamp for securing the hood at the center.

Toggle clamp for securing the hood at left-side and right side.

Center and left side

- All DHC's use three chrome-plated toggle clamps attached by nuts and bolt heads to the canopy rail from the inside, allowing the top to be fixed to the windscreen's frame.

Radio (Optional Extra) [50]

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)

[50] *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.

JAGUAR XK 120 OTS RADIO AMPLIFIER LOCATION

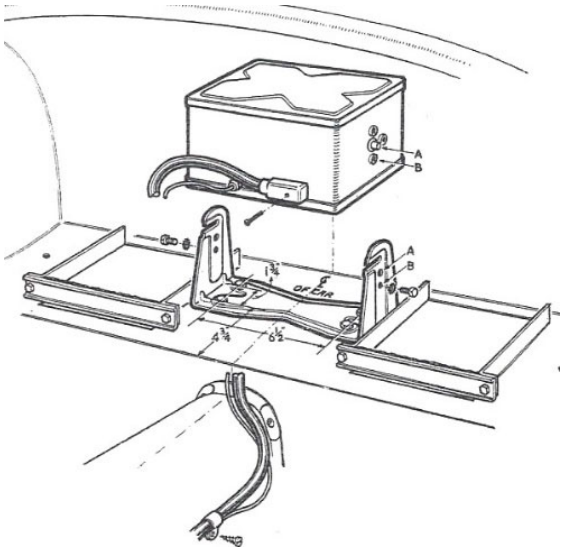
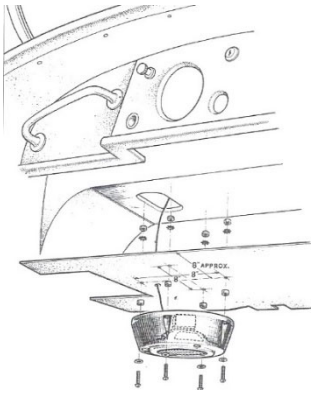
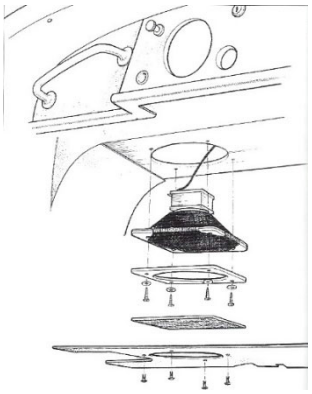


Photo by Robert Sheridan.

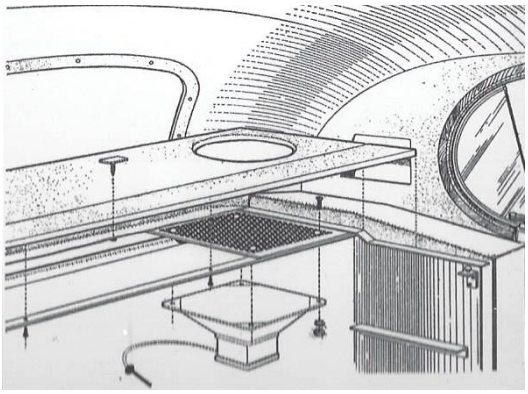
Radio Speakers [51]



Early OTS Speaker (pre-1952)



Later OTS Speaker



FHC and DHC Speaker

(Speaker illustrations above provided by Roger Payne)

FHC/DHC Speakers under the Parcel Shelf and Power Amplifier between Batteries. (Photo © copyright 2002 by Urs Schmid)

Sample OTS Speaker Mesh, located on the underside of the Passenger Side Scuttle Casing. (Photo by Rob Reilly)

- Early XK 120's produced before January 1, 1952 were not built to accommodate Radios, hence the Rounded Speaker installed to the underside of the Passenger Side Scuttle Casing. (top-left picture)
- From January 1, 1952, a square Loudspeaker was mounted from below on OTS Cars. (top-middle picture)
- The same square Loudspeaker was mounted from below to the Parcel Shelf of the FHC. (top-right picture)
- Loudspeakers were also mounted from below, forward on the Parcel Tray Lid of the DHC due to the soft top. (top-right and lower-left pictures)
- **NOTE:** If a radio is installed, the speaker mesh should look like the example above. (right picture)

[51] *Sources: J.8 JSPC, pages 92-95. Urs Schmid, XK 120, Vol 2, pages 140.*

Petrol and Oil Level (Early) [52]

Photo by Bernard Viart, from his book XK 120 Explored (published by PJ Publishing Ltd.

- From OTS chassis nos. RHD 660001 to 661025 and LHD 670001 to 672942, also 672944, 672945 and 672949 (Mar 1950-Sep/Oct 1952), are fitted with a Petrol and Oil gauge.
- From FHC chassis nos. RHD 669001to 669002 and LHD 679001 to 680109 680112, also 680111, 680112 and 680115 (Jul 1951- Sep/Oct 1952), are fitted with a Petrol and Oil gauge.

Petrol Gauge (Later)

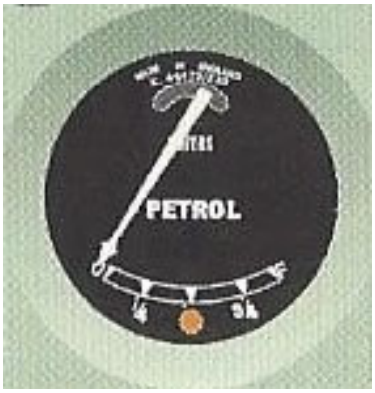


Photo by Bernard Viart, from his book XK 120 Explored (published by PJ Publishing Ltd.

- From OTS chassis no. RHD 661026 to 661166 and LHD 672950 to 675207 (Oct 1952) onwards, are fitted with a new style Petrol gauge.
- From FHC chassis no. RHD 669003 to 669138 and LHD 680116 to 681419 (Oct 1952) onwards, are fitted with a new style Petrol gauge.

[52] *Source: J.8 JSPC, pages 88 and 88A, Philip Porter, Original Jaguar XK, page 372 (chassis nos. by dates).*

Demisting and Defrosting [53]

- OTS chassis no. 672963 (October 1952) onwards, demister (defroster) vents are fitted to all XK 120 models and all FHC and DHC models from the start of production.
- Demister vents, are located between the front crash roll and the inner-side of the windscreen.
- The two chrome-plated vents are connected to heater unit by flexible hoses.

RIGHT-SIDE LOWER COCKPIT AREA

Door Sills Draft Excluders (OTS)

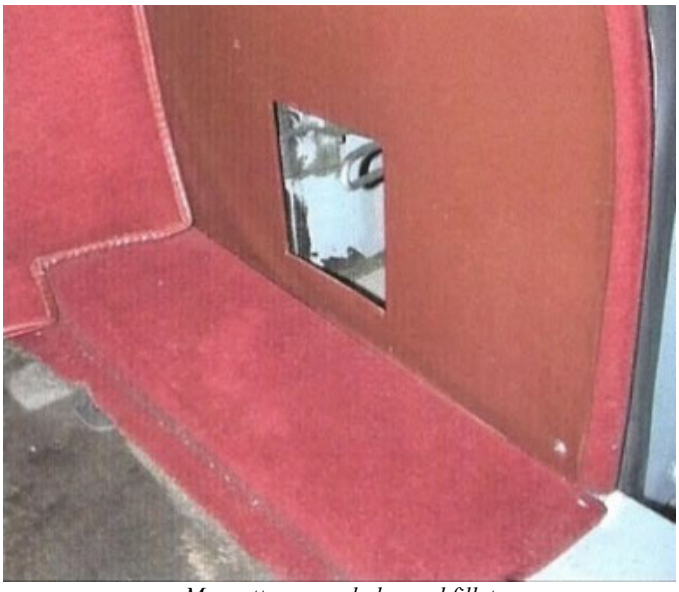
Steel-bodied carpet with chrome carpet rail and draft excluder (Furflex) along the door sill and up each 'A and B' door post. Photo on left by Robert Sheridan. Photo on right © Copyright 2002 by Urs Schmid.

- Steel-bodied OTS cars, the adjoining area between the floorboard and the sill was concealed beneath by 26' chrome carpet rails ('J' shaped), which on the outer edge, carpets were inserted, which served to cover 27 ½" Moquette covered tubing draft excluders (Furflex).
- The draft excluders (Furflex trim) extended up each 'A and B' door post.

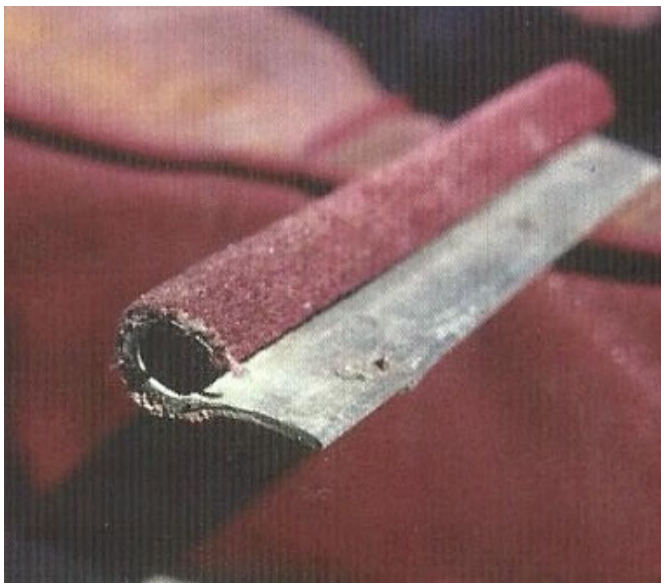
[53] *Source: J.8 JSPC (1950-1958), page 63B. Urs Schmid, XK 120, Vol 1, pages 182 and 256.*

Door Sills and Draft Excluders (FHC/DHC)

FHC and DHC trim fillet along the door sill, with draft excluder covered in Moquette.



Moquette covered plywood fillet at front of sill near the Footwell.

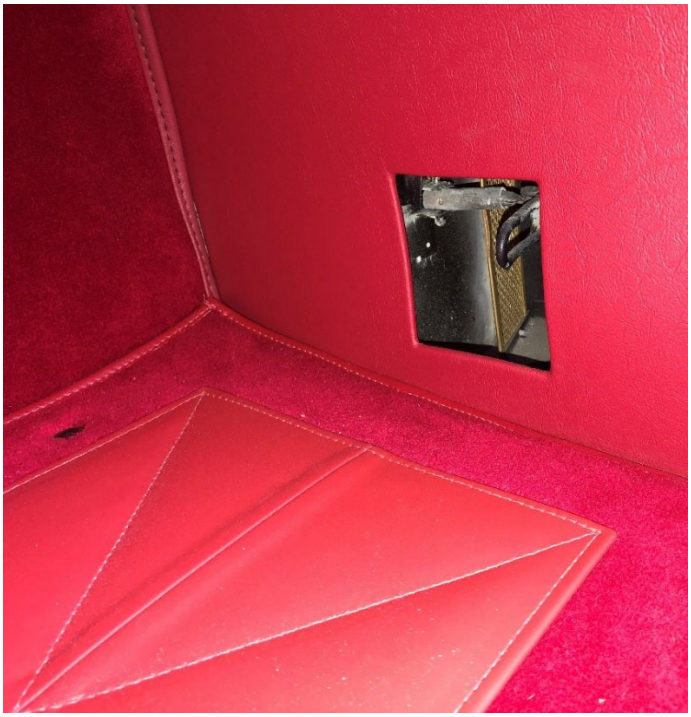


Draft excluder rolled rubber bead covered in Moquette. Photos— © Copyright 2002 by Urs Schmid.

- FHC and DHC carpets on the outer floorboards were closed off by using 29 ½" Moquette covered rubber tubing, attached to plywood fillets using self-tapping screws.
- On the back part of the sill, there should be a small oval-shaped cover fastened with 2 oval-head screws painted body color.
- The front section of the sill should be hidden under a small Moquette covered plywood fillet, mounted between the Footwell side casing and the carpet.

Under Dash (OTS) [54]

Photo Copyright 2006, by Urs Schmidt.



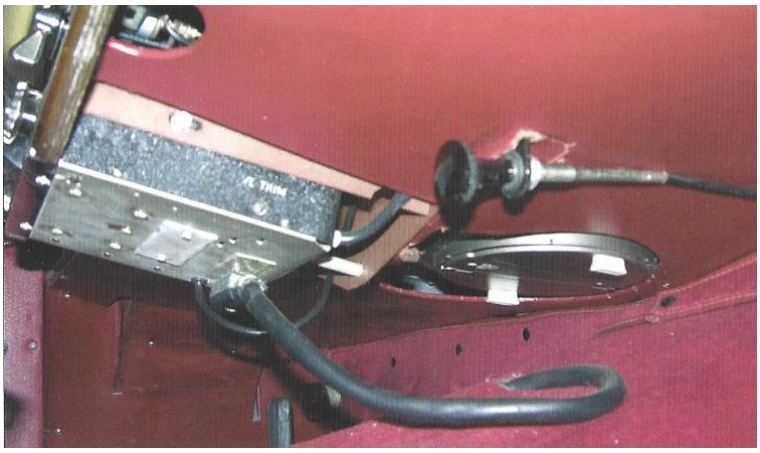
XK 120 OTS right-side Footwell. (Photo by Robert Sheridan)

- A Smiths heater was not offered as STANDARD-EQUIPMENT for OTS cars until September 1951.
- The under-dash panels should be covered in Rexine of the same color as other upholstery.
- The Rexine kick-panel ventilator hole should line up properly. If not, it should be listed as a condition discrepancy.

NOTE: Under-dash panes do not have piping of their own.

[54] *Source: J.8 JSPC (1950-1958), pages 56 and 74.*

Under Dash (FHC/DHC)



Right side under dash area

Right side kick-panel.

- A Smiths heater was fitted to all FHC and DHC cars.
- The heater doors are fitted with white Bakelite handles.
- From October 1952 onwards, cars with demisters have two hoses fitted to the heater.
- The under-dash panels covered in Rexine should be the same color as other upholstery.
- The Rexine kick-panel ventilator hole should line up properly. If not, it should be listed as a condition discrepancy.

Knobs for Bonnet Control Wire, Releasing Bonnet Catch [55]

Chrome knob for bonnet control wire.

Bakelite knob for bonnet control wire.

- For OTS chassis no. 670185 (March 1950) onwards, including all FHC's and DHC's, the bonnet control wire, releasing bonnet catch, (complete with knob and fittings), it is unknown exactly when the factory changed from fitting a chrome-plated knob to a Bakelite knob.
- Therefore, EITHER a chrome-plated knob or a Bakelite knob is acceptable for judging purposes on early steel-bodied cars from March 1950 to December 1952.
- A car fitted with a chrome-plated knob after December 1952, is NON-AUTHENTIC.

[55] *Source: J.8 JSPC (1950-1958), pages 56 and 74.*

Gauntlet for Gear Shift and Brake Levers

Photos by Robert Sheridan.

- **NOTE 1:** Leather gauntlets are acceptable EITHER with or without metal ‘retainer-clips’.
- **NOTE 2:** Cars with a radio fitted by the factory usually have a straight gear shift lever. Cars with no radio installed at the Factory usually have a bent gear shift lever. (pictured above-left)

Carpets (OTS)


Photo on right by Dick Cavicke. All other photos by Robert Sheridan.


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….

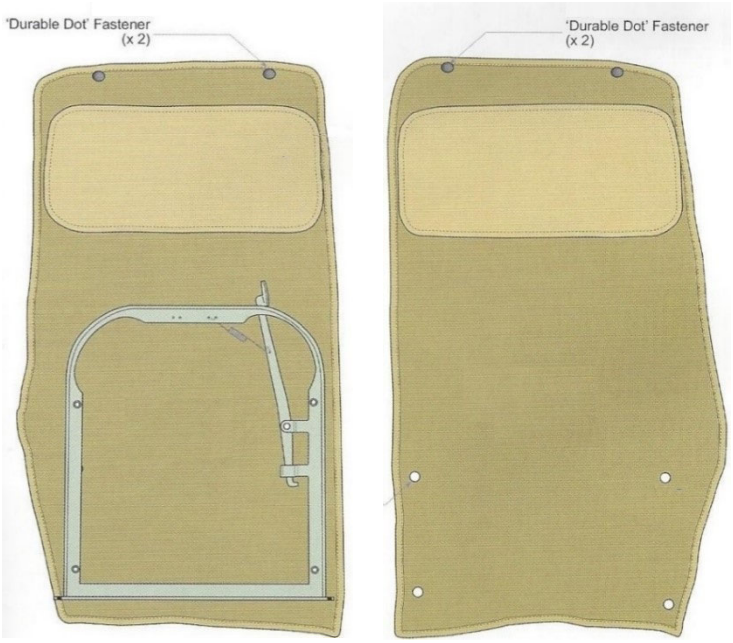
- The **FRONT LHS** and **RHS** carpets were commonly sized and installed to slightly overlap the **LHS** and **RHS MAIN FLOOR** carpets, with no gap visible.
- Shown above, top-left is the **PEDALS Carpet, LHS**. This was basically a 29" x 14" piece cut to shape, bound (stitched) around its full perimeter 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.
- Top-right is the **TOEBOARD Carpet, RHS**. As above, but shaped for RHS, and no added holes.
- Middle-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.)
- Middle-right is the **FRONT RHS Carpet**. As per LHS above, but shaped for RHS, also with added Heel Pad.
- Lower-left is the **MAIN LHS FLOOR 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.
- Not illustrated but the seventh carpet was for the **GEARBOX COVER**. This started as a 32" x 30" piece, but was cut into four pieces, stitched and shaped to fit the Gearbox Cover shape, and included a stitched in-place GAUNTLET for the CHANGE SPEED LEVER (Shifter).

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)


Notice the 'horizontal stitching' across the Heel Pads. Photos by Dick Cavicke and Robert Sheridan.

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.

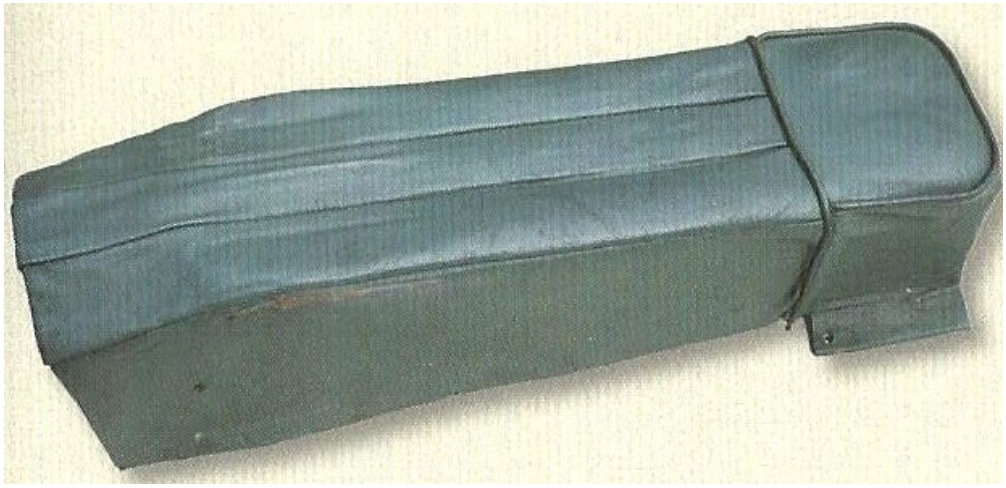
HEEL PADS from approximately March 1953 onwards, thus for later OTS, later FHC and for all DHC from the start of their production were now made of HARDURA pieces edged with REXINE, and in a color nominally matching the color of the leather seats.

- 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 Pads. (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.

Driveshaft Covering



Driveshaft covering. (Photo © Copyright 2002 by Urs Schmid)

- The driveshaft covering is made of leather over a cardboard form to give it a 'square shape'.
- The driveshaft covering should have 'three flutes'

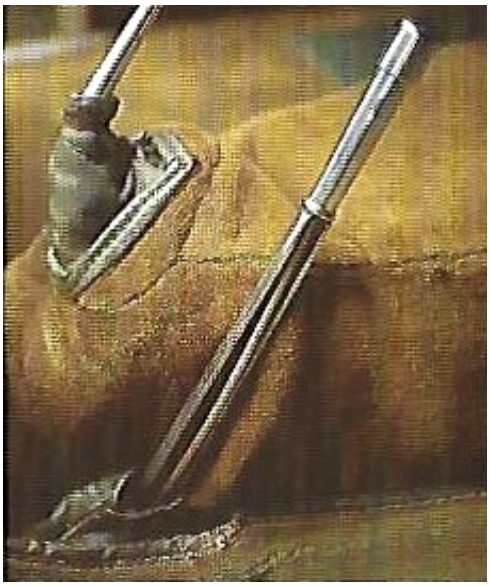
Gear Shift Knobs

NOTE: Some early alloy body XK 120s have been seen with Gear Shift Knob with a raised shift pattern.

Steel-bodied XK 120s all have a tear-shaped Gear Shift Knob with a flat shift pattern.

- The Gear Shift Knob screws onto the chromium-plated gear shift lever, and is cone shaped with white lettering.
- For Gear Shift Knob identification — the number One is slightly higher than the 'R' and the number Two is slightly lower than the number Four.
- An adjustment nut is fitted just below the Gear Shift Knob.

Handbrake Lever [56]



Straight Handbrake until June/July 1954

Curved Handbrake from June/July 1954 onwards,

(Photos © copyright 2002 by Urs Schmid)

CURVED HANDBRAKE LEVER— FROM JUNE/JULY 1954 ONWARDS:

- From OTS chassis no. 675763.
- From FHC chassis no. 681477.
- From DHC chassis no. 678390.

[56] *Source: Service Bulletin 152. Urs Schmid, XK 120, Vol 1, pages 152 and 258.*

Seats Backs/Squabs (OTS) [57]

Early OTS curved seat backs/squabs have 11 flutes.
(Photo by Robert Sheridan)

Later OTS flat seat backs/squabs have 10 flutes.
(Photo © copyright 2002 by Urs Schmid)

- OTS chassis nos. 670185 to 674390, 674392 to 674408 and 674410 to 674433 (March 1950 to December 1953), curved-semi-bucket seat backs/squabs have 11 flutes per seat.
- OTS chassis nos. 674434, 674391 and 674409 (December 1953) onwards, flat seat backs/squabs have 10 flutes per Seat.
- **NOTE:** Racing seats are NON-AUTHENTIC in Champion Class Judging. Racing seats belong in JCNA Special Division Class S1/PD.

Seat Belts (Optional)

Photo by Robert Sheridan

- If installed, seat belts should be period-correct for the year of the car.

[57] *Source: J.8 JSPC (1950-1958), pages 59, 77-78. Urs Schmid, XK 120, Vol 2, pages 70-73 and 194.*

Interior Upholstery Piping [58]

Special (non-standard) OTS two-tone combination- cream with black piping, chassis no. 670939.

- For some cars, especially in 1954, there is a specific contrast color quoted for the trim piping, including 86 OTS LHD and 5 DHC LHD cars.

Seat Backs/Squabs (FHC/DHC) [59]

Early FHC curve seat backs/squabs with 10 flutes.
(Photo © Copyright 2002 by Urs Schmid)

Later FHC flat seat backs/squabs with 9 flutes.
(Photo © Copyright 2002 by Urs Schmid)

FHC CARS CURVED-BACK SEMI-BUCKET SEATS (EARLY) AND FLAT-BACK SEATS):

- FHC from chassis nos. 679001 to 681261 (July 1951 to December 1953), curved seat backs/squabs have ten flutes per Seat.
- FHC from chassis no. 681262 (December 1953) onwards, flat- seat backs/squabs have nine flutes per seat.

DHC CARS FLAT-BACK SEATS:

- DHC from chassis nos. 677003 to 678086 (January 1953 to December 1953), flat seat backs/squabs have ten flutes per seat
- DHC from chassis no. 678087 (December 1953) onwards, flat seat backs/squabs have nine flutes per seat.

[58] *Source: Anders Ditlev Clausager, XK 120 in Detail, page 235, Urs Schmid, XK 120, Vol 2, page 180.*
[59] *Sources: Urs Schmid, XK 120, Vol 2, pages 70-73 and 194.*

Seat Frames [60]

Chrome-plated seat frames.

Seat frames painted greenish-grey. (Photo by Robert Sheridan)

- OTS seat frames until mid-1951 are chrome-plated.
- 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.

NOTE: Rufus Coburn XK 120 chassis 671414 (July 1951) has chrome-plated seat frames and hoodsticks (metal frame) and are believed to be original. Also substantiated by Urs Schmid examination of original XK120s.

RIGHT-SIDE BEHIND THE SEAT AREA

Seat Behinds (OTS)

Photo by Robert Sheridan.

- OTS seat behinds have a vertical recess in the seat back to accept folded hoodsticks (metal frame).

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

Seat Behinds (FHC/DHC)

- FHC and DHC seat behinds are flat and have no recess.

Battery Cover and Dzuz Fastener (OTS)

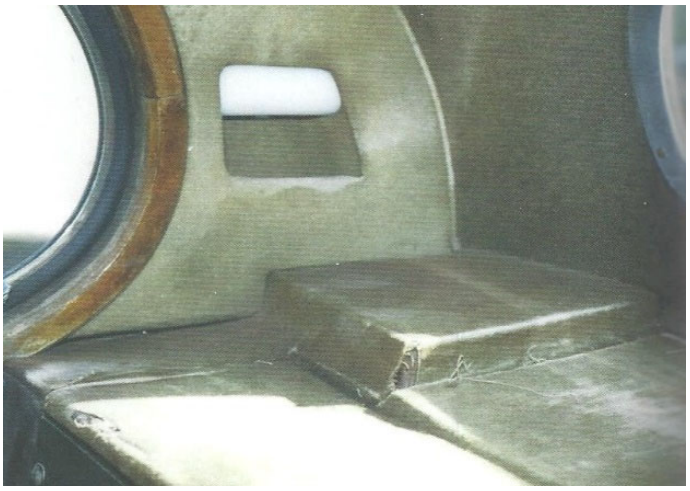
OTS Battery Cover is secured by two Dzus fasteners, pictured below. Notice the two canvas straps used to secure the style-2 backlight when it is folded down. Style-2 Hood Cloth Assembly was used from Feb 1951 to Jan 1953). (Photo by Robert Sheridan)

Dzus fastener and retaining clip. (out of the box)

- The OTS Rexine covered Battery Cover, has felt strips underneath (out of view unless removed to inspect the two batteries).
- Two Dzus fasteners, one at each end of the Battery Cover, are used to secure the Battery Covers to the body.
- The Rexine covered body parts and panels should be smooth and the same color as front cockpit Rexine.

- The OTS Rexine covered battery cover has felt strips underneath (out of view unless removed to inspect the two batteries).
- Two Dzus fasteners, one at each end of the battery cover, are used to secure the battery covers to the body.
- The Rexine covered body parts and panels should be smooth and the same color as front cockpit Rexine.

Parcel Box (FHC/DHC)



FHC early parcel box covered in Moquette.
(Photo © Copyright 2002 by Urs Schmid.)

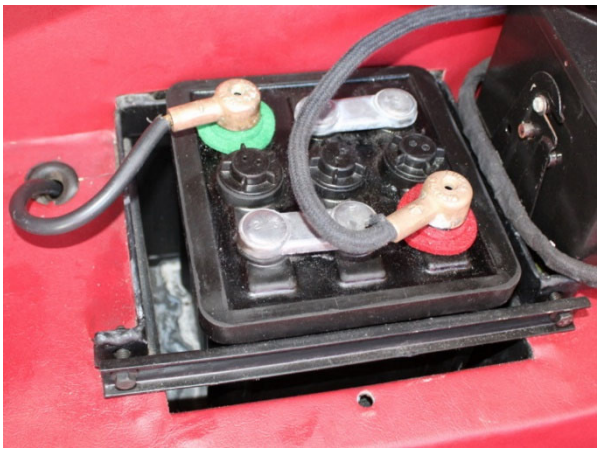
FHC later parcel box covered in Moquette.
(Photos on left © Copyright 2002 by Urs Schmid)

DHC parcel box lid is covered in Rexine.

DHC parcel box lid open.
The parcel box swings forward on two hinges like the FHC.

- The FHC parcel box lid is covered in Moquette, which is a soft cut-pile material (not carpet).
- The DHC parcel box lid is covered in Rexine.
- The parcel box has spring clips and buttons under the front corners of the lids.
- The parcel box lids have a short leather pull strap in the middle, used to open the lid.
- Once the parcel box lid is opened slightly, and its Oddie fasteners released, the parcel box swings forward on two hinges, exposing the batteries.
- The front of the parcel box and lower panel are covered Rexine and should be smooth and the same color as the front cockpit Rexine.

Batteries [61]




***NOTE**: Battery cables are covered with braided cloth from the factory.*

Top photos and lower left photo by Robert Sheridan.

***NOTE:** Metal Mesh ground cables are NON-AUTHENTIC. (Photo by Dick Cavicke)*

- There are three battery cables:
  - One cable, from the engine compartment, emerges from a hole with a rubber grommet on the right side of the battery area and connects to the right-side battery.
  - A second cable connects the right and left side batteries and is clipped to the body between the two.
  - The third cable connects the left-side battery to ground/earth.
- Original Battery cables from the factory were covered with rubber and cloth over the rubber.
- Replacement Battery Cables should appear coated similar to the original rubber coat.
- Each battery is covered by a Lucas Bakelite battery cover and attached to four 'J' shaped metal fasteners with brass or dull cadmium plated sleeve nuts.
- Batteries are an expendable item and brands are not judged. However, the two-battery configuration must be retained.
- The replacement batteries must appear identical to each other, fit in the original spaces provided and be approximately the same shape and height as the original.
- Each battery must properly accommodate the LUCAS covers with their associated hardware.
- Each battery should have a channeled, felt-padded horizontal clamp securing it in position.
- A battery ground cable made from a metal-mesh material with no rubber/braided cloth covering is NON-AUTHENTIC.

[61] *Source: J.8 JSPC (1950-1958), page 88.*

Battery Container Assembly (OTS)

View of Batteries uncovered.

View of the Batteries covered with Lucas cover plates. (Photos above by Robert Sheridan)

Battery box installed over the batteries.

Parcel Box Assembly (FHC) and Battery Container (FHC)

View of parcel box assembly closed. Note leather pull strap at top and two hinges below. Parcel box lid covered in carpet.

View of parcel box open. The parcel box swings forward on two hinges, exposing the batteries.

Spring clip, button at sides of parcel box.

Parcel Box Assembly (DHC) and Battery Container (DHC)

Front view of same parcel box assembly as FHC but parcel box lid is covered in Rexine.

View of the parcel box lid open, same as FHC. Parcel box swings forward on two hinges like FHC.

Both DHC and FHC have Two 6-volt Lucas battery's, and three battery cables like OTS.

Hoodsticks (metal frame) Assembly Pivot Screw (OTS)

The Hoodsticks (metal frame) Assembly Pivot Screw securing Hoodsticks (metal frame) to left-side/right-side. (Photo by Robert Sheridan).

- The hoodsticks (metal frame) assembly pivot screw securing hoodsticks (metal frame) (left-side/right-side), should have a washer under the pivot screw and a distance piece behind hoodsticks (metal frame).

TOP-INSIDE OF THE CAR

Hoodstick Assembly and Underside, Style-1 (Earliest Steel Bodied OTS) [62]

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

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

- 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 (metal frame) are two-inches wide.
- BD.3823 webbing strips are attached using two set screws, two cup washers and two dome nuts.

Hoodstick Assembly and Underside, Style-2 (Early Steel Bodied OTS) [63]

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

- OTS hoodsticks (metal frame) until mid-1951 are chrome-plated. (Rufus Coburn XK 120 chassis 671414 (July 1951) has chrome-plated hoodsticks (metal frame) and are believed to be original. Also substantiated by Urs Schmid examination of original XK120s).
    - 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 (metal frame) are two-inches wide.
    - BD.3823 webbing strips are attached using two set screws, two cup washers and two dome nuts.

[63] *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) [64]


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

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

- The last Style-3 hoodsticks 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 (metal frame) 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 (metal frame) are painted greenish/grey. (pictured above).

Headliner (FHC)


- FHC headliners are made of wool cloth in beige, grey or greenish colors.
- The aluminum backlight frame is covered in headlining material and is attached using sixteen #4 instrument head, self-tapping screws and cup washers.
- Two interior lights are located in the rear.
- **NOTE:** Some Early FHC headliners were made from Rexine (exact chassis no. demarcations unknown).

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

FHC Sun Visors

Sun visor in up position

Sun visor in down position

- FHC sun visors should be a bluish-grey color, attached to two permanently fitted chrome hinges.
- The sun visors can be flipped downwards but not sideways.
- Both visors are made of tinted plastic, mounted with four chrome-plated fasteners.

Headliner/Hood (DHC)

- The DHC heavily padded headliner comes in shades of taupe or light grey.
- The DHC zip-out rear window leaves the panel lying flat on the car body.
- The interior light is fitted just above rear window.
- Wood trimmed contrails fold down with the hood.

Hood Capping and Fasteners (DHC)

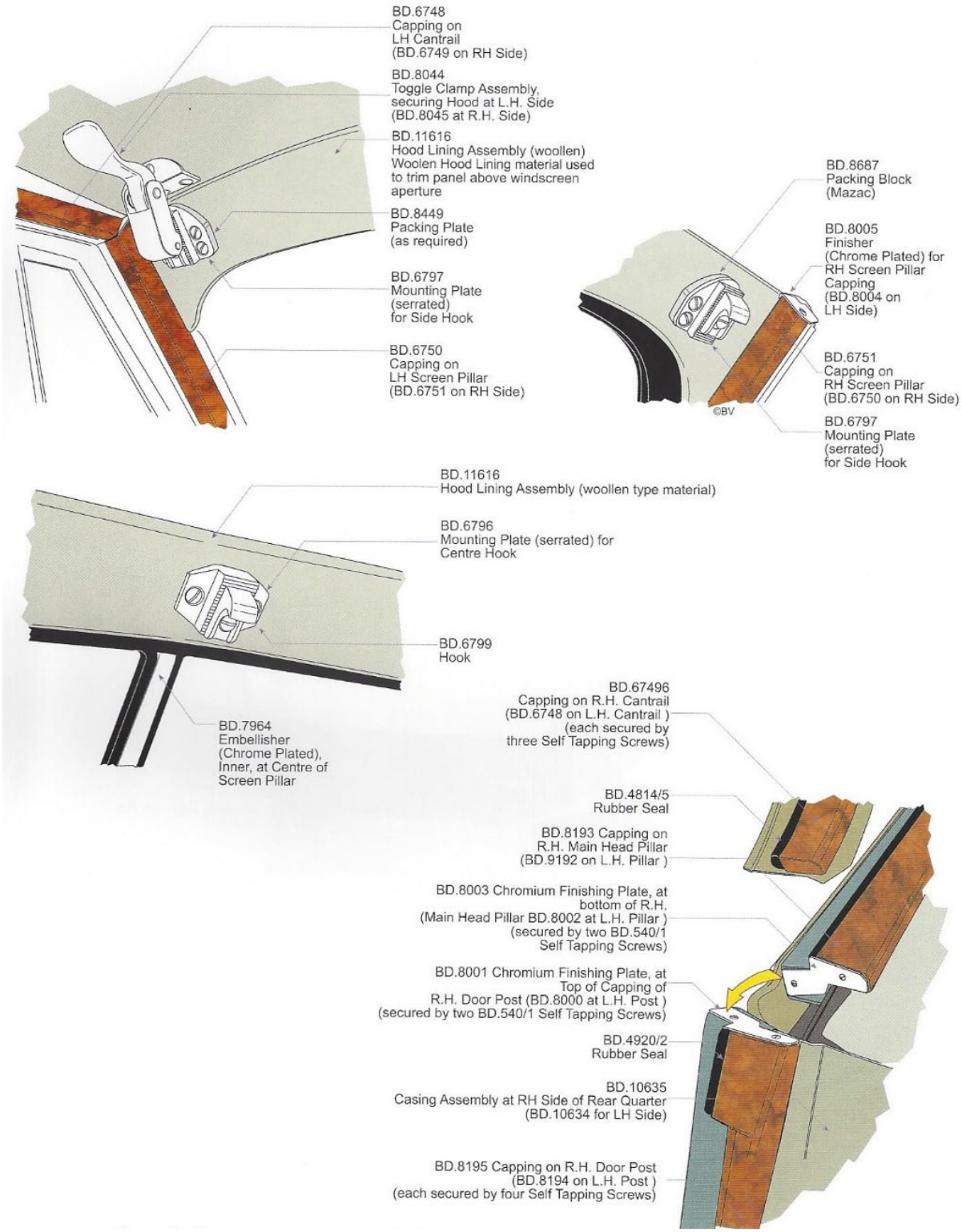


Illustration used by permission from Bernard Viart, from his book XK 120 Explored (published by PJ Publishing Ltd).
***NOTE:** Ignore the part number descriptions above — they have not been substantiated by the authors.*

- The fasteners being judged should look the same as the illustration above.

Straps and Clamps (DHC)

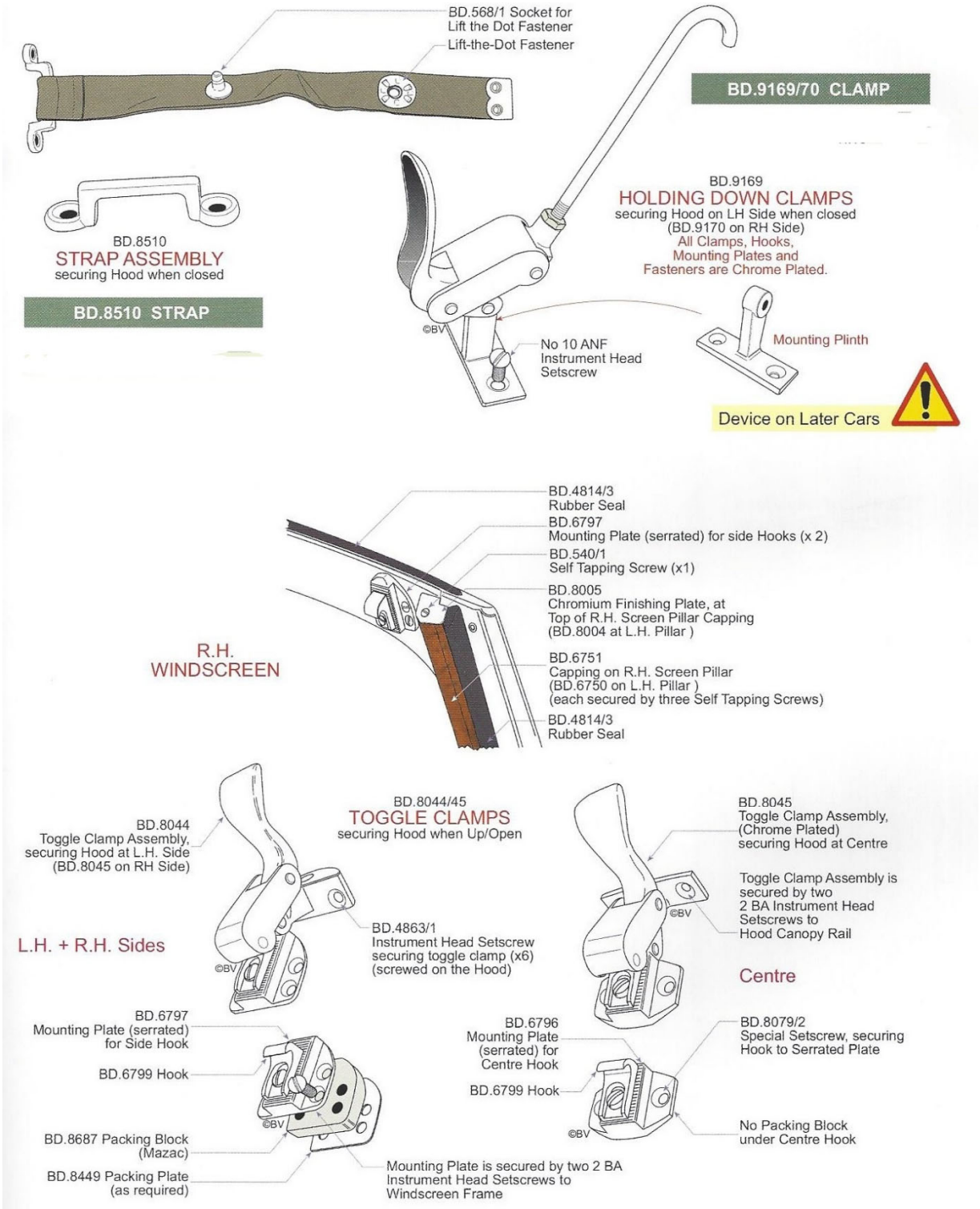


Illustration used by permission from Bernard Viart, from his book XK 120 Explored (published by PJ Publishing Ltd).
***NOTE**: Ignore the part number descriptions above – they have not been substantiated by the authors.*

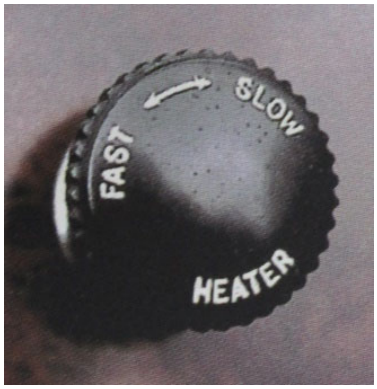
- The DHC straps, clamps and fasteners on car being judged should look the same as the illustrations above.

LEFT-SIDE DOOR AND COCKPIT AREA

USE THE SAME JUDGING CRITERIA AS THE RIGHT-SIDE DOOR AND UPPER COCKPIT AREA:

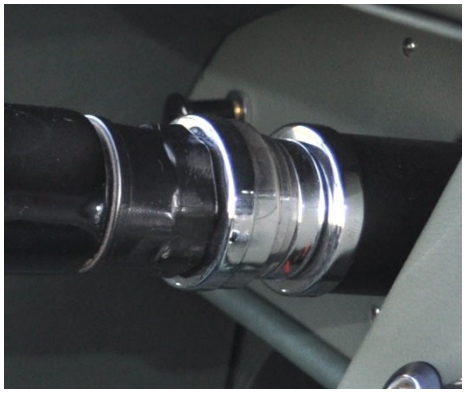
- OTS Cockpit Crash Roll.
- Door Panels
- Door Shut Face and Hinge Faces.
- Door Jambs and Rubber Seals.
- And the following items:

Heater Switch (Early OTS) [65]



- From August/September 1951, heaters were part of the STANDARD-EQUIPMENT package for OTS cars and, a Lucas Bakelite Rheostat heater switch was fitted to the driver's side fascia panel between the steering column and the body.
- From start of production, FHC and DHC cars were fitted with heaters, and a Lucas Bakelite Rheostat heater switch was fitted to the instrument panel.
- From September/October 1952, at the same time the headlight switch was changed from being horizontal to vertical, the Lucas Bakelite Rheostat heater switch was moved to the instrument panel.

Steering Wheel Telescopic Assembly



OTS steering wheel telescopic assembly.

FHC/DHC steering wheel telescopic assembly with optional steering column collar.

- The judged steering wheel telescopic assemblies should look like the photos above.

[65] *Source: Urs Schmid, XK 120, Vol 1, page 181, Vol 2, page 39.*

Steering Wheels [66]

White steering wheel.

Black steering wheel.

- 17" steering wheel – (C.3721) choice of black or white as an OPTIONAL-EXTRA.
- 16" steering wheel – (C.5661) supplied as an OPTIONAL-EXTRA.
- The horn flasher switch knob when at rest, should point to 12 O'clock.
- Steering wheels should be aligned as pictured above.

Horn Push Assembly [67]

Horn push, no turn signals

Horn push, with turn signals.

Flat horn-push

- From start of production, all FHC and DHC models are fitted with steering column control turn signals.
- From OTS chassis no. 670185 to 67926 (March 1950 to September 1952), the horn push assembly is fitted on early steel-bodied cars without turn signals.
- From OTS chassis no. 672927 (September 1952) onwards, the horn push assembly is fitted on later steel-bodied cars with turn signals.
- From OTS chassis no. 675926, FHC chassis no. 681481, DHC chassis no. 678418 (July 1954), the flat horn push is installed to all XK 120 models.
- The lever operating the turn signal indicator switch is incorporated into the horn push assembly.
- **NOTE:** Some alloy and early steel-bodied cars without turn signals, may have a horn ring with the slot positioned at the bottom, as the same chrome horn rings had been and were being used on the MK5 cars.

[66] *Source: J.8 JSPC (1950-1958), page 41A. Urs Schmid, XK 120, Vol 1, pages 169 and 257.*
[67] *Source: J.8 JSPC (1950-1958): page 86. Urs Schmid, XK 120, Vol 1, pages 169 and 170. Service Bulletin 153.*

Fog Lamp Switch Placement (Factory Extra) [68]

The correct Jaguar factory supplied fog lamp switch assembly with its knurled chrome-plated knob.

Fog light switch (Lucas 031216) with its knurled chrome-plated knob next to an early heater rheostat knob, correctly located on the driver's side fascia panel. (Photo by Robert Sheridan)

- The Jaguar factory supplied fog lamp switch (Lucas 031216) with a chrome-knurled knob should ONLY be installed on the driver's side fascia panel between the steering wheel and the body. *(Ref: Urs Schmid, below).* Any other location is deemed as NON-AUTHENTIC.
- Using an after-market fog lamp switch with a Bakelite knob, or using any switch, mounted on the face of the instrument panel for fog lamp operation, is NON-AUTHENTIC for judging purposes.

LEFT-SIDE LOWER COCKPIT AREA

USE THE SAME JUDGING CRITERIA AS THE RIGHT-SIDE LOWER COCKPIT AREA:

- Upholstery Screws (#4 Instrument Head) and Cup Washers.
- Door Panels
- Under Dash Rexine.
- Gauntlets for Gear Shift and Handbrake Levers
- Carpets.
- Carpet Heel Pads
- Gear Shift Knob
- Handbrake Lever
- Seats, Squabs and Seat Belts
- Interior Upholstery Piping
- Seat Frames
- And the following items:

[68] *Sources: J.8 JSPC (1950-1958), pages 82, 82A and 92. Urs Schmid, XK 120, Vol 2, pages 40 and 136.*

Rubber Pads (Dipper Switch, Clutch, Brake and Accelerator Pedals)

Location of Dipper Switch, Clutch Pedal, Brake Pedal and Accelerator Pedals.
(Photo by Robert Sheridan).

- The dipper switch should be covered in matching Moquette and be fitted with a rubber cover.
- The clutch, brake and accelerator pedals should have rubber foot pads.
- The clutch and brake pedals should be aligned with each other when at rest.
- The pedal shafts should have a single (not slotted) hole in the carpeting.

Transmission Dipstick Inspection Cover

Oddie stud head

Oddie stud

Transmission dipstick cover with 2 Oddie stud fasteners.
(Photo on left by Robert Sheridan. 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 (Luggage Compartment)

NOTE: For 'correct period' color combinations: See Appendix 1. Paint and Upholstery Colors.

REAR END OF THE CAR

Luggage Compartment Lid Interior and Colors [69]

Early luggage compartment lid. (Photo © Copyright 2002 by Urs Schmid)

Later luggage compartment lid.

- The luggage compartment lid-interior components include: light, lock, handle, and the sliding lock mechanism.
- The steel-bodied OTS, FHC and DHC have a similar three-quarter length underside luggage compartment casing, originally trimmed in Rexine, secured by chrome-plated self-tapping #4 instrument head screws and cup washers.
- The luggage compartment casing color should match the interior-trim color.
- The bottom edge of the boot lid should have two flat-head straight-slot screws which attach to the trunk lock.

EARLY STEEL-BODIED CAR

- From March 1950 to October/December 1952, the luggage compartment underside and sliding rods for locking the boot are painted semi-gloss black.

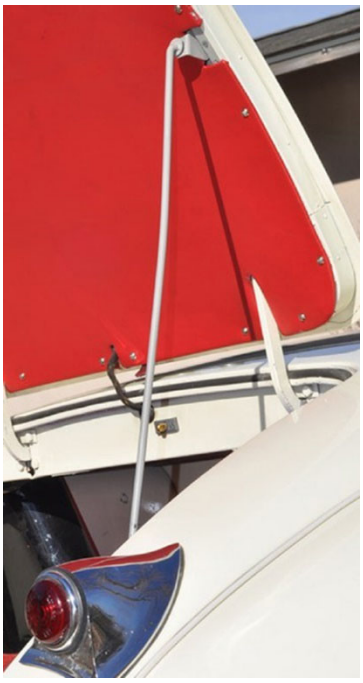
LATER STEEL-BODIED CAR

- From December 1952, the luggage compartment underside and sliding rods for locking the boot are painted body color.

[69] *Source: Urs Schmid, XK 120, Vol 2, pages 89-91..*

Prop Rod, (Holding the Luggage Compartment Lid in the Open Position) [70]

chrome-plated prop rod.



Greenish-grey prop rod.

- From 1949 to November/December 1951, alloy and steel-bodied car boot lid props are chrome-plated.
- From November/December 1951 onwards, steel-bodied car boot lid props are painted greenish-grey.
- The Prop is hinged at one-end from a bracket secured to the right-side luggage compartment lid timber-frame, and when not in use, the unhinged-end is secured by a plated spring clip.

Boot Light, Boot Prop Clip, Boot Light Switch

Boot light

Boot prop clip

Wiring harness, boot light striker plate and boot light switch

- Lucas luggage compartment light, with a translucent plastic lens, chrome surround and two chrome-plated self-tapping instrument head screws.
- Boot prop clip and round-head slotted screws.
- Certain exposed sections of the Luggage compartment wiring harness are enclosed in a black Vinyl plastic material sleeve.
- chrome light switch striker-plate is screwed onto the luggage compartment lid frame.

[70] *Sources: J.8 JSPC (1950-1958), pages 55 and 73, Urs Schmid, XK 120, Vol 2, page 91.*

LEFT-SIDE

Left Side of Luggage Compartment Panel

Early steel-bodied cars, until end of 1950, had the tyre pump on left-hand side as pictured above.
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.

Cover for Petrol Filler Tank Pipe [71]

Photo by Robert Sheridan.

- From April 1950 onwards, the aluminum cover for petrol tank filler pipe is painted semi-gloss black.

Tool Roll Strap [72]

Tool roll strap used to hold the tool roll in place. (Photo © Copyright 2002 by Urs Schmid)

- The tool roll strap is located just forward of the petrol filler cover and is fastened by a self-tapping screw with a cup washer to the left-side body panel.
- The tool roll strap can be EITHER brown or black in color.
- If the tool roll strap is missing, it should be noted as NON-AUTHENTIC.

[71] *Source: Urs Schmid, XK 120, Vol2, page 90.*
[72] *Source: J.8 JSPC (1950-1958), page 52.*

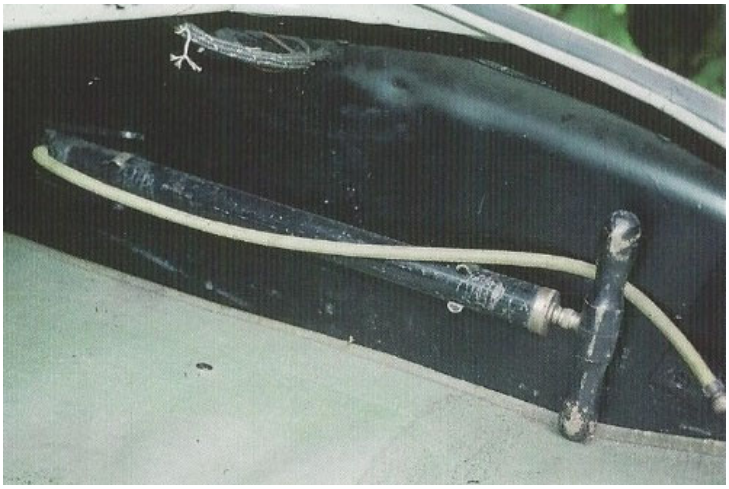
Over-Rider Bracket (Inside Luggage Compartment)

Over-rider brackets are used to mount the rear over-riders (bumpers)

- Left-side and right-side over-rider brackets are painted EITHER black or body-color.

RIGHT-SIDE

Right Side of Luggage Compartment Panel



Early steel-bodied car. (Photo © Copyright 2002 by Urs Schmid)

Late steel-bodied car. (Photo © copyright 2002 by Urs Schmid)

EARLY STEEL-BODIED CAR

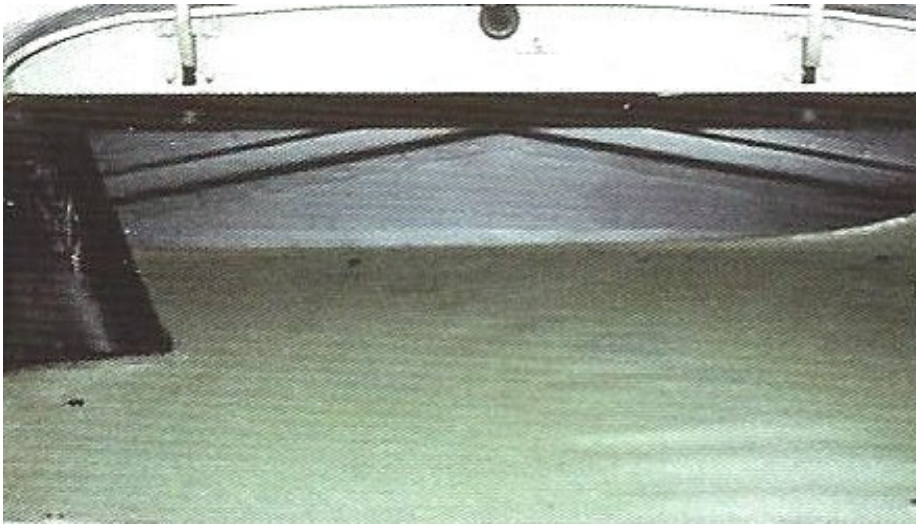
- All OTS to October/December 1952, the right-side luggage compartment panel is painted semi-gloss black. (later cars now had tyre pump clipped on RHS, and no longer on LHS)

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)

BACK PANELS AND HINGE PANEL

Back Panel, Hinge Panel, Boot Hinges and Boot Wiring Harness



Early steel-bodied car.
{Photo © Copyright 2002 by Urs Schmid)

Later steel-bodied car

EARLY STEEL-BODIED CAR

- From March 1950 to October/December 1952), the back body-panel is painted semi-gloss black.
- The boot-lid hinge panel and hinges are painted body color.
- The boot wiring harness in the middle is surrounded by a black Vinyl plastic material cover.

LATER STEEL-BODIED CAR

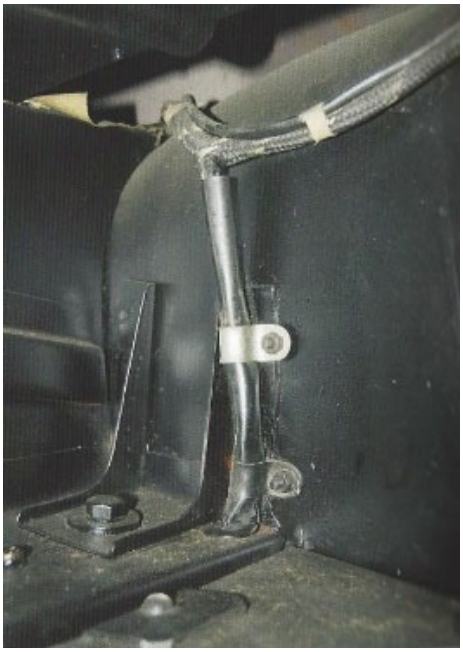
- From December 1952, the back body-panel is painted body color.
- The boot-lid hinge panel and hinges are painted body color.
- The boot wiring harness in the middle is surrounded by a black Vinyl plastic material cover.

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 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.

Boot Wiring and P-Clips on Boot Back-Panel

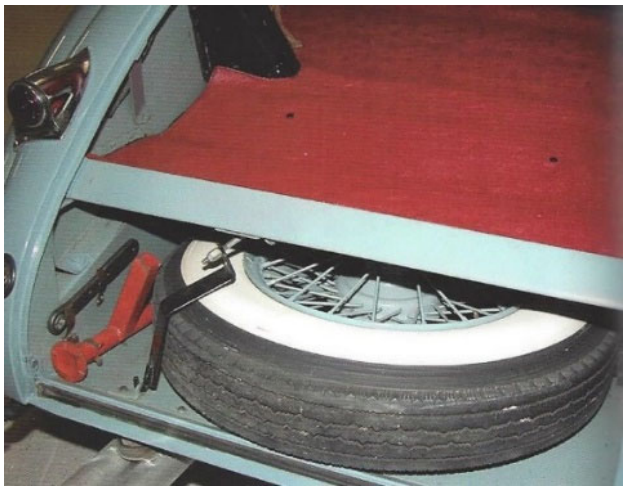


- Luggage compartment branching of wiring harness behind partition wall, showing Vinyl plastic material covering and P-clips.

CARPET AND HARDURA MAT

Carpet and Hardura Mat for the Luggage Compartment

Early steel-bodied car with carpet. (Photo by Robert Sheridan)



Later steel-bodied car with Hardura mat.

BOOT CARPET: [73]

- From March 1950 to October/November 1952, OTS and FHC cars had their luggage-compartment floor covered with short cut-pile wool carpet, originally edged in Rexine, the same material and color as used for the interior carpeting.
- The carpeting is held in place by 12 semi-gloss black 'Durable Dot' fasteners.
- **NOTE:** There is no 'official documentation' stating that carpeting was held in place by chrome-plated 'Durable-Dot' fasteners, therefore EITHER chrome-plated or black fasteners are acceptable for judging purposes prior to October/November 1952.

HARDURA MAT: [74]

- From November 1952, the luggage compartment floor covering for all models is made from a 'Hardura' mat, originally edged in Rexine, of the same color as used in the interior trim. The Hardura mat is held in place by 12 semi-gloss black 'Durable Dot' fasteners.
- If chrome-plated 'Durable-Dot' fasteners are used after November 1952, they are NON-AUTHENTIC.

[73] *Source: Urs Schmid, XK 120, Vol 2, pages 88 and 92. Philip Porter, Original Jaguar XK, page 372 (chassis nos. by dates).*
[74] *Source: Urs Schmid, XK 120, Vol 2, pages 194*

GUTTERS

Boot Rubber Seals (Luggage Compartment Channel Rubber) [75]

Early cars (1949 to Feb-Mar 1954)

Late cars (Feb-Mar 1954) onwards

EARLY CARS:

- From March 1950 to February 1954, a continuous rubber-seal is fitted over the gutter channel at the top and both sides of the luggage compartment opening and a separate rubber-seal is fitted within the flange, across the rear of the spare-wheel compartment.

LATER CARS:

- From February 1954, a continuous rubber-seal is fitted to the outer perimeter-flange of the luggage compartment lid and a separate rubber-seal is fitted within the flange, across the rear of the spare-wheel compartment.

[75] *Source: J.8 JSPC (1950-1958), pages 51 and 52 and 70. Urs Schmid, XK 120, Vol 2, pages 128 and 129. Philip Porter, Original Jaguar XK, page 372 (chassis nos. by dates).*

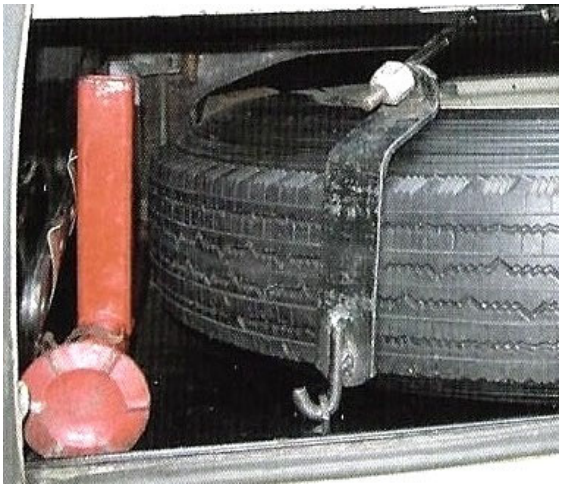
SPARE WHEEL AND TYRE (TIRE) TRAY

Horizontal Separator Panel in Between Luggage Tray and Spare Tire Tray

Photo by Robert Sheridan.

- The horizontal separator panel in between the luggage tray and the spare tire tray should be painted body color.

Spare Tire Tray, Left-Side Steel-bodied Panel [76]



Steel-bodied disc-wheel

Steel-bodied wire wheel

- The ratchet handle and jack, spare tire, spare wheel clamp and nut on left-side of the spare tire.
- If disc wheels are fitted, the spare tire hold-down nut (same size as a wheel lug-nut) fits the wheelbrace.
- If wire spoke wheels are fitted, the spare tire hold-down nut should be smaller and the spare tire tray has a higher clearance.
- The jack ratchet and jack are stowed on the left side using Terry clips. (pictured above)

[76] *Source: J.8 JSPC (1950-1958), page 71.*

Spare Tire Tray, Right-Side Steel-bodied Panel [77]

Disc wheel version with tools and Terry clips.

Wire wheel version with empty clips or holes.

- If disc wheels are fitted, the T-key and the wheelbrace are fastened to right-side of the body panel with five Terry clips.
- The Terry clips for the T-key and wheel-brace are fixed with self-tapping instrument screws, not rivets.
- If wire spoke wheels are fitted, the spare tire tray has a higher clearance and five holes should be present on the body panel — Terry clips may or may not be fitted, but the five holes should be present.

OPTIONAL EXTRAS

Fitted Luggage [78]

XK 120 Fitted Luggage. (Photo © Copyright 2002 by Urs Schmid)

- Fitted Luggage was available from the Factory as an 'Optional Extra'.

[77] *Source: Source: J.8 JSPC (1950-1958), page 71. Urs Schmid, XK 120, Vol 2, page 93*
[78] *Source: J.8 JSPC (1950-1958), page 92. Luggage photos by Urs Schmid, 'XK 120 Anatomy of a Cult Object', Volume 2, page 136.*

Racing Screen Assembly [79]

Photo by JDHT.

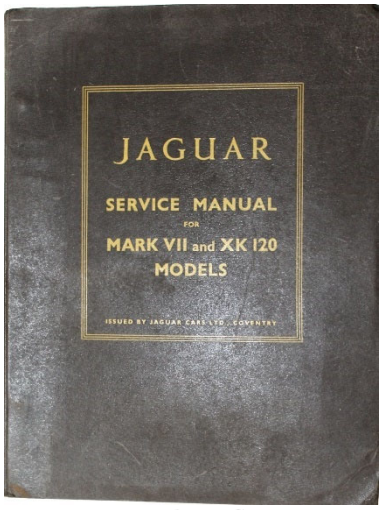
Photo by Robert Sheridan.

- Racing screen assemblies complete with aluminum cowlings, rear view mirrors and all fittings) are installed directly on the paint surface without any body welt.
- Per service bulletin 109, from June 1952, Brooklands racing screen assemblies are included with SE models as additional extras and were sent over in the boot.
- In September 1953, Brooklands racing screen assemblies become 'OPTIONAL-EXTRAS for OTS SE models.
- **NOTE:** Racing screen assemblies are not judged unless present on or off the car.

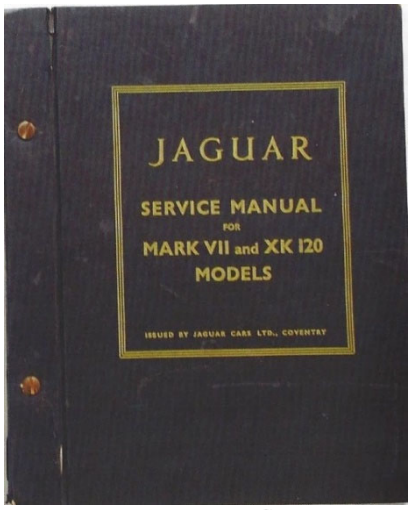
[79] *Source: JSPC, page 95B. Urs Schmid, XK 120, Vol 2, pages 141, 193 and 194.*

OWNER'S HANDBOOKS AND LITERATURE PACK

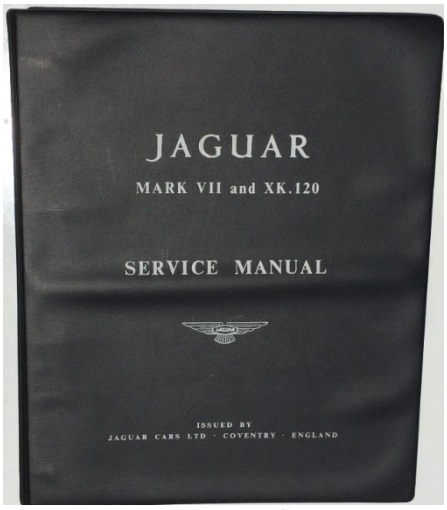
Jaguar Service Manuals for Mark VII and XK 120 Models [80]



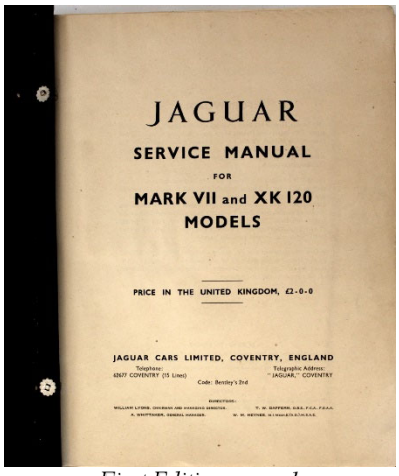
First Edition Cover
1951



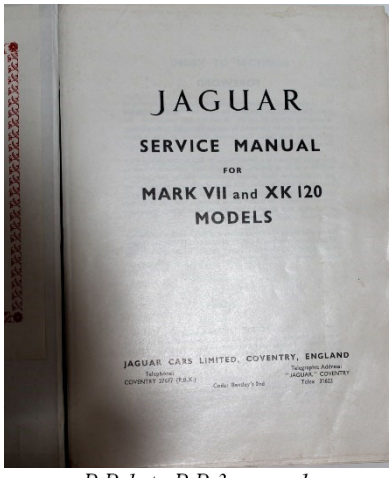
R.P.1. to R.P.3. Cover



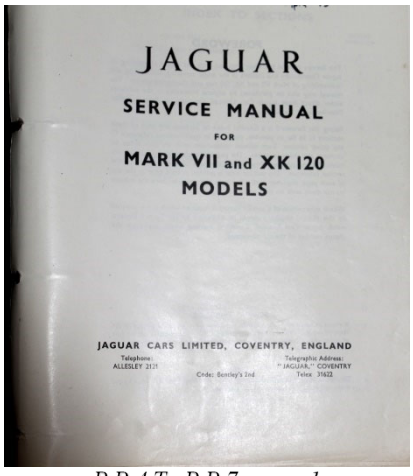
R.P.4 To R.P.7. Cover



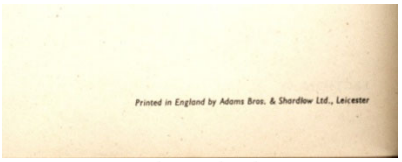
First Edition, page 1
William Lyons, Chairman and Managing Director



R.P.1. to R.P.3., page 1
Second Edition, First Reprint

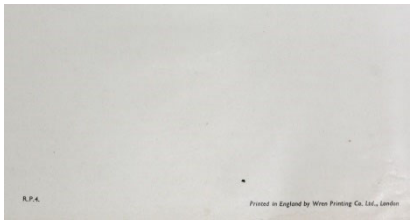


R.P.4 To R.P.7., page 1



First Edition, back page,
No R.P. Number is shown above on left

R.P.1. to R.P.3., second last page,
R.P.1. shown above on left



R.P.4 To R.P.7., second last page,
R.P.4. shown above on left

GENERAL INFORMATION:

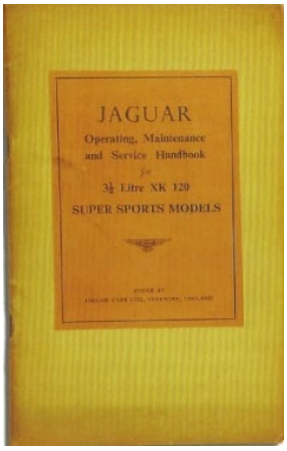
The 'Service Manual' offered much more detail than the complimentary 'Handbook' that was included with the 'Factory Literature Pack' and was sold separately. There were two editions. The first edition (see pictures above left) has a one-piece, thin

[80] *Source: Urs Schmid, XK 120, Vol 2, page 157.*

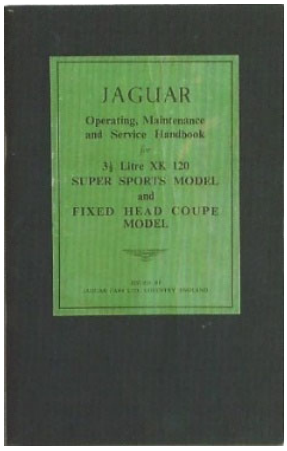
folded card cover, with 483-pages being secured by two bifurcated steel rivets. Issued in 1951, the first edition did not include any references to the dual braking system with tandem master cylinders, which was not introduced to XK120s until April 1952. The first edition back page says, "Printed in England by Adams Bros. & Shardlow Ltd., Leicester".

The second edition, marked on the second last page with 'R.P.1.' (reprint one), was issued in October 1954 and has 508-pages, including a new section on the dual braking system (see middle pictures above). The second edition beginning with 'R.P.4.' was issued in the late 1960's (see pictures above right).

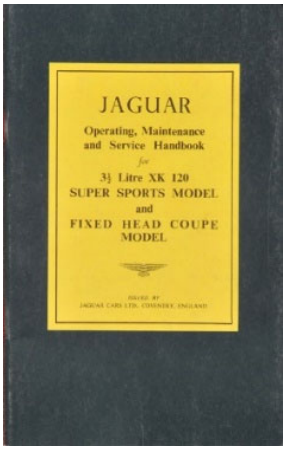
Operating, Maintenance and Service Handbook



Edition 1.



Edition 2.



Edition 3.

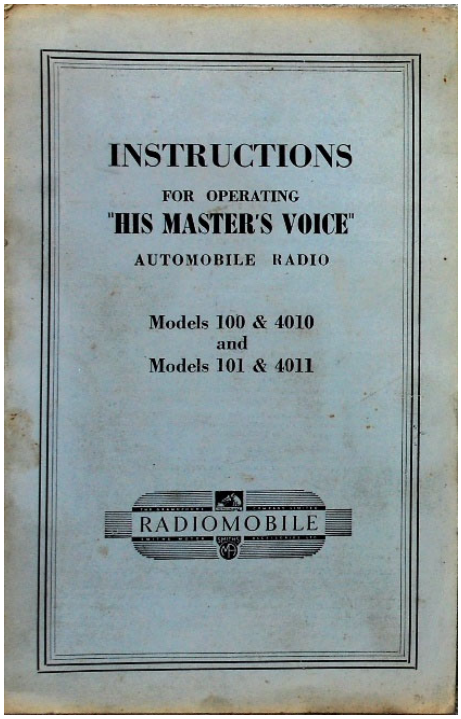
- **EDITION 1:** For early SUPER SPORTS MODELS (OTS) only, three evolving issues dated: 30/6/49, 5/5/50 and 22/9/50 respectively, as supplied to Alloy-Bodied XK 120's and early production Steel-Bodied OTS only.
- **EDITION 2:** SUPER SPORTS MODEL and FIXED HEAD COUPE MODEL, one issue only dated: 1/3/51, as supplied to the initial 1951 build FHCs and same age 1951 build OTS.
- **EDITION 3:** SUPER SPORTS MODEL and FIXED HEAD COUPE MODEL, six issues dated/identified: 1/1/52, 3/4/52, R.P.3 13/11/52 and R.P.4 (as was supplied with new XK 120's), and then an R.P.5 and a second R.P.5 as reprinted for Spare-Parts Supply after last XK 120 made and delivered.
- **NOTE 1:** DROP HEAD COUPE MODELS introduced from January1953 onwards, initially received issue R.P.3 13/11/52 and later R.P.4, plus an 8-page, loose-leaf insert titled 'The Jaguar XK 120 Drop Head Coupe Instructions for Operating the Head.'
- **NOTE 2:** XK 120 Handbook print dates (above) are shown in **DD/MM/YY** format.
- **NOTE 3:** If a Blue-Vinyl Cover is presented with an XK120 Handbook for judging, it is NON-AUTHENTIC.

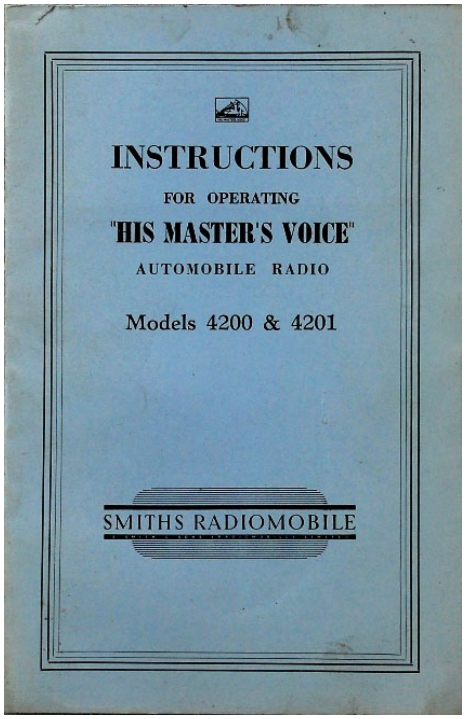
Literature Pack

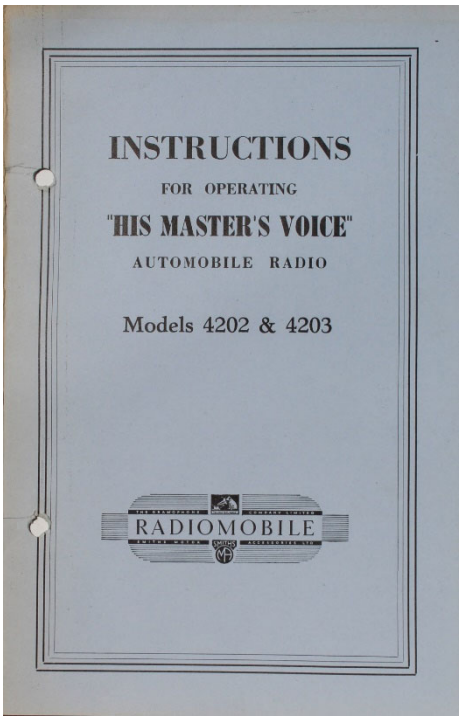
Sample literature pack from the author's 1952 XK 120 OTS.

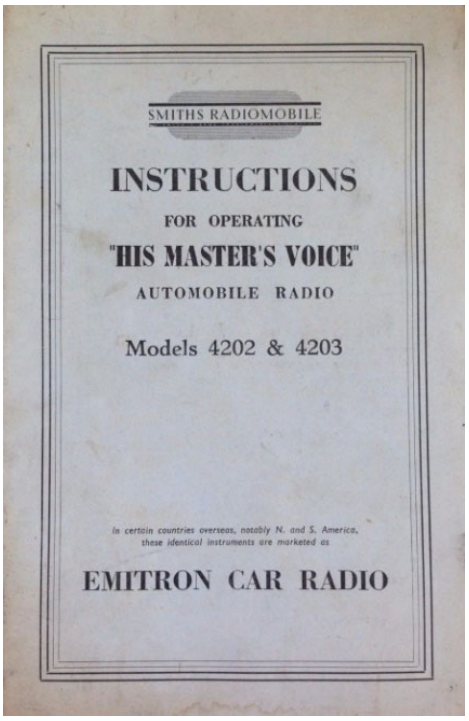
- A literature pack was included with each Jaguar from the factory. They are extremely RARE and therefore, are 'exempted' from judging. However, if present, they should contain ONLY the literature pictured above, or they are NON-AUTHENTIC.
- **NOTE**: The literature pack and XK 120 tools are described in detail in the author's *Jaguar XK 120 Authenticity Reference Guide (All Models)* hardcover book. The book is available from www.jcna.com > Merchandise > Jaguar Books, or from the author's website: www.xk120authenticityguide.com.

Instructions for Operating Automobile Radio









The following operating INSTRUCTIONS were included when the XK 120 was fitted with a Radio:
Model 100 and 4010, 101 and 4011, issued in 1950. Home and export markets are marked RADIOMOBILE.
Model 4200 and 4201, issued November 1951. Home market are marked SMITHS RADIOMOBILE.
Model 4202 and 4203, issued February 1952. Home market is marked RADIOMOBILE. U.S. market is marked EMITRON CAR RADIO. 'EITHER' instruction booklet is acceptable for judging purposes.

XK 120 TOOLS

Tool Roll [81]


Photo on right by Robert Sheridan.

The XK120 tool kit pictured above-left is unrestored and original, including its C.882 tool-roll, being the earliest of four different material types used. All four are of the same stitching-pattern containing 13 storage pockets. The XK120 tool kit above-right is an 'authentically restored tool kit, using a reproduction tool-roll' but has all 26 included tools displayed. When the tool-kit is not being displayed, it is rolled and secured by the tool roll strap, then secured to the left-side panel in the luggage-compartment just forward of the fuel filler cover, held in place by a separate leather strap attached to the side-panel. The budget-lock key, not shown, is clipped within the spare-wheel tray, along with the wheel-changing-equipment, and the grease-gun, also not shown, is clipped within the Engine Compartment.

- The tool roll should have 13 tool compartments and tools should be arranged similar to the tool pouch shown above. (pictured on left)
- If you will be judging each tool, ask the entrant to remove and spread them out onto the tool roll as. pictured above right.
- Use the tool kit chart on the following page to verify any tool that you feel is incorrect.
- Missing and/or Incorrect tools should receive a small deduction.

Tool Kit

SEE NEXT PAGE

[81] *Source: J.8 JSPC (1950-1958), page 91. Roger Payne, noted XK120 tool expert based on Jaguar Factory Documentation and Specifications.*

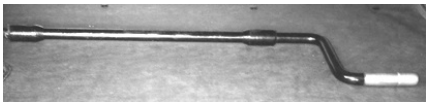
Part No.	Description	Remarks
C.991	**Oil Gun** (Hydraulic) Marked: TECALEMIT PLASTIGUN	OTS RHD 660001 to 660881, OTS LHD 670001 to 671598, FHC LHD 679001 to 679055
C.4560	**Grease Gun** Marked: Tecalemit GB.2788 (Can have flush connector initially, screw-on hydraulic connector briefly in 1952, then later screw-on Tecazerk connector)	OTS LHD 660882 and subs., OTS LHD 671599 and subs., FHC RHD 669001 and subs., FHC LHD 679056 and subs.
C.993	**Extractor** for tyre valve	DUNLOP (or unbranded) brass (4 variations)
C.2883	**Starting Handle** painted black, with dull chrome-plated handle.	OTS RHD 660001 to 660028, OTS LHD 670001 to 670070 only.
C.2955	**Wheelbrace** painted black, dull chrome-plated handles.	Stamped BRITOOL brand. Not required when Wire Spoke wheels fitted.
C.2953	**Jack** (early cars have clamped lifting arm, later cars from September1950 have welded tube lifting arm)	SMITHS-STEVENSON brand, painted red
C.294	**Ratchet-Lever** operating Jack	SJS brand, blackened.
C.997	**Pump** (Complete with Flex) Khaki-Green braided FLEX, brass connectors on each end.	Un-branded. Tube, feet, wooden handle are painted black. Brass screwed end-cap.
2072	**Key** for Budget lock	Caste 'T' shape, with straight rod handle, no shaping.
C.3993	**Gauge** for Valve Timing	Steel-plate, black-oxide/oiled finish.
C.2999	**Container** for Valve Timing Gauge	Stitched upholstery leather, standard XK 120 colors.
C.4292	**Blanking-Plate** (2-off) for Air Scoops.	Aluminum sheet, painted black. Not judged.
C.1001	**Tyre levers** (2-off)	9" long DUNLOP branded, painted black.
C.4075	**Feeler Gauge** (for Valve clearances), Superseded by C.5587 (from 1952).	Two bright blades with .008 and .006 stamped on blackened side-plate.
C.5587	**Feeler Gauge** (for Valve clearances), supersedes C.4097 (from 1952).	Three bright blades with .008, .006 and .004 stamped on blackened side-plate.
C.2957	**Wrench,** for use when Bleeding Brakes	Unbranded, black-oxide.
C.2958	**Container** and Brake Bleeder tube	Black letters on cream painted LOCKHEED lid.
C.996	**Pliers**	6" squared-style to 1951, then 6" rounded-style, branded SSP, black-oxide.
C.1002	**Screwdriver** for Distributor, LUCAS brand, no sizes, solid rivet.	Fitted from engine no. W.1001 to W.5508.
C.5444	**Screwdriver** for Distributor, LUCAS brand, stamped .014, .016, Hollow Rivet.	Fitted from engine no. W.5509 and subs.
C.28	**Screwdriver**	SHELLEY brand, oval-shaped, clear varnished wooden handle.
C.31	**Spanner,** Box, 3/16 x 1/4 B.S.F.	Unbranded. Sizes stamped around middle.
C.32	**Spanner,** Box, 5/16 x 3/8 B.S.F.	Unbranded. Sizes stamped around middle.
C.33	**Spanner,** Box, 7/16 x 1/2 B.S.F.	Unbranded. Sizes stamped around middle.
C.179	**Spanner,** Box, for Sparking Plugs, 1/2 B.S.F.	Unbranded. Sizes stamped around middle.
C.2585	**Spanner,** Box, for Torsion bar, 3/4 S.A.E.	Unbranded. Not Required when C.4096 is used.
C.4094	**Spanner,** Box, 7/16 x 1/2 S.A.E.	Unbranded. Sizes stamped around middle.
C.4095	**Spanner,** Box, 9/16 x 5/8 S.A.E.	Unbranded. Sizes stamped around middle.
C.4096	**Spanner,** Box, 3/4 x 7/8 S.A.E.	Unbranded. Sizes stamped around middle.
C.34	**Tommy-Bar** (Short) for Box Spanners	5/16" dia. x 6" long, tapered, bright-steel
C.2896	**Tommy-Bar** (Long) for Box Spanners	7/16" dia. X 9-1/2" long, black-oxide.
C.998	**Spanner,** Open Ended, 1/8W x 3/16W 1/4F (or 1/8W x 3/16W)	Branded with SNAIL pictogram on front, MADE IN ENGLAND on rear (or unbranded).
C.999	**Spanner,** Open Ended, 5/16W 3/8F x 3/8W 5/16F	Branded with SNAIL pictogram on front, MADE IN ENGLAND on rear, black-oxide.
C.2587	**Spanner,** Open Ended, 7/16AF x 1/2AF	Branded SUPERSLIM on front, and BRITISH MADE on rear, blackened.
C.2588	**Spanner,** Open Ended, 9/16AF x 5/8AF	Branded SUPERSLIM on front, and BRITISH MADE on rear, blackened.
C.2589	**Spanner,** Open Ended, 3/4AF x 7/8AF	Branded SUPERSLIM on front, and BRITISH MADE on rear, blackened.
C.994	**Spanner,** Adjustable	6" F-style, SHELLEY brand.
C.882	**Tool-Roll** (Tool Pouch) for Spanners, etc. (Same pattern in four material variants, in age order).	Tan-orange lined burlap, green canvas, black/black lined Rexine, black/cream-lined Rexine.
C.992	**Hammer** (Copper and Rawhide). Size number 2.	THOR branded. For use when Wire Spoke wheels are fitted.

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

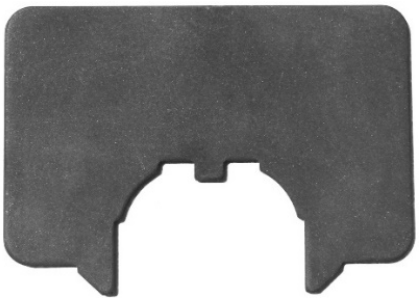
C.2953 Jack (From 1949 to Sept. 1950)

C.2953 Jack (From Sept. 1950 onwards)

C.2954 Ratchet-Lever for Jack

C.997 Tyre Pump with Flex

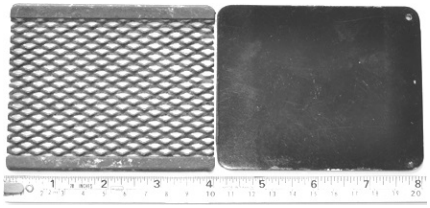
2072 Key for Budget Lock (Disc Wheels)



C.3993 Gauge for Valve Timing

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

C.2999 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

C.2958 Tube, Bleeder, Containers

C.996 Pliers (ELMOTO)

C.996 Pliers (TW)

C.996 Pliers (SSP)

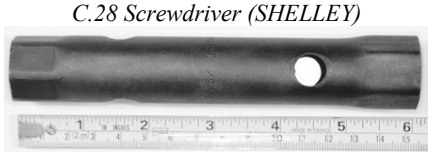
C.1002 Screwdriver for Distributor

C.1002 Screwdriver for Distributor

C.28 Screwdriver (SHELLEY)

C.31 Center stamped: 3/16 x ¼ BSF

C.32: Center stamped: 5/16 x 3/8 BSF



C.33: Center stamped: 7/16 x ½ BSF

C.179: Center stamped: ½ BSF

C.2585: Center stamped: ¾ AF

C.4094: Center stamped: 7/16 x 1/2 AF

C.4095: Center stamped: 9/16 x 5/8 AF

C.4096: Center stamped: 3/4 x 7/8 AF

C.34 Tommy Bar (Short)

C.2896 Tommy Bar (Long)

C.998, 999 Snail Spanner

C.998 Unbranded Spanner

C.2587, 2588, 2589 Spanners (Front)

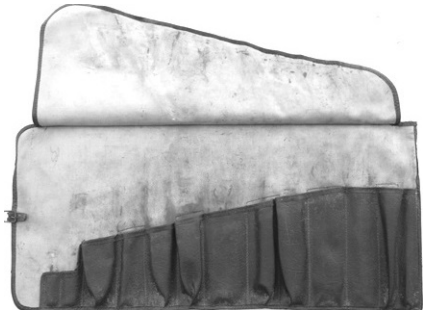
C.2587, 2588, 2589 Spanners (Back)

C.994 Adjustable Spanner (SHELLEY)

C.2882 Tool-Roll.
From 1949 to early/mid-1953.

C.2882 Tool-Roll.
From early/mid-1953 to late-1953.

C.2882 Tool-Roll.
From early to mid-1954.



C.2882 Tool-Roll.
From mid-1954 to the last XK 120
made in August 1954.

C.992 THOR Hammer

- **NOTE 1:** The C.2999 container is believed to have been made from scrap upholstery leather from the Jaguar trim-shop, thus potentially from any of the available nine ‘standard’ Leather Colors including the very short lived ‘pigskin-grain’.
- There is no suggestion that C.2999 containers were color-matched to the XK 120’s Interior. At this stage, both one-piece and two-piece Containers, in any of the seven ‘standard’ Leather Colors, are considered ‘authentic’ for judging purposes.
- **NOTE 2**: XK 120 tools are described in detail in the author’s *Jaguar XK 120 Authenticity Reference Guide (All Models)* hardcover book. The book is available from www.jcna.com > Merchandise > Jaguar Books, or from the author’s website: www.xk120authenticityguide.com.

Engine Compartment

NOTE: For 'correct period' color combinations: See Appendix 1. Paint and Upholstery Colors.

1. Front-Side of the Radiator

Bonnet Catch Assembly (Bonnet Mounting Plate, Guide Plate and Fasteners) [82]

Early steel-bodied cars were painted at Foleshill paint shop. (Photo © Copyright 2002 by Urs Schmid)

Later steel-bodied cars were painted at Brown's Lane paint shop. ***NOTE:*** *the two plastic tubes at forward-corners of mounting-plate are non-original. (Photo of 1954 DHC by Steve Kennedy)*

FOLESHILL PAINT SHOP:

- Early steel-bodied OTS and FHC cars, were painted in the Foleshill paint shop, until late-October/November 1952.
- The bonnet-catch mounting plate assembly (comprising side brackets and bonnet catch assembly including its guide plate) and all exposed fasteners were painted semi-gloss black. The guide plate was not cadmium-plated.

BROWN'S LANE PAINT SHOP:

- Later steel-bodied OTS, FHC and all DHC cars, were painted in the Brown's Lane paint shop, from November 1952 onwards.
- The bonnet-catch mounting plate assembly (comprising side brackets and bonnet catch assembly, excluding the guide plate) were still painted semi-gloss black, however, the guide plate was now cadmium plated instead of being painted semi-gloss black.
- All nuts and bolt heads associated with mounting the guide plate (whether black or cadmium-plated) and the mounting plate assembly, (including side brackets) were painted black before assembling to the contrasting body-colored painted inner panels.
  NOTE: From November 1952 onwards, if any 'side bracket setscrew bolt-heads' are painted black, they are NON-AUTHENTIC. (Pictured on right)

[82] *Source: J.8 JSPC (1950-1958), pages 55, 56 and 74. Urs Schmid, XK 120, Vol 1, pages 197 and 223, Vol 2, pages 11, 174 and 175. Appendix I. Service Bulletin No. 114.*

Tie-Rods

Photo by Robert Sheridan.

- For all cars the tie-rods should be painted semi-gloss black.

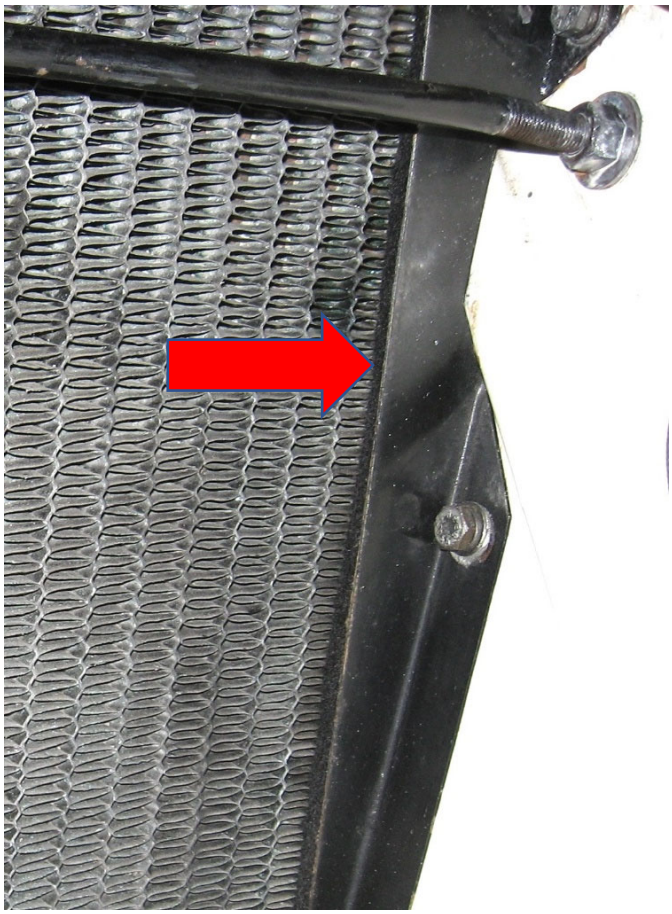
Rubber Connectors (5-Way and 10-Way)

5-Way Rubber Connector, right-side, in front of the Radiator. (Photo by Robert Sheridan)

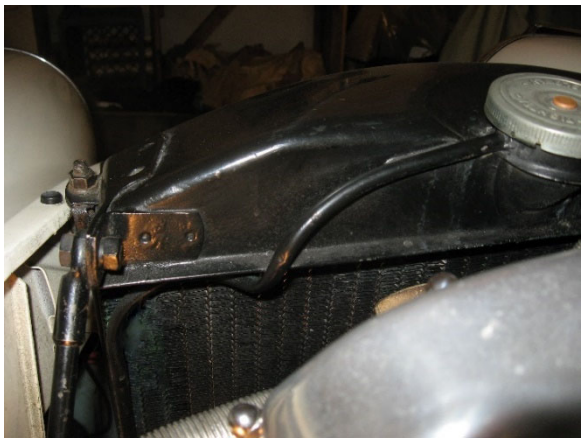
10-Way Rubber Connector, left-side, in front of the Radiator. (Photo by Robert Sheridan)

- The wires should have a color-coded braided-cotton covering and not plastic as appears in left photo.
- The metal straps holding rubber connectors should be black in color and secured to the wings (fenders) by two cheese head metal slotted screws.
- There should not be any taped wires.

Radiator, Air Deflectors and Felts [83]



The felt pad underneath radiators right and left side air deflectors should be visible pictured above. (Photo by Robert Sheridan)



View of radiator overflow tubing correctly routed. Any other routing is NON-AUTHENTIC.

Radiator drain and lower air deflector. ***NOTE:*** *The tie-rod is always painted semi-gloss black. (Photo © Copyright 2002 by Urs Schmid)*

- Authentic XK 120 factory supplied radiators were painted semi-gloss black. (not gloss black)
- The brass Marston ID tag located in the center of the header tank is also painted semi-gloss black, same as the tank.
- The entry should have two vertical air deflectors closing the gaps on either side of the radiator, each air deflector should be secured by three black oxide bolts and each should have a felt pad between it and the radiator core. (pictured above left)
- There should be a plate at the bottom of the radiator covering the gap between the frame and the bottom of the radiator with a shaped cut out to accommodate the radiator drain valve. (pictured above right)
- There should be a unique unpainted brass radiator drain valve, with an operating lever. (pictured above right)
- All of the radiator hold-down nuts, bolts and shake-proof washers should have a black oxide finish.
- The four radiator hold-down tie rods should be painted semi-gloss black.
- The copper overflow tube should be painted black and should be routed and clipped to the radiator left side, exiting beside the lower tank. (pictured top-left).

[83] *Source: Urs Schmid, XK 120, Vol 2, page 26.*

Radiator Caps

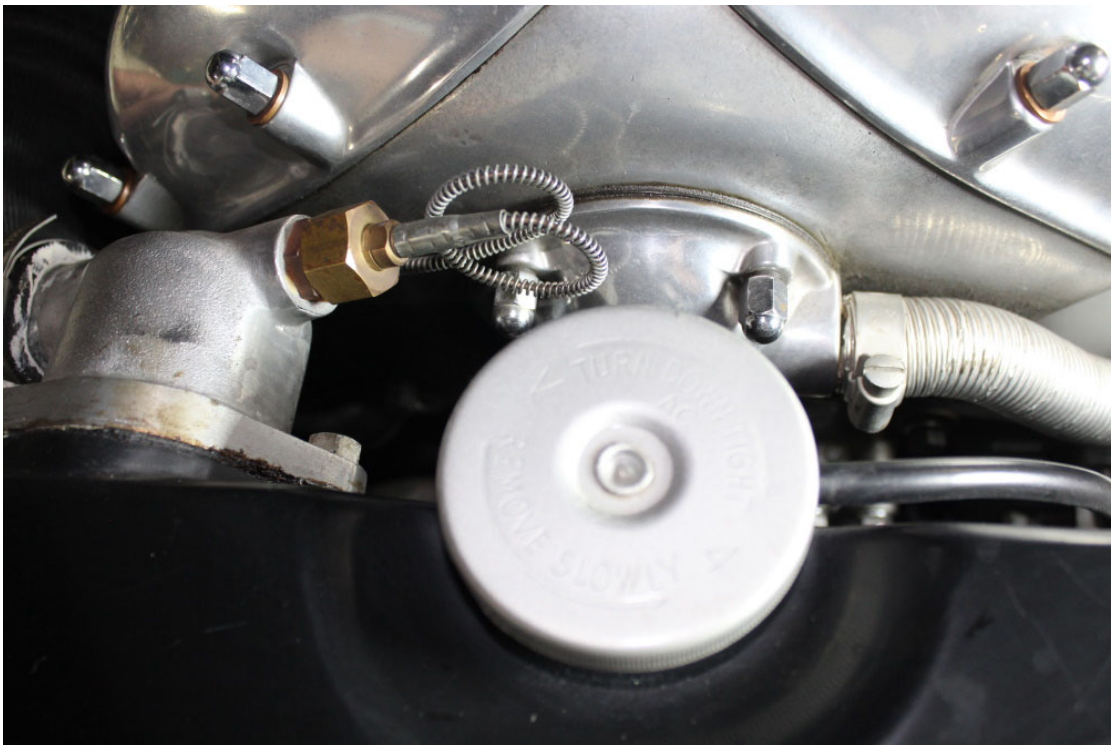
Original cadmium-plated XK120 radiator-cap, AC (UK) 'circular' model RB4, stamped '4' denoting 4 psi.

Replacement cap, visually 'circular' type and silver-plated.

Any original 'circular' type AC (UK) brand, RB4 model cap, as per or similar to photo above/left, whether period, or of later-manufacture, or AC (USA) branded/marked, is acceptable. As the radiator cap is deemed an 'expendable item' any replacement cap, similar to the replacement cap in photo above right is acceptable, subject to the following criteria:

- It must be a plain 'circular' style, and not 'eared' style, or lockable style.
- It must be of a similar ''silver/plated' color finish.
- If the operating pressure is stamped/labeled, it must be '4'
- Brand and other markings are not considered.

Thermostat and Thermostat Temperature Line



Thermostat Housing and Thermostat Temperature Line wiring. (Photo by Robert Sheridan)

- The cast aluminum thermostat housing with a brass hex nut and female threads holding a thermostat temperature line in place, and a steel hex sleeve with male threads on both ends that fits into the aluminum housing.
- The other end connects to the temperature gauge on the instrument panel.
- If extra spiral wiring, it may be vertically coiled to keep it clear of the fan blades.

Air Cleaners (FHC/DHC)

FHC/DHC air cleaner exits from right-side wing.

FHC/DHC air cleaner, view of large wire clamp on left-side.

- FHC and DHC air cleaners in front of the radiator should have a large wire clamp. (pictured above)
- A small white on blue, round 'AC' sticker should be located in the middle of the air cleaner.

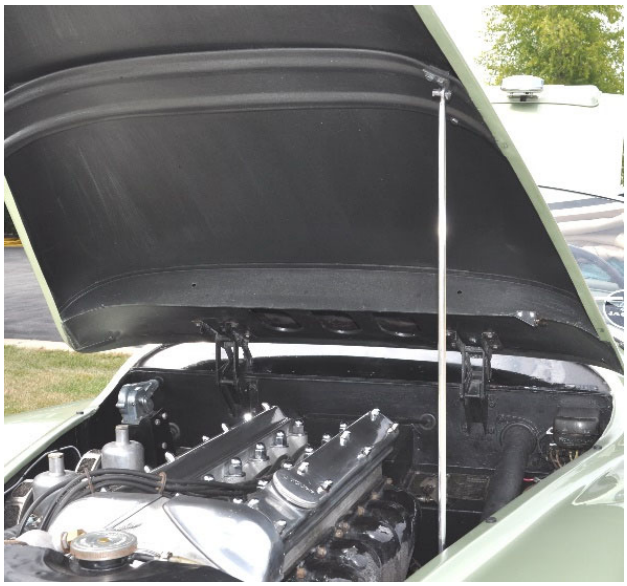
Made in England Tag

MADE IN ENGLAND tag location. ***NOTE:*** *the two plastic tubes at forward-corners of mounting-plate are non-original. (Photo of 1954 DHC by Steve Kennedy)*

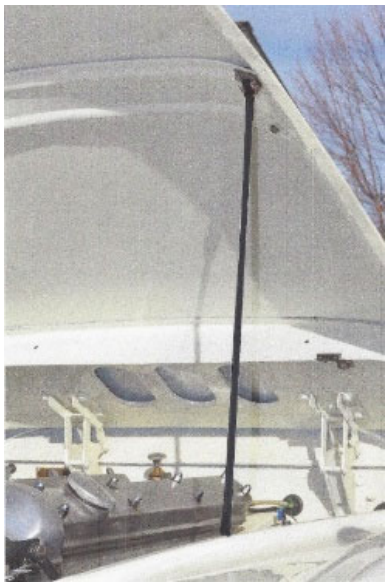
- XK 120 cars exported overseas are usually fitted with a MADE IN ENGLAND tag.
- **NOTE:** XK 120 cars have been observed without the MADE IN ENGLAND tag. Therefore, cars EITHER with or without a MADE IN ENGLAND tag are deemed acceptable for judging purposes.
- If present, the tag should be mounted just behind the bonnet catch mounting plate assembly.

2. BONNET UNDERSIDE

Bonnet Underside Colors [84]



Early steel-bodied cars were painted at Foleshill paint shop.
NOTE: *Chrome prop rods are AUTHENTIC until January 1952.*



Later steel-bodied cars were painted at Brown's Lane paint shop.

FOLESHILL PAINT SHOP:

- Early steel-bodied OTS and FHC cars were painted in the Foleshill paint shop, until late-October/November 1952.
- The bonnet underside and bonnet hinge assemblies were painted semi-gloss black.

BROWN'S LANE PAINT SHOP:

- Later steel-bodied OTS, FHC and all DHC cars, were painted in Brown's Lane paint shop, from November 1952 onwards.
- The bonnet underside and bonnet hinge assemblies are painted body color.

JCNA JUDGING ALLOWANCE:

- It is strongly believed by The XK 120 JCNA Judging Guide review panelists, that in spite of Urs Schmid's claims (in volume 1, page 224), bonnet undersides have TWO stiffening braces in steel-bodied cars from April 1949 to late 1951, with a THIRD stiffening brace phased in between late 1951 and September1952. (exact demarcation dates are unknown)
- Therefore, EITHER 'two or three' stiffening braces are acceptable for judging purposes between late 1951 and September 1952.
- After September 1952, all XK 120 bonnet undersides should have THREE stiffening braces.

[84] Source: *Urs Schmid, XK 120, Vol 1, page 224. and observations made by Rob Reilly. Appendix I. Service Bulletin No. 114.*

Bonnet Bracket, Bonnet Hook and Striker Assembly (For Bonnet Catch) [85]

Early steel-bodied cars were painted at Foleshill paint shop. (Photo by Robert Sheridan)

Later steel-bodied cars were painted at Brown's Lane paint shop.

FOLESHILL PAINT SHOP:

- Early steel-bodied OTS and FHC cars were painted in the Foleshill paint shop until late-October/November 1952.
- The bonnet bracket and its hook and striker/spring assembly, and all associated fasteners, are painted semi-gloss black. (pictured above-left)

BROWN'S LANE PAINT SHOP:

Later steel-bodied OTS, FHC and all DHC cars were painted in Brown's Lane paint shop, from November 1952 onwards.

- The bonnet bracket, the rectangular mounting plate with its hook and striker/spring assembly and all associated fasteners are painted body color and attached to the bonnet.
- The rectangular mounting plate and the hook assembly are painted black, with its hook and striker/spring assembly cadmium-plated. (pictured above-right)

[85] *Source: J.8 JSPC (1950-1958), pages 55, 56 and 74. Urs Schmid, XK 120, Vol 1, pages 197 and 223, Vol 2, pages 11, 174 and 175.*

Bonnet Prop Rod, Bonnet Support Rod [86]

Early steel-bodied cars.
NOTE: *Chrome prop rods are AUTHENTIC until January 1952.*

Later steel-bodied cars.

EARLY STEEL-BODIED CARS:

- From March 1950 to approximately November/December 1951, early steel-bodied car bonnet prop rods and the prop rod hinge brackets are chrome-plated.

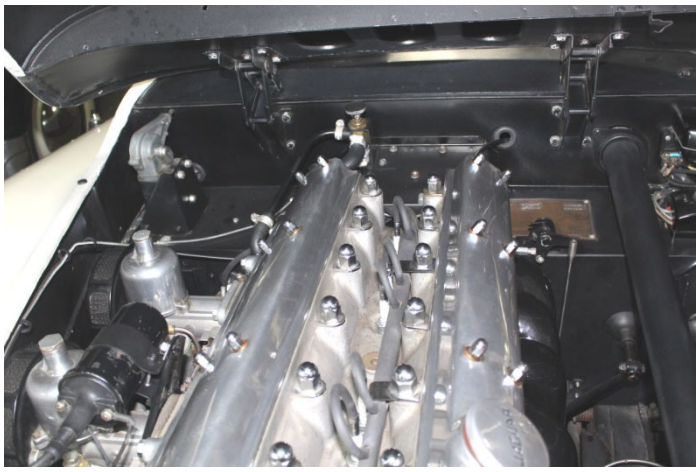
LATER STEEL-BODIED CARS:

- From November/December 1951 onwards, all bonnet prop rods and prop rod hinge brackets are painted semi-gloss black, including all FHC and DHC cars from start of production onwards.

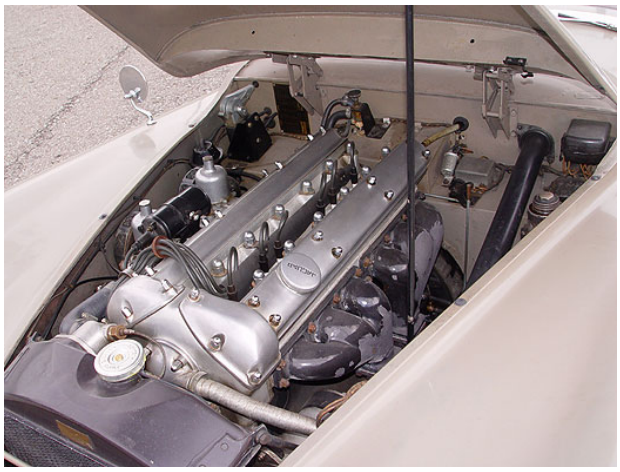
[86] *Source: XK 120 AGM, March 2000, page 21. Urs Schmid, XK 120, Vol 2, pages 11 and 175.*

3. ENGINE COMPARTMENT COLORS

Engine Compartment Colors [87]



Early steel-bodied cars were painted at Foleshill paint shop. (Photo by Robert Sheridan)



Later steel-bodied cars were painted at Brown's Lane paint shop.

FOLESHILL PAINT SHOP:

- Early steel-bodied OTS and FHC cars were painted in the Foleshill paint shop until late-October/November 1952.
- The firewall (bulkhead/scuttle), wing valances and the splash panels were painted semi-gloss black.

BROWN'S LANE PAINT SHOP:

- Later steel bodied OTS, FHC and all DHC cars were painted in Brown's Lane paint shop, from November 1952 onwards.
- The firewall (bulkhead/scuttle), hinge bolt heads, wing valances were painted body-color and the splash panels are painted semi-gloss black.

Body Number Tag

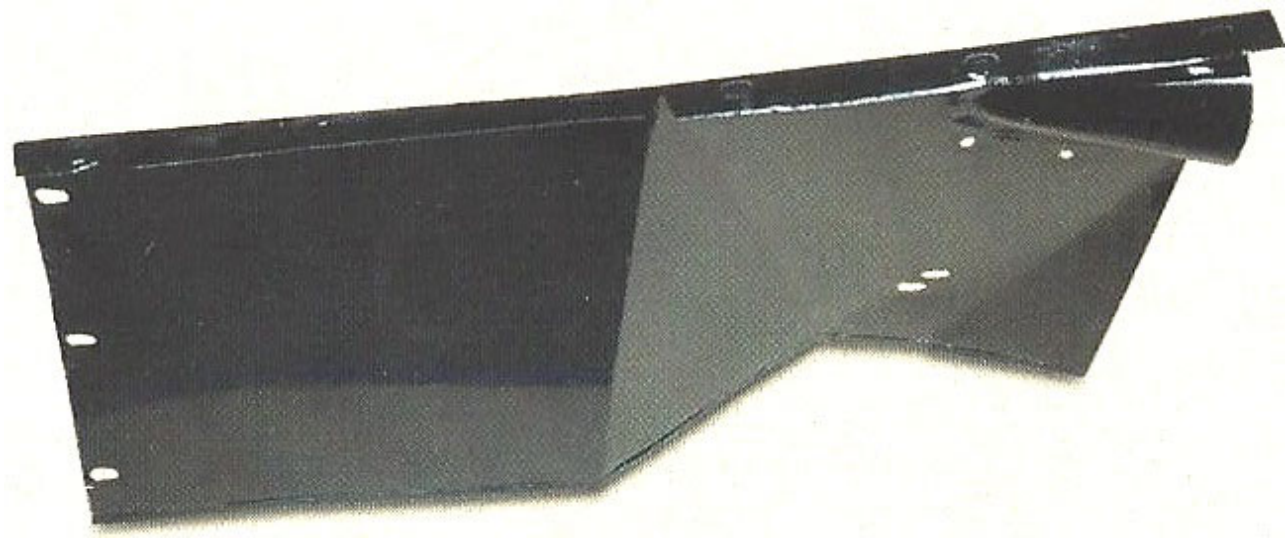
Body number tag – painted semi-gloss black.

Body number tag – painted body color.

- From March 1950 to late October/November 1952, body number tag and pop-rivets should be painted semi-gloss black,
- From November 1952 onwards, body number tag and pop-rivets should be painted body color,
- **NOTE:** Contrasting paint colors, plated or natural-finish tags and pop-rivets are NON-AUTHENTIC.

[87] *Source: Anders Ditlev Clausager, Jaguar XK 120 in Detail, page 106. Philip Porter, Original Jaguar XK, page 372 (chassis nos. by dates). Appendix I. Service Bulletin No. 114.*

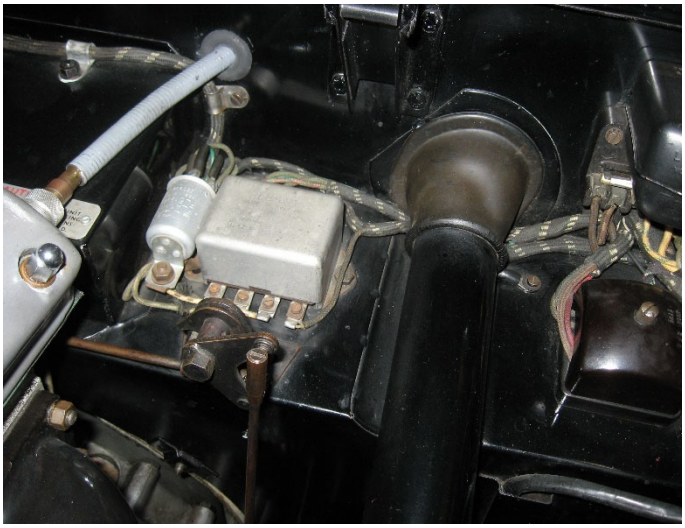
Engine Compartment Splash Panels



- For all years the engine compartment splash panels are painted semi-gloss black.
- If splash panels are painted body color, they are NON-AUTHENTIC.

4. Left-Side of the Engine Compartment

Control Box (Voltage Regulator)



FHC (C.2530) signal relay and flasher, control box (voltage regulator) and (C.2829) fuse box containing four 35-amp fuses.

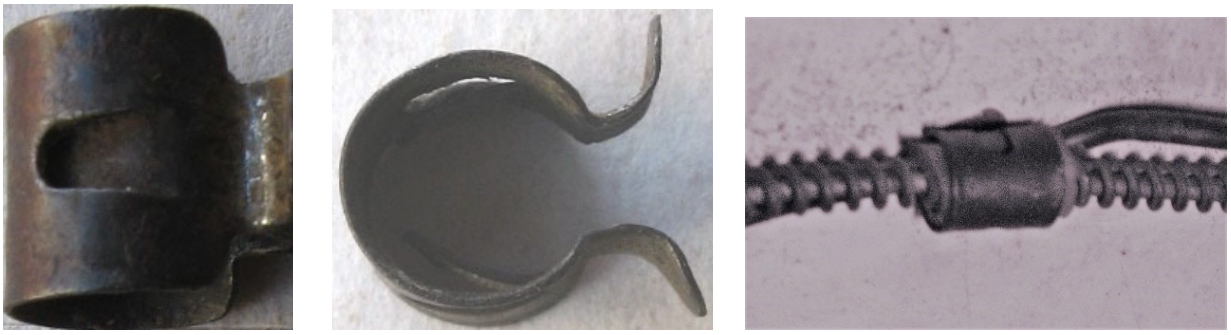
OTS, (C.2530) control box (voltage regulator) and (C.2829) fuse box containing four 35-amp fuses.

Retainer Clips for Wiring Harnesses [88]

Metal retainer clip used to support wiring harness. (Photo © Copyright 2002 by Urs Schmid)

- An elongated, circular metal retainer clip (also called an 'Omega' clip made from spring steel surrounded by a thin rubber covering, is used to support wiring harnesses.
- Metal retainer clips without a rubber covering are NON-AUTHENTIC and should receive a small point deduction.

Retainer Clips for Temperature Thermostat Line (Early OTS)

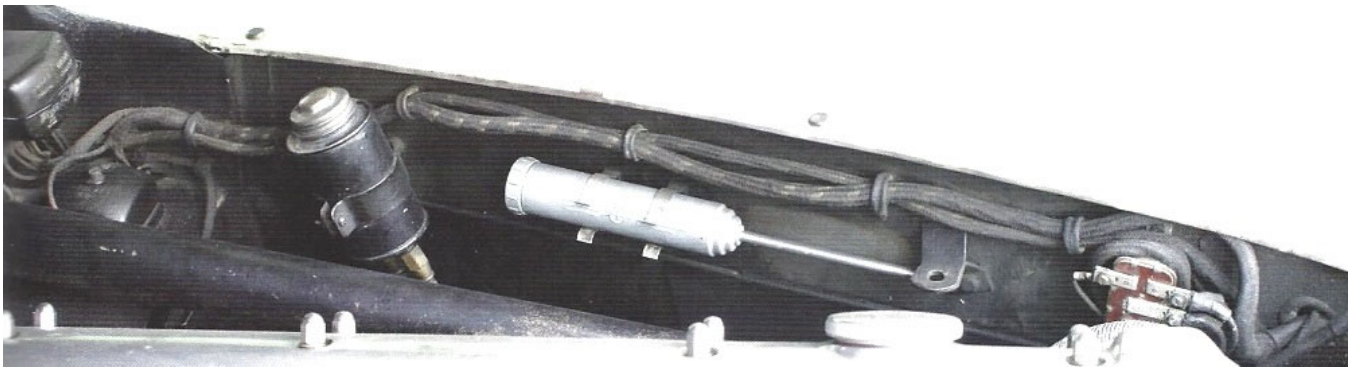


Metal retainer clip used to support early XK 120 temperature gauge line.

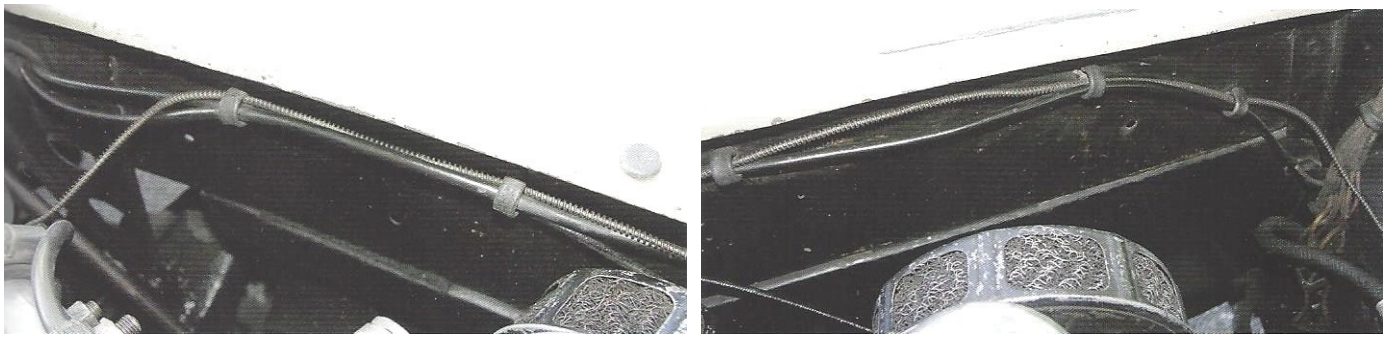
- An elongated, circular bare metal retainer clip (also called as 'Omega' clip) made of spring steel is used to support the temperature gauge line on early XK 120's without turn signals. On those cars, no wires ran along the right-side wing (fender) valance and the bonnet release cable attached to the valance further forward.

[88] *Source: Urs Schmid, XK 120, Vol 2, page 123.*

Wiring Harnesses for Wing-Valence (Early Steel-bodied)



Left-hand side wiring harness. (Photo © copyright 2002 by Urs Schmid)



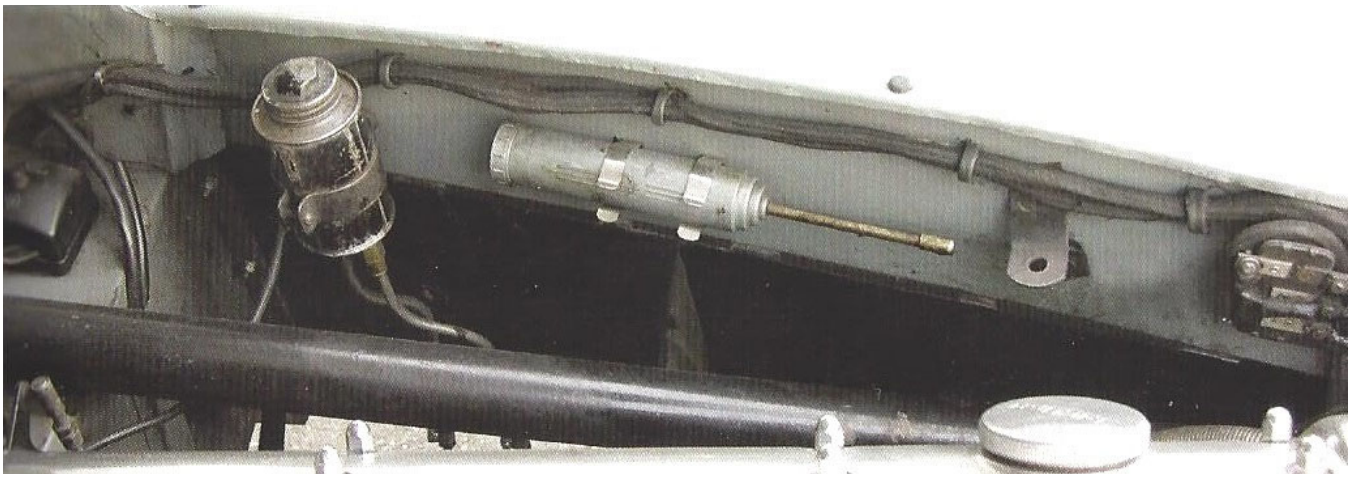
Right-hand side wiring harness. (Photo © copyright 2002 by Urs Schmid)

- From March 1950 to October 1952, early OTS steel-bodied cars did not have turn signals.
- Rubber-covered metal circular cable clips (referred to as 'Omega' clips) are used to hold the two main front wiring looms against the left-side and right-side wing (fender) valances.
- The car should have fabric-covered wiring harness.
- Any taped, incorrect wires, crimped connectors or plastic wiring are NON-AUTHENTIC.
- **NOTE 1:** Early OTS steel-bodied cars do not have turn signal flashers, therefore there is NO flasher harness coming from the left-side near the control box (voltage regulator).
- **NOTE 2:** All FHC cars were fitted with turn signals and have a wiring loom for Tung-Sol 241D flasher unit and DB10 relay.

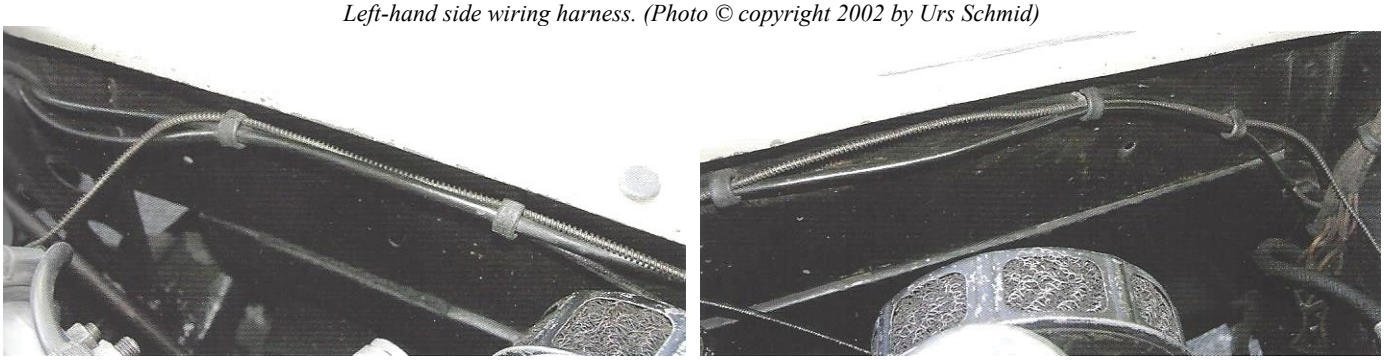
RIGHT-SIDE CABLE ROUTING:

- The bonnet release cable for steel-bodied XK120s attaches to a fixed-bracket hanging down from under the right-side of the instrument-panel and is routed through a grommet/hole in the firewall (bulkhead/scuttle), then along the right-side engine compartment valance, then down and forward of the radiator to the bonnet catch.
- The spiral-wire wrapped water temperature line comes from the rear of the temperature gauge, through a grommet/hole in the firewall (bulkhead/scuttle), joins the bonnet-cable along the engine valance, then inwards along front of head, looping back, connecting into the radiator-mounted thermostat housing.
- The bonnet release cable and spiral-wire wrapped water temperature line are located/held along the inner valance, by rubber-covered 'Omega' clips

Wiring Harnesses for Wing-Valence (Later Steel-bodied)



Left-hand side wiring harness. (Photo © copyright 2002 by Urs Schmid)



Right-hand side wiring harness. (Photo © copyright 2002 by Urs Schmid)

- From October 1952 onwards, later steel-bodied cars with turn signals have a wiring loom for flasher unit, and relay.
- Rubber-covered metal circular cable clips (referred to as 'Omega' clips) are used to hold the two main front wiring looms against the left-side and right-side wing (fender) valances.
- The car should have fabric-covered wiring harness.
- Any taped, incorrect wires, crimped connectors or plastic wires are NON-AUTHENTIC.
- **NOTE:** All DHC cars were fitted with turn signals and have a wiring loom for Tung-Sol 241D flasher unit and DB10 relay.

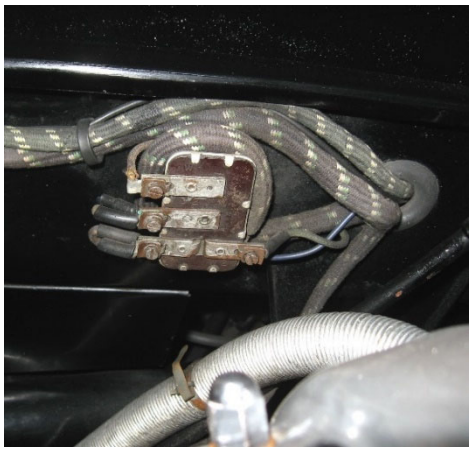
<u>RIGHT-SIDE CABLE ROUTING</u>:

- The bonnet release cable for steel-bodied XK120s attaches to a fixed-bracket hanging down from under the right-side of the instrument-panel and is routed through a grommet/hole in the firewall (bulkhead/scuttle), then along the right-side engine compartment valance, then down and forward of the radiator to the bonnet catch.
- The spiral-wire wrapped water temperature line comes from the rear of the temperature gauge, through a grommet/hole in the firewall (bulkhead/scuttle), joins the bonnet-cable along the engine valance, then inwards along front of head, looping back, connecting into the radiator-mounted thermostat housing.
- The bonnet release cable and the spiral-wire wrapped water temperature line are located/held along the inner valance, by rubber-covered 'Omega' clips

Horn Relays [89]

Alloy and early steel-bodied car horn relay, painted black

Early steel-bodied car horn relay, dull-cad finish.



Later steel-bodied car horn relay. (Photo by Robert Sheridan)

EARLY STEEL-BODIED HORN RELAY:

- OTS chassis nos. 670185 to 671097 (March 1950 to April 1951), the horn relay is mounted to the inner wing valance on the left-side.
- NOTE: Early horn relays have been observed as EITHER painted black or a dull-cad finish.

LATER STEEL-BODIED HORN RELAY:

- OTS chassis no. 671098 (February 1951), and all FHC and DHC cars from start of production the horn relay is attached to the inner wing valance on the left-side.
- Notice how the wiring loops around the horn relay. If it is not looped, it is NON-AUTHENTIC.
- The horn relay should have proper wire connectors, screw fittings and a dull cad finish.
- The car should have fabric-covered wiring harness and 'Omega' retaining clips with rubber sleeves. (see Retainer Clips, 3 pages above)
- Any taped, incorrect wires or crimped connectors are NON-AUTHENTIC.

[89] *Source: Urs Schmid, XK 120, Vol 1, pages 169, 170 and 254, Vol 2, pages 14, 15, 17 and 19. Philip Porter, Original Jaguar XK, page 372 (chassis nos. by dates).*

Breather Pipe Retainer Clip [90]

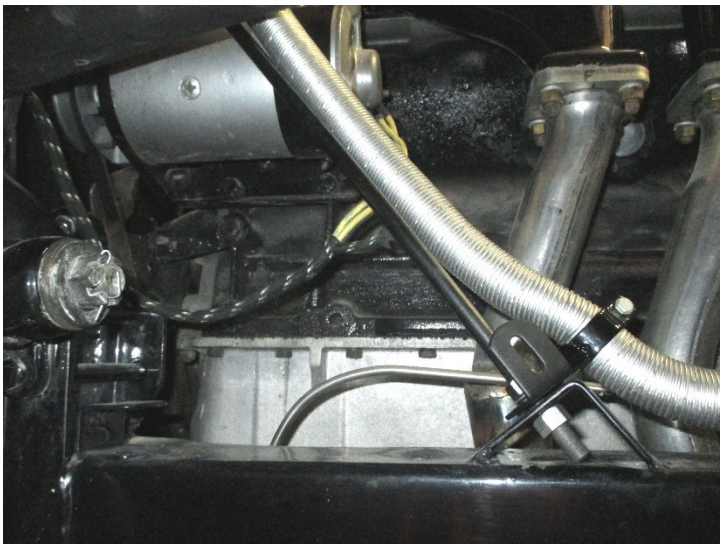
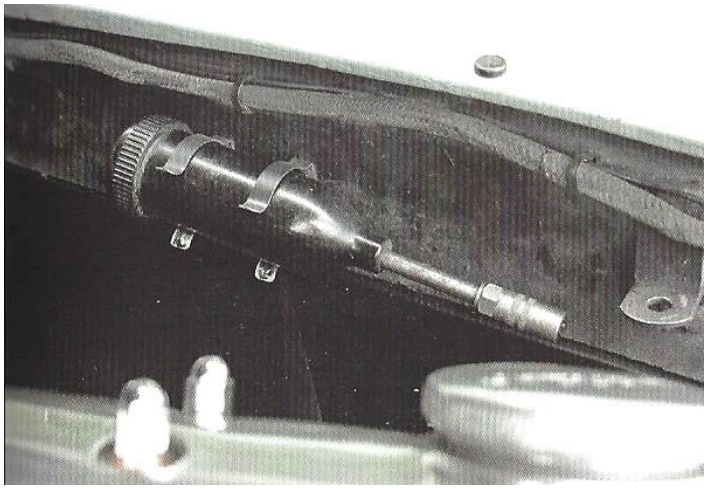


Photo by Robert Sheridan.

- A retainer clip should be mounted to the base of the left side radiator support rod and attached to the lower flexible breather pipe.
- The retainer clip is painted flat-black, as pictured above.

Grease Guns (Tecalemit) [91]



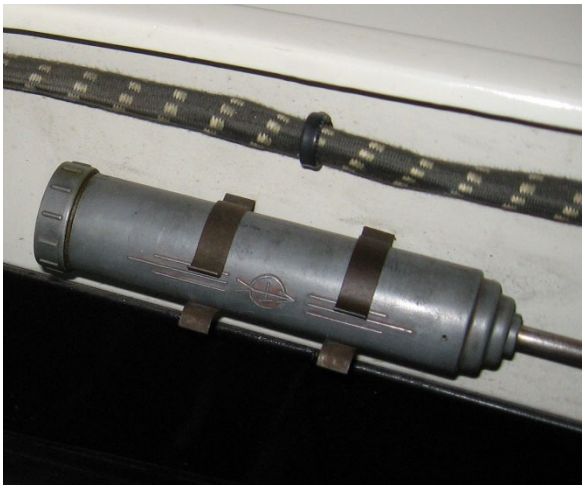


Photo in the right by Robert Sheridan.

- Early steel-bodied OTS to chassis number 671598, and FHC to 679055 (to September 1951) have a C.991 black plastic oil/grease gun (Tecalemit Plastigun), mounted on the left-hand wing valance.
- Later OTS from 671599 and FHC from 679056 (from September 1951), and all DHC, have the C.4560 aluminum grease gun (Tecalemit GB.2788), mounted on the left-hand wing valance, just in front of the brake fluid canister.
- **NOTE:** For judging purposes, the grease gun should be secured by two cadmium-plated 'Terry' spring-clips secured to the wing-valance.

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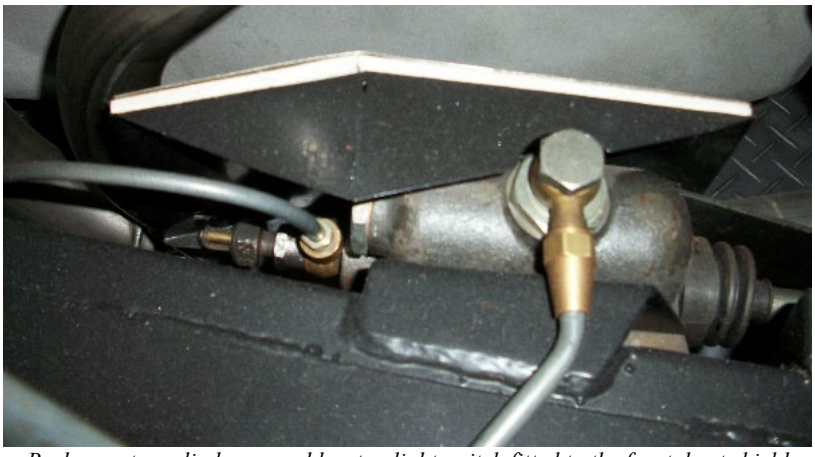
[90] *Source: J.8 JSPC (1950-1958), page 8A. Urs Schmid, XK 120, Vol 1, page 192, Vol 2, pages 16 and 24.*

[91] *Source: J.8 JSPC (1950-1958), page 91. Urs Schmid, XK 120, Vol 1, page 192, Vol 2, pages 15, 17, 19, 23 and 123. Philip Porter, Original Jaguar XK, page 372 (chassis nos. by dates).*

Brake Fluid Supply Tank (Single), Single-Circuit Brake Master Cylinder, Brake Light Switch and Heat Shield [92]

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

View of FLUID LEVEL tag riveted to the brake fluid ring bracket.



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.

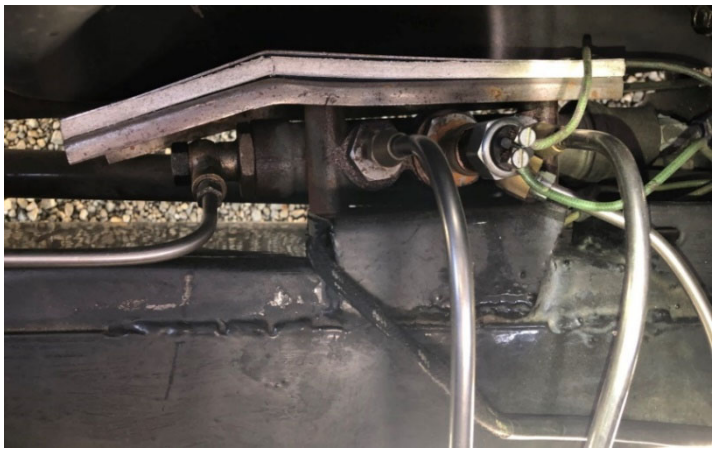
[92] *Source: J.8 JSPC (1950-1958), pages 35-36. Urs Schmid, XK 120, Vol 1, page 255, Vol 2, page 18. Philip Porter, Original Jaguar XK, page 372 (chassis number dates).*

Brake Fluid Supply Tank (Twin), Dual-Circuit Brake Master Cylinder Assembly, Brake Light Switch and Heat Shield [93]

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 XK120s. (Photo by Robert Sheridan)*

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 Ring Mounting Bracket are always painted black.
- The and the Supply Tank Cap may be painted black or 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.
- Light switches should all have screw type wire terminals.

---

[93] *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.*

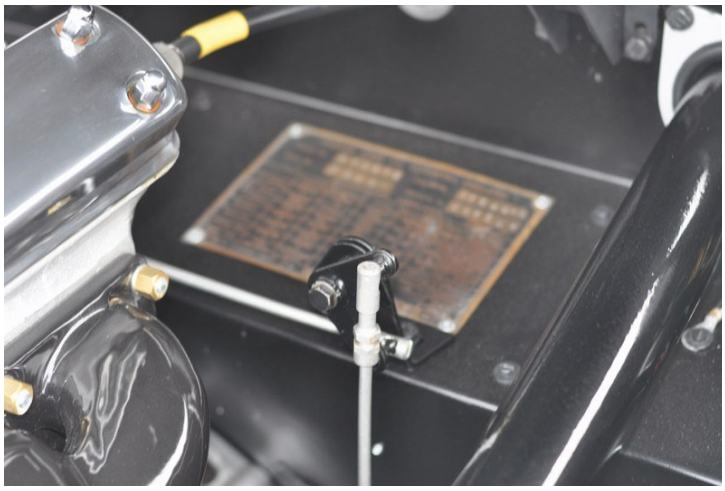
NOTE 1: FRONT mounted brake light switches as fitted to RHD dual-circuit Master Cylinders, is NON-AUTHENTIC on LHD XK120s.

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

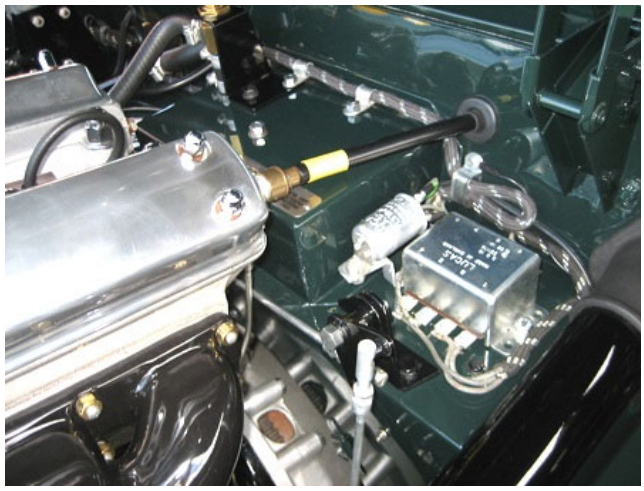
Brake and Clutch Pedal Draught (Draft) Excluders [94]

- Brake and clutch pedal draught (draft) excluders are located on the left side lower firewall (bulkhead/scuttle).
- Draught (draft) excluders are made of black rubber.

Throttle Linkage Rods and Swivel Pivot (Left-Side) [95]



Early steel-bodied car. (Photo by Robert Sheridan)



Later steel-bodied car.

- The left-side throttle linkage rods extend from the accelerator pedal to the swivel bracket, then across the scuttle to the right-side swivel bracket and operate the carburetor linkage.
- For all XK 120's from Foleshill and Browns Lane paint shops, the swivel pivots, brackets and fasteners on the firewall were painted black and the swivel pivot is fitted with a rubber (and bronze) inner bush.
- Vertical and Horizontal Throttle Linkage Rods are Cadmium-plated. However, there have been several observations of Throttle Linkage Rods on unrestored Cars with a Black-Oxide finish.
- EITHER Cadmium-plate or Black- Oxide finishes are acceptable as being authentic.

[94] *Source: J.8 JSPC (1950-1958), page 35.*
[95] *Source: Appendix 1. Service Bulletin No. 114.*

Heater Box, Heater Hose and Heater Hose Piping [96]

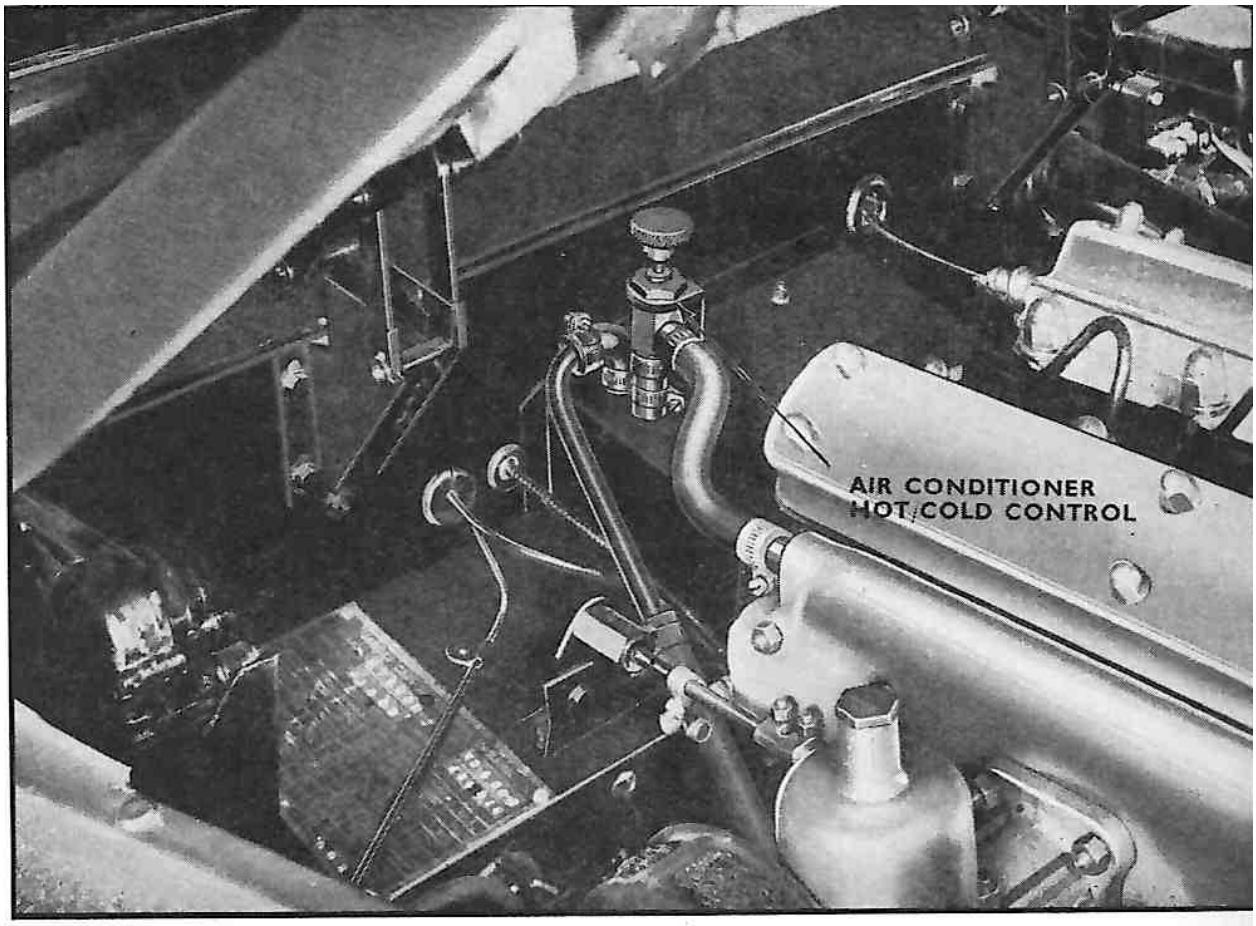


PLATE O.2. AIR CONDITIONER HOT/COLD CONTROL (XK 120).

Heater hose and heater hose piping. Same photo used in Jaguar MK VII and XK 120 Service Manuals (First Edition through R.P.4.)

[96] *Source: J.8 JSPC (1950-1958), page 63A. Jaguar Service Manual for MK VII and XK 120 Models (R.P.1-R.P.4., page O.6).*

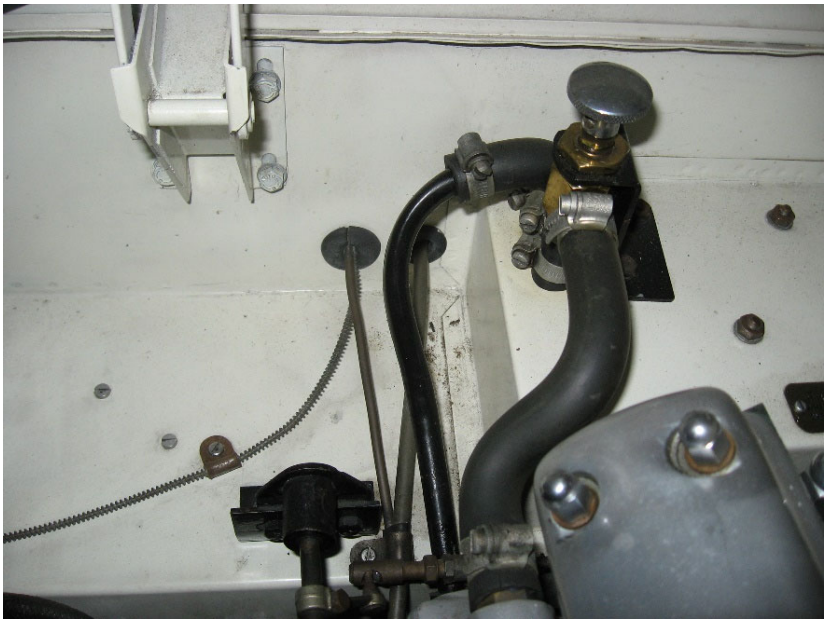
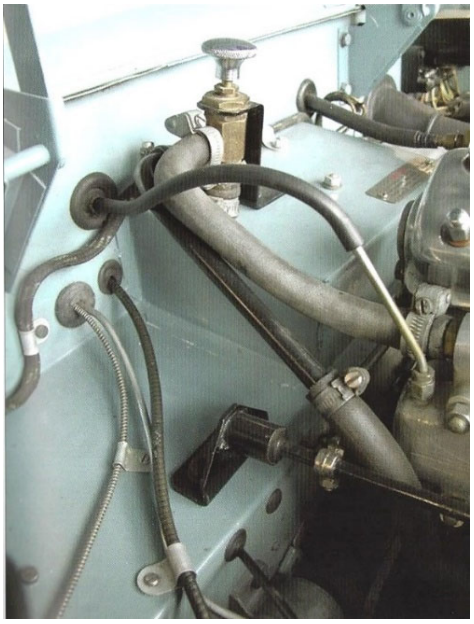



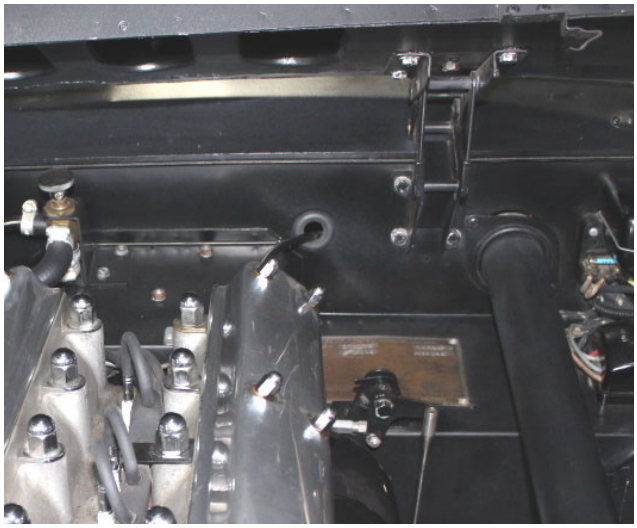
Photo on left shows XK 120 original curve shape heater hose from manifold to heater valve (also see top photo from Jaguar XK 120 Service Manual). Photo on right shows a late XK120 with 'L' shape heater hose from manifold to heater valve (XK 140 style hose) with a Trico windscreen-washer fitted, a vacuum takeoff fitting at top-rear of inlet manifold, and black vacuum hose. Early XK120 cars do not have fitting at rear of manifold nor the associated the black-vacuum hose. (Lower-left Photo by Robert Sheridan)

- OTS chassis nos. 670185 to 671492 (March 1950 to September 1951), the Smith's heater system was available as an OPTIONAL-EXTRA.
- OTS chassis no. 671493 (September 1951) onward, the Smith's heater system was fitted as STANDARD-EQUIPMENT.
- From the start of production, all FHC and DHC models have the Smith heater assemblies fitted as STANDARD-EQUIPMENT.
- The heater valve assembly is brass, the knurled knob is chrome-plated. (pictured above)
- The heater CAUTION tag is located on the lower right side of the heater box
- There should be 3 plain steel nuts and washers on the heater assembly studs.
- The brass heater valve hoses delivered by the factory came with 'TEX' or 'Cheney' brand clamps.
- Proper hoses and black metal tubing should be attached to the heater valve.
- Any non-black heater hoses are NON-AUTHENTIC.

NOTE: Based on the common use of 'L' shape replacement heater hoses, both curve shape or 'L' shape heater hoses are acceptable for judging purposes.

Bulkhead/Scuttle/Firewall (Early Steel-Body)

Right hand side.



Left hand side.

(Photos by Robert Sheridan)

- The control box (voltage regulator) with metal spring wire clip and the fuse box with a grooved-head metal bolt are made of dark colored Bakelite and should not appear to have been painted.
- The proper rubber rear collar and bolts on OTS cars should be on the steering column at the firewall (bulkhead/scuttle).
- All FHC/DHC cars have a tapered rubber sleeve on the steering column, not a round collar.
- A heater drain warning tag should be on the on the heater box.
- The tach cable should have a rubber grommet on the firewall (bulkhead/scuttle).
- The Starter Solenoid should have a Rubber Boot on the push-button.
- There should be no unused holes in the firewall (bulkhead/scuttle).

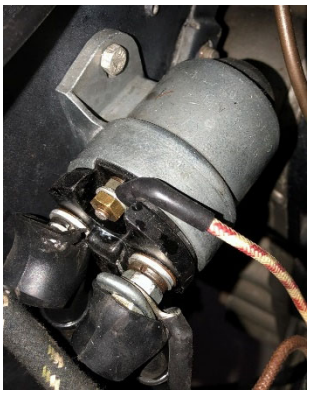
Bulkhead/Scuttle/Firewall (Later Steel-Body)

Right hand side.

Left hand side.

- The control box (voltage regulator) with metal spring wire clip and the fuse box with a grooved-head metal bolt are made of dark colored Bakelite and should not appear to have been painted.
- From Oct 1952 onwards, USA market XK120s only, were fitted with turn signals (flashers), using a Lucas DB.10 relay and a USA made Tung-Sol 241D flasher unit and appropriately modified wiring loom. From 1954 (exact date unknown), the USA made Tung Sol unit was replaced by a UK made Lucas FL.3 flasher unit. For UK home market XK120s, and all other export markets, turn signals were not provided for XK120s until initially on FHC and DHC, and later on OTS, presumably at some point in 1954 when the Lucas FL.3 flasher unit became available, allowing for a system in compliance with the new UK lighting regulations.
- The proper rubber rear collar and bolts on OTS XK120s should be on the steering column at the Firewall (Bulkhead/Scuttle).
- All FHC/DHC XK120s have a tapered rubber sleeve on the steering column, not a round collar.
- A heater drain warning tag should be on the on the heater box.
- The tach cable should have a rubber grommet on the Firewall (Bulkhead/Scuttle).
- The Starter Solenoid should have a Rubber Boot on the push-button.
- There should be no unused holes in the Firewall (Bulkhead/Scuttle).

Starter Solenoid



AUTHENTIC XK 120 Starter Solenoid. (Photo by Robert Sheridan)

NON-AUTHENTIC after-market XK 120 Starter Solenoid.

- The Starter Solenoid should have a Rubber Boot on the push-button.
- The “hot/battery” lead, on the Solenoid Terminal, originally had a rubber cover and should be present.
- The original Jaguar XK 120 Starter Solenoid ‘Firewall Mounting Base’ is approximately 1/8” thick and is part of the Solenoid Body and has a dull finish. (Pictured above)
- After-market Starter Solenoids (with a thin-metal Firewall Mounting Base, often strapped to the Starter Solenoid Body and having a shiny surface are NON-AUTHENTIC.

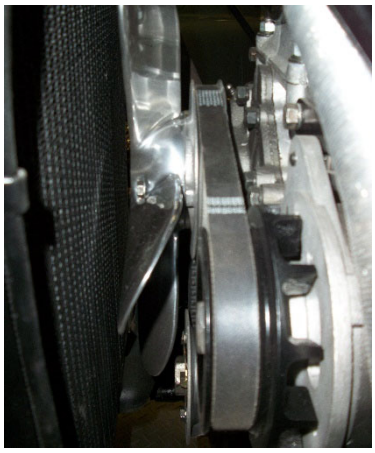
Steering Column Rubber Grommets [97]

Steel-bodied OTS steering column grommet.

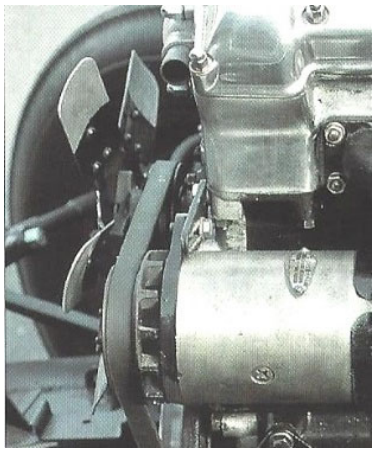
FHC/DHC steering column rubber grommet. (Photo © copyright 2002 by Urs Schmid) ***NOTE****: Refer to rubber grommet only.*

- Alloy and steel-bodied cars, use C.3766 rubber grommet and BD.3245 metal retainer.
- FHC/DHC steel-bodied cars use a larger rubber grommet. (pictured above)

Radiator Fan and Radiator Fan Belt [98]



A 5-blade cast-aluminum fan, is used until May-June 1952. (Photo by Robert Sheridan)



A 6-blade aluminum/steel hub fan is used from June-July 1952 onwards. (Photo © Copyright 2002 by Urs Schmid)

Early water pump grease fitting.

- From engine no. W.1001 to W.5464, alloy and early steel-bodied cars are fitted with a five-hole, 5-blade, one-piece un-polished cast aluminum fan.
- From engine no. W.5465 onwards, later steel-bodied cars, are fitted with a fabricated four-hole six-blade aluminum/steel hub fan, the hub and the blades just past the rivets should be painted black.
- The fan belt should be about 5/8” wide.

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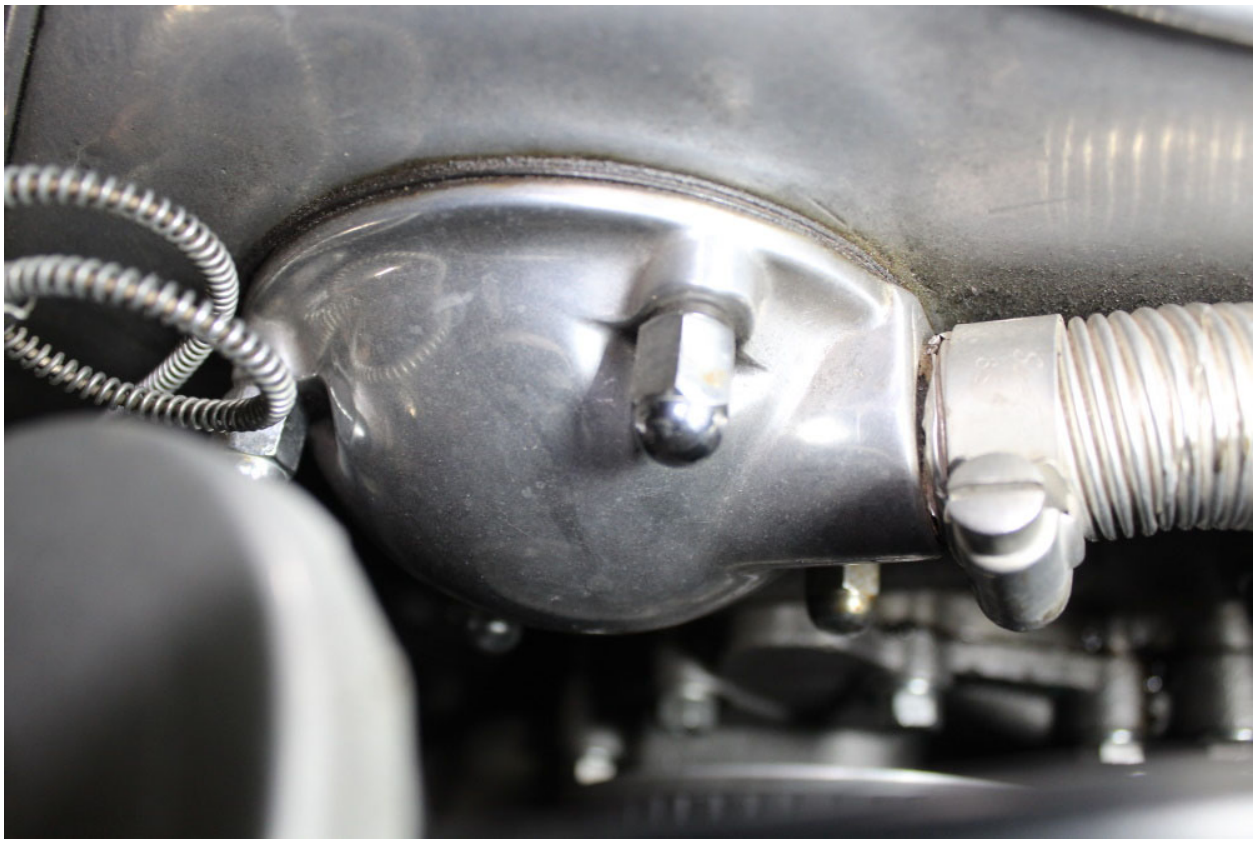
[97] *Sources: J.8 JSPC (1950-1958), page 40. Urs Schmid, XK 120, Vol 2, page 17.*

[98] *Source: J.8 JSPC (1950-1958), page 6A. Urs Schmid, XK 120, Vol1, page 256. Anders Ditlev Clausager, Jaguar XK 120 in Detail, page 105.*

Oil Breather Housing and Breather Flexible Pipe [99]

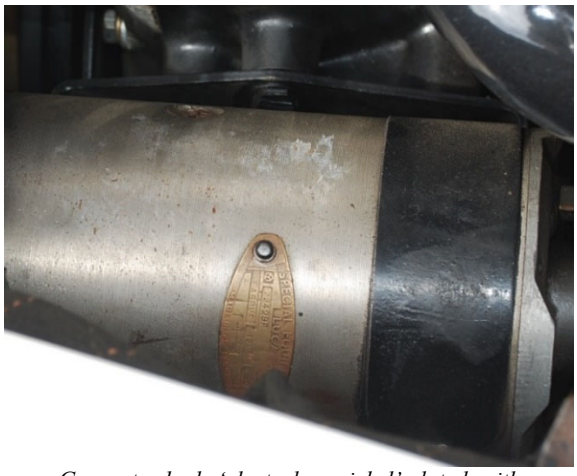


NOTE: *The metal spring washers shown above should be "black-oxide" not plain metal. (Photo by Robert Sheridan)*

- The flexible breather pipe is fitted to the breather housing outlet using a factory supplied (early) 'TEX' or a (later) 'CHENEY' clamp.
- The flexible breather pipe is fitted at the base using one clamp-assembly, then it exits at the bottom of the chassis frame.
- **NOTE:** The polished aluminum breather housing is secured by four chrome-plated dome nuts and black-oxide metal spring washers. Copper washers are NON-AUTHENTIC for judging purposes.

[99] *Source: J.8 JSPC (1950-1958), page 8A. Urs Schmid, XK 120, Vol 2, page 16.*

Dynamo (Generator) [100]



Generator body 'electroless-nickel' plated, with black paint cover-band. (Photo by Robert Sheridan)

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

- 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.

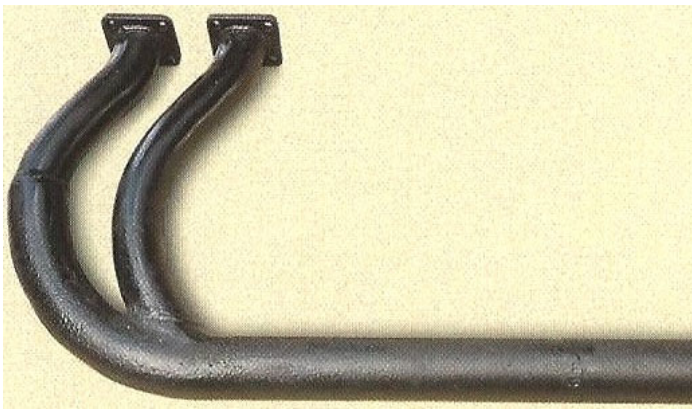
NOTE: During 1952 some (C.2527/1) generator bodies were painted grey (due to a shortage of nickel) with the same oval brass identification plate used. The cover-band remained being painted black.

- 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)

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

Exhaust Manifolds and Exhaust Down Pipes [101]

Porcelain coated exhaust manifolds are fastened by bronze nuts on single coil spring washers. (Photo by Robert Sheridan)



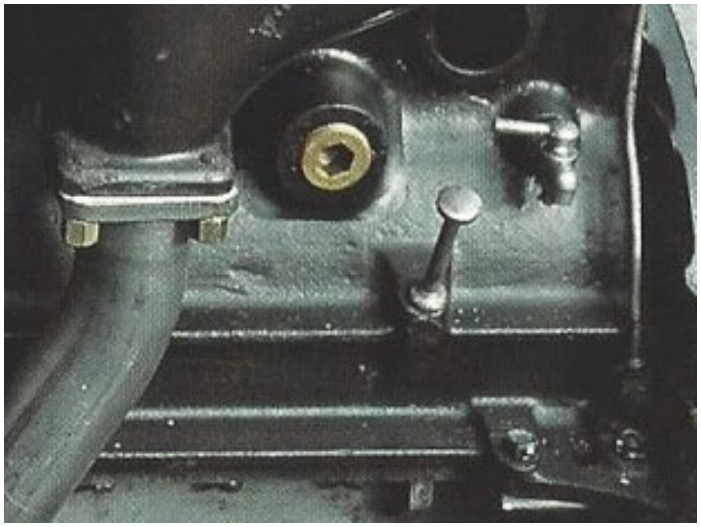
Single exhaust down pipes are fastened underneath by bronze nuts on single coil spring washers. (Photo © Copyright 2002 by Urs Schmid)

- Prior to June 1951 all cars should only have single-exhaust systems.
- The exhaust manifold finish is Gloss Black vitreous enamel (Porcelain) and the down-pipes are plain steel or painted black (which quickly burnt-off).
- Exhaust down pipes are fastened to the manifold by bronze nuts on single coil spring washers and have a copper/asbestos sandwich gasket.

JCNA JUDGING ALLOWANCES:

- From June 1951 (SE SB95 equipped), dual exhaust pipes were available as an OPTIONAL-EXTRA and became STANDARD-EQUIPMENT on SE XK 120's from June 1952.
- Modern-day replacement exhaust systems are predominantly manufactured using non-rusting stainless-steel pipes. Therefore, EITHER steel or stainless-steel exhaust pipes are acceptable for judging purposes.

Oil Dipstick, Engine Block Drain Valve, Engine Block Petcock and Freeze Plugs

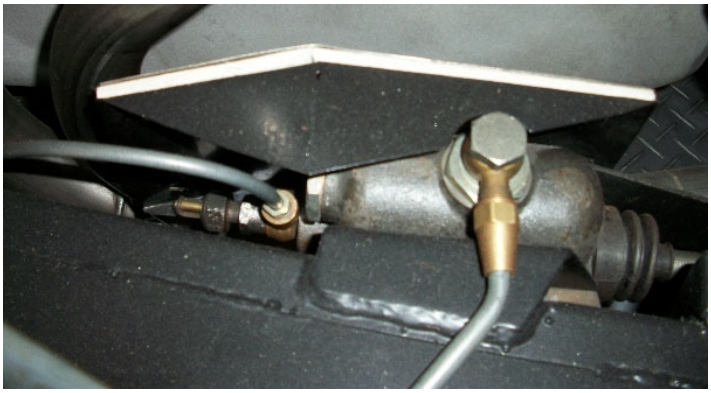


***NOTE:** The brass hex-plug on left-side of block is only found on engine no. W.3686 onwards and a few previous engines. (Ref: J-8 JSPC, page 1). (Photo © Copyright 2002 by Urs Schmid)*

- The chrome-plated oil dipstick is located at the lower-rear of the left-side of the block and is approximately 4" long.
- The block drain valve is dull-cadmium plated.
- The 'freeze' plugs should be painted black, the same as the rest of the block.

[101] *Source: J.8 JSPC (1950-1958), Pages 44 and 44A. Urs Schmid, XK 120, Vol 1, Pages 112 and 113.*

Chassis Finish



GENERAL INFORMATION:
XK 120 Chassis were provided to Jaguar by a supplier named Rubery Owen, who 'dipped' each chassis in a semi-gloss black enamel solution. (The Jaguar factory did not paint the chassis).

- The chassis should be a semi-gloss black, the same dull appearance as when it left Rubery for the Jaguar factory.
- **NOTE:** Powder coating the chassis is permitted as long as it has a semi-gloss black, dull appearance.
- A shiny, gloss black appearance, is NON-AUTHENTIC.

5. TOP-SIDE OF THE ENGINE

Cylinder Heads [102]

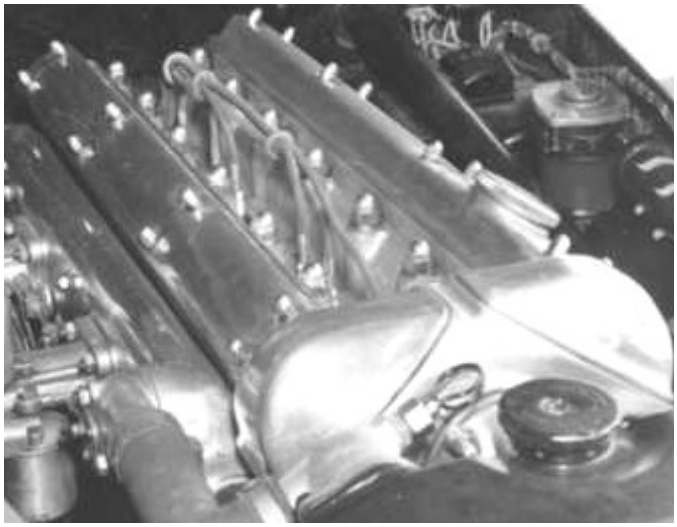
Early Steel-Body Cylinder Head. ***NOTE:*** *Ignition wires come up from the back of the head. (Photo by Robert Sheridan)*

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

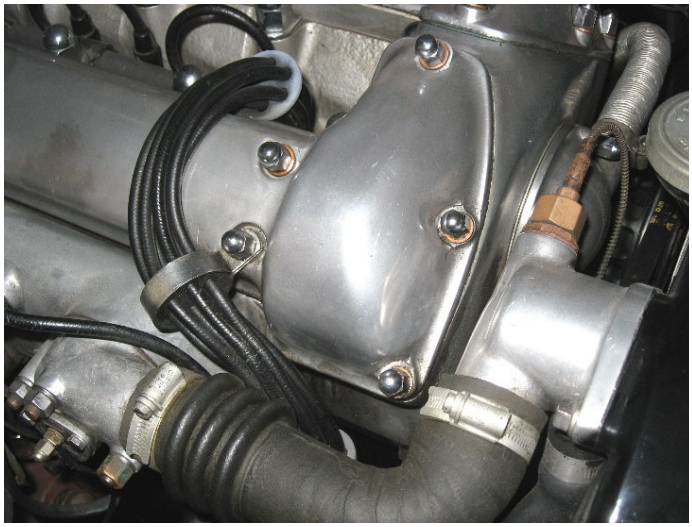
Later Steel-Body Cylinder Head. ***NOTE:*** *ignition wires come across the font RH cam cover.*

- 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.

Camshaft Covers [103]



Early Cam cover with 8 studs and dome nuts



Later Cam cover with 11 studs and dome nuts

- For all XK engines up to number W.4690 (approximately until May 1952), the Camshaft Covers had 8 stud-holes each along the top-edges of the main body length only, with no studs provided to secure the front/wider timing-chain area.
- From engine no. W.4691 onwards, Camshaft Covers were provided with an additional three stud-holes, around the front timing-chain area.
- All 8 (initially), and later 11 studs per Camshaft Cover were secured with chrome-plated dome-nuts, and thick copper washers.

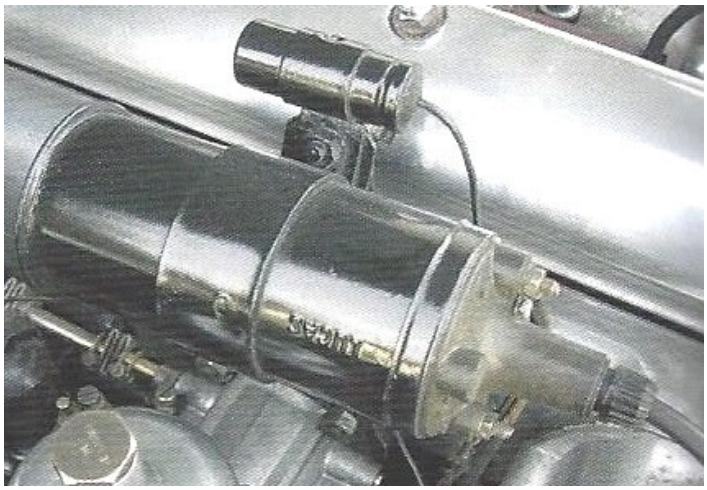
[103] *Source: J.8 JSPC (1950-1958): page 8, Urs Schmid, XK 120, Vol 1, pages 79, 255 and 256. Anders Ditlev Clausager, Jaguar XK 120 in Detail, page 105.*

Oil Filler Cap [104]

Photo by Robert Sheridan.

- The Oil Filler Cap is on the left side camshaft cover.
- The recessed JAGUAR lettering is painted semi-gloss black.
- When tightened, the filler cap need not display JAGUAR horizontally.

Radio Noise Suppressors and Condensers [105]



Coil condenser for cars fitted with a radio.
(Photo © copyright 2002 by Urs Schmid)

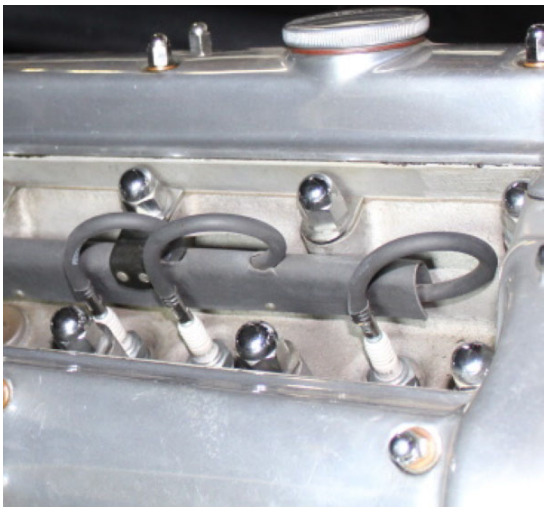
Six Sparkplug Suppressors are used when XK120s are fitted with a Radiomobile or Emitron Radio. (Photo by Robert Sheridan)

<u>CARS WITH ORIGINAL SMITHS RADIOMOBILE RADIOS MAY ALSO BE EQUIPPED WITH</u>:

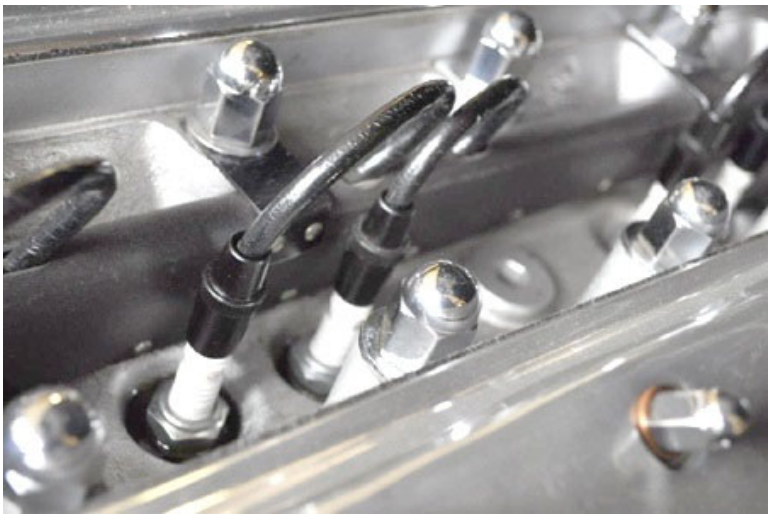
- One condenser for the coil
- One condenser for the alternator (Dynamo)
- Six Lucas 78113A spark plug suppressors (used in place of normal high-tension leads.

[104] *Sources: J.8 JSPC (1950-1958), page 8. Urs Schmid, XK 120, Vol 1, page 79.*
[105] *Source: Urs Schmid, XK 120, Vol 2, pages 140 and 141.*

Spark Plugs, Spark Plug Lead Terminals and High Tension Leads [106]



Metal spark plug terminals are fitted to spark plugs, before December 1952. (Photo by Robert Sheridan)



Champion spark plug terminals are fitted to spark plugs from December 1952 onwards. (Photo © Copyright 2002 by Urs Schmid)

SPARK PLUGS and SPARK PLUG TERMINALS:

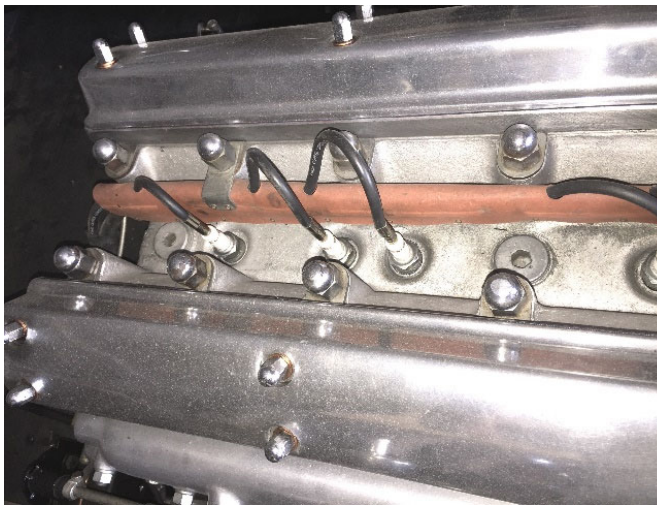
- Champion spark plugs as were originally supplied with all XK120s, featured black-oxide metal bases. More modern replacement/aftermarket plugs have cadmium-plated/silver colored bases.
- **NOTE 1:** Spark plugs are considered expendable items, therefore any age, brand and colored-base of spark plug that fits as a matching set, are acceptable for judging purposes.
- For all XK engines up to number W.6372 (approximately November 1952), all six high tension leads are fitted with a bare metallic spark plug terminal. (pictured on left)
- From engine no. W.6373 onwards, all high-tension leads are now fitted with black Bakelite Champion branded 'vertical' spark plug terminals. The branding is molded into the mid-height rim, and barely visible. (pictured on right)
- **NOTE 2:** Champion brand 'vertical' terminals with a red band fitted to the mid-height wider-rim, as first made in the 1960s, and now as reproductions, are NON-AUTHENTIC.
- **Note** Lucas Spark plug suppressors are used in place of spark plug terminals when cars are fitted with an original Radiomobile or Emitron radio.

HIGH TENSION LEADS:

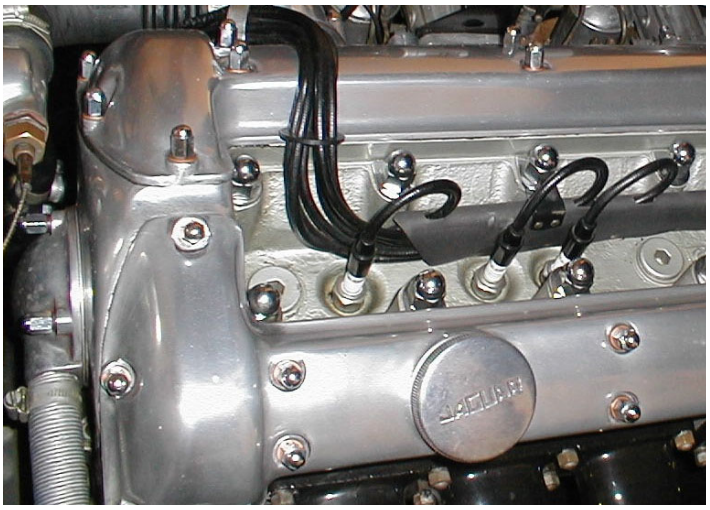
- High Tension Leads were original copper-wire/braided-cotton covered, with a smooth glossy-black cellulose coating skin. Modern extruded PVC high tension leads are considered authentic replacements, if they are plain glossy-black, and do not have any debossed or white printed added lettering along their lengths.
- **NOTE:** High tension leads with any lettering, are NON-AUTHENTIC for judging purposes.

[106] *Sources: J.8 JSPC (1950-1958) pages 10, 10A, PLATE B., Urs Schmid, XK 120, Vol 1, pages 158-159, 168 and 255. Philip Porter, Original Jaguar XK 3rd Edition, page 373, John Elmgreen, Dick Cavicke and the author and supporting research.*

Fiberboard Conduits and Routing of High Tension Leads (Spark Plug Wires) [107]



EARLY ignition wires entering a terracotta colored fiberboard conduit from the back of the head, until Engine No. W.6696. (NOTE: the plain metal terminals and conduit bracket on second stud from the rear).



LATER ignition wires entering a black colored fiberboard conduit from the front over the inlet cam cover, from Engine No. W.6697. (NOTE: conduit brackets on second and fifth stud from the rear).

XK120 CONDUITS:

- Spark plug lead conduits were of a 'rectangular' design, with two brackets riveted on allowing for securing under the cylinder head dome nuts, from November 1952 onwards, on the second and fifth studs from the rear of the head, and the right (Inlet) side. (Earlier engines to November 1952 had the conduit brackets mounted on the left exhaust side row of studs.)
- These conduits were made of black fiberboard, or terracotta colored fiberboard, or terracotta colored fiberboard painted black. At this time there has been no pattern established as to any age-related use of these three different colored variants of the same design XK120 version conduit. Observed originals have a mixed and overlapping distribution, albeit roughly in black, then terracotta painted black, then terracotta age-order.
- **NOTE:** From the early 1960's onwards, conduits were of a more tapered design, with their two brackets closer-spaced and now attached to the third and fifth from rear studs on the right-side – these are NON-AUTHENTIC fitment for an XK120)

ROUTING OF HIGH-TENSION LEADS:

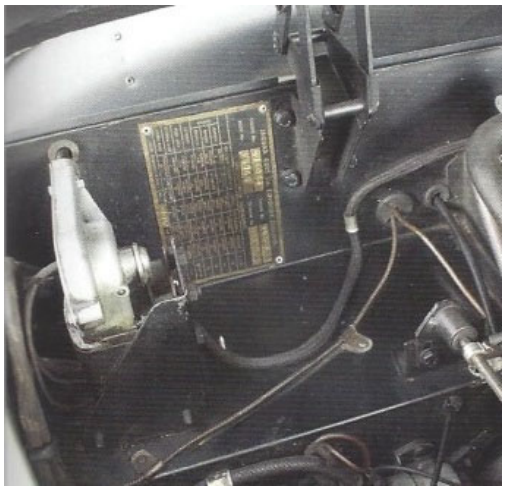
- Up to engine number W.6696 (c. November 1952), the Distributor had a side-entry cap, with the six HT leads exiting rearwards along the top edge of the block beneath the inlet-manifold, then coming back around the back of the head, entering the rear opening of the Conduit bracketed to the exhaust (left-side) studs, with five individual leads exiting holes in the top of the conduit, and the sixth from the front-end of the conduit, onto their respective spark-plugs.
- From engine number W.6697 onwards (November 1952), the Distributor had a vertical-entry cap, with the six HT leads exiting upwards, inside the top radiator-hose, across the cam-cover located by a chrome-plated 'P' clip, then entering the front opening of the Conduit bracketed to the inlet (right-side) second and fifth from rear studs, with then five individual leads exiting holes in the top of the conduit, and the sixth from the rear-end of the conduit, onto their respective spark-plugs. Fiberboard spacers located and separated the six leads.
- **NOTE 1:** A parallel flat plug wire spacing insulator, sometimes seen on racers, is NON-AUTHENTIC.
- **NOTE 2:** Spark plug conduits are readily damaged, lost or replaced, therefore authentic XK120 design reproductions in terracotta color (which can if desired be painted black) are acceptable for judging purposes.

[107] *Source: Urs Schmid, XK 120, Vol 1, page 157 and 158. Vol 2, pages 22, 23, 24 and 25.*

6. RIGHT-SIDE OF THE ENGINE COMPARTMENT

Windscreen Wiper

Early steel-bodied OTS.



Later steel-bodied OTS.

- The Lucas windscreen wiper motor gear housing is unpolished die cast aluminum.
- The wiper motor armature housing is semi-gloss black.
- The wiper motor outer casing is fastened to a rubber-buffered black mount on the right-side firewall (bulkhead/scuttle).

Junction Box for Engine Harness (OTS/FHC) [108]

C.5258 junction box for C.5260 engine harness.
FHC 679240 (January 1952).

- OTS chassis nos. 671797 to 671878 and FHC chassis nos. 679222 to 679315 (January 1952 and February 1952), had a special C.5258 junction box (pictured above) for the C.5260 engine harness, when the ignition coil was moved from below to above the inlet manifold and it was found that the old wiring was too short.
- **NOTE:** Several FHC cars have been observed with a (C.5258) junction box 'outside of the chassis no. ranges shown in the JSPC.' For example: Rob Reilly's FHC 679187 (November 1951), Carl Hanson's FHC 679012 (July 1951). Therefore, FHC entries between July 1951 to February 1952 with the junction box are acceptable for judging purposes. However, they should also have the ignition coil mounted to above the Inlet manifold.

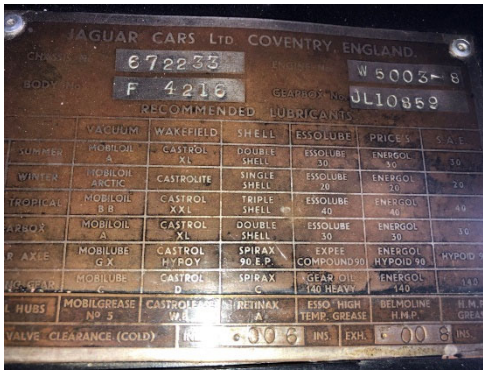
[108] *Source: J.8 JSPC (1950-1958): page 88, Philip Porter, Original Jaguar XK, page 372 (chassis nos. by dates).*

Trico Window Washer [109]

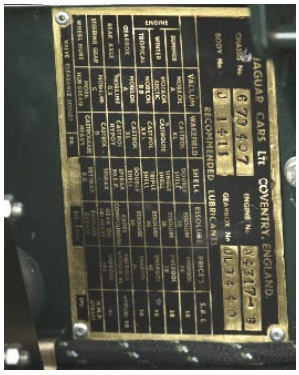
- OTS chassis no. 673009 onwards and FHC chassis no. 680271 (October 1952) onwards and DHC models from the beginning of production, are fitted with a Trico windscreen washer Unit.
- The Trico bracket has a sticker giving Trico instructions and the glass is marked with 'TRICO/MADE IN ENGLAND WINDSCREEN WASHER'.
- A round red and black sticker is installed on the jar cover filler cap, reading 'REPLACE YOUR TRICO WIPER BLADES ONCE A YEAR'.
- **NOTE:** Tubing exiting the washer bottle lid is rubber, not neoprene.

ID Plate, Commission Number Plate

1949 to some 1951. (BD.2840) Commission Number Plate.



Some 1951 to some 1953. (BD.2840) Commission Number Plate. (Photo by Robert Sheridan)

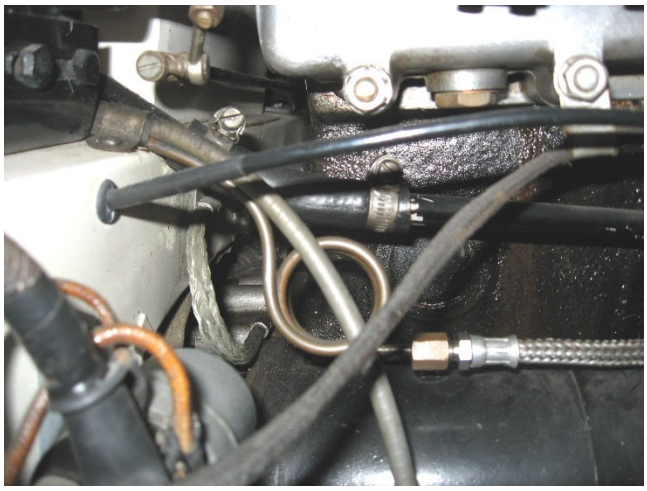
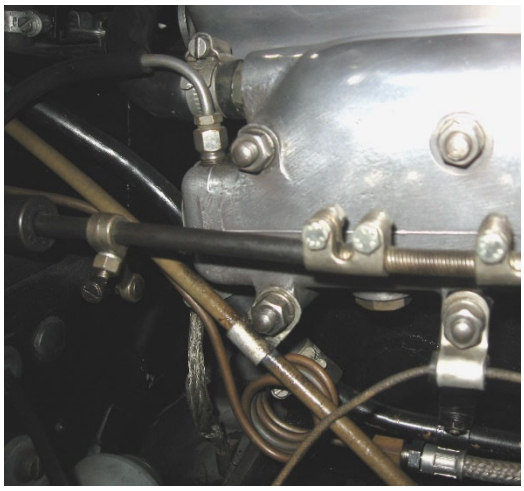


Some 1953 to 1954. (BD.7704 commission Number Plate.

- The ID or Chassis Plate (Commission Number Plate) has each XK 120's original Chassis No., Body No., Engine No., and Gearbox No. stamped onto fields adjacent to these headings.
- ID plates are always located on the bulkhead/scuttle (exact location varies whether LHD or RHD, and whether it had a heater and turn signals, or not).
- The earliest plates are 6½" x 4¼" nickel-plated brass. From early 1951, plates were reduced to a smaller 5¾" x 3¾" size, initially still nickel-plated brass, but from mid-1954 un-plated natural brass. All three plates have their depressed background fields painted black, leaving their raised lettering/fields nickel-plated or natural brass, as appropriate. (ID plates were never polished brass).
- All ID plates should be secured by pop-rivets, and not screws.

[109] *Philip Porter, Original Jaguar XK, page 372 (chassis nos. by dates).*

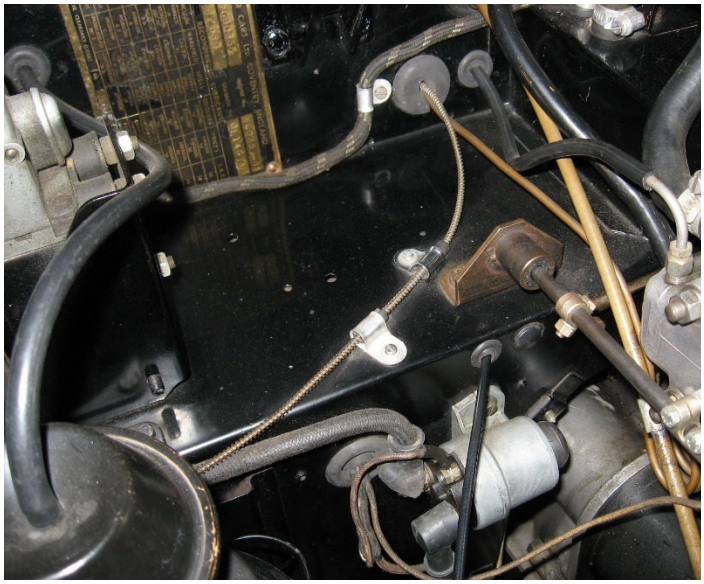
Oil Pressure Line Routing

The copper oil pressure line is coiled and connects to a flexible metal-mesh line, which is connected to the oil filter on the side of the block.

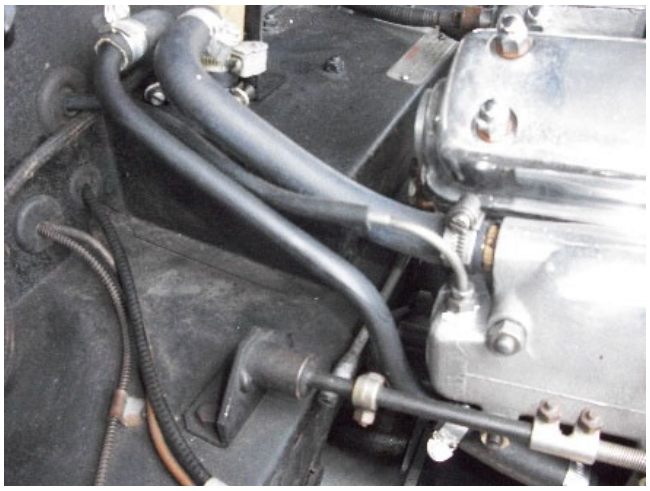
- If an excess length of copper oil pressure line is present from the firewall (bulkhead/scuttle) to the short woven-metal line which connects to the oil filter, it should be coiled and oriented as pictured above.

Temperature Gauge Line Routing




- Steel wrapped temperature gauge line exits firewall next to the copper oil pressure line.
- The temperature gauge line is routed along the right-side wing (fender) valance, next to the bonnet release cable and continues on to the thermostat housing on the front of the engine.

Speedometer Cable Routing, Bonnet Release Cable Routing



- Steel car (C.5590) speedometer cable attaches to speedometer at one end then exits right-side of firewall downward and curves around to attach to the transmission at the other end.
- Steel car (BD.2954) bonnet release cable attaches to a stationary mount under passenger-side of the dash at one end then exits passenger-side of the firewall and follows along passenger-side engine compartment valance, secured by several circular rubber-covered cable clips (referred to as 'Omega clips'), down to the bonnet release catch.

Throttle Linkage, Bracket and Pivot (Right-Side)

Right-hand side throttle linkage. (Photo © copyright 2002 by Urs Schmi)

- The left-side throttle linkage extends from the accelerator pedal to the swivel bracket, then across the scuttle to the right-side throttle linkage and operated the carburetor linkage.
- For all XK 120's, both Foleshill and Browns Lane paint shops, the bracket, swivel pivot and fasteners on firewall are painted black. (Ref: Appendix I. Service Bulletin No. 114).
- The socket is fitted with a rubber (and bronze) inner bush.
- The throttle control rod assembly (across rear of head) is cadmium-plated or semi-gloss black. (see NOTE below)
- The flexible coupling assembly (including both adaptors), and the lever (for the control rod), and all five bolts/nuts (but not washers) are dull-nickel plated.

NOTE:

- Vertical and Horizontal Throttle Linkage Rods are Cadmium-plated. However, there have been several observations of Throttle Linkage Rods on unrestored Cars with a Black-Oxide finish.
- Therefore, EITHER Cadmium-plate or Black- Oxide finishes are acceptable for purposes of AUTHENTICITY.

Throttle Return Spring [110]

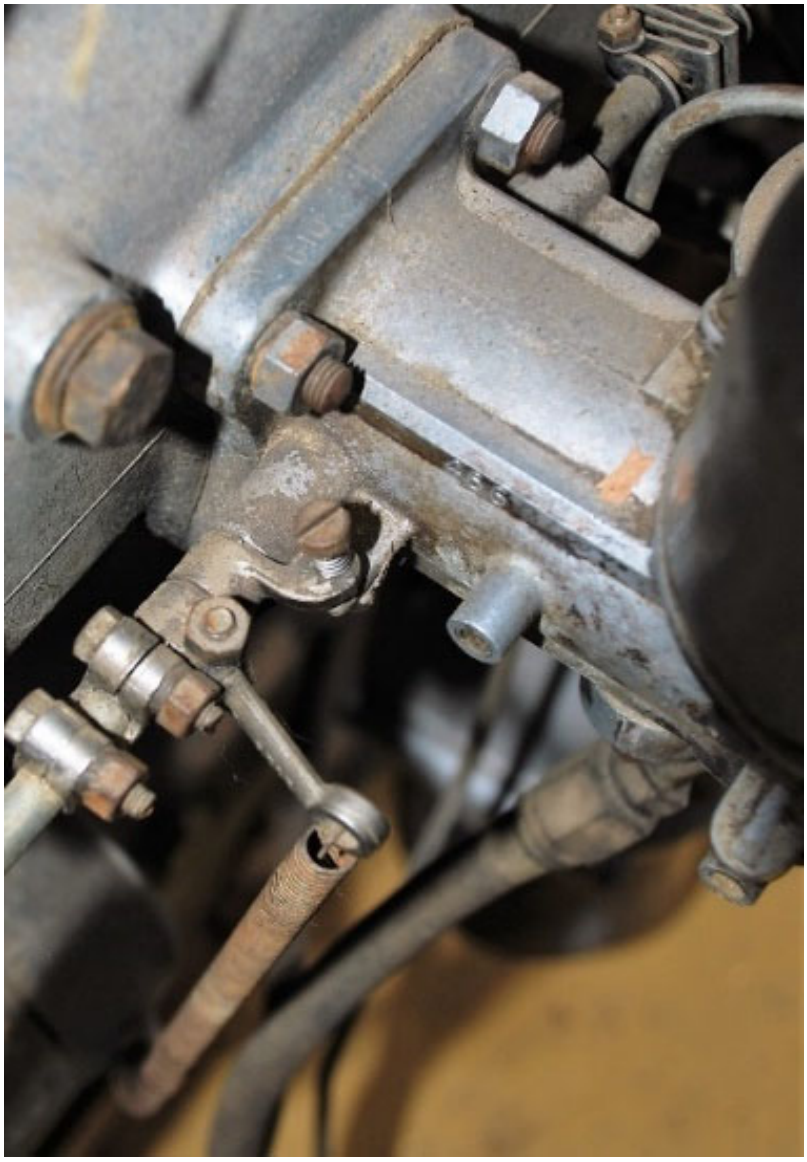


Photo by Roger Payne

- For judging purposes, there should be at least one return spring attached on the rear carburetor. (pictured above)
- At the top-end, the throttle return spring hooks into a lever (dull-nickel plated) clamped onto the protruding rear-end of the rear-carburetor throttle spindle (natural brass).
- At the lower-end, the throttle return spring hooks onto the securing set-screw of the starter-motor's cover-band.
- Throttle return springs were originally 'blackened'.
- **NOTE:** For safety, a second return spring may be attached to the front carburetor without deduction.

[110] *Source: J.8 JSPC (1950-1958): pages 13, 14 and PLATE D.*

Engine Torque Arm and Rubber Mount

Right-side engine torque arm.

- The torque arm on the rear of the engine should be bolted together with a rubber damper, installed to the chassis opposite from the steering column.
- The opposite side should have an angle bracket without the torque arm, which is bolted to the engine block and bell housing.

Braided Ground Cables [111]

An original braided ground cable. (Photo by Rob Reilly)

- The first braided ground cable (earth lead) is normally fastened from the upper rear right-side bell housing bolt to the bulkhead/scuttle.
- The second braided ground cable (earth lead) is normally fastened from the right or left front engine mounting bracket, crossing over the rubber mounts on the chassis.
- **NOTE:** Verify that entry has 1 ground cable attached to somewhere on the body and 1 ground cable attached to somewhere on the chassis or mounting bracket.

[111] *Source: J.8 JSPC (1950-1958): page 89.*

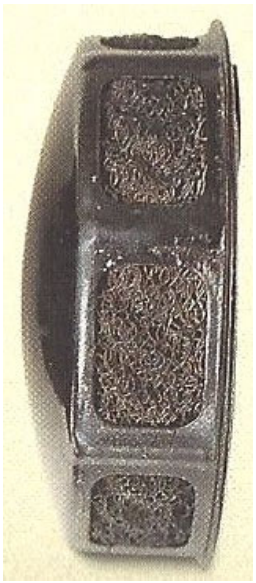
Starter Motor and Starter Solenoid


NOTE: *The original cable from the starter solenoid to the starter were 'cloth braided'. (Pictured above)*
(Photo on the right by Robert Sheridan)

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.
- The starter solenoid should have a rubber boot on the push-button.
- The starter solenoid base is about ¼" thick

Air Cleaner (OTS) [112]



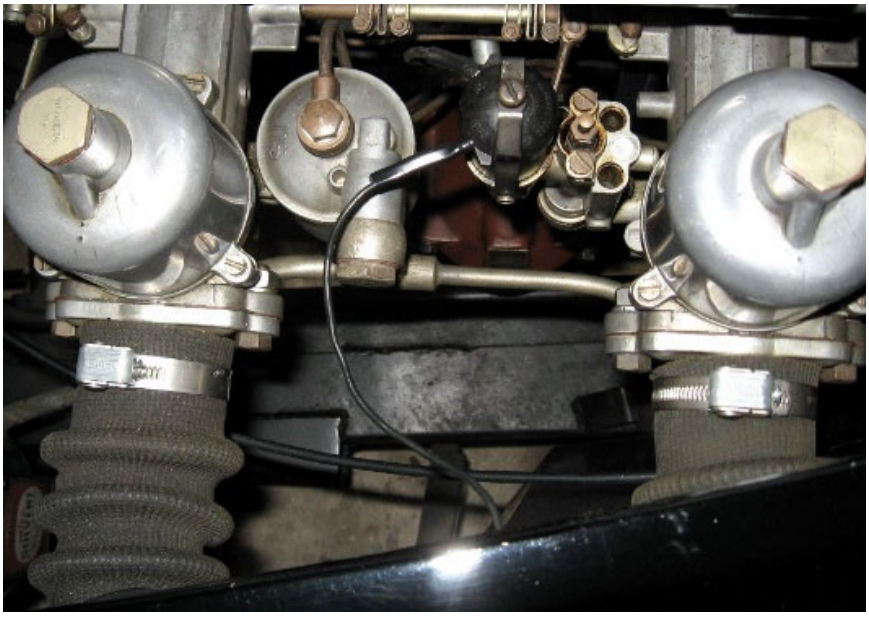

Left and right photos by Robert Sheridan. Middle photo, © Copyright 2002 by Urs Schmid.
NOTE: *Carburetter Oil Caps are correctly Nickle-plated, not polished Brass.*

[112] *Source: J.8 JSPC (1950-1958): page 14D. Philip Porter, Urs Schmid, XK 120, Vol 1, page 97.*

- 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.

Air Cleaner Hoses and Clamps (FHC and DHC)

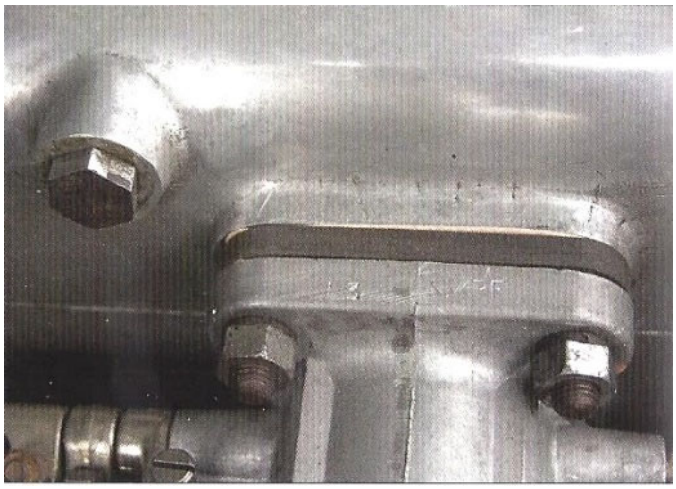


View of air cleaner intake hoses connected to front and rear carburetors, TEX clamp used with ribbed hoses

- From the start of FHC and DHC production the remote air cleaner is STANDARD-EQUIPMENT.
- Intake hoses fitted to each carburetor passes through holes in the right-side wing (fender) valance into an air duct that runs along the inner wing and exits through the front of the radiator.
- Ribbed hoses with TEX clamps, should be leading from the carburetors to the right-side underwing manifold.

Inlet Manifold [113]

Early steel-bodied car inlet manifold.



From engine no. W.6919 onwards, a thick black fiber insulator was added between two thin tan gaskets.

From October 1952 onwards, a vacuum fitting, pipe and rubber hose was fitted at the rear of the manifold, for use with new windscreen washers.

- Initially XK120s up to the introduction of the Mark VII saloon approximately December 1950) had an inlet manifold, as identifiable by having a smooth and curved over top area up to the top of two flange-platforms for mounting the twin S.U. carburetors. The two carburetors were mounted direct to these inlet-manifold platforms with just a thin tan colored fiber gasket.
- From approximately December 1950 onwards, all XK120 intake manifolds, have two added bosses, with their unused, threaded holes plugged with black-oxide finish, hex-headed setscrews. In 1954, these setscrews were changed to have plain, unbranded chrome-plated heads.
- From engine no. W.6919 onwards, the same inlet manifold continued, but now the two carburetors were mounted to the inlet manifold, with a ¼" thick black-fiber insulator between two tan-fiber gaskets.
- From OTS 673009 and FHC 680271 (October 19520 onwards and all DHC, the inlet manifold now had an added threaded-fitting and pipe assembly on its top-rear surface, with a black rubber vacuum-hose connected for the now standard fitment windscreen washers.
- All inlet manifolds are secured onto their studs, with dull chrome-plated machine-nuts, with blackened spring-washers.

[113] *Source: Urs Schmid, XK 120, Vol 1, page 253, Vol 2, page 24.*

Carburetters (Carburetors) [114]

*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 carburetters 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.

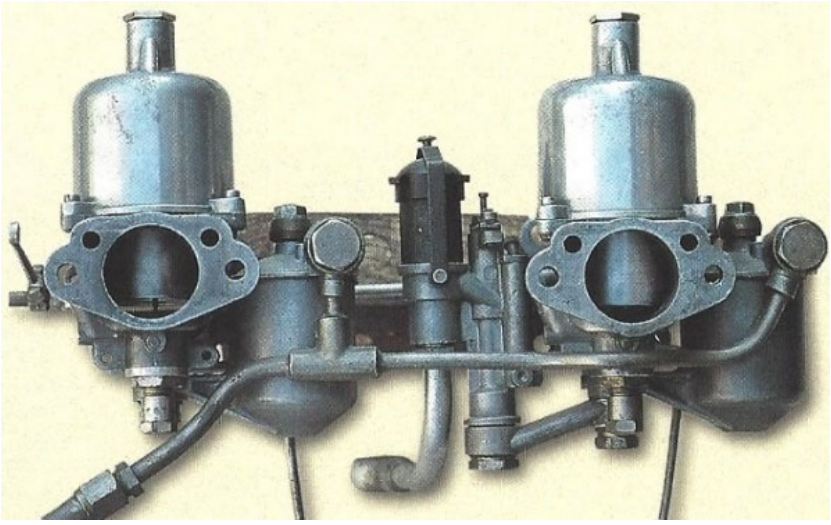
NOTE: Triangular 'specification number tags' were not originally fitted to XK120 H6 under the float-chamber cap-nut, thus if now found are 'NON-AUTHENTIC.

[114] *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.*

Carburetter Solenoid (Early Cars) [115]

- From engine nos. W.1001 to W.3449, and to W.3451 to 3469, 3471 to 3473, 3475 to 3921, 3923 to 3935, 3937 to 3974, 3976 to 3995, 3998, 4000 to 4095, the early carburetor solenoid was mounted onto its base being an integral extension built into the rear carburetor's float chamber.
- The solenoid is held to the base with 2 wire clips.
- The two wires attached, one from the coil and one from the thermostat, are secured by black Bakelite knurled knobs.

Carburetter Solenoid (Later Cars) [116]

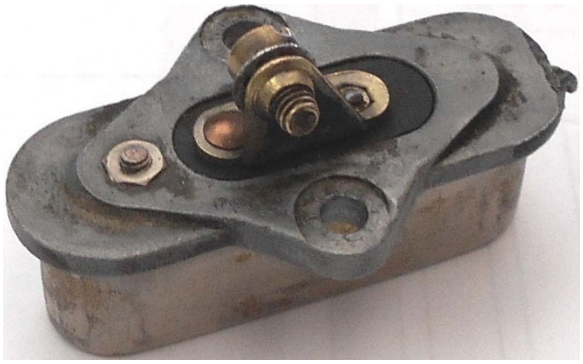


Later starting carburetor
(Photo © Copyright 2002 bu Urs Schmid)

- From engine nos. W.4096 onwards (January 1952), and also to earlier Engine nos. W.3450, 3470, 3474, 3922, 3936, 3975, 3996, 3997 and 3999, a revised Carburetor Solenoid is now mounted onto a separate thermo-unit body, attached by an arm to the underside of the front carburetor.
- The steel stirrup holding the Bakelite terminal-wires cap in place is black oxide, the screw initially being dull-nickel plated, but from 1954 cadmium-plated.
- **NOTE:** A bright plated steel stirrup is NON-AUTHENTIC**.**

[115] *Source: J.8 JSPC (1950-1958), page 13.*
[116] *Source: J.8 JSPC (1950-1958), page 14B. Urs Schmid, XK 120, Vol 1, page 255.*

Otter Switch for Thermostat and Water Outlet Elbow (Earliest XK120s) [117]



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.

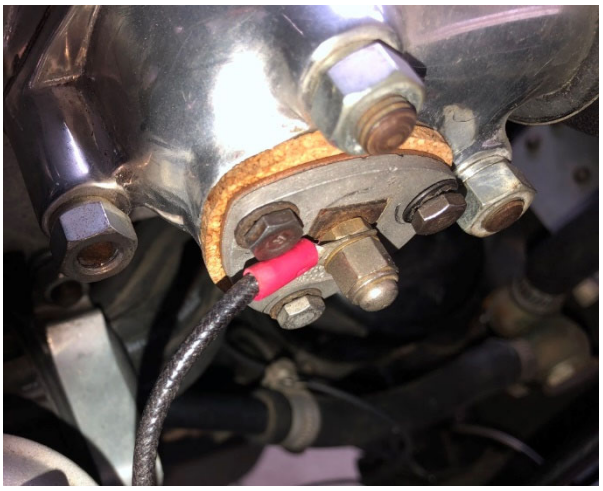
NOTE: Although the demarcation is clearly up to Engine No. W1250, given the batching of engines fitted to chassis and thus completed XK120s, this translates to a March to May 1950 date-of-manufacture transitional period. Although contained almost exclusively to the earlier aluminum bodied XK120s, some 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'.

[117] *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) [118]

View of later Water Outlet Elbow and second variant C.2474 Thermostat (Otter) Switch, with electrical connection. Note: when the Water Outlet Elbow is correctly installed, the lettering is upside down).

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



1950/51 onwards, second variant C2474 Otter Switch (cable to the starting-carburetter 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…….

<u>THE MAIN TRIANGULAR SHAPED CAST-ALUMINUM TOP-PLATE:</u>

- 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 when Switch correctly installed, the 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, noting when Switch correctly installed, the lettering is upside down).

[118] *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.

<u>THE ELECTRICAL TERMINAL CONNECTORS"</u>

- 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.)

<u>THE SETSCREWS SECURING THE C.2474 OTTER SWITCH ASSEMBLY TO THE WATER OUTLET ELBOW:</u>

- 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.

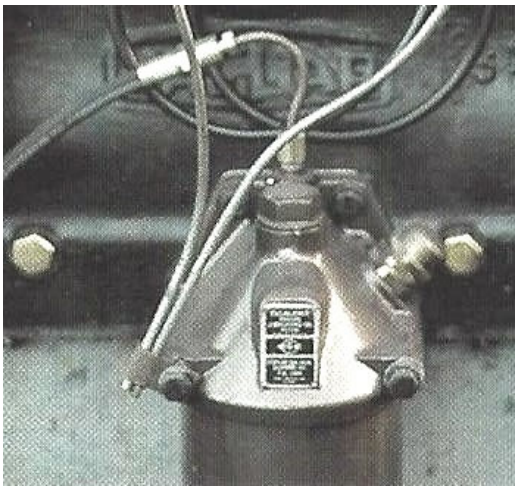
NOTE 3: FOR JUDGING PURPOSES: Any one of the three C.2474 OTTER SWITCH variants are accepted as being AUTHENIC original or replacement parts. The three Setscrews are 'authentic' if original 3/8"AF hexagon headed as described above, or the later 5/16"AF hexagon headed No.10 UNC setscrews are accepted as being AUTHENTIC replacement parts, if in a matching set of three.

Carburetor Fuel Feed Pipe and Flexible Pipe

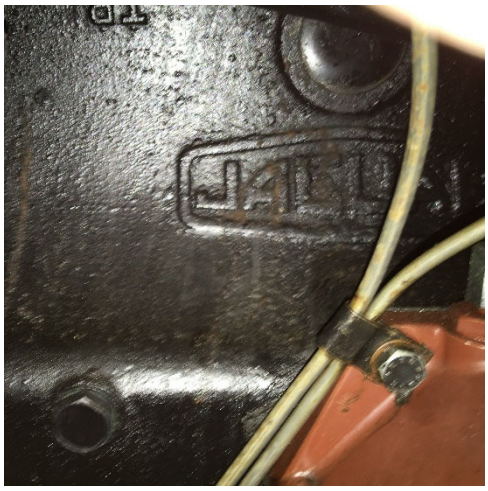
Photo by Robert Sheridan.

- A braided Flexible Pipe is attached to the carburetter Fuel Feed Pipe (initially dull nickel-plated, from 1954 onwards cadmium-plated).

Oil Cleaner and Carburetor Overflow Pipes [119]



Early car overflow piping mount location.
(Photo © Copyright 2002 by Urs Schmid)



Later car overflow piping mount location.
(Photo by Dick Cavicke)

OIL CLEANER:

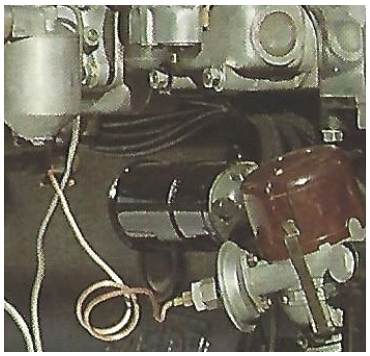
- For engines up to W.4382, the longer Tecalemit FA.2045 oil cleaner was fitted.
- From engine no. W.4383 (February 1952 onwards), the shorter Tecalemit FA.2678 oil cleaner was fitted.
- Both model oil cleaners should be painted metallic-brown, their four mounting bolts are black oxide, and the bolts securing the canister cadmium-plated.
- Under each bolt there should be a copper and steel flat washer.
- The oil cleaner Filter Head has a threaded-union on top, to which is attached an oil-pressure pipe and flexible braided hose assembly.

CARBURETOR OVERFLOW PIPES:

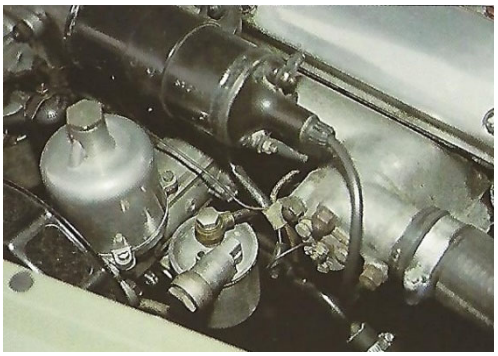
- Each carburetor float-chamber lid is fitted with an overflow pipe front and rear, both being mounted under the fuel-chamber-lid cap-nut, each comprise a banjo (natural cast brass) with cad-plated appearance steel-pipe, routed down, and located together, using a common cadmium-plated 'P' clip secured under one of the oil-cleaner mounting bolts.
- Either overflow piping mount location is acceptable for judging purposes.

[119] *Source: J.8 JSPC (1950-1958), pages 5 and 6. Urs Schmid, XK 120, Vol 1, pages 98 and 99.*

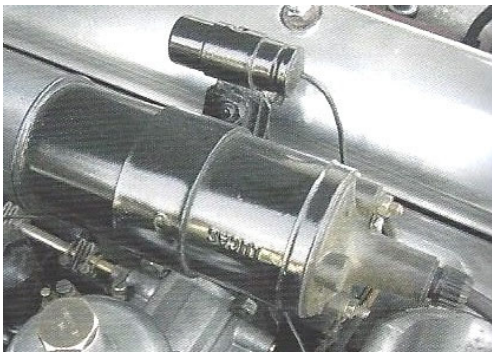
Ignition Coils [120]



Early XK120s up to January 1952, have their ignition coil/bracket assembly mounted directly to the cylinder block to the rear of the distributor, beneath the carburetors. (Photo © copyright 2002 by Urs Schmid)



Later XK120s, from January 1952 onwards, have their ignition coil/bracket assembly mounted above and inboard of the front carburetor. ***NOTE:*** *stickers/labels on rear of coil are NON-AUTHENTIC. (Photo © copyright 2002 by Urs Schmid)*



On cars originally equipped with a radio, two condensers were fitted, one for the dynamo (generator) and one for the coil. In addition, there was use of six LUCAS 78113A spark plug suppressors. (Photo © copyright 2002 by Urs Schmid)

IGNITION COIL:

- XK120 cars use the same LUCAS brand ignition coil and saddle-bracket assembly. The coil/bracket is painted black, with an embossed LUCAS at the top-end. There were no added badges and no stickers or labels as sometimes seen on non-XK120 coils.
- The two coil terminals are always fitted with brass hex nuts pleas a plain metal washer and a plain metal shakeproof washer.
- **NOTE 1:** Coil terminals fitted with black Bakelite nuts (same as used on early solenoids) are NON-AUTHENTIC.
- **NOTE 2:** The Lucas SPORTS COILS was NEVER supplied as standard nor as an OPTIONAL-EXTRA for XK 120 by Jaguar. Therefore, any Lucas SPORTS COIL is NON-AUTHENTIC for judging purposes.

IGNITION COIL MOUNTING:

- Initially, for XK120s up to engine no. W.4059 (January 1952), the Ignition Coil/bracket assembly is mounted directly to the cylinder block to the rear of the distributor, beneath the carburetors.
- From engine no. W.4060 (January 1952) onwards, the Ignition Coil/bracket assembly, is mounted onto a special bracket, that is in turn secured under the top-two carburetor mounting studs, positioning the coil above and inboard of the front carburetor.
- **NOTE:** The standard type B.12/L Coil/Bracket assembly supplied by Lucas for all XK 120's is painted semi-gloss black. A black Bakelite fluted nut secures the high-tension lead to the coil, with brass-nuts/washers securing the two low-tension wires to the two terminal-posts. Coils are mounted so the high-tension lead and low-tension terminal-posts face towards the front of the engine.

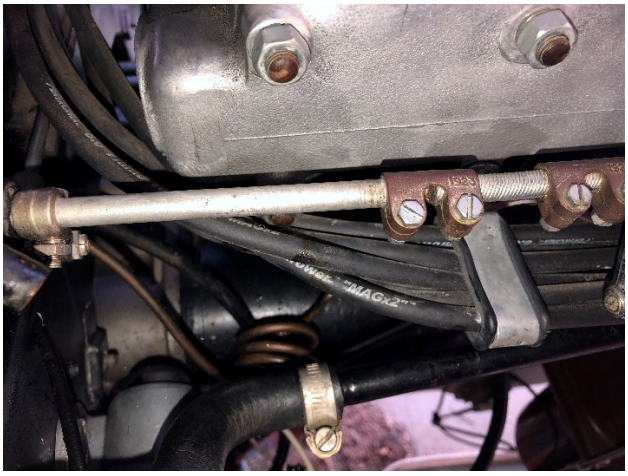
CARS FITTED WITH A RADIO:

- Cars fitted with a radio may have a condenser attached to the top of the coil, this is acceptable for judging purposes.
- **NOTE:** For condenser part number for a particular radio model, refer to J.8 JSPC (1950-1958), List of Extras, starting on page 92.

[120] *Sources: J.8 JSPC (1950-1958), page 81. Urs Schmid, XK 120, Vol 1, pages 156-157. Exception is explained in JCNA Rule Book page V1-21.*

Early Distributor Cover, Vacuum Advance Tubing, High Tension Leads, Early (Ignition Wires) 121

Early Distributor Cover, up to Feb 1953, with horizontal high-tension lead outlets.
(Photo by Robert Sheridan)



After exiting the horizontal Distributor Cover, the High-Tension Leads are grouped through a flat/vertical clip (with rubber grommet. A copper vacuum tube is connected to the vacuum-advance of the Distributor. ***NOTE:*** *White lettering on High-Tension Leads, is NON-AUTHENTIC. (Photos by Robert Sheridan)*

EARLY DISTRIBUTOR COVER and routing of HIGH-TENSION LEADS:

- 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:

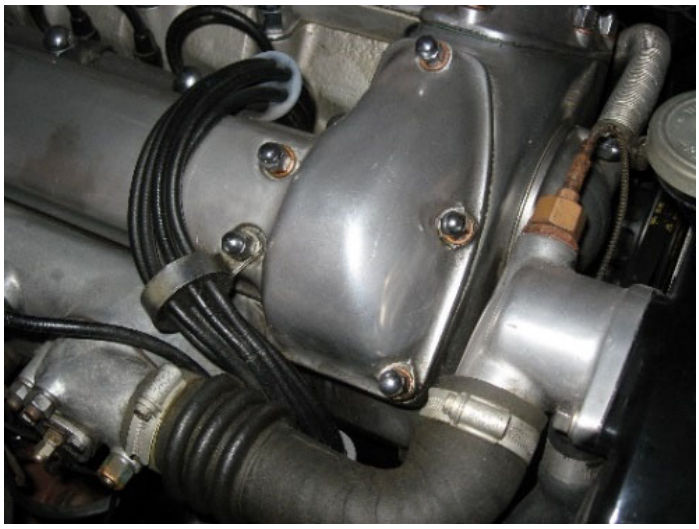
- The seven H.T. Leads were originally of a uniform gloss-black cellulose lacquered cotton-braid appearance.

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

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

Later Distributor Cover, Vacuum Advance Tubing, Ignition Wiring (Sparkplug Wires)

Later Distributor Cover from February 1953 onwards, with vertical high-tension lead outlets, with seven fluted Bakelite nuts to secure the high- tension leads.

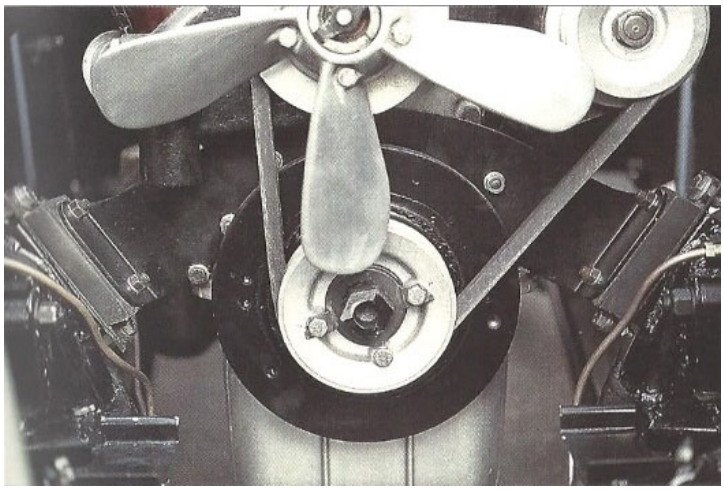


With the later vertical outlet Distributor Cover, the six high-tension leads for the spark-plugs, run up the front-side of the engine, and over the inlet-side cam cover.

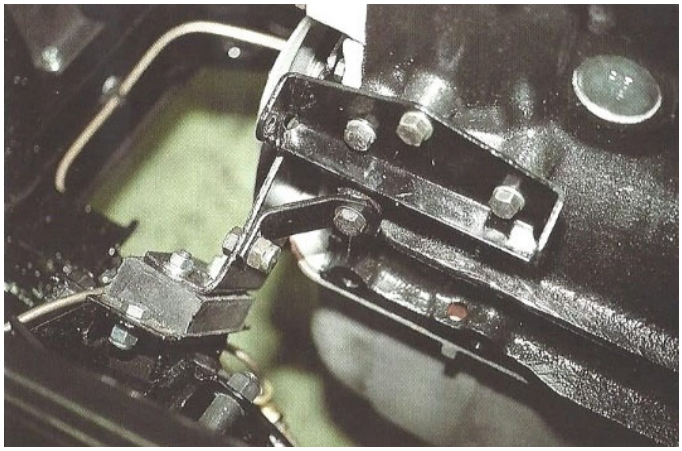
LATER DISTRIBUTOR COVER:

- From engine no. W.6697 (approximately November 1952) onwards, XK 120 distributors, now have a Cover with vertical H.T. Lead outlets.
- Six H.T. Leads (spark plug wires) are routed vertically from the distributor Cover, grouped through two fiber-spacers, then inboard the top radiator hose, through a pair of fiber-spacer held within a chrome-plated clip, secured under the second-front/outer inlet cam-cover dome-nut, over the cam-cover, through another fiber-spacer, then rearwards through a terracotta (or black) colored fiberboard Conduit, then exiting individually to their respective spark plug Connectors.
- The Fiber Spacers are circular in shape, and are provided with six holes to group, but also separate/insulate the six spark-plug H.T. Leads. There are two thick and three thin brown in color Fiber Spacers and are not to be confused with the later ones made of black plastic/Bakelite.
- The seventh H.T. Lead goes from the vertical Distributor Cover's center terminal, directly to the Coil, and not through any Spacer.
- All seven H.T. Leads are connected to the Distributor Cover, and the Coil, using screw-in black Bakelite fluted nuts.

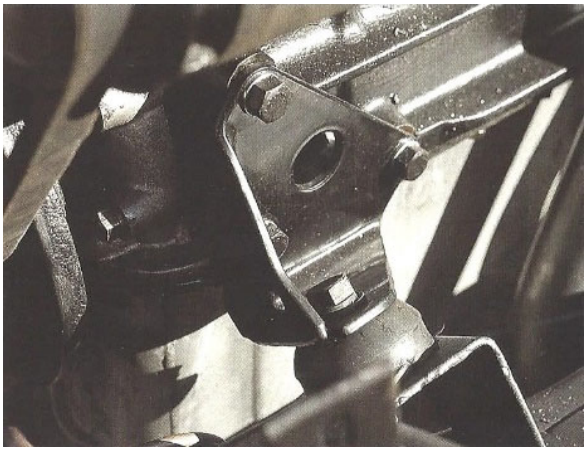
Engine Mounts [122]



C.2408 and C.2408/1 front engine plate and C.428 mounting pads.



C.6805 front engine plate and .6806/07 support struts and C.428 mounting pads.



C.6255/56 brackets and C.4303 mounting pads.

(Photos © Copyright 2002 by Urs Schmid)

EARLY FRONT ENGINE MOUNTS:

- OTS chassis nos. 670185 to 670716 used C.2408 and C.2408/1 front engine plate and C.428 rectangular rubber mounting pads.

EARLY MID-RANGE FRONT ENGINE MOUNTS:

- OTS chassis nos. 670717 to 671837, and FHC chassis nos. 679001 to 679267, 679269 to 679270), used C.2408/1 front engine cross plate and C.428 rectangular rubber mounting pads.

LATER MID-RANGE FRONT ENGINE MOUNTS:

- OTS chassis nos. 671838 to 672481, FHC chassis nos. 679268 only, 679271 to 679815, used C.6805 front engine cross plate with C.6806 and C.6807 angle struts and C.428 rectangular rubber mounting pads.

LATE FRONT ENGINE MOUNTS:

- OTS chassis nos. 672482 onwards, FHC chassis no. 679816 onwards, and all DHC's, used C.6255 and C.6256 side mounted engine brackets with C.4303 round rubber mounting pads.

[122] *Source: J.8 JSPC (1950-1958): page 6B. Philip Porter, Original Jaguar XK, page 372 (chassis nos. by dates).*

Top Water Hose

Typical period authentic Top Water Hose, 'Stockinette' covered, and three-ribs.
(Photo by Robert Sheridan)

- Earlier XK120 Top Water Hoses are made of a molded-rubber-wrap, internally reinforced style, basically of an 'L' shape.
- Most/later XK 120 Top Water Hoses are of a molded rubber with a woven reinforcing 'Stockinet' cover, of the same basic 'L' shape, but with three concertina style ribs added, as per photo above.
- **NOTE:** Radiator Hoses are considered expendable, therefore a replacement Top Water Hose in EITHER the molded-wrap, or the 'Stockinet' covered three-rib style are acceptable for judging purposes.

Hose Clamps [123]

Earlier TEX 'worm-drive' Hose Clip

Later CHENEY ''worm-drive' Hose Clip

XK 120 style CHENEY Clip, with round Cheese-Head drive-screw

- Various style hose clamps (also called 'clips') are used throughout the chassis and engine compartment to secure and/or locate water hoses, fuel and brake hoses, breather pipes, oil lines and other items.
- Water Hose Clamps, and other clamp applications, were always of a positive 'worm-drive' design, of various clamp diameters to suit the hose diameter
- Up to about 1952, XK 120's used a quick release design 'worm-drive' hose clamp branded 'TEX' on the worm-housing. The clamp-band was stamped Magnatex Ltd. the trade name 'GRIPTITE', and the clamp size.
- From about 1952 onwards, the various sizes of clamps were progressively superseded with a fixed style 'worm-drive' clamp branded CHENEY and its style CONNECT on the worm-housing.
- By 1953/54, only 'CHENEY CONNECT' clamps are found on all water-hose applications, fully superseding 'TEX' clips for all water hose sizes.
- All 'TEX' and 'CHENEY CONNECT' hose clamps are cadmium (silver-grey) plated.
- 'CHENEY CONNECT' hose clamps all have a round cheese-head straight-slot worm-drive screw, with the adjusting band having pressed-in 'worm-grooves'.
- **NOTE:** 'TEX' clamps continued to be used in the larger air cleaner hose/pipe and fuel-filler hose applications due to their 'quick-release' accessibility)
- **NOTE:** Later 'CHENEY', and other brands of hose clamps, with hexagon head screws, or Philips head screws, or perforated 'worm-groves', or if finished in passivated (yellow) plating are NON-AUTHENTIC.

[123] *Source: J.8 JSPC (1950-1958): page 8A. Urs Schmid, XK 120, Vol 2, pages 16, 118 and 120.*

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 mis-matched 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 Cellulous Painted XK 120's (1949 to Late October/November 1952)

Eight or more coats of Nitro Cellulous (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: [124]

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)

[124] *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: [125]

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 [126]

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

[125] *Source: Urs Schmid, XK 120, XK 120, Vol 2, page 175.*
[126] *Sources: Urs Schmid, XK 120, Vol 2, pages 89-91. Anders Ditlev Clausager, XK 120 in Detail, pages 120-121.*

the external paint color. For convenience, this will be called the Foleshill-Brown's Lane paint-shop demarcation, as referenced in several sections below.

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.

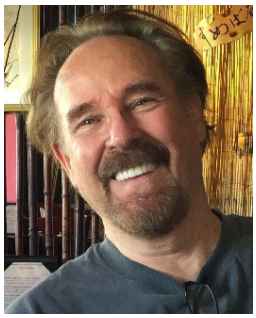
XK 120 FIXED HEAD:

- 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.

About the Authors and Contributors



Lead-Author
Robert G. Sheridan

Robert G. Sheridan, retired from careers in computer programming, systems analysis and information systems management. Since 1969, Bob has owned and fully or partially restored the following cars: several 1956 Mark I 2.4 sedans (his first 3 Jaguars), 1956 XK140 FHC, 1933 SSI modified Coupe (Australia License DAN064), 1964 Mark X sedan, 1969 XKE 2+2 coupe, two 1987 XJ6 sedans, 1976 XJS convertible, 1976 XJS coupe, 1951 and 1952 XK 120 OTS models, and a 2003 XJ8 Vanden Plas Sedan (his daily driver). Bob first joined the JOCLA in 1985 after spending 3 years restoring his 1951 XK 120 OTS. Upon entering his XK 120 in the 1986 CJA Concours d'Elegance in Long Beach, CA, he received a 98.00 score (judged by Bruce Carnachan). A divorce in the same year forced him to sell all his Jaguars, and he left the Jaguar scene until re-joining the JOCLA again in 2008. Bob is currently restoring a 1952 XK 120 OTS for show in the 2018 Champion Class Division and is striving for 100% accuracy. Bob lives in La Verne, near Los Angeles, California.

Co-Author
Roger Payne

Roger Payne, many JCNA members will recognize Roger Payne's name as a contributor to several respected XK Jaguar books, such as, Urs Schmid's *The Anatomy of a Cult Object, Volumes 1 and 2*, and Philip Porter's Third Edition book, *Original Jaguar XK, The Restorer's Guide.* Roger is a recognized 'expert' on Jaguar XK Engines, fuel systems, paint/trim colors, tool kits and, in particular, cylinder heads and SU carburetors, and has written several papers for the XK Gazette. Roger spent a substantial number of hours reviewing and re-writing large portions of the *Jaguar XK 120 JCNA Concours Judging Guide.* After so much writing, the author decided to elevate Roger from contributor to co-author. Roger is a Life Member of the Jaguar Driver's Club of Canberra (JDCC), Australian Council of Jaguar Clubs (ACJC) and a member at large of the JCNA. Roger, a now retired professional Automotive Engineer, lives in Macarthur, ACT, a suburb in Canberra, the Capital city of Australia. Roger has been very generous with his time and dedication to 'authenticity'.

Urs Schmid

Urs Schmid, In memoriam (1949-2015). Lawyer, author, XK 120 collector, researcher, loving husband father to daughter Cornelia, son Roland and his wife Pia, who graciously allowed me to use copies of Urs photos in my *XK 120 JCNA Concourse Judging Guide and Authenticity Guide (All Models).* Urs Schmid is the author of *Jaguar XK 120, The Anatomy of a Cult Object, Volumes 1 and 2*. Although Urs is no longer with us, he is still an inspiration, and his two books are considered by many XK 120 experts, to be the most accurate and best sources for Jaguar XK 120 authenticity. Urs two books are based on research of Jaguar factory records, detailed observations and color photos of many original, un-molested XK 120 cars.

John Elmgreen

John Elmgreen, John Elmgreen was born and grew up in Sydney, Australia and, after buying his first Jaguar XK, he started collecting information on XKs throughout Australia. This resulted in his co-authoring the acclaimed books 'The Jaguar XK in Australia' (1985) and 'The Jaguar XK120 in the Southern Hemisphere' (2010). In 1996 he founded the XK-Lovers internet mail list and has continued researching the histories of individual XKs worldwide, with three more books in the course of preparation. He is a member of: *The Society of Automotive Historians (USA), The International XK Club (UK), Classic Jaguar Association (California, USA, XK120 Registrar), Jaguar Drivers Club of Australia, Jaguar Car Club of Victoria (Australia), Jaguar Enthusiasts Club (UK), Jaguar Drivers Club (UK), Jaguar Association of New England (USA), Jaguar Clubs of North America (USA).*

Dick Cavicke

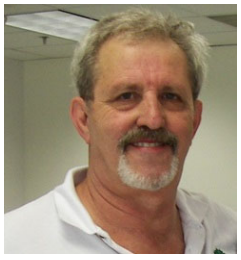
Dick Cavicke, is familiar to many JCNA club members as the Chairman of the JCNA, Judge's Concours Rules Committee. Dick is a former U.S. Navy Captain, Naval Aviator and Systems Engineer. He was the San Diego Jaguar Club Chief Judge for 21 years and has been the JCNA Chief Judge, since 2001. Dick bought a 1952 XK120SE OTS in 1956, which he still owns and shares at club and local events. On a personal note, the author wishes to thank Dick for giving him the opportunity for authoring the XK 120 Judging Guide. Dick has reviewed every aspect and provided much needed guidance for the XK 120 Judging Guide and judging sequence format. With Dick's participation, the long awaited XK 120 Judging Guide has finally been completed.

Steve Kennedy

Steve Kennedy, a long-time member of the Rocky mountain Jaguar Club in Denver, Colorado. Steve has been RMJC Newsletter editor, author of *Jaguar, The Classic Marque,* has been involved in editing and writing various JCNA documents like the Concours Rule Book, and 2008-2010 JCNA past President. An effort to write an XK 120 Judging Guide was begun by Steve Kennedy in 2014 with help from the following contributors: Urs Schmid, author of *Anatomy of a Cult Object Volumes 1 and 2*, Roger Payne, Jack Rabell, Dan Cusick, Mark Stephenson, Terry McGrath, Tadeusz Malkiewicz, Duane Grady, John Darack, John Feser, Mel Salter, Mike Eck, Phil Karam, Rob Reilly, Ron Gaertner, Tom Cashel, Tom Durham, Tom Wolf, and others. Unfortunately, Steve's 3-year attempt at authoring an XK 120 Judging Guide was not completed for personal reasons. Many of Steve's pictures are used by permission in the current XK 120 Judging Guide authored by Robert Sheridan and Roger Payne.

Rob Reilly

Rob Reilly, is a Registered Professional Engineer with degrees in Mechanical and Industrial Engineering, now retired. He began his career in a steel foundry that made railroad car couplers, then a furniture Factory, the International Harvester crawler tractor design office, and finally at the Fermi National Accelerator Laboratory, designing, building and installing large specialized magnets for experiments in sub-atomic particle physics. He bought his first Jaguar, a Mark V saloon, at age 16 and still owns it, now into a careful and thorough restoration to all authentic original specification. His XK120 FHC joined it in 1980, and he also owns an XJ12L Series 2 and a 3 Litre S-Type. A member of the Classic Jaguar Association since 1977, Rob has participated in British car forums from the earliest days of the internet and was one of the original 4 person mailing list that became the XK forum on www.jag-lovers.org. He is the author of the draft JCNA judging guide for Mark V.



George Camp

George Camp, A retired regular Army officer with over 40 years of experience in Jaguar cars at every level. A consummate collector of Jaguar technical and sales literature with advanced degrees in history and archival Studies. George researched and published a myriad of articles on various aspects of Jaguar Cars and is frequently called upon to perform editorial efforts on the work of others. After retirement and for more than 20 years he has been self-employed and a devoted Jaguar enthusiast. A recent past president of the Jaguar Clubs of North America he is still involved with the clubs and is dedicated to their future continued success. As a founding member of the Coventry Foundation Roger uses his skills, knowledge and understanding of the importance of history to secure the documents and other important artifacts for the future enthusiast.

Other Contributors

- Carl Hanson, Karl Kirkman, Jim Sambold, Michael Mueller, Rufus Coburn, Terry Sturgeon, and Jon Pollock.
- The author's 1952 XK 120, chassis# 672233, was upholstered by Rafael "Rafi" Abramyan, owner of CAR CLASSIC INTERIORS, 15735 Strathern Street, Van Nuys, CA. Rafi's knowledge and expertise of XK 120 car upholstery is amazing. The panels, carpets, heel pads, seats, style-2 hood (unique for 1952) and chrome pin bead installation, are in the author's opinion, 100% correct. See website: www.carclassicinteriors.com.

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