

Jaguar XJS facelift 6.0 specific inspection list

Before driving the car

- Front wheel arches where they join the under-bumper piece that curves round to the lower grille. This will be difficult to examine, as this is a big-bumper car.
- Wheel arches, NB the parts attaching to the sills.
- Where radius arms attach to the body in front of the rear axle. Also check inside the car in the floorpan in this area.
- Check the seatbelt mount points on the floorpan.
- Front floors (carpets must be lifted) from interior and exterior. Particularly look for rust at the front edge of the floorpan, where it meets the bulkhead. And the joint of the floorpans, at the side to the sill area. Check for any damp in the foam insulation under the front and rear carpets. This can be indicative of screen corrosion.
- Exhaust tunnel sides and bottom corners between door rear and start of wheelarch.
- Knock VERY attentively at windscreen scuttle, in front of windscreen corners. You cannot see rust there, but you MAY hear it. Horrifying photos of what can be beneath the paint. If there is ANY small bubble of rust where the

windscreen chromes adjoin the scuttle panel, then there will be MUCH worse rust underneath, and probably in the windscreen flange. Even if you can't see a bubble of rust, there may be a problem under the windscreen chromes.

- VERY important: behind the front shock absorber strengtheners. Look inside the engine bay having removed the air boxes, at the sheet metal below the shock absorber top when it goes down to the chassis rail.
- Door corners & lower edge of doorskin generally.
- Look for any bubbling of rust in the outer corners of the rear windscreen by the buttresses.
- ANY bubbling up under the paint anywhere indicates rust.
- Front and back of sills, requires careful knocking to detect rust, as it will not show. Also look underneath where the curved sill panel then becomes a short vertical section. This is spot-welded along its length to a vertical return of the floorpan. Look all along on the inboard edge of this join for rust.
- Front and rear subframes and associated rubber parts; you are looking for rubber cracking and perishing on the rubber and rust on the subframes. On this car, it's really important to look at both the front & rear subframes. Both of them were referenced as corroding

in 2012, and again in 2016. So what has been done to them to remedy this? Have they been removed and fully refurbished?

- Also, springs have been referenced as corroding for some years. Check the state of all six springs & shocks.
- Leaking oil anywhere on the engine but particularly rear bottom by the gearbox join.
- Leaking oil on or around the differential.
- Look for evidence of greasing having been done on the rear axle. There are greasable UJs on the rear axle.
- Look for any weeping calipers, and cracked brake flexibles, also discs being in good condition.
- Test the air conditioning in ALL modes and temperatures as this can be very costly to repair, if not working, and certain parts are NLA.
- Look at coolant colour and condition, it should be clear, the proper colour, and not rusty or dirty.
- Hoses and drive belt condition. Also look at the state of the fins in the lower third of the rad. They are prone to corroding. Also look for debris trapped between the radiator, aircon condenser and oil cooler.
- Look for any oil on connections to oil cooler. Any leaks here will probably require a new cooler as it is almost impossible to remove the pipes without destroying the cooler connections.
- Ensure engine bay wiring is not brittle.

- Inspect tyre age markings. Also tyres have been referenced in recent MoTs as unevenly wearing. Check condition of tyres and track rod ends, and also steering rack bushes.
- Ensure that there are no fuel odours in the boot, before starting the car, and smell again afterwards.
- Look at colour of auto gearbox fluid, it should be clear and pink.
- Check all electrics work on dashboard switches.
- Check for any cracks or damage in the headlights or rear lights. These are NLA and used replacements are very expensive.
- Carefully look for alignment of chrome strips on top of bumpers. Any misalignment can indicate accident damage. It's difficult to see, but try and check for rust on underside of those chrome strips. It's very expensive to find used replacements.
- Check the door mirrors, if they are slightly wobbly, it means that the shafts have seized.

Drive the car

- Warm up engine, drive it, and look for steady coolant temps.

- Check the basic operation of the ABS pump & accumulator as follows:
 - Turn off ignition,
 - Press brake pedal 25-30 times.
 - This will discharge the accumulated brake pressure. The pedal should now be extremely hard.
 - DO NOT touch brake pedal in next step:
 - Turn on ignition and listen to ABS pump running. Time how many seconds it runs for – expected 25-45 seconds.
 - Wait until ABS pump stops running.
 - Press brake pedal once, Does the pump cut in?
 - Press again. How many presses before pump cuts in?
 - Look through the service documentation and note frequency of fluid changes of:
 - Engine Oil & Filter
 - Automatic gearbox fluid & filter
 - Diff Fluid
 - Coolant
 - Brake fluid (really important that this has been changed in the last 2 years)