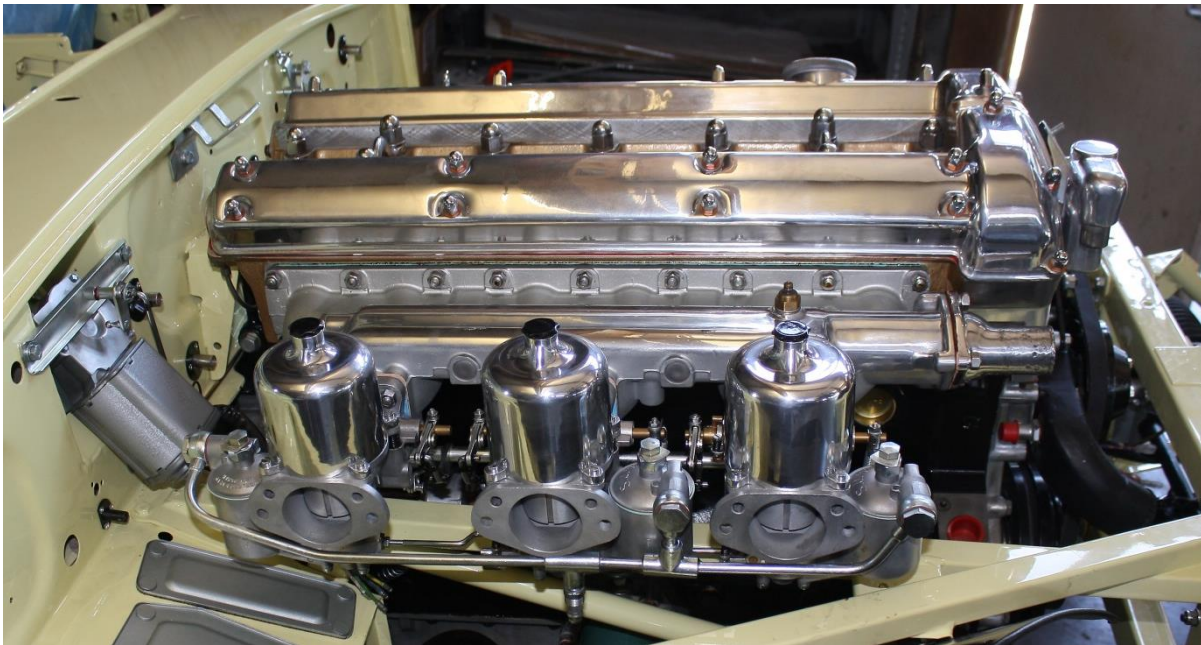




CATALOG



ENGINE AND CARBURETORS INSTALLED IN 1967 E-TYPE

18.04

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At Vintage Jag Works, we specialize in component rebuilding, mechanical and restoration services and parts sales for older Jaguars. Many of the services and products that we offer are listed in this catalog. There is not room, however, to list everything that we do. We rebuild many other components such as heater boxes, water valves, switches, bumpers, etc. If we do not have a set price listed in this catalog, then we charge by the time it takes and the materials.

We also offer a full line of Jaguar repair parts and we have a wide array of parts cars that we are parting out as well.

Walt has always had a love of automobiles and especially of Jaguars. His first full-time job was at the local Studebaker dealership as an assistant parts man. He bought his first Jaguar when he was 19 years old. Since then he has owned and operated Jaguar parts and repair shops in Arizona, Illinois, Utah and now in Idaho.

Joe has been working on Jaguars since he was 10 years old. He became ASE Master Certified in 2009. He is the head mechanic and his specialties are troubleshooting mechanical and electrical problems and rebuilding components, especially electrical components, carburetors, transmissions, steering gears and other things that are very difficult to work on. Joe is careful, methodical and finds the problem.

Rob started working on Jaguars when he was 12 years old. He got involved with the assembly and detail work and then started painting cars. He is now the engine and cylinder head rebuilder and is very careful about getting the details just right.

**Payment Terms**

Payment is due at the time of shipment. We accept payment by cash, check, money order, Visa, MasterCard, Discover and PayPal.

Warranty

All products except electrical are warranted to be free from defects in workmanship and material for a period of one year. Electrical items are warranted for a period of 90 days. Said warranty is limited to replacement or repair in our facility.

Return and Exchange Policy

Customer satisfaction is assured. You may return merchandise from Vintage Jag Works for a full refund within 30 days. Any returns, exchanges or customer dissatisfaction after 30 days will be handled on a case-by-case basis. Refunds will be processed upon return of merchandise in the same tender as received from the customer. You may decide to exchange the merchandise purchased for like merchandise. If you decide to exchange merchandise, the original purchase price is applied to the price of the new merchandise.

Core Charges

Core charges are charged on rebuilt parts to assure that we have an item to rebuild for the next customer. The core charge is refundable upon the receipt of a rebuildable unit. If your exchange unit is not rebuildable, you may still receive a partial refund of the core if there are some useable parts. If you return a different core than needed for the component received, the core charge refund will be reduced, usually by 50 percent. You can avoid being charged for a core by sending in your unit to be rebuilt. If you send your unit to us, we will rebuild it and send it back. This is usually the best way, especially with serialized parts like engines and transmissions, so that you get the part back that matches your car.

Crating

When you ship us an engine, cylinder head or transmission to rebuild, the crate that you build will be the same one that we use to return your rebuilt component back to you so make sure that it is strong enough and large enough to make the round-trip journey. We have to charge you extra if we have to repair your crate so it can make the return journey. If we ship you something in our crate, we will charge you a crate fee which is refundable when you return the empty crate to us.

Motor Freight Shipping

We get a substantial discount with YRC Freight. If you have something to ship that weighs over 150 pounds (such as an engine or certain transmissions), we can help you arrange the shipping and pass that discount along to you. Call for more information.

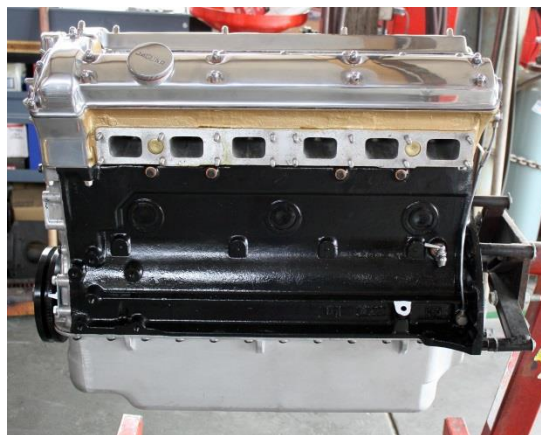
Prices

Prices in this catalog are effective as of 25 April 2018 and are subject to change without notice.



Engines

We restore your engine inside and out. We replace all bearings, timing chains, pistons, rings, valves, valve springs, cam bearings, chain guides and tensioners. We replace other parts such as valve guides and tappets as needed. We adjust the valves and balance all rotating parts. Everything is cleaned, detailed, plated, polished or painted as appropriate. If it needs to be done, we do it. We use the best quality parts available and our machine work is exacting. We offer performance enhancements and updates. Some are included in the base price and some cost extra. We also recommend that the water pump be overhauled or replaced.



Engine	Base Rebuild Price*	Core Charge
2.5 & 3.5 Litre Pushrod	Inquire	Customer's Core Only
2.4 XK & 2.8 XK	10,360.00	2,000.00
3.4 XK	11,390.00	2,000.00
3.8 XK and 3.8 XKE	12,140.00	2,000.00
4.2 XKE	11,390.00	2,000.00
3.4 & 4.2 Sedan	10,720.00	1,600.00
3.8 Sedan	11,470.00	1,600.00
5.3 & 6.0 Litre V-12	14,200.00	1,600.00
6.8 & 7.0 V-12 (Bored & Stroked)	19,500.00	1,600.00

*The base rebuild price covers engines that don't need excessive cleaning or have excessive damage. If your engine is excessively corroded or rusty or has a stuck piston or other problem we will call you to discuss the extra charges.

3.8 Blocks require sleeve replacement during the rebuild process so that the cooling slots can be cleaned out which is why their base price is higher.



Additional Cost Items

Description	Cost	Core Charge
Rear main lip seal, XK-type engines 1949-87	680.00	N/A
4.2 BBC main bearings, 4.2 engines	1,350.00	N/A
Cam bearing align bore	450.00	N/A
Weld water ports, 3.4 & 3.8 engines	650.00	N/A
Oversize valves (Big valve conversion)	1,350.00	N/A
Valve seat replacement, each	180.00	N/A
Tappet guide hold down, per side	170.00	N/A
Tappet guide replacement, each	240.00	N/A
Test run engine, we put your engine on a test stand and run it in our shop before we ship the engine back to you.	Call for pricing	N/A

Full Dress Engine

This is a fully reconditioned engine and cylinder head with all the accessories attached like porcelain manifolds and intake with carburetors, distributor, oil filter, water pump and other parts necessary to make it run. All parts are reconditioned or new. Inquire for prices (usually about double the engine rebuild prices).

**Stroker Engines and Components**

For more power, there is no substitute for cubic inches. We provide stroker crankshafts, high-quality compatible connecting rods, special pistons, large-bore cylinder liners, big-bore head gaskets, built-up Stroker short blocks, long block engines, and complete running engines on V-12. Our connecting rod and piston assembly is at least one pound lighter than the factory stock unit, even though they are larger bore and stroke than the factory

assembly. This translates to quicker spool-up and more low and mid-range torque, as much as 100 foot pounds of additional torque in some instances. All of our components are made in the USA by companies supplying parts to the racing industry. Prices vary a lot depending on components used. Please inquire.



Crankshaft Kit



This is a crankshaft that has been re-ground, sludge traps cleaned and new bearings and thrust washers provided of the appropriate size. An optional modification to the rear seal can be added to accept a modern lip seal. Ultra polish also available.

Application	Rebuilt Price	Core Charge
All XK 1949-87	850.00	400.00

Option

Rear Lip Seal Modification	680.00	N/A
Ultra polish	480.00	N/A
C-Type Crank Prep (remove stress risers & polish counter weights)	1,120.00	N/A

Cylinder Heads

Cylinder heads are milled on the combustion surface and the cam bearing bores are align



bored* as necessary to bring the head back to true. Intake and exhaust valves are replaced with updated valves and the valve springs and cam bearings are also replaced. We recondition the tappets and tappet guides as necessary. We recondition cam shafts or replace them if necessary. The exterior is polished, painted and detailed like original. All cylinder heads are ready to bolt on when you receive them with the valves adjusted and the cams timed.

*Align-boring, additional surface milling, and performance modifications are an additional cost.

Cylinder Head	Rebuilt Price	Core Charge
XK 3.4 & 3.8 two-carburetor	2,600.00	600.00
XK 3.4, 3.8 & 4.2 three-carburetor	2,600.00	800.00
4.2 420 & Series 1 & 2 XJ6	2,600.00	500.00
4.2 big valve Series 3 XJ6	2,200.00	600.00
3.4 'C'	3,240.00	2,500.00
V-12 right-hand side	1,240.00	750.00
V-12 left-hand side	1,680.00	1,500.00
Pushrod, Mark 4 & 5	Inquire	Customer's Core Only



Options & Additional Cost Items

Big Valve Conversion (Series 3 Intake and Exhaust in early head) for XK twin cam heads 1978 and earlier	1,350.00	N/A
Align bore cam bearing bores and mill cam cover surface	400.00	N/A
Surface milling, per surface	95.00	N/A
Weld and re-cut water passages and mill head	96.00/hour	N/A
Other welding, port work and polishing	96.00/hour	N/A

Isky Cams

We offer three levels of performance cams ground by Iskenderian for both the 6-cylinder and V-12 engines. The first level, the X-5, is a little enhanced over factory stock with more torque and can sometimes save a cam that has become too worn to put back into the engine. The second level cam is the XM-2 which delivers better performance without compromising fuel economy, does not hurt reliability, and helps mid-range torque. The third level is the XM-3 which is able to provide more power in the upper RPM range. It is a good cam for high-speed cruising and performance driving. The choice of which cam to use boils down to the real intent of the owner. What is the type of driving that will be done most of the time? Is there an acceptable trade off for performance, economy and utilitarian needs? Sold Exchange.

Part Number	Application	Price
ISK X-5	6-cylinder or V-12 pair of cams	450.00/Pair
ISK XM-2	6-cylinder or V-12 pair of cams	450.00/Pair
ISK XM-3	6-cylinder or V-12 pair of cams	450.00/Pair
Core Charge	Core charge is per cam shaft	100.00/Each

Cam Followers (Tappets)

Cam contact surface of tappet is re-ground. (Included in cylinder head rebuilding.)

Application	Rebuilt Price	Core Charge
Early DOHC six-cylinder engines 1949-75 (tall tappets), each	30.00	5.00
Tappets also machined to reduce top thickness	Inquire	Inquire

Con Rod Matched Set

We provide a matched set of connecting rods appropriate for your engine. (The connecting rods used in an XK 120 will fit in an XJ6 but they are a lot lighter and weaker than an XJ6 connecting rod and not appropriate.)

Description	Rebuilt Price	Core Charge
Matched Set, re-machined and match weighted	680.00	20.00 each
Fully Machined and polished with ARP bolts & nuts	1,350.00	20.00 each



Crankcase Vent Hose

This is the silver/cardboard corrugated vent hose found on all early cars that connects to the front of the cylinder head.

Part Number	Application	Price
C 2485/X	All Early Cars	21.25

Flywheels

Flywheels are resurfaced and provided with new or reconditioned ring gears. Shims are available for V-12 flywheels that have been machined too far.

Application	Rebuilt Price	Core Charge
3.4	250.00	150.00
3.8	300.00	200.00
4.2	280.00	175.00
V-12	310.00	250.00
Flywheel re-balance, add	140.00	N/A

Special Flywheels

We offer a super light steel flywheel for the XK engines. It comes in at around 16 pounds with dust slots and Swiss-cheese lightening holes. It will run cooler than stock and give a better grip surface for the stock-style clutch because of the dust slots which not only move the clutch dust away but also pump a small amount of cooling air.

We also offer an aluminum, steel-faced flywheel for the XJ-40 3.6 and 4.0 engine. Inquire for V-8 engines.



Part Number	Application	Price
VJW 5808/M	Modified XK 16-pound Flywheel, Forged steel with lightening holes and dust slots	680.00
EBC 1832/M	Aluminum Flywheel for 3.6 & 4.0 XJ-40	680.00

Oil Pump

Machined to tight tolerances so it will pump more pressure.

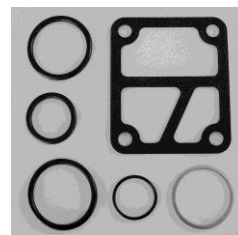
Application	Rebuilt Price	Core Charge
3.4, 3.8, 4.2	180.00	30.00
V-12	900.00	100.00



Oil Filter Head Seal Kit

All gaskets and 'O' rings needed to reseal filter head.

Part Number	Application	Price
EAC 6337/K	XJ V-12 5.3	11.25



Oil Filter Adaptors

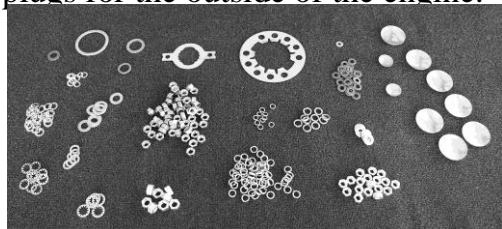
We make spin-on oil filter adaptors for most early Jags with canister-type oil filters. They require some machine work so that full oil flow is maintained. Send filter head for fitment. (R&R only)

Part Number	Application	Price
VJW 2306	2.5 & 3.5 Litre Pushrod Engines	220.00
VJW 2383	XK 120, 140, 150, Mark 7,8,9	215.00
VJW 1526	All Other 3.4, 3.8, 4.2	145.00



Engine Exterior Lock, Nut & Fastener Kit

All the special lock plates, brass nuts, stainless steel nuts, copper washers, and brass core plugs for the outside of the engine. With instructions.



Part Number	Application	Price
BS 101	1949-67 3.4 & 3.8	140.00
BS 102	1965-68 4.2	140.00
BS 103	1969-73 4.2	140.00
BS 104	1974-87 4.2	140.00

Special Crimped Copper Washers, Set of 6

Seals oil pipe and banjo bolts to the cylinder head and block.

Part Number	Application	Price
C 4146/S	3.4, 3.8, 2.4, 2.8, 4.2 engines	6.95

Glass Fuel Bowl Filter Cartridge

Part Number	Application	Price
C 28082/F	All Glass Sediment Bulb Type Fuel Filter Element	7.95



Carburetors

Description	Rebuilt Price	Core Charge
S.U. carburetor with new throttle shaft, polished and plated as appropriate, each, 1-3/4" H & HD	360.00	100.00
S.U. carburetor with new throttle shaft, polished and plated as appropriate, each, 2" HD8	500.00	300.00
C.D. Stromberg carburetor, each	225.00	60.00
3 carburetor set completely reconditioned for 4.2 or 3.8 XKE & XK150S and Mark 10	Inquire	Inquire
40, 45, 48 DCOE Weber Carburetors, new & used	Inquire	Inquire
Starting carburetor	Inquire	Inquire



Weber Manifolds

We have developed a manifold to fit DCOE 40mm & 45mm carbs to the 3.4 and the 3.8 early sedan and XK engines. These manifolds were first used by the factory on the C-Types in 1953. They mounted three twin-choke Weber 40mm carburetors to the 3.4 engine in the '53 C-Type and won LeMans that year. Our 3.4 manifold is fabricated from appropriate alloy parts and mounts three 40mm DCOE Weber carburetors. It also incorporates a modified Mark 2 water manifold. The 3.8 Weber manifold is cast of aluminum alloy in Italy and mounts 3 45mm DCOE Weber Carburetors. It incorporates the same modified Mark 2 water manifold. We also offer Weber carburetor and intake restoration on other brands besides our own.

Part Number	Application	Price
VJW 4651/W	3.4 40mm Weber Manifold	780.00
VJW 4652/W	3.8 45mm Weber Manifold	780.00
VJW 1580	Water Manifold for above	450.00
P99002.038	3.8 & 4.2 Weber Manifold for XKE	635.00
VJW 3502/WTk	Three Weber Linkage Kit	280.00



Quad Throttle Bodies for the V-12

We have been building these and installing them on XJ-S since 1988. They noticeably increase throttle crispness at low-to-medium RPM. Along with the two extra throttle bodies per side, we modify the air cleaners, incorporate K&N air filters, and with three-inch snorkels on the air cleaner cover, duct cold air directly to the engine from the front of the car. The complete kit includes intake manifolds, throttle bodies, linkage, air cleaner housings, K&N air filters, cold air duct parts and instructions.



Part Number	Application	Price
VJW 3681/K	Quad Throttle Complete Kit	2,000.00

Fuel Pumps



The S.U. Fuel Pump is common to many British autos. It is used exclusively on Jaguar carbureted automobiles up until the later Series 2 XJ Sedans which have in-tank submersible pumps. The pumps we rebuild are carefully inspected and tested, cleaned and painted, and assembled with as many new parts as are available making the pump as new. The pumps have a one year replacement warranty. We also offer repair service on the centrifugal fuel pumps used in 3.8 E-Types, 3.8 Mark 10s and Series 2 XJ-6. We also offer new pumps

Part Number	Description	Application	New Price ¹	Rebuilt Price ¹	Core Charge ²
AUA 25/B	Round brass base	Very early pre-war cars	367.00	280.00	150.00
AUA 25	Round pot metal base	Postwar cars with pushrod engines	150.00	125.00	75.00
AUA 52	Square base with flat coil cover	XK 120, 140, Mark 7 & 8, Mark 1	410.00	225.00	100.00
AUA 152	Square base with stepped coil cover	XK 150, Mark 2, Mark 9	425.00	230.00	100.00
AUF 301	Round base with "top hat" pulse cover, positive ground	3.4 & 3.8 'S' Can replace square base pump AUA 52 or AUA 152	150.00	150.00	30.00
AUF 305	Round base with "top hat" pulse cover, negative ground	4.2 cars through 1974	150.00	150.00	30.00
AUF 406 AUF 411	Duplex pump with two coils	V-12 cars with carburetors	352.00	240.00	75.00

¹Prices are subject to change due to variations in the £/\$ exchange rate.

²Core charges are refundable upon receipt of a rebuildable pump of the correct type. If you have a different type core, you will be credited with the appropriate core turned in up to the amount charged. We buy cores.



Water Pumps

Application	Rebuilt Price	Core Charge
XK 120, Mark 7 and all early greaseable types	450.00	175.00
XK 140, 150, Mark 1, 8, 9, 10, 3.8 E, 4.2 E	180.00	125.00
All other 6-cylinder	150.00	50.00
V-12, early (Series 3 E-Type)	300.00	200.00
V-12, later	220.00	60.00

Heater Valve to Heater Seal

Seal only from FHW 1900/K Heater Water Valve Repair Kit.

Part Number	Application	Price
C 9928	Mark 1 & 2, Series 1 & 2 E Type	2.65

Heater Water Valve Repair Kit

Includes valve internals, cap and seals needed to make hard-to-find (expensive) hot water control valve work like new again.

Part Number	Application	Price
FHW 1900/K	Mark 1 & 2, Series 1 & 2 E Type	55.95



Manual Transmissions

These can be made to operate quite nicely by re-machining the synchros and re-clearancing all the parts. The Moss gearbox requires a special shifting technique to operate at optimum so we include operating instructions.

Description	Rebuilt Price	Core Charge
Moss Type 4-speed	1,800.00	800.00
Synchro 4-speed	1,600.00	1,000.00

Overdrive Units

Overdrives work on a leakage principle but just a little bit of extra leakage can make a box very slow to engage and slip at times. Some units are easily diagnosed and fixed and some require much more effort.

Description	Rebuilt Price	Core Charge
All	1,350.00	Varies 300.00- 1,000.00



Automatic Transmissions

We no longer send out rebuilt automatic transmissions unless we are confident that it will be installed by someone who will listen to directions and take the time to make sure everything is adjusted properly. There are a lot of details, patience and experience required to get one installed and operating properly, particularly the DG250. We do offer rebuilt bands, oil pumps, valve bodies, governors, solenoids and all the other internal parts (some good used) along with repair guides and consulting* for the do-it-yourselfer. Rebuilt transmission prices include a rebuilt torque converter.

Description	Rebuilt Price	Core Charge
DG250	2,995.00	800.00
Model 8 & 12 Borg Warner	1,580.00	200.00
Model 65 & 66 Borg Warner	1,260.00	400.00
400 Turbo Hydramatic (later V-12)	1,100.00	300.00
ZF 4 HP 22 1988-89	1,100.00	600.00
ZF 1990-on, Inquire	1,500-2,500.00	1,000.00
Removal & Installation charge	96.00/hour	
Repair Guides	\$25 to 75.00	
Repair Parts	Inquire	
Consulting Services*	\$1.50/minute	

*Consulting: Since this is usually time consuming, we charge for all automatic transmission consulting, regardless of parts purchase. The repair guide is highly recommended

Torque Converters

They are opened up and all worn parts are replaced. They are then re-welded and balanced. (The torque converter is included in an automatic transmission rebuild.)

Description	Rebuilt Price	Core Charge
DG 250	600.00	200.00
Borg Warner Model 8, 12, 65 & 66	200.00	100.00
T 400, 6-lug	180.00	75.00
ZF	495.00	100.00

Clutch Spacer Block

Fits between clutch master cylinder and pedal box casting. Also fits other early applications when using Girling Replacement Master Cylinder.

Part Number	Application	Price
C 31725/X	XKE Series 2&3	22.50





Clutch Pedal Installation Kit with Instructions

Convert automatic pedal box to manual. Drilling and threading required. Instructions provided. Includes rubber brake and pedal pads and clutch master cylinder. Series 1 XJ car requires Series 2 or 3 pedal box.



Part Number	Application	Price
VJW 3246/K	Mark 1 & 2, 3.4S, 3.8S	200.00
VJW 9673/K	4.2 & V-12 XKE	400.00
C 44292/K	XJS	400.00
CAC 3139/K	XJ6 Series 1, 2 & 3	400.00

Steel Brake & Clutch Pedal Pad

To facilitate converting automatic to standard.

Part Number	Application	Price
C 14852	Mark 1 & 2	17.95
C 20221	E-Type	30.00

Clutch Slave Cylinder

Application	Rebuilt Price	Core Charge
XK 150, Mark 8 & 9	180.00	125.00

Brake and Clutch Master Cylinders

Sleeved in brass with new seals. These are base prices listed but because of reservoir cans and all sorts of other things that enter in like stepped bores and so forth. It is not a straightforward price.



Application	Rebuilt Price	Core Charge
XK 120, tandem brake	445.00	200.00
XK 140, 150, Mark 5, 7, 8, 9 and similar	350.00	75.00
4.2 Master (includes reaction valve)	390.00	50.00



Transmission Conversions

Adapter plates allow the fitment of standard shift transmission in cars that normally come with automatic transmissions. In the process of changing a car from automatic to standard shift, several items become important.

You will need a clutch pedal, speedometer interface, and comfortable shifter stick location. Next will be compatibility of rear axle ratio, physical space constraints, and other considerations like reverse lamp operation, drive shaft, rear mount, and so forth.

Choice of transmission is an important consideration. For instance, if your car has a rear axle ratio of 2.88:1, an overdrive transmission is not the best



choice if you do not spend much time over 80 miles per hour. A better choice may be a straight-through 4-speed or 5-speed such as the Richmond Gear Street 5-speed. If you have a 3.54 or higher rear axle ratio, a World Class T-5 Borg Warner 5-speed or a Tremec 3500 may be a good choice. One transmission that is not usually suitable in any case is the S-10 GM pickup T-5 non-world class 5-speed. They have weaker gears and bearings and will not handle the torque of a good-running Jaguar engine, especially in a heavy car.

We offer 5 & 6-speed transmissions, adaptor plates, clutches, clutch pedals, speedometer adaptations, and the parts necessary to complete a successful conversion.

Rule #1: Keep Jaguar bellhousing, flywheel and starter together. A bellhousing from an XK, a starter from a Mark II and a flywheel from a 4.2 E-Type will not work together. All three must be compatible and from the same application.

Pedal box note: Some clutch pedal kits are available to install a clutch pedal in an automatic pedal box. Inquire for details.

If you have an E-Type (not 2+2 automatic) and you think you want a 5-speed, think it through. The T-5 modified transmissions offered for this conversion are not as strong and durable as the original 4-speeds. The Moss 4-speed is a very good transmission when properly rebuilt and the driver knows how to shift it. We rebuild these transmissions and offer re-machining of the synchros so they shift better than new. The better course might be to put a taller gear in the rear to lower engine RPM at road speed. We offer rebuild service on the differentials and can change the ring and pinion to a taller ratio.



Transmission 5 & 6-Speed Adaptors & Associated Parts Price List	XK & Early Sedan 4- Speed Cars	Early Auto Trans. Cars Pre-1969 & 2+2 XKE	XJ-6 Sedans 1969-87	XJ-12 and XJS
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Transmissions Available:

Tremec TKO 550, modified	3,995.00	3,995.00	3,995.00	3,995.00
*Borg Warner T-5 World Class Close Ratio, new, modified	2,500.00	2,500.00	2,500.00	
*Borg Warner T-56 with 5th & 6th Overdrive, reconditioned, modified				2,300.00
Richmond Gear Street Close Ratio 5-Speed with Shifter				3,495.00
Richmond Gear Overdrive 5-Speed with Shifter				3,995.00
Richmond Gear 6-Speed Overdrive with Shifter				4,200.00

All Transmissions are "overdrive" except Richmond Gear Street 5-speed. Generally speaking, none of the above transmissions fit E-Types without extensive modification to the driveline tunnel of the car.

Adaptor Plates

Transmission to Jaguar Bellhousing	495.00			
Bellhousing to Engine Adaptor (Note: This adaptor is designed to use an aftermarket gear reduction starter.)		Inquire	Inquire	600.00

Bell housings

Aluminum GM Bellhousing, new		250.00	250.00	250.00
New Steel Scattershield-type Bellhousing		349.00	349.00	349.00

Flywheels

*Stock Steel Flywheel, reconditioned	400.00	400.00	400.00	400.00
New Aluminum Flywheel	595.00	595.00	595.00	595.00

Clutches

Jaguar 10" Clutch, 3 piece, new	495.00			
Ford/GM 10.5" Clutch, 2 piece, new		225.00	225.00	
Compatible Ford/GM Clutch Disc	210.00			
Centerforce Dual Friction Clutch		395.00	395.00	395.00

Other Parts

Pilot Bearing	65.00	65.00	65.00	65.00
Drive Shaft Slip Yoke	125.00	125.00	125.00	125.00
Howe Central Release Bearing Assembly		199.00	199.00	199.00
*Pedal Box with Clutch Pedal & Master (see note below)		495.00	495.00	495.00
Speedo Adaption	150.00	150.00	150.00	150.00
Gear Reduction Starter	265.00	265.00	265.00	
Hydraulic Reservoir & Piping Kit		129.00	129.00	129.00
Hydraulic Reservoir only	79.00	79.00	79.00	79.00
Fastener Kit & Instructions	49.00	89.00	89.00	89.00
Shift Knobs	Inquire	Inquire	Inquire	Inquire

*Core Charges Which Apply to Reconditioned Parts Listed Above

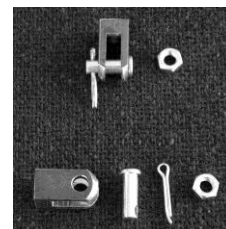
T-5 Transmission Core Charge	300.00	300.00	300.00	300.00
T-56 Transmission Core Charge				500.00
Steel Flywheel Core Charge	150.00	150.00	150.00	150.00
Pedal Boxes (Auto Acceptable)		150.00	150.00	150.00



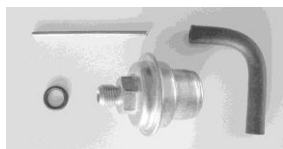
Adjustable Clevis End for Master Cylinder Pushrod

This part makes it possible to adjust brake pedal "free travel on the master cylinders. Also used to adapt after market master cylinder. Stock part on 3.8 E-type brake master cylinder.

Part Number	Application	Price
C 17482	3.8 E Type	27.95



Model 12 Borg Warner Vacuum Modulator Kit with JS-271 Pushrod



Part Number	Application	Price
JS 636/K	XJ6 Series 1 & Early V-12	44.95

Steering Gears

Application	Rebuilt Price	Core Charge
XK 120, Mark 5 & 7	620.00	Build Customer's Core Only
420, 4.2 Mark 10, 420G	840.00	
XK 140, XK 150, XKE manual rack and pinion	730.00	
XKE power rack and pinion, S-2 & 3	900.00	
Mark 1 & 2 and similar manual	500.00	200.00
Mark 2, 9, 3.8 Mark 10, power assist, aluminum case	730.00	300.00
Mark 2, 3.8S, and similar Hale-type cast iron, power	840.00	400.00
XJ power rack and pinion, all	680.00	250.00

Power Steering Pumps

Application	Rebuilt Price	Core Charge
All except E-Type	280.00	200.00
E-Type	320.00	395.00

Wheel cylinders for Drum Brakes

Description	Rebuilt Price	Core Charge
Front, All models, each	200.00	40.00
Rear, All models, each	280.00	75.00



Suspension Units

Front and rear suspension units, hub-to-hub including differential, steering, brakes, shocks and mounts. Painted and detailed.

Description	Rebuilt Price	Core Charge
Mark 1, 2, 10, 3.8S, 420, XJ Front suspension unit	4,000.00	1,000.00
Idler Arm Assembly, XK 120 & Sedans	280.00	200.00
Independent Rear Suspension (IRS) unit including differential, brakes, shocks, radius arms, mounts. Painted and detailed. Add \$150.00 for Pow-R-Lok. Add \$600.00 to convert to Pow-R-Lok.	6,800.00	1,200.00
Radius arm for IRS with new rubber mounts, ea. side	200.00	50.00
Bolt on hub flanges, front or rear IRS, for 3.4 & 3.8S, 420, Mark 10, XKE, XJ6, XJ12, XJS, each	220.00	75.00
Splined hubs	Inquire	Inquire

Differentials

Includes ring and pinion, axles or stub axles, bearings, seals and gaskets, properly set up and painted. They are rebuilt using new seals and where necessary bearings, shims and so forth. Does not include brakes or suspension components.

Description	Rebuilt Price	Core Charge
All live axle and IRS	1,350.00	500.00
Pow-R-Lok	1,800.00	600.00

Note: The ratio of an individual IRS or live-axle differential can be changed. Call to discuss options and costs. Normally the axle ratio for the ring and pinion is stamped on a tag under one of the rear cover bolts. A similar tag will usually identify a Pow-R-Lok.

Brake calipers

Brake calipers are down to a fine art and are very straightforward.

Description	Rebuilt Price	Core Charge
Front including bridge pipe and brake pads, each, 1958-68	320.00	100.00
Rear including hand brake, each, 1958-68	430.00	120.00
3.8S, Mark 10, 420 and 1958-59 with round pads, front	400.00	180.00
3.8S, Mark 10, 420 and 1958-59 with round pads, rear	480.00	200.00
Hand brake calipers, 1965-87, each	125.00	75.00
Hand brake calipers, early up to 1964	180.00	Inquire



Brake boosters

Some are readily available and some have to be modified so they will fit on the car or the car has to be modified to receive them so it is better sometimes to rebuild the original unit.

Application	Rebuilt Price	Core Charge
3.8 XKE & 3.8 Mark 10 assembly including 3 master cylinders and pedal arms	995.00	400.00
XK 150, Mark 1 & 2	785.00	100.00
4.2 XKE, 4.2 Mark 10 & 420	675.00	200.00
XJ 1969-87	325.00	100.00

Driveshafts (Prop Shaft) & Half Shafts

Half shafts and prop shafts or drive shafts from the transmission to the rear end are rebuilt on an individual basis. All damaged parts are replaced and new U-joints and carrier bearings are used where applicable. The pricing depends on how many u-joints and other parts are damaged. Generally speaking they are straightforward and can be turned around quickly. We can also make custom drive shafts. Inquire for prices.

Description	Rebuilt Price	Core Charge
Driveshaft, one-piece	250.00	100.00
Driveshaft, two-piece, including carrier bearing	350.00	100.00
Half shaft for IRS including drive & hub yokes, XJ	200.00	150.00
Half shaft for IRS including drive & hub yokes, XKE	230.00	250.00
Half shaft fitted to aluminum hub carrier with new bearings and seals. Includes new lower fulcrum bearings and all clearances adjusted. XJ thru 1987 and Mark 10. (XJ40 has additional charge because of parking brake. Inquire.)	450.00	150.00
Half shaft fitted to aluminum hub carrier with new bearings and seals. Includes new lower fulcrum bearings and all clearances adjusted. XKE, 3.4 & 3.8S, 420	480.00	400.00

Alternators

Application	Rebuilt Price	Core Charge
4.2 Through 1971	280.00	100.00
Early XJ & S-3 E-Type, Butec	400.00	100.00
All Motorola	250.00	50.00
1975 & up	225.00	75.00



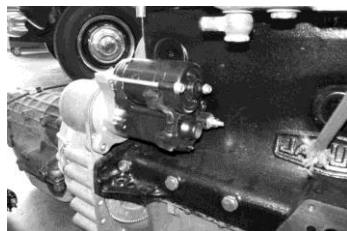
Generators

Inquire about earlier cars. Pulleys are an extra \$45.00 to \$150.00 each depending on pulley. Be sure to specify if you need a pulley.

Application	Rebuilt Price	Core Charge
Special Equipment XK120, Mark 5, Mark 7 & 3.8 XKE	380.00	250.00
XK140, 150, Mark 1, Mark 8	350.00	100.00
Mark 10, Mark 2 and for power steering	320.00	100.00

Mega-Torque Starters

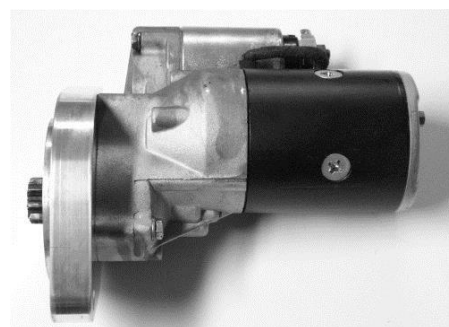
For both the 6-cylinder XK-type engines and the V-12 5.3 & 6.0. The mini starter has been around now for nearly two decades. They were first developed for racing applications where lighter, more compact, more power were highly desirable. They were in the early



days quite expensive and not so reliable. Today they are both reliable and relatively inexpensive. Our

6-cylinder XK Mega-Torque fits 3.4 & 3.8 XK-120, 140, 150; Mark 7, 8, & 9; and all 4.2 Jaguars. It does not fit early automatic cars or the coarse-tooth flywheel for 3.8 E-Type, Mark 1, Mark 2, and 3.4 and 3.8S.

Because of an offset design feature, the V-12 Mega Torque Starter is of particular note in that it hugs the block much tighter than the competition and sits in precisely the same spot as the standard Lucas unit, though of smaller physical size. Due to the gear-reduction and high-speed armature, this starter provides “mega-torque” for easier starts and less wear and tear on starter relays and charging systems.



Part Number	Application	Price
VJW 3114/MT	Mega-Torque Mini Starter for XK 6-cylinder	300.00
VJW 3113/MT	Mega-Torque Mini Starter for V-12	330.00

Starter Bolt Strap Assembly

Part Number	Application	Price
C 12225	Mark 2 & others	24.00



Starters

Description	Rebuilt Price	Core Charge
All Early Cars, XK120, 140, 150, Mark 7, 8, 9	400.00	200.00
Mark Sedans & XK's with DG250 Automatic, Bendix Type	280.00	100.00
All Others with Attached Solenoid	280.00	100.00
Aftermarket, Asian, Reduction Gear	230.00	100.00

Distributors

Includes cap and rotor.

Description	Rebuilt Price	Core Charge
Early two-piece housing	390.00	100.00
All other 6-cylinder with points	320.00	45.00
All 6-cylinder electronic	335.00	100.00
Mallory Dual Point (except very early type)	275.00	200.00
V-12 carbureted and late EFI	395.00	75.00
V-12 early EFI with trigger board	590.00	75.00
Electronic ignition modules	140.00	25.00

MSD Stainless Steel Core Ignition Wire Set

These high quality ignition wire sets are made in our shop for individual high-performance applications. The components and assembly tools are from MSD Company, Mallory & Taylor. They are without peer in delivering hot spark to the engine while at the same time suppressing static interference on the radio. They are the very best available for vintage Jaguars. Because they are superior in conveying the spark, they will help fuel mileage on all early applications. Push-in terminal caps are necessary. These will not work on screw-in terminal caps. On 1964 and earlier cars it is necessary to change the distributor to a later unit. We also offer the Dual Point Mallory Distributor.

Part Number	Application	Price
MSD 332	6-cylinder Wire Set	165.00
MSD 386	12-cylinder Wire Set	250.00
MAL 343	Mallory Distributor	395.00

PVC Sleeve for Plug Wires

Part Number	Application	Price
C 19889	Various 1961-71	4.25



Spark Plug Wire Kits

Part Number	Notes	Application	Price
C 4191/K	Post-war cars have black wires. Pre-war cars have tan wires with red & black flecks. Specify year when ordering. Includes flat, holed-end terminals soldered onto each plug wire, coil wire with plastic tower nut and set of brass knurled nuts for spark plugs. With instructions.	Mark 5. Will fit earlier cars.	195.00
C 4976/K	Complete with wires installed in fiber board conduit and thick and thin round spacers. Straight wire ends for plugs, plastic ends and soldered on washers for distributor cap, and coil wire.	XKs & Mark sedans up through 1961.	230.00
VJW2412	Suppression wire set similar to C4976/K above.	XKs & Mark sedans up through 1961.	195.00
55201/K	Same as C 4976/K except contains 90° Champion spark plug terminals with suppressor and PVC sleeve instead of thick and thin round spacers.	Most 6-cylinder E Types 1962-72 and sedans 1962-68.	230.00

Cooling Fan Motors (Radiator)

Description	Rebuilt Price	Core Charge
Square XKE, Series 1 & 2	280.00	150.00
Round XKE, Series 3	250.00	100.00

Wiper Motors

Application	Rebuilt Price	Core Charge
XK 120 & early single speed	350.00	200.00
Early 2-speed (XK 140, etc.), Red label	495.00	250.00
Other 2-speed 1959-87	320.00	150.00
XJS 1976-81	330.00	150.00
XJS 1982-on	330.00	150.00
XJ40 1988-92	260.00	150.00



Air Conditioning Servo Assembly

Description	Rebuilt Price	Core Charge
XJ A/C 1974-87	330.00	75.00

Lamps

Description	Rebuilt Price	Core Charge
Mark 2, late XK150 and late Mark 9 tail lamp assembly, LH or RH	550.00	75.00
Mark 1 & 2 reverse and license lamp assembly	445.00	50.00
Mark 1 front flasher lamp	180.00	30.00
Mark 1 tail lamp assembly	330.00	60.00
XK 140, 150 tail lamp assembly, early single lens	330.00	150.00
XJ Series 1 & 2 tail lamp assemblies	220.00	50.00

Angle Drives

Description	Rebuilt Price	Core Charge
Speedo angle drive (transmission end)	225.00	50.00
Tach angle drive, Mark 1, XK 150	330.00	75.00
Tach generator	240.00	30.00

Vinyl Sleeving

Used on all light assembly lead-in wires for early cars and misc. other uses.

Part Number	Size	Price
VJW 018	1/8"	.07/inch
VJW 316	3/16"	.08/inch
VJW 014	1/4"	.09/inch
VJW 038	3/8"	.10/inch
VJW 034	3/4"	.11/inch

Fuse Box Cover

Part Number	Application	Price
C 12366	Mark 1 and early Mark 2	50.00
C 17492	Mark 2 from 1961 on	60.00

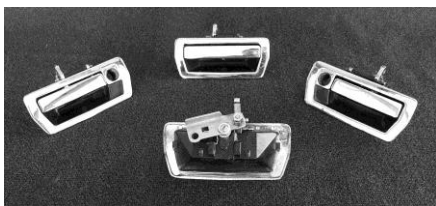


Ground Strap, Engine-to-Body

Part Number	Application	Price
C 2612/X	All XK's & Mark Sedans	15.95



Door Handles



We make a modification to the original door handle which improves the reliability and ease of operation. The original design has a sliding foot attached to the outside lever. When the lever is raised, the sliding foot presses down on the linkage lever and has to slide along it. As the device ages, the lubricant dries out and grit finds it's way in. The handles become

difficult to operate and the support leg for the handle pivot breaks rendering the device inoperable. We install a new pivot and a linkage in place of the sliding foot. Sold exchange. We also repair/rebuild all other outside door handles on an individual basis. Inquire.

Part Number	Description	Application	Rebuilt Price	Core Charge
BDC 4320/R	RH Front	1988-89 XJ6, XJ40	295.00	50.00
BDC 4321/R	LH Front	1988-89 XJ6, XJ40	295.00	50.00
BCC 7044/R	RH Rear	1988-89 XJ6, XJ40	295.00	50.00
BCC 7045/R	LH Rear	1988-89 XJ6, XJ40	295.00	50.00
JLM 2043/R	RH Front	1990-94 XJ40	295.00	50.00
JLM 2044/R	LH Front	1990-94 XJ40	295.00	50.00
BEC 7706/R	RH Rear	1990-94 XJ40	295.00	50.00
BEC 7707/R	LH Rear	1990-94 XJ40	295.00	50.00

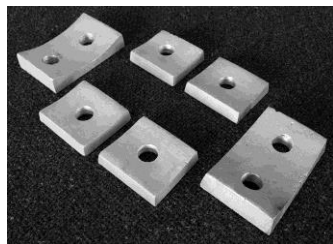
Jack Strap

This small strap is usually missing on Mark 1 & 2 jacks. It holds the square car support piece on the jack to the center threaded shaft to keep it from flopping around while stored in the boot.

Part Number	Application	Price
C 10792	Mark 1 & 2	15.00



Curved-face Aluminum Bumper Spacer Set



These are the aluminum spacers that go between the bumper face (chrome) and the bumper support irons on these early cars.

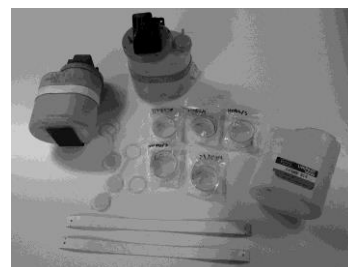
Part Number	Application	Price
BD 9874/K	XK 140, 150. Works on some Mark 7, 8, 9 sedans also.	35.95



Windscreen Washer Bottle Strap

White rubberized fabric strap, like original, to fit oval plastic washer bottles.

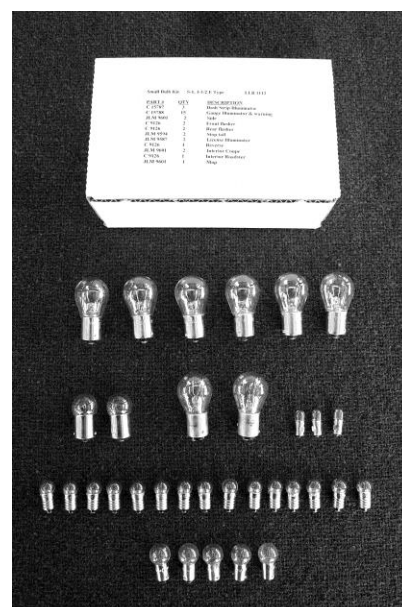
Part Number	Application	Price
11086/S	4.2 cars 1965-71	9.00
11086/SK	Cut to fit with instructions	15.00



Restoration Small Light Bulb Kit

A replacement small bulb for every lamp socket in the car including the dash lights, warning lights, interior lights, and all external lamps (not including overdrive switch on some older cars).

Part Number	Application	Price
LLB 1106/R	XK 120	43.25
LLB 1107/R	XK 140	49.75
LLB 1108/R*	XK 150	38.15
LLB 1109/R*	Mark 7, 8 & 9	49.75
LLB 1110/R*	Mark 1	44.95
LLB 1111/R	Mark 2	65.75
LLB 1112/R	E Type Series 1 & 1-1/2	56.25
LLB 1113/R	E Type Series 2 & 3	92.25
LLB 1114/R	3.4, 3.8'S', 420, 420G, Mark 10	61.00
LLB 1115/R	XJ6 & XJ12 Series 1	78.45
LLB 1116/R	XJ6 & XJ12 Series 2 & 3	106.95
LLB 1117/R	XJS	111.95



* Does not include overdrive switch on some older cars.



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