



classic spirit reborn
kwecars.com



Bumper Christmas Newsletter - Dec 2011 Issue 11

KWE Aston Martin!

KWE is now adding the Aston Martin DB7 to its portfolio of classic car renewals. The DB7 shares the same suspension assemblies with the XJS and thus our expertise is equally valid in this area. The DB7 was launched in 1994 and so there are many cars with the same opportunities for improvement as the XJS - which was produced up to mid 1996. So if you know anyone with a DB7 - please get in touch!



KWE Video!

We have just commissioned a video to get people excited about the XJS and what we can do to it. This is a high quality short film - suitable for a TV ad - and will be available on our website front page - please visit kwecars.com.

The shoot took place in a huge aircraft hangar and we used a professional actor to show how the car makes a great impression. We used the same XJS V12 coupé as James May in the BBC Top Gear feature on KWE. We will be mailing out the film with every brochure, but if you want a copy directly just ring!. We think the time has come for the XJS to become a film star!



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Uneven running V12s



It is quite common for engines that have not been run very often to develop a sticky fuel injector or two - especially on the V12. The result is uneven idle and loss of power. Sometimes the injector will clear itself but more often it sulks and requires more drastic action. Having determined which one is sticking (call us!) some sharp but careful taps with a hammer and screwdriver can free up the injector and it clicks back into life. Failing that, a fuel rail and injector service can be carried out for around £450 + vat. This is important on the V12 anyway as the injector hoses embrittle with age and can start to spray fuel all over the engine...

The Jaguar XJS goes from strength to strength as shown by the figures in our 9 year price review inside, and by the tremendous amount of interest KWE continued to receive in a difficult year. Here's hoping for better world economics in 2012 and in the meantime Chris and Theresa and all the staff at KWE would like to wish you all a very happy Christmas and a prosperous New Year!



KWE Winter Offers

Upgraded Alternators



Owners of XJSs up to around 1993 may get frustrated with flat batteries, especially with short winter journeys where a lot of power is

needed for lights, heaters, wipers etc, but the engine is not run long enough to charge the battery. This is worsened in heavy traffic when the engine revs don't stay high for long. The solution is an uprated alternator, as Jaguar themselves found by fitting more powerful units to late facelift cars. KWE can supply and fit suitable alternators even to early cars with single V pulleys as we have had suitable pulleys specially made. These alternators are high quality and produce 130amps - 40% more power than early cars. Cost is around £500 fitted depending on exact car.

Winter tyres

The XJS is not renowned for good grip on snow and ice - a combination of rear wheel drive, front heaviness and wide tyres rather encourages unseemly sliding about!



We have found that winter tyres really do work, and improve grip and braking significantly. They do this by using a rubber compound which is softer at temperatures below

+7 deg C. The downside is that they wear out faster in warm weather and are limited to 130mph, not a problem for most drivers! We are currently recommending Avon Ice Touring tyres and we can fit a set of 4 for around £550 + vat. Demand is very high so orders yours now! Ideally one would set aside a spare set of wheels (see Ebay!) to keep the winter tyres on and swap them over either side of winter. In this way the winter tyres will last for many years and not cost a lot to change each year.

Winter Coolant

If you have doubts about the effectiveness of



your coolant, now's the time for a chemical flush of the cooling system - particularly important with the V12 - and replacement with long life coolant. While the antifreeze properties are important, the corrosion-inhibiting properties are vital, and these properties

only last 2 years for conventional antifreeze. KWE always use special red long-life antifreeze. It would be wise to consider replacing the coolant hoses too. While Jaguar cotton reinforced hoses have a long life, one should replace them 10 years. It only takes one small hose burst to bring your journey to an embarrassing halt! KWE offer our "Perishables" service which replaces all the coolant hoses, drive belts and ignition leads along with a thorough chemical flush of the system. Cost is £1420 + vat for a 6 cylinder, £1984 + vat for the V12. Good insurance!

Brighter headlamps

It's that time of year again when one realises that the XJS's headlamps are not its strong point. We can easily fix this by fitting modern Xenon HID headlamps. These give at least 300% more light with a better colour for showing up road signs and other hi-visibility items. This is a really successful conversion and we retain the original glass and surround. An added bonus is that once lit, the lamps consume 35% less power so giving the battery an easier life. Our special price this winter is £350 + vat, fully fitted. The job takes about 2 hours and you are welcome to wait while it is carried out. (There may be extra time and cost incurred if existing headlamp mountings are damaged as is commonly the case with pre-facelift cars).

Standard



HID



New KWE Wheels



KWE have commissioned a new wheel, based on our very popular commercial wheel, now no longer available. This 10 spoke alloy wheel, 17 in diameter & 8 in wide is intended to be fitted with 225 x 50 x 17 tyres which give superb handling. Price: £396 each plus carriage & vat. Tyre fitting extra.



Don't forget our 16 and 17 inch Pepperpot alloys are still available.



Aircon Drains

With the current wet weather many owners get wet feet and assume it is because of rain getting in somehow. While this does happen, it is just as likely to be due to the aircon drain pipes becoming clogged. The aircon works hard to dry humid air and produces a lot of condensate which should run away through two pipes. When these clog up the water level rises in the air blend box until it floods into the heater blowers which then chuck the water over your passenger's legs on roundabouts! There is a quick fix for owners with an airline - simply jack the car up and blow compressed air up each of the two drain pipes which protrude through the transmission tunnel. Failing an airline it can be done with thin wire but this is less successful as it's very difficult to get the wire round the corners and past a ribbed rubber connector.

Engine oil leaks

Most V12 and AJ6 engines will be leaking a bit of oil now. Fortunately this is fixable, and they tend not to burn very much oil. The otherwise superb AJ6 4 litre engines often leak oil from the right hand front corner of the cylinder head where the head gasket has a seal for an internal oilway. There is no option but to remove the head and replace the head gasket. This is not a quick job, but is a great opportunity to replace the inlet valve stem seals (which otherwise do allow some oil burning on higher mileage engines), along with a decoke, valve clearance adjustment, change of manifold gaskets and setting of valve timing. We recently had such a job and we found that the valve timing was out by about 5%. The customer had been unaware of the problem until he drove it away and commented on the extra power! The 6 cylinder engines also leak from the upper timing chain tensioner and cam cover which are cheap to fix.

The V12 leaks mainly from the cam covers, the timing chest bung, the oil pressure sender and/or warning light switch and sometimes the front crankshaft seal. These are all straightforward to fix, but the cam covers are slow to access as the fuel rail and inlet manifolds have to come off first. A good opportunity then to recondition the fuel rail and injectors and replace the injector hoses on pre-facelift cars.

Manual gearbox oil

We have had a series of manual gearbox problems come our way recently and a major contributing factor is that the wrong oil has been in the box. The commonly fitted Getrag 'box operates best on semi-synthetic 75/90 oil. Auto transmission oil (ATF) can be used but protection is much reduced. The commonly used EP80/90 should not be used as it damages the baulk rings making it difficult or impossible to change gear, necessitating a rebuild. Incidentally, contrary to popular belief the Getrag boxes can be repaired or reconditioned. One just needs to know the right specialist....

9 Year Review of the Average Prices of the XJS and Series 3 Saloon

As it is now 9 years since the inauguration of Knowles-Wilkins Engineering, we decided to take a look back at how the cars that we are currently focused on - the XJS and the Series 3 Saloon - have fared over the years in terms of their selling values. This is by no means a scientific review although it is fair to say that the results reasonably reflect the average asking price for each variant of body and engine size over that time. The selling values were taken from the 'Classifieds' section of the same magazine title over the nine years. Obviously, there is no way of knowing what the cars were actually sold for but we can assume that the fact that there were and are so many cars asking similar prices must mean that the asking were achievable. Where possible I have tried to exclude cars that would skew the figures too much one way or the other, e.g. those being sold for spares and those that had been cosseted all their lives with few miles being driven each year. This review does not take into account the environmental (either climatic or economic) influences on prices and cannot be used to predict what will happen in the future but the story it tells is that our cars are holding their value and so buying and driving an XJS, for example, is a sensible motoring option. Firstly, let's look at the XJS.....

	Aug-03	Jul-04	Apr-05	Nov-06	Nov-07	Aug-08	Aug-09	Jul-10	Jul-11
3.6 Manual Coupe	2000	3200	5265	2000	6000		3465	3498	3600
3.6 Auto Coupe	3500	4500	2250	2500	5150	3122	3500	3582	3200
3.6 Cabriolet - Manual	3995			9500	8000	4900	6000		
3.6 Cabriolet - Auto	9995	7000				6250			5650
Pre-facelift V12 Coupe	3500	3800	5815	4375	5495	4233	3500	4995	3868
Pre-facelift V12 Cabriolet	8950	8000	5000	3400	9485	4125	6500	4980	
Pre-facelift V12 Convertible	11995	8000	10150	8250	6400	8810	8687	8983	8417
4.0 Coupe	11250	7800	4650	5495	5332	6400	4636	5800	5268
4.0 Convertible	10750	12900	11995	14250	17000		12750	13498	8750
Facelift V12 Convertible	12000		18500	11750		13623	10550		

For the Series 3 XJ6 model (1979 - 1987) and the XJ12 (1979 - 1991), I approached the analysis slightly differently as we seem to be seeing fewer of these cars coming up for sale. In fact, I was surprised to see that there were quite often more of the Series 1 and Series 2 variants being offered for sale! This analysis shows how many were for sale in the magazine edition & the average asking price. Again, I have excluded cars being sold for scrap.

XJ6

Month / Year	No. For Sale	Average Price
Aug 03	21	2135
Jul 04	16	2350
Apr 05	1	3250
Nov 06	7	2895
Nov 07	7	3200
Aug 08	6	2400
Aug 09	4	4965
Jul 10	3	3666
Jul 11	6	3082

XJ12

Month / Year	No. For Sale	Average Price
Aug 03	10	4600
Jul 04	14	3745
Apr 05	4	3450
Nov 06	5	3050
Nov 07	4	4425
Aug 08	6	4700
Aug 09	3	4725
Jul 10	4	2675
Jul 11	1	1495

The internet is a great source of information and if you're looking for how many of your particular model survive in the UK the website above is a great place to start. The website figures are derived from the DVLA's own database of all cars registered i.e. that have a valid tax disc or a Statutory Off Road Notification (SORN).

Most vehicles are listed under the make and model recorded on their V5 documents. A common error that crops up is that vehicles don't have exactly the correct or full model variant recorded on the V5, so in some cases I have had to take a view - for example whether the figures for the XJ6 relate to the Series 1, 2 or 3 or the later XJ40 or even later cars than that. There are also some suspiciously round numbers (1k) so this can only be used as a rough guide - the figures for the XJS-Convertible Auto shows an interesting blip as you will see below. Finally, this table only lists the Jaguar Series XJs, in other words I have not tried to analyse how many Daimler variants are still out there. But I think it makes for interesting reading nonetheless....

Vehicles registered or on SORN extract from 2000-2011.

	2011	2009	2006	2003	2000
JAGUAR 2.8 XJ6	76	73	86	115	136
JAGUAR 2.8 XJ6 AUTO	8	6	7	13	19
JAGUAR 4.2 XJ6	191	201	219	264	350
JAGUAR 4.2 XJ6 AUTO	238	271	446	838	1700
JAGUAR 4.2 XJ6 L	28	26	32	38	34
JAGUAR 4.2 XJ6 L AUTO	86	83	121	227	317
JAGUAR XJ 3.4	22	21	27	31	36
JAGUAR XJ 3.4 AUTO	20	26	37	56	74
JAGUAR XJ 4.2	15	15	18	21	23
JAGUAR XJ 4.2C	16	13	13	19	21
JAGUAR XJ 4.2 C AUTO	89	73	104	161	187
JAGUAR XJ6 3.4	14	12	24	28	64
JAGUAR XJ6 3.4 AUTO	48	58	117	266	644
JAGUAR XJ6 C	2	4	4	9	8
Total Series XJ6	853	882	1255	2086	3613
JAGUAR 5.3 XJ12 AUTO	19	12	23	38	55
JAGUAR 5.3 XJ12 L AUTO	21	22	37	55	63
JAGUAR XJ 5.3 C AUTO	36	29	38	47	62
JAGUAR XJ 5.3/ XJ 12L	2	2	3	2	5
JAGUAR XJ12 AUTO	158	182	290	365	426
JAGUAR XJ12 C			2	3	3
JAGUAR XJ12 HE AUTO	12	20	32	45	72
JAGUAR XJ12 L				3	
JAGUAR XJ12 LWB	2	1	2		1
Total Series XJ12	250	268	427	558	687
TOTAL JAGUAR SERIES 1/2/3	1103	1150	1682	2644	4300
JAGUAR XJ-S 4.0	295	330	480	625	672
JAGUAR XJ-S 4.0 AUTO	1000	1000	1300	1500	1600
JAGUAR XJ-S AUTO	510	572	1000	1700	2400
JAGUAR XJ-S CONVERTIBLE	23	22	28	28	33
JAGUAR XJ-S CONVERTIBLE AUTO	1000	898	1100	1300	1500
JAGUAR XJ-S V12 AUTO	384	387	515	690	912
JAGUAR XJ-SC AUTO	28	18	27	36	42
JAGUAR XJ-SC V12 AUTO	60	52	73	98	133
TOTAL XJSs	3300	3279	4523	5977	7292



Summary

XJS values are hardening in the face of the recession, and convertibles look to be the best financial investment. Now's the time to buy used XJSs as we don't think good ones will get cheaper, and the 2009 scrappage scheme has reduced the pool of poor ones.

The Series 3 XJ is disappearing fast. This most beautiful of saloon cars is a great daily driver as well as a cherished investment. Get one quickly!



Customer Testimonials - 2011



Great trip home, car got lots of attention on the motorway and service areas. The drive from Carlisle to Stranraer was, as expected, a huge thrill, both handling and performance truly excellent . "A top class XJS"

Many many thanks, GD, N. Ireland

*Car is fabulous,
absolutely amazing.*

Drives like a dream!

LG, London



It was a delight to drive UMB back home and maybe it was me but I'm sure I got more admiring looks than usual. Regardless of that, I am delighted with the result, almost certainly the most visually and emotionally exciting tranche of money spent so far thanks to visible results, not just work done deep in the core of the car that I can't see.... JA, Berkshire

Some other comments from 2011....

Hi Chris, I am delighted with the car. I managed to get back to Northampton with the roof down all the way despite some threatening looking clouds. Have been out in the car several times since - everything is working well and she drives better than ever. Many thanks to you and your team for the excellent work and TLC that you have spent on G67! Best regards, LB, 12/9/11

Hi Chris, Thank you for your time the other afternoon it was most worthwhile. The air con is superb - works a treat money well spent in my opinion - I would recommend anybody with air con issues with an XJS to come to you. Better to get it troubleshot by an engineer rather than somebody that knows how to fill them in my opinion. I've not noticed a change in fuel economy and we achieved around 20mpg average on the way back. Many thanks for showing us around and given us good advice in other areas of the car. All in all a good afternoon out. Regards, AV, 8/8/11

Dear Chris, I have to say that WAG has never run so well as this evening. Totally smooth in every way (left the motorway to get onto the A roads, much more fun!) and all signs of pinking and slight struggle gone and replaced with that "hand in the small of your back" power from the V12. See you at 50,000 miles. With very best wishes, C L-S, 26/10/11

Hi Chris, Thought I would drop you an e-mail to thank you for servicing the XJS so well recently. We drove her down to Cornwall the day after I picked her up, and we covered about 1000 miles. She performed marvellously, without a spot of bother, and was much admired as we drove along the lovely lanes with the roof down. I could see that you had spent some time sorting out one or two features inside the car...eg. the window switch bezel, the left air vent, and also the small plastic blanking pad on the steering column assembly. Thank you very much for all this. AK, 10/7/11

Insurance

Just a quick reminder to make sure that your car is insured for its replacement value, not some arbitrary value dreamed up by the insurers. Most of our clients spend over £20,000 with us on their XJS and yet may only have insurance for the 'book' value which might be £5000. Most specialist brokers will understand this - but they have to be told!



KWE Letters Page - "Dear Chris"

Engine "stumble"

I have a 1992 4.0 xjs (aj6). I've had car 2 years and it always starts and runs fine but has always had a slight engine stumble, like it's missing but pulling ht leads makes no difference. It's most noticeable at idle, whether cold or hot.

It's had an extensive service plus new ht leads, plugs, distributor, rotor, coolant sensor, idle stepper motor, fuel injectors, lambda sensor, intake manifold gasket etc. Compression test is excellent on all cylinders.

Fuel economy seems fine.

Running out of ideas of what could be cause of this engine stumble as I presume the aj6 engines should be silky smooth.

Any advice would be much appreciated.

Thanks, Jon (via website)

You've covered most of the possibilities so it's back to first principles. Assuming the symptom is a misfire at idle speed the basic causes are:

Poor fuel-air charge consistency

Poor or intermittent ignition to one or more plugs

Poor combustion for other reasons

Since the compressions are good and the fuel injectors are new, poor combustion could be due to carbon build-up in the inlet ports/valve throats, poor quality fuel, inconsistent fuel pressure, wrong idle speed mixture or some kind of intermittent ignition problem such as a poor connection at the ignition amplifier, or possibly a faulty amplifier (very rare but possible). Many of these faults are exacerbated by a too-low idle speed - but there's not much that one can do about it other than change the idle speed controller - but don't do that unless the idle speed is incorrect (650 - 750 rpm, warm).

Poor fuel or fuel contamination with water can have this effect. Try running it very low than brimming it with Shell V Power or BP Ultimate for a few tankful. And/or dosing it with a good fuel additive such as Forte (trade only I think, but most garages carry it). Put in twice the recommended dose.

Then you need to do some diagnosis. Try to get the idle CO measured - it should be 0.1% or less. You may have an exhaust leak which can allow excess oxygen into the exhaust gas and thus to the lambda sensor so it tells the ECU to richen the mixture.

You may have vacuum leaks at the inlet manifold - anywhere downwind of the airflow meter will affect idle mixture, including the vacuum pipe to the ECU. You may have a blocked breather system.

The charcoal canister may be blocked or its plumbing damaged. The throttle position sensor or its wiring may be faulty which can confuse the ECU and hence idle mixture. (It's more likely to be worn at no- or part-throttle positions.

Pull each injector connector off one at a time to see if the stumble is due to one cylinder. (By the way, never just pull off an HT lead while the engine is running - always connect it to a spare spark plug suitably grounded before starting the engine. With a disconnected plug lead the coil will try to produce an enormous voltage to create a spark in the non-existent spark plug and thus over-stress the insulation in the coil and distributor). It's possible the fault is due to a leaky coil, but this normally manifests itself as loss of power under load.

Try to get the fuel pressure measured - it should be steady. Check the data for your car for the correct pressure - probably 2.5 bar.

Finally, and this may seem rather lame, some engines are just less smooth than others due to production tolerances in the cylinder head and inlet porting which gives minute differences in charge turbulence which in turn affects smoothness at idle. Effectively, each successive explosion in each combustion chamber can be slightly different.

Oil Leaking at front of AJ6 engine

I have oil leaking from the right-hand front corner of my engine. The cam-shaft cover gasket was recently changed so I know it's not coming from there. Any ideas?

TK

Dear TK,

The leak is most likely to be coming from the cylinder head gasket oilway seal - a common fault on this engine. Repair involves the removal of the head and replacement of the gasket. Whilst the head is off it would be a great time to change the inlet valve seals, failure of these seals are a major contributor to oil being burnt - this is particularly relevant to engines which have done in excess of 80k miles. For repair of the oil leak described here, KWE charges £1068. If you were to have the inlet valve seals changed at the same time the total including VAT would be £1752. There is of course an opportunity with the cylinder head off to do a thorough de-coke of the head itself and have the valves lapped.

For further advice on causes of oil leaks see the article on page 3

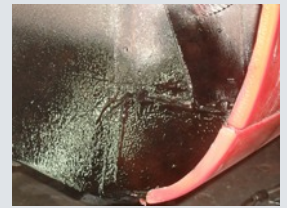
Gallery

Some of the works completed since October 2011

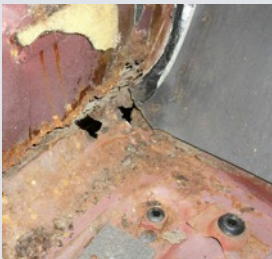
Series 2 XJC - Hidden Depths!



This beautiful (and rare) 1976 XJ12C was brought to us for a suspension restoration, but close inspection when the sub-frames came out revealed extensive rust in the left hand jacking area and sill. When we removed the sill end we could see that the rust had eaten through the passenger footwell. There was also rust around the exhaust tunnels, so with the go-ahead given by the customer our technician set to work making the old girl safe, waterproof and rustproofed.....



The first two pictures above show the extent of the rust at the sill, the last three the repairs effected. We ensured that all our repairs were thoroughly protected with waxoyl or underseal where appropriate and recommended that all other box sections were similarly protected.



The passenger footwell may have got a little wet & draughty had the car been taken out in the rain! Our technician cut out the rusty metal and let-in new steel, which was then primed and painted before the interior was replaced. The exterior of the repair was primed and under-sealed.



These pictures show what has to be the worst case of XJS scuttle rot that we have seen to date. In fact the entire screen surround was found to be so rusty that the windscreen seal just peeled off and the screen flopped out!

Some other cars completed since October



For Sales or Offers in this Newsletter please call us on **01635 30030** or email us at: sales@kwejaguar.co.uk
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