



## Part 1



The recent addition to my collection, a 1996 Jaguar Racing Green XK8 Coupe, is certainly a beautiful car. I've been hankering after one of these for many months, and when this one came up in Brisbane, I was hooked! But, of course, it's a Jaguar – not a Toyota – so some small road-bumps along the way should be expected. I've already had a few .....

I drove the car up from Brisbane over 2 days in June. What a brilliant way to get to know a car. Enthusiastically I mentally started a list of minor things needing attention over time, and was feeling generally pleased with myself. The first thing to do when I got home was to compile a service/mechanical history just to see what had been done.

Despite being assured that everything necessary had been done to the car by recognised workshops in a timely manner, it soon became apparent that was not the case – based on the evidence. All work carried out over the last few years seems to have been reactive, certainly not preventative – and there are some previous advisories that appear to have been ignored. So, my to-do list got bigger.

So far I've had 3 Prowls out of town with the club, and encountered problems on 2 of them!

The trip to Lucinda went well, and I looked forward to meeting up with a few of our Country Members, especially Julio and his XK8 Convertible coming all the way from Atherton. The return journey was not so smooth – before I reached Ingham, the car started mis-firing and lacked power. I can't adequately describe the sinking feeling I had, so I won't bother! There were no warning signs from the fairly sophisticated on-board diagnostics, so I gently drove the car home, praying all the way that the motor wouldn't just die! Straight into the shed – I need a beer!

The following morning – engine cranks, but won't start. Chris came around with his OBD2 diagnostic reader and determined there was a fault with the cam and crank position sensors. OEM replacements are horrendously expensive, so I opted for aftermarket ones from SNG Barratt, so there was a 10-day wait for the parts from UK while I educated myself on how to locate and replace these myself. What could go wrong?

The sensors supplied were functionally correct, but had the wrong connector plugs/sockets on them so not just a straight swap. I started by removing the cam position sensor – which fell apart in my hand – and carefully soldered the old connector onto the new part, allowing myself some additional cable length. To cut a long story short, fitting the new part was awkward, requiring the removal of a fuel line and the coolant reservoir, but straightforward. The crank



Old sensor as removed from car

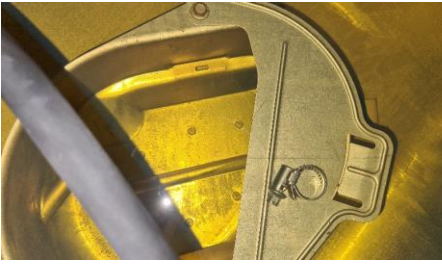
New sensor LRA1646BC as supplied

sensor was a different story – I didn't have the necessary plug to fit onto the socket of the one provided. So, chancing my

arm, I reconnected the battery and – LO AND BEHOLD! – the car fired up with a lovely roar and ran smoothly and sweetly. And, all error messages have disappeared. So, I'll leave the crank sensor<sup>1</sup> for now and keep the spare for "just in case"!

I had a trouble-free trip to Balgal Beach for fish & chips with Glenda and Doug, getting my first tour around their newly-purchased XKR - but just last week we went to Brandon and Ayr. Again, driving there was a real pleasure, but an "engine underperformance" warning came on the dashboard as soon as we started home. The car was ok when

cruising gently, but as soon as there was any load, it faltered, probably due to fuel starvation. Suspect number one – fuel pump.



The inside of the fuel tank viewed through the rear parcel shelf. Remarkably clean for a 26 year old car!  
Note the hose clamp I dropped and had to fish out with my bare hands....

I managed to get a fuel pump kit locally (it's a Bosch and fairly standard), and again scoured YouTube for tutorials. The Jaguar Workshop Manual says the fuel tank must be removed to access the pump mounted within the tank – but one enterprising fellow had made a video, making the change on a coupe without removing the tank, gaining limited access through the sub-woofer mounting on the rear parcel shelf<sup>2</sup> and freeing the tank retaining straps to move it just a couple of millimetres backward – so I thought I'd give it a go.

Again, it was all pretty awkward, but over 2 days I managed to replace the fuel pump. I'm pretty sure the old pump was original and had never been changed; something that's supposed to happen at least every 100,000kms (preventative maintenance again!). Anyway, it's done now and I don't have

to worry about that again for a while! And the test drive, after checking for leaks (there were none), shows no signs of faltering or fuel starvation despite putting some heavy load on the engine – of course, always within the speed limit!!!???\* JOY!

I've already changed the engine oil and filter, so what's next on my list? In no particular order:

- Air filter, cabin filter, spark plugs, injector clean
- Coolant flush and brake fluid flush
- Transmission oil and filter change
- Steering rack boots
- Front wheel bearings
- Rear main oil seal (there's a slight but annoying leak)

Fingers crossed I have no more potential breakdowns .....

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<sup>1</sup> I've since found a suitable plug on an old X Type wiring loom, but I'll still keep this in reserve.

<sup>2</sup> This is not applicable to a convertible, which doesn't have a rear parcel shelf.