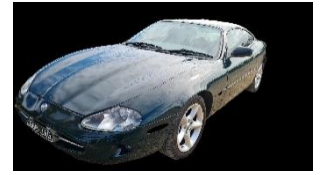


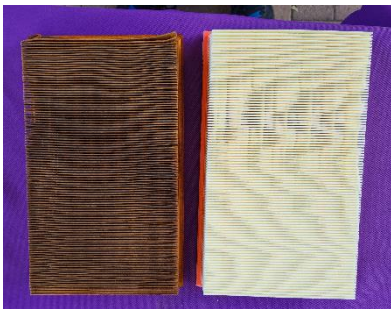


Part 2

I regularly source spares for my cars from SNG Barratt in UK, and this is definitely not a criticism of them, and would probably equally apply to other suppliers.



The XK8/XKR X100 varied greatly in mechanical fine detail over its period of construction 1996 – 2005. Most websites don't recognise many of those changes, so it's very possible to "accidentally" purchase items that purport to be correct, only to find they have been superseded. I've been caught out several times already with spares for my 1996 XK8 Coupe (e.g. the crank and cam position sensors I spoke about in Part 1) – and the only way to get around this is to research and ask questions. Better to be safe than sorry!



OK, so what progress have I made in the last month?

Firstly, and most simply, I replaced the **air filter**. As you can see on the left, the old air filter had not been changed in a few years and was in pretty poor condition. While changing the filter, I noticed the filter-box rubber mount was broken so I ordered one on Ebay – still waiting!

Fitting new **spark plugs** – you'd think that would be straightforward. Well, the job itself is, but what I found was not! Firstly, the 2 plastic coil covers had been overtightened in the past so that 3 of the mounting holes had broken away. Not a huge problem in itself, mine still seal, but this offends my OCD, so another item for my wish list! Secondly, removing the electrical connector plugs from the coils resulted in 2 of the plugs disintegrating in my hands. I managed to satisfactorily re-connect the connectors, but the plugs will have to be replaced eventually. I went on to the SNG Barratt website which doesn't offer the electrical plugs, only the on-plug coils – but 4-pin, and mine are 2-pin! (I sourced some plugs locally at a very reasonable price, so yet another job for a rainy day).

When I finally got to the **sparkplugs**, the plug wells were full of rubbish and muck, so I cleaned those all out as best I could with brake-cleaner and compressed air – getting most of the dirt in my face – and then proceeded to remove the old spark plugs, which, I'm happy to report, were in reasonable condition, so had been changed relatively recently. Anyway, new plugs installed into clean plug wells, coil packs connected up and covered. Job done!



The **coolant flush** was maybe a bit of overkill. All the manuals are very specific as to the coolant to use – it must be OAT (Organic Additive Technology) long-life coolant. This product is orange in UK, but mostly red in Australia. Some sources say the coolant never needs to be changed, but others recommend a complete flush every 2 years. I'm going for the second option. The shelf life of this coolant is 5 years – and in a working engine will be subject to additional stress at high temps and pressure. Also, there are warnings about mixing

different types of coolant, which could result in the fluid thickening or even coagulating. Better to be safe than sorry!

It's a long-drawn out process. I drained the radiator and ran a water hose through the system. Then I twice filled up with tap water, ran the car for 10 minutes or so until it all reached working temperature, waited for 3 hours or so for it to cool down, then drained again. Simply draining the radiator will only void about 5½ litres of the coolant capacity of 9.5 litres (in my case) so I wanted to make sure I got as much of the old coolant out of the engine block as I could. Then I filled up with de-ionised water, ran and drained it again. At this point I replaced the thermostat and seal.



Re-filling the system with the right concentration of coolant requires a bit of thinking. If you buy ready-mix coolant, it needs to be used at 50:50 mixture to distilled water. My system therefore would need 4.75 litres of coolant, which I added to the approximately 4 litres of distilled water still

in the engine block. Any further topping up will be with distilled water, so technically I should end up with a nearly-exact 50:50 mixture. That's the theory anyway! All tested, no leaks.



Not on my list, but I replaced my broken **engine covers** with a used pair I sourced through Ebay. The replacement ones are not perfect, but much better than the old ones!

So, I've managed to cross a few things off my list – and this is a first – I HAVEN'T FOUND ANYTHING OBVIOUS TO ADD TO IT – this month!

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

Now it's time to get on the road and enjoy this awesome machine

