



## Part 5



Apart from the couple of minor inconveniences covered in previous articles, my XK8 has been relatively trouble-free, and a pleasure to drive. It's a couple of days over 9 months since I collected the car in Brisbane (*this article was written 2 months ago!*), and in that time I've covered 7,212 kms, mostly at weekends. Apart from the sheer thrill of driving a sleek, powerful sports tourer, I'm getting surprisingly good fuel consumption out of him/her (still haven't decided on a gender, let alone a name!).

On a recent trip to Cairns and the Tablelands in early October, we covered 1,047kms, using 89.2 litres of premium fuel, at an impressive average of 8.52litres per 100kms. I'm more than happy with that!

I mentioned in the previous article that the aircon, while cooling the car admirably, had a tendency to whine, indicating the bearings were on their way out. It was barely noticeable, but I couldn't un-hear it, and after a time it would give me a headache. A new aircon from Jaguar/Denso was prohibitively expensive/not available, so, after consultations with Chris (Motor Engineer) and Jodi (Air-con specialist), we settled on an (identical?) unit for a Toyota Camry at well under \$500. Jodi had to swap over some peripherals from the old unit to the new, but that was all fairly routine, and all went well. The air-con now works perfectly – and silently, but there's a bonus!! Previously, I had the sense that the gearbox was hunting when cruising at around 70-80kph, between 4<sup>th</sup> and 5<sup>th</sup> gears. It was only a suspicion which I was going to investigate more fully later, But that has now resolved itself. I can only assume that the old aircon clutch was continually cycling between on and off, raising and lowering engine revs and giving the impression of changing gears. So, the old aircon compressor was probably much closer to a catastrophic failure than I had imagined. Phew!



Another thing I couldn't "unsee" was the centre air vents. The vanes had all broken away from their mountings, resulting in me being unable to direct the air – inconvenient, and very unsightly! Apparently though, it's a recognised fault/occurrence in this model, and Ross had exactly the same problem in his convertible.

I'm an avid follower of several YouTube channels, and one of my favourites is John Dee's "To the Garage" and "Secrets of the XK8/R". Anyway, I found he had



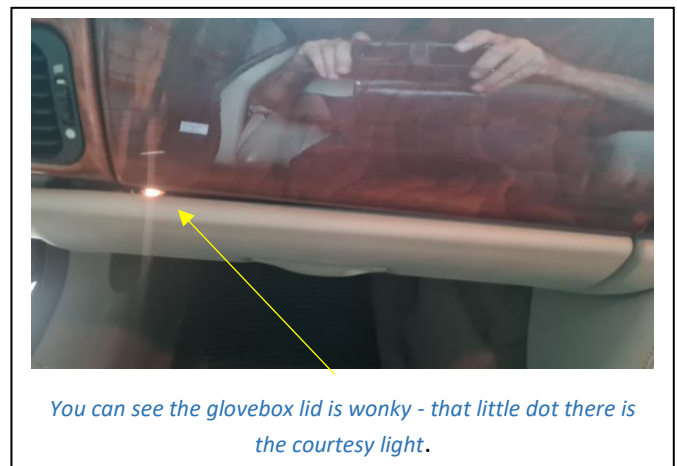
covered just this fix in two parts on his channel. The repair is fiddly but very do-able so I decided to give it a go, and the bonus was it involved a bit of plastic welding, something I've always wanted to try. I started with Ross' car, and the two of us spent a happy couple of hours fiddling around – with very acceptable success. Having experimented(?) on another car, I set about doing the repair on my own, only to find that I was actually missing one vane! Anyway, the repair can be declared a success, and I'm more than happy with the outcome. You can follow this link to the repair if you're interested – it should apply equally to other vehicles as well: [Vents part 1. Removing the air vents from your Jaguar XK8, XKR, X100 - YouTube](#)



When I bought the car, I was advised to be careful with the glovebox lid, which sometimes didn't shut properly, and the courtesy light inside the box could run the battery down. Luckily that didn't happen (at least to me!), but I thought I'd investigate further.

The lid shuts by means of two spring-loaded plastic shafts on either side that engage in two holes in the frame, holding the lid squarely shut – but my left hand bar wasn't springing out, so the lid would only shut on one side, leaving the other side to droop.

I managed to remove the lid and dismantle the spring mechanism. All it needed was a bit of cleaning and lubrication, and it now works exactly as it was designed to do, with no fear of not shutting properly. However, I went further and took out the glovebox liner – because I was in there anyway – only to find that my soft-open piston, which I didn't even know that I had, was not connected to the lid, so it just opened with a bang. The cord was missing! so I put everything back together and started my internet search. No luck finding just a cord, but I did eventually find a



piston complete with the cord, escutcheon and fixing button for a reasonable price, so a couple of weeks later I went

through the dismantling process again. I'm just happy to report that now, not only do I have a glovebox that closes correctly, it also opens slowly and gracefully – as befits a car of this class.....

So, if anyone wants to buy a soft-open piston without a cord – get in touch!!!



Last for this month, but not least, the XK100 head unit – the radio/CD console to some of us – does not have Bluetooth facility so you have to rely on your CD stack in the boot, or the radio. There are a few different options for fixing this while still retaining the original equipment, and I opted for the unit you can see on the left. It slots neatly into the cigar lighter (nothing so vulgar as a *cigarette* lighter in a Jag!), connects to your phone via Bluetooth, and transmits that to one of several FM channels of your choice.

You then pick up Spotify or your saved music, on the radio unit by tuning into the correct wavelength, in my case 107.9MHz. And it gives you hands-free phone access. The result, at least in my case, is reasonably acceptable, and I'm happy I can now sing along enthusiastically with Meatloaf while cruising up the highway. It's not the best, however, but I'll reserve judgement until I can fit some new speakers all round. Something for another day perhaps.

Cheers for this month.