



Part 7

Headlights

When I bought my XK8 in June 2022, it came of course with a Queensland Roadworthy Certificate – so you can imagine my angst when I got the car home and on detailed inspection discovered a fair amount of corrosion/staining on the internal headlight reflectors. In fact, I'm quite surprised it was not even mentioned on the paperwork. But I don't do much driving at night, if any, so I left this for another day.



As bought

The X100 is the last Jaguar model to have glass headlight lenses – later models having plastic ones. That's a good thing as glass doesn't oxidise over time as clear plastic does, but it does cause some problems with the seal between the glass lens and the plastic frame of the headlight. New units are almost impossible to source at any price, so the option is to either refurbish, or find good second-hand lights. I've been avidly watching a number of YouTube videos on XK8/R headlight reflector repairs. The process is quite involved,

and I haven't started it yet, but my spares car's lights, while also corroded, are much more presentable than mine, so I swapped them over. Not a difficult job, a bit fiddly, but at least now my headlights are unquestionably legal

I will get around to doing the full headlight refurbishment – in due course!



Replacement headlight from spares car

Wheel rims

The XK8 was originally supplied with 17" wheels as standard, with a range of styles and sizes available as options – 18", 19" and 20". My factory build sheet indicates the car was originally delivered with 20" Maroa rims, but I can't find any reference to these wheels on an XK8 in any other documentation. But these weren't on my car when I bought it.



I really like these 17" Lamina 5-spoke wheels, fitted to the car when I bought it. They're elegant, smart, uncomplicated – and easy to clean. An added advantage is that 3 rims are like new, while the other one has just a little gutter rash which can be fixed up relatively easily and cheaply. But, pretty soon, another option opened up for me

My spares car was fitted with 18" Impeller 7 double-spoke rims. They weren't in very good condition, with gutter rash, some corrosion, flaky paint, and as I was later to find out, 2 of them were warped. So – I bit the bullet and sent them out to Townsville's very own Mag-Medic, Jordan Williams. I started with the front 2 wheels which I dropped off at the end of May. These turned out to need the most work, but a week later I picked them up, and to say I was excited would be an understatement! They looked the business, so the 2 rear wheels followed.



With all 4 new wheels fitted, and good, relatively young tyres all round, I took the car in for wheel alignment, expecting just a minor adjustment, if anything, but the experts told me it was quite a way out. The good news? The alignment is

now perfect. The bad news? The front tyres had worn unevenly and should be replaced. Next stop, Kirwan Tyres for a brand-new set of 245/45 R18 boots.

As an aside, all 4 of the 17" wheels are the same size, but the larger rims, including my 18" Laminas, are staggered – that is, the rears are slightly wider than the fronts – and are NOT interchangeable.



All-in-all an expensive exercise – but well worth it, in my opinion.

The rims fitted to the XK8/XKR - X100 are quite unusual, and there are very few compatible non-original options available. Wheel rims are defined/described primarily by their Pitch Circle Diameter, or PCD, which is the diameter of an imaginary circle that passes through the centre of the lug holes on the wheel. X100 full rim description is on the right.

Centre bore/hub bore	73.8mm
Bolt pattern (PCD):	5 X 120.65mm
Fasteners:	Lug nuts
Thread size:	1/2" -20 UNF

Speakers

The basic sound system in the XK8 is very high quality, with premium options fitted to many cars – but not mine. My system could do with refreshing, and when I checked my door speakers, they needed replacement as the foam surround was beginning to give way. So – off to the computer for some research before getting too involved....

The first thing I discovered was my door speakers were covered with headlining material instead of the correct speaker material, or acoustic cloth. Using incorrect, non-acoustic material over speakers can have a significant impact on sound quality, and I'm convinced mine were being "muffled". I have tried to source the correct OEM material for my car based on my Trim Code AGD – Oatmeal, without success. I'm still trying to find a suitable equivalent, so this mini-project is temporarily on hold. I've replaced one speaker but with the old cover. I decided not to go ahead with replacing the passenger door speaker until I can finish off the job. Hopefully I'll have this all sorted out for our next instalment.



Dashcam

I have wanted to instal a dashcam on one of my cars for many years – and after watching John Dee's video with his solution for a 1996 XK8 convertible, <https://www.youtube.com/watch?v=dc6HRxlzROE&t=2180s>, I decided to give it a whirl. It's been installed for a couple of weeks now, and I'll include some commentary on this also, in the next instalment.

Cheers for now, and Happy Motoring!