

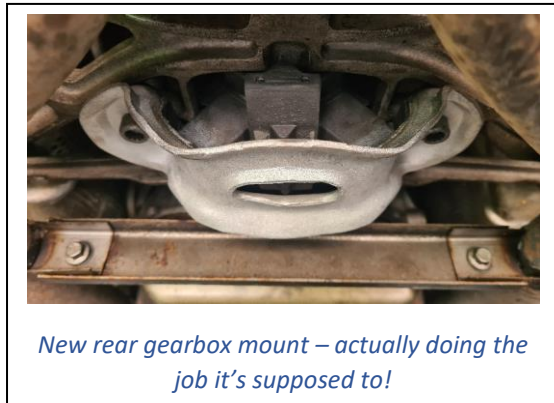


Part 8

Rear gearbox mount

My XK8 has so far given me faithful and trouble-free service – well, most of the time! However, a couple of weeks before Christmas it started playing games. No faults came up on the dashboard, but there were plenty of strange rattles and clunks coming from underneath, a sure sign of something amiss. I was pretty sure it wasn't suspension, but I suspected exhaust, possibly the catalytic converters. I didn't have access to my own hoist as I had another car stuck on there, so I took the car around to Chris for an expert opinion. What we immediately saw underneath the car made the hairs on the back of my neck stand to attention!

The rear gearbox mount had completely collapsed – and what's more, one of the fixing bolts had fallen out, causing the whole drivetrain to be mis-aligned!!



I can't explain how this could have happened. Just over a year previously, in November 2022, the gearbox and exhaust system were removed to replace the rear main oil seal, and I KNOW the mount was in good condition before being properly re-installed. But how this happened is not the issue. It needs to be fixed!

Luckily, a new mount was available in Melbourne, and replacement – with 2 new bolts – was a very quick job (if you have access to a gearbox jack).

After a thorough inspection for any other visible damage (there was none), we took the car out for a fairly comprehensive test drive. All the previously-mentioned symptoms had disappeared, and the car was back to its previous best. I'm guessing I dodged a bullet here. I caught this just in time, before any major damage was done.

The moral of this story is – if you suspect anything is going wrong with your Jag, STOP DRIVING IT AND GET IT FIXED STRAIGHT AWAY!

Reversing lights

I have been told on a couple of occasions that one of my reversing lights wasn't working, and I've had this small job on my mental "To Do" list for many months. While stopped in Cardwell for coffee and cakes on our way up to Kurrimine Beach, I asked Doug to tell me which one was the problem, and he said the left one – but that his wasn't working either, and he had been told that the XK8/XKR X100 model only had one working reverse light.

I found it difficult to believe that a car of the calibre of the Jaguar X100 would be designed with only one reverse light, although that would be perfectly legal. I browsed the forums, and sure enough there were several posts alleging it was true –



but there were also many others contradicting this. So, inconclusive.

Back home, I removed both my rear light clusters and gave them a good clean, giving particular attention to the electrical and globe connectors. I replaced the 2 indicator globes, which were working, but the colour coat on the glass had mostly worn off. But all the other globes looked good, so I left well alone, apart from a good clean.

As I was on my own, I jacked up the rear of the car and put it on axle stands – I didn't want to stand behind the car while in reverse, relying on just the handbrake.

All the rear lights – including both reverse lights – are now working correctly.

I cannot say that all X100s have 2 reverse lights – all I can say with confidence is that mine does – and so does Ross Douglas's convertible, which I tested a few days later.

Spare wheel



The standard spare wheel for the X100 model is a space-saver – which of course can only be used in an emergency. It's definitely not suitable for any distance, just get home and sort out the problem.

When I bought my car, nearly 2 years ago now, I carefully checked the space-saver wheel and tyre, and all was good. So, while rummaging around in the boot to clean up the rear light clusters, I pulled out the spare so I could check the tyre pressure, only to find the tread had started de-laminating from the carcass, rendering it totally useless! Luckily I have a spare space-saver wheel from my spares car, so I swapped them over.

So, here's a tip for you all: Check your spare wheel and tyre TODAY for damage and correct operating pressure. We all tend to forget about the spare in the hope we'll never need it!

Numberplates

I acquired my special numberplate, 888 JAG, almost by accident – it was attached to a project car which has now gone to a new home. The front numberplate was already damaged and bent when I got it, and I finally handed them in to Main Roads for a replacement set. I only needed the one plate, but of course, you can't buy just one, you have to buy the pair! Anyway, the new plates are fitted, and finish off the car nicely. Any future damage will have to be down to me!



Speakers and sound system

In part 7 of this series of articles I talked about the door speakers and covers. I still haven't managed to source an acceptable material for the covers, so only one side speaker has been fitted – with a temporary spare cover.

In Part 5 I described the fitting of a Bluetooth transmitter dongle into the cigar lighter to allow me to play music from my phone. After several months, I decided I was not satisfied with either the practicality or the sound quality of this system. More research has led me to opt for sending my original head unit away to be upgraded internally for Bluetooth, so the radio (for upgrade and service) and cd stacker (for service) have been despatched overseas to a Jag specialist in England. A similar but generic service is advertised (expensively!) as available in Australia, but I opted for known specific Jaguar expertise. When I removed the radio unit, the plastic centre console bezel – part number LJA6318AB – that mounts it, actually crumbled and is unusable. Someone had clearly taken it apart before, and been careless putting it back. These parts are currently out of stock, but will be available in a few weeks, so I have one on back order.



My plastic centre console bezel did not survive the ravages of time!

To be continued