JAGUAR MARK 2 3.8

Engine: **3.8L XK DOHC Inline-6**
Transmission: **Moss 4-Speed (w/ OD) / Auto**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1959–1967)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
.....	.....	.....	£ .....

1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE BODY INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front "Crow's Feet"**	Examine lower chassis rails mounting front suspension crossmember. Rot occurs internally beneath underseal; tap with brass hammer.
☐	**3-Piece Sill Assembly**	Inspect inner sill, central diaphragm, and outer sill. Bubbling along chrome trim line or collapsed jacking points indicates internal rot.
☐	**Rear Spring Hangers**	Inspect forward leaf spring mounting pockets behind rear seats. Perforation here lets rear axle displace under hard braking.
☐	**Rear Spats & Arch Lips**	Remove detachable rear spats. Check inner wheel arch seams and lower door shut dog-legs for heavy corrosion or glassfibre filler.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Oil Pressure & Bearings** **Spec: 55–60 Cold | 25+ Hot**	Check Smiths gauge on cold start. Hot idle at 700 RPM must not fall below 25 PSI. Below 20 PSI signals worn crankshaft journals and big-ends.
☐	**Timing Chains & Head**	Listen for timing chain slap at front of aluminium head. Check rear corners of cylinder head gasket for external coolant weeping down block.
☐	**Moss Box & Overdrive**	Moss gearbox has no 1st synchro. Check 2nd gear synchro on downshift. Test Laycock overdrive switch in 4th: must engage immediately without slip.
☐	**Dunlop Brakes & Servo**	Check round-pad Dunlop calipers for stuck pistons. Inspect remote Lockheed servo inside inner wing for brake fluid ingestion into vacuum line.

Identity Verification: Chassis plate located on firewall/bulkhead above battery. 3.8 prefix begins with 21XXXX or 22XXXX. Engine number stamped on cylinder head valley between camshaft covers must match block boss above oil filter and V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Front "Crow's Feet" Subframe Chassis Rails	£2,000 – £3,500 (Specialist jig alignment)	£
Complete 3-Piece Sill Reconstruction (Both Sides)	£3,500 – £5,500 (Panels & paint blend)	£
XK 3.8 Engine Bottom-End Overhaul (Low Hot Pressure)	£5,000 – £7,500 (Machining & bearings)	£
Seized Dunlop Calipers & Leaking Lockheed Servo Unit	£850 – £1,300 (Rebuild & hydraulic flush)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£