JAGUAR S-TYPE 3.8 (1963–1968)

Engine: **3781cc XK DOHC Inline-6**
Rear Suspension: **Independent Rear Suspension (IRS) Cage**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1963–1968)

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

1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE TUB & IRS SUBFRAME

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front "Crow's Feet" Subframe Rails**	CRITICAL: Forward lower chassis legs mounting front crossmember. Rot occurs internally beneath heavy underseal; tap with brass hammer for hollow crust.
☐	**Rear IRS Mounting Subframe & Pan**	S-Type uses E-Type-style IRS in a steel cage. Check rear floorpan where the 4 rubber vee-blocks bolt in. Rust allows differential cage to tear loose under torque.
☐	**3-Piece Box Sills & Jacking Tubes**	Outer sill, inner diaphragm, and inner sill. Inspect lower edge along chrome strips and around round jacking points. Sagging causes door gaps to bind.
☐	**Extended Boot Floor & Spare Well**	Extended tail (Mk2 derivative) houses twin fuel tanks in rear wings and deep spare wheel well. Inspect tank mounting flanges and lower rear valance seams.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**XK 3.8L Engine Oil Pressure** **Spec: 55–65 Cold | 25+ Hot**	Check Smiths oil gauge on dash. Hot idle (700 RPM) must not drop below 20–25 PSI. Listen for timing chain clatter at front of twin-cam head on cold startup.
☐	**Inboard Rear Disc Brakes**	Dunlop/Girling discs mounted inboard next to diff. Inspect calipers for seized pistons and leaking differential output shaft oil seals soaking the brake friction discs.
☐	**Burman Power Steering Box** **Max Play: <1.0 inch at rim**	First Varamatic/Burman power-assisted setup. Check for heavy fluid leaks from box input/output shaft seals and wander on crown of the road.
☐	**Moss vs All-Synchro Box / Overdrive**	Early cars use Moss box (unsynchronized 1st); late cars use all-synchro Jaguar box. Test Laycock overdrive switch in 4th: must lock up cleanly under throttle.

Model & Identity Verification: Chassis plate located on scuttle above battery. 3.8 prefix begins with 1BXXXXX (RHD) or 1B5XXXX (LHD). 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	£1,800 – £3,200 (Specialist jig alignment & fabrication)	£
Rear IRS Cage Overhaul & Inboard Brake Rebuild	£1,200 – £1,900 (IRS drop, calipers, discs & seals)	£
XK 3.8 Engine Bottom-End Overhaul (Low Hot Pressure)	£4,800 – £7,500 (Machining, crank grind & bearings)	£
Complete 3-Piece Sill Reconstruction (Both Sides)	£3,200 – £5,200 (Panels, inner diaphragms & paint)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£