JAGUAR XJ-S (V12 / 3.6 / HE / CELEBRATION)

Engine: **5.3L / 6.0L Jaguar All-Alloy V12 / 3.6L & 4.0L AJ6**
Transmission: **GM400 3-Speed Auto / Getrag 5-Speed Manual**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1975–1996)

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

1. CRITICAL STRUCTURAL ROT TRAPS

GRAND TOURING MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Subframe Vee-Mounts & Aprons**	Massive 5.3L V12 strains front subframe. Inspect front inner wing aprons and the 4 rubber vee-mount attachment brackets; rust causes front subframe collapse.
☐	**Outer Sills & Trailing Arm Mounts**	Examine full boxed length of outer sills and rear radius arm floorpan attachment pockets. Rot weakens the radius arm mounts, causing violent rear steering under load.
☐	**Rear IRS Cage Floorpan Mounts**	Check underbody floorpan where the 4 rubber vee-blocks bolt to the independent rear suspension cage. Severe corrosion allows differential cage to tear free.
☐	**Flying Buttresses & Rear Screen**	Iconic rear buttress roof styling. Perished rear screen rubber seals drain water into the rear parcel shelf structure, inner wheelarch tubs, and boot floor drop-wells.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**5.3L V12 Overheating & Fuel Rail** **Critical: Engine Bay Fire Risk**	Check dual thermostats, radiator core silt, and electric fan operation. CRITICAL: Inspect short rubber fuel injector hoses in the "V"; engine bay heat bakes them brittle (fire hazard).
☐	**Inboard Rear Disc Brakes**	Pre-facelift models mount discs inboard on differential. Inspect calipers for seized pistons and check differential output shaft oil seals for leaks contaminating brake pads.
☐	**V12 Oil Pressure & Half-Moon Plugs** **Spec: 50–65 Cold | 25+ Hot**	Check Smiths oil gauge. Hot idle at 750 RPM must hold 25 PSI minimum. Check rear of cylinder heads for leaking rubber half-moon camshaft plug seals dripping onto exhaust.
☐	**GM400 3-Speed Automatic Transmission**	GM400 automatic box. Test for smooth engagement of Drive and Reverse from park; check for delayed upshifts, slipping under kickdown, and burnt transmission fluid.

Model & Identity Verification: Stamped VIN plate on front radiator slam panel or passenger door pillar. Pre-HE (1975–81, 5.3L flat-head, heavy fuel consumption); HE (1981–91, high-efficiency May fireball head); Facelift (1991–96, outboard rear brakes, 4.0L/6.0L).

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
V12 Overheating Damage (Dropped Valve Seats / Head Overhaul)	£3,500 – £6,500 (Heads off, valve seats & cooling rebuild)	£
Perforated Outer Sills & Front Subframe Mount Welding	£1,400 – £2,400 (Structural sill fabrication)	£
Inboard Rear Brake Caliper Overhaul & Diff Drop	£1,100 – £1,800 (IRS drop, calipers, discs & seals)	£
Perished Engine Bay Fuel Injection Hose Replacement	£450 – £750 (High-pressure injector hoses & clips)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£