# JAGUAR XJ12 (SERIES 1 / SERIES 2)

Engine: **5343cc Jaguar All-Alloy SOHC V12 (Carb / EFI)**
Transmission: **Borg-Warner Model 12 / GM400 3-Speed Auto**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1972–1979)

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

## 1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE TUB & HEAVY V12 MOUNTINGS

| PASS | INSPECTION POINT | SPECIFIC WEAR INDICATOR & DEFECT SIGN |
|---|---|---|
| ☐ | **Front Subframe Vee-Mounts & Aprons** | Massive V12 puts immense strain on front crossmember. Inspect the 4 rubber vee-mount attachment brackets on the inner wings; rust here allows subframe detachment. |
| ☐ | **Outer Sills & Center Jacking Points** | Inspect boxed sills along full length and check round jacking points. Blocked sill drains rust internal structural membranes, causing the heavy shell to sag. |
| ☐ | **Rear IRS Subframe Floorpan Mounts** | Examine floorpan where the 4 rubber vee-blocks bolt to the rear suspension cage. Severe corrosion allows the rear axle cage to tear loose under 300+ lb-ft torque. |
| ☐ | **Twin Wing Fuel Tanks & Doglegs** | Dual tanks inside rear wings. Inspect rear wing lower doglegs and tank drain bungs; trapped mud rusts outer wing skins and rots fuel tank bases through. |

## 2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

| PASS | SYSTEM / COMPONENT | TARGET TOLERANCES & OPERATIONAL CHECKS |
|---|---|---|
| ☐ | **5.3L V12 Overheating & Cooling**<br>**Critical: Dual Thermostats** | Engine bay is an inferno. Check dual thermostats, radiator core silt, water pump weeping, and check header tank for boiling. Dropped valve seats occur from past overheating. |
| ☐ | **OPUS Ignition vs Lucas EFI** | Early carb cars use Lucas OPUS electronic ignition (amplifier box in V overheats and fails). Post-1975 Bosch/Lucas EFI: check brittle under-bonnet wiring harness. |
| ☐ | **V12 Oil Pressure & Half-Moon Seals**<br>**Spec: 50–65 Cold \| 25+ Hot** | Check Smiths mechanical gauge. Hot idle at 750 RPM must not fall below 25 PSI. Check rear of cylinder heads for leaking rubber half-moon camshaft plug seals. |
| ☐ | **Inboard Rear Disc Brakes** | Discs mounted inboard beside differential. Inspect calipers for seized pistons and check differential output shaft seals for oil soaking the brake pads. |

**Model & Identity Verification:** Stamped data plate on scuttle panel (Series 1 prefix: 1SXXXXX; Series 2 prefix: 2RXXXXX). Engine number stamped on top of block between cylinder heads behind water rail. Cross-reference V5C logbook.

## 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) | £ |
| Rear IRS Subframe Drop & Inboard Brake Overhaul | £1,100 – £1,800 (IRS drop, calipers, discs & seals) | £ |
| Lucas OPUS / EFI Engine Bay Wiring Loom Overhaul | £650 – £1,100 (New harness, amplifier & injector seals) | £ |
| TOTAL DEDUCTIONS FROM ASKING PRICE | MAX REVISED OFFER: | £ |