JAGUAR XJ6 SERIES 1 (2.8 / 4.2)

Engine: **2.8L / 4.2L XK DOHC Inline-6**
Suspension: **Front Subframe Vee-Mounts & Rear IRS Cage**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1968–1973)

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

1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE TUB & SUBFRAME MOUNTS

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Front Subframe Vee-Mounts**	Inspect front crossmember attachment points on the inner wings. Rust around the 4 rubber vee-mount attachment brackets causes dangerous subframe dislocation.
☐	**Outer Sills & Jacking Tubes**	Examine full boxed length of outer sills and round jacking points. Blocked sill drain holes rot the internal structural strengthening membrane.
☐	**Rear IRS Cage Floorpan Mounts**	Check underbody floorpan where the 4 rubber vee-blocks bolt to the IRS subframe. Corrosion here allows the entire rear differential assembly to shift.
☐	**Twin Fuel Tank Wells & Arches**	XJ6 has dual tanks in rear wings. Inspect lower rear wing doglegs and fuel tank filler recess drains; blocked drains rot the lower wing skin and fuel tank bases.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**XK 4.2 vs 2.8 Oil Pressure** **Spec: 50–60 Cold | 20+ Hot**	Check Smiths oil gauge. Hot idle (700 RPM) must not fall below 20 PSI. NOTE: 2.8L engines suffer from chronic piston ring land burnout (heavy breather blowby).
☐	**Inboard Rear Disc Brakes**	Brakes mounted inboard on diff. Check for seized caliper handbrake mechanisms and inspect for differential output seal leaks soaking brake pads in EP90 oil.
☐	**Borg-Warner 8 / 12 Automatic**	Borg-Warner Model 8 or 12 automatic box. Test smooth engagement of Drive and Reverse from park; check for delayed upshifts and burnt fluid smell.
☐	**Twin Fuel Tank Switching Valve**	Operate dash tank selector switch while running. Electric changeover valve in boot must switch seamlessly between left and right tanks without fuel starvation.

Model & Identity Verification: Stamped data plate on scuttle panel above battery. Series 1 prefix: 1LXXXXX (4.2L RHD) or 1GXXXXX (2.8L RHD). Engine number stamped on cylinder head valley between camshafts must match block boss and V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
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 cage removal, discs & seals)	£
XK 4.2 Bottom-End Rebuild / 2.8 Burnt Piston Repair	£4,500 – £7,500 (Engine teardown, machining & pistons)	£
Corroded Twin Wing Fuel Tanks & Switching Valve	£750 – £1,200 (Twin tank replacement & valve)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£