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## Battling on with my 1965 4.2 Mark 10 (Caspian)

Sunday, 21<sup>st</sup> June 2015

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Before I start on Caspian's progress, I thought you might appreciate a couple of pics of his predecessor, ASLAN.



*Just rearing to go, in the African sunshine*



*ASLAN, all alone in the driveway. I'd just popped inside to top up my champers!*

I bought the Mark IX, manufactured on 5th February 1959, in May 1988. It had been delivered by Jaguar Car Exports Ltd to the then Rhodesian distributors. It had a bare metal respray to its original colours, Indigo and Cotswold Blue. The original owner had kept the car until a year before I bought it, so I was the third owner. I (and the rest of the family) was heartbroken when the car was sold in the early 2000's, in preparation for our move to Australia.

Back to matters Caspian:

Progress since my last article has been slower than I'd have liked, but at least it's been steady. The biggest hassle has been waiting for spare parts - no real problem sourcing them, but delays in actually receiving them have been frustrating.

I've now been advised that the spares I ordered that were not in stock, have now arrived in Australia, but have been held up at Customs. Tick-tock.....

### Cooling system

While cleaning around the general engine area, I removed the header tank, which showed evidence of a split seam, so I took it to Bayswater Radiators for them to perform their usual magic. Interestingly, the radiator and header tank were made in Australia, although they are clearly original items. The header is now looking as new, and I managed to add mounting rubbers to my spares order.

## Brakes

Greg at Brakeforce told me I could probably get the old calliper pistons re-sleaved for a fraction of the cost of new ones.

One brake rotor had a small chip on the circumference which made me suspicious that it might cause a roadworthy failure, so I took both of them to David Dimmock, who said he "probably" would pass them. In the hope that I can rely on his "probably", I've sent the front rotors and callipers off to Brakeforce, and they've come back shiny and new-looking. At last I can re-assemble something!!



*Yes, this is what the old calliper dustboots looked like,  
No wonder the pistons were u/s.  
I sourced a new genuine calliper kit from USA, through  
Ebay.*



*Good as new, and ready (nearly) for action!  
Great job Greg. Thanks to you and all at Brakeforce.*



*And here's the offending chip on the edge of the rotor, which appears on the reverse face as well.*

The rotors have now been re-fitted, and the bearings re-packed. The rotors were skimmed down from 12.7mm to around 12.3mm - well over the minimum of 11.5mm - but re-fitting the callipers is a continuing challenge. I couldn't find my set of feeler-gauges anywhere, so I had to go out and buy another. I hadn't kept the old shims in any kind of order because I knew the brakes would have to be re-set, but I didn't realise how difficult it would be to manipulate these shims in to place - and every time I re-calibrate the clearances and calculate the required shim adjustment to centralise, the new unequal clearances seem to defy logic. Trial and error will no doubt get things right in the end, but what a pain!!

Still haven't looked at the rear brakes yet.

## Front suspension

No progress here, except every time I look at this area, I feel I have to clean something!

There's a lot of work to be done here, and I think I'm going to need some outside help if I have any chance to achieve my goal of registration by the end of the year.

## Engine

I'm itching to run the engine again, but daren't, without a cooling system.

The front right engine mounting looks very suspicious, so both must be replaced. In preparation, I've been staring at the front end for hours, planning how I'll tackle it. The workshop manual tells me it's a simple job:

Support the engine by the lifting straps. Unscrew the large set bolt and remove the large set bolt with the spring washer and plain washer.

Remove the two bolts and self-locking nuts securing the front engine mounting to the support bracket on the body side members. Repeat for the other side.

Refitting is the reverse of the removal procedure.

But of course, with an older Jag, nothing is ever so simple. The left mounting bolt is in plain view, but cannot be removed while the alternator is in place. The right mounting, which has pretty much collapsed, is hidden by the steering pump reservoir, which needs to be set aside to get access. I'm hoping this can be done without disconnecting the fluid pipes. If the radiator and fan were still in place, that would further restrict access. If I don't do this before the radiator goes back in, perhaps I never will!

This will be the first job I'll tackle when the spares arrive.

### **Electrical**

Nothing to report - except I've optimistically bought a new maintenance-free battery in preparation for restarting the engine.

### **Bodywork**

Left side filler cap hinge and compartment have been cleaned and de-rusted, and painted with iron oxide undercoat. New springs attached to the hinge, and new rubber washer for the filler cap (sourced from Clark Rubber) fitted. Right side, which is in much better nick, will get attention in due course.

Removed the headlights and trim from the bonnet. The chrome headlight surrounds are pitted and need re-chroming (any suggestions or tips from anyone?). I'll be replacing the old trim mounting nuts, which pretty much disintegrated on disassembly, with new nylox nuts, so any future dismantling (such as if/when Caspian gets resprayed?) will be much easier. The radiator grill is in surprisingly good condition.

That's all for now.