Open Two Seater Boot

Fixed Head Coupe Boot

Boot Score Sheet

BOOT (Champion & Special Divisions Only)

Paint, Side Panels, Mats, Carpet, Battery

28	Scratched/chipped/etc				.
29	Poor finish/repair/dent				.
30	Faded/worn/hole				.
31	Corroded/pitted/rusted				.
32	Cleanliness				.
					.

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Tool Box/Pouch, Manual, Spare Cover

33	Scratched/chipped/etc	0.2	7	.
34	Corroded/pitted/rusted	0.2	5	.
35	Torn/faded/stained	0.2	5	.
36	Cleanliness	0.1	5	.
				.

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Spare Wheel & Tire

37	Damaged/dented	0.1	2	.
38	Pitted/chipped/warped	0.1	2	
39	Rusted	0.1	2	.
40	Cracked/crazed	0.2	2	.
41	Excessive tread wear	1.0	2	.
42	Cleanliness	0.1	8	.
				.

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Boot, Paint, Side Panels, Mats, Carpet, Battery

Boot

All OTS boot mats are the tan/beige color. The boot lid is body color.

Boot, Paint, Side Panels and Mats
OTS Boot Lid Underside

Both the 3.8L and 4.2L OTS Boot lids are the same color and finish as the body. There is no paneling on the OTS boot lid. The boot lid latch is cadmium plated as are the bolts holding it in place.

OTS Boot Side Panels

Beige - OTS only

The OTS Boot Side Panels are beige Hardura

All 3.8L and 4.2L OTS models have the beige front and side panels.

(Boot) Mats

OTS Boot Mat & Front Panel

3.8L Open Two-Seater

4.2L Open Two-Seater

The boot areas for both the 3.8L and 4.2L OTS are virtually identical; having beige side and front panels and a square Hardura mat that extends up to the beige front panel.

FHC Rear Mat

3.8L Fixed Head Coupe, Moquette Trim. Early 3.8L FHCs have a two-piece boot mat.

Later 3.8L and all 4.2L Fixed Head Coupes have a one-piece upholstered panel covering the spare tire

The 2+2 model has an extended boot area

The boot areas for both the 3.8L and 4.2L FHC are upholstery colored. There are 5 luggage rails on the boot floor, however the luggage rails are separated wider and the outer-most rub-bars are very close to the side panels on the early 3.8L E-Types than on the later 3.8L and the 4.2L models.

April 1963, SB P.78: The FHC Luggage Floor Mat is changed from a two-piece mat, where the boot mat is rolled to the left to provide access to the plywood panel that covered the spare tire, to the one-piece upholstered panel for the 4.2 L FHC. The one-piece upholstered panel can be removed to provide access to the spare tire introduced at the following chassis numbers:

3.8L FHC 861093 RHD, 888257 LHD

March 1965, SDB P.145: The FHC boot area lining is changed from a loose Hardura to vinyl introduced at the following chassis numbers:
4.2L FHC chassis nos. 1E. 20117 RHD, 1E. 30402 LHD

Rear Quarter Light Latch

March 1961 to April 1963

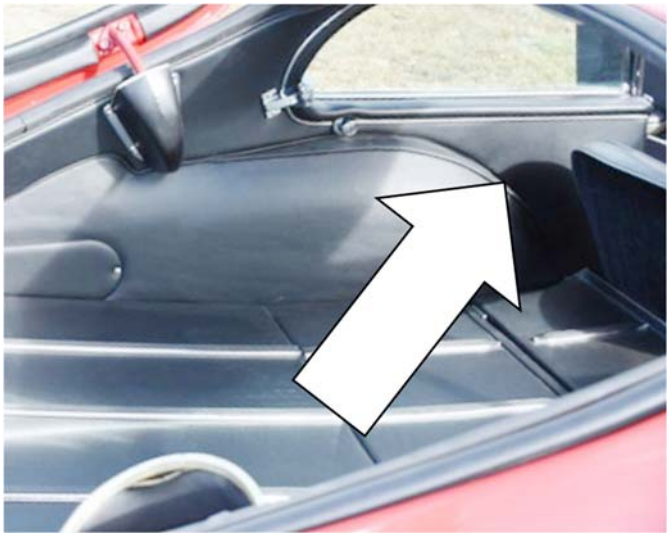
April 1963 3.8L & all 4.2L

April 1963, SPB P.79 & November 1963 SB N.28: The rear quarter Light Catch is changed in design from having the Thumb screw at the bottom to being at the top introduced at the following chassis numbers.

3.8L FHC chassis nos. 861099 RHD, 888302 LHD

Pockets Under Side Window

Moquette covered wheel arches and pocket in the side casing panel.



Vinyl covered wheel arches and pocket deleted from the side casing panel.

Wheel Arch Upholstery

Moquette Covered Wheel Well Covers

Vinyl Covered Wheel Well Covers

March 1965, SB P.145: The pockets under the side windows were deleted and the wheel well covers were changed from moquette to vinyl introduced at the following chassis number, with exceptions as noted:

4.2L FHC chassis nos. 1E.20117 RHD, 1E30402 LHD

Except for the following:

4.2L FHC RHD 1E.20118, 20125

4.2L FHC LHD 1E.30404, 30406, 30410, 30415, 30422, 30423, 30432, 30437

FHC Boot Lid Underside

Both the 3.8L and 4.2L FHC Boot Lid Undersides are body colored with upholstery colored panels.

The FHC Boot Lid (rear hatch) is painted body color around the outer edges, then trimmed in upholstery colored fabric.

FHC Hinge Covers, Wheel Arch Covers and Lock Covers

1961 to May 1963, Exposed Hinge Trim Cover

June 1963-March 1965, Moquette Hinge Trim Cover

March 1965-1968, Vinyl Hinge Trim Cover

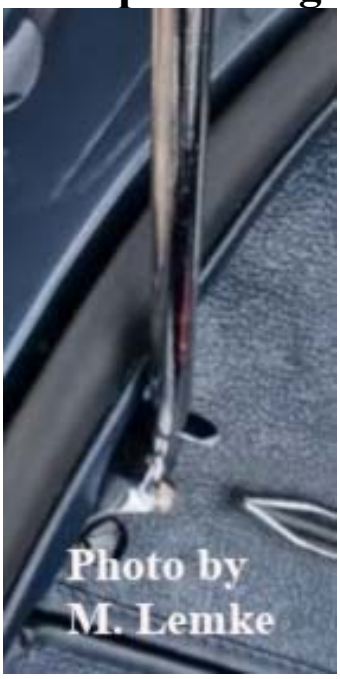
June 1963, SDB P.87: The rear hatch hinge (pocket) covers are introduced and covered with interior colored moquette at: 3.8L FHC chassis nos. 861179 RHD and 888659 LHD

4.2L Hinge and Lock Covers

March 1965, SPB P.145: The hinge and lock (pocket) covers are changed from moquette to viny at:
4.2L FHC chassis nos. 1E.30402, RHD, 1E.20117 LHD

Vinyl hinge (pocket) covers were introduced at the following FHC chassis numbers:
4.2L FHC LHD chassis nos. 1E.30404, 30406, 30410, 30412, 30415, 30422, 30423, 30432, 30437, 20118, 20125
4.2L FHC RHD chassis nos. 1E.20118, 20125

FHC Prop Holding Boot Lid in “Open” Position



Swing-style FHC Boot Lid Prop Rod
BD21279
3.8L FHC 860001 to 860478 RHD
3.8L FHC 875001 to 886013 LHD

Swing-style FHC Boot Lid Prop Rod
BD23752
3.8L 860479 to 861799
3.8L 886014 to 890873
4.2L 1E.20001 to 1E.20851 RHD
4.2L 1E.30001 to 1E.31412 LHD

Center Hinge style FHC Boot Lid Prop Rod
BD27357
1E.20852 RHD and subs.
1E.31413 LHD and subs.

SPB B.72, December 1962, The FHC is fitted with a revised Bool Lid Prop and Bracket (on body, receiving prop).
3.8L FHC chassis nos. 886014 RHD and 887317 LHD

Note: There are also several variations of the very early Swing Style Boot Lid Prop Rod, the difference being in the receiver portion of the rod.

November 1965, SPD P.152: A Self-Locking Back Door Prop is fitted to the 4.2L FHC.
4.2L FHC chassis nos. 1E.20852 RHD, 1E.31413 LHD

Boot Paint (Boot Walls and Tire Tray)

The plywood panels covering the gas tank and spare tire are painted a semi-gloss black

The area where the spare tire and black gas tank are placed, is body color.

(Boot) Carpet

Neither the OTS, FHC nor the 2+2 models are fitted with carpeting in the boot area, however, the early FHC models do have moquette side panels.

OTS Boot Lid Latch

The boot lid latch and bolts are cadmium plated
Note: Show here is unrestored 875950

OTS Locking Assembly and cheese head screws are cadmium plated.

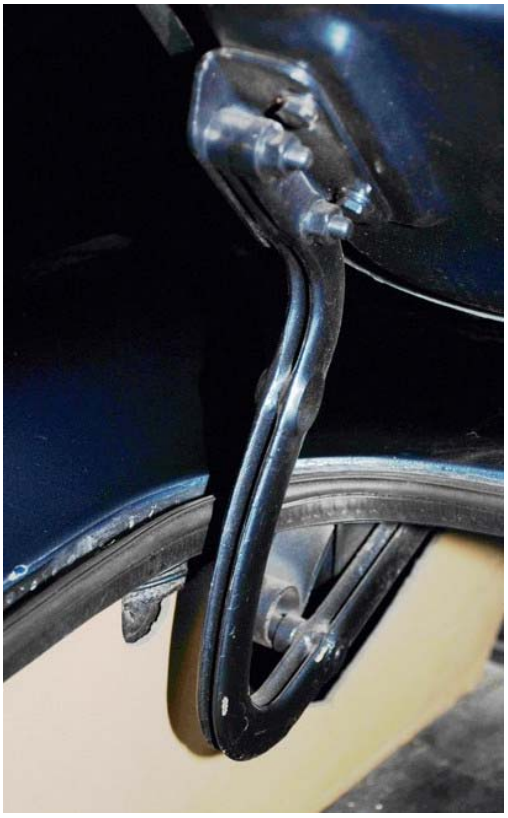
(Boot) Battery, judged by Engine Judge

NOTE: "**Battery**" is covered in **<u>two</u>** locations on the Score Sheet, under the Boot section and under the Engine Electrical Section. As the E-Type battery is located in the **engine bay**, it is to be judged by the Engine Judge.

Boot Lid Hinges
OTS Boot Lid Hinges

There were three different boot lid supports on the very early cars. They were all body colored as were the bolts holding them in place.

The early E-Types had a thin alloy casting but this obviously proved to be prone to bending and breaking. 875111



The second version, shown here on 875223, was modified by fastening two of the supports together for added strength.

The third version, shown here on 876321, was a much thicker cast aluminum support which continued throughout production.

The Spare Parts Catalogue nor the Service Bulletins indicate where each style of hinge was discontinued.

As noted in Jaguar E-Type Six-Cylinder Originality Guide by Haddock & Mueller, their research has shown that 875026 had the thin aluminum hinges, 3.8L chassis nos. 875109~875407 had the double hinges, 875254~876577-on had the thick hinges.

Note: The external bonnet locks were discontinued at OTS Chassis number 850091 RHD and 875385 LHD so the thicker hinges were introduced during the external bonnet locks production run. The flat floors were discontinued in June 1962 at OTS 850358 RHD and 876582 LHD, well beyond the usage of the single or thin double hinges.

Etc.

Fuel Tank

The fuel tank is gloss black.
Fuel lines are a white frosted plastic line; however, they turn yellow with age.
The sides of the area where the spare tire is stowed is body colored.

Note: White wall tires maybe turned in without deduction.

Tools, Tool Box/Pouch, Manual, Spare Cover

Tool Section by Roger Payne

A comprehensive **Tool Kit** was supplied to all 3.8L & 4.2L USA and Canadian market E-Types up to the introduction of the USA 1968MY cars. From the USA 1968MY E-Types onwards they no longer received any **Tool Roll/ Kit**, but still continued to receive their **Wheel Changing Equipment** (Jack, Hammer and Container).

Note: E-types built subsequently for all other LHD markets still received the same Tool Roll/ Kit as did RHD cars.

For Tool Kits, the factory published information in their most relevant Spare Parts Catalogues provides a definitive listing by both its unique Jaguar Part Number, and a simple Description, for everything included in the Tool Kit.

Note: The MK 2 tool kit was fitted to prototype Number 6 E-Type FHC 885002 (9600HP) and was **never** officially offered with **any** E-Type on a production basis and is **Non-Authentic**.

Prototype Number 6 E-Type FHC chassis nos. 885002 (9600HP)

3.8L FHC chassis nos. 875012, built on 28 March 1961

The above photo on the left is of prototype Number 6 E-Type 3.8L FHC chassis nos. 885002 (9600HP) in the 17 March 1961 issue of *Autosport* magazine with a MK 2 tool box provided as a short term road-test expedient, but this was not an original standard fitment for any March 1961-onward production E-Types, as is clearly evident by the picture of 3.8L FHC chassis nos. 875012, built on 28 March 1961, 11 days later, displaying its opened-out tool roll in the December 1961 issue of the USA magazine *Car and Driver*. ***Roger Payne***, Canberra, Australia

SPARE PARTS CATALOGUE listing for E-Type – as of August 1961, updated to be as of June 1963

Part No.	Description	Plate No.	No. per Unit	Remarks
C.4651	**Adjustable Spanner**		1	
C.996	**Pliers**		1	
C.11753	**Tyre Pressure Gauge**		1	
C.5444	**Screwdriver,** for adjustment of Contact Breaker Points		1	
C.5587	**Feeler Gauge**		1	
C.993	**Extractor,** for Tyre Valve		1	
C.4585	**Screwdriver**		1	See "Combination Screwdriver" below.
C.10155	**Box Spanner,** for Sparking Plugs and Cylinder Head Nuts		1	
C.4094	**Box Spanner** ($\frac{7}{16}$" × $\frac{1}{2}$" S.A.E.)		1	
C.4095	**Box Spanner** ($\frac{9}{16}$" × $\frac{5}{8}$" S.A.E.)		1	
C.4096	**Box Spanner** ($\frac{3}{4}$" × $\frac{7}{8}$" S.A.E.)		1	
C.2896	**Tommy Bar** (Long) for Box Spanners		1	
C.34	**Tommy Bar** (Short) for Box Spanners		1	
C.4594	**Open Ended Spanner** ($\frac{3}{4}$" × $\frac{7}{8}$" A.F.)		1	
C.4595	**Open Ended Spanner** ($\frac{9}{16}$" × $\frac{5}{8}$" A.F.)		1	
C.4596	**Open Ended Spanner** ($\frac{1}{2}$" × $\frac{7}{16}$" A.F.)		1	
C.4638	**Open Ended Spanner** ($\frac{11}{32}$" × $\frac{3}{8}$" A.F.)		1	
C.3993	**Valve Timing Gauge**		1	
C.13269	**Grease Gun** (Tecalemit GC.3020)		1	
C.13620	**Bleeder Tube,** in Container (SYN.179)		1	
C.992	**Hammer** (Copper and Rawhide)		1	
2072	**Budget Lock Key**		1	
C.19524	**Fan Belt**		1	
C.18636	**Special Wrench,** for Handbrake adjustment		1	
C.17822	**Jack** (complete with Operating Handle)		1	Fitted from Chassis No. 850001 to 850548. 875001 to 877518. 860001 to 860660. 885001 to 886246.
C.17823	**Handle only,** for Jack Operation		1	
C.20661	**Jack** (complete with Integral Operating Handle)		1	Fitted to Chassis No. 850549 and subs. 877519 and subs. 860661 and subs. 886247 and subs.
BD.23688	**Container for Jack**		1	
C.5578	**Tool Roll**		1	
C.14927	**Tool,** for fitting and removing Hub Caps		1	**FOR CARS EXPORTED TO GERMANY AND SWITZERLAND.**
C.20482	**Combination Screwdriver** (Phillips Head/Conventional)		1	Fitted to Chassis No. 850648 and subs. 878937 and subs. 861071 and subs. 888139 and subs.

Tool Description Courtesy of JLRNA

SPARE PARTS CATALOGUE listing for 4.2L E-Type – as of November 1965

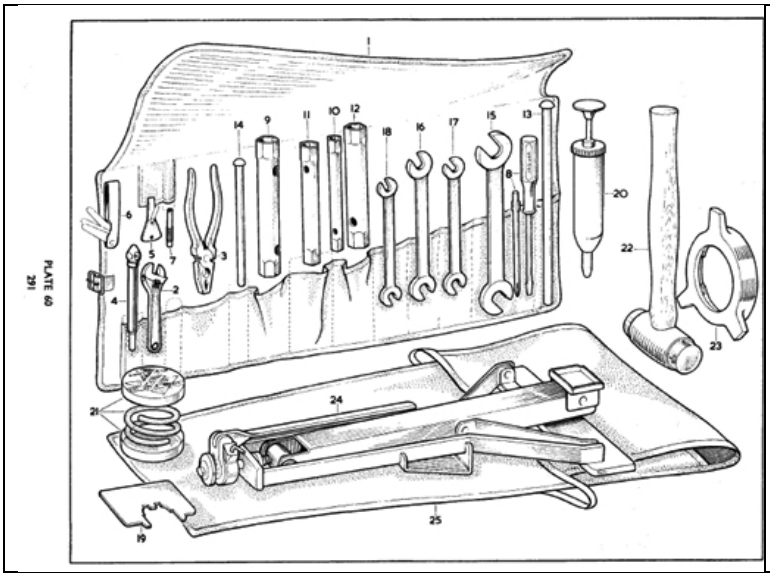
TOOL KIT — 4.2 SERIES 1 E-TYPE

Part No.	Description	Plate No.	No. per Unit	Remarks
C.5578	**TOOL ROLL**	60—1	1	
C.23296	Adjustable Spanner	60—2	1	
C.996	Pliers	60—3	1	
C.11753	Tyre Pressure Gauge	60—4	1	
C.5444	Screwdriver, for adjustment of Contact Breaker Points	60—5	1	
C.5587	Feeler Gauge	60—6	1	
C.993	Extractor, for Tyre Valve	60—7	1	
C.20482	Screwdriver (conventional and Phillips Head)	60—8	1	
C.10155	Box Spanner, for Sparking Plugs and Cylinder Head Nuts)	60—9	1	
C.4094	Box Spanner ($\frac{7}{16}$" × $\frac{1}{4}$" A.F.)	60—10	1	
C.4095	Box Spanner ($\frac{9}{16}$" × $\frac{5}{8}$" A.F.)	60—11	1	
C.4096	Box Spanner ($\frac{3}{4}$" × $\frac{7}{8}$" A.F.)	60—12	1	
C.2896	Tommy Bar (Long) for Box Spanners	60—13	1	
C.20825	Tommy Bar (Short) for Box Spanners	60—14	1	
C.4594	Open-Ended Spanner ($\frac{3}{8}$" × $\frac{7}{16}$" A.F.)	60—15	1	
C.4595	Open-Ended Spanner ($\frac{9}{16}$" × $\frac{3}{8}$" A.F.)	60—16	1	
C.4596	Open-Ended Spanner ($\frac{7}{16}$" × $\frac{1}{4}$" A.F.)	60—17	1	
C.4638	Open-Ended Spanner ($\frac{11}{32}$" × $\frac{3}{8}$" A.F.)	60—18	1	
C.3993	Valve Timing Gauge	60—19	1	
C.13269	Grease Gun (GC.3020)	60—20	1	
C.13620	Bleeder Tube, in Container	60—21	1	
C.992	Hammer (Copper and Rawhide)	60—22	1	
C.14927	Tool, for removal and fitting of Hub Caps	60—23	1	FOR CARS EXPORTED TO GERMANY OR SWITZERLAND
C.20661	Jack (complete with integral Handle)	60—24	1	
BD.23688	Container, for Jack	60—25	1	

Tool Description Courtesy of JLRNA

Jaguar Part Numbers are unique to a functionality/ interchangeability level only as suitable for spare parts supply, but do not provide any further detail as to the appearance nor branding of each tool. For example, the **C.993 Extractor**, for Tyre Valve was originally made of brass, but during the Series 1 E-Type period was superseded by a similar item now made of yellow plastic, however it still retained the same **C.993** Part No.

This 4.2L E-Type listing is applicable to OTS and FHC only. With the introduction of the 2+2 model in 1966, an updated 2+2 SPC Tool Kit listing was published, essentially the same age-for-age, but now including a different Part Number for the jack – relevant detail follows:



Tool Drawing Courtesy of JLRNA

June 1966 4.2 E-Type Tool Roll/Kit by Roger Payne

Shown adjacent is an original Tool Roll/ Kit as supplied with a June 1966 4.2L OTS. Note typical age-related deterioration of the REXINE material Tool Roll including staining from the Black-Oxide/ Oil Sealed finish as applied originally to many of the included tools.

Note also that the detail-evolution of the appearance and branding of the included Tools allows the age of any 3.8L & 4.2L E-Type Tool Kit to be determined, as detailed in this guide - above and following.

Full Details of all individual Tools included within an original 3.8L & 4.2L Series 1 E-Type Tool Kit follows:

NOTE: All demarcation Dates advised are for the 'DATE OF MANUFACTURE' of the E-Type, as can be verified on a Jaguar Heritage Certificate – and not its dispatch date, model year date, date of first registration, or any other date.

TOOL ROLL / KIT

As supplied to all 3.8L & 4.2L E-Types up until August 1967 (OTS & FHC) or October 1967 (2+2)

C.5578 Tool Roll

The **C.5578 Tool Roll** was introduced for the XK140 in October 1954 onwards. Over the 1961 to 1968 E-Type period of use the same material and pattern was used, with only a minor evolution of the belt and the buckle. They were 21in wide x 10-3/4in high [with flap closed] and contained 14 larger pockets along the lower edge, and two small pockets in the top-left corner

C.4651 & C.23296 Adjustable Spanners

The initial **C.4651** 4-inch **Adjustable Spanner** has a raised plinth on both faces; one plinth is engraved **JAGUAR**, with the other face plinth engraved ***GARRINGTONS.*** There is no hook-hole in the end of the handle.

These *GARRINGTONS* spanners were introduced from late XK150 then for all 3.8L E-Types, up until the end of May 1964, then superseded…

The next **C.23296** 4⅜ inch **Adjustable Spanner** was embossed **JAGUAR** on the front side, and the earlier versions branded **GEDORE** embossed on the rear side - now with a hook-hole.

These **GEDORE** spanners superseded the C.4651 from May 1964 onwards, up to November 1966, before they in turn were superseded…

Finally, the same Part No **C.23296**, now $4^{5}/_{16}$ inches long **Adjustable Spanner**, with still an embossed **JAGUAR** on the front side, and the new brand **BAHCO** embossed on the rear side – and still with a hook-hole.

These **BAHCO** spanners superseded the GEDORE from November 1966 onwards, up to and including the last 4.2L Series 1 E-Type.

C.996 Pliers

The **C.996 Pliers** are of the same overall shape throughout all Series 1 E-Type tool kits, the difference with earlier and later Pliers being in their exact branding on or around the centre pivot, as follows:

For late XK150 onwards, and all Series 1 E-Types March 1961 to October 1967, they all had the same branding of **SSP** [in a flattened octagon line border] at the top of the centre pivot circle, with **SHEFFIELD ENGLAND** around the outside of the bottom of the pivot circle. The diameter of the pivot can vary, as can the depth/visibility of the branding.

C.4670 & C.11753 Tyre Pressure Gauge

Both the C.4670 & C.11753 Gauges were in overlapping parallel supply for all 3.8L & 4.2L E-Types up to March 1966 when the C.4670 was discontinued, thus only the C.11753 was supplied thereafter to October 1967.

The **C.4670 Tyre Pressure Gauge** was introduced in 1951 and is branded with a distinctive four-stroke lettering **DUNLOP**, with the added model **No 6J** underneath. These had a sliding scale in imperial units from 6 to 50, but no units shown, with the end of the scale solid. (Note the suffix **J** = Jaguar to differentiate from the general supply No6 Gauge not used by Jaguar) and featured a pointed or diamond-shaped pressure head.

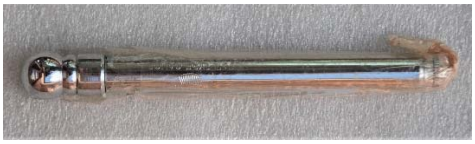
NOTE: These were supplied to Jaguar, usually sealed in a clear plastic bag, and almost invariably without any added pocket clip.

The **C.11753 Tyre Pressure Gauge** was introduced from 1957 and is branded with the distinctive **JAGUAR 'Wings'** badging etched onto the barrel, and now a very different round/spherical shaped pressure head.

NOTE: The C.4670 DUNLOP No. 6J Gauges were sealed in a plastic bag. The C.11753 JAGUAR-WINGS Gauges were wrapped in clear cellophane, and twist-tied at the top. Neither style of gauge had a pocket clip.

The earlier C.11753 Gauges as supplied up to 1964 had a sliding scale in imperial units 10 to 48 LBS PER [] IN and within its end, a screw-out extractor with a flat end and a wide straight knurled-grip. Later C.11753 Gauges from 1964 to October 1967 now had a screw-out extractor with a pointed-end, and a narrow knurled-grip.

NOTE: Later model **JAGUAR** Tool Kits had at least four different Gauges, all with the **JAGUAR** 'Wings' etched on, but with either different shape pressure heads and/or sliding scales in dual metric/imperial units.



C.5444 Screwdriver, for adjustment of Contact Breaker Points

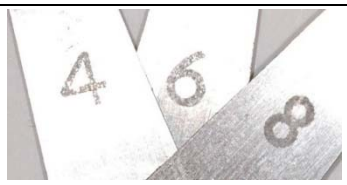
The **C.5444 Screwdriver** version of this tool supplied to Jaguar by LUCAS for use in all 3.8L & 4.2L E-Type Tool Kits was the standard LUCAS item as first seen from 1959 onwards, having a cadmium plated shaped 2⅛ in long steel body stamped with **.014 .016** over **LUCAS** stamped on head, and with a solid dome-headed aluminum pivot/rivet securing a bright pen-steel feeler gauge blade of .015" thickness.
NOTE: Earlier 1950s versions used a hollow-brass ferrule/pivot instead of the solid aluminum rivet.

C.5587 Feeler Gauge

The **C.5587 Feeler Gauge** as supplied to all 3.8L & 4.2L E-Types is the version with three pen-steel folding blades pivoted from a single steel rivet that secures both the three-blades, and its black-oxide finished folded-over steel cover together. The blade thicknesses of **4**, **6** and **8** (thousandths of an inch) are etched on, initially in a double-stroke font up to the end of 1964, and thereafter in a single-stroke font, initially serif, later sans-serif – as shown…

Double-stroke font

Serif single-stroke font



Sans-serif single-stroke font

C.993 Extractor, for Tyre Valve

The **C.993 Extractor** was initially made of a BRASS rod and came with a variety of added knurling pattern grips and/or grooves during the 1940s and 1950s, but for the 1961 3.8L E-Type onwards the extractor was criss-cross knurled grip until April 1963. From at least May 1963 onwards, all later 3.8L and all 4.2L E-Types introduced a same part no **C.993 Extractor**, but it was now made of a molded YELLOW PLASTIC (trade name Delrin)

C.4585 Screwdriver then **C.20482 Screwdriver** (conventional and Philips)

The initial **C.4585 Screwdriver** as introduced in the 1950s onwards then for 3.8L E-Types was a conventional 7½-inch long fixed ¼-inch flat-bladed screwdriver with a $^{7}/_{8}$-inch diameter molded black plastic six-fluted handle. The lettering **JAGUAR** was molded onto the raised surface between adjacent flutes. The C.4585 was superseded from December 1962.

The next **C.20482 Screwdriver** (Combination) as introduced from December 1962 for later 3.8, then all 4.2L E-Types, was now a smaller $^{13}/_{16}$-inch diameter black-plastic handle, but instead of having a fixed flat-blade it now had two interchangeable loose blades, one a ¼-inch conventional flat-blade, the other a No.2 tip Phillips* blade - both able to be alternatively secured within the Handle by a metal clip molded inside. The **JAGUAR** lettering was now molded within one of the six-flutes.

NOTE: There is a later fixed blade C.4585 Screwdriver with the smaller C.20482 molded Handle, but this was only supplied to 1963 and later Mark X saloons.
SDP P.115 indicates the implementation of the Pozidriv screws in the headlamp surrounds, however, the screwdriver as included in the tool kit and on the Jaguar Tool List is in fact a "Phillips" screwdriver. There are other areas of the car that do use Phillip's head screws. It's only the Headlamp Rim screws and Front and Rear Lamp Lens screws that changed from straight/slotted screws to Pozidriv screws.

*****The Jaguar Tool List identifies the four-point screwdriver as a "Phillip's"; however, it is actually a "Pozidriv" screwdriver as indicated by the serrated point. **SDB P.115** indicates the implementation of the Pozidriv screws in the headlamp surround.

C.10155 Box Spanner, for Sparking Plugs and Cylinder Head Nuts

The **C.10155 Box Spanner** was always 7-inches long x 1.0in tube diameter with double hexagon ends, one end sized 1/2" BSF the other sized 3/4"AF.

The initial version **C.10155** as introduced from 1955 onwards, then into the 3.8L E-Type and up to May 1961, had its two sizes **1/2" BSF** and **3/4" A/F** stamped around the circumference of the tube, each just inboard of the tommy-bar holes at their respective hexagon end. These C.10155 box spanners were given a chemical conversion true 'GUN-BLUED' finish.

The next version **C.10155** introduced from May 1961 onwards now had its **½"BSF** and **¾"A/F** sizes stamped on one of the relevant end hexagon flats. These were given a heavier chemical 'BLACK-OXIDE / oil sealed' finish.
These were still supplied up to late-1964.

The third version **C.10155** was introduced from mid-1963 initially overlapping ongoing supply of the second version. These were now painted black and now had a similar **1/2" BSF** and **3/4"AF** stamped around the circumference of the tube, each just inboard of the tommy-bar holes, as had the initial version. These were used exclusively from late-1964 onwards, up until early-1967, when the second version was again used in parallel up to the last 4.2L E-Type. NOTE: 1968MY onward E-Types not receiving any Tool Roll/Kit, were supplied with this C.10155 Box Spanner within the Jack's Container – see later under WHEEL CHANGING EQUIPMENT.

Box Spanners
C.4094 Box Spanner (7/16” x 1/2” S.A.E.)
C.4095 Box Spanner (9/16” x 5/8” S.A.E.)
C.4096 Box Spanner (3/4” x 7/8” S.A.E.)

The initial set of three **C.4094**, **C.4095** and **C.4096** AF x AF combination sized **Box Spanners** were introduced from XK120 tool kits onwards, then into the 3.8L E-Type and up to December 1961. They can be identified by having their combination AF X AF sizes stamped (not SAE as per the SPC listing) around the circumference of the tube, at mid length, noting both the largest 3/4" X 7/8”A/F and the middle size 9/16” X 5/8”A/F box spanners are 6.0in long, whilst the smallest 7/16” X 1/2"A/F box spanner was 5.0in long. These initial version box spanner set were given a chemical conversion true ‘GUN-BLUED’ finish.

The typical sizes stamping as found during 3.8L E-Type period is as shown adjacent….

The next version set of these three **C.4094**, **C.4095** and **C.4096** AF and AF combination sized Box Spanners superseded from December 1961 onwards and were used for all later E-Type tool kits up to the last 4.2L in July 1968. These can be identified by now having their individual AF sizes stamped on one of the relevant end hexagon flats. Note all three box spanners are the same 6.0in long, including the smallest 7/16” A/F and ½” A/F box spanner. These were given a heavier chemical ‘BLACK-OXIDE / oil sealed’ finish.

It should be noted that both the initial set-of-three, and the later version set-of-three were so manufactured, to allow each set of three to easily and fully ‘nest’ together, thus the set could be housed in a single tool roll pocket.

A typical partially ‘nesting’ set of three, with the later version individual A/F sizes stamped on their relevant end hexagon flat is shown adjacent…

C.2896 Tommy Bar (Long) for Box Spanners

The **C.2896** Tommy Bar (Long) as supplied to all 3.8L & 4.2L E-Types was a nominal 9½in long x $^{7}/_{16}$-inch diameter hot drawn bar with one end given a $^{11}/_{16}$-inch diameter, and 'hemispherical' shaped up-set forged head. From late 1965 and 1966 there was an overlapping supply with a more 'spherical-cap' shaped head – shown top of the two adjacent – with both showing their characteristic split-die flash underneath the head.
After forging they were given an oil-black quenching bath.

NOTE. Later Tommy bars after the 4.2L E-Type are often found with missing and/or malformed heads.

NOTE: 1968MY onward E-Types not receiving any Tool Roll/Kit, were supplied with both the C.10155 Box Spanner as above, and also this C.2896 Tommy Bar (Long) within the Jack's Container – see later under WHEEL CHANGING EQUIPMENT

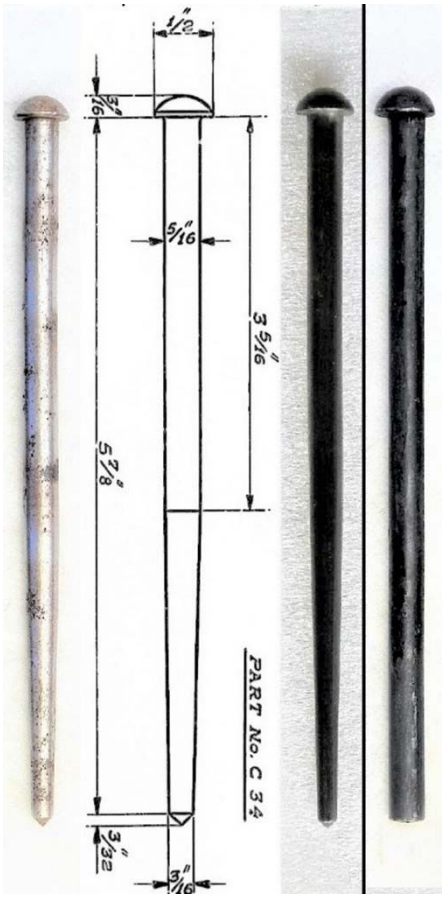
C.34 then **C.20825 Tommy Bar** (Short) for Box Spanners

The **C.34 Tommy Bar** (Short) as introduced in 1938 was nominally ~6in long, with an up-set forged 'spherical-cap' shaped $^{1}/_{2}$-inch diameter head.
The cold-extruded $^{5}/_{16}$-inch diameter shaft was then given a very distinctive machined tapered shaft, ending with a machined point.

When first introduced the forged and machined Tommy Bar was left in its bare bright-steel finish and thus very prone to rusting, but from 1958/9 onwards and for the 3.8L E-Type the same metal Tommy Bar was now given a protective chemical conversion black-oxide finish all over, until finally being superseded in mid-1964.

The superseding **C.20825 Tommy Bar** (Short) as supplied from mid-1964 onwards to the last of the 3.8L E-Types, and all 4.2L E-Types, remained the same 6¼in overall length with an upset-forged (Upset-Forging is a forging process where the Hemispherical Head of the Tommy Bar is squeezed into a special shaped split-tie, thus the flash marks under the head) 'spherical-cap' shaped head. However, the cold-extruded $^{5}/_{16}$-inch diameter shaft remained parallel for its full length to a squared-off end - thus without any taper nor end point of the previous C.34.

The adjacent photo shows a dimensioned drawing of the tapered C.34, not being readily apparent in photos, with a bare steel 1950s original on the left, and a black-oxide finished original from a 3.8L E-Type on the near-right. The superseding parallel shaft C.20825 from a 4.2L E-Type is shown on the right.



Tool Drawing Courtesy of JLRNA

C.4594, C.4595, C.4596 & C.4638 Open Ended Spanners

All 3.8L & 4.2L E-Types received a set of four **JAGUAR** branded open ended spanners of the following combination sizes…

- **C.4594** 3/4”AF and 7/8”A.F.
- **C.4595** 9/16”AF and 5/8”A.F.
- **C.4596** 7/16”AF and 1/2”A.F.
- **C.4638** 11/32”AF and 3/8”A.F.

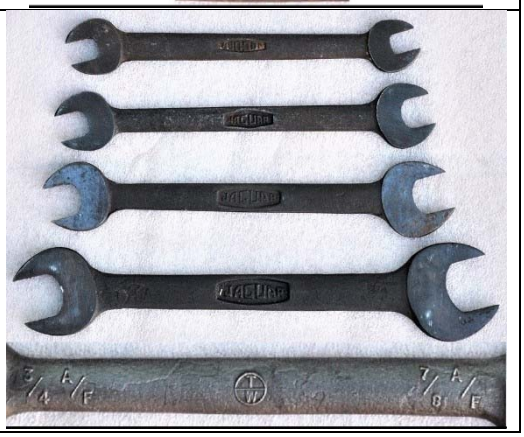
Over the full 1961 to October 1967 relevant 3.8L & 4.2L E-Type period, these four-part number **JAGUAR** branded Spanners were supplied by four different manufacturers, each of which embossed their own brand on the rear of each Spanner. These four brands were supplied in overlapping periods, as follows, thus most E-Type tool kits have a set of four spanners of mixed brands – usually two brands, sometimes three, and on occasion a tool kit will have all four Spanners of a matching brand set…

DATING:
1. **GARRINGTON**: March 1961 – October 1964
2. **T/W**: March 1961 – late 1963
3. **SNAIL BRAND**: May 1963 – early 1967
4. **SSP**: late 1964 – July 1968 on

NOTE: In 1969 a fifth brand **EAGLE** was introduced, however these were of course never supplied to 3.8L & 4.2L E-Type Tool Kits.

GARRINGTON brand was first supplied from 1951 onwards, then to the first 3.8L E-Types until being fully superseded by October 1964. These have their two **A/F** sizes **stamped** either end of the **JAGUAR** branded front side, with the rear **GARRINGTON** embossed rear side, otherwise plain. These had polished heads, then a true-BLUED finish all-over.

T/W brand were first supplied from 1956 onwards, then in parallel with GARRINGTON for the first 3.8L E-Types only, before being fully superseded by late-1963. These have just **JAGUAR** embossed on the otherwise plain front side, with the **T/W** (in a circle) brand and the two **A/F** sizes **embossed** on the rear side. These had a belt-sanded head, then were given a BLACK-OXIDE / oil-sealed finish all over.



SNAIL BRAND was first seen from May 1963 onwards, thus in parallel with **GARRINGTON** brand and just in parallel with T/W brand, thus for a brief period only in 1963, E-Type tool kits could be found with all three brands in a mixed set. These were superseded by early 1967. These have their two **AF** sizes **embossed** in a depressed background, and **JAGUAR** embossed on the front side. The rear side had just an embossed **SNAIL BRAND** but was otherwise plain.

SSP brand was first seen from late-1964 onwards, in parallel with SNAIL BRAND up until late 1966, and thereafter exclusively up until the last 4.2L E-Type. These have their two **AF** sizes and **JAGUAR embossed** on the front side. The rear side had just an embossed **SSP** but was otherwise plain. These were of poorer quality manufacture, often with some residual forging flash, with belt-sanded heads, then a minimal BLACK-OXIDE finish.

C.3993 Valve Timing Gauge

The **C.3993 Valve Timing Gauge** was supplied to all 3.8L & 4.2L E-Types.
It is a steel plate 3½inches x 2½inches x 10SWG (0.128in) with its special gauge profile stamped out – and not laser cut as with all reproductions.
The gauge was given a BLACK-OXIDE / oil-sealed finish all over.

C.13629 Grease Gun (Tecalemit GC.3020)

The **C.13629 Grease Gun** was supplied to all 3.8L & 4.2L E-Types was a $1^{7}/_{16}$-inch diameter die-cast aluminum **Tecalemit** brand **GC.3020** model, as is clearly shown in raised letters on the die-cast end-cap. A disc-shaped cast aluminum plunger handle is provided, rather than non-Jaguar bent-rod handle alternative.
A 7in x 3in INSTRUCTIONS FOR FILLING paper sheet is wrapped around the body of the Grease Gun and held in place by a twice-looped square-section rubber-band. The instructions on the sheet are printed in RED ink, up until mid-1967 when then changed to BLUE ink.

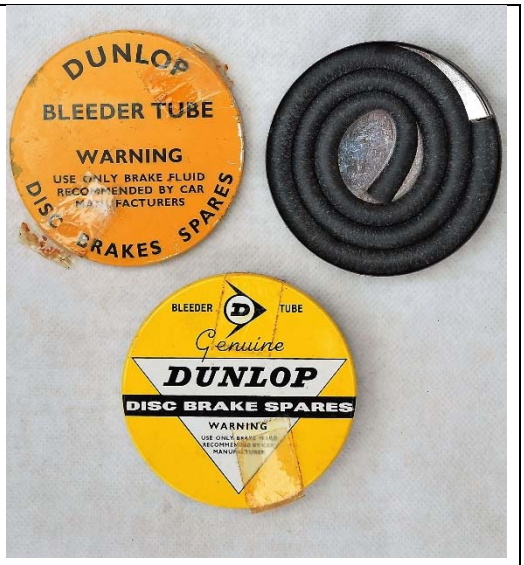
C.13620 Bleeder Tube, in Container

An **C.13620 Bleeder Tube**, in a DUNLOP branded artwork Container was supplied to all 3.8L & 4.2L E-Types. The Container was made from tin-plated steel with its flat lid having DUNLOP artwork painted on. An 18-19in length of 5/16in diameter black-rubber Bleeder Tube was coiled up inside.

The initial DUNLOP Container as introduced in 1957, comprised plain **DUNLOP BLEEDER TUBE** black lettering on an egg-yolk yellow background. These were supplied up to the end of January 1962 before being superseded.

The next DUNLOP Container featured stylish black ***DUNLOP*** artwork on a white inverted triangle, all then on a painted primrose-yellow background.

NOTE: The lid is FLAT (and not depressed) and has PAINTED lettering/artwork (and not a decal) – as is found with many reproductions.

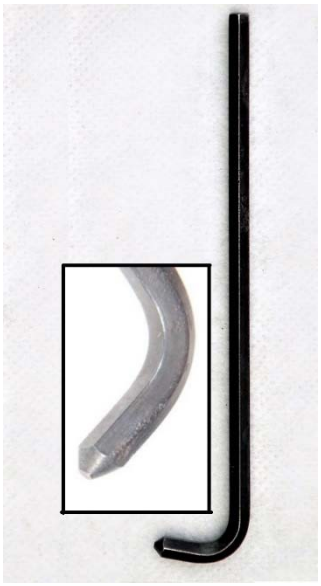


C.18636 Special Wrench, for Handbrake adjustment

The **C.18636 Special Wrench** was a new tool introduced for the 3.8L E-Type model, specifically to allow manual adjustment of its inboard Handbrake calipers. It was basically a specially made 'L' shaped 4⅛-inches long $^{5}/_{32}$-inch AF hexagon Allen Key, with the short-end bent to 80-degrees. The short end had a chamfered point to facilitate access to the special adjusting bolt head.
The Wrench was made of hardened tool-steel with a BLACK-OXIDE finish applied – as shown adjacent…

The rear Handbrake was redesigned for February 1962 E-Types onwards to be now self-adjusting, thus there was no ongoing need for this C.18636 Special Wrench. Regardless the C.18636 Wrench continued to be supplied to all 3.8L & 4.2L E-Types up to at least October 1967 USA market cars.

NOTE: The C.18636 was deleted from the 4.2L E-Types SPC listing.



2072 Budget Lock Key

The all-numeric **2072** Part No **Budget Lock Key** as introduced in 1938 was still used in the 3.8L E-Type until August 1961 for the 'Outside Bonnet Lock' E-Type 'Budget Locks'. When the OBL arrangement was discontinued this 2072 Key was no longer supplied. Being a tool made by the in-house factory foundry, it remained its same distinctive shape of being a 3in x 5in 'T-shape', thus often referred to as a 'T-Key'. The handle was a distinctive dome-ended 3-inches x $^{3}/_{8}$-inch diameter rod shape, with the $^{3}/_{8}$-inch diameter shaft flattened and tapered to become a square-key, so shaped to engage into the Budget Locks.

The **2072 Key** was housed in a leather pouch mounted against the rear-right hand side of the E-Types centre console - and not within the Tool Roll.

Note: The "Tee" handle with the bulbus ends is Non-Authentic.

Wheel Changing Equipment

As supplied to all 3.8L & 4.2L E-Types, including USA 1968 Model Year E-Types to July 1968.
There are several versions of the Thor **C.992 Hammer** (Copper and Rawhide)**, any of which are acceptable for judging.**
Note: The all-alloy knock off hammer is non-authentic for the Series 1 E-Type.

C.992 Hammer (Copper and Rawhide)

The **C.992 Hammer**, as introduced from 1938 onwards, was always a THOR branded Copper & Rawhide model, and their Size 2 – thus 2¼lb with 1½-inch diameter Copper and Rawhide face-inserts. The overall length of this Hammer was 12in and the width across the face-inserts being 4¼-inches. Over the years this basic Hammer remained unchanged apart from an evolution of its appearance, mainly being the branding on the black painted malleable cast iron head, and the design of the oval-shaped THOR branded Foil Sticker attached to the clear varnished Hickory Handle.

The initial version of the **Size 2 THOR Hammer** as used in the first 3.8L E-Type and onwards, had been introduced in 1957 and is identified by its embossed branding – the same on both sides of the iron head - with the wording **PATENT 501310** over **THOR** over **MADE IN ENGLAND** all in a depressed barrel shaped background. This initial version continued to be supplied to all 3.8L E-Types up until November 1962.

A revised version of the **C.992 Hammer** superseded from November 1962 onwards, featuring fully revised embossed branding that was now different front and rear. The front side now had the wording SIZE 2 **REF 212** over **THOR** over **COPPER & RAWHIDE** all in a depressed barrel shaped background. The rear side had **MADE IN ENGLAND** over **THOR HAMMER COMPANY** over **SHIRLEY•BIRMINGHAM** all in a depressed barrel shaped background.

This later **REF 212** version **THOR** Hammer continued to be supplied up until April 1968 when it was superseded by the C.27290 (Alloy Head) Mallet.

C.17822 Shelley Bottle Jack

July 1962, SB M.16, Early E-Types, up to the following chassis numbers, are fitted with the C.17822 Shelley Bottle Jack.

3.8L OTS chassis nos. 850548 RHD, 877518 LHD
3.8L FHC chassis nos. 860660 RHD, 886246 LHD

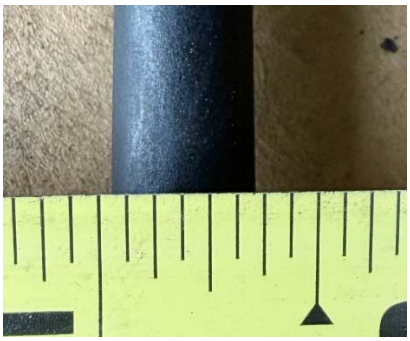
However, there are actually **five** versions of the C.17822 Bottle Jack, **any of which are acceptable for judging.**

1. Shelley [In raised diamond], raised LJ 225 and raised date 59 jack, withOUT Support Ear. These were probably supplied to the first 500 Outside Bonnet Lock E-Types.
2. Shelley [In raised diamond], raised LJ 225, no date, withOUT Support Ear.
3. Shelley [In raised diamond], raised LJ 225 61 jack withOUT Reenforcement Ear. The undated ones are most common, supplied mid to end 1961.
4. Shelley [In raised diamond], raised LJ 225 no date, jack with Reenforcement Ear.
5. Shelley [In raised diamond], raised LJ 225 with 61 date, jack with Reenforcement Ear.

The **C.17822 Jack** is a SHELLEY model LJ225 cast-iron bodied three-stage screw-Jack. Although the cast-iron body was shared with other marques, the three-stage screw mechanism with a specially shaped cubic lifting pad pinned to it, was uniquely supplied from the first March 1961 3.8L E-Type up until June 1962.
It was then superseded by the next totally different design C.20661 Cantilever Jack.

C.17823 Shelley Jack Lifting Rod

The **C.17823**, **Rod for operating the jack** is stowed below the spare tire via two cadmium plated clips. The rod is black oxide and is approximately 18-inches long, with approximately a $^{3}/_{8}$-inch diameter. Both ends are blunt with chamfered edges.



Black oxide Shelley jack rod photos by M. Mueller

Note: The black oxide jack rod was probably originally shipped in a brown craft paper wrapping. No deducting when missing.

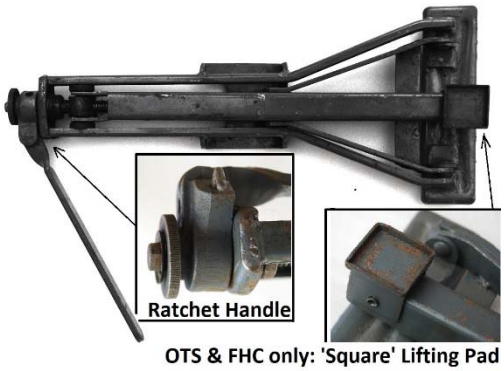
C.20661 Metallifacture Jacks

There are several versions of the **C.20661 Jack** (with or without Integral Operating Handle) **any of which are acceptable for judging.**

C.20661 Jack (complete with Integral Operating Handle)

The initial version **C.20661 Jack** was made by **METALLIFACTURE** and was introduced from Chassis Nos. 850648 (RHD OTS), 877519 (LHD OTS), 860661 (RHD FHC) and 886247 (LHD FHC) – so June 1962 onwards.
It was a totally different CANTILEVER Jack design like Jacks supplied to other marques, but of a bespoke customisation of a 15⅛in cantilever arm providing a 12in lift, and its unique 'square-with-raised-edges' Lifting Pad design to suit the lifting height requirements and single sill provided Jacking Points of the **E-Type OTS and FHC only**. The cantilever arms drive (or lifting) leadscrew was provided with an integral (reversible) ratchet handle that allowed lifting and lowering of the Lifting Pad but was able to be folded down flat against the body of the Jack for compact stowage purposes.

The brand **METALLIFACTURE** is stamped on the top surface of the lifting arm, just inboard of the Lifting Pad – as shown adjacent.
All E-Type **METALLIFACTURE** Jacks are painted all over in the same mid-blue-gray color.
Later versions of the **C.20661 Jack** superseding from October/ November 1966 onwards – still as supplied to OTS and FHC 4.2L E-Type only – now used a separate C.27873 Ratchet Handle to raise and lower the Jack. The Jack itself no longer had an Integral Operating Handle. Instead, the exposed end of leadscrew was now a $^{3}/_{8}$-inch square-shaped spigot, onto which the Ratchet Handle engaged. In all other respects, the Jack, it's 'square-with-raised-edges' Lifting Pad, and the all over blue-gray painted finish remained unchanged.



OTS & FHC only: 'Square' Lifting Pad

2+2 body only: 'U' - Lifting Pad

BD.23688 Container for Jack

From June 1962 onwards, with the introduction of the METALLIFACTURE Jacks, a **BD.23688 Container** (or satchel) was provided for its storage. The material used was now a more durable black-vinyl coating impregnated over a coarsely woven black jute lining. The overall length with the top flap open – as shown adjacent – was 27-inches, with the flap-end some 11½-inches wide, then tapering down.

These BD.23688 Containers were used to house all the Wheel Changing Equipment…

1. The C.20661 or C.25183 Jacks (and C.27873 Handle, if applicable)
2. The C.992 Hammer, or C.27290 Mallet – as per date-of-manufacture.

And for 1968MY E-Types, from August 1967 onwards only…

3. The C.28687 Hub Nut Spanner.

And for USA/ Canadian market cars, in lieu of not now receiving any complete Tool Roll/ Kit, the Spark Plug replacement Tools, for Federal emissions control requirements were also added to the Container…

4. The C.10155 Box Spanner, for Spark Plugs
5. The C.2896 Toomy Bar (Long) – to operate the Box Spanner

The bronze C.14927 hub nut (knock-off) removal tool was provided to the Swiss/German market only.

Photo by S. Kennedy

The C.28687 spanner also superseded the special C.14927 hub nut (knock-off) removal tool that had been included within tool kits of new E-Types **exported to Germany, Switzerland and Japan**, and was standard for all USA market LHD E-Type tool kits, including Canada, from October 1967 onward, commencing at Car No. 1E.16010 (OTS), 1E.34752 (FHC) and 1E.77709 (2+2). This was a legal requirement for cars built to comply with the 1968MY Federal Safety Regulations. RHD cars sold in the UK, Australia, etc., **did not introduce these three-lobe** earless hub caps until very early in the Series 2 E-Type production-onward.

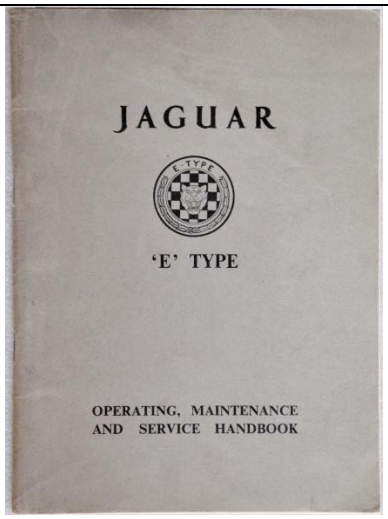
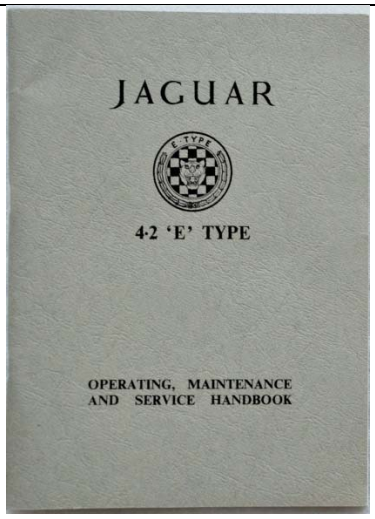
Photo by S. Kennedy

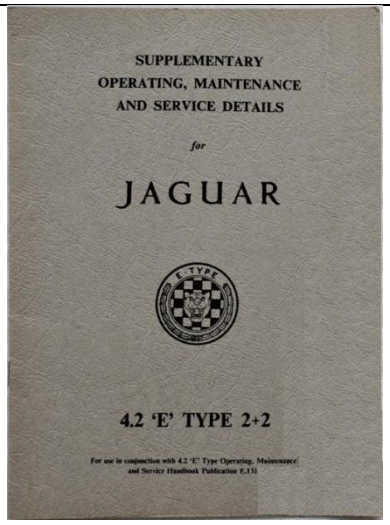
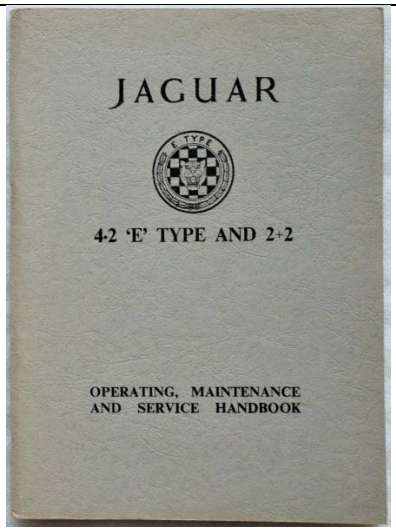
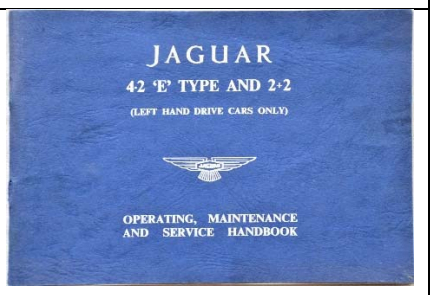
(Owner's) Manual

Only the Owner's Manual and Wallet are judged. Additional publications are not judged, thus should not be presented during judging.

Operating, Maintenance and Service Handbooks

There were FOUR main types of "Operating, Maintenance and Service Handbooks" plus the additional E134/1, Supplementary Handbook

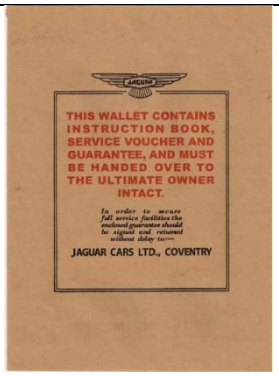
All 3.8 E-types March 1961 to August 1964 received the E/122/x series handbook with the Gray cover, titled **'E' TYPE** (Note: there were evolving detail issues E/122/1 to E/122/7 supplied)	
All 4.2L E-types from August 1964 up to January 1967 received the E/131/x series handbook with the Gray cover, titled **4.2 'E' TYPE** (Note: only issues E/131/1 to E/131/4 supplied were titled 4.2 'E' TYPE)	

All 4.2L E-type **2+2 models only**, from the first made in 1966, up to January 1967, received the **E.134/1 SUPPLEMENTARY** Gray covered handbook titled **'E' TYPE 2+2.** This was supplied in addition to the main E/131/x series handbook with the Gray cover, titled **4.2 'E' TYPE**, as shown above.	
All 4.2 E-types from January 1967 to 1968MY cars received the E/131/x series handbook with the Gray cover with the revised title **4.2 'E' TYPE AND 2+2** (Note: Only issues E/131/5 and E/131/6 supplied were titled 4.2 'E' TYPE AND 2+2)	
All USA (as introduced as required by US legislation) and Canada market (for market convenience reasons) 1968MY (August 1967 on, 1968MY) E types to last built in July 1968 received the E.145/x series handbook with the Blue cover, titled 4.2 'E' TYPE AND 2 + 2 (LEFT HAND DRIVE CARS ONLY) (Note: there were evolving detail issues E.145/1 and E.145/2 supplied)	

Operating, Maintenance and Service Handbooks “Wallet”

From March 1961 up to August 1961, all E-type ‘Wallets’ were a Brown Paper Manilla Envelope. From August 1961 onwards, all ‘Wallets’ were now a Tan Vinyl welded Pouch, that evolved in detail up to the last 4.2 E-type.

In addition, all E-type Handbooks from March 1961 up to September/October 1961 only, were fitted with a Red Vinyl Cover – later Handbooks were not fitted with any Cover.

From the first March 1961 3.8 E-type to August 1961 – a Brown Paper Envelope with JAGUAR branding/lettering on the Front was supplied to all markets.	
A Red Vinyl Cover was fitted onto all Handbooks supplied from March 1961 up to around September/October 1961 only, before being housed within their ‘Wallet’, whether the initial Brown Paper Envelope, or one of the earliest Tan Vinyl pouches.	
From August 1961 onwards, a totally new Tan colored welded VINYL ‘Wallet’ (or Pouch) was introduced. From **August 1961 up to June 1966,** the first style of TAN VINYL pouch was used, that can be readily identified by the front flap having a full horizontal bottom edge, that was secured closed with a brown colored steel press-stud.	
From **June 1966 to December 1966** there was a very short-lived second style of Tan VINYL pouch used. These pouches are readily identified by the front flap, now having an extended tongue, that is located through a clear-vinyl loop onto which a hook on the tongue secures.	
From December 1966 to the last 4.2 E-type in July 1968, and beyond, a third style of Tan VINYL pouch was used. These pouches are readily identified by the front flap still having an extended tongue, but again being secured closed with a brown colored steel press-stud (later being a matching tan color steel press-stud).	

Spare (Tire) Cover

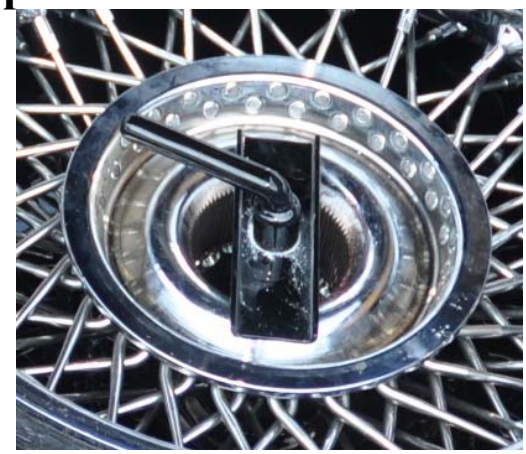
OTS-Black Plywood panel covered by Tan Moquette

3.8L FHC Plywood panel covered by folding carpet panel

4.2L Upholstery colored removable panel

The differential access panel is semi-gloss black, held in place by cadmium plated slotted screws.

Spare Wheel and Tire Retainer



The Spare Wheel and Tire retainer or hold down has a black handle and hold down plate. The threaded shaft is cadmium plated.

Spare Wheel & Tire

For both the 3.8L and 4.2L Series 1 E-Type, the spare tire is the same size as the road tires. 6.40 x 15 bias tires, 185HR15 Radial Tires. The wheel must be the same as the road wheels, either a chrome or painted wheel, with either a curly or straight hub. (Also see Tires, Page 38)

Wheel Weights

See Wheel Weights, Page 37.

Spare Tire

As stated in the Jaguar Service Bulletin, M.15, November 1965, 185 x 15 tires are a proper replacement for Series 1 E-Type tires, thus, either 6.40 x 15 or 185 x 15 size tires are considered authentic for the Series 1 E-Type.

Note: At that time period, by default "185x15" tires were "80" series, that being the aspect ratio of the height of the sidewall in comparison to the width of the tread. "185/70x15" tires are Non-Authentic as the tire diameter and road height are not authentic with the keeping of the car.