

Jaguar XK120 Explored  
 First printing 2012  
 Errors, suggested corrections, improvements and additions

Rev. date 10 May 2023

Page	Error	Correction
74-75	discrepancy in no. of LHD FHCs made body and chassis numbers, or explain why there is a discrepancy, were 8 unbodied chassis sent to coachbuilders?	2672 or 2680 ? reconcile yearly production numbers to final
76	error not 9,999 W engines	8,999 W engines
76	error last J body number 3676	reconcile with final number 3680 on page 74
85	extra strip added to ID plate	explain this was due to changed valve clearance spec
90	C3624 LHD cars brake bracket bracket nos. C6694 RH, C6695 LH; it would be a good idea to include all this information on page 90	Early brake brackets are C3624 RH, C3627 LH; Later brake
90	C3406 trans bracket	C3406 is Early trans bracket; Later trans bracket is C5805
93	Three types of body on same chassis	misleading, FHC/DHC have an extra bracket to raise the body
95	A & B not explained	A & B refer to chassis assy no.s on page 96
96	No identifier for chassis dwg	original bumper brackets on chassis for OTS only
97	Bracket welded on for coupes	does not raise the radiator, it raises the body
97	C6692 not showing body mount holes	show body mount holes compared to C6762
99	C5790 bumper bracket	wrong part no., picture shows type C???? on early OTS only
99	C???? bumper bracket	modified on early FHCs with chassis C3387/1; C5790 RH &
	C5791 LH are the type shown on page 97	
100-101	Aluminum pads on coupes	early FHCs had double rubber pads
102	extraneous dwg of anti-roll bar end	delete
111	Two types brake pedal stem investigate why 2 notches in C6708	wrong, delete C3222 early C3221 late
111	Four types brake pedal arm for steel single system cars	C3222 C3221 for alloy & tandem system cars, C4030 C4031
112	LHD heat shield not mentioned	LHD had heat shield C3960
116	tandem system only shown on LHD	make a page showing tandem system on RHD late chassis
117-118	early system shown on late chassis	change to early chassis
119	rear brake lines shown only Salisbury	show on ENV on right side
120-121	shows only late self-adjust brakes	show early Micram adjuster brakes & air scoops
125	no mention of C7273 drum for wires	add C7273 for early wires
125	reference to XK140 drums	change to XK120

126	shows only late adjuster	show early Micram adjuster
127	table Handbrake Modified	put this on page 129
130	shows only Salisbury handbrake	show ENV handbrake
134 or 136	not clear how C3018 holds wishbone & shock	show C3018 as a separate part
136	See Plate 3-f1 for shock absorber	change to Plate 3g1
137	shock no ID	add shock ID & bushing information
139	king pin swivel inclination not clear	show better lines through ball joints and stub axle
140	lower ball socket C3025	may be Morganite bronze or Ferrobestos or nylon
140	spigot C3024	some sockets do not need spigot
140	recess on stub axle carrier to rear	explain this is used with alignment measurement tools
142	anti-roll bar	early cars had .591" diameter bar, later .687", chassis no.s in Spare Parts Catalogue. The C3447 anti-roll bar for early XK120 OTS & FHC is 0.591" (15mm) diameter. The C7220 anti-roll bar for late XK120 OTS & FHC and all DHC is 0.687" (17.5mm) diameter.
143	To raise level of car turn nut	Add Caution do not turn with full weight of car on suspension
144	OS offside NS near side rotation force in one direction only and must be installed on correct sides	Add Caution torsion bars are pre-stressed for torsional
147	rear shock links	one pin tapered, one straight, different threads ANF BSW
147	rear shock	may be refilled with shock absorber oil by top plug
149-150	rear axle spring saddles	different heights for early, late ENV & Salisbury
152	C2331/1 cylinder block	show lack of bolt holes for later front mounts
169-171	FA.2690/101 (this one is for XK140) bolt head on top) (there is a mistake in the later ed. XK120 SPC, see the Mark VII SPC for correct information)	delete FA2690/101, add FA.2678 (the picture is right, large)
169 (shorter)	element	FA2045 uses FG2383 (longer), FA2678 uses FG2388
176	one sump setscrew shorter 5/8" long interference with timing cover screw	5/8" long screw is located right front corner due to
179-182	C2408 Front Engine Plate	show also C6805 front engine plate with C6806-6807 struts
195	C980 drain valve, shows engine block type	show straight valve or curved downspout type
195	C6793 tie rod was only on RHD FHC/DHC C3464 on OTS, LHD FHC/DHC	
196-197	top hose	no ribs on earliest hose C3674 to Sep '50
200 in fan	balance pieces	tiny holes in balance pieces should be aligned with tiny hole
201 will not fit in earlier bell housing	starter motor	show early and later type main springs, later type is larger and
202	Special Equipment Dynamo	Special Equipment here simply means higher capacity than

ordinary and were fitted to all XK120s; some were painted a greenish grey due to a worldwide shortage of nickel

202	C7427 Pulley	wrong number, should be C.2579 but picture looks right
204	single muffler and tail pipe hangers exhaust was found to be undesirable in the FHC and later SE FHCs reverted back to single exhaust	these are now well known and could be shown, SE dual
209	An Oddity dwg of Mark IV carbs carb had 2 bolt flange (perhaps mistake was only in the first edition SPC?)	not true in SPC or SM, dwg shows 4 bolt flange, Mark IV/V
209, 212	C.2377 Inlet manifold only on alloy cars point given in SPC for manifold, probably closer to Jan-Feb	only water elbow and studs changed at W1250, no change '51 when Mark VII engines began.
211	3/8" threaded holes to support air filter	this was for when the manifold was used on a Mark VII
211 Mark VII	3/8BSPP plug outlet not used on 120	this was for a brake servo hose port connection when used on
213	1/4" thick insulators vapor lock problems, may be added to earlier engines	also not on short stroke carbs up to W6919, added due to
225	return spring spring on each carb	hooked to starter motor; sometimes cars for racing had a
238	However the fuel tanks are the same...	other than the filler neck, the fuel tank is the same...
240	C3727 Trimount clip snaps into...	twist them to install...
242	cap painted body color	can't imagine why, unless it was incidental overspray
244	air filter...does little to improve...	the remote filter system is quieter than the pancakes
246	C2412 clutch housing smaller pinion starter must be used	smaller hump for starter pinion, with this housing the early
246	C4829 missing some holes	has 3 holes on each side below crank shaft center line
252	LHD car spring, one is inside the chassis side member	should have a C2420 large flat washer on each end of the
257	cluster gear unit not JH	change caption to SH
260	ENV axle no seal information	seals and bearings in the ENV would be useful
262	topping up through access panel	delete, no such panel exists on XK120
288	flasher change to Lucas unclear	early OTS/FHC/DHCs had a Tung-Sol 241/D flasher, date for
290	mounting bracket only on FHC	incorrect, all 120s had the wiper mounting bracket
290	wiper motor wires polarity	motor is not polarity sensitive, may be wired either way
293	tie rod chromed?	no evidence to support this

294	headlight no dust excluding rubber?	no evidence to support this
295	inner ring for 7" sealed beam lights	show inner chrome ring with smaller ID for 7" light
296	sealed beam adapter	show 3-prong adapter for seamed beam lights
297	alloy has different tail light housings possibly the BD.4550 studs	BD.3050/3051 vs BD.4529/4530; investigate difference,
304	cables on solenoid wrong installed on the cars	reverse battery and starter cables on solenoid, show as
305	lid for battery	used on all cars
307	early 120 with oil level and heater switches on center dash	this statement applies only to OTS, not FHC which had both
333	side light housing demister heater	All FHC had integrated housing demister heater from mid '51
335	242 chassis no.s vs 240 body no.s steel prototypes?)	explain what were the other two (experimental test chassis or
353	RHD OTS chassis	what happened to 660059?
354	LHD FHC no. built	should it be 2485?
354	wire wheels from Mar 51 on wire wheels may have been available earlier through other sources	no, not available from the factory until mid '52; Robergel bolt-
354	no outside chrome embellisher til 2-53	wrong, no rear outside embellisher ever on FHC
354 Dec 52	windshield chrome	front windshield chrome was changed at 669003 & 680497
356	no heater box ... DB10 relay	statement not necessary on this page
366	ignition coil bracket holes in valence	found only on a few FHCs circa Jan'52
368	Made In England tag	generally only on exports to USA
371	bonnet control knob	chrome on early cars, bakelite on later cars
372 679719	FHC door handle positions	handle positions were moved 4" rearward at 669003 &
379	window lift mechanism window easier to lift	lift arm shortened 4" on FHC at 669003 & 679719 making
380	inside door handle	BD6 on early FHC to 679887 & 669002
381	inside window handle	should show 2 ribs down center
386	gearbox cover tunnel driveshaft	later cars had an access panel on the right rear for greasing the

388	valance extension on coupes	stiffener not on early FHC
397	grommet for battery cable	maybe for radio speaker cable, not battery there
399	rear wing steadies	FHC/DHC part no.s BD6194 BD6195
400 bar	anti-roll bar bearings	C3056 for early smaller .581" bar, C4349 for later large .687"
401	steering column grommet	show long grommet for FHC/DHC
404	Coupe picture wrong	shows RHD steering and LHD pedal holes
405	Rexine piping	show example of rexine covered cord piping
414	dome nuts	early OTS/FHC dome nuts chromed brass, later chromed steel
427	keys made by Tudor to 679093, not Wilmot Breeden FA	early LHD FHC cubby box lock & key with T serial number
435	4 types of hoodsticks chromed?	wrong, only 3; BD3317 for alloy & early steel 2 bow, BD4727 for mid-range steel 2 bow, BD5848 for late steel 3 bow painted
441	FHC/DHC floors opposite side	mention 3/8" marine plywood, RHD has handbrake cutout on
442	boot floor steel molding stepped? screws on RH side	Molding should be flat and screwed on left underside, no
449	Felt under dash & gearbox only DHC Supplement pg 12	45-1/2" x 20" felt under seats, see FHC SPC Supplement pg 8
450	all windshield chrome embellishers...	same for later FHC and all DHC, not early FHC
460	cubby box lock	BD2504 Tudor for early FHC to 679093
462	map drawer brackets	wrong brackets for 140 shown; early FHC to 679179 had box tray and bullet catches, no brass slides, 7" wide drawer BD5995 with sharp upper corners; mid-range FHC 679180-679396 had same box tray and 7-3/16" wide drawer BD6259 with sharp upper corners; later FHC from 679397 & all DHC had steel panel above with brass slides attached, 7-3/16" wide drawer BD6696 with rounded upper corners; changes were to accommodate fitting an optional radio tuner
471	jack labels wrong arm version is Smiths, clamped arm version is Stevenson	foam pad and leather strap are for 140, not on 120; welded
472	screw for tool roll strap Service Bulletin #88 instructed dealers to remove the too-long self-tapping screw and use a machine screw fitted from the outside and a nut and lock washer on the inside of the boot.	Caution: screw should not be too long, may cut on tire;
473	Tee key tire pump clips and steel body on right	show Tee key clips for steel body, tire pump for alloy on left
476	Fitted as standard for a short time to S body types	Paragraph is not clear, explain what was fitted and to which

478 fog lamp brackets L&R L&R should be mirror images, bent at an angle, C2985 & C2986, attached to bumper studs; picture shows generic type to clamp on spring bracket