



Jaguar Clubs of North America

Grace . . . Space . . . Pace

Mark 2 Judging Guide

By: George Jones

The author's 1966 MK 2 Class winner
2003 British Invasion, Stowe, Vermont.



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Note: This guide includes the MK 2 models 240 and 340. While only 730 240's and 535 340's LHD were produced, they never the less are MK 2's and deserve to be included. 240's mainly for Europe were not imported to the US. A guide for the Daimler V8 models derived from the MK 2 will be available as a supplement.

Contents

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- Underside of bonnet, engine compartment & components
- Engine block, head, carburetors & oil filter
- Exhaust system
- Electrical, generator, starter motor etc.
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Most Common Problems
Footnotes
Final thoughts

Reference Source

J34 – Spare Parts catalog
JCNA Publication, 1995 AGM, Kansas City, MO
Paul Skilleter/Andrew White, [Jaguar Saloon Cars](#)
Steve Kennedy, [Jaguar, The Classic Marque](#)
Bernard Viart, [Jaguar Limousines](#)
Nigel Thorley, [Original Jaguar MkI/Mk II](#)
Jaguar Cars Technical and Supply Bulletins

Mark 2 vehicles studied in writing this guide
MK 2 224475D/N Build date: 30 Mar. 1966
340 P180654 Build date: 22 Nov. 1966

Current Version Approved at the 2005 AGM

Latest Revisions:

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Comment: In judging the MK 2 range which includes the 240 and 340, judges should be aware that toward the end of the pure MK 2 model run, 1967/1968, there were cars which were completely MK 2 in every respect which carried the 340 marking on the boot lid from the factory. The 240 and 340 models with the numerous technical changes they incurred still had the outward appearance of the MK 2. [Ref: George Camp].

Engine

Engine Numbers: MK 2

2.4L---BG. 1001 to BG.9999; BH. 1001 to BH. 9999; BJ. 1001 onwards

3.4L---KG.1001 to KG.9999; KH.1001 to KH. 9999; KJ. 1001 onwards

3.8L----LA.1001 to LA9999; LB.1001 to LB.9999; LC.1001 to LC.9999; LE1001 onwards

Engine Numbers: 240 & 340

240----7J. 2000 onwards

340----7J. 5000 onwards

Note: Suffix /7, /8, /9 to the engine numbers denotes the compression ratio

Note: Custom polished parts are generally of a much higher quality than anything Jaguar produced. DO NOT DEDUCT for casting imperfections or the lack of a mirror finish. The parts in question are: Cam covers, front of cylinder head, air cleaner connector, water manifold, thermostat housing, breather housing & carburetor dash pots.

UNDERSIDE OF BONNET, ENGINE COMPARTMENT & COMPONENTS

BONNET & ENGINE COMPARTMENT:

Engine compartment was undercoated prior to body being painted. Therefore, engine compartment including underside of the bonnet should be body color over the pebbled surface of the undercoating. [Viart, Limousinen, pp 51-52].

BONNET HINGE:

Body color [Viart, Limousinen, pp 51-52].

BONNET LATCH:

Spring, bayonet, spring retainer, latch plate, bolts, and safety catch. The correct color is disputed as there is valid evidence that both cad plated and painted (body color) over cad have been seen on original condition cars. Further research on this will continue.

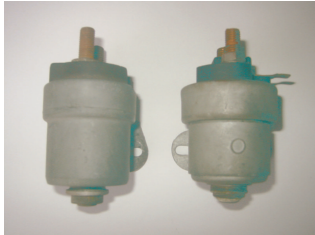
Note: Serial (Body) number is stamped under the paint, in the latch plate recess, just to the right of the latch plate.

HEATER BOX:

Gloss black. Hoses attached with Cheney clamps.

HEATER CONTROL VALVE: Cad plated upper, die cast lower body attached to heater box.

STARTER SOLENOID: Early design is die cast with integral mounting feet (left image in photo) changed to design with steel jacket and separate mounting clamp. [SB: Q35 April 1962]. There is a rubber boot covering the push button on both solenoids not shown in photo.



EARLY DESIGN ON LEFT

STARTER SOLENOID GUARD:

Stamped and spot-welded sheet metal, bolted to firewall above solenoid, gloss black. Note: There is a length of rubber seal on the rain gutter along the firewall edge, above the guard.

BRAKE MASTER CYLINDER:

Bare cast iron bolted to cast aluminum base common to clutch master cylinder. Light sheet aluminum date and model tag wrapped around master cylinder.

BRAKE FLUID RESERVOIR

Nov. 1960 white plastic container replaced metal container, attached by black steel clamp and spacer tube to left fender wall. [Kennedy, Jaguar, The Classic Marque, p.119].

Early cap, black plastic “Nivocode” by Lockheed with lucar type vertical terminals on top with level sensor. Later cap, “Sovy. U.K.” cad plated screw top with white plastic cover, level sensor, with right angle lucar terminals on side and grey rubber cover. Rubber hose to master cylinder clamped with low pressure clamps. See photo:



BRAKE SERVO:

Servo with attached slave brake cylinder mounted in recess at lower front right fender wall. Servo diaphragm housing is cad plated. Slave cylinder is bare cast iron with light aluminum date and model tag wrapped around.

UNDERSIDE OF BONNET, ENGINE COMPARTMENT & COMPONENTS Cont'd

BRAKE LIGHT SWITCH:

Two models fitted, both with hexagon body which screws into slave cylinder.(left image in photo). Early model had slotted screw posts for bare wire and securing screws. Later model had lucar connectors.

[SB: Q22, June 1961].

Change to lucar connectors: Chassis No. 176882 3.4
216179 3.8



BRAKE SERVO AIR CLEANER:

Round stamped steel with manufacturer's identification (AC) stamped into top surface.
Color: Cad plated. [Skilleter & White, Jaguar Saloon Cars, p.252].

POWER STEERING RESERVOIR:

(Where fitted) Gloss black round stamped sheet metal, with cad plated eared cap and decal, bolted to left fender wall with bare cast aluminum shim block (keeps the reservoir level).
Hoses attach with Cheney clamps.

COMMISSION (I.D.) PLATE:

Located on left fender wall, except when power steering fitted, in which case it is located on firewall below starter solenoid to make room for power steering fluid reservoir. Note: When chassis number is prefixed with 'P', it denotes power steering factory fitted. Suffix 'BW' denotes Borg Warner automatic gear box, and 'DN' denotes 'Laycock de Normanville overdrive factory fitted.

'MADE IN ENGLAND' TAG:

Mounted with pop rivets in latch plate recess on far left side.

PETROL FILTER:

Diecast (AC) filter housing with glass bowl, mounted on right side fender wall.

Filter element is flat circular brass mesh only. Paper element was never correct for MK 2's.
Molded resin cup shaped element fitted for 340. Ref: TB C32 Jan. 1968 Pg.33 Pub.E148/1
White nylon fuel lines heat shrunk onto cad plated banjo fittings, no clamps, held in place with banjo bolts.



Molded Resin Cup for 340

UNDERSIDE OF BONNET, ENGINE COMPARTMENT & COMPONENTS Cont'd

WIPER MOTOR:

Diecast aluminum, unpolished, with black crinkle finish (early models) or gray hammer tone sheet metal cover. Sheet aluminum access cover is shiny and should be left unpolished.

BATTERY, TRAY & COVER:

One 12 volt Lucas with exposed cell connectors (voltage and configuration per JCNA rule book). Tray is black bakelite held by screws in position on the bulkhead shelf next to the right side bonnet hinge. It has a rubber drain tube running down in the bulkhead recess for the transmission. Battery is held against the bulkhead by steel "U" strap with rubber strip padding between the strap and the battery and special brass studs with brazed nut with flat wire coil springs. Positive ground cable is braided and grounded to the bulkhead. Both cables have "helmet" ends secured with screws vertically into the terminals. The battery is covered by a molded black bakelite cover with two distributor type spring clamps engaging molded protrusions on battery on each side. See photo:



ELECTRIC JUNCTION BOX & COVER (left fender wall)

Gloss black cover. Round knurled securing nut is copper plated. Horn relay introduced from Chassis No. 176175 LHD and subs.3.4 [J34, p. 487]

230001 LHD and subs.3.8

214549 LHD and subs.3.8

VOLTAGE REGULATOR:

Mounted on the junction box. Early style #RB-310(3 Wire harness) with aluminum cover. Later style #RB-340 (5 Wire Harness) with black plastic cover. [J34, p. 476]

RB.310 Eng. No.KG.1001 to KG.9999 3.4 RB.340 Eng. No

KH.1001 to KH.8316 " KH 8317 & Subs. 3.4

LA.1001 to LA.9999 3.8 LC.5345 & Subs. 3.8

LB. 1001 to LB.9999 "

LC.10001 to LC.5344 "

STEERING COLUMN & BOX:

Rubber grommet (dust excluder) at the bulkhead, then black shaft and:

Upper: Early type Rubber joint [TB Apr 63, p.23]

Later type Chassis No's 127644 & subs. 2.4 Pot (Nylon roller CV type) joint
18004 & subs. 3.4 "
223982 & subs 3.8 "

RADIATOR:

There were numerous radiators fitted to the MK 2 range which all had similar appearance except from 1966 and subsequent years they were approx. 1 ½” thicker. [J34 p. 367].

The radiator had rounded top header tank with four indentations with rear facing outlet. The top connecting hose has three convolutions on the radiator end. See photo:



The 240 and 340 radiator has side facing outlet which connects to a “U” shaped top hose. [Thorley, Original Jaguar MKI/MKII, p.79].

All MK 2 radiators have a petcock extension lever, accessible from the top that extends down the side of the radiator through a bracket and grommet, and connects to the radiator drain cock.

RADIATOR SHROUD:

All models had a natural light grey color (unpainted) molded fiber glass shroud behind the radiator. [Thorley, Original Jaguar MKI/MKII, p.58. Kennedy, The Classic Marque, p. 114]. (Shows S-Type but with same engine compartment as MK 2).

RADIATOR FAN:

Standard gloss black 12 blade fan mounted on the aluminum water pump pulley. Fan belt is double groove type. A “jockey pulley” belt tensioning device mounted to front of engine from Eng. No. KH.2146 2.4 Ref: SB: B.12 Oct., 1961

LB.7222 3.8

A cast iron crankshaft pulley replaced the aluminum one from:

Eng. No. BH.3894 2.4

KG.1349 3.4

LB.6271 3.8

RADIATOR CAP:

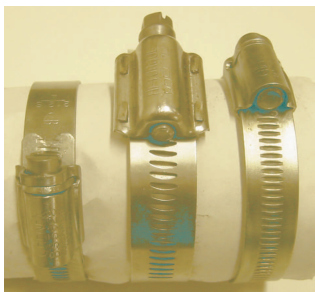
4 lb Pressure [J34, p. 367]

HOSE CLAMPS:

Cheney & Regent clamps, round screw head, slots not cut through – cadmium plated are correct for all applications except breather pipe to air cleaner and hose on brake fluid reservoir which use clamps shown on right.

In photo below left, outer two are Cheney and are correct

In photo below right, correct style clamps for low pressure applications i.e. Breather pipe hoses.



UNDERSIDE OF BONNET, ENGINE COMPARTMENT & COMPONENTS Cont'd

WINDSHIELD WASHER:

MK 2: Squirter jets on cowl are mounted facing outward. Glass bottle with black cover has bakelite Lucas motor cover on top. Black steel bracket and four sided cage with black pvc tubing protectors slipped over cage surround without clamps. On 240 and 340 and some late MK 2's: Oval plastic bottle, black mount, white elastic strap and black Lucas motor. [J34 p.455] shows change over at chassis numbers:

180137 and subs.	3.4L
224086 and subs.	3.8L
1J.80001 and subs.	340

WIRING:

Wiring harness is braided black with a light blue color trace. Harness passes in front of radiator header tank through a pvc black sleeve. Harness on right fender wall is braided (not taped). Wiring held in place in engine compartment by short metal strips spot welded to the body with pvc sleeve protectors.

BRAKE LINES: Steel, cadmium plated and held to side walls by spring clips pressed into 3/16" dia. holes in side panels and right side tubular frame under the car.

ENGINE BLOCK, HEAD, CARBURETORS & OIL FILTER

Note: Mark II's came with both 2.4, 3.4 and 3.8 engines. The 340 came with 3.4 engines; however, the 3.8 liter engine was an available option for the 340 only. The 240 and 340 inherited the straight-port twin-cam head from the 420 and 420G saloons.

BLOCK COLOR: Black

ENGINE BLOCK: Core plugs, (Welch washer) are cad plated and painted black. [Viert. Jaguar Limousinen, pp122-123, 126, 136, 142. Skilleter & White, Jaguar Saloon Cars, p.222]. Timing chain cover is natural aluminum, and water pump is black (same as engine).

ENGINE NUMBER LOCATION:

Above oil filter housing and front top of cyl. head ahead of #6 spark plug.

CYLINDER HEAD COLOR:

3.8L – Mid Blue, 3.4L – light green, 240 & 340 – Natural Aluminum. 340 light green on smooth cam cover, natural aluminum on ribbed cover. [Kennedy, Jaguar, The Classic Marque, p.114].

CYLINDER HEAD NUTS & WASHERS:

Chrome dome nuts, "D" washers and plain washers. 2 forged aluminum lifting lugs fitted from eng. no's KJ.5520 & subs. – 3.4L, LE.1218 & subs. – 3.8L, 7J.5001 & subs. - 340.

Note: Plain washers located where another device (i.e. air cleaner bracket) are mounted and on the two front cylinder head studs.

CAM COVERS:

Polished aluminum secured by chrome plated dome nuts and copper washers. Ribbed aluminum on black background for 240 and 340 secured by chrome dome nuts and copper washers.

ENGINE BLOCK, HEAD, CARBURETORS & OIL FILTER Cont'd

INTAKE MANIFOLD

One piece aluminum, polished on top surface only, Otter switch with single blade connector, held by 3 hex bolts on thermostat housing.

BREATHER HOUSING:

Early models had aluminum flexible pipe and different breather housing P/N C8048 from:
Kg1001 to Kg8271

Chrome dome nuts and split type lock washers on breather housing. NOT COPPER WASHERS [J.34, p.37, item 62].

CLUTCH HOSE BRACKET:

Chrome plated steel bracket mounted on the rear-most head studs using round washers, holds the end of the flexible clutch hydraulic hose.

AIR FILTER:

Early oil bath filter fitted from chassis no. 175001 to 175704 3.4L
210001 to 212860 3.8L feeding air via flexible hose
and air duct to oval air silencer mounted transversely over engine painted black.

Air cleaner assembly (twin horn) painted medium hammer tone silver with rubber boot seal connecting it to the polished cast aluminum carburetor air intake. Fitted from chassis no.

175705 and subs. 3.4L

212861 and subs. 3.8L

340: Medium silver hammer tone painted oval air cleaner with single down sloping inlet horn, attached by over-center type clamps to air inlet and wing nuts to engine mounted bracket.
positioned transversely above engine with rubber boot seal.

240: Similar to 340 except with twin flared pipe inlets and different air inlet design.

[Thorley, Original Jaguar MkI & MkII, pp. 78-79].

OIL FILTER CANISTER & MOUNT:

Mount is bare aluminum.

Color: Light green hammer tone.

OIL FILLER CAP:

Polished aluminum knurled edges with Jaguar cast insignia painted black.

DIP STICK:

Chrome plated stem & head.

CARBURETORS:

2.4L Twin Solex B32.PBI-5 Carburetors.

3.4 & 3.8 Twin SU HD6 with polished dash pots. Metal tags under overflow bolt. Dashpot nuts are round black plastic. Solenoid operated starting carburetor. Solenoid body cad plated with black bakelite cap.

THROTTLE LINKAGE: Cad plated.

EXHAUST SYSTEM

MANIFOLDS:

Vitreous enamel (Porcelain) coated. Attached to head with bronze (not brass) nuts (p/n UFN 131/Q) with spring(split) type lock washers. [J34 p. 34].
Special nuts (p/n C17916) on studs fastening down pipes to manifolds with spring(split) type lock washers.

SILENCERS:

Twin silencers leading to twin tail pipes with chrome plated tips. [J34, p.371 (plate85)].

ELECTRICAL, GENERATOR, STARTER MOTOR ETC.

GENERATOR (DYNAMO):

2.4L Model C.45/PV6

3.4 & 3.8L Model C.45/PVS.6 [J34 pp. 469-470]

For judging purposes, the different models appear the same. When power steering fitted, the pump is attached to the rear of the generator and hoses attached with Cheney clamps.

Color: All semi gloss black with die cast aluminum end covers.

Note: No MK 2's came with alternators.

STARTER MOTOR:

2.4L Model M.418/G

3.4 & 3.8L Model M.45/G

Bendix type drive, remote solenoid. End plate is diecast aluminum.

[J34, p. 471].

COIL: Lucas Model: HA12 with threaded terminals reading SW and CB. (Not + and --) and screw in high tension connector. Color: Silver with Lucas decal. Lucar connectors were fitted from engine No. KH 8333 and subs for 3.4L, and LC 5355 and subs for 3.8L MK 2's
240 and 340 Silver with Lucas decal with Lucar connectors and push in high tension connector. [J34, p. 472].

COIL SADDLE & BRACKET:

Saddle is cadmium plated and mounted on black triangular stamped steel bracket held onto breather cap by two dome nuts with plain and lock washers. [J34, p. 472].

IGNITION WIRING:

Early wire organizers disc type with six holes (2 thick p/n 4983, 3 thin p/n C4984).

[J34, p.42]. Fitted to engines:

3.4L KG.1001 – KG.9999

3.8L LA.1001 – LA 9999

KH.1001 – KH 9999

LB. 1001 – LB 9999

KJ. 1001 – KJ. 9999

LC. 1000 – LC 6992

Later wire cluster passing through a pvc sleeve over the valve covers retained by a clip and grommet on a timing cover bolt. [J34, p. 42].

Fitted to engines:

3.4L KJ.1121 & subs.

3.8L LC.6993 & subs.

340 7J50001 & subs.

SPARK PLUGS:

2.4L Champion N5, 3.4 & 3.8L Champion UN12Y

SPARK PLUG CAPS:

There were at least three series of authentic caps with latest being black bakelite: "bow-tie Champion" insignia. See photo below. The two top ones are non-authentic.



AIR CONDITIONING:

Note: A complete guide on A/C is being produced by George Camp and will be available in due course. It will be referenced in this guide when available.

DISTRIBUTOR:

Top entry distributor cap was standard on the MK 2's. Various model distributors were fitted depending on the compression ratio and for judging purposes are similar in appearance. All distributors have vacuum advance fitted. High tension wire connections were screw type except push fitting with rubber sleeve fitted to: KJ.1073 and subs on 3.4L; LC6957 and subs on 3.8L and were optional on all before. [J34, p. 474].

BOOT

SIDE PANELS:

Left side panel has bulge for fuel pump.

COLOR: At this writing, numerous experts believe the color for these panels was dark gray/green; however, there are others who believe other color variations were correct. This will be further researched and validated in subsequent updates.

SCREWS: Slotted head with chrome finishing washers

MAT: Vinyl cover over jute backing.

Color: Same comment as side panels.

HINGES: Body color. Boot lid light harness attached to right hand hinge by flat aluminum wire strap.

REAR NUMBER PLATE LIGHT:

Viewed from under boot lid has 2 bulbs.

REVERSING LIGHT:

Viewed from under boot lid has 1 bulb.

EXPOSED SHEET METAL:

All gloss body color.

JACK:

Screw type tripod jack is attached to forward boot panel by snap fastener. Color: Black Jack has leather strap to secure the jack foot to the jack frame.

BOOT Cont'd

WHEEL BRACE: For cars with disc wheels, a wheel brace is snap fastened to the underside of the parcel shelf. Color: Black.

SPARE TIRE AND WHEEL:

Same as road wheels/tires.

SPARE TIRE RETAINER:

Black L shaped handle with black channel shaped bar.

LOCK ASSEMBLY & CATCH:

The correct color is disputed as there is valid evidence that both cad plated and painted (body color) over cad have been seen on original condition cars. Further research on this will continue.

OWNERS MANUAL:

Vinyl pouch containing:

- Owners manual
- Lubrication chart
- Service Vouchers
- Anti theft diagram
- Power Steering bulletin (when fitted)
- [Ref: George Camp].

TOOL KIT:

Black steel and wood container shaped to fit in spare wheel recess containing the following tools:

[J34 p. 426]

240 and 340 Black plastic container.

- *Adjustable spanner
- *Pliers
- *Tire pressure gauge
- *Screwdriver, for adjustment of distributor points
- *Feeler gauge
- *Extractor, for tire valve
- *Screw driver
- *Screw driver, for battery terminals
- *Box spanner, for spark plugs and cylinder head nuts
- *Tommy bar for box spanner
- *Open ended spanner, 3/4" x 7/8" A. F
- *Open ended spanner, 9/16"x 5/8" A. F
- *Open ended spanner, 7/16" x 1/2" A. F
- *Open ended spanner, 11/32 x 3/8" A. F
- *Valve timing gauge
- *Grease gun
- *Spark plug
- *Ratchet lever, for operating jack
- *Wheel brace, for cars fitted with disc wheels
- *Jack, attached to front wall of boot
- *Strap for jack
- *Rubber washer for jack
- *Hammer, metallic alloy head (copper/rawhide), for cars with spin off wheel nuts

*Mallet (lead) replacing hammer when "knock off wings" discontinued.

*Bleeder tube, complete with round tin container, for brakes. [J34, p.467].

Exterior

Production Chassis Numbers:

Mark II 2.4 125001 -128405	240 1J30001
Mark II 3.4 175001- 181571	340 1J50001
Mark II 3.8 210001- 224758	

HEADLAMPS:

Supplied in USA with "sealed beams" only.

"Flash-to-pass" by lifting turn signal lever.

FRONT FLASHER (Turn signal):

All USA cars: White [J34, p.484, lens part no. 7253].

FRONT PARKING LIGHTS:

White plastic lens

REAR FLASHER (Turn signal):

Red [J34, p. 483].

BRAKE LIGHT:

Red [J34, p. 483].

FIXING SCREWS:

Slotted - Chrome plated for head light rim, parking light, front flasher and rear flasher and brake light lenses.

TELL TALE (front parking light)

Red plastic. The correct orientation for this is with long slope (tapered portion) towards the rear of the car for MK 2's and towards the front for the 240 and 340 cars. (Note: This orientation is much disputed but a definitive comment is made by Kennedy, Jaguar, The Classic Marque, p. 115 which provides considerable supporting research to conclude that this orientation should be considered correct.)

PIPING (Welting):

Black plastic fender welting of round cross section between the reverse light frame and boot lid.

WINDOW GLASS:

Manufactured by Triplex, was supplied clear or tinted (Sundym), logo and date code etched into each piece.

WHEEL SPATS:

Body colored sheet steel approximately 6" wide.

EXTERIOR cont'd

FOG LIGHTS:

“Fog Ranger” fog lights were not required for USA but could be fitted as an option. The “Ranger” lamp could be supplied to convert “Fog” application to “Driving Light” application. When fitted, the light switch was changed from “O,S,H” three position to “O,S,H,F” four position switch. The horn grills (fake) fitted to MK 2 without fog or driving lights and were standard on the 240 & 340 [J34, p.491].

FRONT LICENSE PLATE CARRIER: Long rectangular steel carrier fitted to all MK 2's.

[J34, p. 402, P/N BD-10982]. On 240 and 340 Front license carrier changed to short design, same as “S type”.

BUMPERS: All MK 2's had the heavy profile chrome plated bumpers with overriders to match the profile. Rear bumper has round “Disc Brakes” medallion in center of bumper, with engraved triangle filled in with red. Plastic welting between over riders and bumper. Rubber finishing strip between bumper and body with chrome arrow tips. 240 and 340 had the light profile bumpers with overriders to match the profile.

Fitted to 340 1J.50001 & subs. [J34, p.428].

1J.80001 & subs.

Note: With the change on the 240 and 340 to the light bumpers, the front and rear valance was changed in design to cover the space due to the thinner bumpers.

MARKINGS:

On boot lid: "Jaguar" with
2.4, 3.4 or 3.8 below "Jaguar".

On 240 and 340 marking on boot was 240 or
340 in lower right hand corner.

"MK 2" Lower right hand corner.

For Automatic Gear box cars the word “Automatic” is located below the engine size designation (i.e. 3.4 or 3.8)

Bonnet badges: 2.4 liter model has gold mascot face on a red background and gold letters on a black background.

3.4 liter model has gold mascot face on a red background and gold letters on a orange background.

3.8 liter has gold mascot face on a silver background and gold letters on a red background. See photo:



TIRES:

Original tires were 6.40 x 15 Dunlop Roadspeed RS5 [Judge's Rule Book, Edition 8.1, Appendix B, p. 2].

WHEELS:

Wider 5-inch steel wheels with angular depressions around each rim, replace the 4 1/2-inch steel wheels.

2.4 Chassis No.125711

3.4 Chassis No.176023

3.8 Chassis No. 213964 [Kennedy, Jaguar, The Classic Marque, p.119].

Chrome wire 5"x 15" - curly hub were the most commonly selected option.

Painted wire wheels in "Stoved Aluminium" and "Red Primer" were supplied.[J34, p. 273].

Disc Type: Both 4 1/2" J Rim and 5" J Rim x 15" were supplied.

Painted disc type. Color: Matches the body.

On 240 and 340 standard wheel was the disc wheel with specially designed hub cap, different from the MK 2. Wire wheels were offered as an option and were the flat (non curly) design.

HUB CAPS:

Disc wheeled cars came standard with pressed steel chromed hub caps, partially painted body colour. For wire wheels, chrome two ear "Knock-offs" with "Jaguar" cast in, painted black.

[J34, p.273].

Early 240 and 340 with wire wheel option had the hexagon wheel nut.

Later (true 240 and 340) cars had 3 lobed wheel nuts requiring special spanner to tighten/remove.

SIDE MIRRORS:

There were several period styles of side mirrors, dealer installed in no standard location, but commonly located on the front wings, several inches behind parking lights.

ACCESSORIES:

Front badge bars and other accessories have traditionally been accepted under the JCNA Rule Book. [Edition 8.1, chapter VI, p.1, par.B3]. Sliding sun roofs were available, factory installed. [J34, p. 513]. Vinyl tops were not offered. "Rimbellishers" were a factory option.

EXTERIOR PAINT:

Both solid and opalescent (metallic) paints in a single "tone color" were standard.

Two tone paint colors were available by special order. (Heritage cert. required to verify color).

RADIO ANTENNA:

Must be period telescoping type. Location either on right wing several inches in front of front door, or on roof center just back from windshield. George Camp has a large bumper 340 with an original hand-cranked antenna. Crank is located on the right side of the gearbox bulge at the passenger's knees. See photo below.



Interior

HEADLINER:

Wool, supplied in fawn or gray.

SUN VISORS:

Same material as roof liner. Early cars had recessed double-hinged sun visors. Nov. 1960 and later models had flush sun visors of the swivel design to provide protection from side glare. These had both metal-chromed and plastic-chromed edge trim pieces and some without any edge trimming. See photos below.



REAR VIEW MIRROR:

Embossed chromed metal housing mounted by a single adjustable stem into a chromed hexagon nut. Mirror incorporates a “day-nite” lever with plastic ball at bottom for anti-dazzle adjustment.

CENTER DASH PANEL:

Matte black, painted up to July 1960 then black figured Rexine.

UPPER DASH PANEL:

One piece burlled walnut veneer, with light birch trim with map light below.

INSTRUMENT, GLOVE BOX & DOOR TRIM PANELS:

Burlled walnut veneer, with light birch trim front.

Inside glove box, grey flocked hard board with blue lens covered light.

UNDERDASH PANELS:

Color matched to interior, passenger side of pressed board covered with Rexine.

Driver side Rexine covered formed aluminum.

KICK PANELS:

Color matched to interior. Pressed board Rexine covered.

SILL CAPS:

Solid birch strips attached with slotted screws with chromed finishing washers.

CENTER CUBBY BOX:

Burlled walnut trim, with black flocked sheet steel open front box.

CONSOLE:

Leather covered to match the seats. Houses a leather covered ash tray, radio and speaker (where fitted) with chrome speaker grille, and ventilator grille for rear seats. Held in place by one small chromed knurled knob on each side, and one large chromed knob on top rear between seats. Top rear finished with Moquette for several inches.

TREAD PLATE ON DOOR SILLS.

Aluminum with both a dot pattern and a raised cross hatch pattern. V.I.N. change unknown.

CARPETS:

Wilton wool - vinyl trimmed floor mats with heel pads on front only.
Carpet hold down studs – 20 front and rear.

240 and 340 were less expensive tufted nylon with heel pad on driver's side made from PVC.

SEATS:

Leather on all seats and squabs for MK 2's. From Sept. 1966, in order to keep cost down, the upholstery was changed from leather to an Ambla plastic. The traditional Jaguar leather was still offered as an option. [Kennedy, Jaguar, The Classic Marque, p. 119.]

Early models had seven pleats in front seats with eight pleats on later models. Back of front seats are Rexine (Vinyl) on the upper and Moquette on the lower. Front seat frames: Painted, dove gray. Optional reclining front seats (Reutter) with chromed levers on outer base. See photo: 240 and 340 seats were covered in Ambla (type of vinyl). Non-reclining seat backs for these models did not have drink trays. Reclining seats did.



SEAT BELTS:

First introduced Jan. 1962 offered as optional. [Kennedy, Jaguar, The Classic Marque, p. 119].

Most in US are made by Hickock. The hard mount for the shoulder harness was high on 'B' post, and had chromed button 'finisher' with opposite end hooked into eye bolts screwed into floor next to center console. The rear seat belts were adjustable type hooked both ends into eye bolts screwed into rear panel behind rear seat. Buckles had either Jaguar wings or leaper insignia on the top surface. Three styles of buckle insignia were supplied. The early models had the raised leaper. [Thorley, Original JaguarsMkI/MkII, p. 51].

The Jaguar outstretched wings were also supplied and later cars had the printed black leaper and the word 'PRESS'.

DOOR PANELS:

Rexine (Vinyl) with arm rests on rear doors.

ASH TRAYS:

In addition to the ash tray in front of the radio, there is one each with chrome cover in rear armrests.

INSTRUMENTS:

All "Smiths" except ammeter which is "Lucas". [Thorley , Original Jaguar Mk I/ Mk II, p. 54.] 240 and 340 had a special Smiths design water gauge. [Thorley, Original Jaguar Mk I/ Mk II, p. 77]. March, 1960, oil pressure gauge was changed from a maximum reading of 100 pounds to 60 pounds reading. [Kennedy, Jaguar, The Classic Marque, p.119.]

HAZARD FLASHERS:

Small rectangular box painted black with lever switch and chrome trimmed red jewel located beneath instrument panel. These were standard on 1965 and later cars. [TB, p.41, Sept, 1965].

STEERING WHEEL:

16" black Bakelite(plastic). Cross spokes up to 1964 had a larger radius at spoke junction with rim and horn "D" ring entered horn cross piece in the ends. Cross spoke after 1964 narrower and smaller at junction with rim and "D" horn ring enters horn cross piece from below, a small distance in from the ends. [Thorley, Original Jaguar MkI &MkII, p. 77]. Note! A white wheel, same as described above was available as an option, as was a wood rimmed "Derrington" wheel.

RADIO:

Radios are to be of correct vintage, using original/authentic mountings and speaker housings. [JCNA Rule Book, edition 8.1, chapter VI, p. 4, par. E 4].

SPEAKER GRILL:

Chrome mesh on center console above radio.

GEAR SHIFT:

Early (non-synchro) Moss Box-Black plastic, light bulb shaped, and shift pattern shown under clear plastic top inside of a white circle on an insert glued into recess in the knob. Black plastic spherical with engraved shift pattern on later models and 240 and 340. Shift gaiter - leather without chrome ring top trim on MK 2's. On 340 also there is no chrome ring. [Kennedy, Jaguar, The Classic Marque, p. 113]. Chrome plated lever is not bent and is tapered small end at the knob.



**LATER GEAR KNOB
BALL SHAPED**



**EARLY GEAR KNOB
LIGHT BULB SHAPED**

Most Common Problems

Engine Compartment:

Air cleaner: Wrong texture hammer tone paint

Hose Clamps: Wrong type, not Cheney or Regent with round screw and filled in slots

Windscreen washer missing (A/C fitted cars)

Undercoating missing from under the engine compartment and bonnet paint

Taped wire harnesses

Brake booster vent cap wrong color or missing

Paper cartridge in fuel filter. Should only be flat brass mesh filter

Unused holes in bulkhead, side panels

Water stained block and core plugs

Colored plastic "crimp connectors" on wiring

Wrong washers on oil breather housing

Wrong nut or plating on nut holding fuse box cover

Blanking plate on firewall: Wrong color, should be body color

Battery Cover and Tray: One or both missing

Battery Hold down screw clamps: Coil spring washer missing

Bonnet and Boot Latches: Not cad plated

Brake Servo Air Cleaner: Wrong color. Should be cad plated

Exhaust Manifold: Not Vitreous enamel, or chipped (Porcelain)

Exhaust Stud Nuts: Not bronze with steel split type lock washers

Radiator Hose (Header tank to engine inlet)

Not 3 ribbed type with ribs on radiator end

Exterior:

Screws in lights: Wrong kind of screw

Front License Plate carrier: Missing

Tire sizes: Wrong and all five tires not the same

Interior:

Gear shift knob: Wrong type

Front Seat Frames: Wrong color

Steering Wheel: Non-authentic substitute

FINAL THOUGHTS

In preparation of this guide, I followed the format already established by Bob Stevenson's "Series 1E-Type Judging Guide" and Stew Cleave's "JCNA Series 2 E-Type Judge's Guide." I note from Stew Cleave's "Final Comments" that their formats followed JCRC guidelines, which should make this guide also conform.

I am most grateful to Gary Hagopian for asking me to write this guide, and for his assistance and support. Additional thanks to David Roth and Ray Crook for their comments and to Mike Cook of Jaguar Archives who provided access to their Jaguar files. Very special thanks to George Camp who provided enormous help and support. George devoted considerable time and effort in researching his archives. He hosted me on a two-day visit to his "World of Jags" to provide authentication to the entries in this guide. A special thanks to Steve Kennedy, author of the book "Jaguar, The Classic Marque" who provided considerable assistance with validation and a large supply of photographs, many of which are included in the Guide.

Despite the many hours devoted to the preparation of this guide, it is still a work in progress. There are more photos that should be included. More detail is necessary in several areas including the transition from the MK 2 to the 240 and 340 models. I have included the research from authenticated publications and what I have been told by recognized knowledgeable persons. More photos and definitive data on the marque continue to be collected to advance the completeness of the Guide.

Please recognize that this is a beginning compilation of data. I fully expect that there are numerous readers who will take issue with some of the statements, and others who feel that they have something to add. I ask that in each case the statement as well as the source be established as authentic and provided to me for inclusion in future revisions of the Guide. Authenticating the entries in the Guide has been by far the most arduous task in putting together the material. This is the version of the Mk 2 Guide approved at the JCNA 2005 AGM. As stated above, these guides are always subject to corrections or additions as new evidence comes to light. Please send comments to "georgejones123@earthlink.net"

About the author: George Jones is a retired manufacturing and mechanical engineer, born, educated and trained in South Africa before emigrating to the US in 1977. He has had a life long passion for the restoration of British cars and in particular the Jaguar. He has personally completed the "ground up" restoration of an award winning chrome bumper MGB and two MK 2's, the latest of which has won eight first place finishes including Best in Class in the JCNA Northeast Region 2004, and scored 99.88 in 2004 JCNA Concours competition. He is presently engaged in doing the same on a 1966 Series 1 4.2 FHC E Type.