WHEEL CHANGING

Whenever possible wheel changing should be carried out with the car standing on level ground, and in all cases with handbrake fully applied. Unlock luggage compartment. The spare wheel is housed in a compartment underneath the luggage boot floor, wheel changing equipment is retained in clips.
Four jacking spigots (two per side) are attached to underside of floor in proximity to the door sills to provide positive location for the lifting jack. It is important that the jack is placed squarely beneath the spigot before operating; also that the locating bracket is in position to accept the spigot through the hole in the bracket (see Fig. 25). The following sequence is suggested to ensure correct operation of the jack.

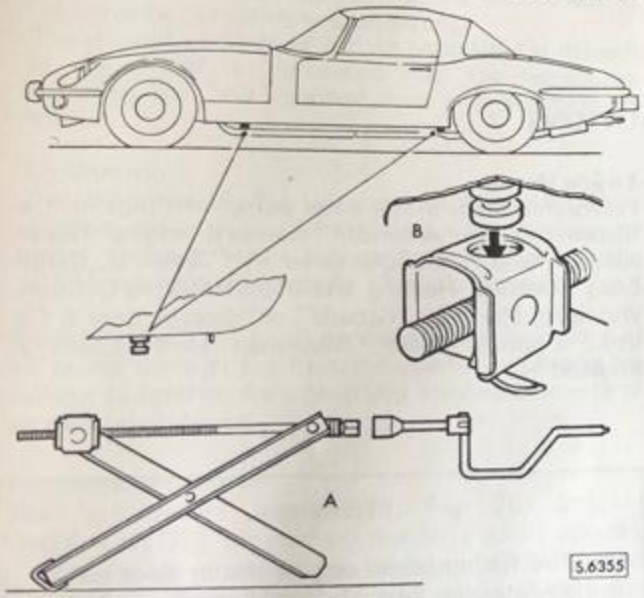


Fig. 25 Operating lifting jack
A – Jack in position
B – Spigot entering hole in bracket

1. Place jack squarely to appropriate spigot.
2. Engage handle in jack.
3. Rotate handle (clockwise to raise – anti-clockwise to lower).
4. Ensure spigot is firmly located in bracket before attempting to raise car.
5. While car is raised check that spigot remains firmly in bracket.

For cars fitted with ventilated disc wheels remove nave plate by levering off with special tool provided in tool roll. Using wheelbrace, loosen but do not remove the five wheel nuts. Raise car on jack until wheel is well clear of ground. Remove wheel nuts and withdraw wheel from studs. Mount spare wheel on studs and run up nuts as tight as possible. Lower jack. Tighten securing nuts. Fit nave plate over two of the three mounting posts and secure with a sharp tap of the hand at a point in line with the third post. On cars fitted with wire spoke wheels (optional extra) place removal tool over hub cap. Using mallet supplied in took kit, slacken but do not remove cap; caps are marked Right or Left and direction of rotation to remove is indicated by arrows.

U.S.A. Specification

JAGUAR

SERIES 3 V12

'E' TYPE

Operating, Maintenance and Service Handbook

WHEELS AND TIRES

Tire Pressures

It is important to maintain the tire pressures at the correct figures given on page x of this book.
Incorrect pressures will affect the steering, riding comfort and tire wear.
Check the inflation pressures when the tires are cold and not when they have attained their normal running temperature; tire pressures increase with driving and any such increase should be ignored.
Always ensure that the caps are fitted to the ends of the valves as they prevent the ingress of dirt and form a secondary seal to the valve core.

Tire Replacement and Wheel Interchanging

When replacement of tires is necessary, it is preferable to fit a complete car set. Should either front or rear tires only show a necessity for replacement, new tires must be fitted to replace the worn ones. No attempt must be made to interchange tires from front to rear or vice-versa as tire wear produces characteristic patterns depending upon their position and if such position is changed after wear has occurred, the performance of the tire will be adversely affected. It should be remembered that new tires require to be balanced.
The DUNLOP radial ply tires specified have been designed to meet the high speed performance possible with this car.
Only tires of the same specification as shown under "GENERAL DATA" should be fitted as replacements and if of different tread pattern should not be fitted in mixed form.
UNDER NO CIRCUMSTANCES should tires of the cross-ply type be fitted.

Battery Condition Indicator
This is an instrument with a specially calibrated dial which indicates the condition of the battery. The position of the needle with a charged battery will be central within the area marked "Normal".
The instrument does NOT indicate the charging rate in amperes of the alternator.
Full instructions for reading the battery voltage by means of the meter are given on page 26.

Oil Pressure Gauge
The electrically operated pressure gauge records the oil pressure being delivered by the oil pump to the engine; it does not record the quantity of oil in the sump. The minimum pressure at 3,000 r.p.m. when hot should not be less than 2.8 kg/sq. cm (40 lb. per sq. in.).

Note: After switching on, a period of approximately 20 seconds will elapse before the correct reading is obtained.

Water Temperature Gauge
The electrically operated water temperature gauge records the temperature of the coolant by means of a bulb screwed into the inlet manifold water jacket.
The instrument is divided into three segments — White, Normal and Red.
With the indicator in the White segment, the engine has not yet reached operating temperature; with the indicator in the Normal band, the engine is fully warmed up and is operating at the correct temperature. Should the indicator advance to the Red segment, the engine is running slightly warmer than usual, but, providing there is no loss of water in the cooling system, there is no cause for alarm.

Fuel Level Gauge
Records the quantity of fuel in the supply tank. Readings will only be obtained when ignition is switched "on".

Note: After switching on, a period of approximately 20 seconds will elapse before the correct reading is obtained.

Electric Clock
This instrument is 'wound' electrically; the mechanism being powered by the car battery. A 'click' will be heard periodically when the winding mechanism is actuated. Frontal adjustment is provided for setting the hands by means of a knurled knob in the centre of the dial. The instrument is regulated at the factory and should not require further adjustment.

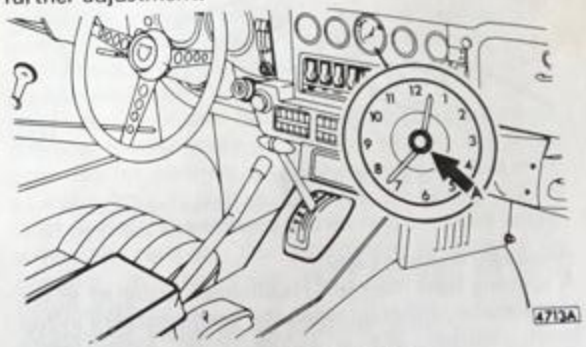


Fig. 4 Electric clock