

Turning The Spotlight On the XK Cars

Over the last year or so we've chronicled the capabilities of our in-house body and paint facility. Those articles have focused on E-Types; while a major part of our business, obviously, we also do a great deal of body and paint work on XK-120s, XK-140s and XK-150s.



can legitimately call themselves "experts" in this area. We're not attempting to discredit anyone, but if you're contemplating an XK body restoration, do your homework before entrusting your prized car to just anyone. Better yet, ship it to XKs Unlimited and know it's in capable and experienced hands.

Above Kyle welds in a newly formed window channel in this XK-140 FHC. To the right we show progress in panel replacement on this XK150. New panels spot welded then full seam welded, filled and primed. Smooth and ripple-free as new.

As XKs are a body-on-frame design, the work differs substantially from unit-body E-Types, but many similarities remain. XKs Unlimited is proud to occupy a narrow niche in the market. We don't take in general collision work. Instead, we've chosen to specialize in Jaguars (no surprise there!) and a major portion of our work is XK body shell restoration and paint. Probably only a handful of shops in the country



Component Rebuilding by XKs Unlimited

While many customers contract with XKs Unlimited to completely restore their Jaguar or other special-interest sports car, other enthusiasts act as their own "restoration general contractor" and coordinate a host of subcontractors, not unlike a general building contractor. We play a major roll in many of these restorations as well and receive components -- from cylinder heads to seats to gearboxes and carburetors -- from around the world for restoration and repair. In many cases, owners choose to send us the items that are too specialized or complex for a local shop to complete. In other cases, with our expertise and parts inventory, XKs Unlimited is simply the most expedient and cost-effective choice.

Engine Rebuilding

While our in-house cylinder head shop is relatively new, XKs Unlimited has been one of the premiere sources for complete engine rebuilds for the better part of three decades. We have the parts, knowledge and experience to build everything from a stock street engine to a wild vintage racing power plant. Every engine we build receives the same loving attention to detail and is fully balanced, blueprinted, painted and polished to look like the day it left Coventry.



Proper and updated procedures are followed from start to finish. For example, we line-hone main bearing journals (a known Jaguar weakness) and update oil flow on early connecting rods to XJ specifications for reduced oil consumption. If you want a truly bolt-in engine, we can rebuild the carburetors, water pump and distributor. We will then test-run the engine on our custom engine stand, adjust the carburetors, set the timing, re-torque all fasteners, change the oil and filter and carefully crate the engine for shipping anywhere in the world.

“We work on more XKs in a year than the average shop will see this century”

So just what makes XKs Unlimited your preferred source for XK body restoration? Product familiarity for one. We work on more XKs in a year than the average shop will see this century. We know their strengths, and we know their weaknesses. We know that unless you remove the headlamp pods and eradicate every last trace of rust and properly re-seal them, your beautiful new paint will begin to bubble at the pod base, sure as death and taxes. With a frame-off restoration, we mount the body to a donor frame to maintain proper panel alignment. We also have a number of custom jigs to ensure specific areas stay put. XKs Unlimited also has an international cadre of suppliers – not to mention our in-house fabrication capabilities – so there’s virtually no XK body component we can’t source or manufacture ourselves.

The bottom line is that XKs Unlimited has the product knowledge, experience, equipment and parts supply to repair and paint your XK’s body correctly. We won’t be learning on your car.

Give our restoration department a call today to discuss your project.

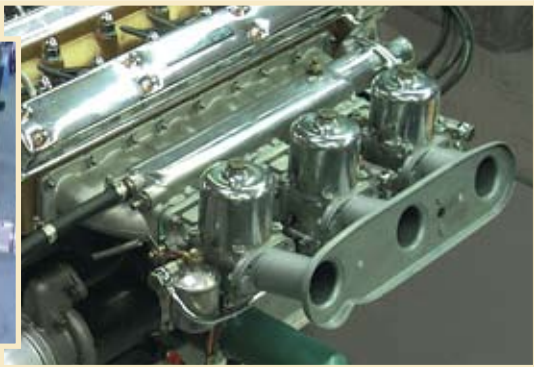
(805) 594-1585



Above our hands-on body shop manager, Mel, works over a rear cowl after metallic filler has been applied.



The photo at the left is of a spot on the XK cars that is particularly prone to revealing stress fractures as the years go by. Rather than just using some sort of “filler” the XK crew will weld in a reinforcing plate, then shape it to the correct contour.



I.R.S. and Gearbox Rebuilding

Jaguar’s independent rear suspension (IRS) served the company well for more than a quarter century. It is rather complex, however, and requires a multitude of shims, seals and bearings to rebuild, not to mention some specialized tools. We know, because we stock them all and manufacture a good percentage ourselves. This makes an otherwise trying job a relatively routine task for XKs Unlimited; we can totally rebuild and restore your IRS unit, including brakes, hub carriers, fulcrum shafts, shock absorbers and springs, differential bearings and ring-and-pinion, or any portion thereof. We can plate, paint and powder coat to your specifications or simply clean things up – virtually any requirement can be satisfied – and then return the complete IRS unit ready to bolt in.

Jaguar gearboxes are similar to IRS units in that they require a multitude of parts and specialized expertise to rebuild successfully. XKs Unlimited has both.

Carburetor Rebuilding

Not that long ago (well, scratch that, it *has* been a long time) technicians familiar with SU and Stromberg carburetors were common. Nowadays, anyone familiar with any type of carburetor is decidedly rare. Not at XKs Unlimited, however. We’ve rebuilt hundreds of SUs and Strombergs and our parts supply hails from four continents and includes many items manufactured in-house. Our carburetor restorations are comprehensive and include complete disassembly, cleaning and replacement of all wear parts. We can restore your carburetors to concours or “street” specifications, mirror polishing and plating along the way or simply making things scrupulously clean. Either way, your carburetors will require minimal adjustment upon return.