

Specifications and Tune-Up Data Early Sedan

Basic Capacities (In U.S. Pints Except Where Noted)

Car	Engine Oil	Manual Trans	M/T W/O.D.	Auto Trans.	Rear Axle	Cooling System	Fuel (U.S. Gallons)
MK VII	28	3	4-3/4	18	4	27.5	20.5 Combined
MK VIII	26-1/2	3	4-3/4	18	4-1/2	26.5	20.5 Combined
MK IX	26-1/2	3	4-3/4	18	4-1/2	26.5	20.5 Combined
MK I 3.4	13-1/4	3	4-3/4	18	4-1/2	26-1/2	14-1/2
MK II 3.43.8	15-1/2	3	4-3/4	18	3-1/4	26-1/2	14-1/2
3.4S/3.8S	14-1/2	3	4-3/4	18	3-1/4	26-1/2	17 Combined
4.2 MK X/420G	14-1/2	3	4-3/4	18	3-1/4	26-1/2	24 Combined

Basic Torque Values

Application	Inch Pounds	Foot Pounds	KG/M.
Cam Bearing Caps	175	15	2.0 kg/m.
Connecting Rod Bolts	450	37	5.1 kg/m.
Main Bearing Cap Bolts	1000	83	11.5 kg/m.
Cylinder Head Nuts, 3.4, 3.8, 4.2	650	54	7.5 kg/m.
Flywheel		67	9.2 kg/m.
Note: See separate listing for ARP-brand fasteners.			

Valve Clearance (Cold)

Application	Intake	Exhaust
MK VII	.004"	.006"
MK VIII	.004"	.006"
MK IX	.004"	.006"
MK I 3.4	.004"	.006"
MK II 3.4 & 3.8	.004"	.006"
3.4S/3.8S	.004"	.006"
4.2 MK X/420G	.004"	.006"

Firing Order

Six Cylinder: 1-5-3-6-2-4 (#6 is front-most cylinder)



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 440 Rutherford Street
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Timing

Application	Setting	Notes
MK VII	5° B.T.D.C.	7:1 compression
MK VII	0° T.D.C.	8:1 compression
MK VIII	4° B.T.D.C.	7:1 compression
MK VIII	6° B.T.D.C.	8:1 compression
MK IX	4° B.T.D.C.	7:1 or 8:1 compression
MK IX	5° B.T.D.C.	9:1 compression
MK I 3.4	T.D.C.	7:1 compression
MK I 3.4	2° B.T.D.C.	8:1 compression
MK II 3.4 & 3.8	T.D.C.	7:1 compression
MK II 3.4 & 3.8	7° B.T.D.C.	8:1 compression
MK II 3.4 & 3.8	5° B.T.D.C.	9:1 compression
3.4S/3.8S	T.D.C.	7:1 compression
3.4S/3.8S	7° B.T.D.C.	8:1 compression
3.4S/3.8S	5° B.T.D.C.	9:1 compression
4.2 MK X/420G	6° B.T.D.C.	7:1 compression
4.2 MK X/420G	9° B.T.D.C.	8:1 compression
4.2 MK X/420G	10° B.T.D.C.	9:1 compression

Spark Plug Gap

MK VII	.022"/.56mm
MK VIII	.022"/.56mm
MK IX	.022"/.56mm
MK I 3.4	.025"/.64mm
MK II 3.4	.025"/.64mm
MK II 3.8	.025"/.64mm
3.4S/3.8S	.025"/.64mm
4.2 MK X/420G	.025"/.64mm

Point Gap

MK VII	.012"
MK VIII	.014" to .016"
MK IX	.014" to .016"
MK I 3.4	.014" to .016"
MK II 3.4	.014" to .016"
MK II 3.8	.014" to .016"
3.4S/3.8S	.014" to .016"
4.2 MK X/420G	.014" to .016"

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Front Wheel Alignment

Application	Castor	Camber	Toe
MK VII	$0^\circ \pm 1/4^\circ$	$1^\circ \pm 1/4^\circ$	1/8" to 3/16" Toe In
MK VIII	$0^\circ \pm 1/4^\circ$	$1^\circ \pm 1/4^\circ$	1/8" to 3/16" Toe In
MK IX	$0^\circ \pm 1/4^\circ$	$1^\circ \pm 1/4^\circ$	1/8" to 3/16" Toe In
MK I 3.4	$0^\circ \pm 1/2^\circ$	$1/2^\circ \pm 1/2^\circ$	Parallel to 1/8" Toe In
MK II 3.4	$0^\circ \pm 1/2^\circ$	$1/2^\circ \pm 1/2^\circ$	Parallel to 1/8" Toe In
MK II 3.8	$0^\circ \pm 1/4^\circ$	$3/4^\circ \pm 1/4^\circ$	Parallel to 1/16" Toe In
3.4S/3.8S	$0^\circ \pm 1/2^\circ$	$1/2^\circ \pm 1/2^\circ$	Parallel to 1/8" Toe In
MK X 4.2/420G	$0^\circ \pm 1/2^\circ$	$1/2^\circ \pm 1/2^\circ$	Parallel to 1/8" Toe In

Rear Wheel Alignment (I.R.S. Cars Only)

Application	Camber
3.4S/3.8S	$3/4^\circ \pm 1/4^\circ$ Negative
MK X 4.2/420G	$3/4^\circ \pm 1/4^\circ$ Negative

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