

A close-up, monochromatic photograph of a metal engine block. The image is dominated by embossed details. At the top, a circular logo is partially visible. Below it, the text 'CROSTHWAITE & GARDINER' is embossed in a bold, sans-serif font. Further down, a large, stylized 'JAGUAR' logo is prominently displayed within a shield-like border. Below the 'JAGUAR' logo, the text '3.5 LITRE' is embossed in a similar bold font. The lighting creates strong highlights and shadows, emphasizing the metallic texture and the three-dimensional quality of the embossing.

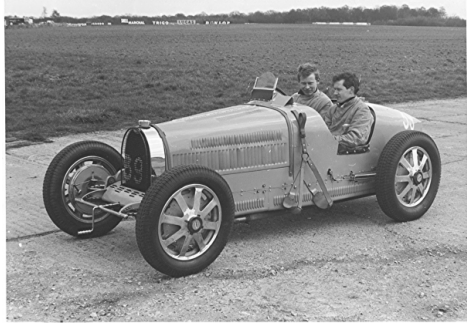
CROSTHWAITE & GARDINER

Jaguar Catalogue 2016

About Us

Crosthwaite and Gardiner is one of the world's leading manufacturers and suppliers of parts to the historic motor racing industry. Established in 1969, the company is built on a wealth of knowledge and experience gained through over 40 years of producing parts for some of the most famous and important racing cars the world has ever seen.

Crosthwaite and Gardiner was established as a result of the joint passion of Dick Crosthwaite and John Gardiner for historic racing cars, and for Bugatti cars in particular, and has continued to build upon this Bugatti expertise ever since. The company has now worked on every Bugatti, bar the Royale. Buying stock, original pattern equipment and drawings over the decades and manufacturing parts for all the cars they have worked on has resulted in Crosthwaite and Gardiner carrying the largest stock of quality Bugatti parts in the world.



Dick and John in Neil Corner's T35B, chassis no. 4965 at Silverstone in 1967

Expanding on their renown for Bugattis, Crosthwaite and Gardiner developed their expertise into manufacturing components for other famous racing marques. This highly successful expansion has lead to a series of projects to re-create historic racing engines, resulting in brand new Coventry Climax FPF, Maserati Birdcage, Jaguar LWE and D-type engines. The resulting critical acclaim has meant that today these engines are the strongest product lines offered by Crosthwaite and Gardiner.

Crosthwaite and Gardiner's enviable and un-rivalled experience in the historic racing industry has given them an incredible depth of knowledge of the cars they work on. This expertise means that they know exactly how each car was built and finished at the time it was originally manufactured. This allows the company to create faithful restorations conserving the important originality and authenticity of the cars and its parts. Crosthwaite and Gardiner recognises that in order to complete a restoration to the highest level while maintaining historical accuracy, the ability to use as many original parts as possible is paramount. The company therefore prides itself on its ability to repair and save what others would misconstrue as un-usable parts, whilst maintaining structural integrity and reliability. The company achieves this by successfully combining traditional craftsmanship with the latest technology and manufacturing methods.

Crosthwaite and Gardiner are proud to manufacture the finest products for the finest cars in the world. Be it a precisely crafted Bugatti nut or a world beating Auto Union Grand Prix car, the attention to detail and quality is always the same.

Not all of the products we currently manufacture are in this catalogue and if you have any enquiries please do not hesitate to contact us.



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Jaguar Engine Building at Crosthwaite & Gardiner

Jaguar XK engines are a speciality of Crosthwaite & Gardiner - our Light Weight E Type and D Type engines have won historic races all over the world and are just as suited to road use, too. We have a number of different specifications available and work to not only build all-new engines, but to refurbish and bring new life to old blocks. We are especially renowned for our Wide Angle cylinder heads and aluminium blocks.

Crosthwaite & Gardiner isn't just a producer of premium quality components - it is also a known birthplace for some of the finest historic race engines to grace the planet. Our dedicated engine-building department consists of three highly experienced engine builders, all specialists in the assembly of Jaguar D Type and E Type engines (as well as Bugatti, Maserati and Coventry Climax engines) - however, a partial or complete rebuild for almost any historic race engine is well within their capabilities and a wide variety of projects have passed through this workshop over the years.

Crosthwaite & Gardiner Jaguar engines are built from only the finest components. Blocks, heads and many other sand-cast components are cast at carefully selected UK foundries using our expansive array of pattern equipment. The best quality billets available are ordered from UK suppliers too, with everything meeting at our historic Sussex factory.

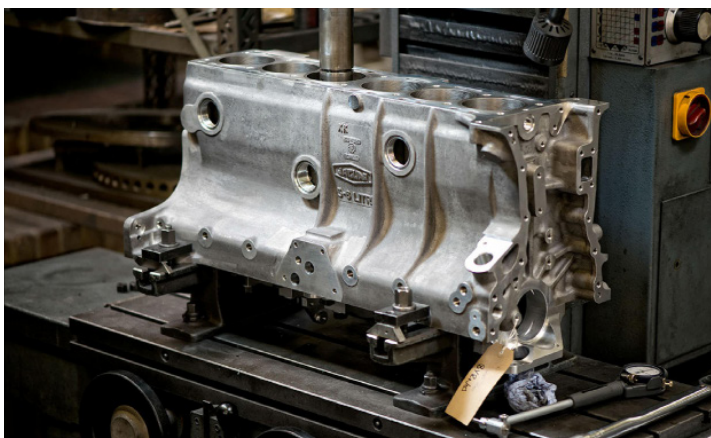
Here, components are precision machined in our impressive machine shop before undergoing rigorous inspection procedures, after any necessary metal treatments are carried out. This ensures that only the very best quality components make it onto our shelves and into our engines.

Once built, all engines go through an extensive setting up process on our in-house engine dyno, prior to delivery. We have two water brake dynamometers, the larger of which can be used for engines up to 1000bhp - all Jaguar engines are tested using this equipment, as can be seen over to the right. Our engine builders expertise extend both to carburetted and mechanically injected fuel delivery methods for all manner of applications.

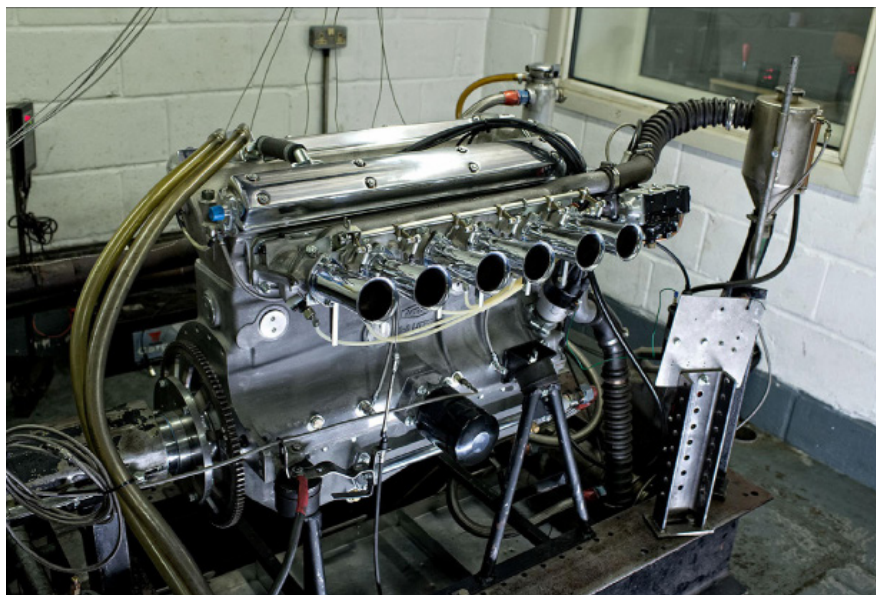
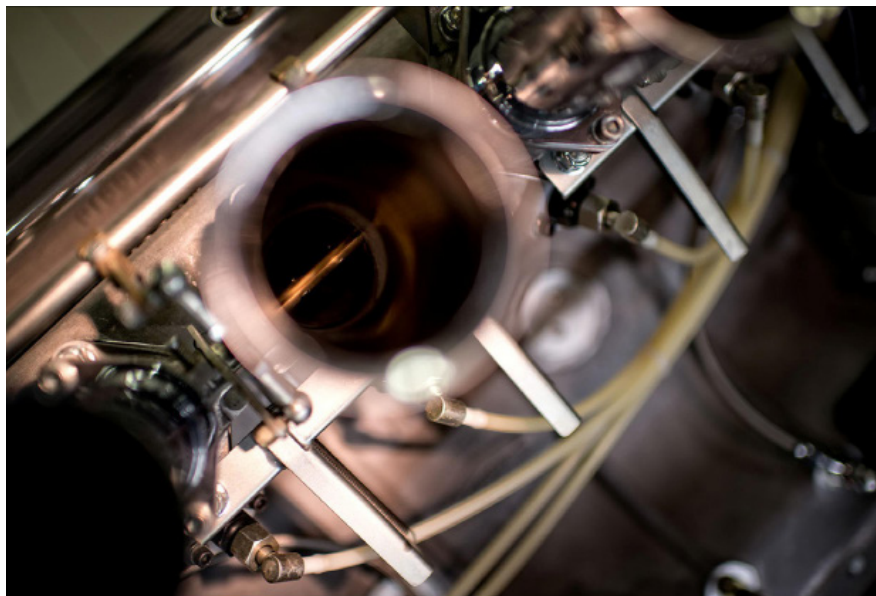
Our Light Weight E Type engines are available in a number of formats. Block options include refurbishment of a customer-supplied iron block (we do have a small quantity of iron donor blocks available also), or alternatively we can supply a brand new aluminium block. Wet or dry sump lubrication can be fitted, while carburetion and fuel injection (using butterfly or slide throttles) are also fully catered for.

Crosthwaite & Gardiner D Type components are true to the original format, utilising a 7 degree engine slant and a cross shaft-powered dry sump system. Original engines were iron block and we abide by this, refurbishing original blocks as a base for our D Type engines.

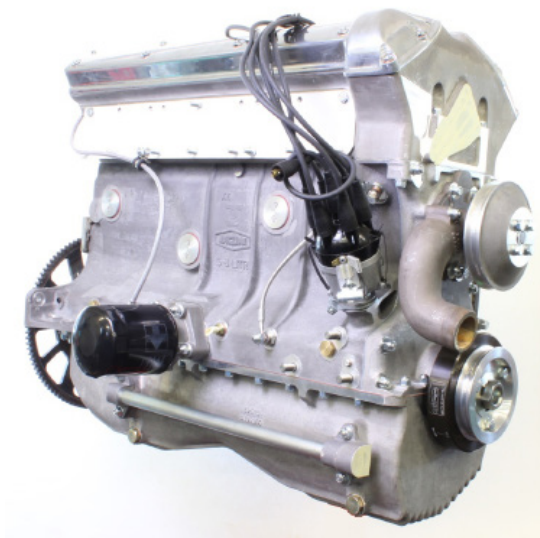
Please note that all of our engines are designed to simply use premium pump fuel (Shell V Power, for example), with no need for additives.



Jaguar Engine Building at Crosthwaite & Gardiner



Jaguar LWE Engines



Jaguar LWE engine - iron block, carbureted, wet sump

Complete replacement engine using original iron cylinder block

ENGJAGLWE-1

Specification includes:

Wide Angle cylinder head

High lift camshafts

48 DCOE carburetors

Full refurbishment of customer's cylinder block

C&G-designed pistons

H-section connecting rods

8 weight C&G-designed crankshaft

Wet sump lubrication system

Lightweight steel flywheel

Alloy water pump

Jaguar LWE engine - iron block, carbureted, dry sump

Complete replacement engine using original iron cylinder block

ENGJAGLWE-2

Specification includes:

Wide Angle cylinder head

High lift camshafts

48 DCOE carburetors

Full refurbishment of customer's cylinder block

C&G-designed pistons

H-section connecting rods

8 weight C&G-designed crankshaft

Dry sump lubrication system

Lightweight steel flywheel

Alloy water pump



Jaguar LWE engine - aluminium block, carbureted, wet sump

Complete replacement engine using all new parts

ENGJAGLWE-3

Specification includes:

Wide Angle cylinder head
High lift camshafts
48DCOE carburetors
Aluminium alloy cylinder block
C&G-designed pistons
H-section connecting rods
8 weight C&G-designed crankshaft
Wet sump lubrication system
Lightweight steel flywheel
Alloy water pump

Jaguar LWE engine - aluminium block, carbureted, dry sump

Complete replacement engine using all new parts

ENGJAGLWE-4

Specification includes:

Wide Angle cylinder head
High lift camshafts
48DCOE carburetors
Aluminium alloy cylinder block
C&G-designed pistons
H-section connecting rods
8 weight C&G-designed crankshaft
Dry sump lubrication system
Lightweight steel flywheel
Alloy water pump

Jaguar LWE engine - aluminium block, butterfly throttle fuel injection, dry sump

Complete replacement engine using all new parts

ENGJAGLWE-5

Specification includes:

Wide Angle cylinder head
High lift camshafts
Lucas metering unit (refurbished)
Butterfly throttle fuel injection
Aluminium alloy cylinder block
C&G-designed pistons
H-section connecting rods
8 weight C&G-designed crankshaft
Dry sump lubrication system
Lightweight steel flywheel
Alloy water pump



Butterfly Throttle Fuel Injection

These butterfly injection assemblies are faithful to the original LWE fuel injection systems, use premium quality components throughout and are assembled by our experienced engine builders. All-new components are used in conjunction with a refurbished Lucas fuel metering unit. Fuel injection systems are only available when purchasing a complete engine.

Jaguar LWE engine - aluminium block, slide throttle fuel injection, dry sump

Complete replacement engine using all new parts

ENGJAGLWE-6

Specification includes:

Wide Angle cylinder head
High lift camshafts
Lucas metering unit (refurbished)
Slide throttle fuel injection
Aluminium alloy cylinder block
C&G-designed pistons
H-section connecting rods
8 weight C&G-designed crankshaft
Dry sump lubrication system
Lightweight steel flywheel
Alloy water pump

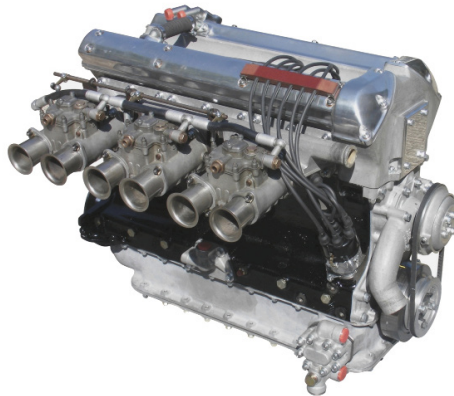


Slide Throttle Fuel Injection

These slide throttle injection assemblies are faithful to the original LWE fuel injection systems, use premium quality components throughout and are assembled by our experienced engine builders. All-new components are used in conjunction with a refurbished Lucas fuel metering unit. Fuel injection systems are only available when purchasing a complete engine.



Jaguar D Type Engines



Jaguar D Type 3.4-litre engine - iron block, carbureted, dry sump

Complete replacement engine using all new parts and customer's iron cylinder block
ENGJAGD3.4

Specification includes:

- Wide Angle cylinder head
- High lift camshafts
- Full refurbishment of customer's cylinder block
- C&G-designed pistons
- H-section connecting rods
- 8 weight C&G-designed crankshaft
- Dry sump lubrication system
- Lightweight steel flywheel
- Alloy water pump
- Carburettors not included

Jaguar D Type 3.8-litre engine - iron block, carbureted, dry sump

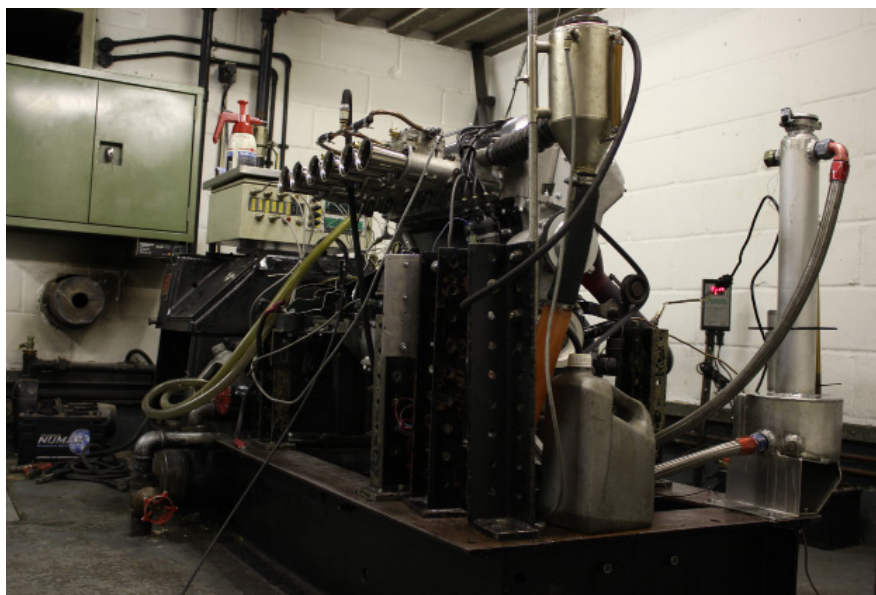
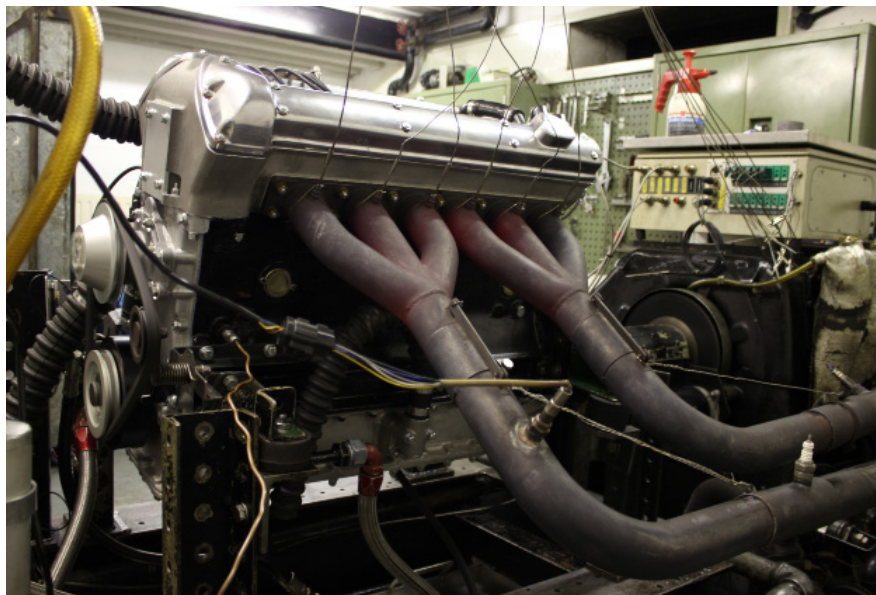
Complete replacement engine using all new parts and customer's iron cylinder block
ENGJAGD3.8

Specification includes:

- Wide angle cylinder head
- High lift camshafts
- Full refurbishment of customer's cylinder block
- C&G-designed pistons
- H-section connecting rods
- 8 weight C&G-designed crankshaft
- Dry sump lubrication system
- Lightweight steel flywheel
- Alloy water pump
- Carburettors not included



Jaguar D Type Engines



C&G Jaguar XK Wide Angle Cylinder Heads

Crosthwaite & Gardiner Wide Angle cylinder heads are being used by competitors in historic motorsport around the world. These proven race winning cylinder heads are equally suited to road use.



Each Crosthwaite & Gardiner Jaguar cylinder head begins life at one of our carefully selected UK foundries, where they are sand-cast as in period. Following this it undergoes a series of machining processes at our Sussex factory. This includes 5-axis CNC porting and the fitting of valve guides and seats. All heads are put through a rigorous inspection process using micron-accurate computer-based measuring systems, as well as the eyes of our extremely experienced team of engineers.



Our latest port profiles and processes have been developed using state of the art engine development software, and are thoroughly optimised for power and torque across the rev range and designed to work perfectly with our camshafts, pistons and other components. With the introduction of the latest design, we have seen proven and repeated results on our in-house engine dyno - the current Crosthwaite & Gardiner range of Jaguar cylinder heads really are the ultimate, and will truly outperform all competitors.



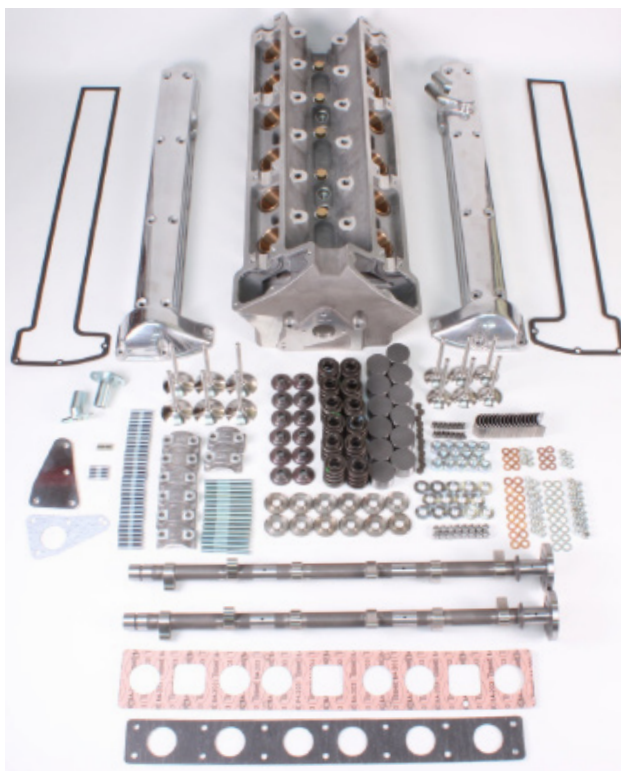
Jaguar XK Wide Angle Cylinder Head Kit

Crosthwaite & Gardiner Wide Angle Cylinder Head Kits comprise of a cylinder head fitted with valve seats, valve guides and tappet guides along with everything to completely assemble it, from valves and camshafts to manifold gaskets. See right for full listing - head studs and gasket not included, please see pages 12 and 25 respectively.

C1884-EASM: LWE Wide Angle cylinder head kit

C1884-DASM: D Type 3.8-litre Wide Angle cylinder head kit

C1884-3.4ASM: D Type 3.4-litre Wide Angle cylinder head kit



All parts available to order separately

C1884-EASM shown and described below:

C1884	W/A Cylinder Head
JAG195	Camshaft (x2)
JAG184	Cam Bearings, set
C2172-2	Cam Cap, wide (x2)
C2172	Cam Cap, Narrow (x6)
JAG213	Spring Retainer (x12)
XK1935	Spring Seat (x12)
JAG154	Valve Spring (x12)
JAG192	Inlet Valve (x6)
JAG193	Exhaust Valve (x6)
JAG123	Split Collets, pair (x12)
XK1403	Cam Follower (x12)
JAG129	Tappet Shim (x12)
JAG157	Head Nut (x14)
JAG189	Head Nut Washer (x14)
JAG281	Cam Cover Gasket (x2)
JAG147	Inlet Gasket
JAG148	Exhaust Gasket
C9803	Cam Cover, Inlet Side
C9804	Cam Cover, Exhaust Side
JAG146	Breather Tube Set
JAG330	Blanking Plate for Head
JAGLWE-55-016	Gasket for Blanking Plate
JAG168	Cam Cap Stud (x16)
JAG169	Cam Cap Dowel (x16)
5/1.5CF	Manifold Stud (x32)
5/1.75CF	Head Mounting Stud (x4)
4/1.25CF	Cam Cover Stud (x4)
4/1CF	Cam Cover Stud (x2)
B4/0.75C	Rear Cover Bolt (x4)
NNY5/F	Cam Cap Nut (x16)
N4-FH	Cam Cover Nut (x6)
N5-FH	Cam Cover Nut (x16)
5-PW	Cam Cap Washer (x16)
CWM8-16	Cam Cover Washer (x16)
CW250-562	Cam Cover Washer (x6)



Jaguar XK Wide Angle Cylinder Head Components



Jaguar XK Wide Angle Cylinder Head Components



JAG194

Camshaft .4375 lift

For use in D-type and Road going E-type engines, the Cam profile is optimised for low end torque and driveability. Operating on a smaller base circle and with less aggressive ramps, the cam can easily be accommodated without cylinder head modification to bucket guides.

JAG195

High Lift Camshaft – Inlet or Exhaust

C&G's High lift race camshaft was carefully developed in house to offer exceptional mid-range torque without sacrificing top end power. With the increase in mid-range torque, the Cam creates an engine that's very driveable, with smooth power delivery exactly where you need it. As such, this Cam is equally suited to fast road engines as it is full on race engines.



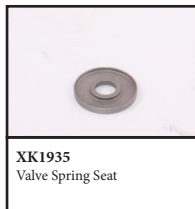
JAG184

Cam Bearings



JAG213

Valve Spring Retainer



XK1935

Valve Spring Seat



Jaguar XK Wide Angle Cylinder Head Components



JAG154
Valve Spring



JAG192
Inlet Valve



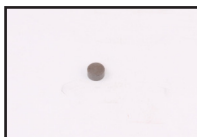
JAG193
Exhaust Valve



JAG123
Split Collets for Valves



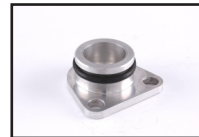
XK1403-2 - 1 5/8", D Type
XK1403-4 - 44mm, LWE
Cam Follower



JAG129
Tappet Shim



5/1.5CF
Manifold Stud



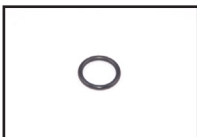
C19043
Cylinder Head Rear
Blanking Plug



JAG330
Cylinder Head Blanking Plate



C2153-1
Rev Counter Drive for Cambox



C19044
Rev Counter Drive O Ring



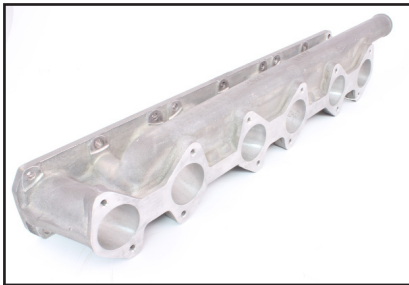
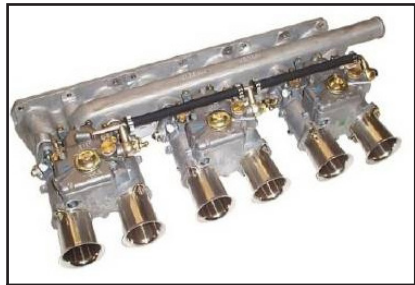
C2428
Rev Counter Drive Oil Seal





Jaguar XK Carburation

Crosthwaite & Gardiner inlet manifolds are all produced using aluminium alloy castings from our carefully selected UK foundries. These fine castings are produced using period-correct sandcasting methods and are formed using only the finest aluminium alloys available. Using these castings, we CNC machine the flanges, threads and use our CNC porting techniques to ensure that they feature optimum flow characteristics.

LWE

	
XK1834-45E 45DCOE Inlet Manifold	XK1834-45E-ASM 45DCOE Inlet Manifold Assembly
XK1834-48E 48DCOE Inlet Manifold	XK1834-48E-ASM 48DCOE Inlet Manifold Assembly

D Type

	
XK1834-7453 45DCO3 Inlet Manifold, 7 degree	XK1834-7453-ASM 45DCO3 Inlet Manifold Assembly, 7 degree
XK1834-745E 45DCOE Inlet Manifold, 7 degree	XK1834-745E-ASM 45DCOE Inlet Manifold Assembly, 7 degree



Jaguar LWE Fuel Injection Carburation

LWE

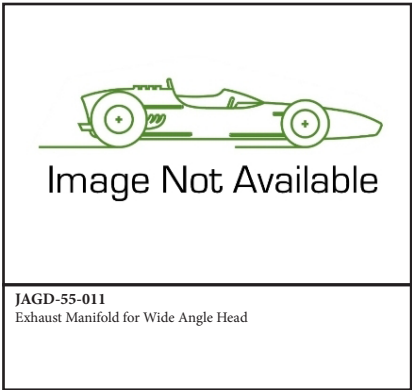


Jaguar XK Exhaust

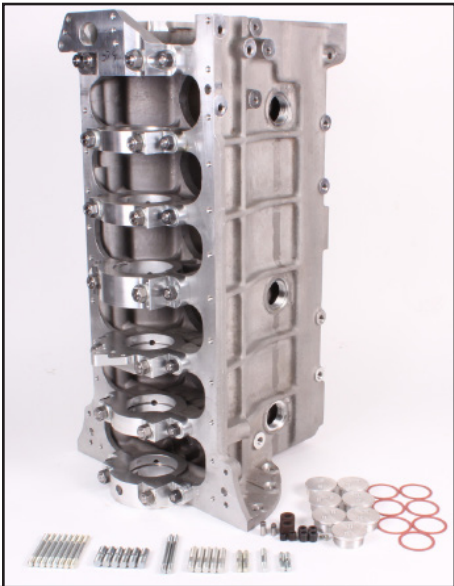
LWE



D Type



Jaguar XK Engine Components



XKC1636D (dry sump)
XKC1636W (wet sump)
Alloy Cylinder Block

Crosthwaite & Gardiner aluminium alloy cylinder blocks are cast from the finest materials, at carefully selected UK foundries. Once cast, they are transported to Crosthwaite & Gardiner's historic Sussex factory for machining, liner fitting, line-boring and honing. Our blocks come complete with liners and core plugs as well as studs, caps, washers and nuts for the main bearings. Unlike the original alloy blocks found in the Light Weight E Type, Crosthwaite & Gardiner blocks are compatible with wet sump lubrication, and weigh less than half the iron equivalent. Each one undergoes stringent inspection processes throughout its manufacture to ensure that the finished article is utterly perfect.



JAG255
Cylinder Liner for
Aluminium Block



JAG327
Cylinder Liner for
Iron Block



JAG295L (dry sump)
JAG295S (wet sump)
8 Weight Crankshaft

Crosthwaite & Gardiner designed crankshafts are suitable for both wet and dry sump engines. Machined from EN408 billet, hardened, tempered and finally nitrited, they exhibit superior balance characteristics and strength over the standard item.



Jaguar XK Engine Components



Pistons

Crosthwaite & Gardiner lightweight pistons are designed in-house and optimised to work flawlessly with our cylinder heads, with which they achieve a compression ratio of either 10.7:1 or 10:1. Consulting with a championship winning F1 engine designer and using the latest CAD tools, C&G were able to refine the crown shape to reduce detonation and optimise the 'squish' region. These pistons are produced from our own forge tool by the UK's leading piston manufacturer, ensuring the highest possible quality is achieved.

JAGXK-55-005

84mm Piston with Rings & Pin (Standard Height)

JAGLWE-55-041

87mm Piston with Rings & Pin (Standard Height)

JAGLWE-55-026

88mm Piston with Rings & Pin (Short Compression Height)

JAGLWE-55-036

88mm Piston with Rings & Pin (Standard Height)

JAGXK-55-010

83mm Piston with Rings & Pin (Standard Height)

JAGLWE-55-397

84mm Piston with Rings & Pin (Standard Height)

JAGLWE-55-026-R

88mm Piston Ring Set

JAGLWE-55-041-R

87mm Piston Ring Set

Con-Rods

Crosthwaite & Gardiner designed connecting rods are of H-section format and crafted from the finest forged steel by the UK's leading manufacturer. Small ends are thoroughly optimised to our design and each rod comes complete with ARP fastening hardware.

Additionally, we offer a 'long' rod, which can be used exclusively with piston number JAGLWE-55-026. By engineering the rod and piston as an exclusive pair, design improvements were made which improve cranktrain geometry and reduce acceleration loads, resulting in increased engine performance.

JAG141

Connecting Rod, long

JAG145

Connecting Rod, standard length

Bearing Shells

Crosthwaite & Gardiner offer a full selection of Jaguar shells and thrust washers, including oversize thrusts for worn cranks. Wide and narrow rear main bearings are also available. All C&G blocks and cranks are manufactured to accommodate the narrow shell, as per period Jaguar competition engines. The narrow shell allows the rear crank web to be strengthened, a known area of weakness.

JAG216

Main Bearings

JAG217

Big End Bearings

JAG218

Thrust Washers



Jaguar XK Engine Components



JAG218
Thrust Washers



JAG170L
Rattler Damper, dry sump



JAG170S
Rattler Damper, wet sump



C5896 (8 weight crank)
C5896CG (12 weight crank)
Crank Damper Bolt



C34064
Crankshaft Damper Distance
Piece - Wet Sump



C2305
Screwed Core Plug - Front,
D Type



















C2157
Screwed Core Plug - Rear,
D Type



JAGLWE-55-055
Hydraulic Damper




Jaguar XK Engine Timing Components

			
C29369 Timing Pointer	JAGLWE-55-017 Timing Pointer, for use with rattle dampers	JAG198-106 Timing Chain for WA Head - 106 Link	JAG198-108 Timing Chain for WA Head - 108 link
			
JAG199 Timing Chain - Bottom	C10332 Hydraulic Tensioner	C24686 Camshaft Sprocket	C25275 Idle Sprocket
			
C2170 (wet sump) C29330 (dry sump) Crankshaft Sprocket	XK1487 Chain Guide	C20397 Lock Tab for Timing Chain Guide	C2310 Camshaft Sprocket Retaining Screw
			
C8646 Distributor Drive Shaft	C8647 Distributor Drive Shaft Bush	C2152 Distributor Drive Gear	UFN256-L Half Nut for Distributor Drive Shaft



Jaguar XK Engine Timing Components



C2151
Tab Washer for Distributor Drive Shaft



C2393
Washer for Distributor Drive Shaft



C753
Key for Distributor Drive Shaft



Jaguar XK Water Pump & Drive



Crosthwaite & Gardiner lightweight alloy water pumps feature several advantages over the period items. Not only is a great deal of weight saved with the use of alloy (original items were only available in iron), but the alloy material also provides much better corrosion resistance. Along with this benefit, Crosthwaite & Gardiner water pumps feature fully sealed bearings for much improved service life and longevity.

XK5299
Alloy Water Pump, LWE (pictured)

XK1551
Alloy Water Pump, D Type

LWE




JAG394
Water Pump Replacement Seal



Image Not Available

JAG130
Water Pump Bearing



XK5747
Water Pump Pulley
(magnesium also available)



XK5773 (without damper)
XK5773-F (with damper)
Crankshaft Pulley



C23158
Tab Washer - Crank Pulley



C2468 (8 weight crank)
C2468CG (12 weight crank)
Crank Pulley Washer



JAG124
Impellor for Water Pump



JAG250
Flange for Water Pump Pulley



Jaguar XK Water Pump & Drive

D Type



JAG131
Water Pump Pulley



JAG325
Crank Pulley



JAG331
Water Pump Belt



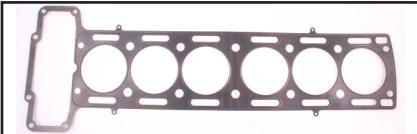
JAG251
Flange for Water Pump Pulley



JAG124
Impellor for Water Pump



Jaguar XK Gaskets and Seals




JAG393-0.050
Head Gasket - Wide Angle head


Multi-layered steel head gasket produced by Cometic to C&G design



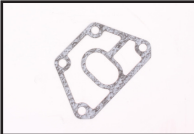
C36499
Rubber seal for rear of sump



C2303
Water Pump Gasket



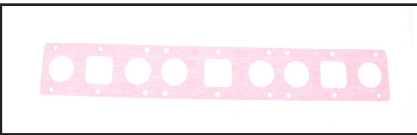
JAG281
Cam Cover Gasket



JAG269
Oil Filter to Block Gasket



JAG262 (wet sump)
JAG158 (dry sump)
Front Main Oil Seal



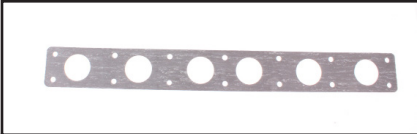
JAG147
Inlet Gasket For Wide Angle Head



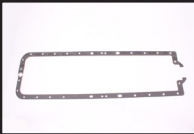
C19654
Rear Main Rope Seal



JAG363
Rear Lip Seal (for use with
XK3620-L)



JAG148
Exhaust Gasket For Wide Angle Head



C16319 LWE/D dry sump
JAG247 wet sump
Sump Gasket



XK3662
Oil Pipe Flange Gasket, LWE
dry sump



Jaguar LWE Dry Sump Kit

For alloy block with alloy sump:	JAG317-AB
For alloy block with magnesium sump:	JAG317-AB-M
For iron block with alloy sump:	JAG317-I
For iron block with magnesium sump:	JAG317-I-M

Jaguar LWE Dry Sump Kit comprises:

C1342-A	Sump - aluminium (magnesium optional - C1342-M)
XK3631	Front Timing Cover
XK3652-L	Gear - oil pump
XK3718	Drive Shaft - oil pump
XK3617ASM	Scavenge Pump - rear
XK3920ASM	Oil Pump - front
XK3620-R	Housing - rear rope oil seal
XK3620-L	Housing - rear lip oil seal (optional)
XK3662	Gasket - oil pipe flange
JAG275	O Ring - oil pump
JAG338	Scavenge Pipe - front
JAG339	Scavenge Pipe - rear
JAG340	Scavenge Pipe - side
JAG322	Breather
JAG248	Boss - dry sump external pipe
JAG248A	Outlet Boss - dry sump external pipe
JAG253ABDS	Oil Delivery Pipe - alloy block
JAG321	Oil Pipe- inlet
JAG242	Inspection Plug
JAG237	Sump Drain Plug
JAG247	Sump Gasket - pair
CH5/1.25C	Caphead
CH5/0.75C	Caphead
5/1.5CF	Stud
0460-16x22	Copper Washer - sump plug
0460-42x49	Copper Washer - sump inspection



Jaguar LWE Dry Sump Kit

Crosthwaite & Gardiner LWE Dry Sump Kits are manufactured using the original factory drawings, feature all new components and comprise of one pressure and two scavenge pumps. The improved flow and higher delivery pressure over the standard wet sump system results in enhanced reliability and longer engine life, particularly under race conditions.



All parts available to order separately



Jaguar XK Engine - Oil System



XK3620-RSW (wet sump)
XK3620-RSD (dry sump)
Rear Oil Seal Housing - Rope Seal



XK3620-L
Rear Oil Seal Housing - Lip Seal



JAG149S
Oil Filter Base - spin-on filter.
Use OC275 filter



JAG149A
Oil Filter Base - canister filter.
Use JAG376 filter



JAG386
Oil Filter Head for Oil Cooler. Use JAG140 filter



OC275
Oil Filter, spin-on type



JAG376
Oil filter Bowl Assembly



JAG140
Oil Filter, spin-on type



JAG254(KIT) - alloy block
JAG349(KIT) - iron block
Braided Cam Oil Feed Pipe Kit



JAG361
Oil Pressure Take Off Union



C5846L
Banjo Bolt, Oil Feed to Head



JAG178
Oil Feed Banjo Stud



JAG173
Dome Nut - oil feed



C2352
Side Oil Gallery Plug



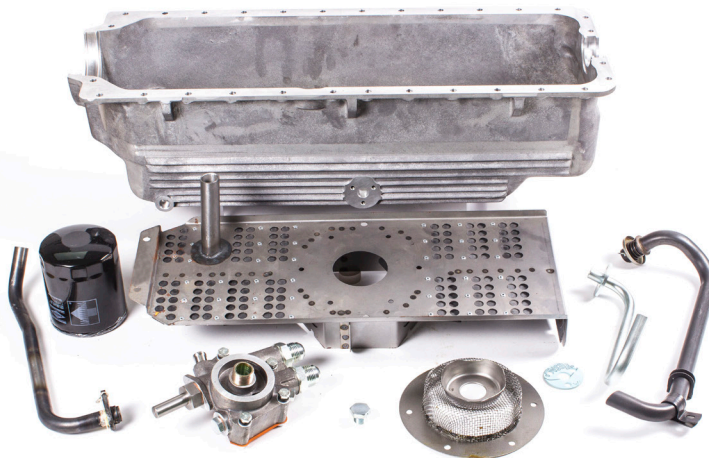
C15867
Oil Filter Flange Core Plug



C15867
Oil Filter Flange Core Plug

Jaguar LWE Specific Oil System

Wet Sump



C24457
Sump Pan

Crosthwaite & Gardiner prides itself on the ability to offer an authentic reproduction of the original Jaguar E Type sump. Produced in cast aluminium which is machined to stringent tolerances and thoroughly inspected throughout the production process.

JAG358
Sump Baffle

C23435
Sump Drain Plug

C16752
Sump Oil Strainer

link pipe form filter

JAG253ABWS
Oil Delivery Pipe



JAG-55-395
Dipstick for Oil



Jaguar LWE Specific Oil System

Dry Sump



Jaguar D Type Specific Oil System



C9209
Sump, Main Part



C9660
Sump Pan



JAGASM118
Pressure Pump



JAGASM117
Scavenge Pump



C9189
Front Main Bearing Cap



C9189-BD
Front Main Bearing Cap - Big Dowel



JAGASM102
Cross Shaft Gear Assembly



C9237
Cross Shaft



C9238
Drive Gear with Square Hole



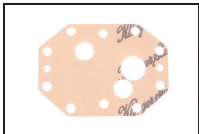
C9235
Cross Shaft Gear, Bronze



C9740
Breather Body and Tube



JAG111
Oil Connector Block



Gaskets for Jaguar D Type Dry Sump Kit

JAG100: Sump to pan
JAG103: Scavenge pump to sump, outer (shown)
JAG103-1: Scavenge pump to sump, inner
JAG104: Pressure pump to sump, outer
JAG104-1: Pressure pump to sump, inner
JAG105: Breather to sump
C16319: Sump to block



JAG294
D Type Complete Dry Sump Kit
All parts above (either small or big dowel Front Main Bearing Cap) supplied with all necessary studs, bolts and gaskets



Jaguar XK Electrical Components

Manufacturing and building distributors is not for the light-hearted: it takes a great deal of expertise. When Crosthwaite & Gardiner decided to involve itself in the manufacture of recreated Lucas 23D distributors, they had to be perfect; the Crosthwaite & Gardiner design comprises of needle roller lower bearings and ballrace upper bearings for highly accurate spindle location and long life. A high quality externally-mounted condenser gives greater reliability, while double points springs safeguard against bounce at high engine speeds.



23D6
23D6 Distributor Assembly



LUC-90-032
Distributor Cap



LUC-90-041
Points Set



DRB106C
Rotor Arm



LUC-90-027
Condenser



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DLB105
Lucas Sports Coil



JAG320
Plug Lead Set



B7ECS
Spark Plug



Model-Specific Electrical Components

LWE

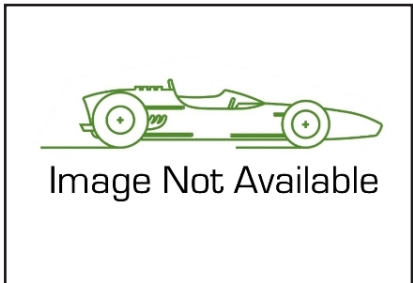


JAGLWE-90-397
Alternator Kit - 65A

The contemporary alternator makes for a practical, reliable enhancement to a classic Jaguar whether for racing for or the road. For those wanting to keep the original look, we also produce Dynator kits - internally these are the very same as an alternator but with the classic appearance of a dynamo, perfect for keeping a period look.



C19525
Alternator Belt - 1050mm



JAGLWE-90-390
Dynator Kit - 65A

D Type



78264
Junction Box - 4 way



JAGD-90-398
HT Lead Separator & Bracket



Jaguar LWE Transmission

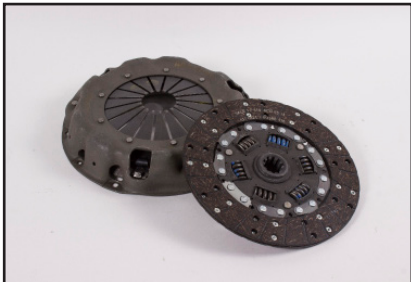


JAG171
Lightweight Steel Flywheel - to suit 7.25" clutch



Image Not Available

JAG391
7.25" Triple Plate Clutch



JAGLWE-55-031
Flywheel 9" single plate clutch



JAG252
Magnesium Bell Housing



Image Not Available

JAG350
Release Bearing



C4810
Flywheel Locking Plate



C4855
Flywheel Retaining Screw



C2313
Flywheel Dowel



Jaguar LWE Transmission



Jaguar LWE Differential



4HU-004-25MASM (magnesium)
4HU-004-25AASM (aluminium)
LWE Differential Case & Cover

Jaguar LWE differential case and cover cast in magnesium, weighing approximately 6.5kg - this is for serious racers.

Our aluminium case and cover assembly weights 11kg and is better suited to road use.



JAG353
Aluminium LSD

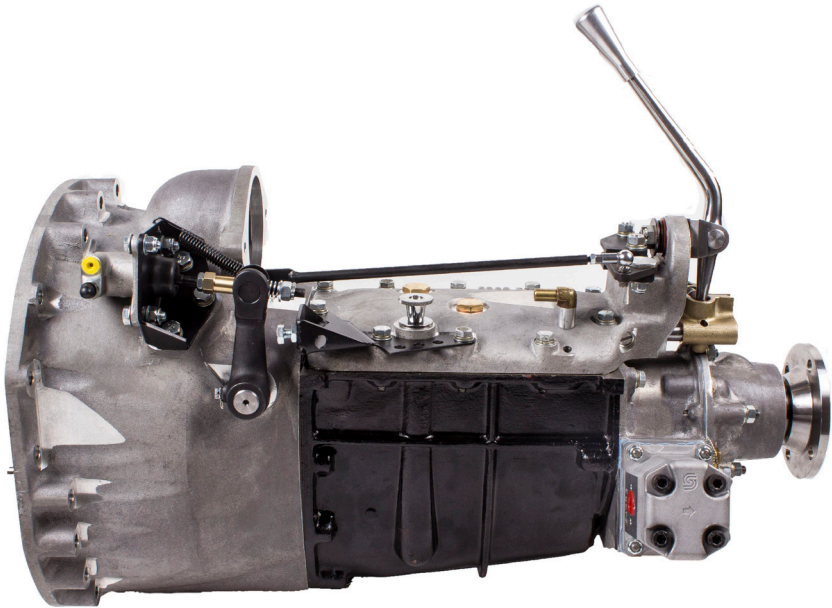
Lightweight but heavy duty limited slip differential produced by Gripper with 40/65 ramp angles as standard. Customer-specified ramp angles can also be catered for. Please note that some final drive ratios require a different carrier to be fitted to the differential.



C20480
Rear Trunnion Bracket



Jaguar D Type Gearbox



GEARBOX & BELL D-TYPE
Gearbox Assembly Jaguar D-Type



Jaguar D Type Clutch & Flywheel






Image Not Available

JAG-80-392 Cerametallic Clutch, Flywheel & Ring Gear Assembly - road use	JAG-55-393: Flywheel JAG-55-394: Ring Gear CP7382-OH80-SF: Clutch Kit CP8400-A-004: Clutch Plate
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JAG142ASM Sintered Clutch, Flywheel & Ring Gear Assembly - race use	JAG142: Flywheel JAG143: Ring Gear JAG347: Clutch Kit JAG348: Clutch Plates
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C9285 Bell Housing



JAGD-90-002 Starter Motor



JAG234 Release Bearing & Carrier for 7.25" Clutch
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C8543 Cover for Input Shaft




Image Not Available

Clutch Operation	C9273: Clutch operating shaft C3261: Clutch operating lever C568: Taper bolts for clutch fork & lever C9780: Clutch operating fork
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Jaguar D Type Clutch & Flywheel



LMS030AX
Jaguar D Type Axial Starter
Motor



Jaguar D Type Gearbox



JAG370
Plessey Pump Gear



C131
Locating Screw and Washer for
Clutch Shaft



C359
Setscrew and Washer for Front
Cover



C568
Taper Bolt for Clutch Fork
and Lever



C584
Bronze Bush for Clutch
Shaft



C777
Fulcrum Pin Nut with Washer
& Splitpin



C799
Gearbox Drain Plug



C840
Nut and Pin for Mainshaft



C845
Spring for Detent Plunger



C848
Detent Plunger - 3rd, 4th and
reverse



C857
Locking Plate Lay and Reverse
Shafts



C859
Oil Seal for Mainshaft, Rear



C866
Reverse Slipper with Washer
and Pin



C874
Roller for Interlock



















C900
Springs for 3rd and 4th
Synchro Balls and Reverse
Plunger Pin



C905
Change Speed Selector for 3rd
and 4th









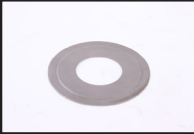









Jaguar D Type Gearbox

			
C910 Speedo Driving Gear	C918 Needle Roller for Layshaft and 1st & 2nd mainshaft gear	C922 Balls for 3rd & 4th Synchro and Reverse Plunger	C923 Balls for Interlock
			
C924 Ballrace for Tail Cover	C925 Washer	C927 Interlock Plug	C1838 Ballrace for Input Shaft
			
C1841 Ballrace Outer Spacer	C1850 Needle Roller, 3rd Gear	C1859 Outer Front Thrust Washer Layshaft with Peg	C1864 Spacer for Layshaft Needles, rear
			
C1894 Thrust Washer for Pivot Jaw	C1899 Fulcrum Pin Reverse Gear Operating Lever	C1905 Pivot Jaw Spring Washer	C1908 Thrust Washer for Selector Lever



















Jaguar D Type Gearbox

			
C1909 Reverse Plunger Pin and Split Pin	C1910 Change Speed Selector for Reverse	C1912 Pivot Pin with Nut and Split Pin	C1914 Pivot Jaw Lockwasher
			
C1929 Pivot Jaw Spring Washer	C2043 Spacer for Layshaft Needles, Front	C2066 Locknut for Input Shaft	C2067 Circlip for Input Shaft Locknut
			
C2121 Oil Thrower for Input Shaft	C3261 Clutch Operating Lever	C3383 Reverse Gear Bush	C4049 Operating Sleeve, 3rd & 4th
			
C4120 Top Speed Driving Member	C4122 Synchro Sleeve 3rd & 4th	C6661 U Joint Flange for Mainshaft	C6738 Oil Seal for Input Shaft



Jaguar D Type Gearbox

			
C7166 Breather Elbow and Lockout	C7309 Bolt for Lid	C7310 Bolt for Lid	C10753 Lid for Gearbox
			
C8835 Thrust Washer for Front Layshaft	C9431 Input Shaft	C9432 Spigot Bearing for Input Shaft	C9433 Mainshaft
			
C9435 Mainshaft Roller Bearing	C9436 Thrust Washer for Mainshaft	C9438 Mainshaft Third Gear	C9439 Mainshaft Third Gear Driving Member
			
C9440 Mainshaft Second Gear	C9441 Mainshaft First Gear	C9442 Mainshaft First & Second Driving Centre Hub	C9443 Mainshaft First & Second Bronze Synchro Sleeve






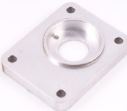











Jaguar D Type Gearbox

			
C9444 Mainshaft First & Second Operating Sleeve Inner	C9445 Operating Sleeve Outer, First & Second	C9446 Operating Sleeve Pins, First & Second	C9447 Snap Ring, First and Second Synchro
			
C9448 Mainshaft Reverse Gear	C9449 Pick Up Ring for Oil	C9450 Cam for Oil Pump	C9451 Driving Gear for Brake Pump
			
C9454 Oil Supply Ring	C9455 Layshaft incorporating First & Reverse Gears	C9456 Fourth Gear for Layshaft	C9457 Third Gear for Layshaft
			
C9458 Second gear for layshaft	C9460 Thrust Washer for Rear of Layshaft	C9463 Layshaft Spindle	C9464 Spindle for Reverse Gear




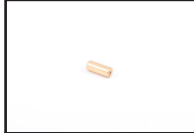







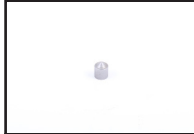






Jaguar D Type Gearbox

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C9465 Reverse Gear	C9467 Reverse Gear Operating Lever	C9468 Tail Cover for Gearbox	C9471 Brake Pump Driven Gear
			
C9472 Bush for Brake Pump Driven Gear	C9474 Adaptor Plate for Brake Pump	C9475 Oil Seal for Pump Gear	C9476 Stud for Brake Pump
	C9485: Spring (external) C9479: Body C9487: Spring (internal) C9819: Ball		
C9480 Pump Plunger Assembly		C9488 Blanking Plug for Oil Cap	C9492 Striking Rod, First & Second
			
C9494 Selector Fork, First & Second	C9495 Selector Fork, Reverse	C9496 Spring for Reverse Plunger	C9498 Gear Lever Knob
















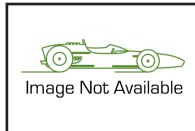


Jaguar D Type Gearbox

			
C9499 Gear Lever Pivot Jaw	C9712 Inner Rear Thrust	C9896 Gearbox Extension	C9915 Front Plug for Mainshaft
			
C9924 Cap Screw for Gearbox Extension	C9925 Stud for mounting Tail Cover	C10030 Rear Plug for Mainshaft	C10048 Thrust Washer for Mainshaft Spigot
			
C10725 Spacer for Layshaft between Third & Fourth	C10726 Spacer Adjuster for Layshaft	C10727 Circlip for Layshaft Spacer & Adjuster	C10729 Interlock Plunger for First and Second Synchro
			
C10749 Selector Fork, Third & Fourth	C10750 Bush for Speedo Driven Gear	C10751 Driven Gear for Speedo	C10917 Spacer for Mainshaft



Jaguar D Type Gearbox

			
C10918 Retaining Ring for Roller Bearing	C10972 Split Ring for Layshaft Fourth Gear	C11053 Spring for First & Second Interlock Plunger	C11614 Interlock Pivot Pin & Nut
			
C11617 Plug & Nut for Outer Detent Spring	C11618 Interlock Detent Plunger, First & Second	C11619 Interlock Base Plate	C11620 Interlock Operating Lever
			
C11621 Interlock Retaining Plate	C11631 Coverplate for Selector Shafts	C11643 Stud for mounting Tail Cover	CS125 Blanking Screw & Washer for Layshaft
			
FB504 Selector Plate Screw	FS205 Locking Plate Screw	NB519 Selector Plate Screw	JAG396 Plessey Pump



Jaguar D Type Gearbox



C11680
Stop Pin



C12434
Plug for Gearbox Extension



Chassis

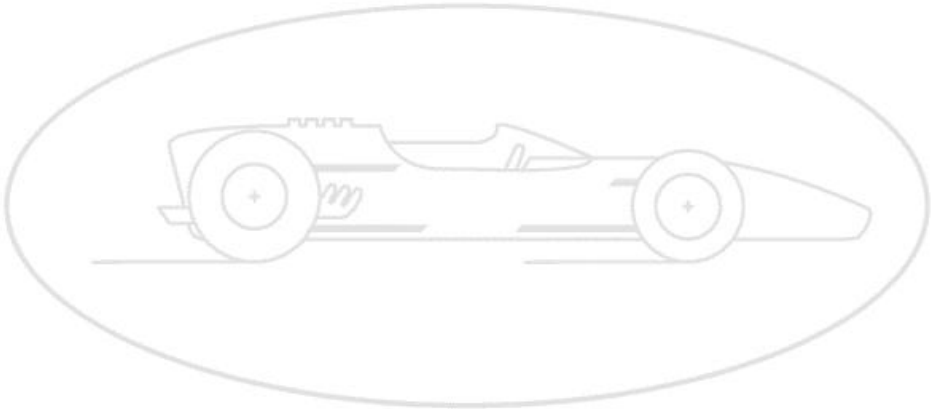


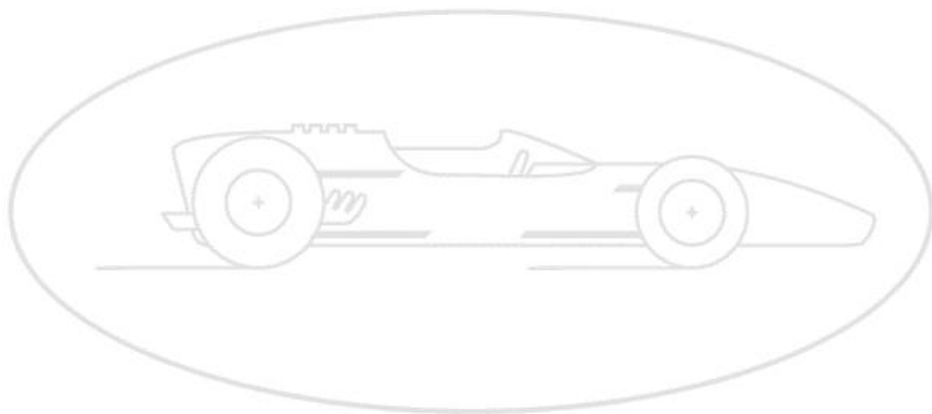
JAGLWE-95-001L (left hand)
JAGLWE-95-001R (right hand)
LWE Wheel Spinner



JAGD-95-001
Dunlop Wheel







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