World leaders in XK120 • 140 • 150 parts

XK engine parts
for road, race or competition
Crankshaft, conrods and pistons

3.8 steel billet crankshaft
Double counterweighted and machined to F1 tolerances. Many years experience in crankshaft design have resulted in this ultimate specification, suitable for the most strenuous conditions.

The fine detail of craftsmanship on this crankshaft is quite evident, the very best of British!

Part No. SBC3438.

Crankshaft reconditioning service
Available to race specification. Nitrided, polished and balanced or standard.

Jaguar 6-cylinder block with core plug strapping kit fitted. A must for all performance work.

Core plug strapping kit including drill and tap.

Part No. CPSK (engine set).

AE and Vandervell bearings
We do our best to locate and stock these quality bearings, liaising with the manufacturers to keep supplies flowing. Limited stocks please call.

Crankshaft rear main oil seal conversion
The sure way to stop leaks and release horsepower from original rope type seal. Rear crank scroll area must be machined to 75mm diameter before installation. Kits available for steel or later alloy sumps. Please enquire.

GMB11 - for steel sumps.

GMB11AS - for alloy sumps.

Crankshaft front oil seal conversion
To suit all early XK120 and XK140 engines originally fitted with rope type seals.

No machining necessary. Simple and very effective.

Part No. C2306C

Standard crankshaft vibration damper
Reconditioned with a new type polymer rubber to BroadSport specification.

Full race specification vibration damper
The finest available.
**Forged alloy pistons 3.4**  
9:5 compression (nominal) with valve cut-outs to suit most cam lift specifications. Lightweight and very strong. Various sizes stocked. Part No. FP34 - 020/030/040.

**High compression forged pistons**  
Available in various oversizes and measurements. For high RPM use only.

**Conrods**  
New wide blade type, polished and balanced if requested.

**Forged alloy pistons 3.8**  
10.5:1 compression (nominal) with valve cut-outs to suit most cam lift specifications. Lightweight and very strong. Various sizes stocked. Part No. FP38 - 020/030/040.

**Cast Powermax pistons**  
3.8i litre/4.2 litre cast, from AE Limited. Good quality for fast road rally engines up to 9.1 compression (supplied with rings). Call for stock position.

**BroadSport forged steel race conrods**  
The lightest yet strongest rods on the market. Made by Arrow UK to the very highest specifications. With the latest ARP 2000 bolts the overall quality will exceed any race engine requirements.  
(Approximately 680g per unit). Part No. C7917COMP (each).

**Forged alloy pistons 4.2**  
With offset crowns to suit combustion chambers. Various compression ratios up to 12:1. Please enquire.

**Total seal piston ring sets**  
Once you have used these rings in any specification engine you will not go back! The only rings that show little or no leak-down after a full season’s use. Special sizes available in 2-3 weeks from order. Common sizes stocked. 3.4 and 3.8 litre +20/30/40.

**Alloy sump kit**  
Suitable for all engines after 1955 (C4820 block) with extra baffle work and large bore oil pick-up pipe.  
This quality kit is a must for any updated engine work. Part No. AS.

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**Oil pump and sump**

**High output oil pump**  
For maximum oil delivery to update any 140/150 engine, includes large bore pick-up pipe.

**Alloy sump kit**  
Suitable for all engines after 1955 (C4820 block) with extra baffle work and large bore oil pick-up pipe.  
This quality kit is a must for any updated engine work. Part No. AS.
**Clutch and flywheel**

**Competition clutch assembly**
9½" diaphragm type heavy duty. Standard XK flywheel will need re-drilling.

**Alloy flywheels**
Top quality units for all engine options from fast road to full race 7¼", 9½" or 10" clutch options.
Also XK and 4.2 variations usually in stock (approximate weight 5.5kg).
Part No. C4809ALUM XK/4.2.

**Clutch kit – twin or triple plate**
AP racing and Helix top quality units. Various plates stocked to suit gearbox variations.

**Concentric hydraulic release mechanism**
Suitable for most Jaguar bell housings, some machining work will be necessary.
Also available with special BroadSport competition bell housing conversion. Various options to suit single, twin or triple clutch kits.
Part No. CHR1 (kit as pictured).

**BroadSport lightweight steel flywheel**
For 9½" clutch units. Various Jaguar ring gears in stock to suit any combination (approximate weight 7.5 kg).
Part No. C4809N (XK 132 teeth).

**Electric water pump kit**
Fitted either as a supplement to, or instead of, the original mechanical pump.
Now used by many top race teams, for extreme conditions in endurance racing.
Basic kit or with special hoses and hardware to suit XK120/140 or 150 applications.
Part No. WKELEC.

**Controller kit**
Controls the flow operation and works in harmony with your engine’s needs for cooling efficiency.
Part No. CONT/ELEC.

**Fixings**

**ARP studs, bolts and nuts**
Manufactured by the most respected bolt company in the USA and used by all the major race engine builders.
Head studs, conrod bolts, flywheel bolts and special main cap studs stocked.
A must for all top specification engine work.
VHSI - head stud set (14 pieces).
C3944S - rod bolt and nut (each).
C4853C - flywheel bolt (each).
Cylinder head and camshafts

High tensile head studs
A must for any high compression engine.

'C' type cylinder head
Fully ported and gas flowed. Utilises over 40 years experience in producing accurate copies of 'works' specification heads.

Fitted with 1.5" diameter cam follower guides allowing standard base circle, larger lift camshafts. Valve depths can be calculated to suit various cam profiles to help with shim selection.

All porting, polishing and gas flow work is meticulously carried out by hand finishing. Modern machining methods cannot speed up this craftsman process.

A range of valve guides, cam follower guides, valve seats and lightweight cam followers with various oversizes and specifically tailored to individual requirements.

Highest specification materials for road or endurance race engines. Steel cam followers are 1” (25mm) long and available in 1.375”, 1.400”, 1.500” and 1.525” diameter to suit all cam and guide configurations.

Designed and commissioned by Chesman MotorSport.

An inlet port showing how carefully the excess aluminium is removed to maximise flow speed.
Carburetters and manifolds

'C' type/XK Weber inlet manifold kit
A correct reproduction of the works manifold from Le Mans 1953. Suitable for 45mm Webers. To suit all non straight port cylinder heads.
Part No. WEBER 2.

Weber manifold and linkage set
Suits 40 or 45 DCOE webers. Fits straight-port heads only.

SU carb conversion kits
Twin HD8 2” units or triple. We build and supply complete kits to suit all types of performance needs.
Please enquire to find out how to extract more torque and power from a tailored specification.

Cast alloy trumpets
For 2” SU carburetters. Superb quality, race specification.

Short alloy trumpets
With mesh covers.
Lightweight spun alloy for road or race.
For 2” carburetters.
As above, but for 1½” H6 type carburetters.

Air filter socks
Rampipe not included.

Heat resistant manifold wrap
Suitable for all types of exhaust manifolds. Reduces underbonnet temperatures easily.

BroadSport Triple Carb Manifold
If your Jaguar only has two carburetters, our new manifold lets you fit three! Suitable for most XK’s except 150S. Part No. BTM1.

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Twin HD8 2” units or triple. We build and supply complete kits to suit all types of performance needs.
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Short alloy trumpets
With mesh covers.
Lightweight spun alloy for road or race.
For 2” carburetters.
As above, but for 1½” H6 type carburetters.

Top Quality ITG filter units always in stock to suit most Jaguar applications. Single twin or triple base plates for SU or Webers.

Chesman MotorSport 6.1 litre V12 Kit with special 96mm pistons and liners fitted. All development work of this type carried out in house.

V12 Weber manifold kits
Available with or without linkage kits. Chesman MotorSport developed for the best fitting available.

Weber manifold and linkage set
Suits 40 or 45 DCOE webers. Fits straight-port heads only.
Le Mans type quick release oil filler cap
With threaded adaptor.

Valves
Available for any application and specification. Also in stainless steel.

Stainless steel valves
Made from 21/4N stainless and ‘Tuftride’ finished for incredible strength and durability. Lightweight with waisted stem for carbon relief. A faithful copy of the original ‘D’ type shape. 1 7/8 in. inlet and 1 1/8 in. exhaust.
Part No. BS1371 - inlet, BS1372 - exhaust.

Composite head gaskets
3.4 or 3.8 litre. Great quality and forgiveness for all sports engine work. 1mm thick. Please call.

Multi-layer steel head gaskets
The latest technology from Cometic USA. Developed for NASCAR race engines and now available for Jaguar.
A centre shim plate can be supplied in various thicknesses if required. No sealer or extra torque necessary for this superb quality part.
Has been successfully tested on race engines up to 14:1 compression!
CHG34 - 3.4 litre. CHG38 - 3.8 litre. CHG42 - 4.2 litre.

Latest specification engine gaskets
Thin aluminum plate sprayed with a layer of nitrile foam rubber removing the need for sealers.
Reusable several times in some cases.
The best quality for the best engine work.
Part No. ECK (3.4/3.8 engine set).

Iskenderian valve springs
Made specially to suit Jaguar race engines by one of the most respected companies in the USA for spring technology. A must for all competition work. Suits all camshaft profiles recommended by BroadSport.
Part No. JA006.

Tappet guide hold down kit
For exhaust tappet guides when engine is used in extreme conditions and at high temperatures.

Fast road/rally camshafts
Sold on exchange basis for extra mid-range punch. Various specifications for road/rally/race.

New camshafts
Made from brand new chill-castings (as original) with options up to 0.550 lift.
We stock correct copies of works specification cams as used in production ‘D’ types and race specification ‘wide angle’ type cams. Please enquire for range best suited to your engine’s needs.
Part No. JAG 3 (for production D type).

Composite head gaskets
Thin aluminium plate sprayed with a layer of nitrile foam rubber removing the need for sealers.
Reusable several times in some cases.
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