

JAGUAR MARK V TOOL KITS

THE DEFINITIVE GUIDE OF DETAILED AUTHENTICITY OF
JAGUAR MARK V TOOL KITS AS ORIGINALLY SUPPLIED
OVER THEIR COMPLETE PRODUCTION PERIOD.

(January 1949 – July 1951)



623218 3½ litre Mark V Saloon – 4 April 1950 dom.

VOLUME 2
Jaguar MARK V

by **ROGER PAYNE**

CONTENTS

JAGUAR MARK V LITERATURE	page 1
TOOL TRAY	page 3
SPARE WHEEL COMPARTMENT	page 5
JAGUAR PART NUMBERS	page 7
CONTRACT DRAWINGS	page 9
AUTHENTIC PART NUMBER and VARIANT TOOL KITS	page 10

A. TOOL TRAY TOOLS page 11

EXTRACTOR for Tyre Valve C.993	5 - page 14
FEELER GAUGE for Plugs and Tappets C.1003	19 - page 38
KEY, Tee, for Budget Locks C.2798	20 - page 39
OIL GUN, Hydraulic C.991	1 - page 11
PLIERS C.996	15 - page 30
PUMP, Tyre (complete with Flex) C.997	16 - page 32
SCREWDRIVER C.28	13 - page 29
SCREWDRIVER for Distributor C.1002	18 - page 37
SPANNER, Adjustable C.994	9 - page 16
SPANNER, Box, 3/16" x 1/4" B.S.F. C.31	11.1 - page 23
SPANNER, Box, 5/16" x 3/8" B.S.F. C.32	11.2 - page 23
SPANNER, Box, 7/16" x 1/2" B.S.F. C.33	11.3 - page 23
SPANNER, Box, for Rear Axle C.305	11.6 - page 25
SPANNER, Box, for Sparking Plugs C.179	11.5 - page 24
SPANNER, Box, for Torsion Bar Adjustment C.2585	11.7 - page 26
SPANNER, Open ended, 1/8" x 3/16" B.S.F. C.998	10.1 - page 17
SPANNER, Open ended, 5/16" x 3/8" B.S.F. C.999	10.2 - page 17
SPANNER, Open ended, 7/16" x 1/2" A/F C.2587	10.4 - page 21
SPANNER, Open ended, 9/16" x 5/8" A/F C.2588	10.5 - page 21
SPANNER, Open ended, 3/4" x 7/8" A/F C.2589	10.6 - page 21
STARTING HANDLE C.2655	6 - page 15
TOMMY-BAR (long) C.30	12.1 - page 28
TOMMY-BAR (short) C.34	12.2 - page 28
TYRE LEVERS C.1001 . (2-of)	17 - page 36
TUBE, Bleed, and Container C.2730	21 - page 40

B. WHEEL-CHANGING EQUIPMENT TOOLS page 40

JACK, Lifting C.2654	W.1 - page 41
JACK, Lifting C.2953	W.3 - page 45
WHEEL BRACE (combining Handle for Jack) C.2586	W.2 - page 44
WHEEL BRACE C.2955	W.5 - page 50
LEVER, Ratchet, operating Jack C.2954	W.4 - page 49

MARK V TOOL KITS

by Roger Payne

The complete Mark V **Tool Tray/ Kit** comprised a selection of some 26 individual tools over the full January 1949 to July 1951 production period, with all 26 tools being housed within their profiled recesses as pictured below...



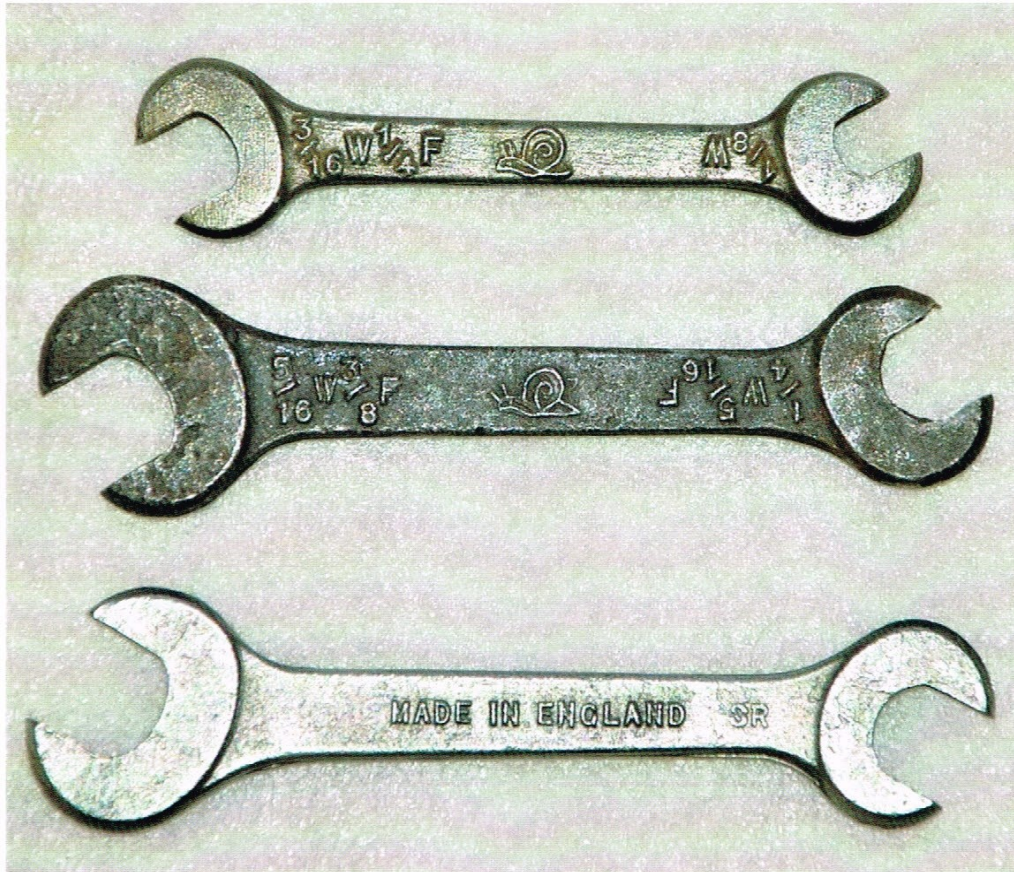
The above photo is of a restored original Tool Kit of an October 1950 **Mark V Saloon** 624659, but is representative for all Mark V variants, 2½ and 3½ litre, Saloon and (Drophead) Coupe, Right-Hand Drive and Left-Hand Drive as manufactured from January 1949 to July 1951 – there are no variations at a Part Number level of detail.

In addition, as introduced for the Mark V model, the Wheel-Changing Equipment was now housed within the **Spare Wheel Compartment** as detailed following, rather than being within the Tool Tray as had been the case with the superseded Mark IV model.

JAGUAR MARK V LITERATURE: Within the **Operating & Maintenance Handbook for MARK V MODELS** there is minimal detail of the tool kit other than on page.8 under 'Jacking,' that an 'Easy-lift jack, supplied with tool kit, fits' and under 'Coachwork,' that 'Tools are housed individually in specially shaped sound-proof container in rear locker lid fitted with automatic light. The jack and wheel brace are carried in the spare wheel compartment.' On page 15 it also says under 'Spare Wheel Compartment' that 'This may be unlocked with the special key supplied in the tool kit' and that 'The spare wheel lid opens outwards and downwards, giving access to the wheel behind, together with jack and wheel brace which are housed with the spare wheel' and under 'Tool Compartment. The tools are housed in a special compartment in the boot lid. Release the two catches and raise the lid to gain access to the tools. When the tool tray is opened the tools are automatically illuminated if the side lights are switched on.'

On page 19 within the WHEEL CHANGING section of the initial 15/3/49 dated issue of the Handbook, **Plate 12.** illustrates the Spare Wheel Compartment, Open and labels the JACK and BUDGET LOCK KEY, but incorrectly does not show the wheel brace and incorrectly states WHEEL BRACE (under wheel).

SNAIL BRAND: As introduced, these Whitworth spanners are generally known as SNAIL spanners, and indeed those found in all SS Jaguar, Mark IV, Mark V and XK120 tool kits were solely made by *Thomas Smith & Sons of Saltley Ltd* using their proprietary name 'Snail Brand'. The physical branding on the spanners however was simply the use of a pictogram of a 'SNAIL' positioned on the front-face midway between the two end size markings, with **MADE IN ENGLAND** on the rear face, as shown below....



Note 15: Both C.998 and C.999 Part Nos. Whitworth spanners, along with the next largest Whitworth size C.1000, had been introduced for the 1938MY SS Jaguar, with all three continuing from 1945 for the Mark IV model. For the Mark V model however, the largest C.1000 size was discontinued, leaving just the two third variant size-markings C.998/c and C.999/c Whitworth spanners, as pictured above.

*Note 16: The exact form of the 'Snail pictogram' varied over the 1930s to 50s period, sometimes facing to the right, and by the late-1940s and for Mark V usually to the left as shown above. This is sub-variant detail not covered in this paper. Similarly, the reverse side always shows **MADE IN ENGLAND**, but with these post-war /c variants many also had random additional letter/ numbers, for example the pictured **SR**, of which the significance is unknown.*

SIZE MARKINGS: BS.192 prescribed the required size markings to be shown on each spanner, with its exact form changing four times with successive reissues of BS.192 in response to the evolving Whitworth thread system - and thus fasteners and associated spanners - and to address a degree of confusion during war-time shared workshops with Americans not familiar with Whitworth fasteners and spanners.

Prior to the mid-1930s, Spanners had been simply marked with just their original numeric-fraction Whitworth sizes (e.g., 1/4 or 5/16). From the mid-1930s with the rapid adoption by the automotive industry of a preferred 'fine' thread – initially known

*Note 27: For the earlier 1945 to late-1947 Mark IV period, other British brands - all are provisionally allocated non-SHELLEY branded first variant **C.28/a** - have also been confirmed original, including those stamped just **SHEFFIELD MADE** or just **BRITISH MADE**.*

FINISH: The C.28 has a clear varnished turned-oval 'timber-handle', with both the 'blade' and the 'tapered-cup-ferrule' remaining bright (ground or polished) steel.

REPRODUCTIONS: There are a proliferation of modern and reproduced C.28/R that vary considerably in quality and accuracy of authentic reproduction; however, none are known to reproduce the SHELLEY branding. The best reproductions can be an acceptably authentic alternative.

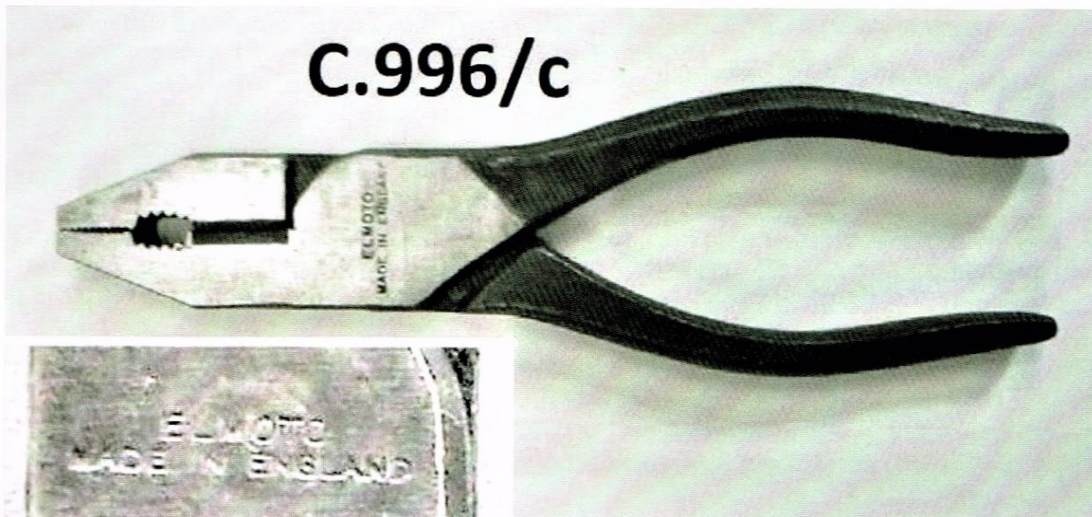
14. C.995 OIL CAN

Mark IV only; Mark V: not supplied

15. C.996 PLIERS

Mark V: **C.996/c**, **C.996/d** and **C.996/e**

Sufficient reliably original **C.996 Pliers** over the mid-1947 to 1951 period have been identified as being what I refer to as the 'squared style' Issue 1 C.996 pliers, and from the mid-1947 into the mid-1950 Mark V period are confirmed as being the third variant **C.996/c** with **ELMOTO** over **MADE IN ENGLAND** branding stamped-in horizontally across the centre-pivot on the front face only - as shown below.



From mid-1950 onwards - a more exact demarcation has not been established - a new fourth variant **C.996/d** - as shown below - was now supplied by the same

