# Lagondaforum: Jackall system

### Jackall system

*Written by Peter S30 at Dec 03, 2007 9:47 am*

For those interested in the Jackall system of the V12 (and I think some other models), I have repaired the system in my car. Probably they had not been used for decades and most of them were completely seized up.

For those interested in repair details, please let me know, then I try to go in a more detailed description. I also have a photocopy of several pages explaining the repair (I received it after I had done half the job) "The D.W.S Permanent Jacking System"

In short: you have to remove them from the car (easy for the rear, tricky for the front on V12s). Then you have to open them to replace the rubber seals inside (received from Tim Jayne of Dennison Jayne, USA, Fax 001 610 436 9561, a complete set did cost 70USD in 2003). A lathe is very helpful in holding the cylinders and especially to pull the springs out when reassembling. You also need some small tools, I made them from aluminium (needs lathe too).

The internal seals are tricky to adjust, to much does not let them retract and to less lets the hydraulic oil trickle out later. Also the seal at the very top and bottom are important to avoid a mess of oil later under your car.

In short: it took me weeks to get it running, they are almost useless on modern roads with a tire change every decade but I found it a very nice feature to preserve

Peter

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**Attachments:**

pulling.JPG (filesize: 79.33 KB)

mounting tool.JPG (filesize: 55.06 KB)

almost ready.JPG (filesize: 68.04 KB)

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### Re: Jackall system

*Written by Adrian Lead at Dec 04, 2007 10:54 am*

I have replaced all the seals on my jackall system on my LG6.Martins Rubber Co were first class and most helpfull.They made several sizes because each jack seems to be slightly diffent ,I suppose due to age.The whole job was not more than 70pounds including some spare ones.
I do not agree as to thier effectivness.Iwas in France last year staying at a hotel and when I came out to drive away the left rear tyre was flat.
A military gentleman who was standing by was amazed that I was able to jack the car up change the wheel in less than 5mins.Later in the autumn I was driving to Folkestone on the motorway and was in a hurry and therefore driving fast when the offside front wheel deflated very suddenly I wa able to pull over to the hard shoulder and stop.It was a very dangerous position.However there was nothing for it but to get on with and between one heavy lorry passing within feet of me every few seconds I changed that wheel in 4 minutes and was very thankfull for the jacking system that worked perfectly.So I am a great fan of them and if you use themevery few weeks they should be OK
Adrian Lead

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### Re: Jackall system

*Written by Adrian Lead at Dec 04, 2007 10:58 am*

The email address for Martins Rubber is sales@martins-rubber.co.uk

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### Re: Jackall system

*Written by M70 at Dec 04, 2007 7:18 pm*

I agree the jackall system is wonderful. I spent many happy hours on my LG45. Most of the spares are available from SVW Spares, www.svwspares.co.uk. Peter Ratclife is the man. They specialise in MGs and if you wish you can send them all the complicated bits and they will refurb, test and return. In my opinion the spares are cheap. I certainly have changed a wheel using the system but wouldn't ever get underneath the

car without a proper support.  Kind regards Stephen

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**Re: Jackall system**

*Written by DavidLG45 at Dec 06, 2007 11:32 am*

Hi Peter,

The Lagonda forum - great idea.

I'm interested in any additional information/advice you can offer on overhauling the Jackall system. I have an LG45 drophead I'm restoring which has this system which I guess will be much the same as on the V12.

Good luck with the forum.

Regards

David Eldred

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**Re: Jackall system**

*Written by alistair at Dec 08, 2007 6:48 pm*

Peter,

congratulations on getting this forum started.

The Jackall system on my V12 is incomplete - it looks as though some parts have been removed with a hammer.  I was going to leave it, but now I have read your posting and the replies it has motivated me to consider getting it all working.  Could you please forward me the "photocopy of several pages " that you mentioned and any other pictures that can help me to identify what is missing from my car, so that I can estimate the size of the task ahead of me.

(My wife might now decide that this forum is not such a good idea!)

Thanks

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**Re: Jackall system**

*Written by Peter S30 at Dec 09, 2007 12:45 pm*

Alistair,

here is a copy of the jackall system repair instructions. Let me know when you have questions

**Off Topic:**

I understand your wife

Peter

**Attachments:**

jackall-1.doc (filesize: 398.5 KB)

jackall-2.doc (filesize: 315.5 KB)

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**Re: Jackall system**

*Written by TVJL at Dec 12, 2007 6:24 pm*

Hi Peter,

Very many congratulations on the forum. I am sure that it will prove to be a super additional resource for us all.

I, too, am very interested in the Jackall system. I am restoring my DB 3 litre Mark 2 saloon, which has such a system fitted. Does anyone know how the post-war system compares to the pre-war set up.

BTW, thank you for posting the instruction documents. However, I don't seem to be able to download from the links. Can you help, please? (I'm probably being very stupid.)

Regards,

Tim Ludbrook

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**Re: Jackall system**

*Written by Peter S30 at Dec 13, 2007 7:22 am*

Tim,

normally it should work if you click on the document icon, my system than asks me if I want to open it with the standard application (in this case word), with another application or to save it on the disc. If you choose option 1 (assuming you have word on your computer) it should open word and display the document

Regards,

Peter

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**Re: Jackall system**

*Written by Peter S30 at Jun 13, 2012 5:55 am*

This is correct.

Mounting of the front ones is difficult. I recommend to test them under load with an external hand lever oil gun before mounting. Are they tight on the shaft, at the top and at the bottom? I had to remove mine several times before they were tight. If I remember right, you can srew a ring inside tighter or loosen it that presses the shaft seal out. If tightened to much they won't retract.

On the image you see the oil gun and pressure gauge I used. Pressure lifting the car will be around 40bar

**Attachments:**

oil gun.jpg (filesize: 14.97 KB)

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