JAGUAR

3·4 & 3·8 'S' MODELS

New JAGUAR 3·4 & 3·8 'S' *models*

join the famous Mark 2, Mark Ten, and 'E' type range

THESE new 'S' models make available, in a car of compact dimensions, the very latest refinements in Jaguar design and engineering.

The wide choice of high-performance high-quality motoring which the Jaguar range provides is now further extended by the introduction of these new 3.4 and 3.8 'S' models.

With impeccable body styling and spacious interior proportions, these new cars are powered by the world famous Jaguar XK engines of either 3.4 Litre or 3.8 Litre capacity.

The many important features incorporated include :-

- All-round independent suspension providing the utmost riding comfort under all conditions.
- Self-adjusting Disc Brakes on all four wheels and self-adjusting handbrake.
- Driver-operated variable interior heating with on-or-off control for rear compartment.
- Exceptionally large luggage boot giving an entirely unobstructed capacity of 19 cubic feet.
- Twin petrol tanks—one in each rear wing.
- Reclining seats for driver and front passenger.
- Greatly increased interior space with more head and leg room affording the highest degree of comfort front and rear. Increased parcel accommodation.

GRACE . . . . SPACE . . . . PACE

SPECIFICATIONS

ENGINE. 6 cylinder 3.4 litre Jaguar XK engine. 70° twin overhead camshaft driven by a two stage roller chain. 83 mm. bore x 106 mm. stroke. Cubic capacity 3442 c.c. (210 cu. ins.). Compression ratio 8 : 1. Develops 210 B.H.P. at 5,500 r.p.m. Twin S.U. type HD6 carburettors and double exhaust system.
6 Cylinder 3.8 litre Jaguar XK engine. 70° twin overhead camshaft driven by a two stage roller chain. 87 mm. bore x 106 mm. stroke. Cubic capacity 3781 c.c. (230.6 cu. ins.) Compression ratio 8 : 1. Develops 220 b.h.p. at 5,500 r.p.m. Twin S.U. type HD6 carburettors and double exhaust system. For countries where fuel specifications require a change in compression ratio, alternative ratios are available. Cooling by pump and fan with bypass thermostat control. Forced lubrication by submerged pump system incorporating full flow filter. Chrome iron cylinder block. Cylinder head of high tensile aluminium alloy with hemispherical combustion chambers. Aluminium alloy pistons. Steel connecting rods. 2¼ diameter counterweighted crankshaft carried in seven large bearings.

TRANSMISSION. (Manually operated gearbox). Four speed single helical synchromesh gearbox. Gearchange lever between front seats. Dry plate clutch with hydraulic operation. Sealed bearing propeller shaft. Hypoid rear axle. Final drive ratio 3.54 : 1. Limited slip differential on 3.8 litre model.

TRANSMISSION. (Overdrive model). As above, with addition of a Laycock de Normanville overdrive controlled by a switch mounted on the steering column. Final drive ratio 3.77 : 1 (In overdrive—2.93). Limited slip differential on 3.8 litre model.

TRANSMISSION. (Automatic transmission Model). Borg Warner Automatic Transmission system with driver controlled intermediate gear hold. Gear ratios : Low 17.6-8.16, intermediate 10.95-5.08, Direct top 3.54. Gear selector lever on steering column. Final drive ratio 3.54 : 1. Limited slip differential on 3.8 litre model.

SUSPENSION. Front. Independent suspension incorporating semi-trailing wishbones and coil springs with telescopic dampers. Anti-roll bar between lower wishbones. Suspension assemblies and steering gear are mounted on a separate subframe which is itself located in the body by rubber mountings.

SUSPENSION. Rear. Fully independent rear suspension incorporating on each side, a lower transverse tubular link pivoted at the wheel carrier and sub-frame adjacent to the differential case and, above this, a half-shaft universally jointed at each end. These serve to locate the wheel in a transverse plane. Longitudinal location is provided by the rubber mountings locating the sub-assembly in the body structure and by a radius arm between the lower link and a mounting point on the body structure. Twin coil springs, each enclosing a telescopic hydraulic damper, provide the suspension medium. The whole assembly together with the differential unit is carried in an easily detachable sub-frame which is located in the body structure by rubber mountings.

BRAKES. Dunlop bridge type disc brakes featuring quick change pads with automatic adjustment for wear. Vacuum servo assistance. Self adjusting ' pull up ' type handbrake. Combined handbrake and brake fluid level warning light.

STEERING. Burman re-circulating ball type steering with 17 in. diameter two spoke steering wheel adjustable for reach. Left or right hand steering optional. Turning circle 33½ ft. Power assisted steering available as an optional extra.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels fitted with Dunlop tyres. Wire spoke wheels available as an optional extra. Spare wheel and tyre.

FUEL SUPPLY. Two separate tanks—one in each rear wing—total capacity 14 gallons. Two electrically operated S.U. fuel pumps (one for each tank) controlled by change-over switch on instrument panel. The separate fillers to each tank remain hidden.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas 12 volt battery. 60 amp/hour at 10 hour rate with current voltage control. Ventilated dynamo. Sidelamps. Sealed beam headlamps and foglamps, the former controlled by a foot operated dipswitch. Separate lever for actuating headlamp flashing. Separate stop/tail, direction and reflector units mounted in a single assembly. Reversing lamp. Self-cancelling flashing direction indicators with warning light. Instruments and labelled switches illuminated by internal flood lighting controlled by a 2-position dimmer switch. Concealed map reading lamp beneath screen rail in front compartment. Twin courtesy lights above the centre door pillars and a third lamp located above the rear window. All courtesy lights can be operated either manually by switch on instrument panel or automatically by any of the four doors. Cigar lighter with luminous socket. Twin blended windtone horns. Twin blade 2-speed self-parking windscreen wipers. Electrically operated windscreen washers. Interior illumination for luggage compartment. Starter motor. Vacuum and centrifugal automatic ignition advance. Oil coil ignition. 5 ins. diameter speedometer. 5 ins. diameter electrically driven revolution counter with electric clock. Ammeter, electrically operated oil pressure gauge, water temperature gauge, fuel gauge, combined handbrake and brake fluid level warning light.

BODY. All steel, four-door, five-seater saloon. Integral body-chassis construction providing maximum rigidity with minimum weight. Large zone-toughened windscreen with slim pillars and semi-wraparound rear window for maximum visibility front and rear. The semi-wraparound windscreen does not interfere with ease of entry or exit. Wide view rear mirror incorporating dimmed image position. Chromium-plated window frames to all doors. Chrome finishers on rain guttering and top of door waist rail. Seats upholstered in finest quality leather hide over deep foam rubber cushions. Front seats fitted with combined height and reach adjustment and reclining squabs. Central folding armrests in front and rear seats. Polished figured walnut instrument panel features revolution counter and speedometer positioned directly in front of driver and separate instruments for oil pressure, water temperature, fuel gauge and ammeter. Instrument panel also contains, on the passenger's side, a glove compartment with an interior light and lockable lid. A large padded parcel shelf runs the full width of the car beneath the instrument panel and houses the heater temperature control in its forward edge. A separate housing beneath the instrument panel contains a radio and speaker (optional extra) together with a very large ashtray. When no radio is fitted, the speaker grille is retained and the radio control panel aperture is blanked off with an escutcheon. Two-spoke steering wheel and semi-circular horn ring. Front and rear doors incorporate large pockets and armrests, whilst the rear doors also contain ashtrays. Central folding armrest in rear compartment. Sun vizors. Deep pile carpets over thick felt underlay. Heavy duty wraparound bumpers with over-riders. " Zero-torque " door locks enable doors to be closed easily and quietly. Seat belt anchorage points are incorporated for both front and rear seats.

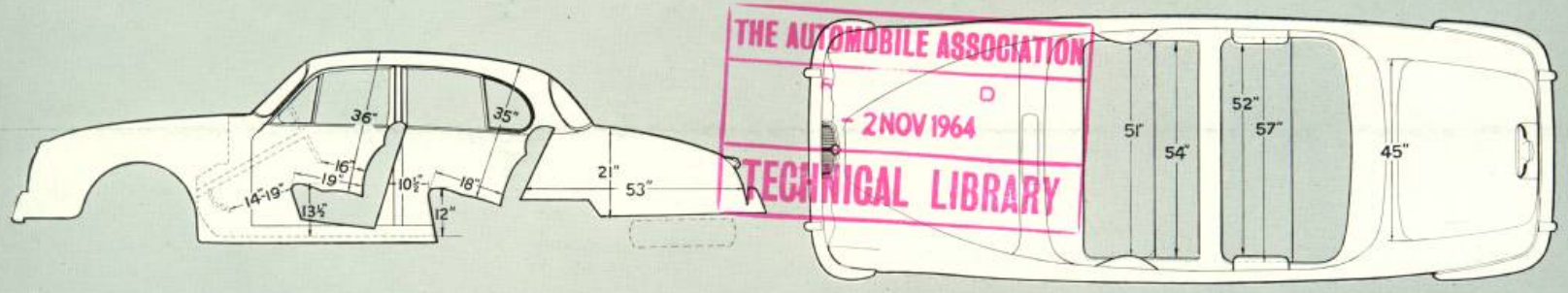
HEATING AND DEMISTING. Completely new fresh air heating system capable of high temperature and volume supply to front and rear compartments. Separate control regulates supply to rear compartment. Air intake vents and heater valves are vacuum servo assisted. Two-speed fan controlled by switch on instrument panel.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in a capacious compartment of 19 cu. ft. capacity. The lid is counter-balanced for ease of operation. Interior of compartment illuminated by night by a separate lamp. Compartment fully trimmed to protect luggage.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the luggage compartment floor, in a separate compartment, and is readily accessible. The tools, in a special fitted and lined container, are housed in the spare wheel compartment. Jack and wheel brace (or wheel hammer on wire wheel models) housed in luggage compartment.

JACKING. Exterior jacking points, front and rear, enable the car to be lifted with the minimum of effort by means of the jack provided.

PRINCIPAL DIMENSIONS. Wheel base 8 ft. 11¾ ins., track front 4 ft. 7¼ ins., track rear 4 ft. 6¼ ins., overall length 15 ft. 7¾ ins., overall width 5 ft. 6¾ ins.



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The latest development of one of the world's most successful cars