
JAGUAR

JAGUAR

S.E.
XK.120
MARK VII

SALESMAN'S DATA BOOK

for the

MARK VII and XK.120
MODELS

ISSUED BY JAGUAR CARS LIMITED, COVENTRY

The Data contained in this Booklet refers to models current on 1st January, 1954. Specifications are subject to alteration without notice.

S.E. XK.120 MARK VII

CONTENTS

3½ LITRE MARK VII SALOON

SALIENT FEATURES

Outstanding Value—Enumerated below are some of the salient features of the Mark VII saloon.

HIGH PERFORMANCE ENGINE

The 3½ litre twin overhead camshaft engine develops 160 b.h.p. at 5,200 r.p.m., and competition successes throughout the world bear witness to its exceptional performance, dependability and long-lasting qualities.

BODY DESIGN

The fine lines of the body have the appearance of a thoroughbred, and the luxury of the interior is emphasised by the hide upholstery and figured walnut woodwork.

Exceptional luggage space is provided without cramping the interior of the car.

CHASSIS FEATURES

Girling servo-assisted hydraulic brakes.

Hydraulic clutch operation.

Exceptionally small turning circle.

Front suspension by extra long torsion bars.

Gaitered rear springs.

COMPLETE EQUIPMENT

The following items are standard equipment :

Sliding roof.

Air conditioning.

Windscreen washers.

Two-speed self-parking screen wipers.

Twin fog lamps.

Telescopic steering wheel.

Front seats adjustable for height and reach.

Fitted tool compartments.

Separate key for luggage accommodation.

Demisters.

Map Light.

GENERAL SPECIFICATION

BODY

GENERAL

Rigid all-steel saloon body, fitted with sliding roof. Sound insulated throughout, having a flat floor thickly carpeted over felt underlay. All woodwork, cappings, instrument panel of fine quality polished figured walnut.

SEATING

Twin bucket seats in front, adjustable for height and reach, and extra wide seat at rear, upholstered throughout in finest quality Vaumol leather hide over Dunlopillo covered spring cases. Heavily padded folding central arm-rest and padded head and shoulder rests in rear compartment.

INSTRUMENTS

All instruments centrally grouped, easy to read and illuminated at night by pale blue light which will not cause reflections in windscreen. Instruments provided include matching speedometer and rev. counter, ammeter, oil pressure gauge, water temperature gauge, fuel gauge and clock.

PARCELS AND LUGGAGE ACCOMMODATION

Large cubby lockers provided on either side of instrument panel, one fitted with lock and key ; also large parcel shelf behind the rear seat. The luggage boot provides exceptional accommodation, having a capacity of 17 cubic feet. The spare wheel is mounted vertically in the boot.

HEATING AND VENTILATION

Air conditioning is standard equipment and provides air conditioning of the body interior, demisting and defrosting of the windscreen. Fresh air is admitted to the unit through the top scuttle ventilator, which must be open when system is in operation.

Ventilator windows in front and rear compartments and winding windows to all doors; scuttle ventilators also provided, allowing entry of cool air to front compartment.

LOCKS

Press Button door locks are fitted and the driver's door is provided with a key which also fits the locking petrol filler caps. All doors can be "slam-locked." The rear boot is locked externally with a separate key which also fits N/S cubby locker, thus allowing luggage to be safeguarded when the ignition key is left with the car. The bonnet can only be opened from inside the car. The rear doors are provided with children's safety catches which, when operated, prevent doors being opened from inside the car.

GENERAL EQUIPMENT

Windscreen washer equipment.
Twin Lucas fog lamps.
Twin interior illumination.
Map light.
Door operated courtesy light.
Reversing light and boot interior light.
Self-cancelling trafficators with warning light.
Two-speed self-parking windscreen wiper.
Cigar lighter.
Twin sun-visors.
Telescopic steering wheel adjustment.
Two-pin plug socket beneath bonnet for trickle charging and inspection lamp.
Comprehensive tool kit in front doors.

ENGINE

GENERAL

Type ...	Twin Overhead Camshaft
Bore	83 mm.
Stroke	106 mm.
Number of Cylinders	Six
Capacity	3,442 c.c.
R.A.C. Rating	25.6 h.p.
Maximum B.H.P. ...	160 at 5,200 r.p.m.
Compression Ratio ...	8 : 1 or 7 : 1

CYLINDER BLOCK

Cast integral with crankcase in high grade chrome iron with full length water jacket.

CYLINDER HEAD

High tensile aluminium alloy casting with hemispherical combustion chambers. The valve seats are high strength austenetic iron-alloy shrunk direct into the head.

CAMSHAFTS

Twin overhead camshafts running in an oil bath operating the valves direct through floating tappets. Each shaft is carried in four steel-backed precision bearings.

CRANKSHAFT

Steel forging with integral counterweights carried in seven large steel-backed precision bearings, 2¾" diameter, and fitted with torsional vibration damper at the front end.

VALVES

Directly operated by the twin overhead camshafts. The exhaust valve is of special high quality steel which has great strength at high temperatures to resist burning.

PISTONS

Aluminium alloy pistons with fully floating gudgeon pins and steel connecting rods, with thin steel shell bearings. Pressure feed lubrication to the gudgeon pins. Two compression rings and one oil scraper ring are fitted, the top ring being hard chromium plated, to ensure long bore life.

TIMING GEAR

Driven by two-stage duplex chains with automatic tensioning of the lower chain and manual adjustment of the upper chain.

IGNITION

Coil and distributor with built-in centrifugal advance mechanism, also over-riding vacuum control operated from the induction manifold. Micrometer hand adjustment for variations in octane rating of fuel. Champion sparking plugs N8B for 8 : 1 compression ratio engines ; Champion L.10S for 7 : 1 compression ratio engines.

CARBURETTERS

Twin S.U. with automatic thermo-electric auxiliary starting carburetter incorporated. Air silencer with AC type oil-wetted mesh cleaning element connected to carburetters by elbow manifold. Carburetters fitted with hydraulic piston dampers.

LUBRICATION SYSTEM

Full pressure lubrication. Gear type pump draws oil through a suction filter and passes it through a full-flow pressure filter to the main oil line, from which are fed the main bearings, connecting rod bearings, gudgeon pin bearings and also the front chain gear. Separate feed from main line goes to the cylinder head to lubricate camshafts, tappets and valve gear.

COOLING SYSTEM

Water is circulated by a centrifugal pump. A restricted water flow to the block preserves the cylinders from corrosion wear and ensures a quick warm up from cold, assisted by a by-pass thermostat mounted on the water outlet pipe.

CHASSIS

FUEL SYSTEM

Two individual S.U. electric pumps draw petrol through separate pipe lines from twin tanks mounted in each of the rear wings to the main feed line and carburetters. A two-way switch controlled from the instrument board changes over to either tank as required. Petrol tank capacity : 9 gallons right hand (O/S) ; 8 gallons left hand (N/S).

CLUTCH

A flexible dry single plate 10" Borg and Beck clutch is fitted and is hydraulically actuated to ensure ease of operation.

GEARBOX

Single helical four forward speeds and reverse with synchromesh on top, third and second ; short centrally disposed gear lever with remote control. Gearbox oil capacity 2½ pints, measured by dipstick.

Ratios :	Top	1 : 1	Second ...	1.982 : 1
	Third ...	1.367 : 1	First ...	3.375 : 1
	Reverse ...	3.375 : 1		

TRANSMISSION

Divided propeller shaft supported at the centre by a flexibly mounted bearing. Lubricating nipples fitted to needle bearing universal joints and spline.

REAR AXLE

Hypoid spiral bevel, semi-floating with offset pinion shaft. Rear axle capacity 3½ pints. Ratio 4.27 : 1.

STEERING

Burman recirculating ball worm and nut. Left or right hand steering optional. 18" steering wheel adjustable for reach.

SUSPENSION

Front—independent, incorporating transverse wishbones supported on rubber-bonded bushes and long torsion bars. Control by telescopic hydraulic shock absorbers and anti-roll bars.

Rear—long silico manganese semi-elliptic springs fitted with rubber-bushed shackles and totally enclosed in full length gaiters provided with grease nipples. Control by inclined Girling telescopic shock absorbers.

BRAKES

Girling "Autostatic" fully hydraulic self-adjusting system assisted by a vacuum servo motor. The front brakes have two trailing shoes which minimise braking variations due to changes in friction characteristics and ensures a retention of balance under all braking conditions. Drums: 12" diameter, 2¼" wide; central hand-brake lever situated between front seats operates the rear brakes through a separate mechanical linkage.

WHEELS AND TYRES

Tapered disc steel wheels with wide rims for a five-stud mounting. Wheels fitted with detachable chromium plated centre discs. Tyres: Dunlop "Super Comfort" 6.70" × 16". The spare wheel is carried inside the rear boot.

CHASSIS FRAME

Box section with cruciform centre bracing giving immense strength and rigidity.

JACKING

An easy-lift jack, supplied with tool kit, fits into sockets in chassis front dumb irons to raise front wheels and into sockets under the side of the chassis frame for the rear wheels. The rear jacking sockets are situated approximately one foot forward of the rear wheels below the rear doors.

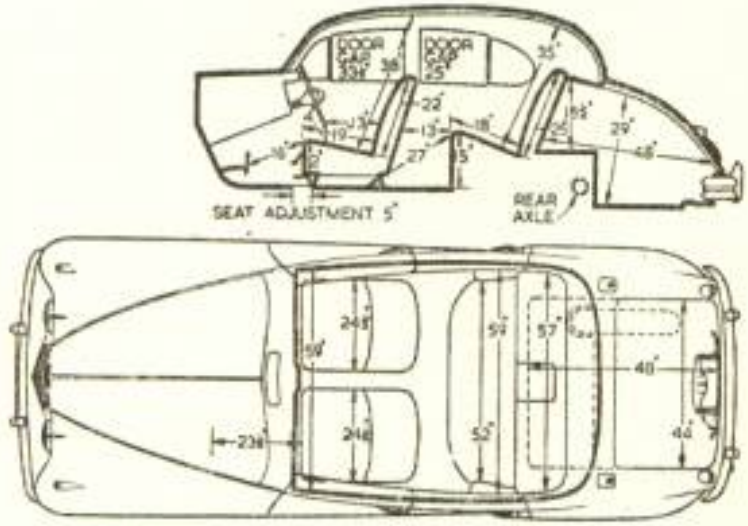
ELECTRICAL

Lucas de Luxe throughout with compensated voltage control: 12 volt ventilated dynamo and 64 amps. capacity battery with 10-hour discharge. Built-in headlamps and wing lamps. Two fog lights, reverse lights and twin interior lights with extra door-controlled interior illumination. Twin blended-note horns, twin bladed screen wiper, cigar lighter, electric direction indicators, built-in provision for a Radiomobile Car radio.

PRINCIPAL DIMENSIONS

Overall length	16 ft. 4½ in.
width	6 ft. 1 in.
height	5 ft. 3 in.
Wheelbase	10 ft. 0 in.
Track —front	4 ft. 8½ in.
—rear	4 ft. 10 in.
Ground clearance	7½ in.
Turning circle	36 ft. 0 in. (L. and R.)
Weight (Dry)	33 cwts.

INTERIOR DIMENSIONS



COLOUR SCHEMES

The Colour Schemes listed below are standard for the Mark VII saloon. Any deviation will entail extra charges, for which a quotation will be given at the Works.

Coachwork	Interior	Code No.
Suede Green	Suede Green	Saloon 1
Cream	Red	Saloon 2
Cream	Pale Blue	Saloon 3
Birch Grey	Red	Saloon 4
Birch Grey	Grey	Saloon 5
Birch Grey	Pale Blue	Saloon 6
Battleship Grey	Red	Saloon 7
Battleship Grey	Grey	Saloon 8
Battleship Grey	Biscuit	Saloon 9
Lavender Grey	Red	Saloon 10
Lavender Grey	Suede Green	Saloon 11
Lavender Grey	Pale Blue	Saloon 12
Black	Red	Saloon 16
Black	Tan	Saloon 17
Black	Grey	Saloon 18
Black	Biscuit	Saloon 19
Pastel Green	Suede Green	Saloon 21
Pastel Green	Grey	Saloon 22
Pastel Blue	Pale Blue	Saloon 23
Dove Grey	Tan	Saloon 24
Dove Grey	Biscuit	Saloon 25
British Racing Green	Tan	Saloon 27
British Racing Green	Suede Green	Saloon 28
Light Grey	Red	Saloon 29
Light Grey	Pale Blue	Saloon 30

PERFORMANCE

ENGINE PERFORMANCE

Maximum B.H.P.	160 at 5,200 r.p.m.
Maximum b.m.e.p. ...	140 lbs./sq. in. at 2,500 r.p.m.
B.H.P. per sq. in. of piston area	3.175
Peak piston speed in feet per min.	3,360

PERFORMANCE DATA

Piston area—sq. ins./ton	30.5
Brake lining area—sq. ins./ton	108.5
Top gear m.p.h. at 1,000 r.p.m.	19.5
Top gear m.p.h. at 2,500 ft./min. piston speed	69
Litres per ton/mile, dry	3,274

ROAD SPEED DATA

The following table shows the relationship between engine speeds in r.p.m. and car speeds in m.p.h. in the various gears.

Axle Ratio 4.27 : 1				
Miles per Hour	First and Reverse 14.41	Second 8.46	Third 5.84	Top 4.27
10	1,748	1,026	709	518
20	3,496	2,052	1,418	1,036
30	5,244	3,078	2,127	1,554
40		4,104	2,836	2,072
50		5,130	3,545	2,590
60			4,254	3,108
70			4,963	3,626
80			5,672	4,144
90				4,662
100				5,180

ROAD PERFORMANCE

The following tables are based on figures obtained from the *Autocar* of 25th April, 1952.

Acceleration from constant speeds.
Time in Seconds

M.P.H.	Top	Third	Second	First
10–30	8.1	6.3	4.5	3.4
20–40	7.6	5.9	4.6	—
30–50	8.3	6.3	5.2	—
40–60	8.3	7.2	—	—
50–70	10.7	8.1	—	—
60–80	12.0	—	—	—
70–90	14.3	—	—	—

From rest through gears to :

M.P.H.	Seconds
30	4.2
50	9.3
60	13.4
70	17.7
80	23.9
90	32.7
Standing ¼ mile	19.3

Approximate speeds in the gears

	M.P.H. (normal and maximum)
Top	102
Third	65—82
Second	40—54
First	20—31

FILL UP DATA

Engine Sump	19	pints
Engine Total	22	pints
Gearbox	2½	pints
Rear Axle	3½	pints
Cooling System	22	pints
Petrol Tank (N/S)	8	gallons
Petrol Tank (O/S)	9	gallons
Total Petrol Capacity	17	gallons

TYRE PRESSURES

	Front	Rear
Normal	23 lbs./sq. in.	25 lbs./sq. in.
For fast driving when comfort is not of primary importance	25 lbs./sq. in.	27 lbs./sq. in.

OVERDRIVE MARK VII MODEL

The Laycock de Normanville Overdrive unit is available on the Mark VII saloon at extra cost and offers a gear that is higher than top, which gives lower engine revolutions for a given cruising speed, thus reducing petrol consumption; or alternatively allowing a higher cruising speed to be maintained.

DESCRIPTION :

The Overdrive unit comprises a hydraulically controlled epicyclic gear housed in a casing which is directly attached to an extension at the rear of the gearbox.

When brought into operation, the overdrive reduces the engine speed in relation to the road speed, thus permitting high road speeds with low engine revolutions.

OPERATION :

The overdrive operates in top gear only and is brought into operation automatically at approximately 36 m.p.h. by an electrical centrifugal governor and solenoid. On deceleration the overdrive remains in engagement but at speeds below 30 m.p.h. automatically disengages when the throttle is opened for acceleration.

Manual Switch—a transparent switch mounted on the polished wood rail at the bottom of the windscreen provides a means for the driver to over-ride the automatic control at speeds in excess of 30 m.p.h., providing the throttle is more than one-fifth open. A warning light incorporated in the switch lights up when the overdrive is in operation.

DRIVING :

For normal cruising in open country the manual switch should be placed in the IN position to allow the overdrive to come into operation.

To meet any sudden power demand (such as for hill climbing or overtaking), when the overdrive is in operation, the manual switch can be placed in the OUT position to bring the car into the normal top gear ratio.

The following table gives the relationship between engine revolutions per minute to road speed in miles per hour for the various gears; the top gear column is divided to show the comparative engine revolutions with and without the overdrive in operation.

Road Speed	Engine Revolutions per Minute				
				Top	
M.P.H.	First & Reverse	Second	Third	without overdrive	with overdrive
	15.35	9.015	6.222	4.55	3.58
10	1,863	1,093	755	552	
20	3,725	2,186	1,511	1,104	
30		3,280	2,266	1,656	
40		4,373	3,022	2,208	1,717
50			3,777	2,760	2,146
60			4,532	3,312	2,575
70			5,288	3,864	3,004
80				4,416	3,433
90				4,968	3,863
100				5,520	4,292
110					4,621

3½ LITRE XK.120 MODELS

SALIENT FEATURES

The Fastest Production Car in the World—the XK.120 models offer effortless high speed performance, magnificent roadholding and breathtaking acceleration, coupled with a docility which will allow the car to be driven at 10 m.p.h. in top gear and accelerated to the maximum without protest.

The 3½ litre twin overhead camshaft engine develops 160 b.h.p. at 5,200 r.p.m. and competition successes throughout the world bear witness to its exceptional performance, dependability and long-lasting qualities.

Traditional Jaguar elegance is expressed in every line of the body and the fine quality of the interior appointments is unmistakable.

CHASSIS FEATURES

Lockheed hydraulic brakes, having separate master cylinders for front and rear, giving added safety.

Self-adjusting front brakes.

Ground clearance 7⅛".

Exceptionally small turning circle.

Front suspension by extra long torsion bars.

Gaitered rear springs.

COMPLETE EQUIPMENT

The following items are standard equipment :

Heater and demister unit.

Windscreen washers.

Telescopic steering wheel.

Separate key for luggage accommodation.

Comprehensive tool kit.

Boot interior light.

Rheostat controlled instrument panel lamps.

GENERAL SPECIFICATION

BODY—OPEN SPORTS

GENERAL

Aerodynamic open two-seater steel body. Floor thickly carpeted over felt underlay. Instrument panel and garnish rails finished in first quality leather hide.

SEATING

Divided seat and squab, upholstered throughout in first quality leather hide. Squab folds forward for access to hood, sidescreens and batteries. Seats individually adjustable for reach.

HOOD

Finest quality mohair material, concealed behind seats when folded, fitted with unbreakable rear window light. Detachable rigid side screens stored in tray in hood compartment. A tonneau cover is provided.

INSTRUMENTS

Instruments centrally grouped, comprising 5" matching rev. counter and 140 m.p.h. speedometer ; ammeter, oil pressure gauge, water temperature gauge, fuel gauge with warning light and electric clock.

PARCEL AND LUGGAGE ACCOMMODATION

Capacious pockets in doors.

Ample luggage accommodation in large rear boot, provided with automatic light and lock and key.

The spare wheel is carried in a separate compartment beneath the boot floor.

HEATING AND VENTILATION

A heater unit is fitted as standard and provides heating (or cooling) of the car interior, demisting and defrosting of the windscreen.

LOCKS

Both doors are provided with locks and the ignition key also operates the petrol filler cap. A separate key is provided for the boot, thus allowing luggage to be safeguarded when the ignition key is left with the car. The bonnet can only be opened from inside the car.

GENERAL EQUIPMENT

Windscreen washer.
Reversing light.
Interior light.
Boot interior light.
Headlamp warning light.
Cigar lighter.
Sun visors.
Telescopic steering wheel adjustment.
Comprehensive tool roll in boot forward of petrol filler cowling.

BODY—COUPE MODELS

GENERAL

Aerodynamic two-seater coupe with steel body. Floor thickly carpeted over felt underlay. All woodwork, cappings, instrument panel, of fine quality figured walnut.

SEATING

Divided seat and squab, upholstered throughout in first quality leather hide. Seats individually adjustable for reach. Squab folds forward to gain access to cubby locker and batteries.

HOOD—DROPHEAD COUPE

First quality padded mohair hood, with interior lined throughout. Completely concealed operating mechanism. Hood can be raised or lowered by hand in a few seconds and in stowed position folds flat and is covered with matching mohair envelope.

INSTRUMENTS

Instruments centrally grouped, comprising 5" matching rev. counter and 140 m.p.h. speedometer; ammeter, oil pressure gauge, water temperature gauge, fuel gauge with warning light and electric clock.

PARCEL AND LUGGAGE ACCOMMODATION

Large parcel shelf behind seats.

Cubby hole on passenger's side of instrument panel.

Cubby locker behind seats.

Ample luggage accommodation in large rear boot provided with automatic light and lock and key. The spare wheel is carried in a separate compartment beneath the boot floor.

HEATING AND VENTILATION

A heater unit is fitted as standard and provides heating (or cooling) of the car interior, demisting and defrosting of the windscreen. Additional cool fresh air scuttle ventilators are fitted to each side of the body.

Drop windows fitted to both doors and ventilating windows are fitted at front of door lights and, on the Fixed Head Coupe, in rear quarters also.

LOCKS

Both doors can be locked with the ignition key, which also opens the petrol filler cap. Both doors can be "slam-locked." A separate key is provided for the luggage boot and facia cubby hole, thus allowing luggage to be safeguarded when the ignition key is left with the car.

GENERAL EQUIPMENT

Windscreen washer.
Reversing light.
Boot interior light.
Headlamp warning light.
Cigar lighter.
Telescopic steering wheel adjustment.
Comprehensive tool roll in boot forward of petrol filler cowling.

ENGINE

GENERAL

Type ...	Twin Overhead Camshaft
Bore	...83 mm. (3.2677")
Stroke	106 mm. (4.1732")
Number of Cylinders	Six
Capacity	3,442 c.c. (210 cu. ins.)
R.A.C. Rating	25.6 h.p.
Maximum B.H.P. ...	160 at 5,200 r.p.m.
Compression Ratio ...	8 : 1 or 7 : 1

CYLINDER BLOCK

Cast integral with crankcase in high grade chrome iron with full length water jacket.

CYLINDER HEAD

High tensile aluminium alloy casting with hemispherical combustion chambers. The valve seats are high strength austenetic iron alloy shrunk direct into the head.

CAMSHAFTS

Twin overhead camshafts running in an oil bath operating the valves direct through floating tappets. Each shaft is carried in four steel-backed precision bearings.

CRANKSHAFT

Steel forging with integral counterweights carried in seven steel-backed precision bearings, $2\frac{3}{4}$" diameter, and fitted with torsional vibration damper at the front end.

VALVES

Directly operated by the twin overhead camshafts. The exhaust valve is of special high quality steel which has great strength at high temperatures to resist burning.

PISTONS

Aluminium alloy pistons with fully floating gudgeon pins and steel connecting rods, with thin steel shell bearings. Pressure feed lubrication to the gudgeon pins. Two compression rings and one oil scraper ring are fitted, the top ring being hard chromium plated, to ensure long bore life.

TIMING GEAR

Driven by two-stage duplex chains with automatic tensioning of the lower chain and manual adjustment for the upper chain.

IGNITION

Coil and distributor with built-in centrifugal advance mechanism, also over-riding vacuum control operated from the induction manifold. Micrometer hand adjustment for variations in octane rating of fuel. Champion sparking plugs N8B for 8 : 1 compression ratio engines ; Champion L.10S for 7 : 1 compression ratio engines.

CARBURETTERS

Twin horizontal S.U. with thermo-electric auxiliary starting carburetter incorporated. Fitted with air cleaner(s). Carburetters are fitted with hydraulic piston dampers.

LUBRICATION SYSTEM

Full pressure lubrication. Gear type pump draws oil through a suction filter and passes it through a full-flow pressure filter to the main oil line, from which are fed the main bearings, connecting rod bearings, gudgeon pin bearings and also the front chain gear. Separate feed from main line goes to the cylinder head to lubricate camshafts, tappets and valve gear.

COOLING SYSTEM

Water is circulated by a centrifugal pump. A restricted water flow to the block preserves the cylinders from corrosion wear and ensures a quick warm up from cold, assisted by a by-pass thermostat mounted on the water outlet pipe.

CHASSIS

FUEL SYSTEM

Large capacity S.U. electric pump draws from a 15-gallon rear tank. Petrol filler cap concealed and fitted with lock and key.

CLUTCH

A flexible dry single plate 10" Borg and Beck clutch is fitted.

GEARBOX

Single helical four forward speeds and reverse with synchromesh on top, third and second; short centrally disposed gear lever with remote control. Gearbox oil capacity 2½ pints, measured by dipstick.

Ratios:	Top	1 : 1	Second ...	1.982 : 1
	Third ...	1.367 : 1	First ...	3.375 : 1
	Reverse ...	3.375 : 1		

TRANSMISSION

Hardy Spicer propeller shaft with lubricating nipples fitted to needle bearing universal joints.

REAR AXLE

Hypoid spiral bevel, semi-floating with offset pinion shaft. Rear axle capacity 3½ pints. Ratio 3.54 : 1.

STEERING

Burman recirculating ball worm and nut. Left or right hand steering available. Steering wheel 17" adjustable for reach.

SUSPENSION

Independent front suspension incorporating transverse wish bones and long torsion bars with telescopic type hydraulic shock absorbers. Rear suspension by long silico manganese steel half elliptic springs controlled by Girling PV.7 hydraulic shock absorbers.

BRAKES

Lockheed hydraulic brakes operating on all four wheels, with twin master cylinders for extra safety. Front brakes are of the two leading shoe type and are self-adjusting. 12" diameter alloy iron drums. Central fly-off hand-brake operates mechanically on rear wheels only through entirely separate mechanism.

WHEELS AND TYRES

Pressed steel wheels with detachable chrome plated nave plates and five stud mounting for each wheel. Tyres: Dunlop "Road Speed" 6.00" × 16"; spare wheel carried in compartment at rear.

CHASSIS FRAME

Straight plane steel box section frame of immense strength; torsional rigidity ensured by large box section cross members.

JACKING

A central jack socket on each side of the car raises both wheels simultaneously with the minimum of effort by means of a special easy-lift jack.

ELECTRICAL EQUIPMENT

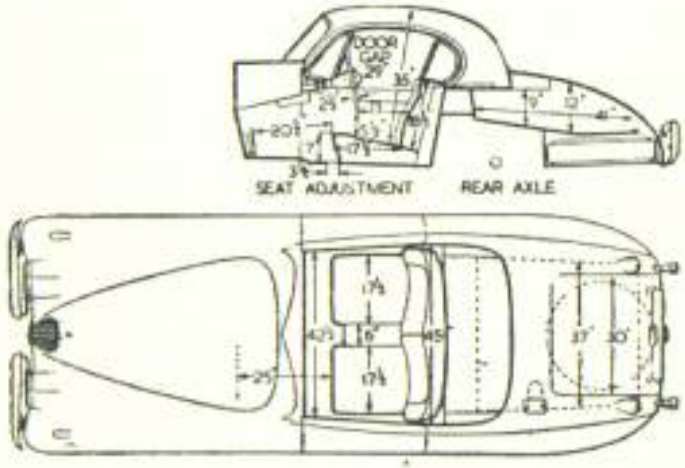
Lucas de Luxe throughout: 12 volt, 64 amp. capacity 10-hour discharge, twin batteries with constant voltage controlled ventilated dynamo. Flush headlamps and wing lamps, stop light, reverse light, twin rear lights, panel light, twin blended-note horns, twin blade screen wiper, cigar lighter, starter motor, vacuum and centrifugal automatic ignition advance. Coupe models fitted with interior lights and flasher indicators and built-in provision for Radiomobile car radio.

PRINCIPAL DIMENSIONS

Overall length	14 ft. 5 in.
Overall width	5 ft. 2 in.
Overall height—Open Two Seater...	4 ft. 4½ in.
—Fixed Head Coupe	4 ft. 5 in.
—Drophead Coupe ...	4 ft. 4½ in.
Wheelbase	8 ft. 6 in.
Track —front	4 ft. 3½ in.
—rear	4 ft. 2½ in.
Ground clearance	7⅛ in.
Turning circle	31 ft. 0 in.
Weight (dry)—Open Two Seater ...	24.5 cwt.
—Fixed Head Coupe	25.5 cwt.
—Drophead Coupe ...	26.5 cwt.

INTERIOR DIMENSIONS

Dimensions are given for the Fixed Head Coupe, other models being approximately similar.



COLOUR SCHEMES

The Colour Schemes listed below are standard for each particular body style. Any deviation will entail extra charges, for which a quotation will be given at the Works. IT IS ESSENTIAL TO QUOTE BODY STYLE, *i.e.*, SPORTS — COUPE SPORTS — CONVERTIBLE — WHEN QUOTING CODE NUMBER.

Coachwork	Interior	Top	Code No.
Suede Green	Suede Green	French Grey	1
Cream	Red	Fawn	2
Cream	Pale Blue	Fawn	3
Birch Grey	Red	French Grey	4
Birch Grey	Grey	French Grey	5
Birch Grey	Pale Blue	French Grey	6
Battleship Grey	Red	Gun Metal or Black	7
Battleship Grey	Grey	Gun Metal or Black	8
Battleship Grey	Biscuit	Gun Metal or Black	9
Lavender Grey	Red	Fawn	10
Lavender Grey	Suede Green	Fawn	11
Lavender Grey	Pale Blue	Fawn	12
Black	Red	Black or Sand	16
Black	Tan	Black or Sand	17
Black	Grey	Black or Sand	18
Black	Biscuit	Black or Sand	19
Pastel Green	Suede Green	Fawn	21
Pastel Green	Grey	Fawn	22
Pastel Blue	Pale Blue	French Grey	23
Dove Grey	Tan	Fawn or Sand	24
Dove Grey	Biscuit	Fawn or Sand	25
British Racing Green	Tan	Gun Metal or Black	27
British Racing Green	Suede Green	Gun Metal or Black	28
Red	Red	Fawn or Black	29

IT IS ESSENTIAL TO QUOTE BODY STYLE, *i.e.*, SPORTS—COUPE SPORTS—CONVERTIBLE—WHEN QUOTING CODE NO.

PERFORMANCE

ENGINE PERFORMANCE

Maximum B.H.P.	160 at 5,200 r.p.m.
Maximum b.m.e.p.	140 lbs./sq. in. at 2,500 r.p.m.
B.H.P. per sq. in. of piston area	3.175
Peak piston speed in feet per min.	3,360

PERFORMANCE DATA

	Open	F.H.C.	D.H.C.
Piston Area—sq. ins./ton	41.2	39.6	38.1
Brake Lining Area—sq. ins./ton ...	154.5	148.0	143.0
Top gear m.p.h. at 1,000 r.p.m. ...	22.8	22.8	22.8
Top gear m.p.h. at 2,500 ft./min. piston speed	81.0	81.0	81.0
Litres per ton/mile, dry	3,830	3,680	3,540

ROAD SPEED DATA

The following table shows the relationship between engine speeds in r.p.m. and car speeds in m.p.h. in the various gears.

Axle Ratio 3.54 : 1 (Standard)					
Miles per hour	First & Reverse 11.95	Second 7.01	Third 4.84	Top 3.54	True r.p.m. in top, allowing for changes in tyre radius (Dunlop Road Speed 16 × 6.00) due to effect of centrifugal force. Tyres at 35 lbs. sq. in.
10	1,483	871	600	439	
20	2,966	1,742	1,200	878	
30	4,449	2,613	1,800	1,317	
40	5,932	3,484	2,400	1,756	
50		4,355	3,000	2,195	2,179
60		5,226	3,600	2,634	2,602
70			4,200	3,073	3,017
80			4,800	3,512	3,424
90			5,400	3,951	3,822
100				4,390	4,211
110				4,829	4,585
120				5,268	4,951
130				5,707	5,302

ROAD PERFORMANCE

The following tables are based on figures obtained from the *Motor* of 16th November, 1949, using 3.64 Axle Ratio.

Acceleration from constant speeds

Time in Seconds

M.P.H.	Top	Third
10– 30	6.7	5.1
20– 40	6.7	5.0
30– 50	6.6	4.8
40– 60	7.4	5.4
50– 70	8.1	5.9
60– 80	8.5	6.1
70– 90	9.9	—
80–100	11.3	—

From rest through gears to :

M.P.H.	Seconds
30	3.2
40	5.1
50	7.3
60	10.0
70	12.4
80	15.7
90	20.1
100	27.3
Standing ¼ mile	17.0

Approximate speeds in the gears :

	M.P.H.
Top	124
Third	90
Second	62

FILL UP DATA

Engine Sump	21 pints
Engine Total	24 pints
Gearbox	2½ pints
Rear Axle	3½ pints
Cooling System	25½ pints
Petrol Tank	15 gallons

TYRE PRESSURES

	Front	Rear
Normal	25 lbs./sq. in.	25 lbs./sq. in.
For fast driving when comfort is not of primary importance	35 lbs./sq. in.	35 lbs./sq. in.

SPECIAL EQUIPMENT—XK.120 MODELS

Since the introduction of the XK.120 Sports Two Seater, several modifications have been introduced which have enabled owners to improve the already high performance of this famous car. These modifications are incorporated in the Special Equipment model, which is produced in series and is, therefore, eligible for acceptance in competitive events for production sports cars.

Special Equipment models are also available with Drophead or Fixed Head Coupe bodies.

SPECIFICATION

The specification is similar to that for standard XK.120 models, with the following departures :

Special camshafts with $\frac{3}{8}$" lift.

Special crankshaft damper.

Wire spoke wheels with splined hubs and knock-on hub caps.

Dual Exhaust System (on Open Model only).

Stiffer Torsion Bars of 1" diameter.

ALTERNATIVE EQUIPMENT

The following equipment is available at extra cost and current prices are contained in the pocket at the front of this booklet.

Body : Racing windscreen and cowl.
Bucket seats.

Engine : Modified cylinder head, having larger valves and valve throats and modified porting ; available with large (2") bore carburetters.

Clutch : Special racing clutch.

Gearbox : Close ratio gearbox, giving the following ratios (compared with the standard gearbox) :

Close Ratio			Standard Ratio		
First	—	2.98	First	—	3.375
Second	—	1.74	Second	—	1.982
Third	—	1.21	Third	—	1.367
Top	—	Direct	Top	—	Direct

Axle : Alternative axles are available giving the following ratios :

3.31 (3.54) 4.09 4.27 4.55

Tyres : Dunlop Road Racing Tyres.

Fuel System: Additional tankage to bring total capacity up to 24 gallons—supplied with additional fuel pump. (This tank considerably reduces the luggage accommodation.)

Printed in England
by
W. W. Curtis Ltd.
Cheylesmore Press
Coventry