FOREWORD

The years which have passed since the introduction of the first Jaguar have seen such growth in its reputation that today the name of Jaguar is held in the highest esteem throughout the entire world. In the Mark V and XK Jaguars described herein, there will be found not only all those qualities which have placed Jaguar in the forefront of high performance cars, but many new advances in design which will further enhance Jaguar's high reputation.

Each of its many new features has been developed only after years of patient research and stringent tests commenced in many cases in the years before the war. Thus, the new independent front suspension, the new frame, the new hydraulic brakes and the new transmission system have not been hurriedly designed merely to keep abreast of a trend, but have undergone long and arduous trial under the worst possible conditions until perfection has been assured.

In the newly introduced XK series twin overhead camshaft engines (fitted only to the Super-Sports 3½-litre), all compromise in design has been eliminated, for incorporated in each engine is all the most advanced technical knowledge available today on naturally aspirated petrol engines. An indication of the efficiency of the Jaguar XK engine will be found in the fact that a 3½-litre Jaguar XK engine was used by Lt-Col. Goldie Gardner in 1948 when he broke three world speed records for uncharged cars of 3½-litre capacity at a speed of 178.6 m.p.h., with his specially constructed lightweight car running on methanol. Except for the fitting of high compression pistons and a magneto, the engine was of entirely standard construction. Further proof of the high efficiency of the XK engine was provided on the 30th of May, 1949, when an entirely standard production 3½-litre Model running on pump petrol attained a speed of 195.0 m.p.h. under the official observation of the Royal Automobile Club of Belgium. This speed is the highest ever recorded by a standard production car.

In appearance and finish no less than in performance Jaguar occupies a leading place amongst fine cars. In the graceful flowing lines of every model there will be found the dignity and perfect taste which entitle the world ever have declared to be inherent characteristics of Jaguar design. The Mark V and XK Jaguars are, indeed, brilliant successors to a long line of distinguished fore-runners.
SALIENT FEATURES OF THE MARK V JAGUAR

By W.M. HEYNES, M.I.Mech.E., M.S.A.E.

Chief Engineer, Jaguar Cars Ltd.

The following brief outline is confined to technical aspects of the new Mark V Jaguar chassis: the appearance, furnishings and appointments of the entire car being immediately apparent upon examination.

The frame of the Mark V is scientifically designed and, for its weight, is probably the most rigid frame incorporated in any passenger car. The side members, which take the beam loading, are straight in both planes, which eliminates any torsional deflection due to direct loading loads. They have a maximum section at the deck line of 3/4" deep by 3/4" wide, tapering away to the front and the back. Torsional rigidity is supplied by the 2' deep channel section cross bracing which takes the torsional load from the rear section to the front steering.

In addition, a heavy box section front cross member, which is also straight and in the same plane as the side members, gives the maximum possible rigidity to the front end. The rate of the frame is swept up over the near side so as to allow for the fore and aft movement required by the more flexible suspension. Flanges are welded in an all-steel joint, and finally the complete frame is given a special protective treatment against rust and corrosion.

Independent front wheel suspension is introduced by Jaguar for the first time on the Mark V chassis. The original designs were carried out in 1938, and continuous tests and development work has been carried on throughout the ensuing period. The following notes indicate the salient points of the new suspension system:

1. The wheels are controlled by transverse wide-lami, rigidly mounted above and below the main side member sections.

2. The spring is in the form of a single-leaf manganese steel torsion bar, over 3" long. The advantage of this type of spring is that the car can be made to the same overall length and still have a more comfortable ride.

3. The underside of the spring permits a few millimeters to be used and ensures practically undamped ride.

4. The wheel is carried on half joints at the outer end of the top and bottom with these joints being naturally self-aligning and eliminating the need for frameless rubber bands which are currently in use. Furthermore, the half joints plus a hard chrome surface and the top in a special chrome bush is more than capable of handling extreme adverse and normal conditions. A further adjustment on the outer end of the bar is provided so that the bar can be adjusted without the use of any special equipment.

5. Hydraulic shock absorbers are already on the main suspension arm, ensuring the minimum degree of fluid friction necessary to damp out the excess movement.

6. The front wish bone is constructed of a deep "V" section steel forging which carries the load to the main bar. The fitting is made by a strong straight line, giving wide bar mounting into the frame.

7. The wishbone design is a high tensile steel casting, and it is fixed on a square into the main body carrying, which eliminates the high stresses of the frame corner which always occur with a single forging forging. This shaft carries the hub on two large size roller bearings, adequately sealed against dirt or moisture.

8. The design of the Jaguar suspension has been perfected only after due consideration of other factors affecting comfort, ease of control and stability. The front suspension, which is by long flexible leaf springs having preloading rates balanced with those of the frame suspension. Furthermore, the center section of the upper control arms is fixed in a double-draught tube bearing 6 1/2" deep, fixed on a 2" wide bush, which, in addition to eliminating offset combined with complete stability under lines of steering at high speed.

The combination of the foregoing points of design combined with suspension results in a soft ride with a complete absence of pitch or bounce. Moreover, the road holding and cornering stability, which has for so long characterized the Jaguar, is not only retained but is actually improved.

Bumper reinforcing after body work is employed. This high efficiency steering gives all the performance and road holding found in the best sports cars.

The full hydraulic braking system incorporates the two leading shoe principle and operating on all four wheels. Hydraulic assistance ensures the correct balance of braking effort as applied at each wheel without the frictional variations which can occur on mechanically operated systems. The large area of the friction surface (104 sq. in.) gives a braking force of 700 lbs. per inch, enabling the car to continue under the most severe conditions. A hard lever operates the rear wheel brakes through an entirely separate linkage.

The four-speed single helical box embodies a number of internal improvements in design which ensure silence and smooth operation. Brakes are fully self-adjusting. The intermediate gates and latches are mounted on needle roller bearings, while two large ball bearings and a roller bearing carry the primary and main shafts. The reverse shaft has been reinforced and the unit has been increased in diameter. A two-piece propeller shaft enables a flat floor line to be used in the rear of the car, the centre bearing being insulated in rubber against noise or vibration.

In short, long years of development and trial, the Jaguar Mark V is presented with pride and confidence as a worthy successor to a car which has formed the cornerstone of its class in the world.
NOTES ON THE JAGUAR XK TYPE ENGINE

By W. A. HEYNES, M.Mech.E., M.S.A.E.
Chief Engineer, Jaguar Cars Ltd.

In this new range of Jaguar engines all compromise in design has been eliminated. Each engine can be truthfully stated to incorporate all the most advanced technical knowledge available today on naturally aspirated petrol engines. Tests carried out on the completed units have shown the wisdom of the decision taken by the Jaguar Company nearly nine years ago to develop an engine on these lines.

In addition to this note, totaling many thousands of hours, extensive road tests at home and abroad have been carried out, and it is significant that the 2-litre engine, tested in America towards the end of 1949, where it is particularly conspicuous in the engine's performance, has proved its excellence. Further proof of the high efficiency of the XK engine was achieved on the 30th May, 1949, when an entirely standard production 2-litre model running on pump petrol obtained a speed of 125.6 mph under the official observations of the Royal Automobile Club of Belgium. This speed is in the highest ever recorded by a standard production car.

From the following considered summary of the more important features of the XK engine, it will be seen that no reliance has been placed upon the use of new or untried inventions. Instead, a blend of known and proved design features of the highest efficiency has resulted in the creation of a production engine of unparalleled quality and performance.

The following are some of the most important points:

1. Hemisphere head of high-strength aluminium alloy with large diameter valves set 85°: the sparking plugs are disposed on the engine centre line in the path of the incoming gases. This ensures complete and rapid burning of the mixture, and ensures regular firing at slow speed without oscillation.

2. Valve Seating:
   a. These are of high expansion cast iron in which the coefficient of expansion approximates to that of the alloy cylinder head. This ensures that no heat is lost through the valve seat, thus eliminating local hot spots and giving an exceptional life to both valves and seats.

3. Induction System:
   a. The valve ports and induction system have been designed in collaboration with Mr. Harry Sack (generally accepted as the foremost expert in this field). The four large induction passages offer a minimum restriction to flow, with specially contoured ports which ensure a well-distributed degree of turbulence in the induction chamber.

4. Twin Overhead Camshafts:
   a. Twin overhead camshafts, driven by two-stage chains, act directly on the valves through floating lifters. This reduces to a minimum the unsprung weight of the valve parts and enables externally light valve springs to operate satisfactorily up to the high maximum rpm. In addition, the absence of rocker arms substantially reduces the main source of noise and vibration associated with overhead valve mechanisms. The camshafts and oil pumps are lubricated to an oil bath formed in the cylinder head casting, which forms an oil barrier between the two working surfaces.

5. Oiling System:
   a. Large capacity oil pump is driven by seven gears on the front of the camshaft and picks up oil from the tank through a floating strainer, which prevents contamination, while the weir ensures that no particles of dirt can enter the oiling system. On the delivery side of the pump the oil is passed through a full-flow pressure filter and finds its way into a 1.5-inch-diameter gallery, which runs the full length of the engine and from which distribution throughout the engine is taken.

6. Cooling System:
   a. Water circulation is supplied by high pressure centrifugal pump on the lower side of the engine. This avoids any chance of steam formation, which can occur when the pump is used in an external. The water feed is taken from the pump down to a serpentine gallery on the side of the cylinder block, and is fed directly into the exhaust valve seatings and to a head on the head around the sparking plugs, past the intake valves, and passing out into the radiator through a gallery cast integral with the induction pipe. The block is cooled by a water jacket which has a good water flow and maintains an efficient operating temperature under all working conditions. The radiator block is of a light construction type, and is filled with a water and ethylene glycol mixture which controls the engine temperature.

7. Crankshaft:
   a. High strength axle forging with balanced weights forged integral with the webs. The seven main bearings on the six-cylinder engine and the three main bearings on the four-cylinder engine are of 2" diameter. The exceptionally large diameter of these bearings and the resulting crank rigidity are responsible to a large degree for the extreme smoothness with which these engines deliver their power, even up to the high maximum rpm of which they are capable.

8. Bearings:
   a. The bearings are the Varrander oil sealed steel shell white metal lined type for crankshaft, connecting rods and camshaft bearings, and although these are precision made and completely interchangeable without fitting, they have proved to give a practically unlimited life under most exacting test conditions.

9. Pistons:
   a. High-strength aluminium alloy forged, with two narrow compression rings, the top ring being chromium plated to eliminate carbon and consequent wear and, in addition, a closed oil control ring is also fitted.

10. Connecting Rods:
   a. Steel rod section forged and drilled up the entire length to provide oil feed to small end. The big and small cap are all ribbed to give rigidity and maintain true circular form under working stresses.
ENGINE. Six-cylinder Jaguar Mark V.A line, 122 mm. bore, 110 mm. stroke, 3,245 c.c., developing 128 b.h.p. at 4,800 r.p.m.; overhead valve in cylinder block, valve gear driven by camshaft carried in ward in large position and steel-backed bearings; connecting rods of light alloy, chromed iron cylinder block, chrome-plated liners, hard chrome-lined flat; compression ratio 8.5:1; cooling by water jacket circulated by electrically controlled thermostatic, water-pumped oil pump; timed lubrication carried throughout; complete lubrication through full flow oil filter; special Lucas de luxe oil and distributor ignition system; rear S.U. carburettor with electrically controlled automatic choke.

FRAME. Straight plate steel box section frame of immense strength and stiffness. Torsional rigidity is ensured by 7 in. deep channel cross members with heavy box section front cross member.


SUSPENSION. Independent front suspension incorporating wishbones and coil spring suspension. Rear suspension by long leverage monocoque steel leaf springs with blades spread and spotted to give flexibility and stiffness in operation, controlled by simple type dampers. Rear springs totally enclosed in gaiters fixed with grease nipples.

BRAKES. Full hydraulic twin-leading-shoe brakes with 12 in. diameter high-tension drum, 24 in. wide. Footbrake, non-latching, 10 in. square brakes. Foot pedal fixed with rotating shoes. Forward brake on rear wheels only through separate linkage.

STEERING. Hydraulic recirculating ball type, variable ratio, fully adjustable steering wheel on left, optional on right hand steering wheel.

WHEELS AND TYRES. Heavier load-rated pressed steel box-section type with wide base trim. Dunlop super sport tyres 6.70 x 16 ins.

FUEL SUPPLY. By electrically actuated 14-gallon steel tank with reserve and automatic. Metal gauze filter inside of main fuel line.

ELECTRIC EQUIPMENT. Lucas de luxe 12 volt system with ventilated dynamo; 6-cylinder, capacity battery, 10-hour maintenance; battery on headlamp and other lamps; two fog lamps; deep-lip rear lights, twin interior lights, rear interior lights with rear door-controlled dimmer illumination; twin bladed rear horns; twin-bladed senor wipers, sidelights.

INSTRUMENTS. 5 in. diameter speedometer, with headlamp beam warning light, 5 in. diameter revolution counter, ammeter, oil pressure gauge, water temperature gauge, gauge, 500 ft. speedometer, clock, self-luminous instruments with warning light.

AIR CONDITIONING. Built-in air conditioning unit incorporating dehumidifier and deodorizer. Improved system of induction provides cold filtered air from outside car for ventilating the interior during hot weather and fresh warm air for cold conditions.

UPHOLSTERY AND CARPETING. Upholstered throughout in top quality Vauxhall leather hide and Durlastoll. Floor is fully carpeted over 5th and 6th.
THE MARK V JAGUAR 3½ LITRE SALOON
THE MARK V JAGUAR 2½ LITRE SALOON
ENGINE. Six cylinder, firebridge layout, 21 litre, bore x stroke 75 x 105 mm, 20 bhp at 3000 rpm, 4 instead of 4 valve per cylinder, overhead camshaft and valves, push rod operated 21 mm hydraulic tappets adjustable. All parts made from best quality steel; cylinder block, head, main and connecting rods, all forged from special steel. Crankcase cast in two parts. Oil sump and gear box to be fitted separately. Fuel feed by mechanical pump. Generator by a special dynamo, generator tank. Water pump, radiator and radiator water feed by a special pump. Ignition: 3 cylinder ignition set with magneto and ignition set with magneto and spark plug. Carburetter: Dellorto 21 carburetter. Clutch: 4 - 2 + 4 type. Gear box: 5 speeds, 1 - 2 - 3 - 4 - 5. Final drive: final drive ratio 4.5:1. Transmission: Three speed, all forward speeds and first reverse. Ratio first gear 3.5:1, second gear 2.25:1, third gear 1.5:1.

FRAME. Steel frame with welded joints of structural strength and stiffness. 

INSTRUMENTS. 6 in. diameter, 120 mph speedometer, with headlight, horn, turn signals, oil pressure and water temperature gauges. 

AIR CONDITIONER. Built-in air conditioning unit incorporating dehumidifier and heater. 

UPHOLSTERY CARPETING. Leather throughout in door panels and floor. 

SEATING. Front seats adjustable for height and reach. Backrests fold down. 

INTERIOR APPOINTMENTS. Wooden trim, dashboard and interior panels are of wooden trim, dashboard and interior panels are of premium quality. 

SPOON WHEELS AND STEERING. SPOON WHEELS AND STEERING. 

ELECTRIC EQUIPMENT. Lucas de luxe 32 volt set with antivibrating system and 64 amp. battery. 

LUGGAGE ACCOMMODATION. Suitable accommodation for additional luggage. 

Page 7
ENGINE: Six cylinder, horizontal, aluminum, 3.6 litres 3,664 c.c. developing 105 h.p. at 4,200 r.p.m., and 325 lb. ft. of torque at 2,000 r.p.m. with overhead camshaft driven by a single spur drive. The engine is equipped with a Kugelfischer fuel injection system, a six cylinder engine block, and a single overhead camshaft. The engine is equipped with a Kugelfischer fuel injection system, a six cylinder engine block, and a single overhead camshaft.

TRANSMISSION: Four-speed synchromesh manual. The transmission is equipped with a synchromesh system for smooth shifting. The transmission is equipped with a synchromesh system for smooth shifting.

SUSPENSION: Independent front suspension with coil springs and telescopic shock absorbers. The rear suspension is a live axle arrangement with leaf springs.

BRAKES: Full hydraulic rear disc brakes with 12 in. diameter high performance shoes. The brakes are equipped with a self-adjusting feature.

STEERING: Rack and pinion steering. The steering is equipped with a power steering feature.

KEY TO SEATING DIAGRAMS

<table>
<thead>
<tr>
<th>MAX</th>
<th>Min.</th>
<th>Incap.</th>
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<tr>
<td>A</td>
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<td>14-64</td>
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<tr>
<td>F</td>
<td>10</td>
<td>8-12</td>
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ELECTRIC EQUIPMENT: Lucas de janeiro 12

LUGGAGE ACCOMMODATION: Ample accommodation is provided in the large rear lockers, the lockers are equipped with a cover and a lock. A luggage rack is provided on the rear of the vehicle.

EASY PACKING: Any luggage must be fitted with a cover and a lock. The luggage rack is provided on the rear of the vehicle.
THE MARK V JAGUAR 3 1/2 LITRE DROPHEAD COUPE
THE DROPHED COUPE IN COUPE-DE-VILLE POSITION
THE DROPHEAD COUPÉ IN FULLY OPENED POSITION
SPECIFICATIONS

3½ LITRE TYPE XK 120 MODEL

ENGINE. Six cylinder 3½ litre Jaguar engine 207° twin overhead camshafts driven by a snaggle-tooth roller chain; 100 mm. bore x 118 mm. stroke; 1,894 cc; developing 190 bhp at 5,500 r.p.m. Large non-adjustable alloy enclosed valve and automatic camshaft drive; compression ratio 8:1; high grade chrome-lipped cylinder block, cooling by pump circulation with by-pass thermostatic control; cylinder head of high tensile aluminium alloy with relocated combustion chambers; aluminium alloy valves; peened connecting rods; forced lubrication throughout by submerged pump with full flow filter and functioning gear lube; twin S.U. four-branch exhausts with electrically controlled automatic choke; 2½ inch diameter exhaust pipes carried in seven large bored precision bearings.

FRAME. Tautly stressed steel box section frame of box beam strength, torsional rigidity assured by large box section cross members, transverse rigidly false torsional rigidity assured by large box section cross members, transverse rigidly false torsional rigidity assured by large box section cross members. Front suspension by independent transverse leaf spring and damper mounted at each wheel, front suspension by independent transverse leaf spring and damper mounted at each wheel, rear suspension by independent transverse leaf spring and damper mounted at each wheel. Rear suspension by independent transverse leaf spring and damper mounted at each wheel. Rear suspension by independent transverse leaf spring and damper mounted at each wheel.


AXLES. Locking full hydraulic transverse-leaf-spring type and 12½ inch, drum, friction lined discs on 200 square inches. Front drum fitted with cooling fins, drum fitted with cooling fins, drum fitted with cooling fins, drum fitted with cooling fins. Front drum fitted with cooling fins, drum fitted with cooling fins, drum fitted with cooling fins, drum fitted with cooling fins.

STEERING. Manual hydraulic rack type steering, positive and accurate at all speeds, 1½ turns lock to lock. Manual hydraulic rack type steering, positive and accurate at all speeds, 1½ turns lock to lock. Manual hydraulic rack type steering, positive and accurate at all speeds, 1½ turns lock to lock. Manual hydraulic rack type steering, positive and accurate at all speeds, 1½ turns lock to lock.

DIMENSIONS. Wheels and tyres. Pressed steel-belted-disc wheels with wide base rim and Dunlop 6-00 x 16 inch, tread speed tyres. Pressed steel-belted-disc wheels with wide base rim and Dunlop 6-00 x 16 inch, tread speed tyres. Pressed steel-belted-disc wheels with wide base rim and Dunlop 6-00 x 16 inch, tread speed tyres. Pressed steel-belted-disc wheels with wide base rim and Dunlop 6-00 x 16 inch, tread speed tyres.

FUEL SUPPLY. By a new large delivery S.U. electric pump from a 14 gallon rear tank with reserve supply and warning light, petrol filler cap concealed and fitted with lock and key, 25 gallon optional. By a new large delivery S.U. electric pump from a 14 gallon rear tank with reserve supply and warning light, petrol filler cap concealed and fitted with lock and key, 25 gallon optional. By a new large delivery S.U. electric pump from a 14 gallon rear tank with reserve supply and warning light, petrol filler cap concealed and fitted with lock and key, 25 gallon optional. By a new large delivery S.U. electric pump from a 14 gallon rear tank with reserve supply and warning light, petrol filler cap concealed and fitted with lock and key, 25 gallon optional.

ELECTRICAL EQUIPMENT. Dresses the house throughout, 12 volt 66 amp. capacity, twin batteries with emergency voltage controlled ventilated batteries, 12 volt discharge, flash finishing head lamps and wing lamps, stop light, reverse, flash finishing head lamps and wing lamps, stop light, reverse, flash finishing head lamps and wing lamps, stop light, reverse, flash finishing head lamps and wing lamps, stop light, reverse, flash finishing head lamps and wing lamps, stop light, reverse.

INSTRUMENTS. 5½ inches, diameter 100 mph. speedometer, 6½ inches revolution counter, ammeter, oil pressure gauge, water temperature gauge, petrol gauge with warning light, petrol gauge with warning light, petrol gauge with warning light, petrol gauge with warning light.

CAR HEATER. An interior car heater is supplied as an optional extra.

BODY. Achromat spray-on body upholstered throughout in finest quality leather hide, floor is thickly carpeted overs felt underlay. A roof, windscreen is provided for comfort. A seat, steering wheel, dashboard coated with the finest leather. A seat, steering wheel, dashboard coated with the finest leather. A seat, steering wheel, dashboard coated with the finest leather.

WHEELS AND TYRES. Deboned full hydraulic transverse-leaf-spring front and rear, 12½ inch drums, friction lined discs, 208 square inches. 12½ inch drums, friction lined discs, 208 square inches. 12½ inch drums, friction lined discs, 208 square inches. 12½ inch drums, friction lined discs, 208 square inches.

FUEL SUPPLY. By a new large delivery S.U. electric pump from a 14 gallon rear tank with reserve supply and warning light, petrol filler cap concealed and fitted with lock and key, 25 gallon optional. By a new large delivery S.U. electric pump from a 14 gallon rear tank with reserve supply and warning light, petrol filler cap concealed and fitted with lock and key, 25 gallon optional. By a new large delivery S.U. electric pump from a 14 gallon rear tank with reserve supply and warning light, petrol filler cap concealed and fitted with lock and key, 25 gallon optional. By a new large delivery S.U. electric pump from a 14 gallon rear tank with reserve supply and warning light, petrol filler cap concealed and fitted with lock and key, 25 gallon optional.

ELECTRICAL EQUIPMENT. Dresses the house throughout, 12 volt 66 amp. capacity, twin batteries with emergency voltage controlled ventilated batteries, 12 volt discharge, flash finishing head lamps and wing lamps, stop light, reverse, flash finishing head lamps and wing lamps, stop light, reverse, flash finishing head lamps and wing lamps, stop light, reverse, flash finishing head lamps and wing lamps, stop light, reverse.

INSTRUMENTS. 5½ inches, diameter 120 mph. speedometer, 5½ inches, revolution counter, ammeter, oil pressure gauge, water temperature gauge, petrol gauge with warning light, petrol gauge with warning light.

CAR HEATER. An interior car heater is supplied as an optional extra.

BODY. Achromat spray-on body upholstered throughout in finest quality leather hide, floor is thickly carpeted overs felt underlay. A roof, windscreen is provided for comfort. A seat, steering wheel, dashboard coated with the finest leather. A seat, steering wheel, dashboard coated with the finest leather. A seat, steering wheel, dashboard coated with the finest leather.

WHEELS AND TYRES. Deboned full hydraulic transverse-leaf-spring front and rear, 12½ inch drums, friction lined discs, 208 square inches. 12½ inch drums, friction lined discs, 208 square inches. 12½ inch drums, friction lined discs, 208 square inches. 12½ inch drums, friction lined discs, 208 square inches.

FUEL SUPPLY. By a new large delivery S.U. electric pump from a 14 gallon rear tank with reserve supply and warning light, petrol filler cap concealed and fitted with lock and key, 25 gallon optional. By a new large delivery S.U. electric pump from a 14 gallon rear tank with reserve supply and warning light, petrol filler cap concealed and fitted with lock and key, 25 gallon optional. By a new large delivery S.U. electric pump from a 14 gallon rear tank with reserve supply and warning light, petrol filler cap concealed and fitted with lock and key, 25 gallon optional. By a new large delivery S.U. electric pump from a 14 gallon rear tank with reserve supply and warning light, petrol filler cap concealed and fitted with lock and key, 25 gallon optional.

ELECTRICAL EQUIPMENT. Dresses the house throughout, 12 volt 66 amp. capacity, twin batteries with emergency voltage controlled ventilated batteries, 12 volt discharge, flash finishing head lamps and wing lamps, stop light, reverse, flash finishing head lamps and wing lamps, stop light, reverse, flash finishing head lamps and wing lamps, stop light, reverse, flash finishing head lamps and wing lamps, stop light, reverse.

INSTRUMENTS. 5½ inches, diameter 120 mph. speedometer, 5½ inches, revolution counter, ammeter, oil pressure gauge, water temperature gauge, petrol gauge with warning light, petrol gauge with warning light.

CAR HEATER. An interior car heater is supplied as an optional extra.
JAGUAR TWIN OVERHEAD CAMSHAFT "XK 120" ENGINE
FITTED ONLY TO SUPER SPORTS MODELS
A SECTION OF THE MACHINE SHOP

The modern factory of Jaguar Cars Ltd., stands on a site of 49 acres and has a floor area of over half a million square feet. Pictured above is a portion of one of the Machine Shop Bays where Jaguar engine components are made. Since the war, new plant and equipment of the latest and most advanced design have been installed, including many machines developed expressly to conform with the high precision standards which Jaguar engineering practice demands.
**COLOUR SCHEMES**

The colour schemes listed below are standard, and any deviation involving special treatment of coachwork and/or upholstery will entail extra charges, for which a quotation will be given at the time of ordering.

### DROPHEAD COUPE MODELS

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</thead>
<tbody>
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<td>Suede Green</td>
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<td>Pale Blue</td>
<td>French Grey</td>
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<tr>
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<td>Coupe 5</td>
<td>Gunmetal</td>
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<td>French Grey</td>
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### SALOON MODELS

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### SUPER SPORTS

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<td>Silver</td>
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<td>Biscuit And Red</td>
<td>Biscuit And Pigskin</td>
<td>Sports 12</td>
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Owing to the fact that carpets, carpet bindings and door pinnings are supplied in colours to match standard upholstery only, it is strongly recommended that samples of these items be requested before a final decision is made on non-standard upholstery. In the absence of any instructions to the contrary, non-standard upholstery will be supplied with carpets, carpet bindings and door pinnings in a dark colour scheme or most appropriate to the upholstery chosen.

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GUARANTEE

On the sale or supply of all motor cars and goods by Jaguar Cars Limited (called "the Company") and on the carrying out of all repairs and work by them, all guarantees, warranties or conditions (including any condition as to quality or fitness for any particular purpose) whether express, or implied by Statute, Common Law or otherwise, are excluded, and hereby expressly negatived.

In lieu of such express or implied conditions, warranties or guarantees the Company will give the following guarantee PROVIDED that the customer correctly fills up and signs the slip at the foot of this document and delivers this document with the attached slip so filled up and signed to the Company within seven days of the purchase by the customer of a Jaguar Car or goods. On receipt of this document so completed and signed the Company will return the top portion hereof to the customer.

It must be clearly understood that if a customer fails to comply with this preliminary condition the Company will be under no liability whatsoever either upon the following guarantee or upon any express or implied condition, warranty or guarantee.

MANUFACTURERS’ GUARANTEE

In case of defect, breakdown or breakdowns of any motor car or goods supplied by the Company being discovered or occurring within SIX CALENDAR MONTHS from the date of sale, caused by defective workmanship or material (proved to the satisfaction of the Company) the defective part will be repaired or the Company will supply free of charge a new part in place thereof. Such period of six months is from the date of the supply by the Company of the motor car or goods, but if the motor car or goods are sold by a motor dealer and have not been previously used, the period starts from the date of supply by such dealer to the customer.

The Company’s responsibility is limited to the conditions of this guarantee and the Company will not be liable for any damages or contingencies or resulting liability or other loss arising through any breakdown, breakdown or defect. The Company does not acknowledge any claims in respect of labour expenses including labour expended in dismantling or fitting among from repairs, nor does it accept any responsibility for repairs or the fitting of replacement parts excepted by Agents, or other proprietors. The Company will also not be responsible for defects, breakdowns or breakdowns caused by wear or failure of normal or neglect. The judgment of the Company in all cases of claims shall be final and conclusive and the customer agrees to accept its decision on all questions as to defects and to the exchange of parts as final. After the expiration of six months from the date of notification of the Company’s decision the part or parts submitted for inspection may be scrapped by the Company or returned to the original outfitting forward. The Company accepts no responsibility for any goods which have been altered after leaving the Company’s works, or which have been used for motor racing or put on hire or let on hire or from which the Company’s identification marks or marks have been altered or removed. The Company accepts no responsibility for tyres, speeds, meters, electrical equipment, glass or safety glass or any other parts or accessories which are not the Company’s own manufacture. All claims of alleged defect in such items must be referred to the respective manufacturers direct. The Company accepts no responsibility on the sale of second-hand motor cars.

This guarantee is subject to the following conditions-

1. This guarantee shall not be transferred to anyone unless the Company’s consent in writing has first been obtained to such transfer.

2. The Company’s guarantee shall not apply to any motor car or goods which has been purchased at any price other than the Company’s current retail price at the time of sale.

3. Any motor car or goods alleged to be defective must be returned to the Guarantee Department of Jaguar Cars Limited, Coventry, carriage paid, and clearly labelled with the sender’s name and address, within ten days of notice of alleged defect. A letter under separate cover must at the same time be sent to the Guarantee Department giving the following details—
   (a) Guarantee Number of the car.
   (b) The name of the dealer, breakdown or breakdowns which is alleged.
   (c) A brief description of all circumstances which will facilitate a quick and satisfactory settlement.
   (d) If there has been any correspondence or an invoice related the Company’s reference number should be quoted.

4. Deliveries of all goods supplied by the Company under this guarantee will be made at the Company’s Works.

5. The term “Agent” where used is in a supplementary sense only and those persons or firms who are called the Company’s “Agents” are not authorised to advertise, issue any details, transfer any business, or incumber liabilities, whatsoever on the Company’s behalf, nor are they authorised to give any guarantee or warranty nor make any representations on the Company’s part other than those contained in this document.

GUARANTEE AS TO REPAIRS AND OVERHAULS

The Guarantee and Conditions set forth above cover, and are applicable to, repairs executed by the Company with the exception that the period of Guarantee is for three calendar months from the date of completion of repairs.

CARS which are sent for repair will be driven by the Company’s employees and/or Agents at the risk and responsibility of the owners only. Repairs of cars are undertaken only on the assumption that the owners give the Company authority to drive the vehicles on their behalf.

We reserve the right to amend the specifications contained in this catalogue from time to time as may be considered necessary for the purpose of improvement.

JAGUAR CARS LIMITED

COVENTRY ENGLAND
ALLENGEMEINE ANGABEN
MARK V - 2,5 LITER

MOTOR. Sechsahtiger Jaguars Mark V, 2,5 l, 73 mm, Bohrung 106 mm, Hub 106 mm, 2650 cm³, 225 PS (165 kW), 10000/min. Reichlich dimensioniert für Straßenzwecke ist dieser Jaguar, der auf die Tachometer maximale Drehzahl keine beschränkung hat. Seine Zweckdienstüberschreitung von 7000/min. Der Motor leistet 165 PS (120 kW) bei 4500/min. Die Geschwindigkeit von 100 km/h wird bei 12,5 l Liter angegeben.


GEÆRÜST. Allgemeine Stabilitätsmerkmale wie unterer Gewichtsverteilung und lange Lenksäule. Diese Eigenheiten sind besonders vorteilhaft für langsamere Temporärem und besonders für schnelle Streckenfahrten.

RÄDER. 7,1 x 16 Zoll, Aigner, Durchmesser 17,5 cm, zylindrisch abgesetzt, geradwellig. Die Räder sind mit einer speziellen Flachbänderung versehen, die eine bessere Fahrraumverteilung ermöglicht. Die Bremsen sind hydraulisch betätigt mit einem Bremsdruck von 350 kg/cm². Der Bremsvorgang wird durch eine Rückschlagklappe kontrolliert.


SUSPENSION. Die Fahrzeugfahrzeuge sind mit einer hydraulischen Dämpfung versehen, die die Fahrzeugbewegungen in einem relativ engen Bereich hält. Die hydraulische Dämpfung wird durch eine hydraulische Schwingbeanspruchung betätigt, die die Fahrzeugbewegungen in einem relativ engen Bereich hält.