



JAGUAR

MARK 2 MODELS

I N T R O D U C T I O N

From the moment of their introduction the 2,4 litre and 3,4 litre Jaguar saloons scored such instantaneous successes and created such a world wide demand that a doubling of the Company's output became necessary. Even so, demand still exceeds supply, a situation which, so far from inducing complacency, has spurred the Company to further efforts in effecting improvements to cars already of outstanding design and performance.



These efforts are crystallised in the new Mark 2 Jaguars comprising 2,4, 3,4 and 3,8 litre models and have gained much inspiration from the close relationship which has for long existed between owners and the Company, and which has found expression in the many thousands of letters addressed to us from every part of the world. These range from the eulogistic to the frankly critical, and a very high proportion proffer suggestions covering a multitude of subjects. Because we consider the enthusiastic interest thus displayed to be of the greatest value, we maintain a special research department whose function it is to receive, analyse and collate the contents of all such letters and to disseminate the information derived to the heads of divisions concerned with design, development and experimentation.

Thus, it can be fairly stated that much of the wealth of improvement to be found in the new Mark 2 models has been derived from owner sources, and it is significant that, to a large extent, the improvements relate to comfort, safety and driver and passenger amenities rather than to matters concerning speed, acceleration and roadholding which are already accepted by public and press alike as being not merely adequate, but exceptional. Nevertheless, for those who require the utmost in performance, a 3,8 litre model with limited slip differential has been made available.

An examination of this catalogue will reveal such advantages as greatly enhanced all-round vision, super efficient disc brakes and clear-view instruments with conveniently grouped hand controls within instant reach. Interior heating has received special attention and, with it, adequate ventilation. Even such seemingly trivial details as the number, size and location of ashtrays, the interior illumination of the glove locker and the provision of a luminous cigar-lighter socket have been worked out with as much care as the development and positioning of the brake-fluid level indicator.



The full specifications to be found in this catalogue will repay the closest study, for they reveal that in technical excellence and in appointments and fittings, the Mark 2 Jaguars represent the most advanced and lavishly equipped luxury cars ever to be presented by this Company whose standards are acknowledged to be amongst the highest in the world.

3,4 & 3,8 LITRE

Specification

MARK 2

ENGINES. Special 6 cylinder 3,4 litre XK engine with 'B' type head. High lift cams. Twin S. U. type H. D. 6 carburettors and double exhaust system. 83 m.m. bore x 106 m.m. stroke. Cubic capacity 3,442 c.c. (210 cu. ins.). Compression ratio 8 to 1 (7 to 1 optional). Develops 210 b.h.p. at 5,500 r.p.m. The 3,8 litre engine has 87 m.m. bore x 106 m.m. stroke with cubic capacity of 3,781 c.c. (230.6 cu. ins.) and develops 220 b.h.p. at 5,500 r.p.m. Compression ratio 8 to 1. 70° twin overhead camshafts driven by two-stage roller chain. Cooling by pump and fan with by-pass 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. 2¾ in. diameter counterweighted crankshaft carried in seven large bearings.

TRANSMISSION. (Manually operated gearbox). Four speed single helical synchromesh gearbox. Gear change lever on floor between front seats. Gear ratios: 1st & reverse 11.95, 2nd 6.58, 3rd 4.54, 4th 3.54. Borg & Beck 10 in. single dry plate clutch with hydraulic operation. Hardy Spicer propeller shaft. Hypoid rear axle. 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 screen rail. Gear ratios: 1st. & reverse 12.73, 2nd 7.01, 3rd 4.84, Top 3.77, 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. Limited slip differential on 3,8 litre model.

SUSPENSION. Independent front suspension incorporating semi-trailing wishbones and coil springs with telescopic shock absorbers. Trailing link rear suspension by cantilever semi-elliptic springs, radius arms and telescopic shock absorbers.

BRAKES. Dunlop bridge-type disc brakes featuring quick change pads. Vacuum servo assistance. 'Pull up' handbrake mounted at floor level actuates brake fluid level warning light.

STEERING. Burman re-circulating ball type steering with 17 in. diameter adjustable two spoke steering wheel. Left or right hand steering optional. 4.3 turns from lock to lock. Turning circle 33¾ ft.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels fitted with Dunlop 6.40x15 in. Road Speed tyres. Wire spoke wheels available as an optional extra. Spare wheel and tyre.

FUEL SUPPLY. By S.U. electric pump. 12 Imperial gallon tank capacity.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas 12 volt battery. 60 amp/hour at 10 hour rate with current voltage control. Ventilated dynamo. Sidelamps with driver-visible ruby glass inserts to warn of bulb failure faired into tops of front wings. Headlamps controlled by foot operated dipswitch. Separate lever for actuating headlamp flashing. Twin fog lamps. Separate stop/tail, direction and reflector units mounted in a single assembly.

Reversing lamp. Self cancelling flashing direction indicators with warning lights. Instruments and labelled switches illuminated by internal flood lighting controlled by a two position dimmer switch. Concealed map reading lamp beneath screen rail in front compartment. Twin courtesy lights above the centre door pillar and twin interior lights in the corners of the rear compartment 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 note horns. Twin blade two speed self parking windscreen wipers. Electrically operated windscreen washers. 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. Electrically operated ammeter, oil pressure gauge, water temperature gauge, fuel gauge with warning light, 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 windscreen with slim pillars and semi-wrapround rear window for maximum visibility front and rear. The semi-wrapround windscreen does not interfere with ease of entry and exit. Wide view rear mirror. Chromium plated window frames on all doors. Special door handles incorporating push buttons designed to prevent freezing up in extremely cold conditions. Chrome finishers on rain guttering and top of door waist rail. Seats upholstered in finest quality Vaumol leather hide over deep Dunlopillo foam rubber cushions. Front bucket seats adjustable for height and reach. Seats incorporate flush fitting tables in the back of the squabs. 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 a central map compartment and, on the passengers side, a glove compartment with an interior light and lockable lid. Separate housing beneath instrument panel contains a radio and speaker (optional extra) together with the heater controls and 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 which, on the rear doors, also contain ashtrays. Central folding armrest in rear compartment. Flush fitting sun visors. Deep pile carpets over thick felt underlay. Heavy duty wrapround bumpers with over-riders. Chromium plated door locks.

HEATING AND DEMISTING. New high output heating system incorporating windscreen demisting. Separate heating duct to rear compartment. Two speed fan controlled by switch on instrument panel.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in a capacious rear locker with an automatic light. 13½ cubic feet of luggage space available.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot 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 posts, front and rear, enable the car to be lifted with the minimum of effort by means of the jack provided.

PRINCIPAL DIMENSIONS. Wheelbase 8'11½", track front 4'7", track rear 4'5½", overall length 15'0¼", overall width 5'6¾", overall height 4'9½". Ground clearance 7".



ENGINE. Six cylinder 2,4 litre Jaguar XK engine fitted with 'B' type cylinder head. 70° twin overhead camshafts driven by a two stage roller chain. 83 m.m. bore x 76.5 m.m. stroke, capacity 2,483 c.c. developing 120 b.h.p. at 5,750 r.p.m. Compression ratio 8 or 7:1 (optional). Twin Solex downdraught carburettors. Cooling by pump and fan with by-pass thermostat control. Forced lubrication throughout by submerged pump system incorporating a full flow filter. Chrome iron cylinder block. Cylinder head of high tensile aluminium alloy with hemispherical combustion chambers. Aluminium alloy pistons. Steel connecting rods. 2¾ ins. diameter counterweighted crankshaft carried in seven large bearings.

TRANSMISSION. (Manually operated gearbox). Four-speed single helical synchromesh gearbox. Gear change lever on floor between front seats. Gear ratios: 1st & Rev. 14.42; 2nd 7.94; 3rd 5.48; Top 4.27. Borg and Beck 9 in. single dry plate clutch with hydraulic operation. Hardy Spicer propeller shaft. Hypoid rear axle.

TRANSMISSION. (Overdrive model). As above, with addition of Laycock de Normanville Overdrive controlled by a switch mounted on the instrument panel. Gear ratios: 1st & Rev. 15.36; 2nd 8.46; 3rd 5.84; Top 4.55; Overdrive 3.54.

TRANSMISSION. (Automatic Transmission model). Borg Warner Automatic Transmission with driver controlled intermediate gear hold. Gear ratios: low: 21.2-9.86; intermediate: 13.2-6.14; direct top: 4.27. Gear selector lever on steering column.

SUSPENSION. Independent front suspension incorporating semi-trailing wishbones and coil springs with telescopic shock absorbers. Trailing link rear suspension by cantilever semi-elliptic springs, radius arms and telescopic shock absorbers.

BRAKES. Dunlop bridge-type disc brakes featuring quick change pads. Vacuum servo assistance. 'Pull up' handbrake mounted at floor level actuates brake fluid level warning light.

STEERING. Burman re-circulating ball type steering with 17 in. diameter adjustable two spoke steering wheel. Left or right hand steering optional. 4.3 turns from lock to lock. Turning circle 33½ ft.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels fitted with Dunlop 6.40x15 in. low pressure tyres. Wire spoke wheels available as an optional extra. Spare wheel and tyre.

FUEL SUPPLY. By S.U. electric pump. 12 Imperial gallon tank capacity.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas 12 volt battery. 51 amp/hour at 10 hour rate with current voltage control. Ventilated dynamo. Sidelamps with driver-visible ruby glass inserts to warn of bulb failure faired into tops of front wings. Headlamps controlled by foot operated dipswitch. Separate lever for actuating headlamp flashing. Twin fog lamps. Separate stop/tail, direction and reflector units mounted in a single assembly. Reversing lamp. Self cancelling flashing direction indicators with warning lights. Instru-

ments and labelled switches illuminated by internal flood lighting controlled by a two position dimmer switch. Concealed map reading lamp beneath screen rail in front compartment. Twin courtesy lights above the centre door pillar and twin interior lights in the corners of the rear compartment 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 note horns. Twin blade two speed self parking windscreen wipers. Electrically operated windscreen washers. 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. Electrically operated ammeter, oil pressure gauge, water temperature gauge, fuel gauge with warning light, 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 windscreen with slim pillars and semi-wrapround rear window for maximum visibility front and rear. The semi-wrapround windscreen does not interfere with ease of entry and exit. Wide view rear mirror. Chromium plated window frames on all doors. Special door handles incorporating push buttons designed to prevent freezing up in extremely cold conditions. Chrome finishers on rain guttering and top of door waist rail. Seats upholstered in finest quality Vaumol leather hide over deep Dunlopillo foam rubber cushions. Front bucket seats adjustable for height and reach. Seats incorporate flush fitting tables in the back of the squabs. 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 a central map compartment and, on the passengers side, a glove compartment with an interior light and lockable lid. Separate housing beneath instrument panel contains a radio and speaker (optional extra) together with the heater controls and 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 which, on the rear doors, also contain ashtrays. Central folding armrest in rear compartment. Flush fitting sun visors. Deep pile carpets over thick felt underlay. Heavy duty wrapround bumpers with over-riders. Chromium plated door locks.

HEATING AND DEMISTING. New high output heating system incorporating windscreen demisting. Separate heating duct to rear compartment. Two speed fan controlled by switch on instrument panel.

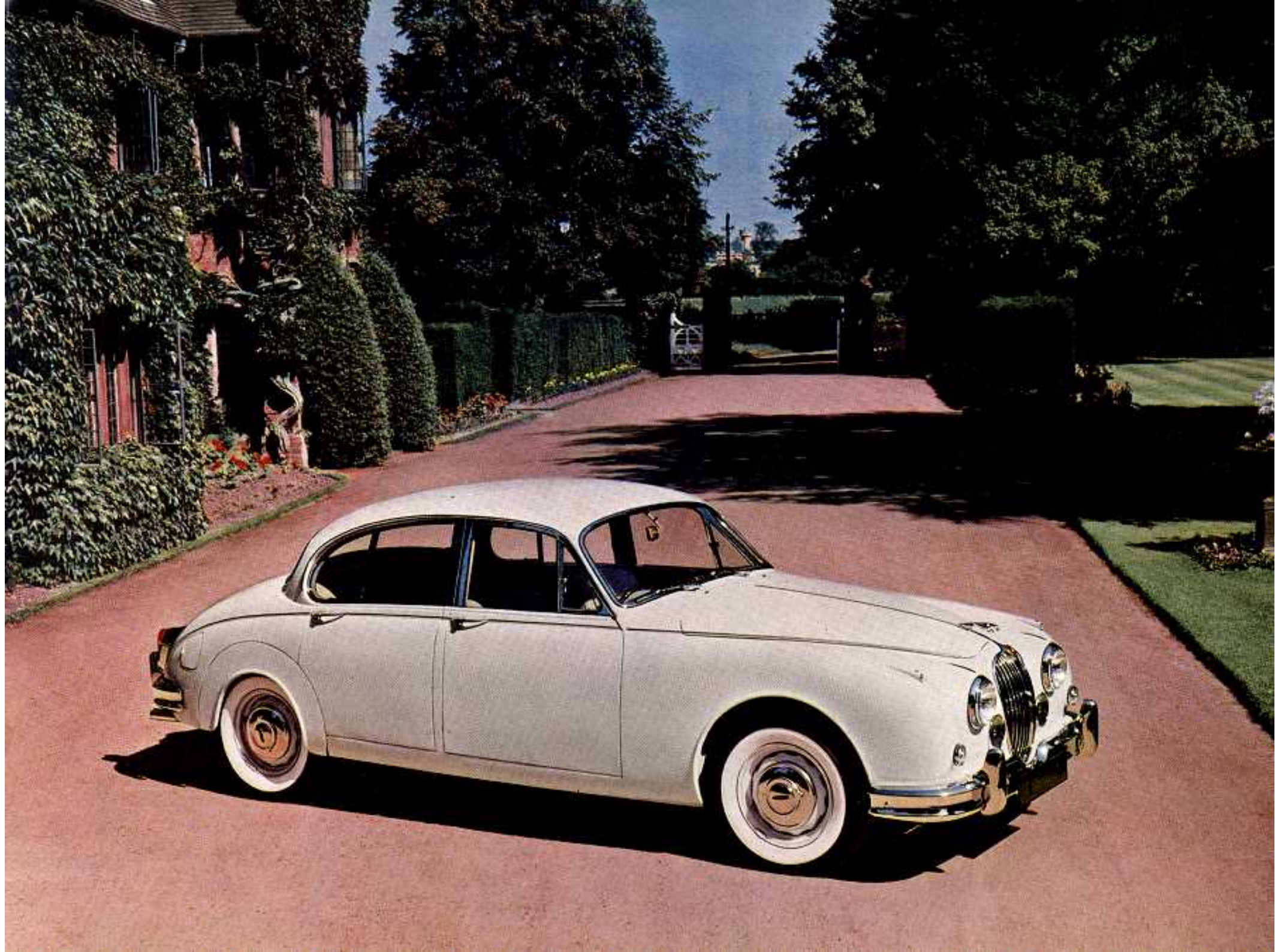
LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in a capacious rear locker with an automatic light. 13½ cubic feet of luggage space available.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot 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 posts, front and rear, enable the car to be lifted with the minimum of effort by means of the jack provided.

PRINCIPAL DIMENSIONS. Wheelbase 8'11¾", track front 4'7", track rear 4'5¾", overall length 15'0¾" overall width 5'6¼", overall height 4'9½". Ground clearance 7".

The 2,4 litre model shown opposite is illustrated in the form in which it is exported, i.e. without fog-lamps. For the home market foglamps are standard equipment. White wall tyres are optional extras.

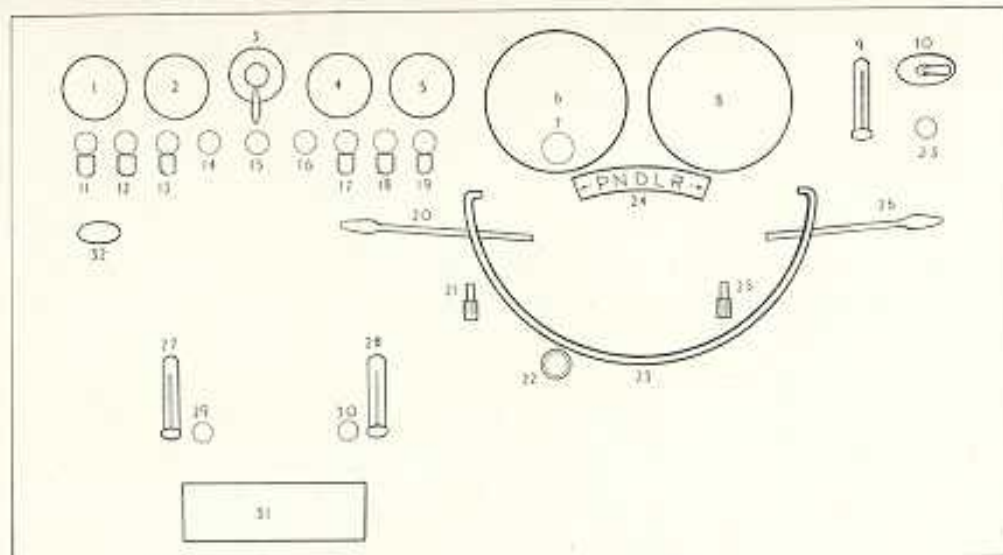


FUNCTIONAL EFFICIENCY ALLIED TO BEAUTY



KEY TO INSTRUMENT PANEL

- | | |
|---|---|
| 1. Ammeter. | 18. Electric screen wiper control. |
| 2. Fuel gauge. | 19. Electric screen washer control. |
| 3. Exterior lights switch. | 20. Automatic Transmission lever.
(Automatic model only) |
| 4. Oil pressure gauge. | 21. Clock setting. |
| 5. Water temperature gauge. | 22. Headlamp dip switch. |
| 6. Revolution counter. | 23. Horn ring. |
| 7. Electric clock. | 24. Automatic transmission &
flasher warning. |
| 8. Speedometer. | 25. Trip recorder setting. |
| 9. Choke (2,4 model only). | 26. Direction indicator & flasher
lever. |
| 10. Intermediate gear hold.
(Automatic model only) | 27. Heater control (temperature). |
| 11. Interior lights. | 28. Heater control (volume). |
| 12. Panel light. | 29. Radio control (when fitted). |
| 13. Heater fan control. | 30. Radio control (when fitted). |
| 14. Ignition switch. | 31. Radio panel (when fitted). |
| 15. Cigar lighter. | 32. Scuttle vent lever. |
| 16. Starter button. | 33. Brake fluid level indicator. |
| 17. Map light switch. | |



DETAIL REFINEMENTS FOR COMFORT AND SAFETY



With every instrument plainly in view and all hand controls within inches of the driver's fingertips, all peering, groping and fumbling are entirely eliminated. The extra large no-fume ashtray is as readily accessible to the driver as it is to his front seat passenger.



Courtesy lights are provided above the centre pillars and additional interior lights are located in the rear quarters. All operate by the opening and closing of any door and are independently operable by the driver. Exceptionally large ventilating windows provide maximum extraction of stale air. Ashtrays are conveniently placed in armrests. Note also the exceptional degree of rearward vision afforded by the extra wide semi wraparound rear window.



The large capacity luggage compartment permits the carrying of an exceptional quantity of luggage including golf clubs. The floor, beneath which the spare wheel and hand tools are carried, is covered with thick felt-backed Vynide which is easily cleaned and affords protection to suitcases. When side lights are in use, the interior is automatically illuminated when lid is raised.

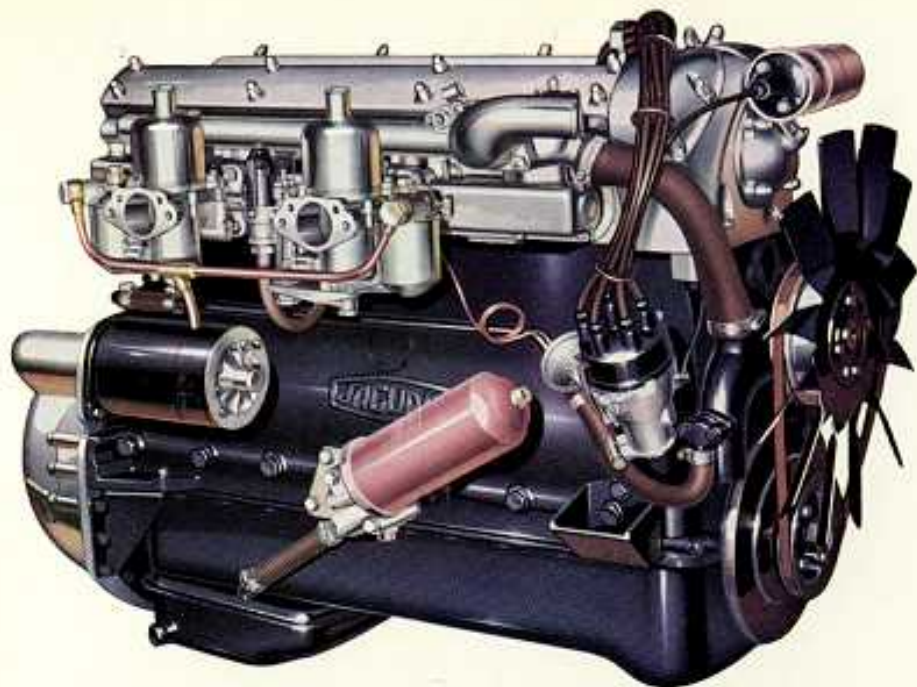
PASSENGER COMFORT OF THE MOST LUXURIOUS ORDER



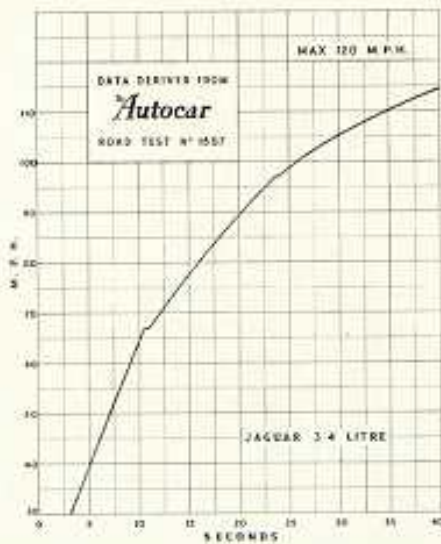
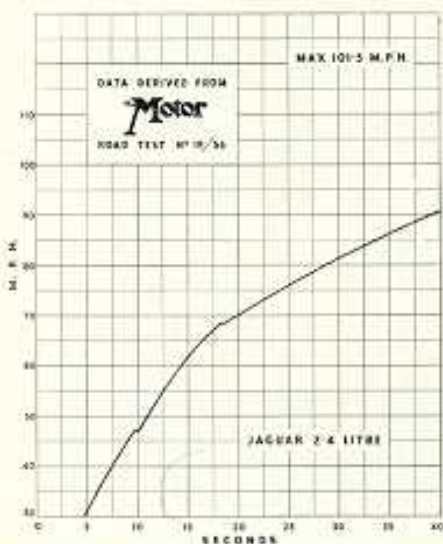
*F*lush fitting folding tables are recessed into the rear of the front seat back rests and remove the hazards from taking refreshment within the car.

*T*he Jaguar system of interior heating (with which is incorporated demisting and defrosting) ensures an even distribution of controlled warmth throughout the entire car. Warm air of desired temperature is ducted from the heater to the front compartment and is also passed at floor level directly into the rear passenger compartment. Both the temperature and the rate of flow are controllable to meet varying needs.





This is the 3,4 litre twin overhead camshaft XK engine. With a capacity of 3442 c.c. (210 cu. ins.) it develops 210 b.h.p. at 5,500 r.p.m. The 3,8 litre engine has 87 m.m. bore x 106 m.m. stroke with cubic capacity of 3,781 c.c. (230,6 cu. ins.) and develops 220 b.h.p. at 5,500 r.p.m. Compression ratio 8 to 1.



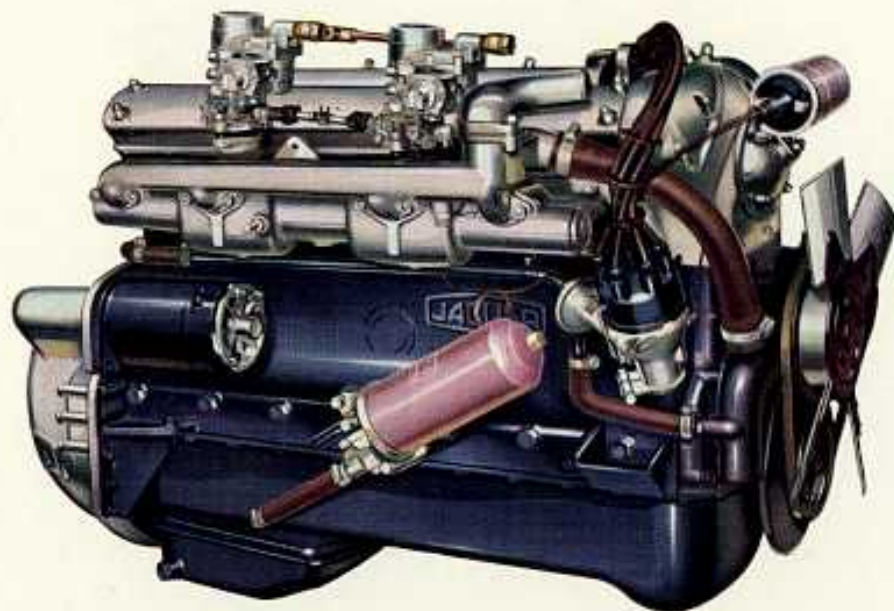
Acceleration and maximum speed figures from "Autocar" and "Motor" road tests. At the time of printing this catalogue, no road test figures for the 3,8 litre model from independent sources were available.

THE WORLD FAMOUS XK ENGINE

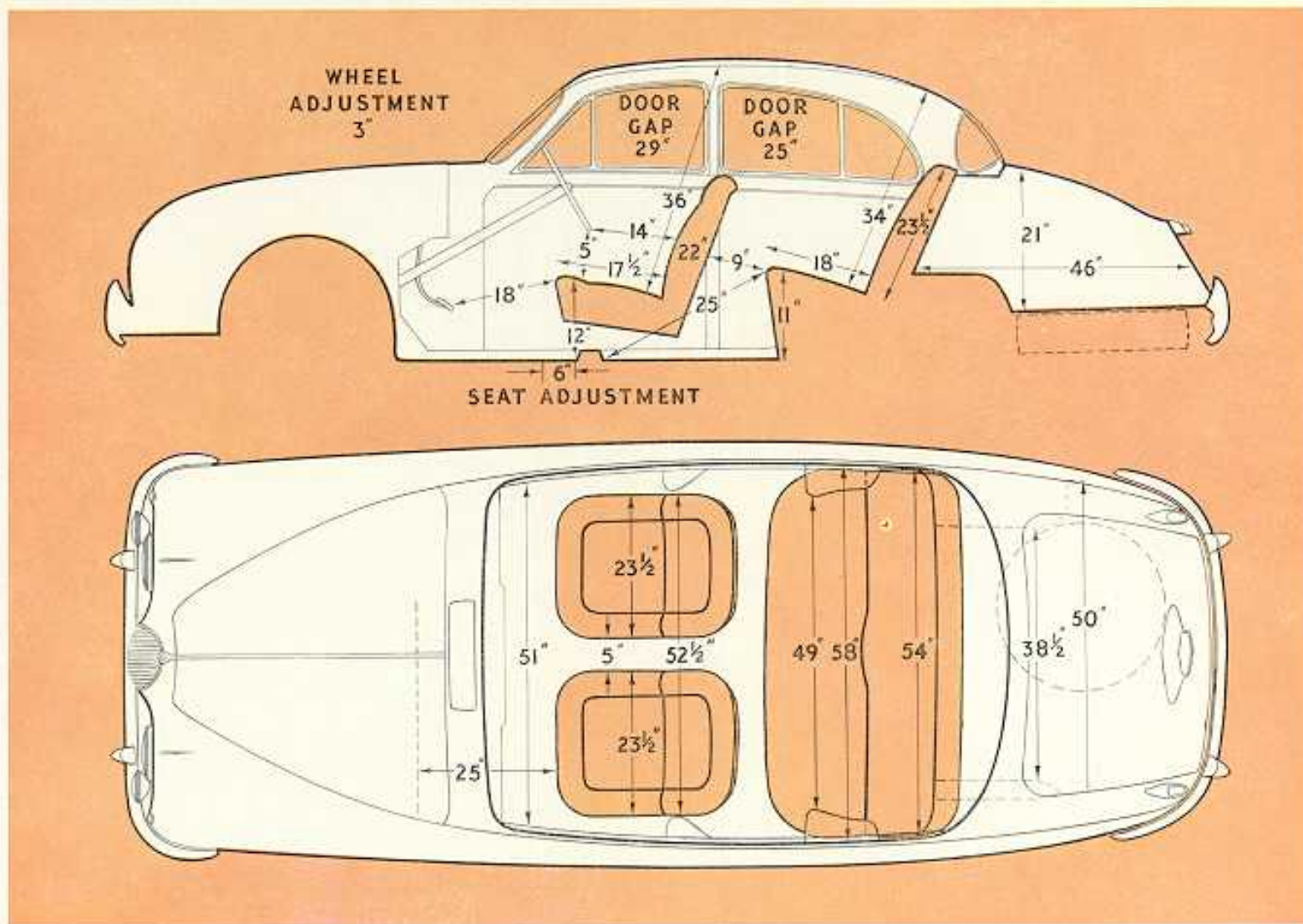
Acknowledged throughout the world as a perfect expression of engineering efficiency, the Jaguar XK engine has carried works entered and privately owned and entered Jaguar cars to success after success on the racetracks of the world including no less than five record-breaking victories in the most gruelling race of all — the Le Mans 24-hours International Grand Prix d'Endurance.

In either 2,4 litre, 3,4 litre or 3,8 litre form, it incorporates every desirable feature available in the light of present day knowledge of automobile engine design. Twin overhead camshafts act directly upon valves set at 70° in hemispherical combustion chambers contained in a specially designed aluminium head incorporating Weslake patents. The finely balanced massive crankshaft is carried in seven exceptionally large bearings of 2¾ ins. diameter thus ensuring complete absence of vibration or "whip". The most stringent inspection is applied throughout every stage of manufacture and assembly, and every engine is subjected to a 4-hours bench test followed by a road test check.

No engine in the world has earned a higher reputation for longevity and complete reliability under all conditions than the Jaguar XK.



The 2,4 litre engine has the same bore dimension (83 m.m.) as the 3,4 litre but has a shorter stroke (76,5 m.m.). With a capacity of 2,483 c.c. it develops 120 b.h.p. at 5,750 r.p.m.



SEATING DIAGRAM AND GENERAL DIMENSIONS

WHEELBASE 8'11³/₈". FRONT TRACK 4'7". REAR TRACK 4'5¹/₈". OVERALL LENGTH 15'0³/₈". WIDTH 5'6³/₈". HEIGHT 4'9¹/₈".
 (Exterior and interior dimensions are the same for all three models).

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.

COACHWORK	INTERIOR COLOUR ALTERNATIVES
Pearl Grey	Red ; Light Blue ; Dark Blue ; Grey
Imperial Maroon	Maroon
Cream	Red ; Light Blue ; Dark Blue
Claret	Red ; Maroon
Cotswold Blue	Dark Blue ; Grey
Black	Red ; Tan ; Grey
Mist Grey	Red ; Light Blue ; Dark Blue ; Grey
Sherwood Green	Tan ; Suede Green
British Racing Green	Tan ; Suede Green
Cornish Grey	Red ; Light Blue ; Dark Blue ; Grey

