



Jaguar 4.2 XK-E Coupe, Roadster & 2+2 Family Coupe

"A different breed of cat"

Jaguar 4.2 XK-E Coupe, Roadster & 2+2 Coupe...general specifications...

All 4.2 XK-E models have the following design features in common:

BODY CONSTRUCTION: 2-door, stressed shell all-steel body of monocoque construction. Tubular steel front sub-frame carries engine and suspension. Fabricated steel rear sub-frame carries independent rear suspension and final drive units. Wraparound bumpers with over-riders front and rear. Jacking points on either side of car. **Roadster.** Folding top, with large rear window, mounted on a special frame to permit easy raising or lowering. A fiberglass hardtop (optional extra) can be fitted without removing lowered soft top. **Coupe and 2+2 Coupe.** Large window in rear luggage door, along with wraparound windshield and thin pillars, provides excellent visibility. Rear quarter windows are hinged for ventilation.

APPOINTMENTS: Door panels are finished in finest quality leatherette. Carpeting over thick felt underlay. Twin bucket seats, adjustable for reach and rake, upholstered in leather over deep foam rubber cushions. **Coupes.** Twin, padded sun visors. Fully upholstered rear seat for 2 (2+2 coupe only). **Instrument Panel.** Panel is mat-grained finish to eliminate reflections. Comprehensive instrumentation includes 160-mph speedometer and tachometer in front of driver and a central section containing separate instruments for oil pressure, water temperature, fuel gauge (with low-level warning light), ammeter, and a row of labelled toggle switches for accessories. Separate housing beneath this panel has space for radio (optional extra), twin speakers and ashtray. Panel in front of passenger has glove compartment and grab handle. **Coupes.** Glove compartment lockable. Twin package shelves beneath facia panel. **Heat and Air Vent.** Fresh air heating and multipoint windshield defrosting system incorporates 2-speed fan controlled by switch on panel. Controls for temperature and air volume on panel with ducts to direct air to each side of car. **2+2 Coupe.** Variable direction outlet nozzles are controlled from facia panel. **Luggage Compartment.** Spare wheel and tire beneath door in trunk floor. Fitted tool kit housed in center of spare wheel. Jack and wheel hammer provided. **Roadster.** Access to compartment in rear of car is by internal release, which raises deck lid. Additional parcel accommodation behind seats. **Coupes.** Access is through large rear door, opened by internal release. Covered compartment immediately behind seats for

small parcels. Luggage carried in flat, padded area behind seats. Hinged luggage retainer at front drops down to increase luggage space. **2+2 Coupe.** Luggage carried in flat, padded area behind seats. Squab of rear seat is in two sections, permitting upper half to move forward, increasing luggage space to full 52½-in. length when rear seat is not used.

ENGINE: Six-cyl., in-line engine develops 265 bhp at 5400 rpm, 283 lbs.-ft. torque at 4000 rpm. Displacement 4.2 litres (4235 ccs.; 258.4 cu. ins.). Bore 3.63 ins. Stroke 4.17 ins. Compression ratio 9 to 1. Chrome iron block fitted with dry-type cylinder liners. Aluminum alloy pistons, steel connecting rods, dynamically and statically balanced crankshaft carried on 7 large precision bearings. Aluminum head with hemispherical combustion chambers. Twin overhead camshafts driven by 2-stage roller chain. Three S.U. type HD-8 carburetors. Electric fuel pump. Filter in fuel line. Dual exhaust system. Pressurized cooling system with thermostatic control on electric fan. Forced lubrication through submerged pump, with full-flow filter. Vacuum and centrifugal automatic ignition control. Oil coil ignition.

TRANSMISSION, REAR AXLE: Four-speed floorshift, synchromesh on all gears. Hydraulically-operated, 10-in. dia. diaphragm clutch. Sealed bearing driveshaft. Limited slip differential. Hypoid rear axle. Ratio 3.54 to 1. Optional ratios: 3.07, 3.31. **2+2 Coupe.** Automatic. Rear axle ratio 3.31 to 1. Borg-Warner Model 8 automatic transmission with torque converter and planetary gearbox providing low, intermediate and direct top. Dual drive range (D-1 and D-2) affords a high degree of driver control: D-1 gives start in 'low' and after shifting to 'top' permits a kickdown to 'intermediate' or 'low'; D-2 gives start in 'intermediate' and after shifting to 'top' permits a kickdown to 'intermediate'. Gear selector in quadrant on transmission tunnel.

ELECTRICAL EQUIPMENT: 12-volt battery. Alternator used in place of generator. Separate column lever for dipping headlights. Back-up lights. Self-cancelling directional signals. All directional signals can be flashed simultaneously as a 'hazard' warning system, controlled manually by panel switch. Two-position dimmer switch for instruments. Map reading light. Interior courtesy light. Cigarette lighter with luminous socket.

Twin, dual-tone horns. Triple-blade, 2-speed windshield wipers. Windshield washers.

SUSPENSION: Front. Independent, with transverse wishbones and torsion bars controlled by telescopic shock absorbers. Anti-roll bar fitted to lower wishbones. **Rear.** Fully independent, self-contained unit mounted in pressed-steel cross member attached to body by pairs of rubber blocks on each side. Lateral location of wheels by transverse links of unequal length, with universally-jointed live half shafts acting as the upper pair. Anti-roll bar. Longitudinal location is provided by rubber mountings locating the sub-assembly in the body structure, and by radius arms between the lower link and a mounting point on the body structure. Pairs of coil springs, each enclosing a telescopic shock absorber, provide the suspension medium at each wheel. **Wheels and Tires.** 15-in. wire-spoke wheels with center-lock quick-change hubs fitted with Dunlop high performance tires and tubes.

BRAKES: Dunlop 4-wheel discs with quick-change pads. Servo assisted, self-adjusting. Front brakes are mounted at wheel hubs; rear are inboard adjacent to differential. Independent hydraulic system with tandem master cylinders providing separate circuits for front and rear. Self-adjusting "pull-up" handbrake. Combined handbrake and brake fluid level warning light.

STEERING: Rack-and-pinion. Wood-rimmed, 3-spoke steering wheel adjustable for height and reach. 2¾ turns lock-to-lock. Turning circle 37 ft. **2+2 Coupe.** 2½ turns lock-to-lock. Turning circle 41 ft.

DIMENSIONS, CAPACITIES: Fuel 16¾ gals. Oil 9 qts. Water 19¼ qts. **Roadster and Coupe.** Wheelbase 96 ins. Track, front 50 ins., rear 50 ins. Overall length 175¼ ins. Overall width 65¼ ins. Overall height 48 ins. Ground clearance (laden) 5½ ins. Dry weights: roadster 2464 lbs., coupe 2520 lbs. Weight distribution, front 50%, rear 50%. **2+2 Coupe.** Wheelbase 105 ins. Track, front 50 ins., rear 50 ins. Overall length 184¼ ins. Overall width 65¼ ins. Overall height 50 ins. Ground clearance (laden) 5½ ins. Dry weight 2744 lbs.

OPTIONAL EQUIPMENT: Radio. Alternative rear axle ratios. Chrome wire wheels. Tinted glass. Whitewall tires. **Roadster.** Fiberglass hardtop. **Coupe and 2+2 Coupe.** Heated rear window for demisting and defrosting.

(All specifications are standard except as noted.)

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