Jaguar XK-E 2+2 Family Coupe

“A DIFFERENT BREED OF CAT”
Challenge

Jaguar Cars Ltd. of Coventry, England, called upon their designers to consider adding two seating places to its 4.2 litre XK-E while retaining the sculptured proportions of this automobile classic. Now, with the introduction of the newest Jaguar — the XK-E 2+2 family coupe — the heritage of the world’s most exceptional cars remains intact. Now, the XK-E can be considered by the sportsman who likes his automotive pleasure with one, two or three along . . . family or friends. This dynamic 2+2 fastback maintains the superlative handling qualities of the XK-E and offers unusual spaciousness and cargo area accessibility. The

flowing subtlety of the XK-E has been tailored to a new length. By adding 9 inches to the wheelbase and overall length and 2 inches in height, the 2+2 can provide what it promises: 2 extra seats, plus more headroom and legroom for both driver and passengers. Flexible and generous cargo space makes extra sense in a car for the family sportsman. The flat padded area behind the rear seats affords room enough for a suitcase for every member of the family, or for golfing equipment . . . even as a poodle carrier. Traveling in ones or twos, you can advance the top half of the rear seatback and lengthen the cargo area to a full 52.5 inches. Access to this area is through a large hinged panel that contains the rear window. Special attention has been given to structural strength with such unsurpassed Jaguar innovations as the all-steel “single shell” monocoque body. Powerful holding capabilities have been designed into “burst-proof” door catches and locks. But don’t let the chromed good looks distract you.

The new XK-E 2+2: Jaguar’s true family sportscar, available in your choice of 4-speed fully synchronmesh gearbox with
This is the renowned XK engine that tamed Le Mans! Five times in 7 years Jaguar out-powered the best the world had to offer in this, the 24 hour endurance test supreme. This is the engine that will build to 140 mph without any sacrifice in lower and mid-speed handling. Power without punishment in a 6-cylinder, 4.2 litre, twin overhead cam engine. And often an extra option on other cars, the XK-E 2+2 offers as standard 4-wheel disc brakes with separate systems for front and rear wheels. Now, by the addition of 2 rear seats, the 2+2 provides full space for extra passengers. There is sound economy in the luxury of the glove-leather interior as there is in the deep-pile carpet floor covering. Up front are two individually adjustable bucket seats which furnish the cradled-support preferred by competition drivers the world over. This positive comfort is as important a function of roadability as springs and shocks. Though startlingly like its elder brother in power, the new Jaguar XK-E 2+2 model offers safety innovations which will find favor with the Jaguar man who is also a family man. Soft green lights on the instrument panel provide for glareless consultation during nighttime glove compartments? Jaguar does. A slight reorientation in the instrument panel has allowed a deeper glove compartment and a wide shelf under the dash for sorting and storing small packages. An emergency warning system which activates all 4 directional signal lights is controlled by a single switch in front of the driver. Improved visibility results from enlarged windshields and 3 extra-length wiper blades. A more effective heating and ventilating system offers greater efficiency in interior heat radiation and cooling. Variable direction outlet nozzles controlled from the dashboard direct air to the area you desire. We suggest that you become familiar with the purring power of this "different breed of cat" by easing yourself behind the wheel of an XK-E 2+2 during a visit to our showroom. 

diaphragm clutch or the optional dual-drive range automatic transmission.
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BODY CONSTRUCTION. 2-door, 4-seater stressed shell all-steel body of unique monocoque construction. Tubular steel frame sub-frame carries engine and suspension. Fabricated steel rear sub-frame carries independent rear suspension and final drive units. Wrap-around bumpers with overriders front and rear. Jacking points on either side of car. Large window in rear luggage door, along with wrapparound windshield and thin pillars, provides excellent visibility. Rear quarter windows are hinged for ventilation. Door catches and locks are "anti-burst" safety type.

APPOINTMENTS. Door panels are finished in finest quality leatherette. Carpeting over thick felt underlay. Twin bucket seats, each adjustable for reach and rake, upholstered in leather hide over deep foam rubber cushions. Fully upholstered rear seat for 2. Twin, padded sun visors. Instrument Panel. Panel is grained finish to eliminate reflections. Comprehensive instrumentation includes 160-mph speedometer and tachometer in front of driver, and a central section containing various 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 extras, twin speakers and ashtray. Panel in front of passenger has lockable glove compartment and grab handle. Twin parcel shelves beneath facia panel. Heat and Air Vent. Fresh air heating and multi-point 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. Variable location of outlet nozzle is controlled from facia panel. Luggage Compartment. Luggage can be carried in flat, padded area behind seats. Squad of rear seats is in 2 sections, permitting upper half to move forward, increasing luggage space to full 52½-in. length when rear seat is not used. Access is through large rear door, opened by internal release. Spare wheel and tire beneath door in trunk floor. Fitted tool kit housed in center of spare wheel. Jack and wheel hammer provided.


TRANSMISSION. REAR AXLE. Manual. Four-speed floorshift, synchronmesh on all forward gears, hydraulically-operated, 10-in. dia. diaphragm clutch. Automatic Borg-Warner Model 5 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. Rear Axle. Hypoid design. Sealed bearing driveshaft. Limited slip differential standard with both transmissions. Manual ratio 3.54 to 1. Automatic 3.31 to 1. Optional ratios available.


SUSPENSION. Front, independent, with transverse wishbones and torsion bars controlled by telescopic shock absorbers. Anti-roll bar fitted to lower wishbones. Rear, 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 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 centerlock quick-change hubs fitted with Dunlop high performance tires and tubes.

BRAKES. Dunlop 4-wheel discs with quick-change pads. Serve assisted, self-adjusting. Front brakes are fitted 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 on dash.

STEERING. Rack-and-pinion. 2¾ turns lock-to-lock. Turning circle 41 ft. Wood-rimmed, 3-spoke steering wheel adjustable for height and reach.


(All specifications are standard except as noted.)