

MOTOR ROAD TEST No. 17/66 • Jaguar E-type 2 + 2 (Auto)



Ultimate versatility

*... people who prefer 'automatics' . . .
(can now) . . . sample the pleasure of safe, fast
motoring in a car superbly designed to give
just that . . .*

PUBLIC images of the unattainable are often in sharp contradiction to facts. Unusually, the E-type is every bit as good as the image of a name synonymous with the ultimate in high performance road cars, and the Jaguar reputation of good value for money keeps this car in the attainable range for quite a number of people.

As a sports car or Grand Tourer the E-type Jaguar offers all that the discerning and enthusiastic motorist requires for a fast interesting road car with completely vice-free handling, outstanding performance and the ability to cover long distances with a minimum of driver fatigue. Petrol consumption is reasonable for this sort of car (around 20 m.p.g. is possible) and as a grand tourer it has some space for luggage even in the open 2-seater cars. Unfortunately some disadvantages accrue from the shape which, although both aerodynamically and aesthetically good, is difficult to park between other cars; this sort of short term annoyance, however, does nothing to mar the long lasting pleasures of open road driving.

The original E-type design had one more obvious drawback: a carrying capacity limited to two people, preferably under six feet tall. With the addition of the 2 + 2 to the range, Jaguar have stilled this complaint; you can now have an E-type for six footers who can also extend the ownership for at least seven years of family ties, or more with a family of one trained to sit transversely. Two adults would be decidedly uncomfortable in the occasional rear seat but one and a child is quite feasible. Further, an automatic transmission—the Borg-Warner Model 8—is now offered

with the 2 + 2, and it was in this form that our test car arrived.

It is obviously not as fast as with the manual transmission or the lighter two-seater body that we tested in October 1964, and the automatic transmission is not as smooth as Americans might expect nor as versatile as English enthusiasts might want. There are many people, however, who prefer "automatics" for their own brand of motoring ease and who have so far been unable to sample the pleasure of safe, fast motoring in a car superbly designed to give just that. With both the 2 + 2 and the automatic option, the E-type has broadened its field successfully without losing its attraction in whatever form you buy it.

Performance and economy

With a little choke and a touch on the separate starter button six cylinders of Jaguar burst into muffled song; from the start there is a hint of something more than just motive power. After a mile or so of part choke, during which the engine can stall or occasionally hesitate, spitting through the S.U.s if insufficient choke is used, it reaches running temperature and is ready to give its customary smooth and powerful output. Although by current standards this unit, designed originally during the war, has a long stroke, it is still very free revving and is happy to start delivering its power from around 1,500 r.p.m., a necessary attribute when a lot of time is spent in the torque conversion range of top gear. During our acceleration runs, we tried three different systems of gear selection, each quicker than the last by a useful amount. If you start in D2—that is without first gear—you reach 60 m.p.h. in a "leisurely" 12.3 seconds; if you start in D1, the time is reduced to 9.1 seconds compared with the "manual" lighter coupé which needed only 7.0 seconds. The third way involved

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PRICE £1,973 plus £412 12s. 11d. equals £2,385 12s. 11d.
Basic price without automatic £1,857. Total £2,245 8s. 9d.



From most angles, it is difficult to spot the higher roof-line of the 2+2 E-type but the chrome flash under the windows gives it away. With commendable restraint Jaguar have not written 2+2 and Automatic on the back.



Interior of the 2+2, showing the transmission tunnel gear selector. The seats are in extreme positions with the driver's one raked back at the alternative, but very similar, angle. High door sill tends to get dirty as people step up over it.

Jaguar E-type 2 plus 2

continued

holding on to the intermediate gears so that first was used up to nearly 60 m.p.h.—reached in 8.9 sec.; using up to 6,000 r.p.m., with some trepidation as the noise rises considerably beyond 4,500 r.p.m., the car reached 100 m.p.h. in under 20 seconds—fast by any standards and quicker than any other automatic yet tested.

Compared with our previous 4.2-litre coupé, this version with a maximum at 136.2 m.p.h. is some 14 m.p.h. slower—about 10 per cent. Such a difference is predictable and will be the subject of a future article, but briefly the increase of frontal area, power loss in the automatic transmission, a probable increase in drag coefficient with the more abrupt roof slope, and the use of radial ply tyres instead of the racing Dunlop R6s used previously, all combine to absorb more power than before. Such a figure is largely academic, particularly in this country, but a spell in Holland where we timed the maximum speed reminded us how useful is a truly effortless cruising speed over 100 m.p.h. To all motorists, however, acceleration is the most important facet of this type of car, and the E-type is particularly well endowed; with the automatic, acceleration is instantly on tap for the heavy-footed.

The consistency of the fuel consumptions recorded at various stages of our test mileage was surprising. At worst with testing and many miles of unrestricted motorway we recorded 18 m.p.g.; at best, which inevitably included London and weekend traffic where hard acceleration but lower cruising speeds are used, we approached 20 m.p.g., a figure which most owners will be able to better, particularly with more frequent use of the D2 range. With a 14-gallon tank you get around 250 miles between stops.

Oil consumption, which had started at a very reasonable 400 miles per pint, increased to 100 miles per pint during the trip to Holland where the engine had to work rather harder, but this did

not drop with lower cruising speeds on our return; we would expect nearer the 400 per pint of our previous road test car to be the norm.

Transmission

The Borg-Warner Model 8 automatic transmission is used in the Jaguar saloons for which it is well suited as a natural complement to power steering. But the enthusiast may express surprise that someone who buys an E-type, presumably for pleasure motoring, could possibly want to remove one of driving's keener pleasures. How well does automatic transmission go with sporting performance? It has three ratios instead of four; it has some over-riding control over their selection, though not as much as with a manual box; it will change up or down almost instantaneously; there is some power loss; and the automatic transmission is combined with a higher final drive—2.88 instead of 3.07—which gives wider speed ranges for the three gears.

Select D1 for starting and the car moves off very smartly in bottom gear with some whine as if with subdued straight cut gears; if you keep your foot flat on the floor the upward changes occur with a forward surge at 5,100 r.p.m. and 4,800 r.p.m. respectively. If mechanical sympathy forces you to ease the throttle you should get second gear but may get top if you release the throttle too far; there is an appreciable jerk when changes occur above 3,000 r.p.m.

In D2 you start in second gear, so there is one less opportunity for a surging change but acceleration is correspondingly leisurely. L for lock-up can be selected at 80 m.p.h. on the overrun when approaching a corner, but the unit does not change into second gear until about 65 m.p.h. unless you press the accelerator first. This is the smoothest and most satisfying change in the "box". Below 15 m.p.h. in L, first gear comes in automatically with an unpleasant jerk or it can come in when just accelerating hard at 20 m.p.h. without actually treading on the kickdown switch.

For the person who wants an automatic E-type, this unit will

Automatics—how they run.

Jaguar E-type 2+2

£2,386

Buick Riviera¹

£3,929

Oldsmobile Toronado

£4,352

Jaguar 3.8S

£1,945

Jensen CV-8 Mk. III²

£3,679

Mercedes 230SL

£3,764

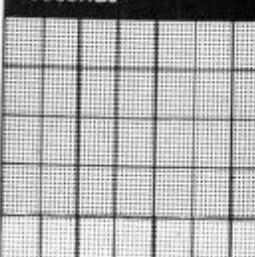
MAXIMUM SPEED

95 100 105 110 115 120 125 130 135 140 145 150 155 160



ACCELERATION

18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60



¹ Tested 1965 model with 365 b.h.p. engine.

² Tested with 305 b.h.p. 330 b.h.p. now fitted.

fulfil all needs except the complete smoothness associated particularly with American units; in time you learn to help the transmission but this should not be necessary, and the installation does not seem as naturally smooth as other Borg-Warner units. A period of driver adjustment is necessary before the progress through the gears will be as smooth to a passenger as a well driven manual transmission.

Apart from the distant sound in bottom gear and a slight wheeze as the gears change, there is little noise from the gearbox, and only a faint whine at steady speeds on light throttle from the back axle.

On the test hills, D1 was needed for a start on a 1-in-3 slope, but a 1-in-4 hill was surmounted in D2.

Handling and brakes

The effect of automatic transmission on the E-type's handling is more pronounced than in other cars. Without the drive line rigidity, it is impossible to vary the attitude of the car on the

If the petrol filler cap is on at all tight, it is difficult to get an adequate grip on it without barking knuckles on the sharp edges.

throttle in the way that you can on the manual car; stability is considerably enhanced by the use of SP 41HR tyres which further limit slip angles until final rear end breakaway, now rather more sudden but at very high cornering forces.

Up to this point the handling remains neutral and the car goes just wherever you aim it, but if you prefer a more obvious final oversteer and want to corner fast, you can brake sufficiently

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Performance

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Conditions

Weather: Occasional drizzle, light winds 10-15 m.p.h.
Temperature: 42°F. Barometer 29.28 in. Hg.
Surface: Damp at times.
Fuel: Premium 97-octane (R.M.)

Maximum speeds

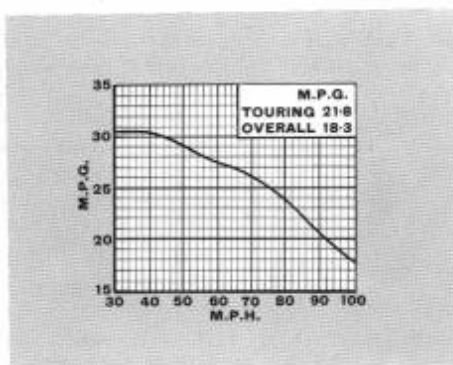
	m.p.h.
Mean of opposite runs	136.2
Best one-way run	138.0
Intermediate (at 4,800 r.p.m.)	87
Low (at 5,100 r.p.m.)	56
"Maximile" speed: (Timed quarter mile after 1 mile accelerating from rest.)	
Mean	126.0
Best	127.8

Acceleration times

m.p.h.	Man. cont.	D1	D2
0-30	4.2	4.2	5.7
0-40	5.7	5.7	7.9
0-50	6.8	6.8	10.2
0-60	8.9	9.1	12.3
0-70	11.0	11.2	14.2
0-80	13.1	13.8	17.0
0-90	15.2	17.9	21.1
0-100	19.1	21.3	24.5
0-110	24.4	26.6	29.8
0-120	30.0	32.2	35.4
Standing quarter mile	16.4	16.6	18.5
	Kickdown	Kickdown	Kickdown
	D1	D2	D2
m.p.h.	sec.	sec.	sec.
20-40	2.7	4.3	4.3
30-50	2.6	4.5	4.5
40-60	3.4	4.4	4.4
50-70	4.3	4.0	4.0
60-80	4.7	4.7	4.7
70-90	6.8	6.9	6.9
80-100	7.5	7.5	7.5
90-110	8.7	8.7	8.7
100-120	10.9	10.9	10.9

Fuel consumption

Touring (consumption midway between 30 m.p.h. and maximum less 5% allowance for acceleration) 21.8 m.p.g.
Overall 18.3 m.p.g.
= 15.4 litres/100 km.
Total test distance 2,390 miles
Tank capacity (maker's figure) 14 gal.



Brakes

Pedal pressure, deceleration and equivalent stopping distance from 30 m.p.h.	lb.	g	ft.
25	0.36	83½	
50	0.96	31	
55	0.98	30½	
Handbrake	0.25	120	

Fade test

20 stops at ½g deceleration at 1 minute intervals from a speed midway between 30 m.p.h. and maximum speed (= 83.1 m.p.h.)

	lb.
Pedal force at beginning	32
Pedal force at 10th stop	35
Pedal force at 20th stop	38

Speedometer

	10	20	30	40	50	60
Indicated	10	20	30½	40½	50	60½
True	70	80	90	100	110	120
Distance recorder	70½	80½	89½	99	109	119
						1½% fast

Steering

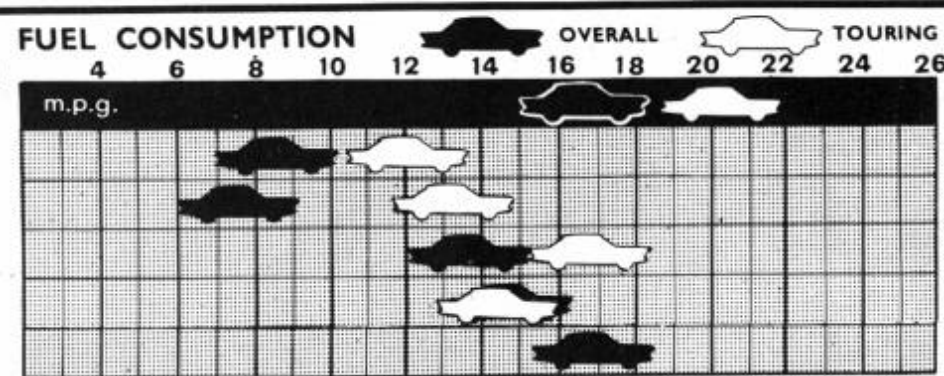
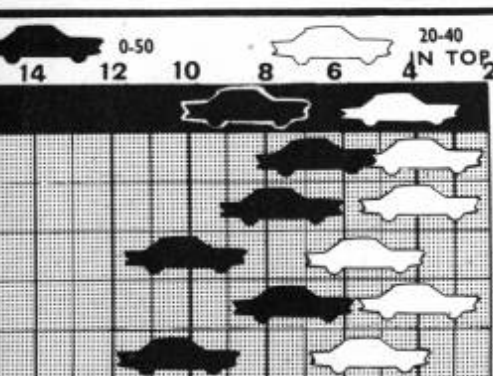
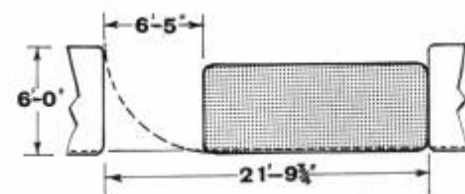
Turning circle between kerbs:	ft.
Left	37½
Right	40½
Turns of steering wheel from lock to lock	2.9
Steering wheel deflection for 50 ft. diameter circle=1.2 turns	

Weight

Kerb weight (unladen with fuel for approximately 50 miles)	27.7 cwt.
Front/rear distribution	50/50
Weight laden as tested	31.4 cwt.

Parkability

Gap needed to clear a 6ft. wide obstruction parked in front





Five foot nine sits with difficulty behind a six-foot driver (one from last notch on sliding adjustment). There is not room for two knees between the front seats, but if the front passenger's seat is pushed forward you could just get another adult in. Headroom is adequate.

Jaguar E-type 2 plus 2

continued

deep into the corner to provoke the tail and use the extreme sensitivity of the steering to warn you that this is about to happen; when it does you can release the brakes, put power on and balance the car on the throttle. This is smoother if you use left foot braking so that releasing the brakes and starting to accelerate appears to be one continuous movement; considering the size of the pedal, Jaguar must surely have had left foot braking in mind.

At near track speeds it is possible to reach final power over-

Safety check list

1 Steering assembly	
Steering box position	Ahead of front "axle" line.
Steering column collapsible?	Universally jointed—yes.
Steering wheel boss padded?	No
2 Instrument Panel	
Projecting switches, etc.	Switches, heater and radio controls protrude.
Sharp instrument cowls etc?	None
Effective padding?	Scuttle top hard but would yield. Parcel shelf padded on edge of fibre board.
3 Ejection	
Anti-burst door latches	Yes
Child proof door locks	No, but no rear doors.
4 Windscreen	
	Laminated
5 Door structures	
Interior door handles and window winders	Project
Front quarter light catches	None
6 Back of front seats	
	Tubular frame well padded with no projections
7 Windscreen pillar	
	Rounded and firmly padded
8 Driving mirror	
Framed?	Rounded metal frame
Collapsible	No
9 Safety harness	
Type	3-point
Pillar anchorage	Good, well back without obstructing rear passengers
Floor anchorage	Well placed

steer but the car comes back under control as soon as the throttle is eased, albeit with a bit of a lurch which is the only thing to tell you that there has been any roll at all. Most of the time the car stays very flat and the handling is always very safe with upper limits that few will ever explore. With a limited slip differential it is difficult, even in the wet, to provoke tail slides until you kick down into bottom gear when the increased power available is sufficient to break adhesion; this too is easy to control, but it would be even easier if the steering were higher geared, not requiring so much arm twirling, particularly in town.

Little effort is required for steering but there is quite a lot of kickback—we suspect a fair amount of this is gyroscopic in origin due to the considerable changes of camber as the offset wheels move up and down on bumps or potholes—but we should not like to lose any of the delightful feel and sensitivity just for a reduction in kickback.

In Europe it is fortunately an accepted fact that if you endow a car with the ability to go really quickly, it is an essential social duty to make it stop too, not just once from high speed but repeatedly, and in the braking department all Jaguars are very well equipped. Large disc brakes with twin circuit systems and a good servo give powerful effortless stopping; in our fade test there was little rise in pressure during our 20 stops from around 85 m.p.h. at minute intervals, and only a slight increase in pedal travel which returned to normal as the brakes cooled down again.

On the Continent we travelled many miles on motorways in very heavy downpours without touching the brakes; when they were applied, they required considerably increased pressure and it took two or three applications to bring them back to normal. Two trips through the watersplash give much the same effect and again the E-type required higher pressures than before for the same efficiency. The handbrake could just hold the car on a 1-in-4 hill and provide a 25 per cent stop when one rear wheel locked.

Comfort and control

Even with independent suspension all round the balance of ride and handling is always a compromise which Jaguar have mastered to give the E-type very good handling and a ride which, though obviously not so good as that of the S-type, is very good by sports car standards. At out-of-town speeds the suspension takes sharp bumps as if they were rather longer undulations, and generally smooths out progress very comfortably but still retains the taut feel that is so reassuring at high speeds. Side winds have more effect on the 2 plus 2 than on the smaller car, but not enough to call for speed reduction or even directional correction; hump-back bridges have to be taken with caution to keep the rear wheels on the ground.

With the addition of the 2 plus 2 to the range, all sizes of people can now own an E-type because of increased room for knees and head; the steering column can be adjusted for rake (with a spanner) and driver reach altered to make anyone at ease. The seats are well shaped and give sufficient side-support to get the better of the difficult compromise between good support and easy access; they have ample sliding adjustment as well as an alternative position for rake, and are high enough to give even small

With the back seat forward, we installed 7.8 cu. ft. of our test luggage without obstructing the mirror view at all. More could safely go in, if tied down. The rear compartment is 38½ in. wide and the longest diagonal, with the seat in the 2+2 position, is 50 in. The comprehensive toolkit is housed in the spare wheel well under the floor. The jack has a ratchet lever.



people a commanding view over the bonnet. Getting over the high body still tends to discourage the use of tight skirts.

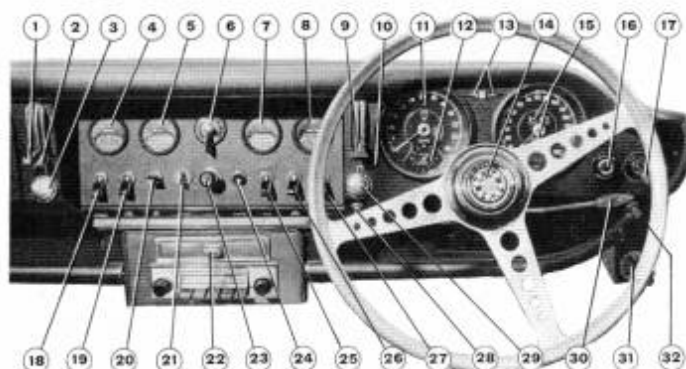
The rear seat is pretty occasional for adults; one can sit in fair comfort transversely but two would find it rather confined, even if the front seat had been pushed well forward until the passenger's knees were touching the parcel shelf rail. At most the rear would accommodate one adult and one seven-year old for longish distances with a shortish driver, but the big advantage is the extension that this grants to the family man's E-type ownership.

Unfortunately the heating and ventilation of the E-type are rather below par; the main trouble is that the airflow to the screen is inadequate for good demisting. Sliding levers at the passenger's end of the fascia control air flow and temperature but at speeds up to 50 m.p.h. or so you need a booster fan. With the two duct control knobs twisted to warm the feet the output is good, but it takes practice to sort out the best combination. The system needs a positive outlet rather than open and noisy rear quarterlights, with fresh cold air at face level.

Comfort in a grand tourer is not complete unless the car is quiet at grand touring speeds; in this our test car was not as good as some E-type coupés, having rather poor sealing on the passenger's door, but even at speeds over 100 m.p.h. it was still impressively quiet and completely relaxing for long journeys; the combination of good seats, good ride and little noise make this an ideal travelling companion, and it is not until you are travelling at over 4,500 r.p.m. that the engine becomes at all obtrusive when the subdued hum becomes more of a hard working throb.

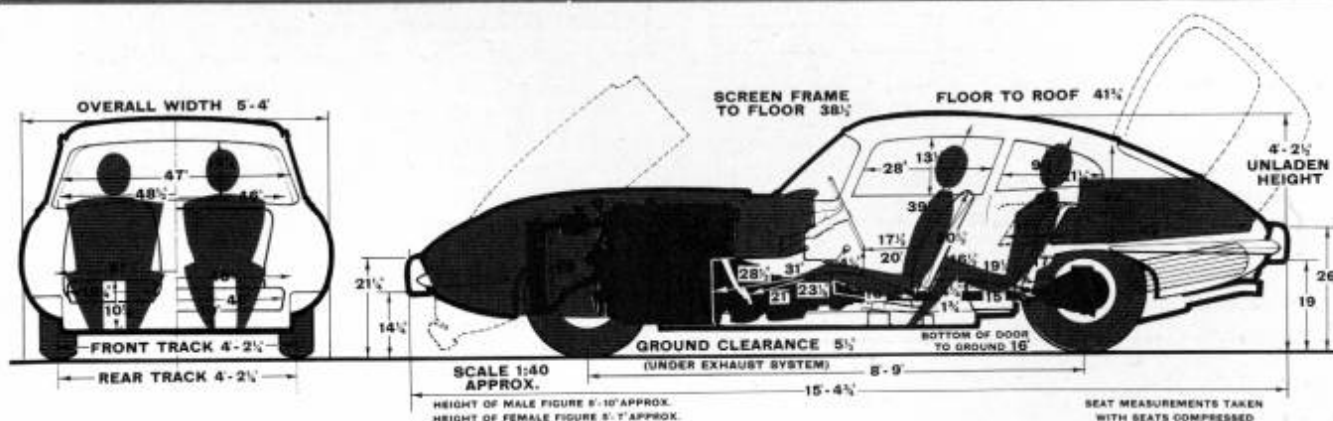
The general effect of good forward visibility is maintained all round with an adequate view of following traffic through the rear window—Triplex heated as an option on the test car—and a

Continued on the next page



1, heater volume control. 2, heater temperature. 3, L.H. heater direction control. 4, ammeter. 5, fuel gauge. 6, light switch. 7, oil pressure gauge. 8, water temperature. 9, choke. 10, choke tell-tale. 11, rev. counter. 12, clock. 13, indicator tell-tales. 14, horn. 15, total and trip mileage recorders. 16, handbrake and low fluid level warning light. 17, headlamp dipswitch. 18, interior light. 19, two setting panel light. 20, two-speed heater fan. 21, ignition key. 22, ashtray. 23, cigar lighter. 24, starter button. 25, map light. 26, two-speed wipers. 27, electric washers. 28, clock adjustment. 29, R.H. heater direction control. 30, indicator/flasher. 31, R.H. bonnet release. 32, trip zero. Warning lights for ignition (red), low level fuel (amber) and main beam (blue) are housed in the bottom of the speedometer (right hand dial).

Specification



Engine

Cylinders	6
Bore and stroke	92.07 mm. x 106 mm.
Cubic capacity	4,235 c.c.
Valves	Twin overhead camshafts
Compression ratio	9:1 (8:1 optional)
Carburettors	Three SU HD8
Fuel pump	Electric SU AUF 301
Oil filter	Tecalemit full flow
Max. power (gross)	265 b.h.p. at 5,400 r.p.m.
Max. torque (gross)	283 lb. ft. at 4,000 r.p.m.

Transmission

Clutch	Borg Warner Torque Converter
Top gear	1.0
Intermediate	1.46
Low	2.40
Reverse	2.00
Final drive	Hypoid bevel 'Power-lok' differential 2.88/1
M.p.h. at 1,000 r.p.m. in—	
Top gear	26.4
Intermediate	18.1
Low	11.0

Chassis

Construction	Unitary with space frame ahead of bulk-head and sub-frame for rear suspension
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Brakes

Type	Dunlop disc brakes with twin circuits and vacuum servo
Dimensions	11 in. front 10 in. rear discs
Friction areas:	
Front:	15.9 sq. in. of lining operating on 242 sq. in. of disc

Rear:	15.9 sq. in. of lining operating on 219 sq. in. of disc
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Suspension and steering

Front	Independent: wishbones and torsion bar, anti-roll bar
Rear	Independent: trailing arms and lower transverse link with drive shaft serving as upper link. Twin coil spring/damper units. Anti-roll bar.
Shock absorbers:	
Front	Girling telescopic
Rear	Girling telescopic
Steering gear	Alford and Alder rack and pinion
Tyres	Dunlop SP 41 HR 185-15
Rim size	5K-15

Coachwork and equipment

Starting handle	No
Jack	Ratchet screw type
Jacking points	One peg for each wheel between axles.
Battery	12 volt negative earth 57 amp. hrs. capacity
Number of electrical fuses	8
Indicators	Self cancelling flashers
Screen wipers	Lucas triple arm two speed.
Screen washers	Electric
Sun visors	Two
Locks:	
With ignition key	Both doors
With other keys	Glover locker
Interior heater	Fresh air type
Extras:	
Fitted to test car	Safety harness, heated

Available	rear window, radio, chromium plated wire wheels.
Upholstery	White side wall tyres, alternative axle ratios.
Floor covering	Vaumol, leather and pvc
Alternative body styles	Carpets
	None for 2 + 2

Maintenance

Sump	15 pints S.A.E. 30 or Shell 10W/40
Gearbox	16 pints Automatic transmission fluid
Rear axle	2 1/2 pints S.A.E. 90
Steering gear	Grease of recommended type
Cooling system	32 pints (drain taps 2)
Minimum service interval	3,000 miles
Ignition timing	10° b.t.d.c.
Contact breaker gap	0.014-0.016 in.
Spark plug gap	0.025 in.
Spark plug type	Champion N5
Tappet clearances (cold)	Inlet 0.004 in.; Exhaust 0.006 in.
Valve timing:	
Inlet opens	15° b.t.d.c.
Inlet closes	57° a.b.d.c.
Exhaust opens	57° b.b.d.c.
Exhaust closes	15° a.t.d.c.
Front wheel toe-in	1/8 in.
Camber angle	0-1/2°
Castor angle	1 1/2-2°
Kingpin inclination	Not given
Tyre pressures:	
Up to 130 m.p.h.	Front 23 p.s.i. Rear 25 p.s.i.
Over 130 m.p.h.	Front 30 p.s.i. Rear 35 p.s.i.

Jaguar E-type 2 plus 2

Continued

good view sideways around the thin screen pillars. The triple wipers sweep a very good area of windscreen and stay in place at all reasonable speeds, except in certain side wind conditions when the windward blade lifts on part of its stroke.

A disadvantage of aerodynamic priorities is that the headlights have to be faired in behind sloping glass covers which cut out a lot of light; on main beam, 90 m.p.h. is about the limit on straight roads; fast enough though this may be, it is not surprising that owners are tempted to fit spot lights inside the radiator intake.

Fittings and furniture

When the 2 plus 2 is being used as such, the room behind the rear seat is the same as with the ordinary coupé, and you can get a surprising amount of luggage in without obstructing the rear view. With the "plus 2" part converted into luggage space by moving the top half of the rear seat forward on toggle levers, the capacity is even greater and more than adequate for two people. Our 7.8 cu. ft. of square luggage stayed below the natural line from the mirror to the rear window, but more could be accommodated without obscuring all the vision, although it would probably need to be anchored securely. Access is through the rear door, released by a small lever behind the door pillar and finally opened by pressing a safety catch inconveniently mounted on the wrong side of the partly open door.

The rear compartment is covered in pvc with rubber-faced strips, matching the colour of the rest of the interior and the leather seats. Tradition is evident in the fascia layout—many dials and switches on a wooden background; the switches, grouped



Triple wipers sweep a very good area of the new taller screen. Headlamp covers are shaped to toughened glass

in threes, need learning and switch on upwards, aircraft fashion, but the most used wiper and electric washer switches are paired together at the right hand end of the line.

Only something very flat can fit into the shallow glove locker, but more oddments can go in the central arm rest or on the passenger's parcel shelf with its padded rail limiting the movement of the passenger's knees.

Servicing and maintenance

Servicing is needed every 3,000 miles but this is not beyond the scope of the private owner armed with the 22-item tool kit supplied and a syringe to fill the back axle. You can get a wall chart with all servicing points on it or follow the driver's handbook.

Underbonnet accessibility to anything not in front of the engine is good, but the bonnet does not open very far. It is released by sliding levers at either end of the bulkhead, which is rather inconvenient for a driver on his own, particularly as it is often necessary to lean on the bonnet when sliding the lever back in again.

Maintenance chart

A Engine. Every 3,000 miles—check radiator level, drain oil, clean oil filter and renew seal, top-up carburettor dampers, check slow running adjustment. Every 6,000 miles—renew oil filter, clean fuel line and carburettor filters, adjust timing chain. Every 12,000 miles—renew air filter, check exhaust system.

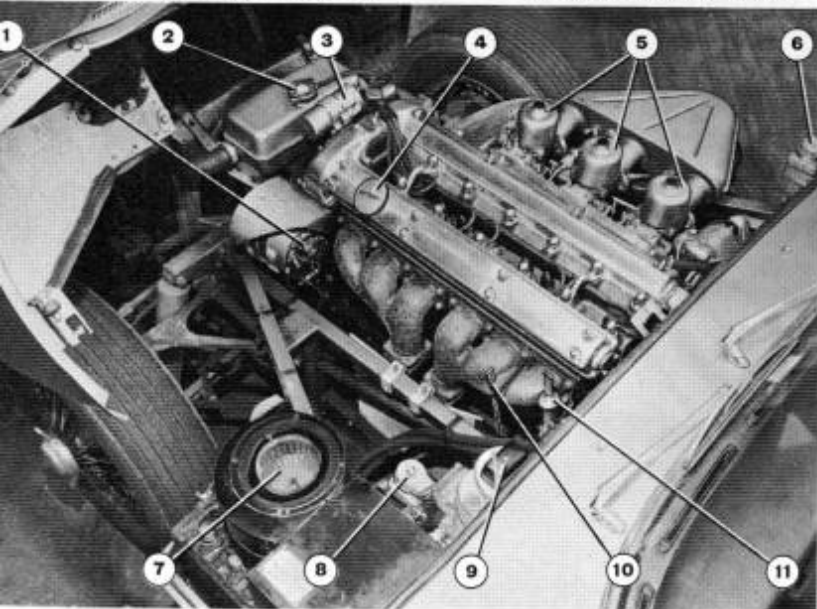
B Steering and front suspension. Every 6,000 miles—grease all nipples, check front wheel alignment. Every 12,000 miles—lubricate and check end-float of front wheel bearings.

C Transmission and rear suspension. Every 3,000 miles—check levels of rear axle and gearbox (manual or automatic). Every 6,000 miles—

lubricate suspension nipples. Every 12,000 miles—drain rear axle, drain manual gearbox (only), lubricate and check rear wheel bearings.

D Wheels and brakes. Every 3,000 miles—check tyre pressures, check fluid levels in clutch and brake reservoirs. Every 6,000 miles—examine brake pads.

E Electrical. Every 3,000 miles—check battery level and connections, lubricate distributor and check points, clean and test sparking plugs. Every 6,000 miles—check alternator belt for wear. Every 12,000 miles—renew plugs, check headlamp alignment.



1, alternator. 2, radiator cap. 3, coil. 4, oil filler. 5, triple HD8 SU's. 6, brake fluid reservoir. 7, heater fan. 8, second circuit brake fluid reservoir. 9, washer reservoir. 10, dipstick. 11, automatic transmission dipstick.

