XK-E COUPE

The Jaguar XK-E Coupe is not just another sports car in the conventional sense of the word. It is an entirely new concept of high speed motoring,

By victory after victory on the racetracks of the world, Jaguar has earned for itself a position in the very front rank of modern sports cars. Five times winners at Le Mans, three times victors at Rheims, many times victorious in innumerable other International and National events, the racetrack breeding of Jaguar is evident from the moment the wheel is handled.

The XK-E Coupe is one of the fastest, and safest, production sports cars ever offered for public sale. It is equipped with the famous Jaguar 3.8-litre twin overhead camshaft engine, with three carburetors, developing 285 b.h.p. at 5,500 r.p.m., with straight port cylinder head and hemispherical combustion chambers.

The construction of the XK-E is unique, since it comprises a stressed shell, all-steel body of patented monocoque construction, which was developed and proven in the famous "D" Type Jaguar competition car in many of the world's most grueling races. Independent front suspension, torsion bars and fully independent rear suspension are standard. Dunlop self-adjusting bridge-type four-wheel disc brakes feature quick change pads. The brake pedal operates twin master cylinders, which divide the system into two entirely independent hydraulic systems to the front and rear brakes.

Jaguar is proud to offer the XK-E Coupe to a motoring public that values high performance, luxury and safety; indeed, the highest performance and prestige ever made available to fine car owners. Time spent in perusal of the specifications printed in this brochure will indicate the completeness of the equipment offered at such a modest price.
SPECIFICATIONS

BODY AND APPOINTMENTS: Two-door two-seater body of extremely low drag characteristics resulting from intensive wind tunnel testing. Counterbalanced forward opening front section provides accessibility to all mechanical components. Large door at rear, with release catch located in car, incorporates rear window and gives unobstructed access to luggage compartment. Single wheel and tools. Lipped-skirt provided immediately behind seats for parcel boxes, etc., and whole of body behind seats available for luggage. Hinged luggage-retainer at front of compartment drops down to increase floor space if required. Large window area together with wrap-around windshield and thin screen pillars provide superb all-round visibility. Door windows completely concealed within doors when fully lowered. Hinged rear-quarter windows. Wrap-around bumpers with overriders at front and rear. Chrome finishers on rear gitter and windshield frame. Twin bucket seats, adjustable for reach, upholstered in finest quality Vauxhall leather or Dunlop foam rubber cushions. Three section instrument panel together with windshield rail matting finish to eliminate reflections. Comprehensive instrumentation with 5-in. revolution counter, incorporating an electric clock, and 5-in. 160 m.p.h. speedometer. Incorporating total and trip distance recorders, positioned in front of driver. Central panel contains separate instruments for electrically operated oil pressure, water temperature, fuel gauge, with low level warning light, and ammeter, together with a row of labelled toggle switches controlling auxiliary equipment. Separate housing beneath panel contains a radio and twin speakers (optional extra) together with an ashtray. When no radio is fitted, the speaker grilles are retained and the radio control panel aperture is blanked off with an escutcheon panel in front of parking brake and drum brake handle. Three-spoke polished alloy lightweight steering wheel with wood rim and central horn push. Sun visors for driver and passenger. Wide-angle vertically-adjusted rear-view mirror incorporating anti-glare mirror and rear-view mirror is fixed in position. Deep pile covers over thicker underlay.

BODY CONSTRUCTION: Stressed shell all steel body of unique patented monococque construction. Front subframe of square section steel tubing carries engine unit, suspension and forward hinged front section.

BRAKES: Dunlop brake-type 4-wheel disc brakes, featuring quick change pads. Front brakes fitted on wheel hubs, rear brakes fitted inboard. Belt-driven brake servo operating directly onto brake pedal. Pedal operates twin master cylinders through a compensator device which divides the system into two independent hydraulic systems to front and rear brakes. Centrally positioned set of handbrake operates on rear wheels only. Brake fluid level warning light operates on both systems.

DIMENSIONS: Wheelbase, 8 ft. 6 in.; track, front and rear, 4 ft. 2 in.; over-all length, 14 ft. 7 in.; over-all width, 5 ft. 11 in.; over-all height, 4 ft. 0 in.; ground clearance (laden), 5½ in.; dry weight, 2,920 lbs. approx.


ENGINE: Six cylinder twin overhead camshaft 3.8 litre XK Jaguar "S" type engine. 87 mm. bore by 106 mm. stroke (3,422 in. x 4.1732 in.). Cubic capacity, 3.8 litres. C.W. (229.6 cu. in.), Compression ratio 9.1. Power output at 11,500 r.p.m. 260 b.h.p. at 5,900 r.p.m.; torque 260 lb. ft. at 4,000 r.p.m. Three S.U. carburetors, type H.B. with manual choke control. Forced lubrication by submersed pump system incorporating a full flow filter. Chrome iron cylinder block fitted with dry type cylinder liners. Special "straight port" cylinder head cast in high tensile iron alloy featuring hemispherical combustion chambers and twin overhead camshafts operating large valves of 1.5 in. included angle. Aluminum alloy pistons. Steel connecting rods fitted with lead invar big-end bearings. 2¾ in. diameter counterweighted crankshaft carried on seven large light invar bearings. Pressurized cooling system with thermostatically controlled electrically driven fan.

FUEL SUPPLY: 16½ gallon tank capacity. Lucas electric pump. Gas filter incorporated into fuel line and located in engine compartment.

HEATING AND DEMISTING: High-output fresh air heating and multi-point windshield demisting system incorporating a two-speed fan controlled by switch on panel. Temperature and volume of air controls on panel. Ducts direct air to each side of compartment.

JACKING: Centrally located jacking posts enable the front and rear wheels on either side of the car to be raised simultaneously by means of the jack provided.

SPARE WHEELS AND TOOLS: The spare wheel is carried beneath the trunk floor in a separate compartment and is readily accessible. Tool kit housed in the spare wheel compartment.

SUSPENSION: Independent front suspension incorporating transverse wishbones with torsion bars controlled by telescopic hydraulic dampers. Anti-roll bar fitted to lower wishbones. Fully independent rear suspension incorporating, on each side, a lower transverse tubular link pivot at the wheel centre and subframe adjacent to the differential case and, above this, a halfshaft universally jointed at each end. These serve to locate wheel in a transverse plane. Longitudinal location is provided by the rubber mountings located under the subframe in the body structure and by a radius arm between the lower link and a mounting point on the body structure. Twin coil springs, each enclosing a telescopic hydraulic damper provide the suspension medium. The whole assembly together with the differential unit is carried in an easily detachable subframe which is located in the body structure by rubber mountings.

STEERING: Rack and pinion. 16-in. steering wheel with separate adjustments for height and reach, 2½ turns from lock to lock. Turning circle, 37 ft.


WHEELS AND TIRES: Wire-spoke wheels with central-lock hubs fitted with Dunlop 6×13 in. tires and tubes. Optional fibre wheel equipment available for racing. 6.00 x 15 front, 6.50 x 15 rear on special wheels.

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