



JAGUAR

"The finest car of its class in the world"

The Jaguar Mark X...

Walnut folding occasional tables,
soft leather upholstery over foam
rubber, deep-pile carpets.



A comprehensive range of instruments,
together with a row of switches controlling
electrical equipment, are mounted in a
polished walnut instrument panel.

... although entirely new in construction, design and appearance, stems from a long and illustrious line of outstanding models which have been identified during the past decade by the symbols Mark VII, Mark VIII and Mark IX. All have achieved renown in their own right and have formed important links in a chain of development culminating in the creation of the finest car yet to be produced in the Jaguar big sedan tradition — the Mark X.

This elegant model is of monocoque construction. It possesses many of the characteristics of the recently-introduced, widely-acclaimed XKE Sports cars and it is powered by the world-famous Jaguar XK "S" Type 3.8 litre twin overhead camshaft engine, with three carburettors. Producing 265 horsepower, this engine, save for minor details, is identical with that fitted to the XKE models and it endows the Mark X with a degree of performance far superior to that of the Mark IX, which it now supplants.

Independent suspension front and rear, and disc brakes on all four wheels, enable full advantage to be taken of this performance, with safety and comfort. Accurate, finger-light, power-assisted steering ensures completely effortless control. Power windows and air conditioning if desired, and a high efficiency dual-control heating system are other amenities designed for enhanced passenger comfort.

Never before has a car been so esthetically satisfying. Instrument panel, garnish rails, window surrounds and rear interior appointments are carried out in figured walnut carefully matched. Only selected skins from the finest hides are used for the sumptuous leather upholstery. Deep pile carpeting is underfoot. Reclining seats and folding tables are standard equipment.

Built to an ideal, the Jaguar Mark X, with its coachwork finish, luxurious interior furnishings and advanced technical specifications, takes its place as a distinguished addition to a line of superb motor cars.



Two fabulous cars that will set the

JAGUAR XK-E ROADSTER



Standing quarter mile 15.0 secs. — 0-60 m.p.h. 7.1 secs. —

the standard for years to come...

JAGUAR XK-E COUPE



0-100 m.p.h. 15.9 secs.

— *Timed speed 149.1 m.p.h.*

(Motor road test — 22nd March 1961)

JAGUAR proudly presents the: **MARK X SEDAN**

New grace...

new space...

new pace!!



SPECIFICATIONS

ENGINE: (Mark X & "E" types): Six cylinder, twin overhead camshaft 3.8 litre XK Jaguar "S" engine. 87 mm. bore x 106 mm. stroke. (3.425 ins. x 4.173 ins.). Cubic capacity: 3,781 c.c., (230.6 cu. ins.). Compression ratio: Mark X: 8:1, "E" type: 9:1. Power output: 265 b.h.p. at 5,500 r.p.m.; torque 260 ft. lbs. at 4,000 r.p.m. Three S.U. carburetors type HD8, with manual choke control: (automatic choke on Mark X). Forced lubrication by submerged pump system incorporating a full flow filter. Chrome iron cylinder block fitted with dry type cylinder liners. Special "straight port" cylinder head of high tensile aluminum alloy featuring hemispherical combustion chambers, and twin overhead camshafts operating large valves of 70° included angle. Aluminum alloy pistons. Steel connecting rods fitted with lead indium big end bearings. 2 3/4" diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurised cooling system with thermostatic control. ("E" types: electrically driven fan, thermostatically controlled).

BRAKES: Dunlop bridge-type disc brakes featuring quick change pads, are fitted to all four wheels. Front brakes fitted on wheel hubs; rear brakes fitted inboard of half-shafts adjacent to differential unit. Bellows type brake servo operating directly on to brake pedal. Pedal operates twin master cylinders through a compensator device which divides the system into two entirely independent hydraulic systems to front and rear brakes. Handbrake operates on rear wheels only. Brake fluid warning light operates on both systems, and is also actuated by application of the handbrake.

SUSPENSION: REAR. Fully independent rear suspension incorporating on each side a lower transverse tubular link pivoted at the wheel carrier and subframe adjacent to the differential case and, above this, a halfshaft universally jointed at each end. These serve to locate the wheel in a transverse plane. Longitudinal location is provided by the rubber mountings locating the sub-assembly 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.

Mark X Sedan

SUSPENSION: FRONT. Independent front suspension incorporating semi-trailing wishbones and coil springs with telescopic shock absorbers. Anti-roll bar located between lower wishbones.

TRANSMISSION: (Overdrive model): Four speed single helical synchromesh gearbox. Change speed lever on floor between front seats. Synchromesh on 2nd., 3rd., & top ratios. Ratios: 1st: 12.73, 2nd: 7.01, 3rd: 4.84, 4th: 3.77, overdrive: 2.93.

TRANSMISSION: (Automatic transmission model): Borg Warner Automatic transmission system with driver controlled intermediate speed hold. Gear ratios: Low 17.6 — 8.16, intermediate: 10.95 — 5.08, Direct top: 3.54.

WHEELS & TYRES: Pressed steel bolt-on disc wheels fitted with Dunlop 7.50 x 14" type RS5 tyres and tubes.

STEERING: Power-assisted re-circulating ball type steering. Power assistance is applied by hydraulic pressure from a pump driven from the rear of the generator. 17" steering wheel adjustable for reach.

FUEL SUPPLY: Twin tanks: one in each rear fender: with a total capacity of 20 Imp. gals. Each tank houses a submerged type electrical pump operating on the recirculating principle. Filter incorporated in fuel line to carburetors. Tank changeover switch mounted on fascia panel, and fuel gauge records contents of tank in use. Low level warning light incorporated in speedometer dial. Separate fillers to each tank concealed behind lockable covers.

LUGGAGE ACCOMODATION: 27 cu. ft. capacity with counterbalanced lid. Spare wheel housed vertically in a cover, behind which the tools are located in a special fitted container.

HEATER & DEFROSTER: Special high-capacity system, heating front and rear compartments independently. Air intake, distribution and temperature control are all vacuum-servo operated.

ELECTRICAL: Four headlights controlled by foot-operated dip-switch. Separate lever controlling headlight flashing. Twin back-up lights. Self-cancelling direction signals. Map light. Automatic trunk light. Cigar lighter. Electrically-operated windshield washers.

INSTRUMENTS: 5" diameter matched speedometer and tachometer. Clock, ammeter, oil pressure and water temperature gauges, fuel contents gauge. Clock.

PRINCIPAL DIMENSIONS: Wheelbase: 120". Track: 58". Overall length: 202". Overall width: 76". Overall height: 54 1/2". Ground clearance, laden: 6 1/2". Dry weight: 3,920 lbs.

BODY: All steel, four door five seater of monocoque construction providing maximum rigidity with minimum weight. All seats upholstered in finest quality leather over Dunlopillo foam rubber. Reclining front seats fitted with central folding armrests. Combined adjustment for height and reach. Front seats incorporate flush fitting tables and ashtrays in the backs of the squabs. Each table when opened reveals a large rectangular vanity mirror. Polished walnut instrument panel, with locking glove pocket. Two spoke steering wheel with semi-circular horn-ring. All doors have large pockets and armrests. Central folding armrest in rear seat. Sun visors for driver and passenger. Deep pile carpet over felt underlay. Counterbalanced, forward-opening hood. Power-operated windows (Optional extra).

"E" Types

SUSPENSION: FRONT. Independent front suspension incorporating transverse wishbones and torsion bars controlled by telescopic hydraulic dampers. Anti-roll bar fitted to lower wishbones.

TRANSMISSION: Manually operated four-speed, single helical gearbox. Centrally positioned gear-shift lever. Synchromesh on top, third & second gear ratios. Borg & Beck 10" single dry-plate clutch with hydraulic operation. Hardy Spicer needle bearing propeller shaft. Hypoid rear axle fitted with limited slip differential. Ratios: 1st: 11.18, 2nd: 6.16, 3rd: 4.24, top: 3.31. Alternative axle ratios available to special order.

WHEELS & TYRES: Wire spoke wheels with centre-lock hubs fitted with Dunlop 6.40 x 15, type RS5 tyres & tubes.

STEERING: Rack & pinion. 16" wood rim steering wheel with separate adjustment for height and reach. 2 3/4 turns from lock to lock.

FUEL SUPPLY: 14 imp. gallon tank containing Lucas electrical pump, submerged. Filter incorporated in fuel line and located in engine compartment.

SPARE WHEEL AND TOOLS: spare wheel is carried beneath the trunk floor in a separate compartment and is readily accessible. Tools carried in a roll in same compartment.

PRINCIPAL DIMENSIONS: Wheelbase: 96". Track, front & rear: 50". Overall length: 176", overall width: 65", overall height: 48", Ground clearance, laden: 5 1/2". Dry weight: roadster: 2,464 lbs., coupe: 2,520 lbs.

HEATER & DEFROSTER: High-capacity heating unit incorporating a two-speed fan controlled by switch on panel.

ELECTRICAL: Headlights controlled by dip-switch on fascia. Back up light. Self cancelling direction signals. Map light. Cigar lighter. Triple electrically-operated, twin speed windshield wipers. Electrically-operated windshield washers.

INSTRUMENTS: 5" diameter matched speedometer and tachometer. Oil pressure and water temperature gauges. Fuel contents gauge and ammeter. Clock.

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

BODY: (ROADSTER): Two door, two-seater body of extremely low drag characteristics, resulting from intensive wind tunnel testing. Single-handed operation of top. Fibreglass detachable hardtop available as optional extra. Hardtop can be fitted without removing stowed top. Counterbalanced, forward-opening front section, (hood) provides excellent accessibility to all mechanical components. Wind-up door windows completely concealed within doors when lowered. Twin bucket seats upholstered in leather adjustable for reach. Console below dash contains fitting for radio and twin speakers (optional extra), and ashtray.

BODY: (COUPE): As for roadster. Large counterbalanced door at rear, with release catch located in car, incorporates large rear window, and gives unobstructed access to luggage compartment, spare wheels and tools. Hinged luggage retainer at front of compartment drops down to increase floor space if required. Sun visors for driver and passenger.

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