NEW 4.2 LITRE 'E' TYPE MODELS
join the famous range of Mark Ten, 'S' model, Mark 2 and 'E' Type Jaguars
In response to a world wide demand, Jaguar proudly introduce into the present range a more powerful model which, whilst retaining the characteristics—aerodynamic body, disc brakes and independent suspension on all four wheels, which have made the "E" type world famous, embodies many new technical advancements combining to give maximum performance with saloon car comfort.

A new 4.2 litre XK engine of advanced design steps up performance to an entirely new level and, together with the new all synchromesh gearbox, New effortless braking, New alternator, Pre-engaged starter, New "shaped" seating, still further improves that "special kind of motoring which no other car in the world can offer."

NEW ALTERNATOR gives greatly increased current supply over wide range of engine speeds, ensuring adequate current supply—even with city driving—for the extensive electrical service embodied.

PRE-ENGAGED STARTER facilitates starting under conditions of extreme cold.

SHAPED SEATING designed for maximum comfort, and upholstered in finest quality Vaumol leather over Dunlopillo foam rubber cushions.
**SPECIFICATIONS**

**ENGINE**
- 6 cylinder, twin overhead camshaft, 4.2 litre XK Jaguar engine, 92.07 mm bore, 106 mm stroke (3.625" by 4.172").
- Cubic capacity 4235 c.c. (258.43 cu. in.).
- Compression ratio 9:1 (8.5:1 optional).
- Power output 191 b.h.p. at 4000 r.p.m. and 242 lb. ft at 2800 r.p.m.
- Three S.U. carburettors, Type HD3 with manual choke control.
- Foreshortening by supercharger 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 aluminium alloy featuring hemispherical combustion chambers and twin overhead camshafts operating large valves of 2.62" included angle.
- Aluminium alloy pistons.
- Steel connecting rods fitted with lead bearing big end bearings.
- 23 litres capacity high tension battery enclosed on seven large lead indicator bolts.
- Pressurised cooling system with thermostatically controlled, electrically driven fan.

**TRANSMISSION**

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

**SUSPENSION—REAR**
- Fully independent rear suspension incorporating, on each side, a lower transverse tubular link pivoted at the wheel carrier and rubber bushed 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 located at the sub-frame 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 damper, provide the suspension medium. The whole assembly together with the differential unit is carried on an easily detachable frame which is located in the body structure by rubber mountings.

**BRAKES**
- Dunlop disc-type 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. Suspended vacuum type servo operated by tandem master cylinder. System divided into two independently hydraulic circuits to front and rear brakes. Centrally positioned handbrake operated on rear wheels only. Combined handbrake and brake fluid warning light.

**STEERING**
- Rack and pinion. 16 ins. steering wheel with separate adjustments for height and reach. Number of turns lock to lock 2. Turning circle 37 ft. diameter.

**WHEELS AND TYRES**
- Wire spoke wheels with centre lock hubs fitted with Dunlop 6.00 x 15 type R5.5 tyres and tubes.

**FUEL SUPPLY**
- By S.U. electric pump. Tank of 14 Imperial gallon capacity. Petrol filter incorporated into fuel line and located by engine compartment.

**ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS**
- Lucas alternator generator. 12 volt negative earth system.
- Large capacity battery giving 57 amp-hr output 10 hour rate with current voltage control.
- Eight fuse control box, fully labelled, located behind hinged central facia panel for ease of access.

**BODY CONSTRUCTION**
- Stressed steel body-shell of unique patented, monocoque construction. Front sub-frame of square section steel tube carrying engine unit, suspension and forward hinged front section.

**BODY**
- OPEN-TWO SEATER.
  - Two door two seater body of extremely low drag characteristics resulting from intensive wind tunnel testing. The folding hood incorporating a large rear window is of stiff quality moulded, mounted on a special frame to permit single handed erection or stowage. When stowed the hood assembly is completely concealed by a separate detachable cover. Fibreglass detachable hardtop available as an optional extra.

**OPEN AND FIXED HEAD COUPE**
- Counterbalanced, forward opening front section provides excellent accessibility to all mechanical components. Wraparound windscreen and thin pillars provide superb forward visibility. Door lights completely concealed within doors when fully lowered. Wraparound bumpers with overriders at front and rear. Twin bucket seats, adjustable for reach and rake, upholstered in fine quality leather upholstery over Dunlopfoam foam rubber cushions. Three panel facia. Faux and real grain to mat textured finish to eliminate reflection. Comprehensive instrumentation with revolution counter and speedometer positioned in front of driver. Central panel contains separate fuel gauge and ammeter, together with a row of labelled indicator switches controlling ancillary equipment. Separate housing beneath panel contains a radio and twin speakers (optional extra) together with an ashtray. When no radio is fitted, the speaker grille to the rear is retained. Speaker control panel aperture is blanked off with an escutcheon. Panel of front glove compartment contains an open fronted glove compartment and grab handle. Three-spoke, polished alloy, lightweight steering wheel with wood and polished aluminium trim. Intermeshed vertically adjustable rear view mirror incorporating anti-dazzle secondary mirror position. Deep pile carpeting throughout and felt underlay. Luggage accommodation provided in tail of car. Luggage boot lid controlled from inside the car. Seat belt anchors incorporated.

**HEATING AND DEMISTING**
- High output fresh air heating and multi-point windscreen defrosting system incorporating a two-speed fan control with switch on facia. Temperature and volume of air to windscreen and interior regulated by controls mounted on facia panel. Defroster direct air to each side of compartment.

**SPARE WHEEL AND TOOLS**
- The spare wheel is carried beneath the boot floor in a separate compartment and is readily accessible. The tools, in a special fitted and locked container, are housed in the spare wheel compartment.

**JACKING**
- Centrally located jacking sockets enable the front and rear wheels on either side of the car to be raised simultaneously by means of the manually operated screw type easy lift jack.

**PRINCIPAL DIMENSIONS**
- Wheelbase, 8 ft. 6 ins. Track, front and rear, 4 ft. 6 ins. Overall length, 14 ft. 7.5 ins. Overall width, 5 ft. 11 ins. Overall height, 4 ft. 8 ins. Ground clearance (laden), 53 ins. Dry weight (approx. 2250 lbs.)

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**JAGUAR CARS LTD**

**COVENTRY ENGLAND**

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The issue of this catalogue does not constitute an offer. Jaguar Cars Ltd., reserve the right to amend specifications without notice.
ENGINE. 6 cylinder, twin overhead camshaft, 4.2 litre XK Jaguar engine. 92.07 mm. bore, 106 mm. stroke (3,625" by 4,172"), cubic capacity 435 c.c. (258.43 cu. in.). Compression ratio 9:1 (8:1 optional). Power output 9:1 265 b.h.p. at 5,500 r.p.m., torque 283 ft.lbs. at 4,500 r.p.m. Three U.S. carburettors, Type HDS with manual choke control. 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 aluminium alloy featuring hemispherical combustion chambers and twin overhead camshafts operating large valves of 2.0 included angle. Aluminium alloy piston, Steel connecting rods fitted with lead indium big end bearings. 24 ins. diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurised cooling system with thermostatically controlled, electrically driven fan.


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

SUSPENSION—REAR. Fully independent rear suspension incorporating, on each side, a lower transverse tubular link pivoted at the wheel 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 damper, provide the suspension medium. The whole assembly together with the differential unit is carried in an easily detachable frame which is located in the body structure by rubber cushions.

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. Suspended vacuum type servo operated by mechanical linkage. Temperature and volume of air to rear brakes is automatically controlled by vacuum operated bleed valve. Centrally positioned handbrake operates on rear wheels only. Combined handbrake and brake fluid warning light.

STEERING. Rack and pinion. 16 ins. steering wheel with separate adjustments for height and reach. Number of turns lock to lock 2½. Turning circle 37 ft. diameter.

WHEELS AND TYRES. Wire spoke wheels with centre lock hubs fitted with Dunlop 6.40 x 15 type RS 5 tyres and tubes.

FUEL SUPPLY. By S.U. electric pump. Tank of 14 Imperial gallon capacity. Petrol filter incorporated into fuel line and located by engine compartment.


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

BODY—OPEN TWO SEATER. Two door two seater body of extremely low drag characteristics resulting from intensive wind tunnel testing. The folding hood incorporating a large rear window is of finest quality moulded, mounted on a special frame to permit single handed erection or stowing. When stowed the hood assembly is completely concealed by a detachable cover. Fibreglass detachable hardtop available as an optional extra.

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

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JACKING. Centrally located jacking sockets enable the front and rear wheels on either side of the car to be raised simultaneously by means of the manually-operated screw type easy lift jack.

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft. 6 ins. Track, front and rear, 4 ft. 8 ins. Overall length, 14 ft. 7 ins. Overall width, 5 ft. 10 ins. Overall height, 4 ft. 10 ins. Ground clearance (laden) 5 ins. Dry weight (approx.) 22 cwt.
NEW EFFORTLESS BRAKING

New brake servo gives lower effort and greater power for the disc brakes on all four wheels. Separate fluid systems for front and rear give added safety.

JAGUAR
Grace...Space...Pace
WITH STILL GREATER PERFORMANCE, SAFETY AND COMFORT