THE JAGUAR 4.2 LITRE E-TYPE
THE 4.2 LITRE 'E' TYPE JAGUAR
The Jaguar 'E' type is a unique combination of graceful styling, luxurious interiors, smooth unobtrusive high performance, all of which are the hallmarks of this, the world’s most outstanding G.T. car. The 4.2 litre 'XK' engine is fitted as standard to all 'E' type models and provides outstanding acceleration and flexibility of performance throughout its very wide speed range. Each model features rich upholstery, fitted carpets, extensive safety padding, comprehensive instrumentation and fresh air heating and ventilation. Each model combines outstanding handling with the luxury of saloon car comfort — a special kind of motoring which no other car in the world can offer.

**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 camshafts, 4.2 litre XK. Jaguar engine. Bore: 92.07 mm, stroke: 106.6 mm, engine: 193.9 cu in. Compression ratio: 9.3:1. Power output: 110 bhp. at 5000 rpm, torque: 283 lb ft at 4000 rpm. Three S.U. carburettors, Type HEB 3 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. Single straight port head of high tensile aluminium alloy featuring hemispherical combustion chambers and twin overhead camshafts operating large valves of 0.70 inc included angle. Aluminium alloy piston. Steel connecting rods fitted with lead inndium big end bearings. 21.5 cm diameter crankshaft carried on seven large lead inndium bearings. Pressurised cooling system with thermostatically controlled, electrically driven fan.


SUSPENSION—FRONT. Independent front suspension incorporating reverse 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 carrier and subframe adjacent to the differential case and above this, a halfshaft universally located 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 an easily detachable frame which is located in the body structure by rubber mountings.

BRAKES. 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 tandem master cylinder. System divided into two entirely independent hydraulic circuits to front and rear brakes. 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 2.5. Turning circle 37 ft, diameter.

WHEELS AND TYRES. Wire spoke wheels with centre lock hubs fitted with Dunlop 185 x 15 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 steel body of unique patented, monocoque construction. Front sub-frame of square section steel tubing carries engine unit, suspension and front hinged front section.

BODY. OPEN TWO SEATER. Two door two seater body of extremely low drag characteristics resulting from intensive wind tunnel testing. The body fitting incorporating a large rear window is of finest quality mahogany, mounted with a special frame to permit single handed erection or lowering. When viewed from the rear assembly is completely concealed by a separate detachable cover. Fireproof 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 windscreen, with overriders at front and rear, twin bucket seats, adjustable for rake and rake, upholstered in finest quality Vauxhall leather over Dunlopia foam rubber cushions. Three panel facia. Facia and screen rail in dark brown 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 hooping 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. An panel in front of passenger contains an open-fronted glove compartment and grab handle. Three-spoke, polished alloy, lightweight steering wheel with wood trim. Seat belts. Front seats are individually adjustable rear seat manual incorporating anti-slip secondary position. Deep pile carpets over thick felt underlay. Luggage accommodation provided in tail of car. Luggage boot lid controlled from inside the car. Seat belt anchorage are incorporated.

HEATING AND DEMISTING. High output forced air heating and multi-point windscreen defrosting system incorporating a two-speed fan controlled by switch on facia. Temperature and volume of air to windscreen and car interior regulated by controls mounted on facia panel. Ducts 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 special fitted and boxed container, are housed in the spare wheel compartment.

JAGUAR SEAT. Centrally located backrest enables the forward and rear seats to be individually raised or lowered to suit the operator's height. Non-slip footrest fitted to forward and rear seat. Seat belt anchorage are incorporated.

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft 12 ins. Track, front and rear, 4 ft 2 ins. Overall length, 14 ft 7 ins. Overall width, 2 ft 7 ins. Overall height, 4 ft 9 ins. Ground clearance (laden) 5 ins. Dry weight 2900 lbs.

JAGUAR CARS LTD. - COVENTRY - ENGLAND

The issue of this catalogue does not constitute an offer. The specifications described in this publication vary for different countries and Jaguar Cars Ltd., reserve the right to amend specifications without notice.
EFFORTLESS BRAKING
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.
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 : 1 optional). Power output 9 : 1 to 119 b.h.p. at 5400 r.p.m., torque 283 ft./lb. at 4,000 r.p.m. Three S.U. carburetters, Type HD.8 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 70° included angle. Aluminium alloy piston. Steel connecting rods fitted with lead indium big end bearings. 7.25 inches counterweighted crankshaft carried on seven large lead induction bearings. Pressurised cooling system with thermostatically controlled, electrically driven fan.


SUSPENSION—FRONT. Independent front suspension incorporating transverse wishbones and torsion bar 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 subframe adjacent to the differential case and above this, a halfshaft universally jointed at each end. These serve to locate the wheel in a traverse 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 mountings.

BRAKES. 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 tandem master cylinder. System divided into two entirely independent hydraulic circuits to front and rear brakes. Centrally positioned handbrake operates on rear wheels only. Combined handbrake and brake fluid warning light.

STEERING. Rack and pinion. 16 in. steering wheel with separate adjustments for height and reach. Number of turns lock to lock 2¼. Turning circle 37 ft. diameter.

WHEELS AND TYRES. Wire spoke wheels with centre lock hubs fitted with Dunlop 185 × 15 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 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 finest quality Vaumol leather over Dunlopillo foam rubber cushions. Three panel facia. Facia and screen rail in matt grained 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 turner switches controlling ancillary equipment. Separate housing beneath central panel contains a radio and twin speakers (optional extra) together with an ashtray. When no radio fitted, the speaker grilles are retained and the radio control panel aperture is blanked off with an escutcheon. Panel in front of passenger contains an open-fronted glove compartment and grab handle. Three-spoke, polished alloy, lightweight steering wheel with wood rim and central horn push. Wide angle vertically adjustable rear view mirror incorporating anti-dazzle secondary mirror position. Deep pile carpets over thick felt underlay. Luggage accommodation provided in tail of car. Luggage boot lid controlled from inside the car. Seat belt anchourages are incorporated.

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 car interior regulated by controls mounted on facia panel. Ducts 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 lined 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. 2 ins. Overall length, 14 ft. 7½ ins. Overall width, 5 ft. 5½ ins. Overall height, 4 ft. 10 ins. Ground clearance (laden) 5½ ins. Dry weight 2790 lbs.