



J A G U A R M A R K T E N

NEW GRACE... NEW SPACE... NEW PACE

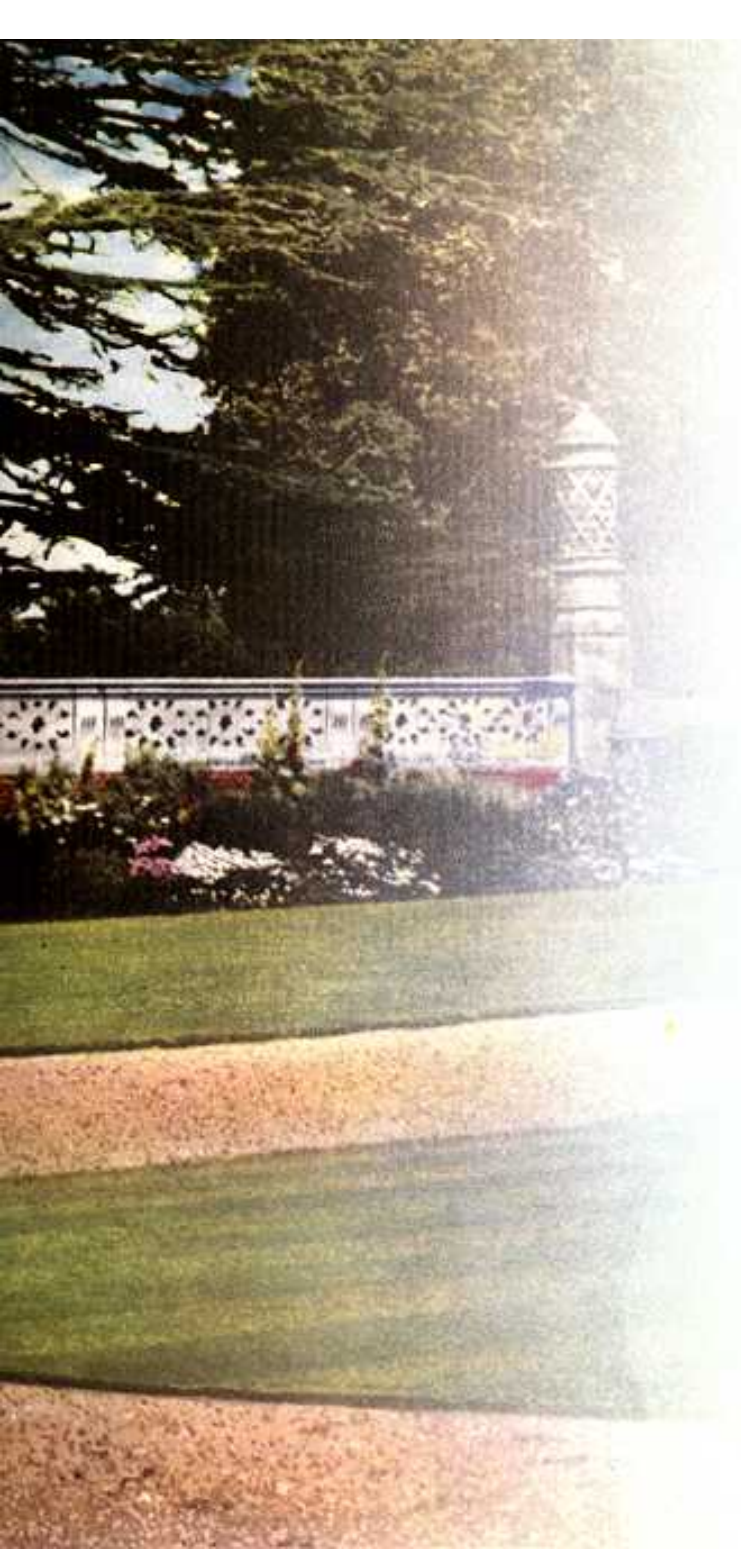
The Jaguar Mark Ten, although an entirely new car in construction, design and appearance, stems from a long and illustrious line of outstanding models which have been identified during the past decade by the symbols Mark VII, Mark VIII and Mark IX. All have been highly successful in their own right and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

This elegant model is of monocoque construction and is powered by the world-famous Jaguar XK 'S' type 3.8 litre twin overhead camshaft engine with three carburetors. This highly versatile engine, by reason of its flexibility, smoothness and silence, is ideally suited for use in such a car as the Mark Ten, where every emphasis has been placed upon refinement of performance. 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, whilst the luxurious furnishings and appointments include such refinements as reclining seats, folding tables and a high-efficiency heating installation.

With new grace in its smooth flowing lines, with new space in its roomier interior and with new pace in its magnificent road performance, the Jaguar Mark Ten provides—

A SPECIAL KIND OF MOTORING WHICH NO OTHER CAR IN THE WORLD CAN OFFER





*The elegant appearance of the Mark Ten
Jaguar saloon has been achieved
by a blend of balanced proportions
and clean flowing lines with
a complete absence of flamboyant
decoration or purposeless embellishment*



True Luxury and Refinement in the

This comprehensive view of the spacious interior shows the luxurious accommodation provided for five adults whose every comfort has been carefully studied. Upholstery is in finest quality Vaumol leather hide over deep Dunlopillo foam rubber cushions. Centre folding arm rests are fitted in both front and rear compartments — Deep pile carpets are fitted throughout. A comprehensive range of instruments together with a row of clearly labelled switches are mounted in a handsome figured-walnut panel. A glove compartment — with interior light — and a full width shelf provide ample accommodation for personal effects. A completely new high-efficiency heating and ventilating system is provided with individual controls for each side of the car as well as a separate delivery system to the rear compartment.



Reclining type front seats are fitted as standard equipment and have a combined height and reach adjustment providing an extremely wide range of positions of which three are shown above.



The luggage boot has a volume of 27 cubic feet excluding the space taken by the spare wheel and tools. These are readily accessible without disturbing the luggage. An automatically controlled interior light is operated by opening the boot lid which is counter-balanced for ease of operation.



The flush-fitting polished walnut picnic tables incorporated in the backs of the front seats have large rectangular vanity mirrors set at exactly the right height and angle for instant use.

Jaguar Tradition

Specification

ENGINE. Six cylinder, twin overhead camshaft, 3.8 litre XK Jaguar 'S' type engine. 87 mm. bore x 106 mm. stroke (3.425 in. x 4.1732 in.). Cubic capacity 378.1 c.c. (230.6 ins.). Compression ratio 8:1 (7 or 9 to 1 optional). Power output (8:1): 255 B.H.P. at 5,500 R.P.M.; torque: 255 ft. lbs. at 4,000 R.P.M. Three S.U. carburettors, type HD.8, with automatic control. Forced lubrication 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 pistons. Steel connecting rods fitted with lead indium big end bearings. 2½ ins. diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurised cooling system with thermostatic control.

TRANSMISSION. (Manually operated gearbox). Four-speed single helical synchromesh gearbox. Gear change lever on floor between front seats. Gear ratios: 1st and reverse 11.95, 2nd 6.58, 3rd 4.54, 4th 3.54. Borg and Beck 10 ins. single dry plate clutch with hydraulic operation. Divided propeller shaft. Hypoid rear axle fitted with limited slip differential.

TRANSMISSION. (Overdrive model). As above, with addition of a Laycock de-Normanville Overdrive controlled by a lever mounted on the steering column. Gear ratios: 1st and reverse 12.73, 2nd 7.01, 3rd 4.84, top 3.77, overdrive 2.93. Borg and Beck 10 ins. single dry plate clutch with hydraulic operation. Divided propeller shaft. Hypoid rear axle fitted with limited slip differential.

TRANSMISSION. (Automatic Transmission model.) Borg Warner Automatic Transmission system with driver-controlled intermediate gear hold. Gear ratios: low 17.6-8-16, intermediate 10.95-5.08, direct top 3.54. Gear selector lever on steering column. Divided propeller shaft. Hypoid rear axle fitted with limited slip differential.

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

SUSPENSION—REAR. Fully independent rear suspension incorporating, on each side, a lower transverse tubular link pivoted at the wheel carrier and sub-frame adjacent to the differential case and, above this, a half-shaft 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 sub-frame which is located in the body structure by rubber mountings.

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 the 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 handbrake.

STEERING. Power-assisted re-circulating ball type steering. Power assistance is applied by hydraulic pressure from a pump driven from the rear dynamo. 17 in. diameter steering wheel adjustable for reach.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels fitted with Dunlop 7.50 x 14 in. RS5 Road Speed tyres.

FUEL SUPPLY. Twin petrol tanks—one in each rear wing—with a total capacity of 20 gallons (91 litres). Each tank houses a submerged type electric pump operating on the re-circulation principle. Filter incorporated in fuel line to carburettors. Tank changeover switch mounted on fascia panel and fuel gauge records contents of tank in use. The separate fillers to each tank are concealed beneath lockable covers.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas 12 volt battery. 60 amp/hour at 10 hour rate with current voltage control. Ventilated dynamo.

Sidelamps. Four headlamps controlled by foot-operated dip-switch. Separate lever for actuating headlamp flashing. Separate stop/tail, direction and reflector units mounted in a single assembly. Twin reversing lamps. Self-cancelling flashing direction indicators with warning lights. Instruments and labelled switches illuminated by internal flood lighting controlled by a two-position dimmer switch. Concealed map-reading lamp beneath screen rail in front compartment. Twin courtesy lights above the centre door pillar operated either manually by switch on the instrument panel or automatically by any of the four doors. Luggage boot illumination controlled by automatic switch. Cigar lighter with luminous socket. Twin blended note horns. Twin blade, two-speed, self-parking windscreen wipers. Electrically operated windscreen washers. Starter motor. Vacuum and centrifugal automatic ignition advance. Oil coil ignition. 5 ins. diameter speedometer incorporating total trip and distance recorder. 5 ins. diameter electrically driven revolution counter with electric clock. Ammeter, electrically operated oil pressure gauge, water temperature gauge, fuel gauge with warning light, combined handbrake and brake fluid level warning light.

BODY. All steel four-door five seater saloon of monocoque construction providing maximum rigidity with minimum weight. Large semi-wraparound windscreen with slim pillars and semi-wraparound rear window for maximum visibility front and rear. The semi-wraparound windscreen does not interfere with ease of entry and exit. Wide view rear mirror. Chromium plated window frames on all four doors, which are hinged at their forward end and fitted with check straps. Initial opening of doors assisted by use of torsion bars to front doors and springs to rear doors. Special door handles incorporating push buttons designed to prevent freezing up in extremely cold conditions. Seats upholstered in finest quality Vaumol leather hide over deep Dunlopillo foam rubber cushions. Reclining type front seats, fitted with central folding armrests. Combined adjustment for height and reach. Seats incorporate flush-fitting tables and ashtrays in the backs of the squabs. Each table when opened reveals a large rectangular mirror. Polished figured walnut instrument panel features revolution counter and speedometer positioned directly in front of driver and separate instruments for oil pressure, water temperature, fuel gauge, and ammeter. Instrument panel contains on the passenger's side a glove compartment with interior light and lockable lid. A large parcel shelf runs the full width of the car. Separate housing beneath the parcel shelf contains a radio and speaker (optional extra), together with the heater controls and a very large ashtray. When no radio is fitted, the speaker grille is retained and the radio control panel aperture is blanked off with an escutcheon. Two-spoke steering wheel and semi-circular horn ring. Front and rear doors incorporate armrests. Central folding armrests in rear compartment. Sun vizors. Deep pile carpets over thick felt underlay. Heavy duty wraparound bumpers with over-riders. Counterbalanced, forward opening bonnet.

HEATING AND DEMISTING. Completely new fresh air heating system capable of high temperature and volume supply to front and rear compartments independently. Layout incorporates an extremely efficient separate system for windscreen demisting. Air intake and temperature control are vacuum servo operated.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in an extremely large rear boot of 27 cubic feet capacity. Illumination is provided by an automatically controlled interior light operated by opening the boot lid, which is counterbalanced by torsion bars for ease of operation. Boot fully trimmed to protect luggage.

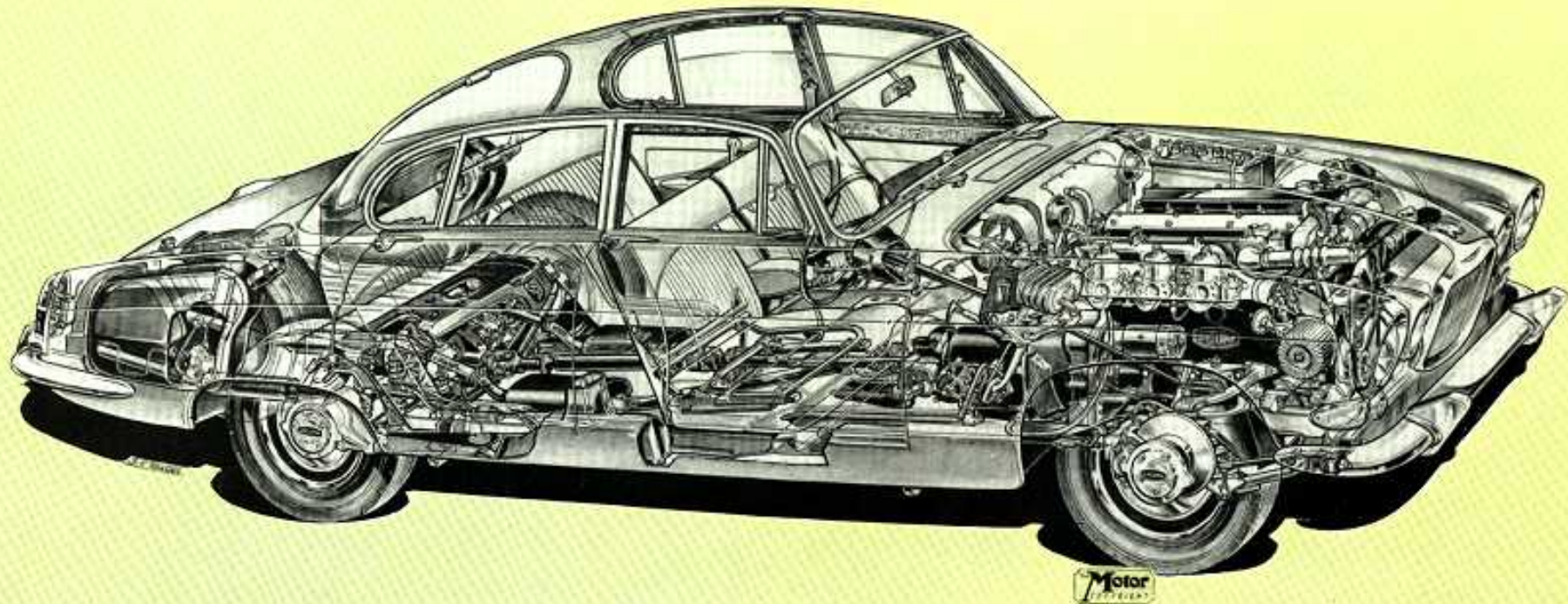
SPARE WHEEL AND TOOLS. The spare wheel is carried vertically in the luggage compartment and is readily accessible. A comprehensive set of tools is also supplied in a special container, and this together with wheel changing equipment is fitted behind the spare wheel.

JACKING. Exterior jacking posts on each side enable the car to be lifted with the minimum of effort by means of the jack provided.

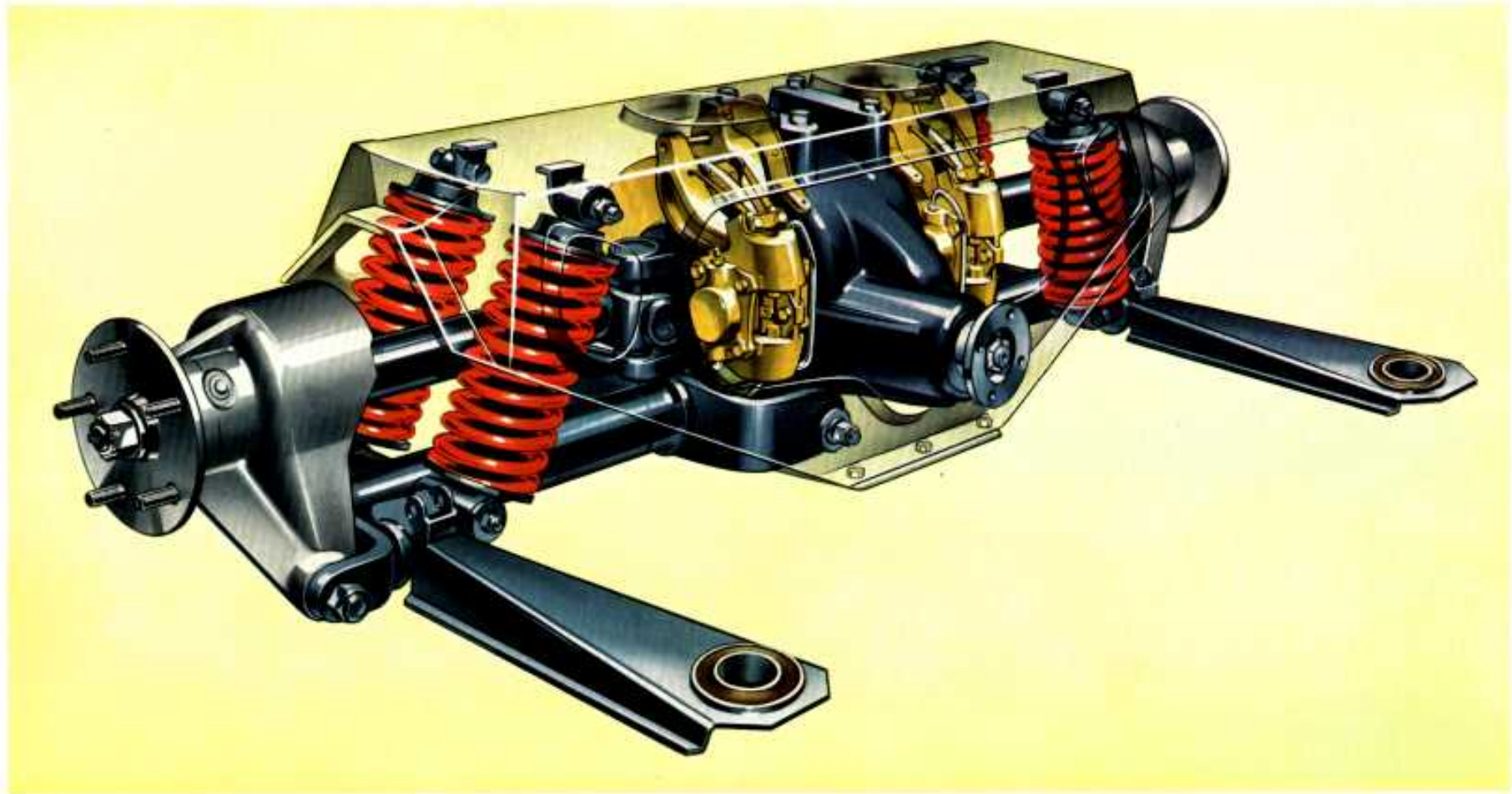
PRINCIPAL DIMENSIONS. Wheelbase 10 ft. (305 cm.), track front 4 ft. 10 ins. (147 cm.), track rear 4 ft. 10 ins. (147 cm.), overall length 16 ft. 10 ins. (510 cm.), overall width 6 ft. 4 ⅜ ins. (193 cm.), overall height 4 ft. 6 ½ ins. (137 cm.), ground clearance 6 ½ ins. (16.5 cm.), turning circle 37 ft. (11.3 metres), kerbside weight 35 cwt. (1778 kg.).



SALIENT FEATURES OF THE JAGUAR MARK TEN

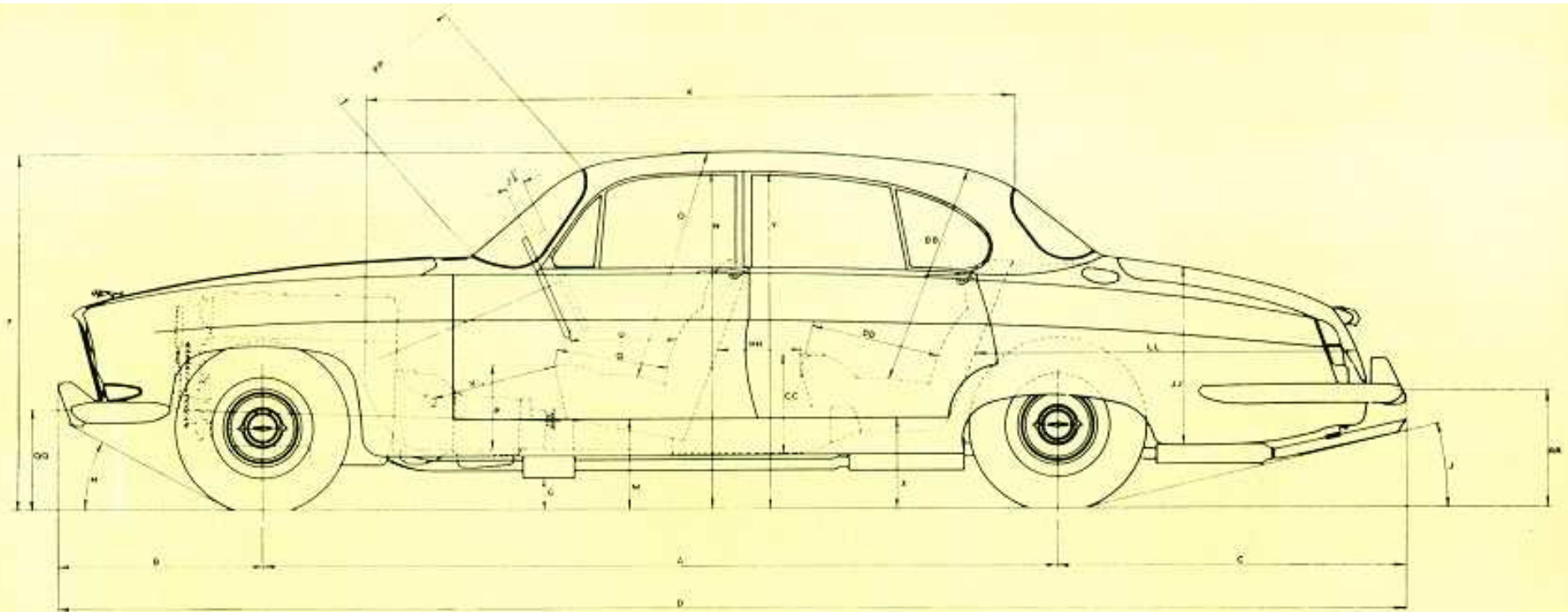


- Full five seater — lavishly equipped and superbly finished.
- Independent suspension and disc brakes on all four wheels.
- Power assisted steering as standard equipment.
- 6 cylinder, twin overhead camshaft, Jaguar XK engine.
- Completely new high efficiency heating and ventilating system.
- Completely new body styling in the finest Jaguar tradition.
- All steel body of monocoque construction for maximum strength and rigidity.
- Choice of manual transmission with or without overdrive, or fully automatic transmission.



SMOOTH RIDE AND SUPERB ROADHOLDING

The independent rear suspension unit (illustrated) is carried in a sub-frame mounted in the body by rubber blocks and bushes which insulate the whole assembly from the body and thus eliminate road-excited noise and vibration. The suspension medium is provided by twin coil springs enclosing telescopic hydraulic dampers mounted on each side of the differential casing. The employment of fully independent suspension on all four wheels endows the Mark Ten with superb roadholding and ride characteristics.

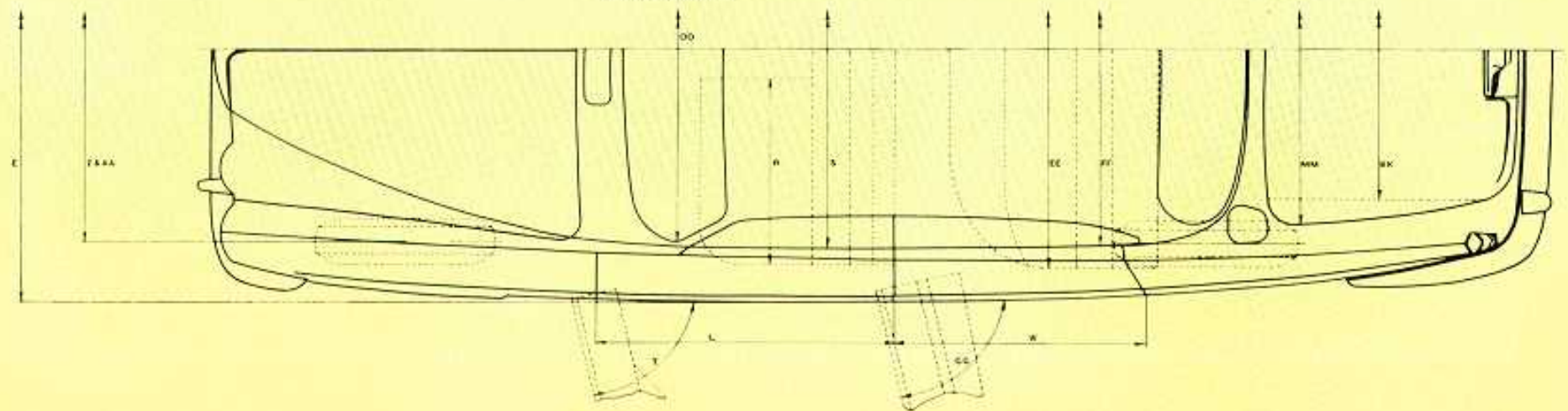


JAGUAR MARK TEN GENERAL DIMENSIONS

A	Wheel Base	120	305	P	Seat Height	15	38	DD	Seat Depth—Rear	20	51
B	Front Overhang	27	73	Q	Seat Depth	19	48	EE	Seat Width—Rear	50	128
C	Rear Overhang	27	73	R	Seat Width	26	71	FF	Shoulder Room	57	148
D	Overall Length	202	512	S	Shoulder Room	58	147	GG	Door Opening Angle	76°	76°
E	Overall Width	78	193	T	Door Opening Angle	75°	75°	HH	Knee Room Rear	30-17	25-43
F	Overall Height	54	127	U	Steering Wheel to Seat Sount	16	41	JJ	Maximum Height Trunk	26	66
G	Ground Clearance (Unladen)	3	18.3	V	Pedals to Seat Cushion	19	48	KK	Maximum Width Trunk	45	114
H	Front Clearance Angle	22°	28°	W	Door Opening Width	36	93	LL	Maximum Depth Trunk	53	140
J	Rear Clearance Angle	14°	14°	X	Step Height	14	36	MM	Width at Opening Trunk	49	125
K	Passenger Compartment Length	91	248	Y	Groove to Top of Door	31	79	NN	Capacity Trunk	37 cu. ft.	1048.3 cu. cm.
L	Front Door Opening	45	114	Z	Track Front	52	142	OO	Windscreen Width	57	146
M	Front Door Step Height	14	36	AA	Track Rear	52	142	PP	Windscreen Depth	13	46
N	Ground to Top of Door	51	131	BB	Headroom Rear Seat	34	86	QQ	Front Bumper Height	15	39
O	Headroom	38	91	CC	Seat Height—Rear	14	36	RR	Rear Bumper Height	17	45

Unless otherwise stated, all dimensions are in inches and centimetres, applicable to a laden car.
Seats in unladen position.

Note:—Front seat shown in mid position (C° adjustment).



COLOUR SCHEMES

The colour schemes listed below are standard and any deviation involving special treatment of coachwork and/or upholstery will entail extra charges for which a quotation will be given at the time of ordering.

COACHWORK	INTERIOR COLOUR ALTERNATIVES
Cream	Red, Light Blue, Dark Blue
Pearl Grey	Red, Light Blue, Dark Blue, Grey
Mist Grey	Red, Light Blue, Dark Blue, Grey
Cotswold Blue	Light Blue, Dark Blue, Grey
Sherwood Green	Tan, Suede Green
Black	Red, Grey, Tan
Carmen Red	Red, Beige
Opalescent Gunmetal Grey	Red, Light Blue, Dark Blue, Beige, Grey
Opalescent Silver Grey	Red, Light Blue, Dark Blue, Grey
Opalescent Silver Blue	Dark Blue, Grey
Opalescent Blue	Light Blue, Grey, Red
Opalescent Bronze	Suede Green, Tan, Red, Beige
Opalescent Dark Green	Suede Green, Tan, Beige
Opalescent Maroon	Maroon, Beige