



The

4.2 LITRE MARK TEN JAGUAR



NEW **4.2 LITRE** MARK TEN SALOON

joins the famous range of Mark Ten, 'S' model, Mark 2 and 'E' Type Jaguars



NEW EFFORTLESS BRAKING. New brake servo gives lower effort and greater power for the disc brakes on all four wheels. Separate fluid system for front and rear.

JAGUAR

Grace...Space...Pace



BY APPOINTMENT
TO H.M. QUEEN ELIZABETH
THE QUEEN MOTHER
MOTOR CAR MANUFACTURERS
JAGUAR CARS LTD



NEW ADVANCED XK ENGINE. 4.2 litre, 6 cylinder, twin overhead camshaft advanced design of race-proved, 3 carburettor Jaguar XK engine, five times winner of Le Mans, gives higher torque for increased acceleration and flexibility.



NEW AUTOMATIC TRANSMISSION. Borg Warner Model 8 automatic transmission, specially developed, extensively tested and proven—to match higher torque of new Jaguar 4.2 engine. Smoother shifts and manual selection of first or second gear starts.



NEW ALL SYNCHROMESH GEARBOX. Four speed all synchro, crash proof transmission gives smooth and rapid changes. New diaphragm spring clutch gives lighter pedal pressure and long life. Overdrive available.



In response to a world wide demand, Jaguar proudly introduce into the present range a new more powerful model—The New 4.2 litre Mark Ten Saloon. A new 4.2 litre XK engine of advanced design steps up performance to an entirely new level.

Other important technical advancements include New Automatic Transmission, New all synchromesh Manual Gearbox, New Power Steering (exclusive to Jaguar), New effortless braking, New interior heating, New cooling system, Alternator and Pre-engaged starter—all of which still further improve that "special kind of motoring which no other car in the world can offer."

At the same time, all the characteristics which have made the Mark Ten world famous have been retained—all round independent suspension, 4 wheel disc brakes, spacious seating for five, fine leather upholstery, folding armrests, reclining front seats, folding tables, deep pile carpets and a host of traditional Jaguar refinements.

NEW POWER STEERING. Murles 'Varamatic' Bendix power steering, developed in conjunction with Jaguar engineers gives normal ratio at small steering movement, rapidly reducing on locks, ensuring an accuracy of response at high speed, never before possible, with only 2½ turns from lock to lock, finger light parking.

NEW SELECTIVE CAR TEMPERATURE CONTROL. Higher air flow, hot or cold, with variable selection for temperature, volume and direction. New water circulation gives more rapid warm up.

NEW COOLING SYSTEM. A robust tube and fin block for reliability and high efficiency, combined with a revised circulation, gives added safety in hot climates or at high altitudes. A fluid drive speed control fan and modified water pump improves air and water circulation and reduces fan power absorption.

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



WITH THE MOST COMPLETE AND LUXURIOUS SPECIFICATION EVER OFFERED

S P E C I F I C A T I O N S

ENGINE. 6 cylinder, twin overhead camshaft, 4.2 litre XK Jaguar engine, 92.07 mm. bore \times 106 mm. stroke (3.625" by 4.1732"). Cubic capacity 4235 c.c. (258.43 cu. ins.). Compression ratio 8 : 1. Power output: 255 b.h.p. at 5,400 r.p.m. Torque 275 ft./lbs. at 4,000 r.p.m. Three S.U. carburettors, type HD.8, with automatic starting 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 in. diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurised cooling system with thermo-static control and viscous coupling fan.

TRANSMISSION. (Manually operated gearbox). Four-speed single helical all synchromesh gearbox. Gear change lever on floor between front seats. Gear ratios: 1st, 10.76, 2nd, 6.98, 3rd, 4.70, Top 3.54, Reverse 12.35. Laycock diaphragm 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, 11.46, 2nd, 7.44, 3rd, 5.00, Top 3.77, Overdrive 2.93, Reverse 13.16. Divided propeller shaft. Hypoid rear axle fitted with limited slip differential.

TRANSMISSION. (Automatic Transmission model). Borg Warner Model 8 automatic transmission with dual drive range D1/D2. Gear ratios: Low 8.5, Intermediate 5.16, Top 3.54, Reverse 7.08. Gear selector lever on steering column. Divided propeller shaft. Hypoid rear axle fitted with limited slip differential.

SUSPENSION—FRONT. Independent front suspension incorporating double 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 subframe 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. Suspended vacuum type servo operates a tandem master cylinder. System is divided into two entirely independent hydraulic circuits to front and rear brakes. Handbrake with automatic adjustment operates on rear wheels only. Brake fluid warning light operates on both systems, and is also actuated by release of handbrake.

STEERING. Marles 'Varamatic' variable ratio power steering. Ratio 21.5 : 1 in straight ahead position varying to 13 : 1 at full lock. 2.75 turns lock to lock. Power supplied by vane pump, incorporating its own fluid reservoir, and driven from front of crankshaft by separate belt. 17 in. diameter steering wheel adjustable for reach.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels fitted with Dunlop 205 mm. \times 14 in. SP.41 tyres and tubes.

FUEL SUPPLY. Twin petrol tanks—one in each rear wing—with total capacity of 20 gallons (91 litres). Filter incorporated in fuel line to carburettors. Twin S.U. electric pumps controlled by tank changeover switch mounted on fascia panel. Fuel gauge records contents of tank in use. The separate fillers to each tank are concealed beneath lockable covers.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas alternator generator. 12 volt battery with negative earth system. 60 amp./hour at 10 hour rate with current voltage control. 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. Courtesy lights above the centre door pillar, and above the rear window, 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 windtone horns. Twin blade, two-speed, self-parking windscreen wipers. Electrically operated windscreen washers. Pre-engage type starter motor. Vacuum and centrifugal automatic ignition advance. Oil coil ignition. 5 in. diameter speedometer incorporating total trip and distance recorder. 5 in. 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-wrapround windscreen with slim pillars and semi-wrapround rear window for maximum visibility front and rear. The semi-wrapround windscreen does not interfere with ease of entry and exit. Wide view rear mirror with dimmer control. 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 door 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 and carries in its forward edge the heater controls. Map pocket on passenger's side below parcel shelf. Separate housing beneath the parcel shelf contains a radio and speaker (optional extra) and a 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 wrapround bumpers with overriders. Counterbalanced, forward opening bonnet. Seat belt anchorages are incorporated for both front and rear seats.

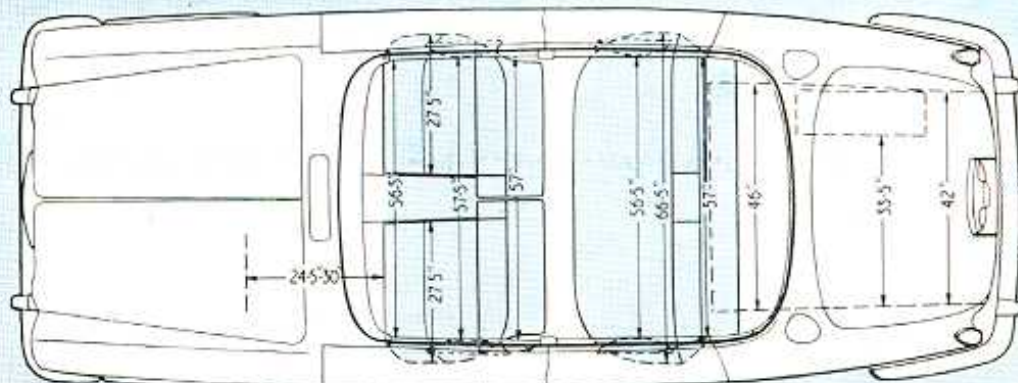
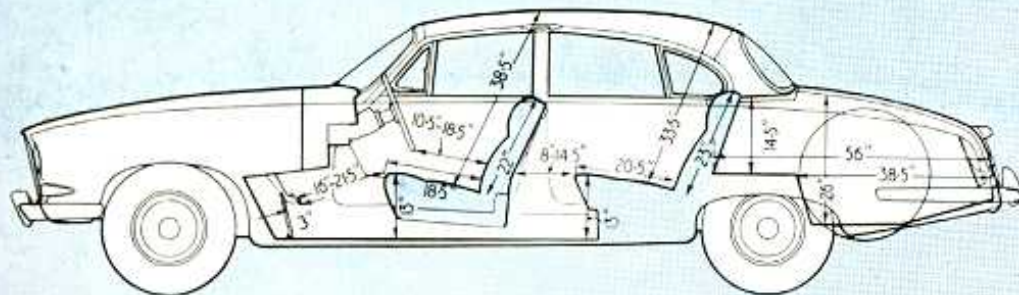
HEATING AND DEMISTING. Completely new fresh air heating system capable of delivering a large volume of air at high or ambient temperature. Individual controls for each side of car regulate temperature, volume and direction of air. Separate ducting to rear compartments. Air intake and temperature controls are servo operated. Twin 2-speed centrifugal blowers controlled by switch on instrument panel.

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 and spare wheel fully trimmed to protect luggage.

SPARE WHEELS 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. 4½ ins. (193 cm.), overall height 4 ft. 6½ ins. (137 cm.), ground clearance 6½ ins. (16.5 cm.), turning circle 37 ft. (11.3 metres), kerbside weight 35 cwt. (1778 kg.).



J A G U A R C A R S L T D · C O V E N T R Y · E N G L A N D

The issue of this catalogue does not constitute an offer. Jaguar Cars Ltd., reserve the right to amend specifications without notice.

Printed in England by W. W. Curtis Ltd. Coventry