The Jaguar Mark X, 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 development culminating in the creation of the finest car yet to be produced in the Jaguar big saloon tradition—the Jaguar Mark X.

This elegant model is of monocoque construction. It possesses many of the notable characteristics of the widely acclaimed Mark 2 series and it is powered by the world-famous Jaguar XK 'S' Type 3.8 litre twin overhead camshaft engine with three carburettors. This highly versatile engine by reason of its flexibility, smoothness and silence is ideally suited for use in such a car as the Mark X where every emphasis has been placed upon refinement of performance. Producing 265 horsepower, the engine, save for minor details, is identical with that fitted to the recently introduced 'E' Type Grand Touring Models, and it endows the Mark X with a degree of performance superior even to 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, whilst the luxurious furnishings and appointments include such refinements as reclining seats, folding tables and high efficiency dual-control 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 X provides a special kind of motoring which no other car in the world can offer.
This comprehensive view of the spacious interior shows the luxurious and capacious seating of the Mark X which is upholstered in the finest quality Vauxhall leather hide over deep Dunlopillo foam rubber cushions. Central folding arm rests are fitted both front and rear—Deep pile carpets are fitted throughout. The handsome figured-oak instrument panel provides the same grouped dials and switches which met with such acclaim when introduced on the famous Mark II models.
SPEcIFICATION

ENGINE. 8x8 cylinder twin overhead camshaft 8-litre XK Jaguar S-Type engine. 87 mm bore x 105 mm stroke (8,964 cc = 545.6 cu. in.). Compression ratio 8:1. Triple overhead camshaft. Fuel supplies 965 e.h.p. at 5,600 R.P.M., torque 240 ft. lbs. at 4,300 R.P.M. Three S.U. carburetors, type HD.8 with automatic choke control. Forced lubrication by submerged pump system incorporating a new flow filter. Chrome iron cylinder block fitted with dry type cylinder liners. Special 'straight-line' camshaft head of high tensile aluminum alloy featuring hemispherical combustion chambers and twin overhead camshaft operating large valves of 1.85 inches included angle. Aluminum alloy pistons. Steel connecting rods fitted with lead insert big end bearings. 2.1 inches diameter counterbalanced crankshaft carried on seven large main bearings. Pressurised cooling system with thermostatic control.


SPACING-FORE. Independently developed suspension incorporating semi-elliptic wishbones and coil springs with telescopic shock absorbers. Anti-roll bar located between lower wishbones.

SPACING-BACK. Fully independent, rear suspension incorporating, on each side, a lower transverse tubular link pivoted at the wheel centerline, and upper link adjustable in two different planes: one at the wheel centerline, and one at the body centerline. Both springing means embodying a telescopic hydraulic damper provide the suspension requirements. The entire assembly together with the differential case is mounted in an easily detachable subframe which is located in the body structure by rubber mountings.

DRAkES. Disk brake-type disc brakes featuring quick change pads, are fitted to all four wheels. Front brakes fitted on wheel hubs, rear brakes fitted inboard of halfshafts adjacent to differential case. Discs 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. Brakepedal 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 supplied by hydraulic pressure from a pump driven from the rear of the engine. 17-in. diameter steering wheel adjustable for reach. WHEELS AND TYRES. Pressed steel bolts on disc wheels fitted with Dunlop 7x10 x 14 in. Road Speed tires.

FUEL SUPPLY. Twin petrol tanks—one in each rear wing—with a total capacity of 29 gallons. Each tank has a submerged type electric pump operating on the re-circulation principle. Fuel pumps incorporated in fuel supply lines. Tank changeover switch mounted on fuel panel and fuel gauge records content of fuel in use. Low level warning light incorporated in speedometer dial. The separate filters to each tank are concealed beneath the body cover.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas 12 volt battery. 60 amper/hour at 70 hour rate with copper voltage control. Ventilator dynamo. Sidelamps. Four headlamps controlled by foot operated dipswitch. Separate lever for actuating headlamp flashing. Separate step/steer, direction and reflector units of usual type, to be assembled. Twin reversing lamps. Self exciting flashing direction indicator with warning lamps. Indicators and headlamp switches illuminated by concealed lighting controlled by a two position dimmer switch. Concealed rear reading lamp beneath centre rear rail in front compartment. Twin courtesy lights above the centre door pillar operated either manually by switch on instrument panel or automatically by any of the four doors. Luggage boot illumination controlled by automatic switch. Rear light with luminous indicator. Twin blended rear lights. Twin 150-watt headlamps. Twin 50-watt self-pumping wipers. Electrically operated windscreen wipers. Starter motor. Vacuum and centrifugal automatic ignition advance. Oil pressure gauge. 6-in. diameter speedometer incorporating total trip and distance recorder. 5-in. diameter electronically 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. Steel all-steel four-door five-seater saloon of monocoque construction providing maximum rigidity with minimum weight. Large semi-elliptic rear screen with dual pillars and semi-elliptic rear window for maximum visibility front and rear. The semi-elliptic rear screen does not interfere with ease of entry and exit. Wide view rear mirror. Chromed plated window frames on all four doors which are hinged at their forward end and fitted with bread strip. Initial opening of doors assisted by use of tension bars to front doors and springs to rear doors. Special door handles incorporating push buttons designed to prevent freezing up in extremely cold conditions. Some upholstery in front quality turned leather hide over deep Dearle leather from camel skin. Covered type front seats, fitted with central folding armrests. Combination of deep seat, seat, and backrest cushions on the passenger side, a loose compartment with an interior light and horizontal lid. A large parcel shelf runs the full width of the car. Separate upholstery beneath the parcel shelf contains a radio and speaker (optional extra) together with the heater controls and a very large ashtray. When the radio is fitted, the speaker grille is retained and the radio control panel is operated by a small control knob on the steering column. Two spare wheels, one semi-circular in rear wing, and one semi-circular in rear quarter. Front and rear doors incorporate large pedals and armrests. Central folding armrests in rear compartment. Sun visors. Deep padded overhead thick felt underlay. Heavy duty rubberised bumpers with central rubberised cushion. Detachable, forward opening bonnet.

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

LUGGAGE ACCOMMODATION. Large luggage accommodation is provided in an extremely large rear boot of 29 gallons capacity. Illumination is provided by an automatically controlled interior light operated by a switch on the fascia which is counterbalanced by tension 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. Extraneous jacking points, 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. track front 4 ft. 10 ins., track rear 4 ft. 10 ins., overall length 19 ft. 13 ins., overall width 6 ft. 4 ins., overall height 4 ft. 10 ins., ground clearance 4 ft. 6 ins., turning circle 37 ft., kerb weight 30 cwt.
Typical of the luxurious appointments of the Mark X are the generous flush-fitting figured-elm tables incorporated in the rear of the front seats, each of which is complete with a large rectangular mirror. Also shown are the large capacity ashtrays. High volume heating to the rear compartment is provided by a completely new heating and demisting system.
NEW GRACE...NEW SPACE...NEW PACE