



THE NEW JAGUAR

420



THE JAGUAR 420 MODEL

a magnificent addition to the Jaguar medium size saloon car range

Salient features of the Jaguar 420

- New twin carburettor version of the 4.2 litre XK engine — developing 245 B.H.P. and 282 lbs./ft. torque to give increased acceleration and top gear performance throughout speed range.
- New engine cooling system incorporating a cross-flow type tube and fin radiator block, fluid drive speed-control fan and improved design of water pump.
- Alternating current electrical system incorporating alternator to provide increased current supply over a wide range of engine speeds. Pre-engaged type starter motor to facilitate starting in extremely low temperatures.
- New impulse-driven revolution counter.
- New transistorised electric clock.
- Jaguar 4 speed all synchromesh gearbox with or without over-drive or Borg Warner Model 8 automatic transmission featuring dual drive ranges.
- More powerful Girling servo-assisted disc brakes on all four wheels featuring separate hydraulic circuits to front and rear brakes.
- 'Varamatic' varying ratio power steering is available (optional extra).
- Full air conditioning equipment available as an optional extra.
- Fully independent suspension of all four wheels.
- Four door, five seater body of integral construction with luggage capacity of 19 cu. ft.
- New front end styling incorporating four head-lamp lighting system.
- New design of radiator grille.
- New interior styling featuring protective surrounds to fascia panel, parcel shelf and door cappings. Electric clock mounted in centre of lower windscreen rail.
- New design of wheel finishers.

Jaguar now proudly introduce an important addition to the medium size saloon car range, the impressively styled Jaguar '420' which, within its compact dimensions, provides a spacious and luxurious 5 seater interior equipped with every refinement for the comfort of driver and passengers alike.

The Jaguar '420' is powered by the advanced design 4.2 litre version of the world famous 'XK' engine, has fully independent suspension and disc brakes all round and incorporates in its comprehensive specification a host of important technical features which, together with its styling and interior refinements, combine to give that "special kind of motoring which no other car in the world can offer".



JAGUAR

Grace...Space...Pace



THE JAGUAR 420 SPECIFICATION

ENGINE. 6 cylinder, twin overhead camshaft, 4.2 litre Jaguar XK engine, 92.07 mm. bore x 106 mm. stroke (3.625" by 4.1732"). Cubic capacity 4235 c.c. (258.43 cu. ins.) Compression ratio 8:1. Power output 245 b.h.p. at 5,500 r.p.m. Torque 282 ft./lbs. at 3,750 r.p.m. Twin 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. 2 1/2 ins. diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurised cooling system with thermostatic 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. Borg and Beck diaphragm spring clutch with hydraulic operation. Needle bearing propeller shaft. Hypoid rear axle with limited slip differential.

TRANSMISSION. (Overdrive model). As above, with addition of a Laycock de Normansville 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. Needle bearing propeller shaft. Hypoid rear axle with limited slip differential.

TRANSMISSION. (Automatic Transmission model). Borg Warner Model 8 automatic transmission with dual drive range D1/D2. Gear ratios: Top, 3.11 - with torque conversion 6.62; Intermediate, 4.83/9.66; Low, 7.95/15.90; Reverse, 6.62/13.24. Gear selector on steering column. Needle bearing propeller shaft. Hypoid rear axle with limited slip differential.

SUSPENSION—FRONT. Independent suspension incorporating semi-trailing wishbones and coil springs with telescopic dampers. Anti-roll bar between lower wishbones. Suspension assembly and steering gear are mounted on a separate subframe which is itself located in the body by rubber mountings.

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. 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. System is divided into two entirely independent hydraulic circuits to front and rear brakes. Operation is by suspended vacuum tandem type servo operated by a master cylinder and reaction valve. Handbrake with automatic adjustment operates on rear wheels only. Combined handbrake "on" and brake fluid level warning light.

STEERING. Re-circulating ball type steering with 17 in. diameter two spoke steering wheel adjustable for reach. Left or right hand steering optional. Turning circle 33 1/2 ft. Available as an optional extra is the Jaguar-Bendix developed "Variable" Power Steering. Ratio 21.5 to 1 in straight ahead position varying to 13 to 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.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels fitted with Dunlop SP41 tyres and tubes. Wire spoke wheels available as an optional extra. Spare wheel and tyre.

FUEL SUPPLY. Two separate tanks—one in each rear wing—total capacity 14 gallons. Two electrically operated S.U. fuel pumps (one for each tank) controlled by change-over switch on instrument panel. The separate fillers to each tank are concealed beneath individual 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 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 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-engaged starter motor. Vacuum and centrifugal automatic ignition advance. Oil coil ignition. 5 ins. diameter speedometer incorporating total trip and distance recorder. 5 ins. diameter impulse driven revolution counter. Separate transistorised time clock centrally mounted in padded screen rail. Ammeter, electrically operated oil pressure gauge, water temperature gauge, fuel gauge, combined handbrake "on" and brake fluid level warning light.

BODY. All steel, four door, five seater saloon. Integral body-chassis construction providing maximum rigidity with minimum weight. Large zone-toughened 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 or exit. Wide view rear mirror incorporating dimmed image position. Chromium-plated window frames to all doors. Chrome finishers on rain guttering and top of door wrist rail. Seats upholstered in finest quality leather hide over deep foam rubber cushions. Front seats have combined height and reach adjustment and reclining squabs. Central folding armrests front and rear. Padded safety screen rail with centrally mounted transistorised time clock. Polished figured walnut instrument panel with heavily padded surround features revolution counter and speedometer positioned directly in front of driver, and separate instruments for oil pressure, water temperature, fuel gauge and ammeter. The panel also contains, on the passenger's side, a glove compartment with interior light and lockable lid. A large padded parcel shelf runs the full width of the car beneath the instrument panel and houses the heater temperature control in its forward edge. A separate housing beneath the instrument panel contains a radio and speaker (optional extra) together with 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 large pockets and armrests, whilst the rear doors also contain ashtrays. Sun visors. Deep pile carpets over thick felt underlay. Heavy duty wrapround bumpers with over-riders. "Zero-torque" door locks enable doors to be closed easily and quietly. Seat belt anchorage points are incorporated for both front and rear seats.

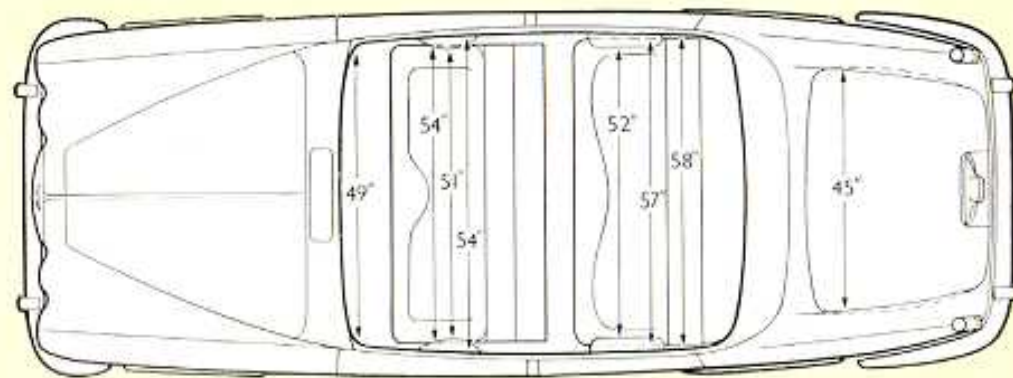
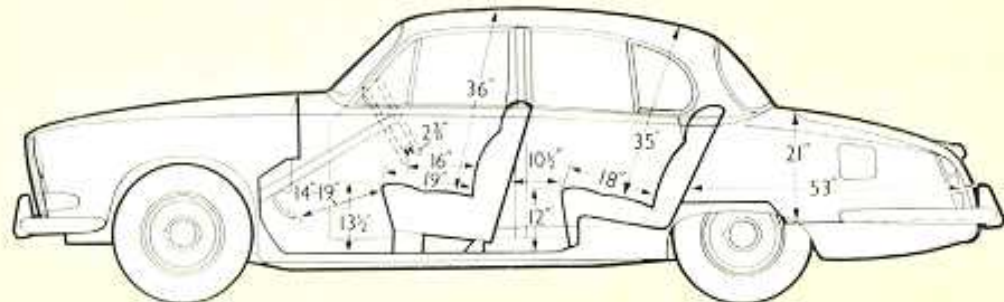
HEATING AND DEMISTING. High efficiency fresh air heating system capable of high temperature and volume supply to front and rear compartments. Separate control regulates supply to rear compartment. Air intake vents and heater valves are vacuum servo assisted. Two-speed fan controlled by switch on instrument panel.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in a capacious compartment of 19 cu. ft. capacity. The lid is counter-balanced for ease of operation. Interior of compartment illuminated by night by a separate lamp. Compartment fully trimmed to protect luggage.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the luggage compartment 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. Jack and wheel brace (or wheel hammer on wire wheel models) housed in luggage compartment.

JACKING. Exterior jacking points, front and rear, enable car to be lifted with the minimum of effort by means of the jack provided.

PRINCIPLE DIMENSIONS. Wheelbase 8 ft. 11 1/4 ins., track front 4 ft. 7 1/4 ins., track rear 4 ft. 6 1/4 ins., overall length 15 ft. 7 1/4 ins., overall width 5 ft. 6 1/4 ins.



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

GREATER POWER AND ADDED LUXURY IN A CAR OF COMPACT DIMENSIONS