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 headlamp lighting system.

- New design of radiator grille.

- New interior styling featuring protective surrounds to facia 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”.
THE JAGUAR 420 SPECIFICATION

ENGINE. 6 cylinder, twin overhead camshaft, 4.2 liter Jaguar XK engine, 92.97 mm bore x 106 mm. stroke, 3.625" x 4.172", Cubic capacity 4235 c.c. (258.4 cu. ins.) Compression ratio 8.1:1. Power output 245 b.h.p. at 5500 r.p.m. Torque 282 lbs. ft. at 2500 r.p.m. Twin S.U. carburetters, 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 aluminum alloy featuring hemispherical combustion chambers and twin overhead camshafts operating large valves of 70° included angle. Aluminum alloy pistons. Steel connecting rods fitted with lead induct head bearings. 22 mm diameter counterweighted crankshaft carried on seven large lead bearing journals. Pressurised cooling system with thermostatic control and viscous-coupling fan.

TRANSMISSION. (Manually operated gearbox). Four-speed single helical all-synchronmesh gearbox. Gear change lever on floor between front seats. Gear ratios: 1st, 10.76; 2nd, 5.95; 3rd & 4th, 3.54; Top, 2.35. Borg and Beck slip-lag 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 Normanville overdrive controlled by a lever mounted on the steering column. Gear ratios: 1st, 11.46; 2nd, 7.44; 3rd, 2.00; Top, 1.77; Overdrive, 2.91; Reverse, 13.16. Needle bearing propeller shaft. Hypoid rear axle with limited slip differential.


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

SUSPENSION—REAR. Fully independent rear suspension incorporating on each side, a lower transverse tubular link connected to the main body and sub-frame adjacent to the differential case and, above this, a half shaft universally jointed at each end. These serve to locate the axle in a transverse plane. Longitudinal location is provided by the rubber mountings locating the sub-assemblies 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. The whole assembly together with the differential unit is carried in an easily detachable subframe 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 to the frame behind the wheel hubs. discs are fitted inboard of half shafts adjacent to the differential unit. System is divided into two entirely independent hydraulic circuits to front and rear brakes. Operation is by way of vacuum assisted master cylinder operating a separate caliper and remote valve. Handbrake by automatic adjustment operates on rear wheels only. Combined handbrake "on" and brake fluid level warning.

STEERING. Recirculating ball type steering with 17 in. diameter, two spoke steering wheel adjustable for reach. Left or right hand steering optional. Turning circle 38 ft. Available as an optional extra is the Jaguar-bevelled "Varomatic" Power Steering. Ratio 21.5 to 1 in straight ahead position, increasing to 13.1 at full lock, 2.73 turns lock to lock. Power supplied by vacuum 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 SP44 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 filters 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. Side lamps. Four headlamps controlled by foot operated dip-switch. Separate lever for actuating headlamp flasher. Separate stop light, dagger light and reflector units mounted in a single assembly. Two reversing lamps. Self-cancelling flashing direction indicators with warning lights. Instruments and toggle switches illuminated by interior lighting controlled by a two-position dimmer switch. Concealed map-reading lamp beneath screen in front compartment. Courtesy lights above the centre door pillar, and above rear window, operated either manually by switches 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-windscreen wipers. Electrically operated windscreen washers. Pre-engaged starter motor. Vacuum and centrifugal automatic ignition advance. Oil level gauge. 5 ins. diameter speedometer incorporating total trip and distance recorder. 5 ins. diameter revulsion driven revolution counter. Separate transversely position 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.

BODY. All steel, four door, five seat saloon. Integral body-chassis construction providing maximum rigidity with minimum weight. Large one-piece windscreen with slim pillars and semi-swept rear window for maximum visibility front and rear. Semi-swept rear windscreen does not interfere with ease of entry or exit. Wide view rear window incorporating dimming image projection. Chromium-plated window frames to all doors. Chrome finishers on rain guttering and top of door window rail. Seats upholstered in finest quality leather hide over deep foam rubber cushions. Front seats have been designed height, reach and backrest adjustment and red-lined squats. Central folding armrests front and rear. Padded safety screen rail with centrally mounted automatic transaxle clock. Polished figured walnut instrument panel with heavily padded surround features revolution and speedometer position directly in front of driver, and separate instruments for oil pressure, water temperature, oil gauge and ammeter. The panel also incorporates, on the passenger’s side, a glove compartment with interior light and locking 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 unit, in addition to the steering column. When no radio is fitted, the speaker grille is retained and the radio cabinet 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 pyle carpets over thick felt underlay. Heavy duty rubberised bumpers with overriders. "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 both front and rear compartments. Separate control regulates supply to rear compartment. Air intake vents and heater valve in the vacuum system assisted. Two-speed fan controlled by switch on instrument panel.

LUGGAGE ACCOMMODATION. Luggage accommodation is provided in a spacious compartment of 19 cu. ft. capacity. The lid is counter-balanced for ease of operation. Interior of compartment illuminated by light by a separate lamp. Compartment fully lined 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 specially 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 jacks provided.

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

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GREATER POWER AND ADDED LUXURY IN A CAR OF COMPACT DIMENSIONS