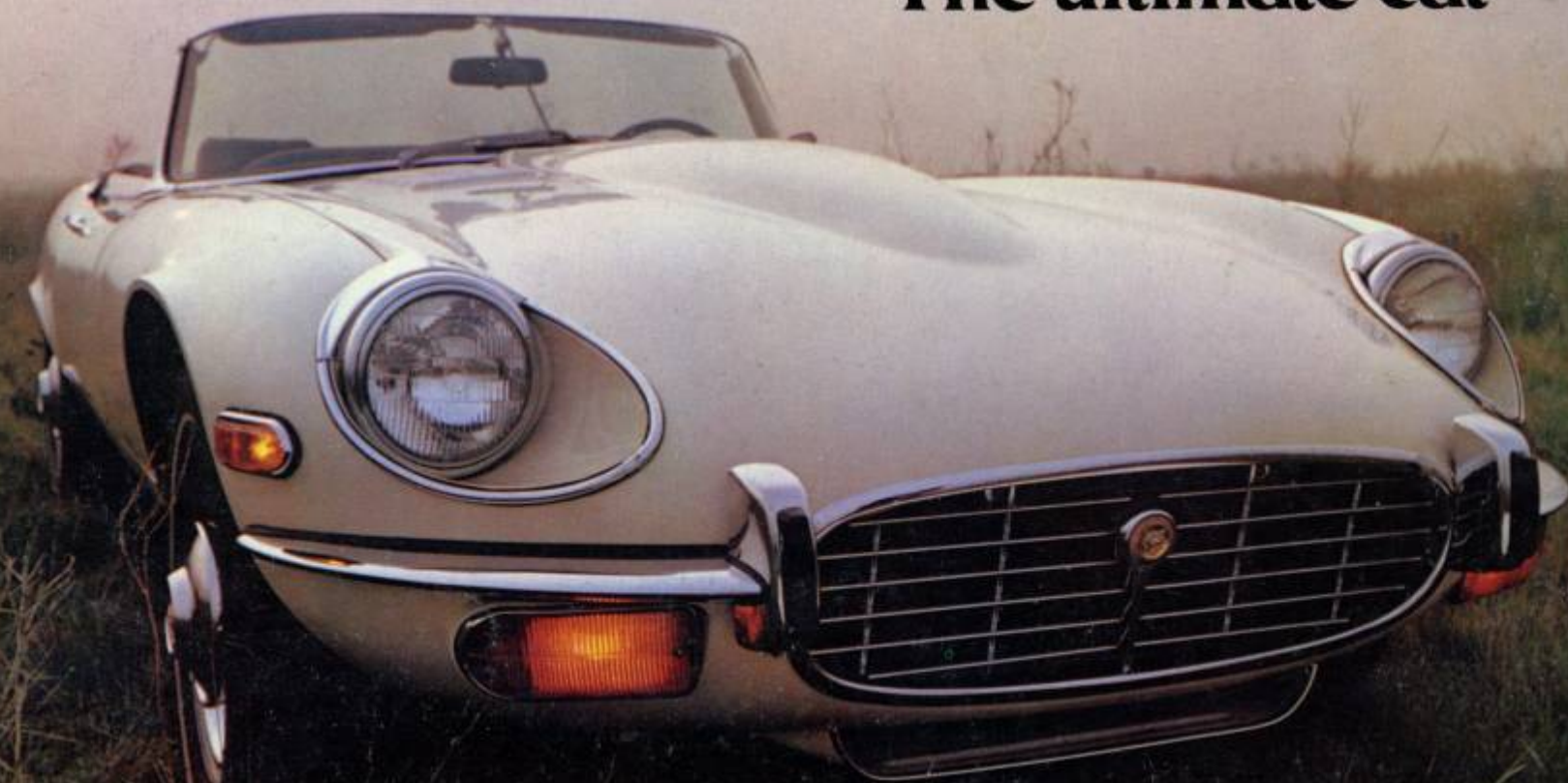
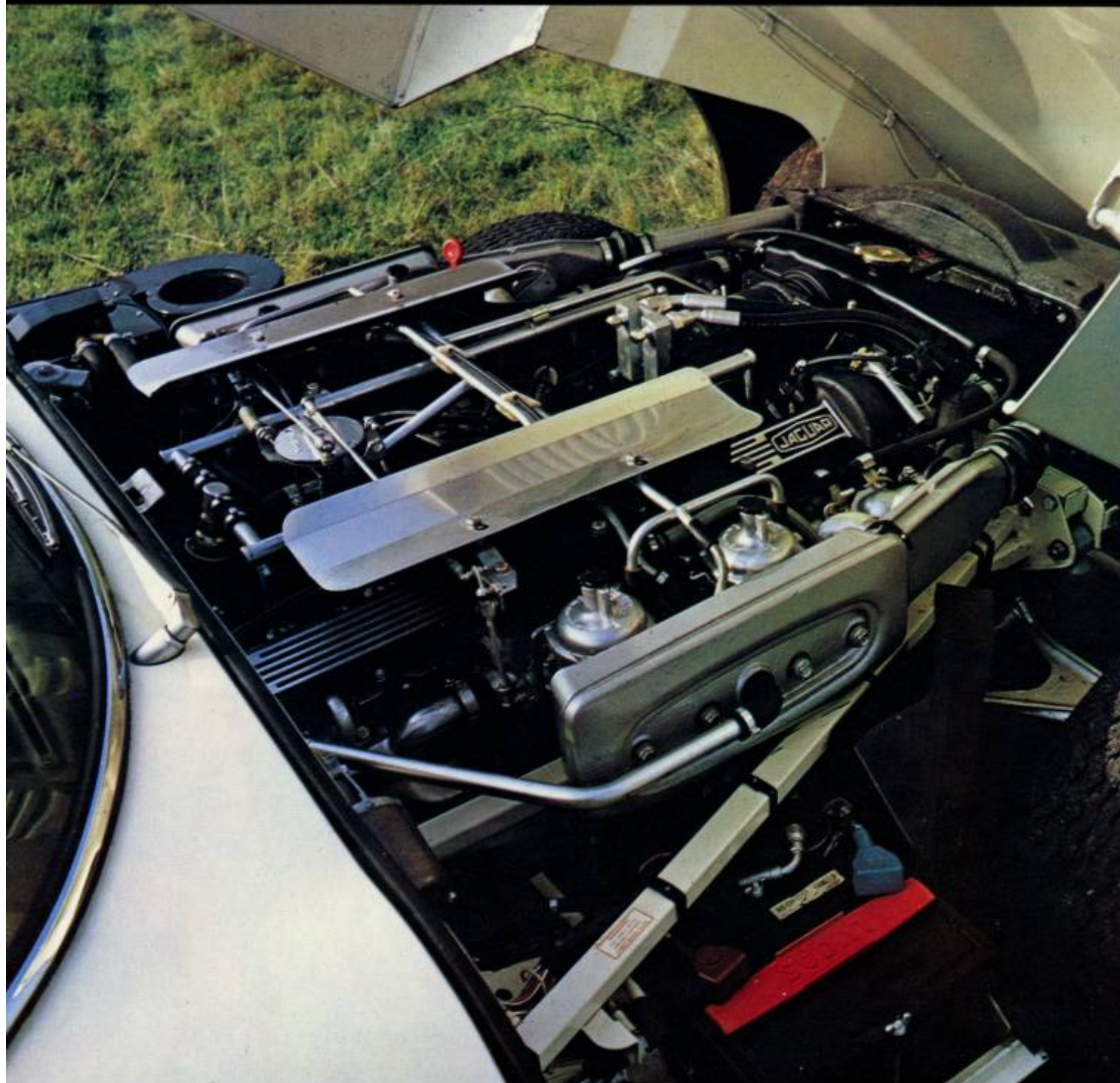


**Jaguar V-12:
The ultimate cat**



The Jaguar V-12 engine. The objective of Jaguar, in its engineering of the V-12 engine, was smoothness of engine performance. Not brute power □ Because of its inherent balance, the engine idles in near silence with virtually no vibration. It powers the Jaguar to 60 m.p.h. in 6.8 seconds with such sinuous grace that one hardly experiences a sensation of motion. And even at full 6500 rpm there is an eerie absence of engine noise □ Of significance is its power to displacement ratio. Jaguar's V-12 displaces only 326 cubic inches and yet develops 314 horsepower □ Of additional significance is its power-to-engine weight ratio. The total engine weight: an unexpected 680 pounds. Reason: the Jaguar V-12 engine is almost all aluminum □ The V-12's flat head design (with a single camshaft per bank as a natural corollary) was chosen only after tests with various designs plus previous experience gained with Coventry Climax racing engines. The V-12's flat head design produces excellent torque throughout the lower and middle speed ranges. This is especially useful in today's city-to-thruway kind of driving □ The bore/stroke measurements are also rather unusual—a 3½-inch bore and a 2¾-inch stroke. This means the cylinder is unusually wide and the piston stroke unusually short. The advantage: it provides lower piston speed for longer engine life □ Another revolutionary development: a transistorized ignition system. This system, race-proven in Formula 1 cars, employs a new electronic distributor that eliminates all contact points. With no contact points to wear or foul, a major cause of engine tune-ups is eliminated. (Incidentally, an out-of-tune engine is a major cause of engine pollution.) □ Every single V-12 engine—not just an occasional one—is thoroughly and exhaustively tested. Besides individual testing of components, each engine with its clutch and gearbox is bench-tested as a unit—not once but several times. (Final engine approval, of course, is reserved until 2 different road tests by 2 different crews.) □ This then is Jaguar's latest contribution to automotive history: the new V-12. In our opinion, it is the finest production engine in any automobile, regardless of size, regardless of price.



The Jaguar 2 + 2.

The 2 + 2, like all Jaguars, takes 8 full weeks to build. It is, of course, a sports car. An enclosed sports car with a host of amenities for touring in the grand style.

The suspension system.

All four wheels are fully independently suspended. A bump on one does not lift another. This isn't mere creature comfort—although it is comfortable—it is creature safety. Moreover, new front-end "anti-dive" geometry, plus torsion bars, has been introduced into the suspension system to make the 2 + 2 sure-footed. And for even surer footing, the track has been appreciably widened.

The steering.

When you turn the wheel, you turn the wheels. No more. No less. The steering is power-assisted rack-and-pinion with 3.5 turns lock-to-lock. And the steering column is adjustable. For extra maneuverability, the turning circle has been reduced from 41 to 36 feet.

The amenities.

The reclining bucket seats are upholstered in top-quality leather of matching color and grain. They fold forward to facilitate entrance and exit to the back seat.

The back seat, in turn, pivots forward to add extra room to the already generous luggage space. A wide-swinging rear door, with an interior release, provides quick and easy access to the luggage compartment.

A most important amenity: a new flow-through ventilation system with an air extractor louver situated on the car's rear panel.

The Jaguar 2 + 2. The ultimate cat. With a permanent roof.







The Jaguar Convertible.

Several changes have been made in the Convertible enhancing its design. The bumper-brakelight assembly, for example, has been restyled so the lights are now an integral part of the wrap-around bumper. And underneath the bumper is an impressive array of tail-pipes.



The Convertible now measures 15 feet 4 inches in overall length. This adds several extra inches of leg room and trunk room. In addition, doors have been widened to provide for easy entrance and exit.



The newly designed all-weather top can be quickly and easily raised or lowered. It's so snug-fitting you're comfortable even in the most severe weather conditions.

The Jaguar Convertible. The ultimate cat. With a folding top.



JAGUAR V-12 SPECIFICATIONS

ENGINE

12-cylinder water-cooled aluminum 60-degree "V" with overhead camshafts (1 per bank).
3-plane, 7-bearing crankshaft.
Exhaust and evaporative emission control.
Compression ratio: 9:1
Bore: 3.543 in.
Stroke: 2.756 in.
Stroke/bore ratio: 0.779:1
Displacement: 5343 c.c. (326.06 cu. in.)
Horsepower: 314 b.h.p. gross at 6,200 r.p.m.
Torque: 349 lb./ft. gross at 3,800 r.p.m.
Ignition: Opus Mark II Electronic System consisting of electronic distributor with timing rotor, amplifier unit, ballast resistance unit, and special high performance coil.
Carburetion: Four Zenith-Stromberg 175 CD2SE carburetors.
Fuel Pump: 1.5 p.s.i. S.U. electric.
Fuel Tank Capacity: 20.25 U.S. gallons.
Sump Capacity: 11.5 quarts.

TRANSMISSION — Manual:

Four-speed all synchromesh.
Clutch: Diaphragm spring-type Borg & Beck 10.5 in. with hydraulic actuation.
Limited slip differential.
Rear Axle Ratio: 3.54:1.
Overall Gear Ratios: First 10.38:1, Second 6.75:1, Third 4.92:1, Fourth 3.54:1, Reverse 11.95:1.

TRANSMISSION — Automatic (Optional):

Borg Warner three-speed fully automatic with torque converter.
Limited slip differential.
Rear Axle Ratio: 3.31:1.
Overall Gear Ratios:
1 6.82 — 13.24
2 4.8 — 9.6
Drive: 6.62:1 with torque conversion.

STEERING:

Rack-and-pinion, power assisted. Adjustable steering column.
Steering Ratio: 18:1.
Turns lock to lock: 3.5.
Turning Circle: 36 feet.

SUSPENSION:

Front: Independent transverse wishbones with torsion bars, monotube hydraulic shock absorbers, and anti-roll bar. Incorporates "anti-dive" geometry.
Rear: Wishbones with drive shaft forming upper link, radius arms, monotube hydraulic shock absorbers inside coil springs, and anti-roll bar.

BRAKES:

Power-assisted 4-wheel disc brakes.
Front: 11.18 in. diameter ventilated discs.
Rear: inboard 10.38 in. diameter solid discs.

ROAD WHEELS:

Ventilated pressed steel, 15 in. diameter fitted with Dunlop E70VR 15 SP sport radial-ply tires.

PERFORMANCE DATA:

Maximum Speed: 135+ m.p.h.
Acceleration: 0-60 m.p.h. — 6.8 sec.
Standing Quarter Mile: 14.8 sec.
Road Speed at 1,000 r.p.m. in top gear:
Manual gearbox: 21.4 m.p.h.
Automatic: 22.9 m.p.h.

ELECTRICAL:

Negative ground, 12-volt system.
Battery rating: 60 amps at 20 hours.
Alternator: 60 amps.

INSTRUMENTS:

Speedometer with trip odometer.
Electric tachometer.
Battery indicator, oil pressure, water temperature, and fuel gauges.
Clock.
Manual choke.
High-pressure electrically operated windshield washer.
Brake fluid/handbrake, oil pressure, direction indicator, emergency flasher, and choke-control warning lights.
Door-operated courtesy and map-reading lights.
All instruments and switches set in no-glare, padded dash.

BODY:

All-steel monocoque construction with separate engine sub-frame.
Convertible: 2 passenger. Quick-folding top.
2+2: 2-4 passenger with fully upholstered rear seat; rear seat pivots forward to increase luggage compartment area to maximum length of 52.5 inches.

INTERIOR:

Semi-reclining bucket seats leather-faced with ambience panels on non-wearing surfaces.
Inertia-reel seat belts.
Cigarette lighter and ashtray.
Lockable glove box and console.
Ambience-trimmed interior.
Fitted carpet with rubber inserts.

OPTIONAL EQUIPMENT:

Automatic transmission.
Factory-installed air conditioning.
Solid-state AM/FM pushbutton radio.
Whitewall radial-ply tires.
Chrome wire wheels (requires tubed tires).
Tinted glass.
Electrically heated rear window (2+2 only).
Removable hardtop (Convertible only).

JAGUAR CARS CONFORM TO U.S. FEDERAL MOTOR VEHICLE SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT THEIR DATE OF MANUFACTURE.

SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.

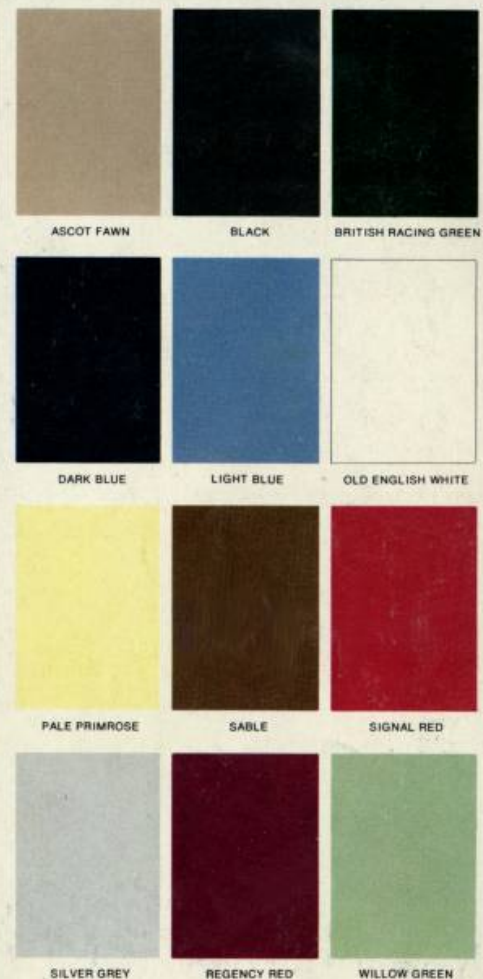


BRITISH LEYLAND MOTORS INC.,
LEONIA, NEW JERSEY 07605

MAIN DIMENSIONS:

Overall length: 184.38 in.
Overall height: Convertible, 48.13 in. 2+2, 51.13 in.
Overall width: 66.06 in.
Wheelbase: 105 in.
Track at Front: 54.38 in.
Track at Rear: 53.75 in.
Ground Clearance (minimum): 5.38 in.
Weight: 3435 lbs.
Trunk Capacity: Convertible—4.75 cu. ft.
2+2—9.5 cu. ft.—12.5 cu. ft.

BODY COLORS:



COLOR COORDINATED INTERIOR TRIM AVAILABLE.