



JAGUAR "E" TYPE

Background of Fame

No more famous background can be found anywhere than that which lies behind the Jaguar 'E' Type G.T. (Grand Touring) Models. Developed from the famous 'C' Type and 'D' Type Sports Racing Cars with their illustrious records of successes on the racetracks of the World, the 'E' Type G.T. Models are presented as elegant and luxuriously appointed road vehicles having an outstanding road performance and incorporating very many features derived from the vast store of experience gained in international competitive events.

Thus, the monocoque form of construction incorporating a steel, stressed shell body with sub-frames for engine and rear components, stems directly from the famous 'C' and 'D' Types, whilst an entirely new development is the unique system of independent rear suspension which is the result of many years of research and trial.

The power unit is the world-famous XK 'S' Type 3.8 litre twin overhead camshafts engine, with three carburetors, which produces 265 horsepower and affords a road performance in which ultra rapid acceleration and high maximum speeds are matched by superlative braking power and the highest degree of controllability. Together, these attributes invest the 'E' Type G.T. with an extraordinarily high factor of safety.

A study of the complete specification contained in this catalogue will reveal that, in every particular, from basic principles to minute details, the Jaguar 'E' Type G.T. is, in truth, the most advanced sports car in the world.



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

ENGINE. Six cylinder twin overhead camshaft 3.8 liter XK Jaguar "S" type engine. 87 mm. bore - 106 mm. stroke (3.425 ins. x 4.1732 ins.). Cubic capacity 3781 c.c. (230.6 ins.). Compression ratio 9 : 1 (8 : 1 optional). Power output (9 : 1): 265 h.p. at 5,500 r.p.m.; torque: 260 ft.-lbs. at 4,000 r.p.m. Three S.U. carburetors, type HD8 with manual choke control. Forced lubrication by submerged pump system incorporating a full flow filter. Chrome iron cylinder block fitted with twin cylinder liners. Special "straight part" 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. Solid connecting rods fitted with lead medium big end bearings. 2 1/2 ins. diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurized cooling system with thermostatically controlled electrically driven fan.

TRANSMISSION. Manually operated four speed, single helical synchromesh gearbox. Centrally positioned change lever. Synchromesh on 1st, 3rd and Second gear ratios. Borg and Beck 10 in. single dry plate clutch with hydraulic operation. Handy Spicer needle bearing propeller shaft. Hypoid rear axle fitted with limited slip differential. Ratios 3:1:1. Optional ratios: 2.93, 3.07, 3.54. Differential unit mounted in sub-frame carrying the rear suspension.

SUSPENSION—FRONT. Independent front suspension incorporating transverse wishbones and torsion bars controlled by telescopic hydraulic dampers. Anti-roll bar fitted to lower wishbones.

SUSPENSION—REAR. Fully independent rear suspension incorporating, on each side, a lower torsion tubular link pivoted at the wheel carrier and sub-frame adjacent to the differential case and, above this, a halfshaft 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 halfshafts adjacent to differential unit. Bellows 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. Centrally positioned handbrake operates on rear wheels only. Brake fluid level warning light operates on both systems.

STEERING. Rack and pinion. 16 ins. steering wheel with separate adjustments for height and reach. Number of turns, lock to lock, 2 1/2. Turning circle, 33 ft. diameter.

WHEELS AND TYRES. Wire spoke wheels with centre lock hubs fitted with Dunlop 6-40 x 15 type RS 5 tyres and tubes. Dunlop R 5 racing tyres available as optional equipment. 6-00 x 15 front. 6-50 x 15 rear on special wheels.

FUEL SUPPLY. By Lucas electric pump fitted into tank of 14 Imperial gallon capacity. Petrol filter incorporated into fuel line and located in engine compartment.

ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS. Lucas 12 volt system. Large capacity battery giving 57 amp-hours at 10 hour rate with current voltage control. Ventilated dynamo. Eight fuse control box, fully labelled, located behind hinged central fascia panel for ease of access. Side lamps. Lucas PL 700 head lamps with hand-operated dipping control on fascia. Separate rear actuating head lamp fascias. Separate Stop-Tail direction and reflector units mounted in a single assembly. Rear number plate lamps. Flashing direction

indicators with self-cancellation and warning light on fascia. Instruments and labelled switches illuminated by internal floodlighting controlled by a two-position dimmer switch. Map reading light. Interior light. Twin-blended note horns. Triple blade two-speed self-parking windshield wiper unit. Electrically-operated windshield washers. Cigar lighter with luminous socket. Starter motor. Vacuum and centrifugal automatic ignition control. Oil cut ignition. 3 ins. diameter 160 m.p.h. speedometer incorporating total and trip distance recorders. 5 ins. diameter electrically-operated revolution counter incorporating an electric clock. Ammeter. Electrically-operated water temperature gauge, oil pressure gauge, fuel gauge with low level warning light. Choke warning light. Combined handbrake and brake fluid low level warning light. Wiring harness in quickly detachable front body section connected to main circuits through an eight-pin connector mounted on engine compartment bulkhead.

BODY CONSTRUCTION. Stressed steel shell body of unique patented monocoque construction. Front sub-frame of square section steel tubing carries engine unit, suspension and forward hinged front section.

BODY—FIXED HEAD COUPE. Two door two seater body of extremely low drag characteristics resulting from extensive wind tunnel testing. Counterbalanced forward opening front section provides excellent accessibility to all mechanical components. Large counterbalanced panel at rear, with release catch located in car, incorporates rear window and gives unobstructed access to luggage compartment, spare wheel and tools. Lipped shell provided immediately behind seats for small parcels, etc., and whole of body behind seats available for luggage. Hinged luggage retainer at front of compartment drops down to increase floor space if required. Large window area together with wraparound windscreen and thin screen pillars provide superb all round visibility. Door lights completely concealed within doors when fully lowered. Hinged rear quarter lights act as air extractors if required. Wraparound bumpers with overriders at front and rear. Chrome finishes on rain guttering and windscreen frame. Twin bucket seats, adjustable for reach, upholstered in finest quality Vandyke leather over Dunlopillo foam rubber cushions. Three panel fascia together with screen rail matt grained finished to eliminate reflections. Comprehensive instrumentation with revolution counter and speedometer positioned in front of driver. Central panel contains separate instruments for oil pressure, water temperature, fuel gauge and ammeter, together with row of labelled number switches controlling ancillary equipment. Separate housing beneath gear contains a radio and twin speakers (optional extra) together with an ashtray. When no radio is fitted the speaker grilles are retained and the radio control panel aperture is blanked off with an escutcheon. Panel in front of passenger contains an open-fronted glove compartment and grab handle. Three-spoked polished alloy lightweight steering wheel with wood rim and central horn push. Sun visors for driver and passenger. Wide angle vertically adjustable rear view mirror incorporating anti-dazzle secondary mirror position. Deep pile carpets over thick felt underlay. Special roof lining to roof panel to provide maximum headroom.

HEATING AND DEMISTING. High output fresh air heating and multi-point windshield demisting system incorporating a two-speed fan controlled by switch on fascia. Temperature and volume of air to windshield and rear interior regulated by controls mounted on fascia panel. Ducts direct air to each side of compartment.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot floor in a separate compartment and is readily accessible. The tools are housed in the spare wheel compartment together with the jack and wheel lanner.

JACKING. Centrally located jacking sockets enable the front and rear wheels on either side of the car to be raised simultaneously by means of the manually-operated screw type coil-jack.

PRINCIPAL DIMENSIONS: Wheelbase, 8 ft. 0 ins. Track, front and rear, 4 ft. 2 ins. Overall length, 14 ft. 7 1/2 ins., overall width, 5 ft. 5 1/2 ins. Overall height, 4 ft. 0 ins. Ground clearance (front), 5 1/2 ins. Weight (approx.), 225 cwt.



THE JAGUAR "E" TYPE G.T. FIXED HEAD COUPÉ

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

ENGINE. Six cylinder twin overhead camshaft 3-8 litre XK Jaguar '8' type engine, 87 mm, bore x 106 mm, stroke 13-425 ins. - 4-1732 ins. i.e. Cubic capacity 3781 cc. (120.6 cu. ins.). Compression ratio 9 : 1 (8 : 1 optional). Power output (9 : 1): 265 h.p. at 5500 r.p.m.; torque: 260 ft. lbs. at 4000 r.p.m. Three S.U. carburetors, type HD.8 with manual choke control. Forced lubrication by submerged pump system 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 ins. diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurised cooling system with thermostatically controlled electrically driven fan.

TRANSMISSION. Manually operated four speed, single helical synchronesh gearbox. Centrally positioned change speed lever. Synchronesh on Top, Third and Second gear ratios. Borg and Beck 10 ins. single dry plate clutch with hydraulic operation. Hardy Spicer needle bearing propeller shaft. Hypoid rear axle fitted with limited slip differential. Ratios 3:34 : 1. Optional ratios: 2.93, 3.07, 3.34. Differential unit mounted in sub-frame carrying the rear suspension.

SUSPENSION—FRONT. Independent front suspension incorporating transverse wishbones and torsion bars controlled by telescopic hydraulic dampers. Anti-roll bar fitted to lower wishbones.

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 halfshaft 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 halfshafts adjacent to differential unit. Bellows 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. Centrally positioned handbrake operates on rear wheels only. Brake fluid level warning light operates on both systems.

STEERING. Rack and pinion. 16 ins. steering wheel with separate adjustments for height and reach. Number of turns, lock to lock, 2½. Turning circle, 37 ft. diameter.

WHEELS AND TYRES. Wire spoke wheels with centre lock hubs fitted with Dunlop 6-40 x 15 type RS.5 tyres and hubs. Dunlop RL.3 racing tyres available as optional equipment. 6-40 x 15 front. 6-50 x 15 rear on special wheels.

FUEL SUPPLY. By Lucas electric pump fitted into tank of 14 Imperial gallon capacity. Petrol filter incorporated into fuel line and located in engine compartment.

ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS. Lucas 12 volt system. Large capacity battery giving 37 amp-hours at 10 hour rate with current voltage control. Ventilated dynamo. Eight fuse control box, fully labelled, located behind hinged central fascia panel for ease of access. Side lamps. Lucas PL.700 head lamps with hand-operated dipping

control on fascia. Separate lever actuating head lamp flashing. Separate Stop-Tail direction and reflector units mounted in a single assembly. Rear number plate lamps. Flashing direction indicators with self-cancellation and warning light on fascia. Instruments and labelled switches illuminated by internal floodlighting controlled by a two-position dimmer switch. Map reading light. Interior light. Twin-blended nose horn. Triple blade two-speed self-parking windscreen wiper unit. Electrically-operated windscreen washers. Cigar lighter with luminous socket. Starter motor. Vacuum and centrifugal automatic ignition control. Oil sump ignition. 5 ins. diameter 160 m.p.h. speedometer incorporating total and trip distance recorders. 5 ins. diameter electrically-operated revolution counter incorporating an electric clock. Ammeter. Electrically-operated water temperature gauge, oil pressure gauge, fuel gauge with low level warning light. Choke warning light. Combined handbrake and brake fluid low level warning light. Wiring harness is quickly detachable from body section connected to main circuits through an eight-pin connector mounted on engine compartment bulkhead.

BODY CONSTRUCTION. Stressed shell steel body of unique patented monocoque construction. Front sub-frame of square section steel tubing carries engine unit, suspension and forward hinged front section.

BODY—OPEN TWO SEATER. Two door two seater body of extremely low drag characteristics resulting from intensive wind tunnel testing. The folding hood incorporating a large rear window is of finest quality mohair, mounted on a special frame to permit single handed ejection or stowing. When stowed the hood assembly is completely concealed by a separate detachable cover. Fibreglass detachable handtop available as an optional extra. Handtop can be fitted without removing stowed hood. Counterbalanced, forward opening front section provides excellent accessibility to all mechanical components. Wraparound windscreen and thin pillars provide superb forward visibility. Door lifts completely concealed within doors whilst lower stowed barriers with overriders allow foot and rear door. Twin bucket seats, adjustable for reach, upholstered in finest quality Vuiton leather over Dampkillo foam rubber cushions. Three panel fascia. Facia and screen rail to matt grained finish to eliminate reflection. Comprehensive instrumentation with revolution counter and speedometer positioned in front of driver. Central panel contains separate instruments for oil pressure, water temperature, fuel gauge and ammeter, together with a row of labelled turner switches controlling ancillary equipment. Separate housing beneath panel contains a radio and twin speakers (optional extra) together with an aperture. When no radio is fitted, the speaker grilles are retained and the radio control panel assembly is blanked off with an escutcheon. Panel in front of passenger contains an open-fronted glove compartment and grab handle. Three-spoked polished alloy lightweight steering wheel with wood rim and central horn push. Wide angle vertically adjustable rear view mirror incorporating anti-dazzle secondary mirror position. Deep pile carpets over thick felt underlay. Luggage accommodation provided in tail of car. Luggage boot lid controlled from inside the car.

HEATING AND DEMISTING. High output fresh air heating and multi-point windscreen demisting system incorporating a two-speed fan controlled by switch on fascia. Temperature and volume of air to windscreen and car interior regulated by controls mounted on fascia panel. Ducts direct air to each side of compartment.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot 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.

JACKING. Centrally located jacking sockets enable the front and rear wheels on either side of the car to be raised simultaneously by means of the manually-operated screw type easy-lift jack.

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft. 0 ins. Track, front and rear, 4 ft. 2 ins. Overall length, 14 ft. 7½ ins., overall width, 5 ft. 5½ ins. Overall height, 4 ft. 0 ins. Ground clearance (laden), 5½ ins. Dry weight (approx.), 22½ cwt.

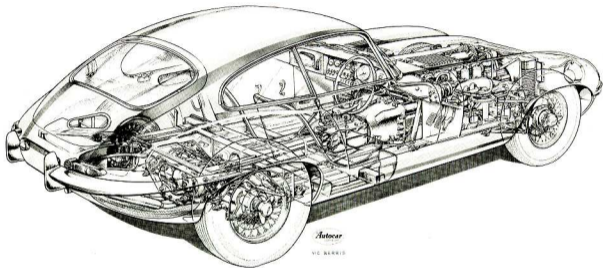


THE JAGUAR "E" TYPE G.T. OPEN TWO-SEATER



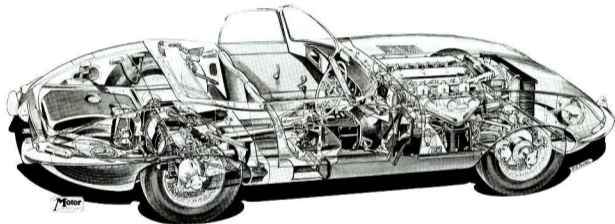
THE JAGUAR "E" TYPE G.T. OPEN TWO-SEATER

Shown with fibreglass detachable hard top which is offered as an optional extra.



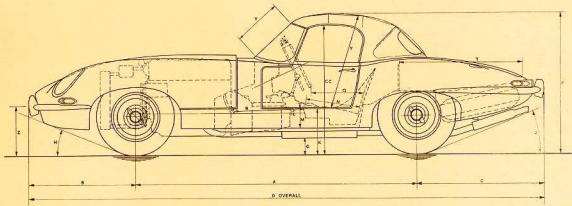
THE JAGUAR "E" TYPE G.T. FIXED HEAD COUPÉ

This sectioned drawing of the Coupé model is reproduced by courtesy of "The Autocar" and provides much information concerning design and general construction.



THE JAGUAR "E" TYPE G.T. OPEN TWO-SEATER

This sectioned drawing of the open two-seater is reproduced by courtesy of "The Motor" and provides much information concerning design and general construction.



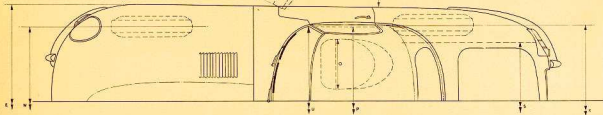
ALL DIMENSIONS ARE IN INCHES AND ARE FOR A LADEN CAR

A	WHEEL BASE	74
B	FRONT OVERHANG	26 1/2
C	REAR OVERHANG	43 1/2
D	OVERALL LENGTH	173 1/2
E	OVERALL WIDTH	45 1/2
F	OVERALL HEIGHT	48 1/2
G	GROUND CLEARANCE	5 1/2
H	FRONT CLEARANCE ANGLE	27°
I	REAR CLEARANCE ANGLE	27°

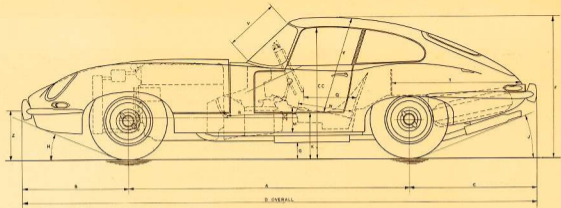
K	DOOR STEP HEIGHT	16
L	DOOR OPENING	32 1/2
M	SEAT HEIGHT	8
N	SEAT DEPTH	20
O	SEAT WIDTH	18
P	SHOULDER ROOM	49
Q	STEERING WHEEL TO SEAT SQUARE	17
R	PEDALS TO CUSHION	18
S	MAX. TRUNK WIDTH	29

----- DENOTES DETACHABLE HARD TOP

T	MAX. TRUNK LENGTH	41
U	WINDSCREEN WIDTH	80
V	WINDSCREEN DEPTH	13 1/2
W	FRONT TRACK	50
X	REAR TRACK	50
Y	HEAD ROOM	24
Z	FRONT BUMPER HEIGHT	14 1/2
AA	REAR BUMPER HEIGHT	21 1/2
BB	DOOR OPENING ANGLE	43°
CC	GAGUO TO TOP OF DOOR	43



OPEN TWO-SEATER MODEL GENERAL DIMENSIONS

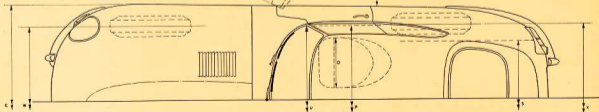


ALL DIMENSIONS ARE IN INCHES AND ARE FOR A LADEN CAR

A	WHEEL BASE	85
B	FRONT OVERHANG	36½
C	REAR OVERHANG	45½
D	OVERALL LENGTH	175½
E	OVERALL WIDTH	65½
F	OVERALL HEIGHT	48½
G	GROUND CLEARANCE	5½
H	FRONT CLEARANCE ANGLE	21°
I	REAR CLEARANCE ANGLE	21°

K	DOOR STEP HEIGHT	16
L	DOOR OPENING	30½
M	SEAT HEIGHT	9
N	SEAT DEPTH	20
O	SEAT WIDTH	18
P	SHOULDER ROOM	49
Q	STEERING WHEEL TO SEAT SQUARE	17
R	PEDALS TO CUSHION	18
S	MAX. TRUNK WIDTH	29

T	MAX. TRUNK LENGTH	41
U	WINDSCREEN WIDTH	50
V	WINDSCREEN DEPTH	18
W	FRONT TRACK	50
X	REAR TRACK	50
Y	HEAD ROOM	25
Z	FRONT BUMPER HEIGHT	14½
AA	REAR BUMPER HEIGHT	21½
BB	DOOR OPENING ANGLE	67°
CC	GROUND TO TOP OF DOOR	44½



FIXED HEAD COUPÉ MODEL GENERAL DIMENSIONS

The Motor Continental Road Test No. 10/61

Make: Jaguar

Type: E-type

Makers: Jaguar Cars, Ltd., Coventry, England.

Test Data

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CONDITIONS: Weather: Dry, warm, wind negligible. (Temperature 63°F. Barometer 30.1 in. Hg.) Surface: Dry tarmac. Fuel: British "Jaguar" grade pump petrol (98-100 Octane Rating by Research Method).

INSTRUMENTS

Speedometer at 30 m.p.h. ... 6% slow
 Speedometer at 60 m.p.h. ... 1% fast
 Speedometer at 90 m.p.h. ... 1% fast
 Speedometer at 120 m.p.h. ... accurate
 Distance recorder ... 2% slow

WEIGHT

Kerb weight, full laden, not with oil, coolant and fuel for approx. 50 miles ... 24 cwt.
 Front/rear distribution of kerb weight ... 51/49
 Weight laden as tested ... 30 cwt.

MAXIMUM SPEEDS

Flying Quarter Mile
 Mean of opposite runs ... 146.1 m.p.h.
 Best one-way time equals ... 120.1 m.p.h.
 "Maximise" speed (Third quarter mile after one mile accelerating from rest).
 Mean of opposite runs ... 136.4 m.p.h.
 Best one-way time equals ... 136.4 m.p.h.
 Speed in gears (in 1,500 r.p.m.)
 Max. speed in 3rd gear ... 107 m.p.h.
 Max. speed in 2nd gear ... 74 m.p.h.
 Max. speed in 1st gear ... 49 m.p.h.

FUEL CONSUMPTION

(Direct top gear)
 25 m.p.g. at constant 30 m.p.h. on level
 27 m.p.g. at constant 40 m.p.h. on level
 27 m.p.g. at constant 50 m.p.h. on level
 24 m.p.g. at constant 70 m.p.h. on level
 21 m.p.g. at constant 80 m.p.h. on level
 22 m.p.g. at constant 90 m.p.h. on level
 21 m.p.g. at constant 100 m.p.h. on level
 17 m.p.g. at constant 110 m.p.h. on level
 14 m.p.g. at constant 120 m.p.h. on level
 12 m.p.g. at constant 130 m.p.h. on level.

Overall Fuel Consumption for 1,829 miles, 143.9 gallons, equals 19.7 m.p.g. (14.33 litres/100 km).

Tearing Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) 21.3.

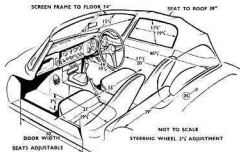
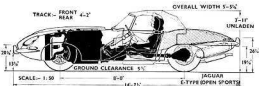
Best tank capacity (maker's figure), 14 gallons.

STEERING

Turning circle between kerbs:
 Left ... 39 ft.
 Right ... 36 ft.
 Turns of steering wheel from lock to lock ... 7 1/2

BRAKES from 30 m.p.h.

1.00 g retardation (equivalent to 30 ft. stopping distance) with 115 lb. pedal pressure.
 0.76 g retardation (equivalent to 24 ft. stopping distance) with 100 lb. pedal pressure.
 0.79 g retardation (equivalent to 30 ft. stopping distance) with 75 lb. pedal pressure.
 0.49 g retardation (equivalent to 45 ft. stopping distance) with 50 lb. pedal pressure.
 0.22 g retardation (equivalent to 73 ft. stopping distance) with 25 lb. pedal pressure.



ACCELERATION TIMES from standstill

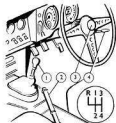
0-30 m.p.h.	... 2.4 sec
0-40 m.p.h.	... 3.8 sec
0-50 m.p.h.	... 5.6 sec
0-60 m.p.h.	... 7.5 sec
0-70 m.p.h.	... 10.7 sec
0-80 m.p.h.	... 15.1 sec
0-90 m.p.h.	... 19.4 sec
0-100 m.p.h.	... 25.9 sec
0-110 m.p.h.	... 34.2 sec
0-120 m.p.h.	... 45.3 sec
0-140 m.p.h.	... 70.3 sec
Standing quarter mile	... 13.6 sec

ACCELERATION TIMES on Upper Ratios

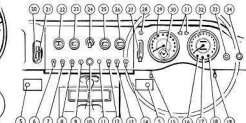
	Top gear	3rd gear
0-30 m.p.h.	... 5.6 sec	4.2 sec
0-40 m.p.h.	... 8.6 sec	4.7 sec
0-50 m.p.h.	... 12.4 sec	5.4 sec
0-60 m.p.h.	... 17.4 sec	6.4 sec
0-70 m.p.h.	... 24.2 sec	7.8 sec
0-80 m.p.h.	... 33.4 sec	9.6 sec
0-90 m.p.h.	... 45.3 sec	12.4 sec
0-100 m.p.h.	... 60.3 sec	16.4 sec
0-110 m.p.h.	... 78.3 sec	21.4 sec
0-120 m.p.h.	... 100.3 sec	28.4 sec
0-140 m.p.h.	... 150.3 sec	43.4 sec

HILL CLIMBING at sustained steady speeds

Max. gradient on top gear ... 1 in 5 (Tayler 440 lb./ton)
 Max. gradient on 3rd gear ... 1 in 3.7 (Tayler 285 lb./ton)
 Max. gradient on 2nd gear ... 1 in 2.4 (Tayler 160 lb./ton)



1. Gear lever. 2. Handbrake. 3. Horn button.
 4. Direction indicator and headlamps flasher control. 5. Wiper. 6. Interior lights switch.
 7. Bright-Dim pedal. 8. 2-speed heater fan control. 9. Ignition switch. 10. Gear heater. 11. Starter. 12. Map light switch. 13.



Injunct woodriven wiper's control. 14. Electric screen wiper control. 15. Clock adjuster. 16. Ignition warning light. 17. Fuel warning light. 18. Headlamp warning light. 19. Trip reset. 20. Fresh air control. 21. Heater control. 22. Ammeter. 23. Fuel gauge. 24. Lights switch.

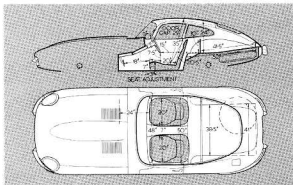
25. Oil pressure gauge. 26. Water temperature. 27. Check. 28. Choke warning light. 29. Rev-counter. 30. Clock. 31. Direction indicator warning light. 32. Speedometer. 33. Handbrake and hydraulic fluid level warning light. 34. Dip switch. 35. Boot lid control (see middle drawing).

ACKNOWLEDGEMENT

The road-test data given above is reproduced by courtesy of "The Motor" and is part of a four-page description and appraisal of the "E" type published by that journal in its issue of 22nd March, 1961. Reproduction of the complete article are obtainable on request from Jaguar Cars Ltd., Advertising Department.

The Autocar road tests

JAGUAR E-TYPE GRAND TOURING COUPE



Scale 1/16. Driving seat in central position. Cushions uncompressed.

PERFORMANCE

ACCELERATION TIMES (mean)

Speed range, m.p.h.	3rd	4th	5th	6th	11-15
10-30	10.1	—	3.2	1.9	—
20-40	5.5	4.3	2.8	1.9	—
30-50	5.4	4.1	2.8	—	—
40-60	5.4	4.1	3.0	—	—
50-70	5.4	4.1	3.1	—	—
60-80	5.6	4.1	—	—	—
70-90	5.8	4.5	—	—	—
80-100	6.1	4.9	—	—	—
90-110	6.3	6.0	—	—	—
100-120	7.2	—	—	—	—
110-130	8.5	—	—	—	—

From rest through gears to:

30 m.p.h.	40	50	60	70	80	90	100	110	120	130
2.8 sec	4.4	5.6	6.9	8.5	11.1	13.2	16.2	19.2	25.9	35.1

Standing quarter mile 14.7 sec.

MAXIMUM SPEEDS ON GEARS (R.S. tyres):

Gear	m.p.h. (mean)	m.p.h. (best)	k.p.h.
Top	150.4	151.7	242.1
3rd	116	118	187
2nd	78	82	125
1st	42	42	68

TRACTIVE EFFORT (by Tapley meter):

	Pull (lb per ton)	Equivalent gradient
Top	300	1 in 6.1
Third	520	1 in 4.2
Second	795	1 in 2.8

SPEEDOMETER: m.p.h.

Car speedometer	20	30	40	50	60	70	80	90	100	110	120	130	136
True Speed, R.S.	22	32	42	52	62	72	83	93	104	115	126	137	143
True Speed, R.S. 55	20	30	41	51	61	72	82	92	102	113	124	135	140

BRAKES (at 30 m.p.h. in neutral)

Pedal load in lb	Retardation	Equip. stopping distance in ft
25	0.20g	151
50	0.43g	70
75	0.64g	47
100	0.84g	36
115	0.87g	34.7

FUEL CONSUMPTION: (at steady speeds)

Top Gear	32.0 m.p.g.
40	32.5
50	30.5
60	28.2
70	26.5
80	24.5
90	22.5
100	19.0
110	18.5
120	18.5

Overall fuel consumption for 1,391 miles, 17.9 m.p.g. (15.8 litres per 100 km). Approximate normal usage 16.21 m.p.g. (17.6-13.5 litres per 100 km). Fuel: Super Premium.

TEST CONDITIONS: Weather: Dry, sunny, still air for maximum speed runs. Air temperature, 41.7 deg. F. Model described 17 March 1961.

STEERING: Turning circle:

Between kerbs: R, 80ft 5in; L, 38ft 5in. Between walls: R, 42ft 0in; L, 40ft 0in. Turns of steering wheel lock to lock, 2.75.

DATA

PRICE (basic), with fixed head coupé body, £1,550.

British purchase tax, £646 19s 2d.

Total (in Great Britain), £2,196 19s 2d.

Extras: Chromium plated wire wheels, £404s 2d inc. P.T.; Dunlop R.5 racing tyres: price to be announced later.

ENGINE: Capacity, 3,781 c.c. (230.6 cu. in.). Number of cylinders, 6.

Bore and stroke, 87 x 106 mm (3.42 x 4.17in.).

Valve gear, twin overhead camshafts. Compression ratio, 9 to 1.

B.h.p., 265 (gross) at 5,500 r.p.m. (b.h.p. per ton laden 195.4).

Torque, 260 lb. ft. at 4,000 r.p.m.

M.p.h. per 1,000 r.p.m. in top gear, 23.0 R.S.S.; 24.6 R.S.

WEIGHT (with 5 gal fuel): 24.1 cwt (2,702lb). Weight distribution (per cent): F, 49.6; R, 50.4.

Laden as tested, 27.1 cwt (3,038 lb). Lb per c.c. (laden), 0.80.

BRAKES: Dunlop discs, inboard at rear.

Hydraulic with vacuum servo, separate systems front and rear.

Disc diameter: F, 11in.; R, 10in.

Swept area: F, 242 sq. in.; R, 219 sq. in. (340 sq. in. per ton laden).

TYRES: 6.40 x 15in. Dunlop R.5.5.

Pressures (p.s.i.): F, 23; R, 23 (normal).

F, 30; R, 35 (fast driving).

(Optional) Dunlop R.5: F (6.00 x 15in.), 35;

R (6.00 x 15in.), 40 (maximum speeds).

TANK CAPACITY: 14 Imperial gallons

(63.6 litres).

Oil sump, 11 pints (6.2 litres).

Cooling system, 22 pints (12.5 litres).

DIMENSIONS: Wheelbase, 8ft 6in. (243.8

cm).

Track: 4ft 2in. (127 cm).

Length (overall): 14ft 7.5in. (445.3 cm).

Width: 5ft 5.2in. (165.6 cm).

Height: 4ft 0in. (122 cm).

Ground clearance, 5.0in. (12.7 cm).

Frontal area, 15 sq. ft. (approximately).

ELECTRICAL SYSTEM: 12-volt; 57

ampere-hour battery.

Headlamps, 60-60 watt bulbs.

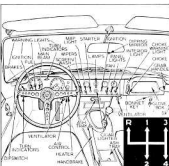
SUSPENSION: Front, wishbones, torsion

bars, telescopic dampers.

Rear, independent, transverse tubular

and trailing links, twist coil springs and

telescopic dampers each side, anti-roll bar.



ACKNOWLEDGEMENT

The road-test data given above is reproduced by courtesy of "The Autocar" and is part of a four-page description and appraisal of the "E" type published by that journal in its issue of 24th March, 1961. Reprints of the complete article are obtainable on request from Jaguar Cars Ltd., Advertising Department.

NOTE:—The prices quoted above by "The Autocar" were those ruling at the time of publication of the road-test and the printing of this catalogue. Current prices at any given time are as published in the Company's official price lists.