



Jaguar

4.2 XK-E

Coupe & Roadster

"A different breed of cat"





OFTEN DESCRIBED as one of the world's most breathtaking sports cars and a "classic of the future," the new 4.2-liter Jaguar XK-E owes its basic design to a long racing heritage.

Available in two styles — roadster and coupe — its specifications are similar except in minor details. Its all-steel body is of Jaguar patented monocoque construction, a form that results in maximum strength, rigidity and lightness. Not only beautiful but functional, it was developed from extensive wind-tunnel testing and racing experience. Its four-wheel independent suspension is also competition-based and provides the driver with complete assurance at all times, along with outstanding comfort and freedom from road noises.

Powering the XK-E is the famed Jaguar XK engine that sped competition cars at the grueling 24-Hour race of LeMans to 5 wins in 7 years. Rugged and reliable, it moves the XK-E to 140 mph, and gives great performance characteristics in the lower and mid-speed ranges. Coupled with this is a completely new crashproof, all synchromesh, four-speed gearbox with a diaphragm clutch that gives smooth, progressive engagement with light pedal pressure.

Disc brakes at all four wheels are standard equipment — as are most of the features often considered "extras." But, praiseworthy as any description of the XK-E might be, the one true way to get to know the XK-E is to drive it. One brief spell behind the wheel will convince you that Jaguar is a "different breed of cat."

A combination of proved features inherited from the famed D-type competition cars, plus advanced features always expected from Jaguar — that's the story of the new 4.2 Jaguar XK-E.

New/Old Features □ *Lightweight, strong monocoque body* □ *Four-wheel independent suspension* □ *Disc brakes at all four wheels, with independent systems for front and rear (now with an improved servo assist)* □ *Quick, responsive steering*

New/New Features □ *Larger, more powerful engine* □ *Completely new, all synchromesh four-speed gearbox with diaphragm clutch* □ *More comfortable, fully padded seats* □ *Plus many others, including addition of alternator, new radiator, new exhaust*



Jaguar 4.2 XK-E Coupe & Roadster...specifications...dimensions...options

BODY CONSTRUCTION. 2-door, 2-seater stressed shell all-steel body of unique monocoque construction. Tubular steel front sub-frame carries engine and suspension. Fabricated steel rear sub-frame carries independent rear suspension and final drive units. Wrap-around bumpers with overrides front and rear. Centrally-located jacking points on either side of car. **Roadster.** Folding top with large rear window mounted on a special frame to permit easy raising or lowering. A fiberglass hardtop (optional extra) can be fitted without removing lowered soft top. **Coupe.** Large window in rear luggage door, along with wraparound windshield and thin pillars, provides excellent visibility. Rear quarter windows are hinged for ventilation.

APPOINTMENTS. Door panels are finished in finest quality leatherette. Carpeting over thick felt underlay. Twin bucket seats, each adjustable for reach, upholstered in leather hide over deep foam rubber cushions. Twin, padded sun visors (coupe only). **Instrument Panel.** Panel is mat-grained finish to eliminate reflections. Comprehensive instrumentation includes 160-mph speedometer and tachometer in front of driver and a central section containing separate instruments for oil pressure, water temperature, fuel gauge (with low-level warning light), ammeter, and a row of labelled toggle switches for accessories. Separate housing beneath this panel has space for radio (optional extra), twin speakers and ash-tray. Panel in front of passenger has open glove compartment and grab handle. **Heat and Air Vent.** Fresh air heating and multipoint windshield defrosting system incorporates 2-speed fan controlled by switch on panel. Controls for temperature and air volume on panel with ducts to direct air to each side of car. **Luggage Compartment, Roadster.** Access to luggage compartment in rear of car is by internal release, which raises deck lid. Additional parcel accommodation behind seats. Spare wheel and tire beneath door in trunk floor. Fitted tool kit housed in center of spare wheel. Jack and wheel hammer provided. **Luggage Compartment, Coupe.** Covered compartment immediately behind seats for small parcels. Luggage can be carried in flat, padded area behind seats. Hinged luggage retainer at front drops down to increase luggage space if required. Access is through large rear door, opened by internal release. Spare tire and tools as in roadster.

ENGINE. Six-cyl., in-line engine develops 265 bhp at 5400 rpm, 283 lbs.-ft. torque at 4000 rpm. Displacement 4.2 liters (4235 ccs.; 258.4 cu. ins.). Bore 3.63 ins. Stroke 4.17 ins. Compression ratio 9 to 1. Chrome iron block fitted with dry-type cylinder liners. Alumi-

num alloy pistons, steel connecting rods, dynamically and statically balanced crankshaft carried on 7 large precision bearings. Aluminum head with hemispherical combustion chambers. Twin overhead camshafts driven by 2-stage roller chain. Three S.U. type HD 8 carburetors. Electric fuel pump. Filter in fuel line. Dual exhaust system. Pressurized cooling system with thermostatic control on electric fan. Forced lubrication through submerged pump, with full-flow filter. Vacuum and centrifugal automatic ignition control. Oil coil ignition.

TRANSMISSION, REAR AXLE. Four-speed floorshift, synchromesh on all gears. Hydraulically-operated, 10-in. dia. diaphragm clutch. Sealed bearing driveshaft. Limited slip differential. Hypoid rear axle. Ratio 3.54 to 1. Optional ratios: 3.07, 3.31.

ELECTRICAL EQUIPMENT. 12-volt battery. Alternator used in place of generator. Separate dashboard lever for dipping headlights. Light for reversing. Self-cancelling directionals. Two-position dimmer switch for instruments. Map reading light. Interior courtesy light. Cigar lighter with luminous socket. Twin, dual-tone horns. Triple-blade, 2-speed windshield wipers. Windshield washers.

SUSPENSION. **Front.** Independent, with transverse wishbones and torsion bars controlled by telescopic shock absorbers. Anti-roll bar fitted to lower wishbones. **Rear.** Fully independent, self-contained unit mounted in pressed-steel cross-member attached to body by pairs of rubber blocks on each side. Lateral location of wheels by transverse links of unequal length, with universally-jointed live half shafts acting as the upper pair. Longitudinal location is pro-

vided by rubber mountings locating the sub-assembly in the body structure, and by radius arms between the lower link and a mounting point on the body structure. Pairs of coil springs, each enclosing a telescopic shock absorber, provide the suspension medium at each wheel. **Wheels and Tires.** 15-in. wire-spoke wheels with centerlock hubs fitted with Dunlop high performance tires and tubes.

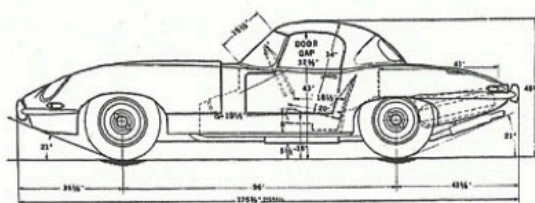
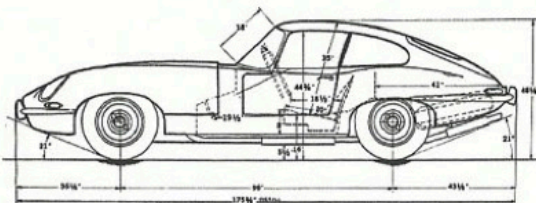
BRAKES. Dunlop 4-wheel discs with quick-change pads. Servo assisted, self-adjusting. Front brakes are mounted at wheel hubs; rear are inboard adjacent to differential. Independent hydraulic circuits, with separate master cylinders, front and rear. Self-adjusting, "pull-up" handbrake. Combined handbrake and brake fluid level warning light on dash.

STEERING. Rack-and-pinion. 2¾ turns lock-to-lock. Turning circle 37 ft. Wood-rimmed, 3-spoke steering wheel adjustable for height and reach.

DIMENSIONS, CAPACITIES. Wheelbase 96 ins. Overall length 175¼ ins. Overall width 65¼ ins. Overall height 48 ins. Track, front and rear 50 ins. Ground clearance (laden) 5½ ins. Dry weights: roadster 2464 lbs., coupe 2520 lbs. Weight distribution: front 50%, rear 50%. Fuel 16¾ gals. Oil 9 qts. Water 19¼ qts.

OPTIONAL EQUIPMENT. Fiberglass hardtop (roadster only). Radio. Alternative rear axle ratios. Chrome wire wheels. Tinted glass. Whitewall tires.

(All specifications are standard except as noted.)



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