THE XK150 JAGUAR ROADSTER
THE NEW JAGUAR XK 150 AND XK 150 "S" TWO-SEATER ROADSTERS

The new XK 150 is available in three forms: the standard model, the Special Equipment model, and the "S" type. Body styles and dimensions of all three are identical, but there are variations in mechanical features which are not yet fully in the specifications revealed. From a study of this it will be seen that an extremely wide field of choice is now available. Three different compression ratios are offered, horsepower ratings range from 180 b.h.p. to 235 b.h.p.; there is a choice of two or three calf leather cushion seats; drum brakes or disc brakes; wire wheels or paraffin steel wheels. Both the standard and the Special Equipment models are of course either with manual or floor shift and overdrive (which provides an ideal range of acceleration and maximum speed on flat or hilly highways). A large range of optional equipment is also available: all these features can be combined to suit individual requirements. The engine, together with the chassis, suspension, and various other parts, is completely designed for the special roadster, even to a set of hand tools. There are no extra engines, but, in order to realize driving comfort, a well-balanced sports car engine of the type which has proved its power and reliability on the round-the-world trips described above.

The engine fitted in the "S" type model incorporates: a stronger unit, cylinder head unit designed with three, four, or six carburetors and a 1,200 or 1,300 p.s.i. pressure pump, the same as in the 3.8 litre XK 150 S roadster, with the result that the power output is increased to 300 b.h.p.

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TRANSMISSION. (Manually-operated gearboxes with overdrive.) As above with addition of a Laycock de-Normanville overdrive operating on top gear only. Manual control of overdrive by switch mounted on the facia panel. Gear ratios: 1st and reverse, 12.8; 2nd, 7.16; 3rd, 4.95; 4th, 4.09. O/D, 3.19.

TRANSMISSION. (Automatic gearboxes, excluding "S" Type Models.) Borg Warner automatic gearbox with selector lever mounted on facia panel. Driver-controlled intermediate gear hold by switch mounted on facia panel. Gear ratios: Reverse, 15.2 to 1; 2nd, 17.6 to 8.16; Intermediate, 10.95 to 5.08; Direct, 3.54. Hardy-Spicer propeller shaft. Hypoid rear axle.

SUSPENSION. Independent front suspension incorporating transverse wishbones and torsion bars controlled by telescopic shock absorbers. Rear suspension, by long silica-manganese steel half-elliptic springs controlled by telescopic shock absorbers.

BRAKES. Lockheed hydraulic with two leading shoe front brakes and 12 in. diameter drums. Friction lining area, 189 sq. ins. Central handbrake operating on rear wheels only.

STEERING. Rack and pinion steering. 17 in. diameter steering wheel adjustable for reach. Left or right-hand drive optional. Turning circle, 33 ft. Number of turns lock to lock, 2½.

WHEELS AND TYRES. Bolt-on disc type wheels fitted with Dunlop 6.00 x 16 Road Speed tyres.

FUEL SUPPLY. Large capacity S.U. electric pump from a 14 imperial gallon tank.

ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS. Lucas 12-volt system. Twin 6-volt batteries giving 64 amp-hours at 10-hour rate with current voltage control. Ventilated dynamo. Flush-fitting side lamps and head lamps. Integral stop-tail lamps with built-in reflectors. Integral rear number plate lamp and reversing lamp. Flushing direction indicators with time switch cancelling and warning lamp on facia panel. Panel lights. Twin blended-note horns. Twin-blade two-speed self-parking windscreen wipers. Cigar lighter. Starter motor. Vacuum and centrifugal automatic ignition advance. Oil-cool ignition, 5 in. diameter speedometer, 5 in. diameter revolution counter. Ammeter, Oil pressure gauge and water temperature gauge. Fuel gauge with low level warning light. Electric clock. Inter-axle with windscreen demister. BODY. Aerodynamic two-door open two-seater. Two individually adjustable seats upholstered in finest quality leather. The easily erected hood is of finest quality moire material, and is fitted with a large unbreakable rear window. When folded, the hood is concealed behind the seats which fold forward to give access to the hood compartment. One-piece wrap-round windscreen. Winding windows disappear completely when fully lowered. Leather-covered instrument panel and screen rail which is heavily padded with foam rubber for passenger protection. Thick carpets over a felt underlay. Two glove compartments, one of which is fitted with a lockable lid. A very large pocket, ashtray, and combined armrest-door pull are fitted to each door. Heavy-duty wrap-round bumpers fitted with over-riders.

SPARE WHEEL AND TOOLS. Carried in a separate waterproof and dust-proof compartment beneath the boot floor.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in a capacious rear locker provided with automatic illumination. Front end of boot hinges down to enable golf clubs and other lengthy articles to be carried within the boot.

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

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft. 6 ins. Track front, 4 ft. 3 ins. Track rear, 4 ft. 3 ins. Overall length, 14 ft. 8 ins. Overall width, 5 ft. 4 ins. Overall height, 4 ft. 4 ins. Ground clearance, 7 in. Kerb weight, 28cwt. (approx.)

SPECIAL EQUIPMENT MODEL

Special equipment models carry the following extra items of equipment: Special 'S' type cylinder head, with twin S.U. type H.D.6 carburetters. Power output, 210 b.h.p. at 5,500 r.p.m. Dunlop single pair pad disc brakes with servo assistance. Wire wheels with centre lock hubs. Dual exhaust system. Windscreen washers.

THE "S" TYPE MODEL

This model is intended for those requiring the maximum performance possible from an XK 150. Variations from the Special Equipment Specification result in considerable increases in the power and torque of the engine. This has been achieved by the introduction of a "straight port" cylinder head which, when combined with three H.D.8 S.U. carburetters and a 9:1 compression ratio, gives a power output of 250 b.h.p. at 5,500 r.p.m. and a torque output of 240 lb. ft. at 4,500 r.p.m. In addition, lead-bronze bearings, a stronger clutch unit and special quickly detachable disc brake pads are fitted. Only one form of transmission is available on this model, i.e. manually operated gearbox with overdrive.

The issue of this folder does not constitute an offer. We reserve the right to amend any of the specifications contained in this catalogue from time to time as may be considered necessary for the purpose of improvement or by reason of circumstances beyond our control.

JAGUAR CARS LTD. COVENTRY ENGLAND