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 carburetters, 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.
ENGINE. Six cylinder twin overhead camshaft 3-litre XK Jaguar 'S' type engine. 87 mm., bore: 106 mm., stroke: 3-425 ins. x 1732 ins. Cubic capacity 1781 c.c. (2306 ins.). Compression ratio 9:1 (8:1 optional). Power output 9:1:1:265 b.h.p. at 5,500 r.p.m.; torque 260 ft. lbs. at 4,000 r.p.m. Three S.U. carburetters; 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. Valve tappets 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-assemblies in the body structure and by a radius arm attached to 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 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, 21/2. Turning circle, 37 ft. diameter.

WHEELS AND TYRES. Wire spoke wheels with centre lock hubs fitted with Dunlop 6x40 x 15 type R5.5. 5.5 tubes. Dunlop 8.5 racing tyres available as optional equipment. 6x40 x 15 front, 6x50 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.


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

BODY - FIXED HEAD COUPE. Two door two seater body of extremely low drag characteristics resulting from intensive 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 view to luggage compartment, spare wheel and tools. Lipped shelf provided immediately behind seats for small parcels, etc., and middle of body behind seats available for luggage. Hinged luggage retaining 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 bumphers with overriders at front and rear. Chrome finishers on rain guttering and windscreen frame. Twin bucket seats, adjustable in the body structure, upholstered in finest quality Vaumol leather over Dunlopil foam rubber cushions. Three panel facia together with screen rail matting 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 toggle switches controlling ancilliary equipment. Separate housing beneath panel contains a radio and twin speakers (optional extra) together with an ash tray. 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 button, with dual 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 windscreen demisting system incorporating a two-speed fan controlled by switch on facia. Temperature and volume of air to windscreen and car interior regulated by controls mounted on facia 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 hammer.

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. 6 ins. Track, front and rear, 4 ft. 2 ins. Overall length, 14 ft. 7 ins. overall width, 5 ft. 5 ins. Overall height, 4 ft. 0 ins. Ground clearance (laden), 5 ins. Dry weight (approx.), 2210 lbs.
THE JAGUAR "E" TYPE G.T. FIXED HEAD COUPÉ
SPECIFICATION

ENGINE. Six cylinder twin overhead camshaft 3.8 litre XK Jaguar 'S' type engine. 87 mm. bore x 106 mm. stroke (3,425 ins. x 4,172 ins.). Cubic capacity 301 c.c. (230 h.p. inst.). Compression ratio 9 : 1 (8 : 1 optional). Power output (9 : 1): 265 b.h.p. at 5,500 r.p.m.; torque: 260 ft. lbs. at 4,000 r.p.m. Three S.U. carburettors, type H.D.R. 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 0.70 included angle. Aluminium alloy pistons. Steel connecting rods fitted with lead indium big end bearings. 21 ins. diameter counterweighted crankshaft fitted on solid main and separate large iron bearings. Pressurised cooling system with thermostatically controlled electrically driven fan.


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 enclosed in 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: 2¼. Turning circle, 37 ft. diameter.

WHEELS AND TYRES. Wire spoke wheels with centre lock hubs fitted with Dunlop 6 x 15 and 7 x 15 type RS.5 tyres and tubes. Dunlop R.5 racing tyres available as optional equipment. 6 x 15 front. 6 x 15 rear on special wheels.

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


BODY CONSTRUCTION. Stressed shell steel body of unique patented monocoque construction. Front sub-frame of square section steel tubing carries engine unit, suspension and front 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 and of finest quality mohair, mounted on a special frame to permit single handed erection or stowing. When stowed the hood assembly is completely concealed by a separate detachable cover. Fibreglass detachable hardtop available as an optional extra. Hardtop can be fitted without removing stowed hood. Counterbalanced, forward opening front section provides excellent accessibility to all mechanical components. Windscreen and thin pillars provide superb forward visibility. Door lights completely concealed within doors when fully lowered. Windscreen wipers with overriders at front and rear. Twin bucket seats, adjustable for reach, upholstered in finest quality Vaumol leather over Dunlopillo foam rubber cushions. Three panel facia. Facia and screen rail in 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 luxury switches controlling ancillary equipment. Separate housing beneath panel 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-spoke 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. Leather accommodation provided in front of car. Luggage boot lid controlled from inside the car.

HEATING AND DEMISTING. High output fresh air heating and multi-point windscreen de-misting system incorporating a two-speed fan controlled by switches on facia. Temperature and volume of air to windscreen and car interior regulated by controls mounted on facia 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. 7 ins. Overall width, 5 ft. 5 ins. Overall height, 4 ft. 0 ins. Ground clearance (laden), 5 ins. Dry weight (approx.), 22 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 COUPE

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.
OPEN TWO-SEATER MODEL GENERAL DIMENSIONS

ALL DIMENSIONS ARE IN INCHES AND ARE FOR A LADEN CAR

A WHEEL BASE 96
B FRONT OVERHANG 36
C REAR OVERHANG 42
D OVERALL LENGTH 175
E OVERALL WIDTH 65
F OVERALL HEIGHT 48
G GROUND CLEARANCE 5
H FRONT CLEARANCE ANGLE 21
I REAR CLEARANCE ANGLE 21
K DOOR STEP HEIGHT 16
L DOOR OPENING 32
M SEAT HEIGHT 8
N SEAT DEPTH 20
O SEAT WIDTH 18
P SHOULDER ROOM 49
Q STEERING WHEEL TO SEAT SQUAB 17
R PEDALS TO CUSHION 18
S MAX. TRUNK WIDTH 39
T MAX. TRUNK LENGTH 41
U WINDSCREEN WIDTH 50
V WINDSCREEN DEPTH 15
W FRONT TRACK 50
X REAR TRACK 50
Y HEAD ROOM 34
Z FRONT BUMPER HEIGHT 16
AA REAR BUMPER HEIGHT 21
BB DOOR OPENING ANGLE 65
CC GROUND TO TOP OF DOOR 43

DENOTES DETACHABLE HARD TOP
ALL DIMENSIONS ARE IN INCHES AND ARE FOR A LADEN CAR

A. WHEEL BASE 96
B. FRONT OVERHANG 26
C. REAR OVERHANG 43
D. OVERALL LENGTH 175
E. OVERALL WIDTH 65
F. OVERALL HEIGHT 48
G. GROUND CLEARANCE 51
H. FRONT CLEARANCE ANGLE 21°
I. REAR CLEARANCE ANGLE 21°
K. DOOR STEP HEIGHT 15
L. DOOR OPENING 32
M. SEAT HEIGHT 8
N. SEAT DEPTH 20
O. SEAT WIDTH 18
P. SHOULDER ROOM 49
Q. STEERING WHEEL TO SEAT SQUAB 17
R. PEDALS TO CUSHION 18
S. MAX. TRUNK WIDTH 39
T. MAX. TRUNK LENGTH 41
U. WINDSCREEN WIDTH 50
V. WINDSCREEN DEPTH 18
W. FRONT TRACK 50
X. REAR TRACK 50
Y. HEAD ROOM 35
Z. FRONT BUMPER HEIGHT 16
AA. REAR BUMPER HEIGHT 21
BB. DOOR OPENING ANGLE 67°
CC. GROUND TO TOP OF DOOR 44

FIXED HEAD COUPE MODEL GENERAL DIMENSIONS
Continental Road Test No. 10/61

Make: Jaguar
Type: E-type

Test Data

- **Instruments:** Speedometer at 10 m.p.h., tachometer 11,000 r.p.m., 3,000 r.p.m., 600 r.p.m.
- **Weight:** Kerb weight, loaded, 1,735 lbs. (789 kg). Fuel weight, 145 lbs. (66 kg).
- **Maximum Speeds:**
  - Flying Quarter Mile: 145.1 m.p.h.
  - Max. of opposite ends: 135.1 m.p.h.
  - Max. of opposite ends: 130.1 m.p.h.
  - Max. of opposite ends: 125.1 m.p.h.
  - Max. of opposite ends: 120.1 m.p.h.
- **Fuel Consumption:**
  - Direct: 21 m.p.g. at constant 30 m.p.h.
  - Average: 19.1 m.p.g.
  - Overall: 8,300 miles.
  - Touring: 6,500 miles.

Acknowledgment

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 this Journal in its issue of 22nd March 1961. Reprints of the complete article are available on request from Jaguar Cars Ltd., Advertising Department.
JAGUAR E-TYPE GRAND TOURING COUPE

PERFORMANCE

ACCELERATION TIMES (mean): Speed range, Gear Ratios, and Time in Sec. m.p.h. 9-16 16-22 22-31 31-43 43-55 to 1 to 1 to 1 to 1 to 1 Speed (mean) 10-70 20-90 30-90 40-90 50-90 60-90 70-90 80-90 90-100 100-120 110-130 120-130

Brakes (at 30 m.p.h. in neutral):

Pedal load 22 35 50 75 108 115

Retardation 0-020Km 0-035Km 0-040Km 0-045Km

Equivalent stopping distance in ft. 121 70 47 36 34 7

FUEL CONSUMPTION: (at steady speeds)

Top Gear 30 m.p.h. 32.0 m.p.g.

30 32.5

20 32.5

10 32 25 22 20 19 16 15 14

Overall fuel consumption for 1,891 miles, 17.9 m.p.g. (15.8 litres per 100 km), approximate normal range 15-21 m.p.g. (17.5-19.5 litres per 100 km).

STEERING: Turning circle.

Between kerb: R. 16ft 6in; L. 38ft 5in.

Outside: R. 15ft 6in; L. 40ft 0in.

Terms of steering wheel lock to lock 2-75.

DATA

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

British purchase tax, £64.6. 1n. 3d.

Total (in Great Britain), £2,196 16s. 2d.

Engine: Capacity, 3,800 c.c. (230 6 cu. in.).

Number of cylinders, 6.

Bore and stroke, 87 x 100 mm (3.42 x 3.93 in).

Valve gear, twin overhead camshafts.

Compression ratio, 9:1.

R.H.P., 265 (gross) at 5,500 r.p.m. (b.h.p. per ton laden, 195-4).

Torque, 220 lb. ft. at 4,000 r.p.m.

M.P.H. per 1,000 r.p.m. in top gear, 320 R.S.5, 240 R.S.5.

WEIGHT (with 5 gal fuel): 214 cwt. (2,732 Ib).

Weight distribution (per cent): F. 49; R. 51.

Laden as tested, 27 cwt. (3,338 lb).

Lb per c.c. (ladden), 0.98.

BRAKES: Dunlop disc, inboard at rear.

Hydraulic with vacuum servo; separate systems front and rear.

Brake discs: F. 11in.; R. 10in.

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

TANK CAPACITY: 14 Imperial gallons (63-5 litres).

Oil tank, 11 pints (6-7 litres).

Cockpit system, 22 pints (12-3 litres).

DIMENSIONS: Wheelbase, 8ft 6in. (2.593 m).

Track, 4ft 9in. (1.45 cm).

Length overall, 14ft 7.5in. (4.455 cm).

Width, 5ft 5in. (1.65 m).

Height, 4ft 6in. (1.37 m).

Ground clearance, 5.9in. (1.5 cm).

Floor area, 12 sq. ft. (1.15 m).

ELECTRICAL SYSTEM, 12-volt, 57 ampere-hour battery.

Headlamps, 60-60 watt bulbs.

SUSPENSION: Front, wishbones, torsion bars, telescopic dampers.

Rear, independent, transverse wishbones and trailing links, twin 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 4-page description and appraisal of the "E" type published in that Journal in its issue of 26th March, 1961. Requests for complete articles 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 current price lists.