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 overriders 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 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 in 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 ashtray. 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 to 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 retaining 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.


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 press-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 provided 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, 2½ turns lock-to-lock. Turning circle 37 ft. Wood-rimmed, 3-spoke steering wheel adjustable for height and reach.


All specifications are standard except as noted.