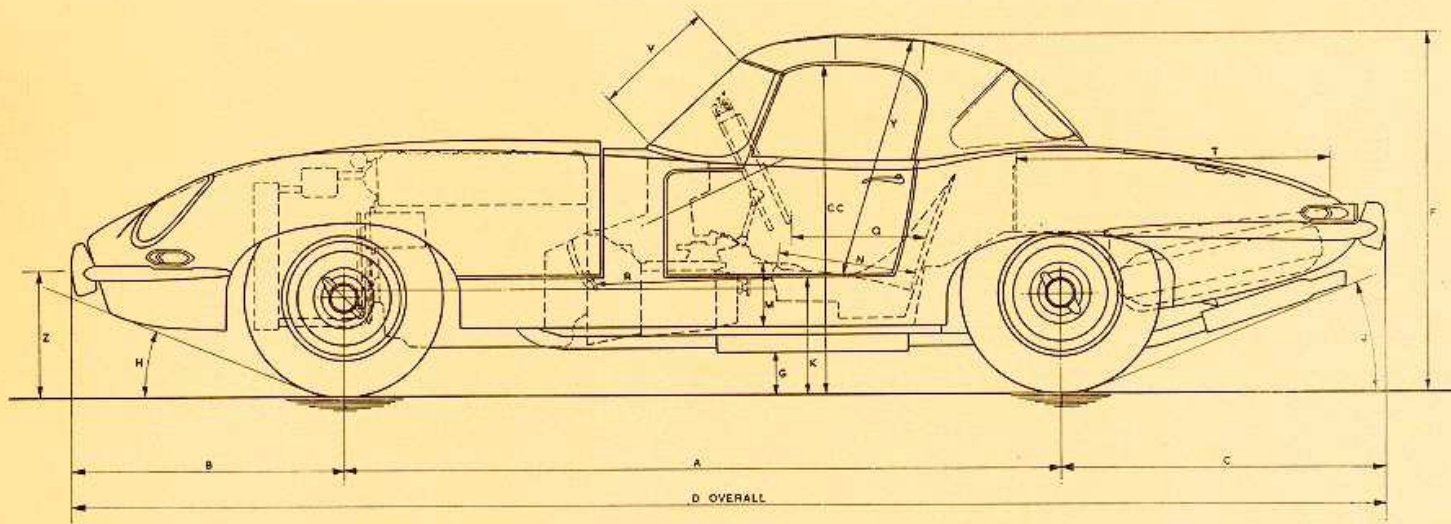




JAGUAR "E" TYPE



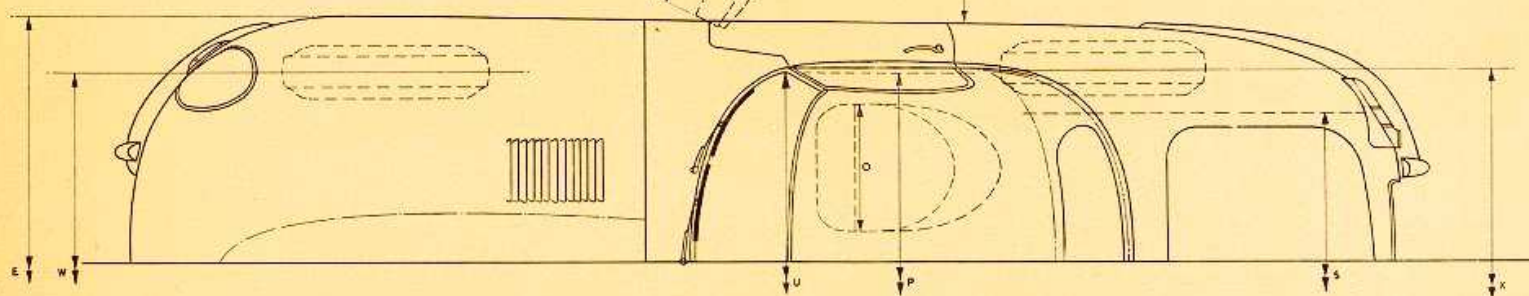
ALL DIMENSIONS ARE IN INCHES AND ARE FOR A LADEN CAR

|   |                       |      |
|---|-----------------------|------|
| A | WHEEL BASE            | 96   |
| B | FRONT OVERHANG        | 36½  |
| C | REAR OVERHANG         | 43½  |
| D | OVERALL LENGTH        | 175½ |
| E | OVERALL WIDTH         | 65½  |
| F | OVERALL HEIGHT        | 48½  |
| G | GROUND CLEARANCE      | 5½   |
| H | FRONT CLEARANCE ANGLE | 21°  |
| J | REAR CLEARANCE ANGLE  | 21°  |

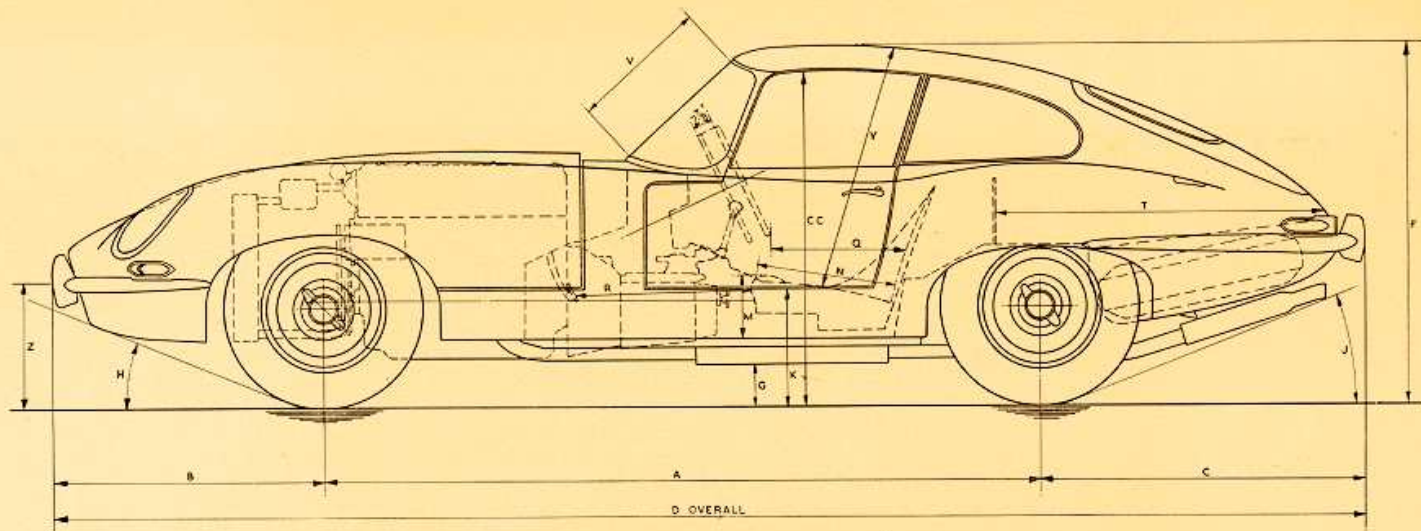
|   |                              |     |
|---|------------------------------|-----|
| K | DOOR STEP HEIGHT             | 16  |
| L | DOOR OPENING                 | 32½ |
| M | SEAT HEIGHT                  | 8   |
| N | SEAT DEPTH                   | 20  |
| O | SEAT WIDTH                   | 18  |
| P | SHOULDER ROOM                | 49  |
| Q | STEERING WHEEL TO SEAT SQUAB | 17  |
| R | PEDALS TO CUSHION            | 18  |
| S | MAX. TRUNK WIDTH             | 39  |

--- DENOTES DETACHABLE HARD TOP

|    |                       |     |
|----|-----------------------|-----|
| T  | MAX. TRUNK LENGTH     | 41  |
| U  | WINDSCREEN WIDTH      | 50  |
| V  | WINDSCREEN DEPTH      | 15½ |
| W  | FRONT TRACK           | 50  |
| X  | REAR TRACK            | 50  |
| Y  | HEAD ROOM             | 34  |
| Z  | FRONT BUMPER HEIGHT   | 16½ |
| AA | REAR BUMPER HEIGHT    | 21½ |
| BB | DOOR OPENING ANGLE    | 65° |
| CC | GROUND TO TOP OF DOOR | 43  |



OPEN TWO-SEATER MODEL GENERAL DIMENSIONS

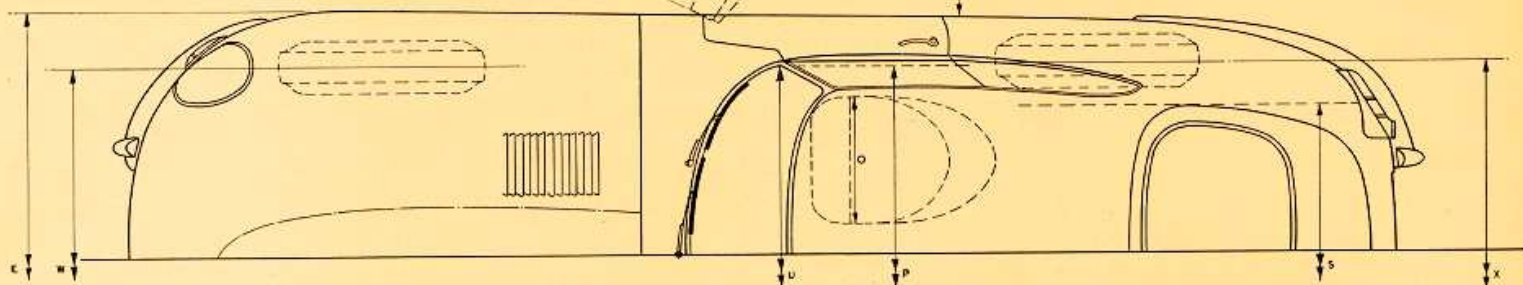


ALL DIMENSIONS ARE IN INCHES AND ARE FOR A LADEN CAR

|   |                       |      |
|---|-----------------------|------|
| A | WHEEL BASE            | 96   |
| B | FRONT OVERHANG        | 36½  |
| C | REAR OVERHANG         | 43½  |
| D | OVERALL LENGTH        | 175½ |
| E | OVERALL WIDTH         | 65½  |
| F | OVERALL HEIGHT        | 48½  |
| G | GROUND CLEARANCE      | 5½   |
| H | FRONT CLEARANCE ANGLE | 21°  |
| J | REAR CLEARANCE ANGLE  | 21°  |

|   |                              |     |
|---|------------------------------|-----|
| K | DOOR STEP HEIGHT             | 16  |
| L | DOOR OPENING                 | 32½ |
| 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   | 16½ |
| AA | REAR BUMPER HEIGHT    | 21½ |
| BB | DOOR OPENING ANGLE    | 65° |
| CC | GROUND TO TOP OF DOOR | 44½ |



FIXED HEAD COUPÉ MODEL GENERAL DIMENSIONS





# 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 30.5 in. Hg). Surface: Dry tarmac/adam. Fuel: Italian "Super" 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 1/2% slow

### WEIGHT

Kerb weight, (unladen, but with oil, coolant and fuel for approx. 50 miles) .. 24 cwt.  
Front/rear distribution of kerb weight .. 51/49  
Weight laden as tested .. 28 cwt

### MAXIMUM SPEEDS

**Flying Quarter Mile**  
Mean of opposite runs .. 149.1 m.p.h.  
Best one-way time equals .. 150.1 m.p.h.  
"Maximile" speed, (Timed 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 (at 5,500 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 .. 40 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 1/2 m.p.g. at constant 50 m.p.h. on level  
27 1/2 m.p.g. at constant 60 m.p.h. on level  
26 1/2 m.p.g. at constant 70 m.p.h. on level  
24 m.p.g. at constant 80 m.p.h. on level  
22 1/2 m.p.g. at constant 90 m.p.h. on level  
21 m.p.g. at constant 100 m.p.h. on level  
17 1/2 m.p.g. at constant 110 m.p.h. on level  
14 1/2 m.p.g. at constant 120 m.p.h. on level  
13 1/2 m.p.g. at constant 130 m.p.h. on level

**Overall Fuel Consumption** for 2,859 miles, 144.9 gallons, equals 19.7 m.p.g. (14.35 litres/100 km.)

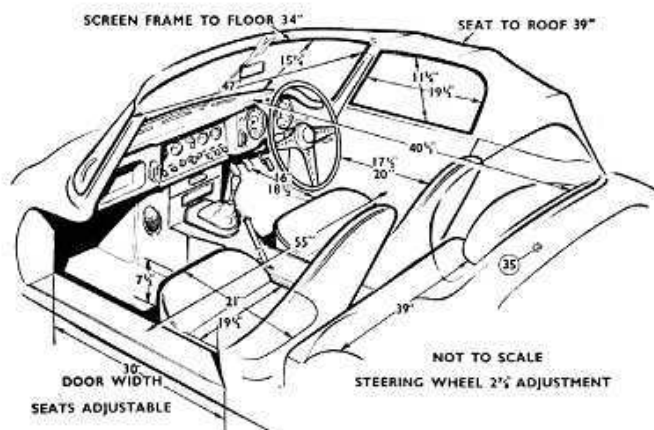
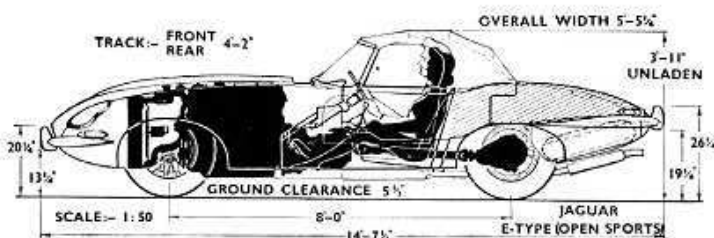
**Touring Fuel Consumption** (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) 21.3.  
Fuel tank capacity (maker's figure). 14 gallons

### STEERING

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

### BRAKES from 30 m.p.h.

1.00 g retardation (equivalent to 30 ft. stopping distance) with 115 lb. pedal pressure.  
0.96 g retardation (equivalent to 31 ft. stopping distance) with 100 lb. pedal pressure.  
0.79 g retardation (equivalent to 38 ft. stopping distance) with 75 lb. pedal pressure.  
0.49 g retardation (equivalent to 61 ft. stopping distance) with 50 lb. pedal pressure.  
0.22 g retardation (equivalent to 136 ft. stopping distance) with 25 lb. pedal pressure.



### ACCELERATION TIMES from standstill

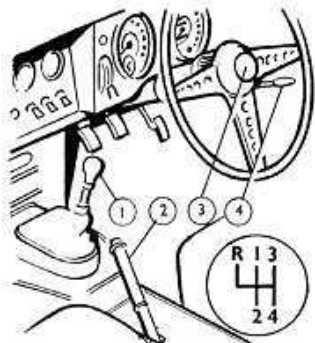
|                       |           |
|-----------------------|-----------|
| 0-30 m.p.h.           | 2.6 sec.  |
| 0-40 m.p.h.           | 3.8 sec.  |
| 0-50 m.p.h.           | 5.6 sec.  |
| 0-60 m.p.h.           | 7.1 sec.  |
| 0-70 m.p.h.           | 8.7 sec.  |
| 0-80 m.p.h.           | 11.1 sec. |
| 0-90 m.p.h.           | 13.4 sec. |
| 0-100 m.p.h.          | 15.9 sec. |
| 0-110 m.p.h.          | 19.9 sec. |
| 0-120 m.p.h.          | 24.2 sec. |
| 0-130 m.p.h.          | 30.5 sec. |
| 0-140 m.p.h.          | 39.3 sec. |
| Scanning quarter mile | 15.0 sec. |

### ACCELERATION TIMES on Upper Ratios

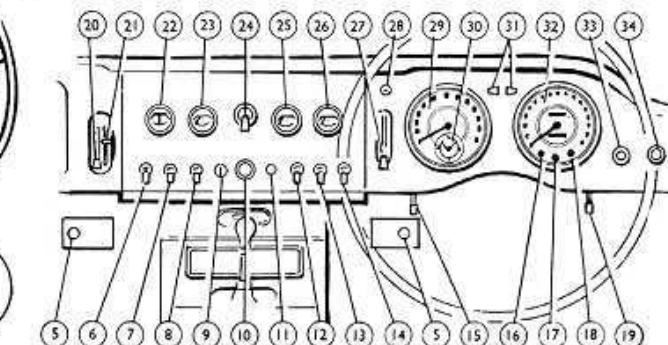
|                | Top gear  | 3rd gear |
|----------------|-----------|----------|
| 10-30 m.p.h.   | 5.6 sec.  | 4.2 sec. |
| 20-40 m.p.h.   | 5.6 sec.  | 4.3 sec. |
| 30-50 m.p.h.   | 5.4 sec.  | 4.0 sec. |
| 40-60 m.p.h.   | 5.4 sec.  | 4.0 sec. |
| 50-70 m.p.h.   | 5.3 sec.  | 3.9 sec. |
| 60-80 m.p.h.   | 5.0 sec.  | 3.7 sec. |
| 70-90 m.p.h.   | 5.2 sec.  | 4.2 sec. |
| 80-100 m.p.h.  | 5.7 sec.  | 4.8 sec. |
| 90-110 m.p.h.  | 6.6 sec.  | 6.5 sec. |
| 100-120 m.p.h. | 7.7 sec.  | —        |
| 110-130 m.p.h. | 10.4 sec. | —        |
| 120-140 m.p.h. | 15.1 sec. | —        |

### HILL CLIMBING at sustained steady speeds

Max. gradient on top gear .. 1 in 5 (Tapley 440 lb./ton)  
Max. gradient on 3rd gear .. 1 in 3.7 (Tapley 585 lb./ton)  
Max. gradient on 2nd gear .. 1 in 2.4 (Tapley 860 lb./ton)



1, Gear lever. 2, Handbrake. 3, Horn button. 4, Direction indicator and headlamp flasher control. 5, Vent flaps. 6, Interior lights switch. 7, Bright-Dim panel light switch. 8, 2-speed heater fan control. 9, Ignition switch. 10, Cigar lighter. 11, Starter. 12, Map light switch. 13,



2-speed windscreen wipers control. 14, Electric screen washer 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

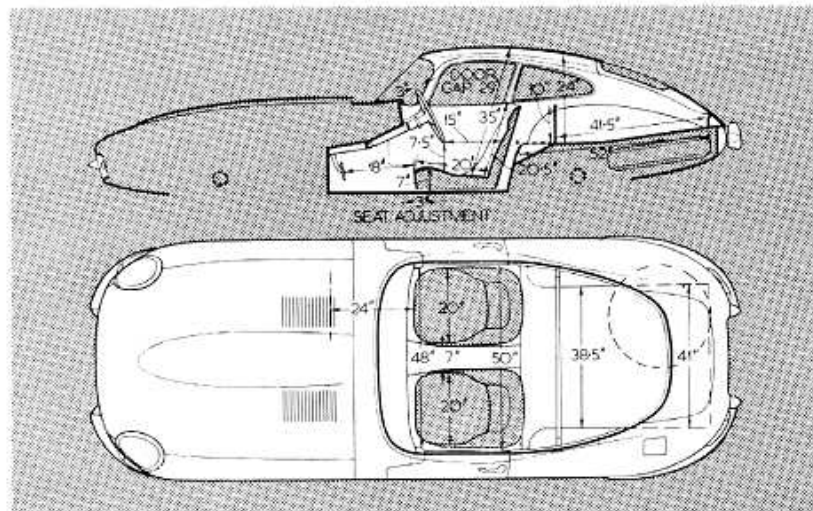
25, Oil pressure gauge. 26, Water thermometer. 27, Choke. 28, Choke warning light. 29, Rev counter. 30, Clock. 31, Direction indicator warning lights. 32, Speedometer. 33, Handbrake and hydraulic fluid level warning light. 34, Dip switch. 35, Boot lid control (see middle drawing).

### 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. Reprints 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 1/4 in. to 1 ft. Driving seat in central position. Cushions uncompressed.

### PERFORMANCE

| ACCELERATION TIMES (mean):<br>Speed range, Gear Ratios, and Time in Sec. |              |              |              |               |
|--|--------------|--------------|--------------|---------------|
| m.p.h.   | 3-31<br>to 1 | 4-25<br>to 1 | 6-16<br>to 1 | 11-18<br>to 1 |
| 10-30  | —            | —            | 3-2          | 1-9           |
| 20-40  | 5-5          | 4-3          | 2-8          | 1-9           |
| 30-50  | 5-4          | 4-3          | 2-8          | —             |
| 40-60  | 5-5          | 4-3          | 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. | 2-8 sec |
|-----------|---------|
| 40 "      | 4-4 "   |
| 50 "      | 5-6 "   |
| 60 "      | 6-9 "   |
| 70 "      | 8-5 "   |
| 80 "      | 11-1 "  |
| 90 "      | 13-2 "  |
| 100 "     | 16-2 "  |
| 110 "     | 19-2 "  |
| 120 "     | 25-9 "  |
| 130 "     | 33-1 "  |

Standing quarter mile 14-7 sec.

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

| Gear | (mean) | m.p.h. | k.p.h. |
|------|--------|--------|--------|
| Top  | (best) | 150-4  | 242-1  |
|      |        | 151-7  | 244-2  |
| 3rd  | ..     | 116    | 187    |
| 2nd  | ..     | 78     | 125    |
| 1st  | ..     | 42     | 68     |

### TRACTION EFFORT (by Tapley meter):

|           | Pull<br>(lb per ton) | Equivalent<br>gradient |
|-----------|----------------------|------------------------|
| Top ..    | 360                  | 1 in 6-1               |
| Third ..  | 520                  | 1 in 4-2               |
| Second .. | 755                  | 1 in 2-8               |

### SPEEDOMETER: m.p.h.

|                        |    |    |    |    |    |    |    |    |    |     |     |     |     |     |
|------------------------|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|
| Car speedometer ..     | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 136 |
| True Speed. R. 5s ..   | 11 | 22 | 32 | 42 | 52 | 62 | 72 | 83 | 93 | 104 | 115 | 126 | —   | —   |
| True Speed. R.S. 5s .. | 10 | 20 | 30 | 41 | 51 | 61 | 72 | 82 | 92 | 102 | 113 | 124 | 135 | 140 |

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

| Pedal load<br>in lb | Retardation | Equiv. stopping<br>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)

| 30 m.p.h. | Top Gear<br>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 "     | 16-5 "             |

Overall fuel consumption for 1,891 miles,  
17-9 m.p.g. (15-8 litres per 100 km).

Approximate normal range 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, 40ft 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, £60 4s 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 × 106 mm (3-42 ×  
4-17 in.).

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.5; 24-6 R.5.

WEIGHT (with 5 gal fuel): 24-1 cwt (2,702 lb).

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 × 15in. Dunlop R.S.5.

Pressures (p.s.i.): F, 23; R, 25 (normal).  
F, 30; R, 35 (fast driving).

(Optional) Dunlop R.5: F (6-00 × 15in.), 35;  
R (6-00 × 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 0in. (243-8  
cm).

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

Length (overall): 14ft 7-3in. (445-3 cm).

Width: 5ft 5-2in. (165-6 cm).

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

Ground clearance, 5-0in. (12-7 cm).

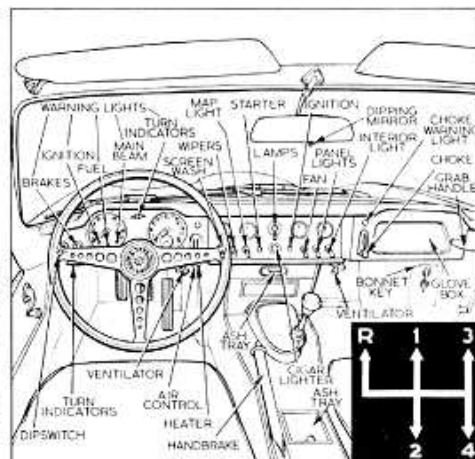
Frontal area, 15 sq. ft. (approximately).

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, twin coil springs and tele-  
scopic 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.



## 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 carburettors, 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.





# 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 4.1732 ins.). Cubic capacity 3781 c.c. (230.6 ins.). 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 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 synchromesh gearbox. Centrally positioned change speed lever. Synchromesh 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 3.31:1. 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 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 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 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 note horns. 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 coil 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 in quickly detachable front 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—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 access to luggage compartment, spare wheel and tools. Lipped shelf 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 finishers on rain guttering and windscreen frame. Twin bucket seats, adjustable for reach, upholstered in finest quality Vaumol 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 tumbler 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-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 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 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. 0 ins. Track, front and rear, 4 ft. 2 ins. Overall length, 14 ft. 7 ½ 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. 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 4.1732 ins.). Cubic capacity 3781 c.c. (230.6 ins.). 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 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 synchromesh gearbox. Centrally positioned change speed lever. Synchromesh 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 3.31 : 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 transverse tubular link pivotted 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 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 facia panel for ease of access. Side lamps. Lucas PL.700 head lamps with hand-operated dipping

control on facia. 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 facia. 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 windscreen wiper unit. Electrically-operated windscreen washers. Cigar lighter with luminous socket. Starter motor. Vacuum and centrifugal automatic ignition control. Oil coil 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 in quickly detachable front 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 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. Wraparound windscreen and thin pillars provide superb forward visibility. Door lights completely concealed within doors when fully lowered. Wraparound bumpers with overriders at front and rear. Twin bucket seats, adjustable for reach, upholstered in finest quality Vaurol 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 tumbler 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-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 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 ½ ins., overall width, 5 ft. 5 ½ ins. Overall height, 4 ft. 0 ins. Ground clearance (laden), 5 ½ ins. Dry weight (approx.), 22½ cwt.



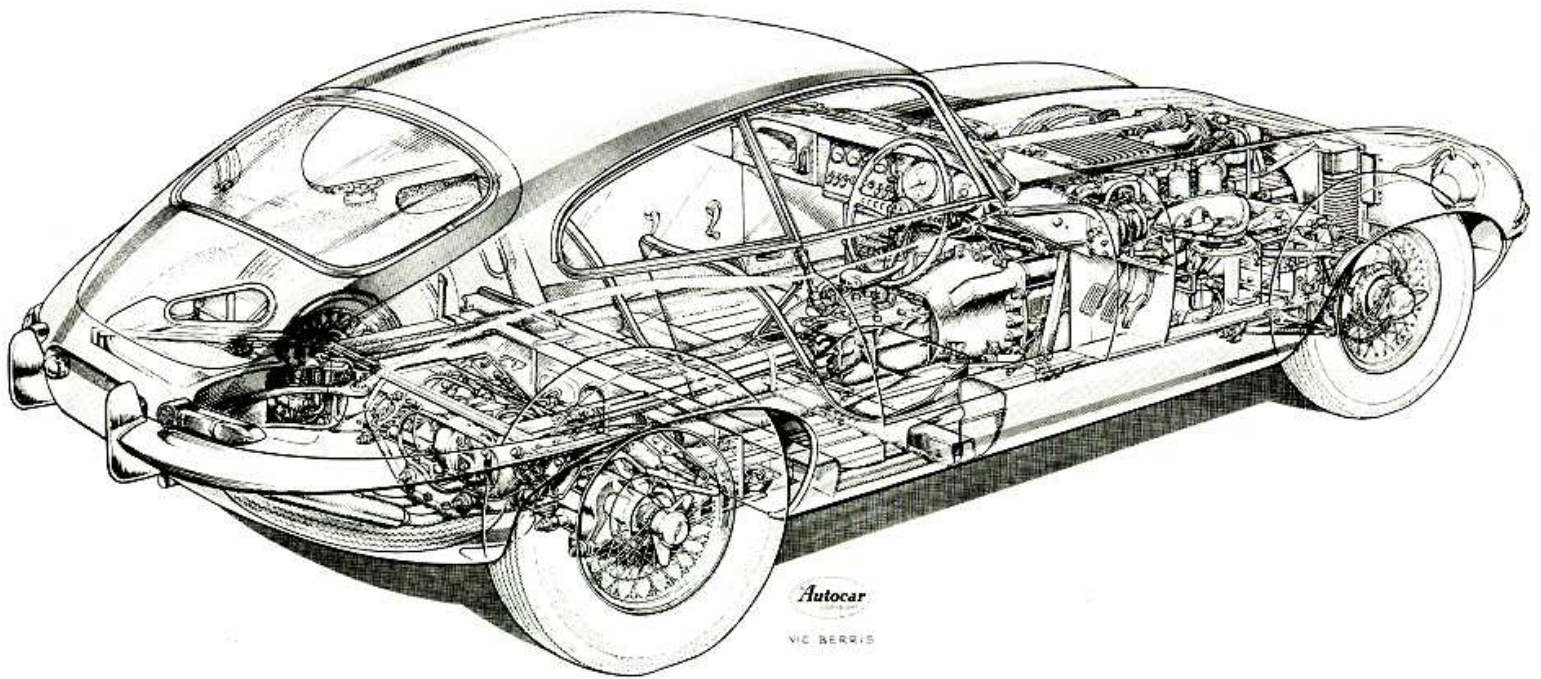
THE JAGUAR "E" TYPE G.T. OPEN TWO-SEATER





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

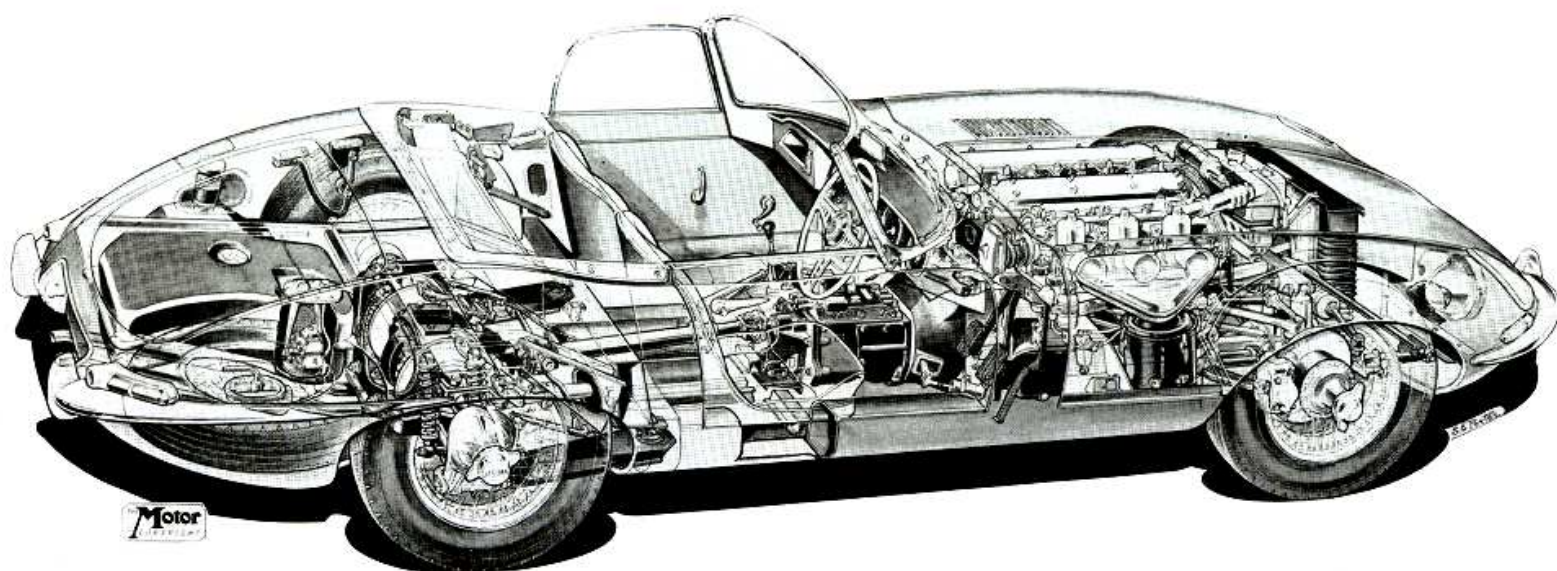
Shown with fibreglass detachable hard top which is offered as an optional extra.



## 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.*