

Jaguar **XK-E 2+2** Family Coupe

"A DIFFERENT BREED OF CAT"





flowing subtlety of the XK-E has been tailored to a

by adding 9 inches to the wheelbase and overall inches in height, the 2+2 can provide what it prom- seats, plus more headroom and legroom for both sengers. Flexible and generous cargo space makes



extra sense in a car for the family sportsman. The flat padded area behind the rear seats affords room

enough for a suitcase for every member of the family, or for golfing equipment . . . even as a carrier. Traveling in ones or twos, you can advance the top half of the rear seatback and lengthen the cargo area to a full 52.5 inches. Access to this area is through a large hinged panel that controls the rear window. Special attention has been given to structural strength with such unsurpassed innovations as the all-steel "single shell" monocoque body. Powerful holding capabilities have been designed into "burst-proof" door catches and locks. But don't let the chromed good looks distract

Challenge Jaguar Cars Ltd. of Coventry, England, was called upon by its designers to consider adding two seating places to its 4.2 litre XK-E while retaining the sculptured proportions of this automobile classic. Now, with the introduction of the new Jaguar — the XK-E 2+2 family coupe — the heritage of the most exceptional cars remains intact. Now, the XK-E can be considered by the sportsman who likes his automotive pleasures one, two or three along . . . family or friends. This dynamic fastback maintains the superlative handling qualities of the original and offers unusual spaciousness and cargo area accessibility.

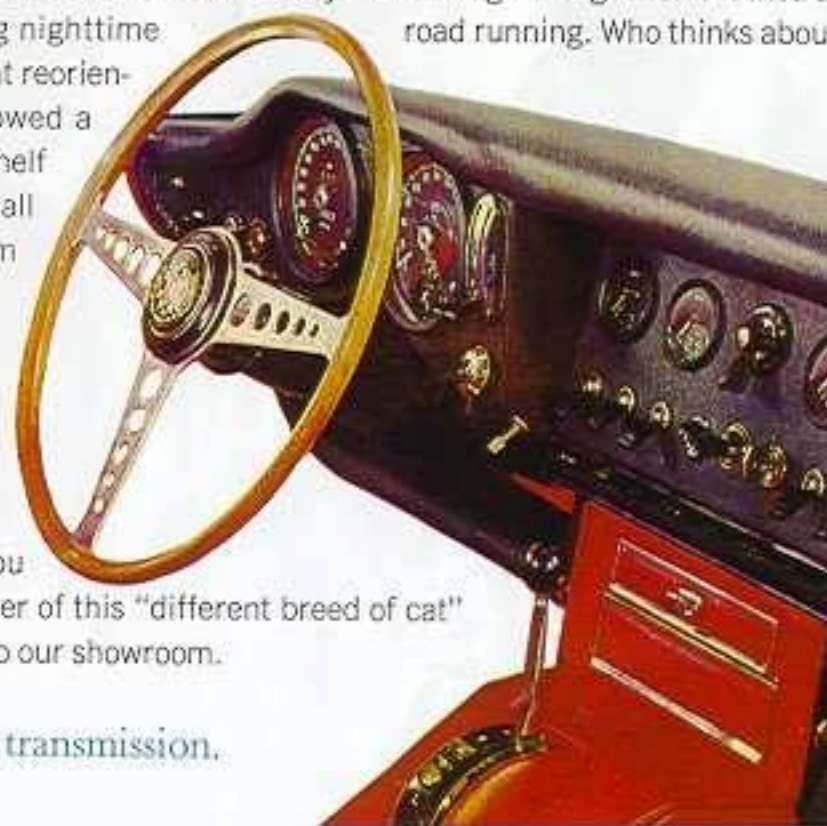


XK-E 2+2: Jaguar's true family sportscar, available in your choice of 4-speed fully synchromesh gearbox.

the renowned XK engine that tamed Le Mans! Five times in 7 years Jaguar offered the best the world had to offer in this, the 24 hour endurance test. This is the engine that will build to 140 mph without any sacrifice in mid-speed handling. Power without punishment in a 6-cylinder, 4.2 in overhead cam engine. And often an extra option on other cars, the XK-E offers as standard 4-wheel disc brakes with separate systems for front and rear. Now, by the addition of 2 rear seats, the 2+2 provides full space for passengers. There is sound economy in the luxury of the glove-leather as there is in the deep-pile carpet floor covering. Up front are two individually adjustable bucket seats which furnish the cradled-support preferred by

competition drivers the world over. This positive comfort is as important a function of roadability as the shocks. Though startlingly like its elder brother in power, the new Jaguar XK-E 2+2 model offers sensations which will find favor with the Jaguar man who is also a family man. Soft green lights on the instrument panel provide for glareless consultation during nighttime road running. Who thinks about glove compartments? Jaguar does. A slight reorientation in the instrument panel has allowed a deeper glove compartment and a wide shelf under the dash for sorting and storing small packages. An emergency warning system which activates all 4 directional signal lights is controlled by a single switch in front of the driver. Improved visibility from enlarged windshields and 3 extra-length wiper blades. An effective heating and ventilating system offers greater efficiency in interior heat radiation and cooling. Variable direction outlets controlled from the dashboard direct air to the area you choose. We suggest that you become familiar with the purring power of this "different breed of cat" by sitting yourself behind the wheel of an XK-E 2+2 during a visit to our showroom.

... clutch or the optional dual-drive range automatic transmission.



Jaguar E 2+2 Coupe



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BODY CONSTRUCTION. 2-door, 4-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. Jacking points on either side of car. Large window in rear luggage door, along with wraparound windshield and thin pillars, provides excellent visibility. Rear quarter windows are hinged for ventilation. Door catches and locks are "anti-burst" safety type.

APPOINTMENTS. Door panels are finished in finest quality leatherette. Carpeting over thick felt underlay. Twin bucket seats, each adjustable for reach and rake, upholstered in leather hide over deep foam rubber cushions. Fully upholstered rear seat for 2. Twin, padded sun visors. **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 lockable glove compartment and grab handle. Twin parcel shelves beneath fascia panel. **Heat and Air Vent.** Fresh air heating and multi-point 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. Variable-direction outlet nozzles are controlled from fascia panel. **Luggage Compartment.** Luggage can be carried in flat, padded area behind seats. Squab of rear seat is in 2 sections, permitting upper half to move forward, increasing luggage space to full 52½-in. length when rear seat is not used. Access is through large rear door, opened by internal release. Spare wheel and tire beneath door in trunk floor. Fitted tool kit housed in center of spare wheel. Jack and wheel hammer provided.

ENGINE. Six-cyl., in-line engine develops 265 bhp at 5400 rpm, 283 lbs.-ft. torque at 4000 rpm. Displacement 4.2 litres (4235 cc.; 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. Aluminum 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. Manual. Four-speed floorshift, synchromesh on all forward gears. Hydraulically-operated, 10-in. dia. diaphragm clutch. **Automatic.** Borg-Warner Model 8 automatic transmission with torque converter and planetary gearbox providing low, intermediate and direct top. Dual drive range (D-I and D-2) affords a high degree of driver control: D-I gives start in 'low' and after shifting to 'top' permits a kickdown to 'intermediate' or

'low'; D-2 gives start in 'intermediate' and after a kickdown permits a kickdown to 'intermediate.' Gear selector transmission tunnel. **Rear Axle.** Hypoid design. Driveshaft. Limited slip differential standard with optional lock. Manual ratio 3.54 to 1. Automatic 3.31 to 1. available.

ELECTRICAL EQUIPMENT. 12-volt battery. Alternator or generator. Separate dashboard switch for dipped headlights. Back-up lights. Self-cancelling directional signals. Signals can be flashed simultaneously as a hazard warning, controlled manually by panel switch. Two-position switch for instruments. Map reading light. Interior Cigar lighter with luminous socket. Twin, dual-tone horn. Blade, 2-speed windshield wipers. Windshield washer.

SUSPENSION. Front. Independent, with transverse torsion bars controlled by telescopic shock absorbers fitted to lower wishbones. Rear. Fully independent, unit mounted in pressed-steel cross member attached to pairs of rubber blocks on each side. Lateral location by transverse links of unequal length, with universal half shafts acting as the upper pair. Anti-roll bar location is provided by rubber mountings located rigidly in the body structure, and by radius arms between link and a mounting point on the body structure. Springs, each enclosing a telescopic shock absorber, suspension medium at each wheel. Wheels and tires are 16-in. spoke wheels with centerlock quick-change hubs fitted with high performance tires and tubes.

BRAKES. Dunlop 4-wheel discs with quick-change pads, assisted, self-adjusting. Front brakes are mounted on inboard adjacent to differential. Independent rear system with tandem master cylinders providing separate front and rear. Self-adjusting "pull-up" handbrake and brake fluid level warning light on dashboard.

STEERING. Rack-and-pinion, 2½ turns lock-to-lock. 41 in. Wood-rimmed, 3-spoke steering wheel adjustable for reach.

DIMENSIONS, CAPACITIES. Exterior Dimensions. Wheelbase 108½ ins. Overall length 184½ ins. Overall width 65½ ins. Track, front and rear 50 ins. Ground clearance 5.5 ins. Interior Dimensions. Headroom, front 35½ ins. Legroom, front 36¼-41¼ ins. Back of front seat to rear seat 42½ ins. Min.-max. trunk length 42-52½ in. width 39 ins. **Weights, Capacities.** Dry weight 2744 lbs. Oil 9 qts. Water 19¼ qts.

OPTIONAL EQUIPMENT. Radio. Alternative rear axle with wire wheels. Tinted glass. Whitewall tires. Heated rear window. Demisting and defrosting.

(All specifications are standard except as noted.)