



Jaguar 4.2 XK-E Coupe, Roadster & 2+2 Family Coupe
"A different breed of cat"



Often described as one of the world's most breathtaking sports cars and a "classic of the future," the 4.2-litre Jaguar XK-E owes its basic design to a long racing heritage.

Available in three styles—roadster, coupe and 2+2 coupe—specifications are very similar. The all-steel body is of Jaguar patented monocoque construction, a form that results in maximum strength, rigidity and lightness. Its four-wheel independent suspension is also competition-based and provides the driver with complete assurance at all times. Powering the XK-E is the famed Jaguar XK engine that sped competition cars at the grueling 24-Hour race of LeMans to five wins in seven 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 new type, all synchromesh, four-speed gearbox with a diaphragm clutch that gives smooth, progressive engagement with light pedal pressure. Automatic transmission is offered as an optional extra on the new 2+2 coupe. Disc brakes at all four wheels are standard equipment.

Powering the XK-E is an advanced design of the famed XK engine of 4.2 litre capacity. The extreme reliability of this engine has been proved time and time again in races and rallies throughout the world. Now, with considerably more torque, the result is greater performance in the lower and middle speed ranges and increased flexibility at all speed ranges. Power is transmitted by a new diaphragm clutch (which gives longer life and lighter pedal pressures) to a fully synchromesh gearbox of entirely new design. Other engine improvements include the addition of an alternator to give increased current supply over a wide range of engine speeds, a pre-engaged starter to facilitate starting at low temperatures and a quieter and more corrosion-resistant exhaust system.

Two seating places have been added to the 2+2 coupe version of the famous XK-E sportscar line, yet the fine proportions of this automobile classic are retained. The

XK-E 2+2 thus becomes the Jaguar family coupe. The superlative handling qualities are maintained and even greater passenger space and cargo area provided. By adding 9 ins. to the wheelbase and length, and 2 ins. to the height, two extra seats, more headroom and legroom are given for both driver and passengers. A flat padded area behind the rear seats affords room enough for a suitcase for each member of the family; or the top half of the rear seatback can be advanced

to lengthen the cargo area to a full 52½ ins. Access is through a large hinged rear window panel, with electrical built-in heater/demister unit, as optional extra.

The XK-E 2+2 provides full space for driver, passenger and extra passengers, with luxurious padded glove-leather interior and deep-pile carpet floor covering. In front are two individually adjustable bucket seats, with competition-style cradled-support squabs. Comfort for the driver has long been felt to be an important facet of a sports car by Jaguar designers. Along with entirely new, thickly padded, leather bucket seats there is the ability easily to position the steering column for both height and reach. This enables the driver to find his most comfortable — and safest — driving position.

Quadrant for the new optional automatic transmission is mounted on a leather-finished console between the front seats. This gives a dual drive range control.

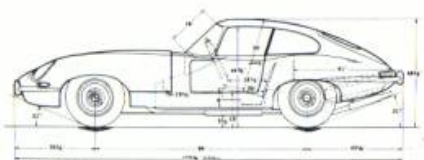




A combination of proved and technically superior features inherited from the famed D-type competition cars is the background for the latest 4.2 Jaguar XK-E models ■
Main Features: Lightweight, strong mono-

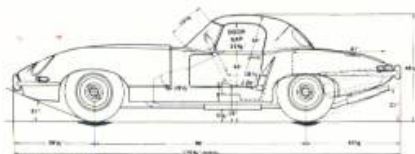
coque all-steel body. Four-wheel independent suspension. Four-wheel disc brakes, with independent systems for front and rear. Quick, responsive rack and pinion steering. ■ *New Features:* Larger, more powerful

engine, 4.2 litres capacity and 265 bhp. New, all synchromesh four-speed gearbox, with hydraulically operated, diaphragm clutch. More comfortable, fully padded individual seats. New alternator, new radiator.



XK-E Coupe

6700



XK-E Roadster

6400



2+2 XK-E Coupe

7115



Jaguar 4.2 XK-E Coupe, Roadster & 2+2 Coupe...general specifications...

All 4.2 XK-E models have the following design features in common:

BODY CONSTRUCTION: 2-door, stressed shell all-steel body of monocoque construction. Tubular steel front sub-frame carries engine and suspension. Fabricated steel rear sub-frame carries independent rear suspension and final drive units. Wraparound bumpers with over-riders front and rear. 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 soft top. **Coupe and 2+2 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 over thick felt underlay. Twin bucket seats, adjustable for reach and rake, upholstered in leather over deep foam rubber cushions. **Coupes.** Twin, padded sun visors. Fully upholstered rear seat for 2 (2+2 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 glove compartment and grab handle. **Coupes.** Glove compartment lockable. Twin package shelves beneath fascia panel. **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. **2+2 Coupe.** Variable direction outlet nozzles are controlled from fascia panel. **Luggage Compartment.** Spare wheel and tire beneath door in trunk floor. Fitted tool kit housed in center of spare wheel. Jack and wheel hammer provided. **Roadster.** Access to compartment in rear of car is by internal release, which raises deck lid. Additional parcel accommodation behind seats. **Coupes.** Access is through large rear door, opened by internal release. Covered compartment immediately behind seats for

small parcels. Luggage carried in flat, padded area behind seats. Hinged luggage retainer at front drops down to increase luggage space. **2+2 Coupe.** Luggage carried in flat, padded area behind seats. Squab of rear seat is in two sections, permitting upper half to move forward, increasing luggage space to full 52½-in. length when rear seat is not used.

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: Four-speed floorshift, synchromesh on all gears. Hydraulically-operated, 10-in. dia. diaphragm clutch. Sealed bearing driveshaft. Limited slip differential. Hypoid rear axle. Ratio 3.54 to 1. Optional ratios: 3.07, 3.31. **2+2 Coupe.** Automatic. Rear axle ratio 3.31 to 1. Borg-Warner Model 8 automatic transmission with torque converter and planetary gearbox providing low, intermediate and direct top. Dual drive range (D-1 and D-2) affords a high degree of driver control: D-1 gives start in 'low' and after shifting to 'top' permits a kickdown to 'intermediate' or 'low'; D-2 gives start in 'intermediate' and after shifting to 'top' permits a kickdown to 'intermediate'. Gear selector in quadrant on transmission tunnel.

ELECTRICAL EQUIPMENT: 12-volt battery. Alternator used in place of generator. Separate column lever for dipping headlights. Back-up lights. Self-cancelling directional signals. All directional signals can be flashed simultaneously as a 'hazard' warning system, controlled manually by panel switch. Two-position dimmer switch for instruments. Map reading light. Interior courtesy light. Cigarette lighter with luminous socket.

Twin, dual-tone horns. Triple-blade, 2-speed windshield wipers. Windshield washers.

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 pressed-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. Anti-roll bar. Longitudinal location is 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 center-lock quick-change 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 system with tandem master cylinders providing separate circuits for front and rear. Self-adjusting "pull-up" handbrake. Combined handbrake and brake fluid level warning light.

STEERING: Rack-and-pinion. Wood-rimmed, 3-spoke steering wheel adjustable for height and reach. 2¼ turns lock-to-lock. Turning circle 37 ft. **2+2 Coupe.** 2½ turns lock-to-lock. Turning circle 41 ft.

DIMENSIONS, CAPACITIES: Fuel 16¾ gals. Oil 9 qts. Water 19¼ qts. **Roadster and Coupe.** Wheelbase 96 ins. Track, front 50 ins., rear 50 ins. Overall length 175¼ ins. Overall width 65¼ ins. Overall height 48 ins. Ground clearance (laden) 5½ ins. Dry weights: roadster 2464 lbs., coupe 2520 lbs. Weight distribution, front 50%, rear 50%. **2+2 Coupe.** Wheelbase 105 ins. Track, front 50 ins., rear 50 ins. Overall length 184¼ ins. Overall width 65¼ ins. Overall height 50 ins. Ground clearance (laden) 5½ ins. Dry weight 2744 lbs.

OPTIONAL EQUIPMENT: Radio. Alternative rear axle ratios. Chrome wire wheels. Tinted glass. Whitewall tires. **Roadster.** Fiberglass hardtop. **Coupe and 2+2 Coupe.** Heated rear window for demisting and defrosting.

(All specifications are standard except as noted.)

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