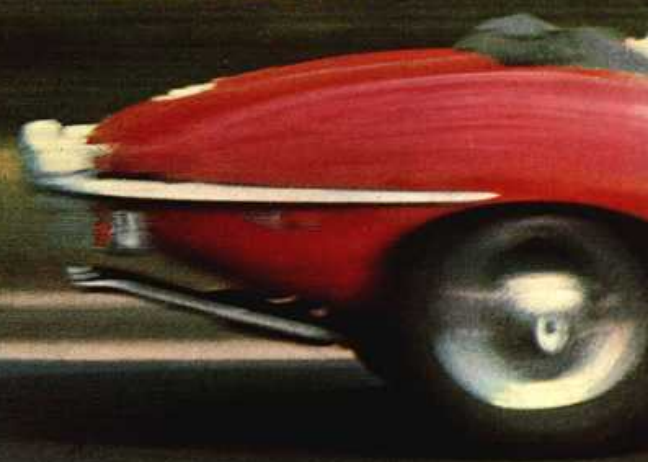


Jaguar
'E' Type range
Series 2



Jaguar 'E' Type range Series 2



From the moment of their introduction, the 'E' Type models have enjoyed a universal reputation as the most outstanding Grand Touring car available anywhere in the world.

The race-bred engine, suspension and brakes, together with a very advanced design of monocoque body construction, have endowed the 'E' Types with extremely high performance coupled to superb roadholding, braking and handling.

To these characteristics are added three more—safety, refinement, silence—and it is the combination of all these attributes which sets the 'E' Type apart from other high performance cars. The 'E' Types were amongst the very first cars to meet, in all details, the American Federal Safety requirements and the 'Series 2' models incorporate a number of additional safety and styling features which reflect Jaguar's long-established policy of continued development and refinement.



OPEN 2-SEATER (AND OPTIONAL HARD TOP)

PRINCIPAL DIMENSIONS: Wheelbase, 8 ft. 0 ins.; Track, front and rear, 4 ft. 2 ins.; Overall length, 14 ft. 7 $\frac{5}{8}$ ins.; Overall width, 5 ft. 5 $\frac{1}{4}$ ins.; Overall height, 4 ft. 0 ins.; Ground clearance (laden), 5 $\frac{1}{2}$ ins.; Turning circle 37 ft.; Fuel tank capacity 14 imp. gallons.

Series 2 Features

ENGINEERING:

- 4.2 litre, 6 cylinder, twin overhead camshaft three carburetter 265 b.h.p. 'XK' engine giving high power and torque output for maximum acceleration and flexibility of top gear performance, and providing low fuel consumption.
- Four speed all synchromesh gearbox with improvements for smoother, quieter running.
- Diaphragm-spring clutch requiring only light pedal pressure.
- Optional automatic transmission (2.2 model only).
- Fully independent suspension of all four wheels.
- Servo-assisted disc brakes on all four wheels, with quick-change pads.
- Independent hydraulic circuits to front and rear brakes.
- Wide section tyres for maximum adhesion.
- Collapsible steering column, fitted with energy-absorbing sleeve.
- Rack and pinion, power assisted steering (optional extra).



FIXED HEAD COUPÉ

PRINCIPAL DIMENSIONS: Wheelbase, 8 ft. 0 ins.; Track, front and rear, 4 ft. 2 ins.; Overall length, 14 ft. 7 $\frac{3}{8}$ ins.; Overall width, 5 ft. 5 $\frac{1}{4}$ ins.; Overall height, 4 ft. 0 ins.; Ground clearance (laden), 5 $\frac{1}{2}$ ins.; Turning circle 37 ft.; Fuel tank capacity 14 imp. gallons.

- Cross flow radiator, "no loss" cooling system.
- Twin electric fans for even better cooling.
- More powerful windscreen wiper motor.

EXTERIOR DETAIL:

- Revised headlamp position for improved light pattern.
- Additional reflectors on side of car, front and rear.
- Large area direction indicators.
- Hazard warning system operated by switch on facia panel.
- Twin reversing lights, on either side of number plate.
- Full width wrap-round bumpers, front and rear.
- Revised styling for rear light clusters.
- Larger air intake aperture for improved cooling when air conditioning is fitted.
- Larger windscreen (2 2 model only) with increased rake for improved visibility and aerodynamics.



2 + 2 MODEL

PRINCIPAL DIMENSIONS: Wheelbase, 8 ft. 9 ins.; Track, front and rear, 4 ft. 2 ins.; Overall length, 15 ft. 4½ ins.; Overall width, 5 ft. 5¼ ins.; Overall height, 4 ft. 2 ins.; Ground clearance (laden), 5½ ins.; Turning circle, 41 ft.; Fuel tank capacity 14 imp. gallons.

INTERIOR DETAIL:

- All switches on instrument panel are of the smooth contoured rocker type.
- Recessed choke and heater controls with "push-pull" action and low friction cables.
- Recessed, disc shape ventilation direction controls.
- Padded screen rail.
- Plastic rimmed rear view mirror with snap-away mounting.
- Recessed door handles.
- Slimline window winders with rubber recessed into handles.
- Lockable glove compartment.
- Horn button, headlamp flasher and direction indicator switch incorporated in one lever.

PLUS JAGUAR'S HIGH STANDARDS OF LUXURIOUS INTERIOR APPOINTMENTS.

JAGUAR CARS LTD · COVENTRY ENGLAND

The issue of this catalogue does not constitute an offer. The specifications described in this publication vary for different countries, and Jaguar Cars Ltd. reserve the right to amend specifications without notice.

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SERIES 2 'E' TYPE OPEN 2-SEATER (and optional Hard Top Model)

ENGINE. 6 cylinder, twin overhead camshaft, 4.2 litre XK Jaguar engine. 92.07 mm. bore, 106 mm. stroke (3.625" by 4.1732"), cubic capacity 4235 c.c. (258.43 cu. in.). Compression ratio 9 : 1 (8 : 1 optional). Power output (8 : 1) 265 b.h.p. at 5400 r.p.m., torque 283 ft./lb. 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 twin fans.

TRANSMISSION. Manually operated four speed, single helical all synchromesh gearbox. Ratios: 1st, 9.01; 2nd, 5.85; 3rd, 4.27; 4th, 3.07; Reverse, 10.38. Centrally positioned gear change lever. Baulk ring synchromesh on all four forward ratios. Borg & Beck 9½ DS clutch. Hardy Spicer needle bearing propeller shaft. Hypoid rear axle. Ratio 3.07. Optional ratios 3.31 : 1, 3.54. Differential unit mounted in sub-frame carrying the rear suspension. Improvements to helix angles for smoother, quieter running.

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 subframe 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 damper, provide the suspension medium. The whole assembly together with the differential unit is carried in an easily detachable frame which is located in the body structure by rubber mountings.

BRAKES. Disc brakes featuring quick-change pads, are fitted to all four wheels. Front brakes fitted on wheel hubs, rear brakes fitted inboard of half shafts adjacent to differential unit. Suspended vacuum type servo operated by tandem master cylinder. System divided into two entirely independent hydraulic circuits to front and rear brakes. Centrally positioned handbrake operates on rear wheels only. Combined handbrake and brake fluid warning light.

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. Power-assisted steering available as an optional extra.

WHEELS AND TYRES. Wire spoke wheels with centre lock hubs fitted with Dunlop 185 × 15 tyres and tubes. 'Aqualief' tyre tread. Optional bolt-on chrome-plated pressed-steel wheels available.

FUEL SUPPLY. By S.U. electric pump. Tank of 14 Imperial gallon capacity. Petrol filter incorporated into fuel line and located by engine compartment.

ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS. Lucas alternator generator. 12-volt negative earth system. Large capacity battery giving 57 amp-hours at 10 hour rate with current voltage control. Eight fuse control box, fully labelled, located behind hinged central fascia panel for ease of access. Side lamps. Lucas sealed beam, asymmetric dip, headlamps with hand-operated dipping control on fascia. Separate lever actuating headlamp flashing. Separate stop-tail, direction and reflector units mounted in a single assembly. Rear number plate lamps. Twin reversing lights. Flashing direction indicators with self-cancellation and warning light on fascia, doubling as hazard warning lights with separate switch 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. Centrally positioned transistorised clock. Battery condition indicator. 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. Stressed shell steel body of patented, monocoque construction. Front sub-frame of square section steel tubing carries engine unit, suspension and forward hinged front section. 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 plastic, mounted on a special frame to permit single handed erection or stowage. When stowed the hood assembly is completely concealed by a separate detachable cover. Fibreglass detachable hardtop available as an optional extra. Counterbalanced, forward opening

front section provides excellent accessibility to all mechanical components. Wrapround windscreen and thin pillars provide superb forward visibility. Door lights completely concealed within doors when fully lowered. Wrapround bumpers with overrides at front and rear. Twin bucket seats, adjustable for reach and rake, upholstered in finest quality Vaumol leather over Dunlopillo foam rubber cushions. 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 fuel gauge and battery condition indicator, together with a row of labelled rocker switches controlling ancillary equipment. Separate housing beneath panel contains a radio and twin speakers (optional extra). 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 a lockable glove compartment and grab handle. Three-spoke, alloy, lightweight steering wheel with wood rim. Wide angle rear view mirror in snap-off mounting. Deep pile carpets over thick felt underlay. Luggage accommodation provided in tail of car. Luggage boot lid controlled from inside the car. Seat belt anchorages are incorporated.

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, in a roll 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. 7½ ins. Overall width, 5 ft. 5½ ins. Overall height, 4 ft. 0 ins. Ground clearance (laden) 5½ ins. Dry weight 2790 lbs.

SERIES 2 'E' TYPE FIXED HEAD COUPÉ

ENGINE. 6 cylinder, twin overhead camshaft, 4.2 litre XK Jaguar engine. 92.07 mm. bore, 106 mm. stroke (3.625" by 4.1732"), cubic capacity 4235 c.c. (258.43 cu. in.). Compression ratio 9 : 1 (8 : 1 optional). Power output (9 : 1) 265 b.h.p. at 5400 r.p.m., torque 283 ft./lb. 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 twin fans.

TRANSMISSION. Manually operated four speed, single helical all synchromesh gearbox. Ratios: 1st, 9.01; 2nd, 5.85; 3rd, 4.27; 4th, 3.07; Reverse, 10.38. Centrally positioned gear change lever. Baulk ring synchromesh on all four forward ratios. Borg & Beck 9½ DS clutch Hardy Spicer needle bearing propeller shaft. Hypoid rear axle. Ratio 3.07. Optional ratios 3.31 : 1, 3.54. Differential unit mounted in sub-frame carrying the rear suspension. Improvements to helix angles for smoother, quieter running.

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 subframe 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 damper, provide the suspension medium. The whole assembly together with the differential unit is carried in an easily detachable frame which is located in the body structure by rubber mountings.

BRAKES. Disc brakes featuring quick-change pads, are fitted to all four wheels. Front brakes fitted on wheel hubs, rear brakes fitted inboard of half shafts adjacent to differential unit. Suspended vacuum type servo operated by tandem master cylinder. System divided into two entirely independent hydraulic circuits to front and rear brakes. Centrally positioned handbrake operates on rear wheels only. Combined handbrake and brake fluid warning light.

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. Power-assisted steering available as an optional extra.

WHEELS AND TYRES. Wire spoke wheels with centre lock hubs fitted with Dunlop 185 x 15 tyres and tubes. 'Aquajet' tyre tread. Optional bolt-on chrome-plated pressed-steel wheels available.

FUEL SUPPLY. By S.U. electric pump. Tank of 14 Imperial gallon capacity. Petrol filter incorporated into fuel line and located by engine compartment.

ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS. Lucas alternator generator, 12-volt negative earth system. Large capacity battery giving 57 amp-hours at 10 hour rate with current voltage control. Eight fuse control box, fully labelled, located behind hinged central fascia panel for ease of access. Side lamps, Lucas sealed beam, asymmetric dip, headlamps with hand-operated dipping control on fascia. Separate lever actuating headlamp flashing. Separate stop-tail, direction and reflector units mounted in a single assembly. Rear number plate lamps. Twin reversing lights. Flashing direction indicators with self-cancellation and warning light on fascia, doubling as hazard warning lights with separate switch 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. Centrally positioned transistorised clock. Battery condition indicator. 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. Stressed shell steel body of patented, monocoque construction. Front sub-frame of square section steel tubing carries engine unit, suspension and forward hinged front section. Counterbalanced, forward opening front section provides excellent accessibility to all mechanical components. Wrapround windscreen and thin pillars provide superb forward visibility. Door lights completely concealed within doors when fully lowered. Wrapround bumpers with overriders at front and rear. Twin bucket seats, adjustable for reach and rake, upholstered in finest

quality Vaumol leather over Dunlopillo foam rubber cushions. 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 fuel gauge and battery condition indicator, together with a row of labelled rocker switches controlling ancillary equipment. Separate housing beneath panel contains a radio and twin speakers (optional extra). 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 a lockable glove compartment and grab handle. Three-spoke, alloy, lightweight steering wheel with wood rim. Wide angle rear view mirror in snap-off mounting. Deep pile carpets over thick felt underlay. Luggage accommodation provided in tail of car. Luggage boot lid controlled from inside the car. Seat belt anchorages are incorporated.

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, in a roll, 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. 7½ ins. Overall width, 5 ft. 5½ ins. Overall height, 4 ft. 0 ins. Ground clearance (laden) 5½ ins. Dry weight 2790 lbs.

SERIES 2 'E' TYPE 2 + 2

ENGINE. 6 cylinder, twin overhead camshaft, 4.2 litre XK Jaguar engine. 92.07 mm. bore, 106 mm. stroke (3.625" by 4.1732"), cubic capacity 4235 c.c. (258.43 cu. ins.). Compression ratio 9 : 1 (8 : 1 optional). Power output (9 : 1) 265 b.h.p. at 5,400 r.p.m., torque 283 ft./lb. 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 twin fans.

TRANSMISSION. (Manually operated gearbox). Four speed, single helical all synchromesh gearbox. Ratios: 1st, 9.01; 2nd, 5.85; 3rd, 4.27; 4th, 3.07; Reverse, 10.38. Centrally positioned change speed lever. Baulk ring synchromesh on all four forward ratios. Borg and Beck 9½" D.S. clutch. Hardy-Spicer needle bearing propeller shaft. Hypoid rear axle. Ratio, 3.07 : 1. Differential unit mounted in sub-frame carrying the rear suspension. Improvements to helix angles for smoother quieter running.

TRANSMISSION. (Automatic Transmission model). Borg Warner Model 8 with dual drive range D1 D2. Gear Ratios: Low, 6.92/13.84; Intermediate, 4.2/8.4; Top, 2.88/5.76; Reverse, 5.76/11.52. Gear selector lever operates in quadrant on gearbox tunnel. Hardy Spicer needle bearing propeller shaft. Hypoid rear axle. Ratio, 2.88 : 1.

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 rear wheel carrier and subframe 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 high rate springs, each enclosing a telescopic 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. Disc brakes featuring quick-change pads, are fitted all round. Front brakes fitted on wheel hubs, rear brakes fitted inboard of halfshafts adjacent to differential unit. Suspended vacuum type servo operated by tandem master cylinder. System divided into two entirely independent hydraulic circuits to front and rear brakes. Centrally positioned handbrake operates on rear wheels only. Combined hand-brake and brake fluid warning light on Facia.

STEERING. Rack and pinion. 16" diameter steering wheel with separate adjustment for height and reach. Number of turns lock to lock, 2.85. Turning circle, 41 ft. diameter. Power-assisted steering available as an optional extra.

WHEELS AND TYRES. Wire spoke wheels with centre lock hubs. Dunlop 185 mm. by 15 ins. tyres with tubes. 'AquaJet' tyre tread. Optional bolt-on chrome-plated pressed-steel wheels available.

FUEL SUPPLY. By S.U. electric pump. Tank of 14 imperial gallons capacity. Petrol Filter incorporated into fuel line and located in engine compartment.

ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS. Lucas alternator. 12-volt negative earth system. Large capacity battery giving 57 amp-hours at 10-hour rate with current voltage control. Eight fuse control box, fully labelled, located behind hinged central Facia panel for ease of access. Side lamps. Lucas sealed beam, asymmetric dip, headlamps with hand-operated dipping control on Facia. Separate lever actuating headlamp flashing and flashing direction indicators with self-cancellation. Direction indicators double as hazard warning lights. Separate stop-tail, direction and reflector units mounted in single assembly. Rear number plate lamps. Twin reversing lights. Instruments and labelled switches illuminated by internal flood lighting controlled by a two-position dimmer switch. Interior light. Map reading light. Cigar lighter with luminous socket. 5 ins. diameter 160 m.p.h. speedometer incorporating total and trip distance recorders. 5 ins. diameter electrically operated revolution counter. Centrally positioned transistorised clock. Battery condition indicator. 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. Twin blended-note horns. Twin blade two-speed self parking windscreen wiper unit. Electrically operated windscreen washers. Pre-engaged starter motor. Vacuum and centrifugal automatic ignition control. Oil coil ignition. Wiring harness in quickly detachable front body section connected to mains circuits through an eight-pin connector mounted on engine compartment bulkhead.

BODY. Stressed shell steel body of patented, monocoque construction. Front sub-frame of high tensile steel tubing carries engine unit, suspension and forward hinged front section. Counterbalanced, forward opening front section provides excellent accessibility to all mechanical components. Deep wrapround windscreen and thin pillars provide superb forward visibility. Wrapround bumpers with overriders at front and rear. Seating for four persons is fully upholstered in finest quality Vaurol leather over Dunlopillo foam rubber cushions. Twin bucket seats at the front have combined height and reach adjustment. Top section of rear seat squab moves forward allowing boot floor to be extended when car is used as two-seater, thus increasing luggage accommodation by 25%. Low flooring gives increased footroom in rear compartment. Facia and screenrail in matt grained finish to eliminate reflection. Comprehensive instrumentation with revolution counter and speedometer positioned in front of driver. Central panel contains separate fuel, oil, water temperature gauges and ammeter together with a row of labelled rocker switches controlling ancillary equipment. Separate housing beneath panel contains radio and twin speakers (optional extra). When no radio is fitted, speaker grilles are retained but radio control aperture is blanked off with an escutcheon. Panel in front of passenger contains lockable glove compartment and a grab handle. Full width parcel shelf. Three-spoke, lightweight alloy steering wheel with wood rim. Rear view mirror in snap-off mounting. Sun visors. Deep pile carpets over thick felt underlay. Boot lid controlled from inside car.

HEATING AND DEMISTING. Fresh air heating system capable of high temperature and volume also gives rapid refroosting and demisting of windscreen. Variable direction nozzles are controlled individually by the front seat occupants. Controls are mounted each side of centre facia panel.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot floor in a separate compartment and is readily accessible. The tool roll is housed in the spare wheel compartment.

JACKING. Four point jacking allows individual wheel raising. Special studs, adjacent to each wheel, locate in forked lifting pad on screw type, manually-operated, easy lift jack.

PRINCIPAL DIMENSIONS. Wheelbase, 8 ft. 9 ins. Track, front and rear, 4 ft. 2 ins. Overall length, 15 ft. 4½ ins. Overall width, 5 ft. 5½ ins. Overall height, 4 ft. 2 ins. Ground clearance (laden), 5½ ins. Dry weight (approx.) 22½ cwt.