





COUPE

Does anyone really need a Jaguar XK-E Coupe? Is there any compelling necessity to own the equivalent of a Gemini capsule for the highway? Many people find they are able to resist the appeal of triple windshield wipers, of a real wood-rimmed aluminum-spoke adjustable steering wheel, of an independent suspension system so supple and precise that the XK-E Coupe becomes an uncanny extension of the driver's senses and desires.

If you cannot resist the XK-E Coupe you'll find it an immensely satisfying and practical automobile. Specially appropriate to this model are the adjustable headrests and new colors, Regency Red and Silver Gray, that are part of the complete XK-E range this year. Factory-fitted air conditioning, a highly-prized Coupe option, operates more efficiently with the larger front air intake of the new XK-E's.

New high, full-width bumpers protect the long nose and the tapered tail, with its wide door offering easy access to the roomy luggage platform. Handsome rocker-type switches, a padded cowl and recessed door handles add luxury while ensuring that the XK-E Coupe, like all Jaguars, meets and exceeds the Federal Safety Standards.

If this kind of personalized motoring appeals to you, you probably already own an XK-E Coupe. How about a new one?

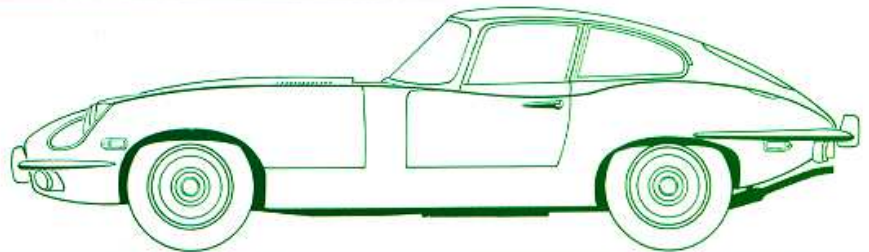
XK-E Coupe Series 2

Main dimensions: Wheelbase 86 ins. Track 50 ins. front and rear. Overall length 175-5/16 ins. Overall width 65 1/4 ins. Overall height 48 ins. Ground clearance (laden) 5 1/2 ins. Turns lock to lock 2 3/4. Turning circle 37 ft. Fuel capacity 16 3/4 gal. Oil capacity 9 qts. Water system 19 1/4 qts. Dry weight 2,570 lbs. Wheels and tires 15-inch wire-spoke, quick-change hub caps. Dunlop "AquaJet" radial ply 185 x 15 tires and tubes.

Body features: Large window in rear luggage door, opened by internal release. Rear quarter windows hinged for ventilation. Luggage carried in flat, padded area behind seats, with hinged retainer at front that drops down to increase usable area. Reclining seats with adjustable headrests. Lockable glove compartment. Twin package shelves.

Optional equipment: Chromium plated wire wheels; whitewall tires; tinted glass; electrically heated rear window; factory air conditioning.

Chassis features: Six-cylinder twin-overhead-camshaft XK engine. Bore and stroke 3.63 x 4.17 ins. Displacement 4235 cc; 253.4 cu. ins. Compression ratio 9 to 1 with hemispherical combustion chambers. 246 bhp at 5500 rpm; 263 lbs.-ft. of torque at 3000 rpm. Twin Zenith-Stromberg carburetors. Duplex air pollution control manifold. Dual exhaust system. Oil coil ignition. 12-volt electrical system with heavy duty alternator. Hydraulically-operated clutch. Four-speed transmission, fully synchronized, floor shift. Limited slip differential. Stressed-skin all-steel monocoque body, with front and rear attached suspension and engine sub-frames. Independent front suspension by parallel wishbones, with torsion bars, telescopic shock absorbers and anti-roll bar. Independent rear suspension comprises transverse links, radius arms, quadruple coil springs with four concentric shock absorbers. Rack and pinion steering. Girding four-wheel power-assisted disc brakes.



Warranty

For the United States of America, the manufacturer's warranty is assumed by the Jaguar Division, British Leyland Motors Inc., Leonia, N.J. 07605.

Purchasers of Jaguar cars complete an official Registration of Ownership to obtain the Manufacturer's Warranty, which warrants against defective parts for twelve months from the date of delivery or 12,500 miles usage, whichever shall first occur. Warranty transferral requires consent in writing from the manufacturer.

The issue of this catalog does not constitute an offer. Jaguar Cars Ltd. reserves the right to amend specifications at any time without notice.

Jaguar Color Guide (North America)

Jaguar offers a wide choice of thirteen beautiful exterior colors, each of which has been specially selected to suit the car. To these are added a choice of eight superb quality leathers for the upholstery, in combinations suggested as below:

Exterior Colors/Interior Leathers

Cream/Red, Light Blue, Dark Blue, Black
Warwick Gray/Red, Dark Blue, Cinnamon, Black
Willow Green/Suede Green, Cinnamon, Beige, Gray, Black
Dark Blue/Red, Light Blue, Gray, Black
Black/Red, Gray, Cinnamon, Black
Signal Red/Red, Beige, Black
Silver Gray/Red, Light Blue, Dark Blue, Gray, Black
Light Blue/Dark Blue, Gray, Light Blue, Black
Ascot Fawn/Red, Beige, Gray, Cinnamon, Black
Sable/Beige, Gray, Cinnamon, Black
British Racing Green/Suede Green, Beige, Cinnamon, Black
Regency Red/Beige, Black
Pale Primrose/Beige, Black







XK-E 2+2

In North America there are certain features that are indispensable on a sports-luxury car: automatic transmission, air conditioning, power steering and power-assisted disc brakes at all four wheels, with lavish comfort for two and occasional seating for two more. Such are the accoutrements of the latest 2+2 version of the XK-E, with some of its popular options. Also optional on this unique grand tourer are whitewall tires, tinted glass and an electrically heated rear window defroster.

Jaguar's deceptively sleek four-seater is even cleaner in profile this year with a more steeply raked windshield. Nine inches longer in wheelbase than the other XK-E's, the 2+2 Coupe has a fully upholstered rear seat which can also be folded ingeniously forward to extend the luggage platform.

Incomparably equipped for its price, the 2+2 Coupe is entirely updated this year with high, stronger bumpers and a larger front air inlet. Running and signal lights are enlarged for added safety, and more fully protected from minor damage. Other identification points of the new model include the more forward headlamp placement and the adjustable headrests on the genuine leather front bucket seats.

No other car is capable of offering faster or safer transportation for you and your family.

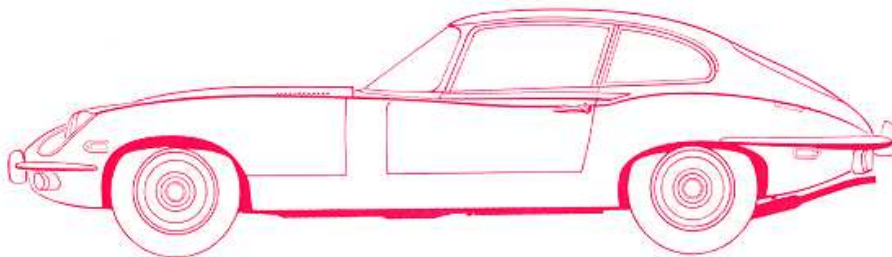
XK-E Coupe 2+2 Series 2

Main dimensions: Wheelbase 105 ins. Track 50 ins. front and rear. Overall length 184½ ins. Overall width 65½ ins. Overall height 50 ins. Ground clearance (laden) 5½ ins. Turns lock to lock 2½. Turning circle 41 ft. Fuel capacity 16½ gal. Oil capacity 9 qts. Water system 19½ qts. Dry weight 2,744 lbs. Wheels and tires 15-inch wire-spoke, quick-change hub caps. Dunlop "Aquanjet" radial ply 165 x 15 tires and tubes.

Body features: Same as Coupe with the addition of a fully upholstered rear seat for two. The back of the rear seat is horizontally split, permitting the upper half to move forward to increase luggage space to maximum length of 52½ ins. Reclining seats with adjustable headrests. Variable-direction ventilation nozzles on panel.

Optional equipment: Fully automatic transmission with dual-drive range and floor selector. Power steering. Chromium plated wire wheels. Whitewall tires. Tinted glass. Electrically heated rear window. Factory air conditioning.

Chassis features: Six-cylinder twin-overhead-camshaft XK engine. Bore and stroke 3.63 x 4.17 in. Displacement 4235 cc; 258.4 cu. ins. Compression ratio 9 to 1 with hemispherical combustion chambers. 246 bhp at 5500 rpm; 263 lbs.-ft. of torque at 3000 rpm. Twin Zenith-Stromberg carburetors. Duplex air pollution control manifold. Dual exhaust systems. Oil coil ignition. 12-volt electrical system with heavy duty alternator. Hydraulically-operated clutch. Four-speed transmission, fully synchronized, floor shift. Limited slip differential. Stressed-skin all-steel monocoque body, with front and rear attached suspension and engine sub-frames. Independent front suspension by parallel wishbones, with torsion bars, telescopic shock absorbers and anti-roll bar. Independent rear suspension comprises transverse links, radius arms, quadruple coil springs with four concentric shock absorbers. Rack and pinion steering. Girling four-wheel power-assisted disc brakes.







XK-E 1969



The exceptional breeding provided by a competition background is evident in all aspects of the XK-E, and most dramatically in the layout of the cockpit. It is essential for a racing driver to have all vital controls at his fingertips. Instruments must be visible at a glance and meaningfully marked. Seats must be supple yet firm and supporting to provide complete comfort during long hours at high speed. The buyer of a Jaguar knows, in his first moments behind the wheel, that all these points and more have been mastered.

Inset into the reflection-proof matt black leather panel are the classic circular instruments, the sensory system of the agile XK-E. Prominent are the speedometer, with trip indicator, and the tachometer. Other instruments include the battery condition indicator, fuel gauge, transistorized electric clock and gauges of water temperature and oil pressure. Warning lights signal bright headlights and low fluid levels in the fuel tank and brake master cylinder. Below the instruments are the ten flush-fitting rocker-type switches that control the Jaguar's vital functions.

Other cockpit features show the XK-E's racing heritage: The alloy-spoked wood-rimmed steering wheel has a telescopically adjustable column. The hand brake is of fly-off type for quick starts. The short, stiff gear lever has a new oil-proof sheath. The extravagantly comfortable bucket seats are trimmed in selected prime hides. New in 1969 are the adjustable head rests and the new regulators for the reclining seat backs. Optional on the XK-E Roadster, Coupe and 2+2 are items of equipment which those who raced Jaguars were not permitted to enjoy: a radio, and an air conditioning plant.

The Coventry designers have subtly reshaped the XK-E lighting array to improve illumination and identification, meeting the latest safety regulations. Headlights are moved slightly forward within their chrome-rimmed coves. Side marker lights are provided at front and rear. Rear light units, incorporating the back-up lights, are recessed beneath the rear bumper. A neat new chrome-plated frame encloses the license plate area. These refinements mark the first important change in appearance for the classic XK-E.



ROADSTER

The Jaguar XK-E Roadster is a beautiful two-seater sports car. It is also much more than that. It is five great victories at Le Mans. It is country living in the city. It is Briggs Cunningham, Walt Hansgen and Alfred Momo. It is the sparkle of 72-spoke chromed wire wheels spinning down Wilshire Boulevard. And it is a speedometer that reads to 160 mph because it has to.

Some XK-E Roadster features are classic, unchangeable. Such is the svelte, wind-formed shape, with the louvered hood hinging upward for total access to the aluminum-head twin-camshaft engine, tamed from racing for your enjoyment on the road. And there could be no replacement for the form-fitting reclining seats, the short, stiff lever between them that controls a fully-synchronized four-speed transmission (over 100 miles an hour in third).

Selective improvements in the latest XK-E Roadsters will be applauded by the urbanite: High, bolder bumpers both front and rear, better protection for bright signal lights and wide-spaced exhaust pipes, and a larger front air inlet (an XK-E has no "grille") for maximum cooling when the optional air conditioning is operating in traffic.

Have you ever owned an air-conditioned Jaguar Roadster? Why not this year?

XK-E Roadster Series 2

Main dimensions: Wheelbase 96 ins. Track 50 ins. front and rear. Overall length 175-5/16 ins. Overall width 65 1/4 ins. Overall height 48 ins. Ground clearance (laden) 5 1/2 ins. Turns lock to lock 2 1/4. Turning circle 37 ft. Fuel capacity 16 1/2 gal. Oil capacity 9 qts. Water system 19 1/2 qts. Dry weight 2,464 lbs. Wheels and tires 15-inch wire-spoke, quick-change hub caps. Dunlop "Aquajet" Radial ply 185 x 15 tires and tubes.

Body features: Quick folding top, fully lined, mounted on a special frame to permit easy raising or lowering. Large rear window. Top concealed when lowered beneath waterproof cover. Access to the luggage compartment in the rear is by an internal key locking release, which raises the deck lid. Additional space for packages is provided behind the reclining seats with adjustable headrests. Lockable glove compartment.

Optional equipment: Lightweight hardtop. Chromium plated wire wheels. Whitewall tires. Tinted glass. Factory air conditioning.

Chassis features: Six-cylinder twin-overhead-camshaft XK engine. Bore and stroke 3.63 x 4.17 ins. Displacement 4,235 cc; 258.4 cu. ins. Compression ratio 9 to 1 with hemispherical combustion chambers. 246 bhp at 5500 rpm; 263 lbs.-ft. of torque at 3000 rpm. Twin Zenith-Stromberg carburetors. Duplex air pollution control manifold. Dual exhaust system. Oil coil ignition. 12-volt electrical system with heavy duty alternator. Hydraulically-operated clutch. Four-speed transmission, fully synchronized, floor shift. Limited slip differential. Stressed-skin all-steel monocoque body, with front and rear attached suspension and engine sub-frames. Independent front suspension by parallel wishbones, with torsion bars, telescopic shock absorbers and anti-roll bar. Independent rear suspension comprises transverse links, radius arms, quadruple coil springs with four concentric shock absorbers. Rack and pinion steering. Girling four-wheel power-assisted disc brakes.

