

Jaguar. The uncommon luxury sedan.



Although the XJ6C is a coupe, the rear passenger compartment has the same comfortable seating space as the original XJ6 sedan. For a two-door coupe, it offers generous legroom and luxury.

Four-wheel power disc brakes on all Jaguars contribute to their uncommon handling characteristics. The radial-ply tires are standard. They were developed especially for the Jaguar XJ Series by Dunlop.


Another thoughtful and elegant touch found on all Jaguars: a folding make-up mirror in the glove compartment.

Like an ocean racer, the Jaguar XJ6C is designed to be an honest performance machine: all meaningless frills and superfluous gimmickry have been edited out, leaving clean, crisp, functional lines.



Jaguar XJ12





The Jaguar XJ12 is unique, a class of one. It is the only production sedan in the world offering a V-12 engine.

The V-12 is a formidable but compact power plant that Jaguar engineers call "virtually indestructible." It displaces 326 cubic inches as opposed to American luxury V-8s which displace up to 500.

Lucas electronic ignition and electronic fuel-injection contribute greatly to the Jaguar V-12's efficiency and reliability. It has been environmentally tested in temperatures ranging from below -40° to above $+110^{\circ}$ Fahrenheit.

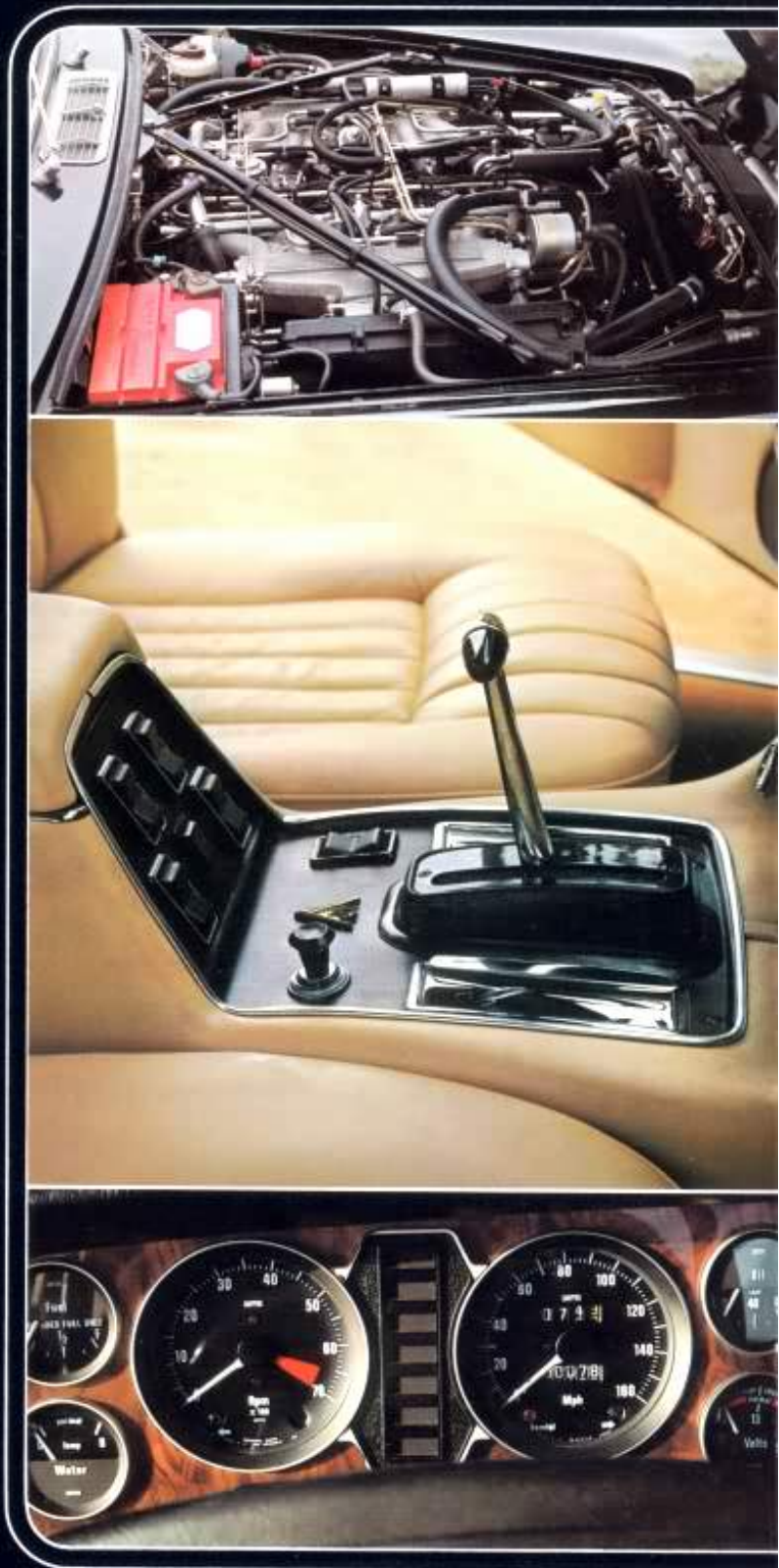
Like all Jaguars, the XJ12 has all-independent suspension, four-wheel power disc brakes and power-assisted rack and pinion steering.

And, naturally, real wood, real leather and deep silence are all standard equipment, as is virtually every other luxury imaginable.

You are looking at one of the significant engineering developments of this generation: the Jaguar V-12. Its block has been cast of a special aluminum-alloy to reduce weight. And the V-12 is now electronically fuel-injected for efficiency, economy, flexibility and performance.

The driver's console contains the automatic transmission lever, cigarette lighter and ashtray, master electric door-locking switch, four electric window switches and a generous storage box under the armrest.

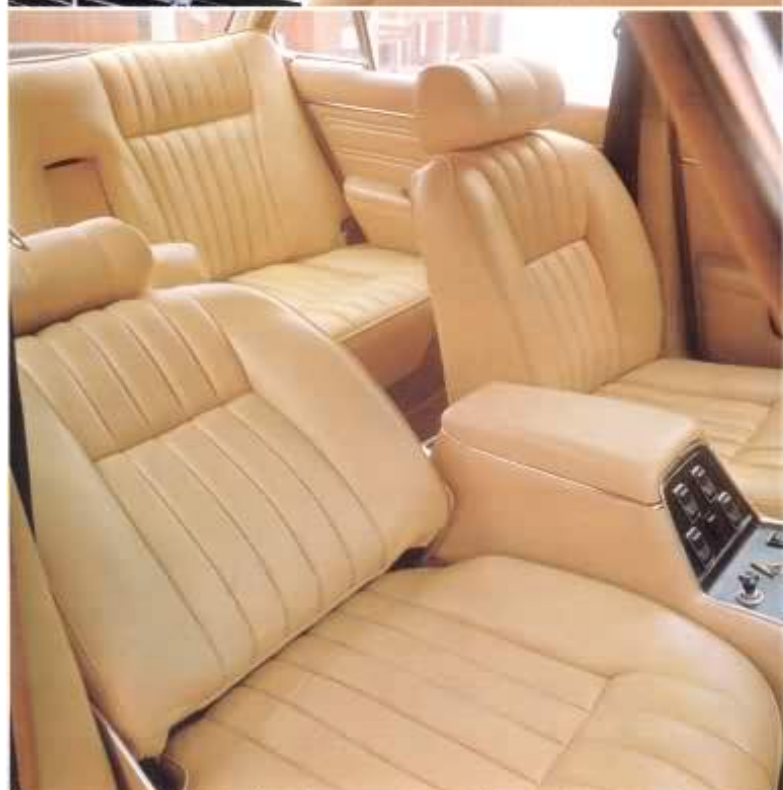
Jaguar believes the driver of a high-performance car needs the information that only full instrumentation can provide. This includes: electric tachometer, oil pressure, battery condition and water temperature gauges.





The XJ12 "V" signifies the only production V-12 sedan in the world.

The handsome, recessed door handle incorporates the manual door-lock. (The doors can also be locked and unlocked electrically.) The adjustment lever controls the outside rear-view mirror.



The XJ12 is a deeply luxurious car. These seats are upholstered with matched topgrain hides with the same care that goes into the finest furniture.



The eight-track tape deck, AM/FM radio and stereophonic speaker system in all four doors are standard equipment, as are the thermostatically-controlled air-conditioning system and electric clock.



Jaguar XJ12C



Here is the ultimate coupe

The XJ12C incorporates all of the fabulous attributes of the XJ12 in a slightly more compact, two-door, pillarless, vinyl-top edition.

It has the electronically fuel-injected V-12 engine.

But the XJ12C is more than that. It is a Jaguar, which means it is one of the most luxurious, responsive and best-handling cars in the world. It has four-wheel independent suspension, limited-slip differential, four-wheel power disc

brakes and power-assisted rack and pinion steering.

Inside, the XJ12C is a true expression of luxury and fine craftsmanship. The dash is burl walnut; the seat facings, hand-matched leather; the carpeting, luxurious; in fact, the general level of amenity is outstanding.

The sum of the XJ12C's uncommon qualities of V-12 power, Jaguar sports car handling and great luxury is that owners of the car may take pride in commanding the ultimate coupe.



The XJ12C has an extra-wide door for easy access to the sedan-like comfort of the rear seat. Leather seats are standard.

The short-stroke V-12 engine has been called by Jaguar engineers "virtually indestructible." It is an electronically fuel-injected version of the engine that powered Jaguar to the national SCCA Championship in Class E Production.

The XJ12C's pillarless hardtop styling contributes significantly to driver visibility as well as adding to the sporty and stylish look of the car.



This two-door version of the XJ12 offers its owners the rare combination of sedan-like comfort and sports car handling in a beautiful new Jaguar package.

The XJ12C's command center: the message is performance, the surroundings are sumptuous. The automatic transmission, AM/FM radio, stereophonic speakers and eight-track tape deck are standard.

Jaguar's thoughtful air-conditioning system regulates itself automatically after you set your preferred temperature just once. Like everything else on the car, it's standard.

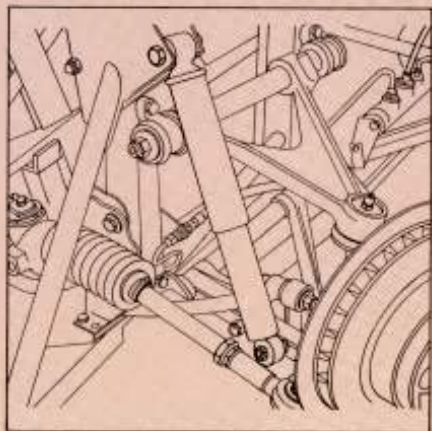
The Jaguar bumper conforms beautifully to all U.S. Federal safety standards.

Under its sculptured rear deck the Jaguar cleverly conceals 9.75 cubic feet of useable luggage space in an elegantly carpeted trunk.

What makes a Jaguar a Jaguar?



Jaguars are, and have always been, defiantly individual cars. Here, in detail, is the story of many rare skills in engineering and craftsmanship that combine to make Jaguar inimitably Jaguar.



Jaguar Suspension

Jaguar sedans handle like sports cars. Their superb suspension systems are the reason why. Jaguar's long and successful involvement with racing has evolved the present four-wheel independent suspension system used on all XJ Series sedans.

Each wheel responds individually to the road, enhancing both comfort

and control. Road vibrations are further dampened by four telescopic shock absorbers encased in coil springs. The shock absorbers are divided between the two rear wheels, mounted from the transverse link to the rear suspension cross member.

The XJ front suspension is the result of an extensive engineering study to determine the precise combination of features that will deliver optimum smoothness and stability. In addition, the front suspension incorporates special "anti-dive" geometry, which helps to counteract the natural nose-diving tendency of a car during braking.

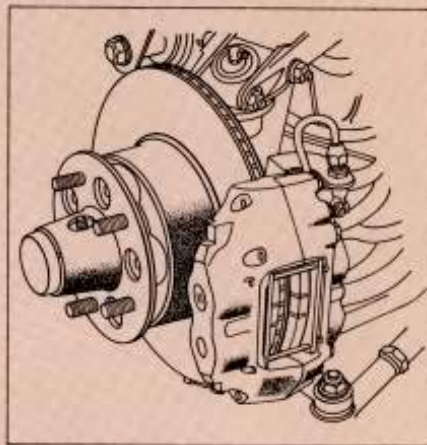
The front springs, therefore, can be made compatible with a softer ride, producing a more comfortable ride, while still delivering firm, sure, high-performance handling characteristics.

Another key element in the success of Jaguar's suspension is the continuing work by Jaguar engineers with Dunlop to help develop tires with superior performance capabilities. The present standard-equipment tires on the Jaguar XJ sedans are Dunlop radials designated Formula 70 SP developed especially for Jaguar.

Jaguar Steering

All XJs come with a power-assisted rack and pinion steering system as standard equipment.

The great benefit of rack and pinion steering systems is handling precision—this is why it is used in many racing cars. However, rack and pinion can react harshly to rough road surfaces and it requires greater effort to turn. In Jaguar, these drawbacks have been virtually eliminated by a multijointed steering column and a specially-designed rubber mounting. Reduced steering effort, without loss of road feel, is achieved by the power-assistance system.



Jaguar Brakes

In 1953, Jaguar won first, second, and fourth place at the 24 Hour LeMans Grand Prix d'endurance. The first place Jaguar set an average speed record of 106 mph.

But that was not Jaguar's most notable achievement at the 1953 LeMans. For that year, Jaguar demonstrated a new and radically different development to the automotive world: not going power, but stopping power.

Up against 5.4 litre Cunninghams and 4.5 litre Ferraris, the 3.4 litre Jaguar won because it had a revolutionary kind of braking system: disc brakes on all four wheels.

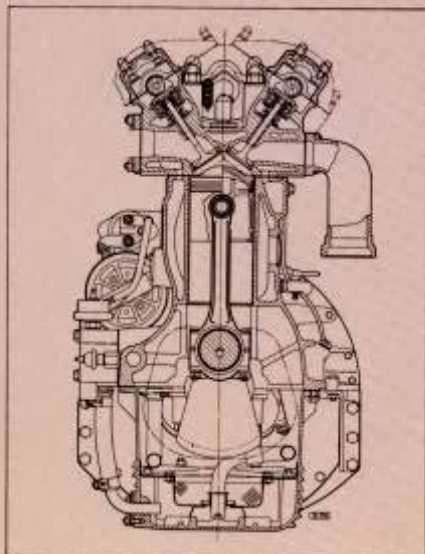
From the start, the Jaguars excelled at every corner and curve. As the cars took the hump at the end of the Mulsanne Straight, the Jaguars flew towards the harrowing, right-angled Mulsanne Corner, holding off the brakes until the last vital second, a hundred yards beyond the others.

This was a milestone in the design of high-speed automobiles. And even more important is the fact that soon thereafter Jaguar became the first production car in the world to equip all four wheels with disc brakes. Even today, standard-equipment four-wheel disc brakes are still uncommon.

Jaguar XJ12
Jaguar XJ12C
Jaguar XJ6
Jaguar XJ6C



Today's XJ series Jaguars have 11-inch disc brakes up front, ventilated to resist overheating. On the rear, 10-inch disc brakes are mounted inboard to reduce unsprung weight. The ability to stop decisively and safely is one of the most important properties of any motorcar, and Jaguar is understandably proud of its pioneering contribution.



Jaguar's History-Making Six

If any carmaker today were to announce a new six-cylinder engine with double-overhead camshafts, a three-plane, seven main-bearing crankshaft and hemispherical heads, automotive journalists would respectfully sharpen their pencils and take note.

Except that Jaguar had such an engine in 1948.

And while improvements have been constantly added in the ensuing years, the same basic engine continues to serve admirably. Placed in the rarified setting of the XJ6 sedan, this 4.2 litre Jaguar XK engine delivers smooth, quiet performance along with acceleration and top speed capabilities comparable to its contemporaries.

Jaguar's Incredible V-12

The first prototype Jaguar V-12 was fitted into a racing car and tested in England in the mid-1960s. This experimental vehicle lapped at 161.5 mph, which is believed to be the highest speed ever achieved for a lap of any circuit in Britain.

But despite the V-12's obvious racing potential, Jaguar chose to develop this versatile powerplant into what is unquestionably the state-of-the-art production passenger car engine, the Jaguar V-12 we have today.

It is incredibly smooth and quiet and offers a satisfying surge of acceleration throughout the range of driving speeds. Yet, surprisingly, this engine is as docile in traffic as it is athletic on the open road.

From an engineering viewpoint the V-12 configuration is in perfect balance. This is because the engine's capacity is spread over twelve cylinders. And therefore, the crankshaft receives a smaller, quicker pulse with

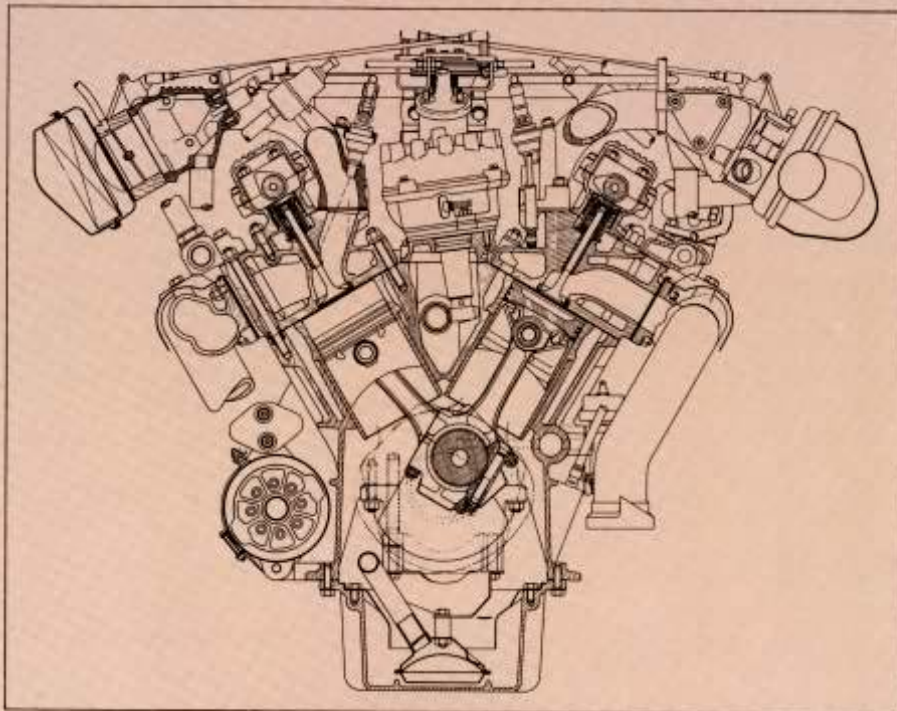
each power stroke. This endows the engine with a turbine-like smoothness. It also reduces engine wear, thus prolonging engine life.

Flat-faced heads are used because they provide smooth acceleration when it is most needed: in the low and middle range speeds of city and highway driving.

Single overhead cams on each bank of cylinders are also used for the simplicity they offer by comparison with double camshafts.

There was intensive testing before Jaguar decided on its innovative aluminum-alloy engine block instead of the more traditional cast iron. It had always been assumed in automotive circles that aluminum alloy would increase the noise factor. To test this assumption, Jaguar cast one block from iron and another from aluminum. There was no discernible difference in their noise levels.

The chief advantage of the aluminum-alloy block is that it re-



Jaguar XJ6 Specifications

ENGINE:

• 6-cylinder water-cooled in-line with twin overhead camshafts • 7-bearing crankshaft • Exhaust and evaporative emission control • Catalytic converter • Compression ratio: 7.5:1 • Bore: 3.625 in. • Stroke: 4.17 in. • Stroke/bore ratio: 1.15:1 • Displacement: 4235 cc (258 cu in.) • Automatic choke • Carburetion: Two Zenith Stromberg 175 CD2SET • Fuel Pumps: Two A.C. Electric • Fuel Tank Capacities: Left: 12.5 U.S. gallons; Right: 12.5 U.S. gallons (unleaded) • Sump Capacity: 8.75 quarts.

DRIVE TRAIN:

• Transmission: Borg Warner model 65 three-speed fully automatic with overriding manual control, torque converter • Rear Axle Ratio: 3.31:1 • Overall Gear Ratios: First 7.94/15.88; Second 4.80/9.60; Drive 3.31/6.62; Reverse 5.62/13.64.

STEERING:

• Rack and pinion, power-assisted • Adjustable steering column • Turns—lock to lock: 3.31 • Turning Circle: 38 ft.

SUSPENSION:

• Front: Independent with "anti-dive" geometry incorporating coil springs, shock absorbers, and anti-roll bar • Rear: Independent with drive shafts forming upper links and paired shock absorbers with coil springs.

BRAKES:

• Power-assisted 4-wheel disc brakes with independent circuits front to rear incorporating pressure differential warning actuator • Front: 11.18 in. diameter ventilated discs • Rear: 10.38 in. diameter discs mounted inboard.

ROAD WHEELS:

• Ventilated chromed disc wheels, 15 in. diameter, fitted with Dunlop whitewall Formula 70 ER70VR15 SP Sport radial-ply tubeless tires.

ELECTRICAL:

• Negative-ground 12-volt system • Battery Rating: 68 amps at 20 hour rate • Alternator: 66 amps.

INSTRUMENTS:

• Speedometer with trip odometer • Electric tachometer • Gauges for battery condition, oil pressure, water temperature, and fuel level • Warning light for catalyst and EGR service • Multi-purpose lever on left side of steering column controls headlights, low beam/high beam/flasher and directionals; right side lever controls electric windshield washer and two-speed wipers with single-wipe capability • Interior courtesy lights • Map reading light • Luggage compartment light • Heated rear window • Central door and window locking switches • Remote-control exterior mirror.

BODY:

• Four-door, all steel • Integral body/chassis construction • Positive lock anti-burst door catches with child-proof safety latches on rear doors.

INTERIOR:

• Factory-installed air conditioning/heating unit with automatic temperature control • Automatic fan with overriding two-speed manual control • 8-track AM/FM stereo sound system • Electric power windows • Tinted glass • Fully reclining leather-faced front seats adjustable for reach and height (with adjustable head restraints); leather-faced rear seats • Inertia-reel seat belts • Console and lockable glove box • Parcel shelf • Burl walnut facia • Cigarette lighter.

INTERIOR DIMENSIONS:

• Front seat head room 38.5 in. • Rear seat head room 35.5 in. • Distance between front and rear seats, maximum 17 in. • Distance between front and rear seats, minimum 10 in. • Front seat leg room, maximum 44.5 in. • Front seat leg room, minimum 37.5 in. • Rear seat leg room, maximum 44 in. • Rear seat leg room, minimum, 37 in. • Front seat shoulder width 54 in. • Rear seat shoulder width 54 in. • Trunk height 18 in. • Trunk depth 35.5 in. • Trunk width 44.5 in. • Trunk capacity (gross) 17 cu ft. • Trunk capacity (useable with spare tire—MVMA) 9.75 cu ft.

MAIN DIMENSIONS:

• Wheelbase 112.8 in. • Overall height 54.1 in. • Overall width 69.8 in. • Overall length 200.5 in. • Track at front 58.2 in. • Track at rear 58.88 in. • Ground clearance 5 in. • Curb weight 4068 lbs.

OPTIONAL EQUIPMENT:

• None.

Jaguar XJ6

Jaguar XJ6C Specifications

ENGINE:

• 6-cylinder water-cooled in-line with twin overhead camshafts • 7-bearing crankshaft • Exhaust and evaporative emission control • Catalytic converter • Compression ratio: 7.5:1 • Bore: 3.625 in. • Stroke: 4.17 in. • Stroke/bore ratio: 1.15:1 • Displacement: 4235 cc (258 cu in.) • Automatic choke • Carburetion: Two Zenith Stromberg 175 CD2SET • Fuel Pumps: Two A.C. Electric • Fuel Tank Capacities: Left: 12.5 U.S. gallons; Right: 12.5 U.S. gallons (unleaded) • Sump Capacity: 8.75 quarts.

DRIVE TRAIN:

• Transmission: Borg Warner model 65 three-speed fully automatic with overriding manual control, torque converter • Rear Axle Ratio: 3.31:1 • Overall Gear Ratios: First 7.94/15.88; Second 4.80/9.60; Drive 3.31/6.62; Reverse 6.62/13.64.

STEERING:

• Rack and pinion, power-assisted • Adjustable steering column • Turns—lock to lock: 3.31 • Turning Circle: 36.75 ft.

SUSPENSION:

• Front: Independent with "anti-dive" geometry incorporating coil springs, shock absorbers, and anti-roll bar • Rear: Independent with drive shafts forming upper links and paired shock absorbers with coil springs.

BRAKES:

• Power-assisted 4-wheel disc brakes with independent circuits front to rear incorporating pressure differential warning actuator • Front: 11.18 in. diameter ventilated discs • Rear: 10.38 in. diameter discs mounted inboard.

ROAD WHEELS:

• Ventilated chromed disc wheels, 15 in. diameter, fitted with Dunlop whitewall Formula 70 ER70VR15 SP Sport radial-ply tubeless tires.

ELECTRICAL:

• Negative-ground 12-volt system • Battery Rating: 68 amps at 20 hour rate • Alternator: 66 amps.

INSTRUMENTS:

• Speedometer with trip odometer • Electric tachometer • Gauges for battery condition, oil pressure, water temperature, and fuel level • Warning light for catalyst and EGR service • Multi-purpose lever on left side of steering column controls headlights, low beam/high beam/flasher and directionals; right side lever controls electric windshield washer and two-speed wipers with single-wipe capability • Interior courtesy lights • Map reading light • Luggage compartment light • Heated rear window • Central door and window locking switches • Remote-control exterior mirror.

BODY:

• Two-door, all steel • Integral body/chassis construction • Positive lock anti-burst door catches • Vinyl covered roof.

INTERIOR:

• Factory-installed air conditioning/heating unit with automatic temperature control • Automatic fan with overriding two-speed manual control • 8-track AM/FM stereo sound system • Electric power windows • Tinted glass • Fully reclining leather-faced front seats adjustable for reach and height (with adjustable head restraints); leather-faced rear seats • Inertia-reel seat belts • Console and lockable glove box • Parcel shelf • Burled walnut fascia • Cigarette lighter.

INTERIOR DIMENSIONS:

• Front seat head room 38.5 in. • Rear seat head room 35.5 in. • Distance between front and rear seats, maximum 13 in. • Distance between front and rear seats, minimum 6 in. • Front seat leg room, maximum 44.5 in. • Front seat leg room, minimum 37.5 in. • Rear seat leg room, maximum 40 in. • Rear seat leg room, minimum 33 in. • Front seat shoulder width 54 in. • Rear seat shoulder width 54 in. • Trunk height 18 in. • Trunk depth 35.5 in. • Trunk width 44.5 in. • Trunk capacity (gross) 17 cu ft. • Trunk capacity (useable with spare tire—MVMA) 9.75 cu ft.

MAIN DIMENSIONS:

• Wheelbase 108.8 in. • Overall height 54.1 in. • Overall width 69.8 in. • Overall length 196.5 in. • Track at front 58.2 in. • Track at rear 58.88 in. • Ground clearance 5 in. • Curb weight 4024 lbs.

OPTIONAL EQUIPMENT:

• None

Jaguar XJ6C

Jaguar XJ12 Specifications

ENGINE:

• 12-cylinder water-cooled aluminum alloy 60-degree "V" with overhead camshafts (1 per bank) • 3-plane, 7-bearing crankshaft • Exhaust and evaporative emission control • Catalytic converter • Compression ratio: 7.8:1 • Bore: 3.54 in. • Stroke: 2.76 in. • Stroke/bore ratio: 0.78:1 • Displacement: 5343 cc (326 cu in.) • Ignition: Opus Mark II Electronic system consisting of electronic distributor with rotor arm, amplifier unit, ballast resistance unit, and high performance coil • Automatic choke • Fuel Injection: Electronic with separate cold start injector • Fuel Pump: Electric • Fuel Tank Capacities: Left: 12.5 U.S. gallons. Right: 12.5 U.S. gallons (unleaded) • Sump Capacity: 11 quarts.

DRIVE TRAIN:

• Transmission: Borg Warner model 12 three-speed fully automatic with overriding manual control, torque converter • Limited-slip differential • Rear Axle Ratio: 3.31:1 • Overall Gear Ratios: First 7.94/15.88; Second 4.80/9.60; Drive 3.31/6.62; Reverse 6.62/13.64.

STEERING:

• Rack and pinion, power-assisted • Adjustable steering column • Turns—lock to lock: 2.94 • Turning Circle: 38 ft.

SUSPENSION:

• Front: Independent with "anti-dive" geometry incorporating coil springs, shock absorbers, and anti-roll bar • Rear: Independent with drive shafts forming upper links and paired shock absorbers with coil springs.

BRAKES:

• Power-assisted 4-wheel disc brakes with independent circuits front to rear incorporating pressure differential warning actuator • Front: 11.18 in. diameter ventilated discs • Rear: 10.38 in. diameter discs mounted inboard.

ROAD WHEELS:

• Ventiladed chromed disc wheels, 15 in. diameter, fitted with Dunlop whitewall Formula 70 Sport 205/70VR15 SP steel-belted radial-ply tubeless tires.

ELECTRICAL:

• Negative-ground 12-volt system • Battery Rating: 68 amps at 20 hour rate • Alternator: 66 amps.

INSTRUMENTS:

• Speedometer with trip odometer • Electric tachometer • Gauges for battery condition, oil pressure, water temperature, and fuel level • Warning light for catalyst and EGR service • Multi-purpose lever on left side of steering column controls headlights, low beam/high beam/flasher and directionals; right side lever controls electric windshield washer and two-speed wipers with single-wipe capability • Interior courtesy lights • Map reading light • Luggage compartment light • Heated rear window • Central door and window locking switches • Remote-control exterior mirror.

BODY:

• Four-door, all steel • Integral body/chassis construction • Positive lock anti-burst door catches with child-proof safety latches on rear doors.

INTERIOR:

• Factory-installed air conditioning/heating unit with automatic temperature control • Automatic fan with overriding two-speed manual control • 8-track AM/FM stereo sound system • Electric power windows • Tinted glass • Fully reclining leather-faced front seats adjustable for reach and height (with adjustable head restraints); leather-faced rear seats • Inertia-reel seat belts • Console and lockable glove box • Parcel shelf • Burled walnut fascia • Cigarette lighter.

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STEERING:

• Rack and pinion, power-assisted • Adjustable steering column • Turns—lock to lock: 2.94 • Turning Circle: 36.75 ft.

SUSPENSION:

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BRAKES:

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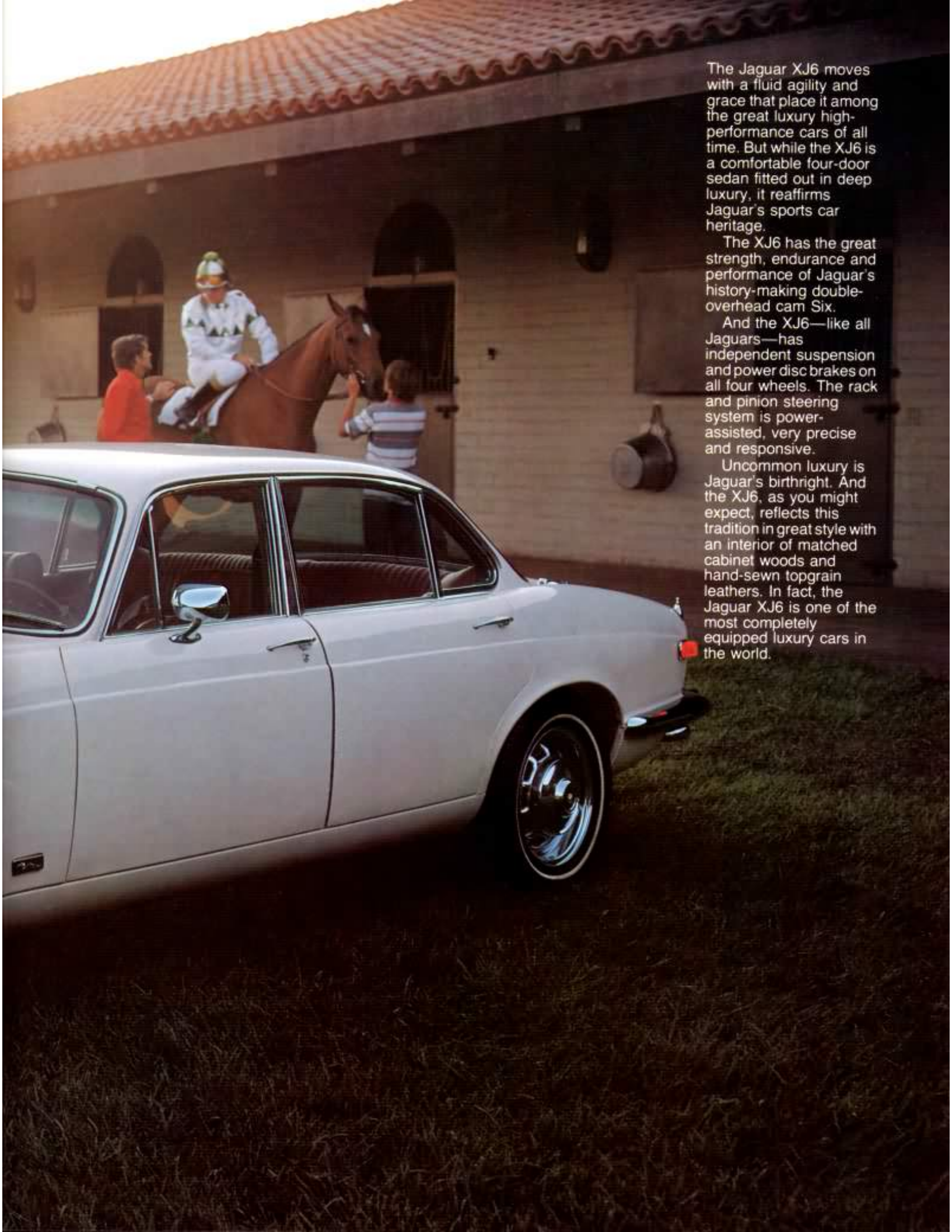
• None.

Jaguar XJ12C

JAGUAR CARS CONFORM TO U.S. FEDERAL MOTOR VEHICLE SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT THEIR DATE OF MANUFACTURE. • SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.

Jaguar XJ6





The Jaguar XJ6 moves with a fluid agility and grace that place it among the great luxury high-performance cars of all time. But while the XJ6 is a comfortable four-door sedan fitted out in deep luxury, it reaffirms Jaguar's sports car heritage.

The XJ6 has the great strength, endurance and performance of Jaguar's history-making double-overhead cam Six.

And the XJ6—like all Jaguars—has independent suspension and power disc brakes on all four wheels. The rack and pinion steering system is power-assisted, very precise and responsive.

Uncommon luxury is Jaguar's birthright. And the XJ6, as you might expect, reflects this tradition in great style with an interior of matched cabinet woods and hand-sewn topgrain leathers. In fact, the Jaguar XJ6 is one of the most completely equipped luxury cars in the world.

Uncommon luxury is standard: here are hand-fitted leather seats that adjust and recline for your comfort. The dashboard is paneled in natural burled walnut. Stereo speakers in all four doors, electric windows, storage space and the thermostatically-controlled air-conditioning system are all included.

The XJ6 is now four inches longer. These four inches give the car a sleeker, longer look. But, more importantly, they add four inches more legroom in the rear seat for "limousine" roominess.

Jaguar's newly designed instrument panel is clearly all business. Oil pressure, battery condition, fuel level, engine rpm, water temperature and miles-per-hour are all spelled out in round gauges directly in front of the steering wheel. And the steering wheel itself telescopes four inches for your preferred driving position.

For forty years now, Jaguars have been bred like champion thoroughbreds to develop qualities of stamina, speed and grace in motion.

History under the hood: the Jaguar double-overhead cam Six is a highly refined descendant of the famous Six that swept Jaguar to world glory at LeMans in the 1950s. The present version is smooth, powerful and durable and mated to an automatic transmission which is standard.

The stereophonic AM/FM radio and tape deck are standard XJ6 luxuries. Flanking the radio are the controls that regulate the thermostatic air-conditioning system, which maintains your preferred temperature after you've set it once.

The sleek tail of the Jaguar conceals a surprisingly roomy trunk. It has a full 9.75 cubic feet of useable luggage space.



Jaguar XJ6C



We call this two-door, pillarless coupe the "Corporate Sports Car." Because underneath the smooth, disciplined surface of many a corporate executive there lurks a bold adventurer who yearns for the response and handling of a sports car.

The XJ6C is all that. It is quick, powered by the double-overhead cam Jaguar Six. And it responds like a sports car because it is engineered like a sports car, with all-independent suspension, four-wheel power disc brakes, power-assisted rack and pinion steering.

And yet the XJ6C is characteristically Jaguar in the depth

and refinement of its luxuries. Like all XJ Series sedans, the XJ6C is born complete: there are no factory options listed. This is simply a reflection of Jaguar's philosophy that luxury should be bred-in, not tacked on. As a result, the fine woods and leathers, the superb self-adjusting air-conditioning system, the stereo tape deck and AM/FM radio, automatic transmission and tinted glass all around are standard on the Jaguar XJ6C.

These are just some of the reasons why driving the XJ6C is an uncommon experience.



The wide, beautifully-fitted XJ6C doors contain stereo speakers, map-pocket, and on the driver's side, the control for the wing mirror. Both doors can be locked electrically from a central switch.

The XJ6C has twin gas tanks positioned in the fender wells. Each tank holds 12.5 gallons. This twin-tank concept helps contribute to the balance of the car.

A true high-performance machine, the XJ6C is fitted out with clearly marked instruments like this electric tachometer which red-lines at 5000 rpm.

The XJ6C trunk is spacious (9.75 useable cubic feet) and lined with deep pile carpeting. The spare tire is stored in a separate compartment under the trunk floor, leaving the trunk itself clean and clutter-free. High-impact bumpers meet all current U.S. standards.

