



THE NEW XK150 DISC BRAKE JAGUARS

# S P E C I F I C A T I O N

## FIXED HEAD COUPE—DROP HEAD COUPE

**ENGINE.** Six-cylinder 3½-litre Jaguar engine fitted with high lift camshafts, 83 mm. bore × 106 mm. stroke. Cubic capacity 3,442 c.c. (210 cu. ins.). Compression ratio 8:1 (7:1 optional). Power output 190 b.h.p. at 5,500 r.p.m. 70° twin overhead camshafts driven by a two-stage roller chain. Twin S.U. carburettors. Cooling by pump and fan with by-pass thermostat control. Forced lubrication by submerged pump system incorporating a full flow filter. Chrome-iron cylinder block. Cylinder head of high tensile aluminium alloy with hemispherical combustion chambers. Aluminium alloy pistons. Steel connecting rods. 2½ in. diameter counterweighted crankshaft carried in seven large steel-backed bearings.

**TRANSMISSION.** (Manually-operated gearbox.) Four-speed single helical synchromesh gearbox with centrally positioned gear lever. Gear ratios: 1st and reverse, 11.95; 2nd, 6.58; 3rd, 4.54; 4th, 3.54. Borg & Beck 10 in. single dry plate clutch with hydraulic operation. Hardy-Spicer propeller shaft. Hypoid rear axle.

**TRANSMISSION.** (Manually-operated gearbox with overdrive.) As above with addition of a Laycock de Normanville overdrive operating on top gear only. Manual control of overdrive by switch mounted on the facia panel. Gear ratios: 1st and reverse, 13.8; 2nd, 7.60; 3rd, 5.24; 4th, 4.09; O/D, 3.18.

**TRANSMISSION.** (Automatic gearbox.) Borg Warner automatic gearbox with selector lever mounted on facia panel. Driver-controlled intermediate gear hold by switch mounted on facia panel. Gear ratios: Reverse, 7.12 to 15.2; Low, 8.16 to 17.6; Intermediate, 5.08 to 10.95; Direct, 3.54. Hardy-Spicer propeller shaft. Hypoid rear axle.

**SUSPENSION.** Independent front suspension incorporating transverse wishbones and torsion bars controlled by telescopic shock absorbers. Rear suspension by long silico-manganese steel half-elliptic springs controlled by telescopic shock absorbers.

**BRAKES.** Lockheed hydraulic with two leading shoe front brakes and 12 in. diameter drums. Friction lining area 189 sq. ins. Central handbrake operating on rear wheels only.

**STEERING.** Rack and pinion steering. 17 in. diameter steering wheel adjustable for reach. Left or right-hand drive optional. Turning circle, 33 ft. Number of turns lock to lock, 2½.

**WHEELS AND TYRES.** Bolt-on disc type wheels fitted with Dunlop 6.00×16 Road Speed tyres.

**FUEL SUPPLY.** Large capacity S.U. electric pump from a 14 imperial gallon tank.

**ELECTRICAL EQUIPMENT, INSTRUMENTS AND FITTINGS.** Lucas 12-volt system. Twin 6-volt batteries giving 64 amp-hours at 10-hour rate with current voltage control. Ventilated dynamo. Flush fitting side lamps and head lamps. Integral stop/tail lamps with built-in reflectors. Integral rear number plate lamp and reversing lamp. Flashing direction indicators with time switch cancellation and warning lamp on facia panel. Panel lights. Interior lights. Twin blended-note horns. Twin-blade two-speed self-parking windscreen wipers. Cigar lighter. Starter motor. Vacuum and centrifugal automatic ignition advance.

Oil coil ignition. 5 in. diameter speedometer. 5 in. diameter revolution counter. Ammeter. Oil pressure gauge and water temperature gauge. Fuel gauge with low level warning light. Electric clock. Interior heater with windscreen demister.

**BODY—FIXED HEAD COUPE.** Aerodynamic two-door two/three seater Fixed Head Coupé. Two individually adjustable seats, with additional seating accommodation in rear for one adult or two children. All seats upholstered in finest quality leather. Leather-covered facia panel. One-piece wrap-round windscreen. Screen rail leather covered over thick foam rubber for passenger protection. Twin glove lockers in facia panel, one of which is fitted with a lockable lid. Ashtrays and capacious pockets in doors. Grab handle on facia for passenger. Sun vizors for driver and passenger. Winding windows disappear completely when fully lowered. Doors and quarter lights fitted with non-draught ventilator windows. Heavy-duty wrap-round bumpers fitted with over-riders.

**BODY—DROP HEAD COUPE.** Aerodynamic two-door two/three seater Drop Head Coupé. Coupé top covered in finest quality mohair, with fully lined interior completely concealing the hood mechanism. Two individually adjustable seats, with additional seating accommodation in rear for one adult or two children. All seats upholstered in finest quality leather. Leather-covered facia panel. One-piece wrap-round windscreen. Screen rail leather covered over thick foam rubber for passenger protection. Twin glove lockers in facia, one of which is fitted with a lockable lid. Ashtrays and capacious pockets in doors. Grab handle on facia for passenger. Sun vizors for driver and passenger. Winding windows disappear completely when fully lowered. Non-draught ventilator windows. Heavy-duty wrap-round bumpers fitted with over-riders.

**SPARE WHEEL AND TOOLS.** Carried in a separate waterproof and dustproof compartment beneath the boot floor.

**LUGGAGE ACCOMMODATION.** Ample luggage accommodation is provided in a capacious rear locker provided with automatic illumination. Front end of boot hinges down to enable golf clubs and other lengthy articles to be carried within the boot.

**JACKING.** Centrally located jacking sockets enable the front and rear wheels on either side of the car to be raised simultaneously by means of a special easy-lift jack.

**PRINCIPAL DIMENSIONS.** Wheelbase, 8 ft. 6 ins. Track front, 4 ft. 3½ ins. Track rear, 4 ft. 3½ ins. Overall length 14 ft. 9 ins. Overall width 5 ft. 4½ ins. Overall height (Fixed Head and Drop Head), 4 ft. 7 ins. Ground clearance, 7½ ins. Dry weight: Fixed Head Coupé, 26 cwt. (approx.); Drop Head Coupé, 26½ cwt. (approx.).

**SPECIAL EQUIPMENT MODELS.** Special equipment models carry the following extra items of equipment: Special 'B' type cylinder head, with twin S.U. type H.D.6 carburettors. Power output 210 b.h.p. at 5,500 r.p.m. Dunlop single pair pad disc brakes with servo assistance. Wire wheels with centre lock hubs. Dual exhaust system. Windscreen washers.

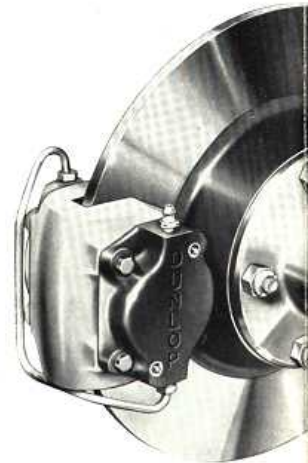
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J A G U A R C A R S L T D · C O V E N T R Y · E N G L A N D

BRILLIANT NEW SPORTS



THE 3½ LITRE JAGUAR XK150 DROPHEAD COUPE



*With Dunlop*





## CARS FROM JAGUAR



*Disc Brakes*



THE 3½ LITRE JAGUAR XK150 FIXED HEAD COUPE

# THE BRILLIANT NEW XK 150

FOR nearly a decade the Jaguar XK series has been universally accepted as setting the standard by which all sports cars are judged and now, with the introduction of the new XK 150 models, brilliant successors to the world-famous XK 120 and XK 140 series, the standard is set still higher.

The basic lines of the XK 150 models are founded on those of the original XKs, but with many subtle changes that invest them with smoothly flowing modern contours and greatly increased interior accommodation without sacrificing the unmistakable character of the XK marque.

Powered by the 3½-litre, 210 b.h.p. Jaguar engine, which has again and again proved its power and stamina on the racetracks of the world, including no less than four victories at Le Mans, the road performance of the XK 150 is characterised by its phenomenal powers of acceleration which extend throughout the entire speed range up into the 130 m.p.h. region and beyond.

With enhanced performance have come greater comfort and safety too. There is more elbow room in the wider roomier bodies of both models. The new one-piece wrap-around windshield gives unrestricted forward vision whilst general all-round vision is greatly improved by the increased width and depth of the rear window. The interior of the car, with its new leather surfaced fascia panel, is heavily padded with resilient leather-covered Polyurethane foam which provides protection against impact at all vital points.

Lastly, there is the greatest technical advance of all—immensely powerful yet smooth acting disc brakes on all four wheels bringing the power to stop, swiftly and surely, without the slightest loss of efficiency even after repeated applications from high speeds.

Whatever the preference—hard top or convertible, manually operated gearbox or automatic transmission, bright gay colours or quiet pastel shades, steel wheels or wire-spoke wheels, high compression or low compression—the desired choice can be found with certainty from the most complete specification to be offered on any sports car in the world to-day.

# 50 DISC BRAKE JAGUARS



THE 3½ LITRE JAGUAR XK150 FIXED HEAD COUPE





T H E   3 ½   L I T R E   J A G U A R   X K 1 5 0   D R O P H E A D   C O U P E



Note the extreme simplicity of the disc brake layout. The disc is directly exposed to the airstream and is thus effectively cooled under all conditions.

## THE BRAKE OF THE FUTURE IS ON JAGUAR *NOW*

**W**HEN, in 1953 Jaguar achieved the second of their four Le Mans victories, motoring history was made, for the winning Jaguar and those in second and fourth places were fitted with disc brakes, the first cars so equipped to gain success in a major international sports car race. At that time, over four years of unremitting research and development work had been devoted to the disc brake by Dunlop and Jaguar engineers working in the closest collaboration.

In the years that followed, the work was continued and the famous Jaguar "D" Type became the first series-produced sports-racing car to be fitted with disc brakes as standard equipment. Now, Jaguar becomes the first Company to provide race-proved disc brakes on all four wheels on a volume-produced high performance sports car—the Jaguar XK 150.

Of all the braking problems presented to manufacturers of high performance sports cars, that of heat dispersal has for long been a special one. As speeds have risen, so has the degree of heat generated by braking action, and its dissipation has been rendered more difficult by the ultra efficient aerodynamic form of the modern "envelope" sports car body. In the disc brake, this problem of heat dispersal has been entirely overcome, for the discs and the friction pads which operate on them are directly exposed to the air stream and are so effectively and rapidly cooled that "heat fade" is non-existent. Indeed, cooling takes place even during actual braking.

The brake pads on the Dunlop disc brake have been specially developed to give a very long life, and from new to fully worn the adjustment of the pads is entirely automatic, thus ensuring that pedal movement remains constant. The brakes are servo-assisted and require only the lightest of pedal pressure to operate.

Servicing the brake is extremely simple and the renewal of pads can be quickly effected. Due to the fine precision limits of the pad measurements, no bedding-in problems arise with subsequent need for re-adjustment.