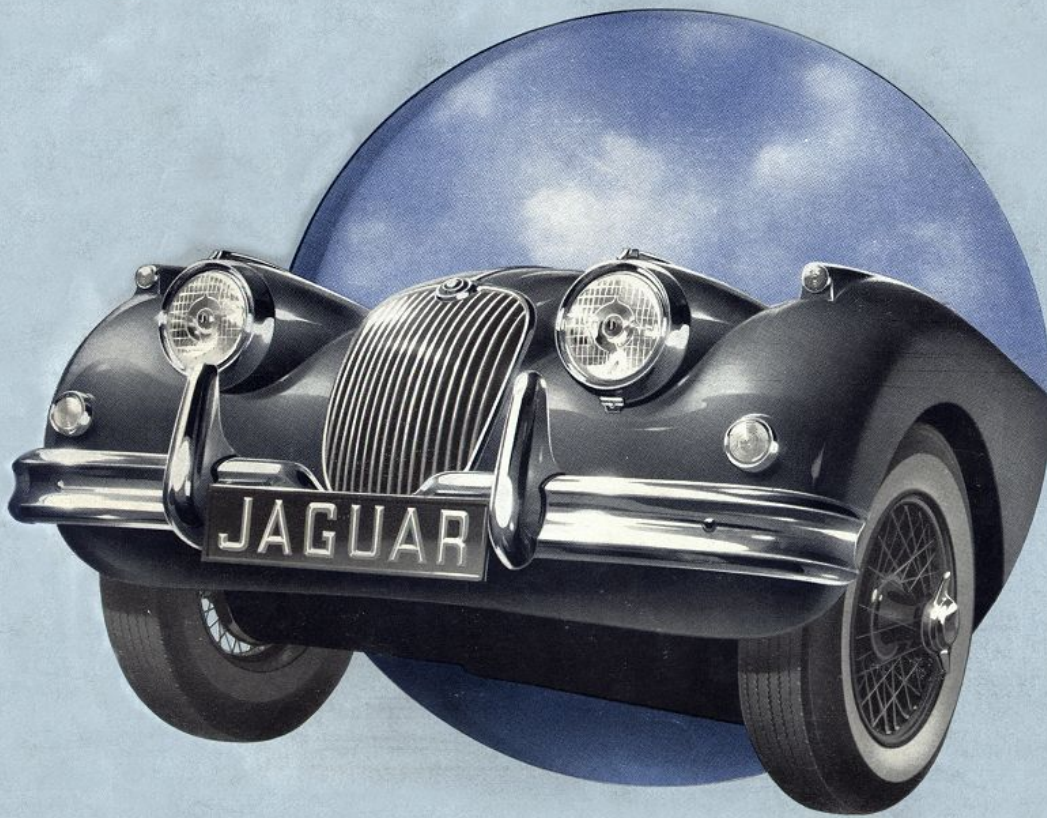


# THE XK150 JAGUAR ROADSTER



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

**ENGINE.** Six-cylinder 3½-litre Jaguar engine fitted with twin overhead high lift camshafts, 83 mm. bore x 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, 10.55; 2nd, 6.20; 3rd, 4.28; 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, 12.18; 2nd, 7.16; 3rd, 4.95; 4th, 4.09; O/D, 3.19.

**TRANSMISSION.** (Automatic gearbox, excluding "S" Type Models.) 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, 15.2 to 7.12; Low, 17.6 to 8.16; Intermediate, 10.95 to 5.08; 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 x 16 Road Speed tyres.

## SPECIAL EQUIPMENT MODEL

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.

## THE "S" TYPE MODEL

This model is intended for those requiring the maximum performance possible from an XK 150. Variations from the Special Equipment Specification result in considerable increases in the power and torque of the engine. This has been achieved by the introduction of a "straight port" cylinder head which, when combined with three H.D.8 S.U. carburettors and a 9 : 1 compression ratio, gives a power output of 250 b.h.p. at 5,500 r.p.m. and a torque output of 240 lb./ft. at 4,500 r.p.m. In addition, lead-bronze bearings, a stronger clutch unit and special quickly detachable disc brake pads are fitted. Only one form of transmission is available on this model, i.e. manually operated gearbox with overdrive.

*The issue of this folder does not constitute an offer. We reserve the right to amend any of the specifications contained in this catalogue from time to time as may be considered necessary for the purpose of improvement or by reason of circumstances beyond our control.*

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

**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. 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.

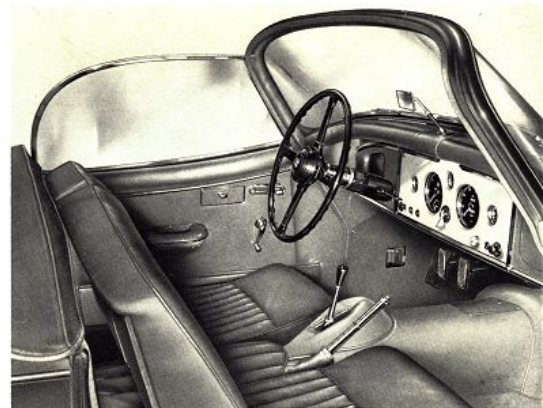
**BODY.** Aerodynamic two-door open top seater. Two individually adjustable seats upholstered in finest quality leather. The easily erected hood is of finest quality mohair material, and is fitted with a large unbreakable rear window. When folded, the hood is concealed behind the seats which fold forward to give access to the hood compartment. One-piece wrap-round windscreen. Winding windows disappear completely when fully lowered. Leather-covered instrument panel and screen rail which is heavily padded with foam rubber for passenger protection. Thick carpets over a felt underlay. Two glove compartments, one of which is fitted with a lockable lid. A very large pocket, ashtray, and combined armrest-door pull are fitted to each door. Heavy-duty wrap-round bumpers fitted with over-riders.

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

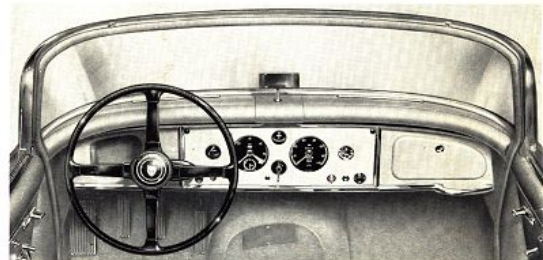
**LUGGAGE ACCOMMODATION.** Ample luggage accommodation is provided in a capacious rear locker provided with automatic illumination. Front end of boot hinges down to enable golf clubs and other lengthy articles to be carried within the boot.

**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. 8 ins. Overall width, 5 ft. 4½ ins. Overall height, 4 ft. 4½ ins. Ground clearance, 7½ ins. Kerb weight, 28½ cwt. (approx.).



The new roomy interior with its heavily padded scuttle rail and door sills. Driver and passenger comfort is much enhanced by the fully adjustable winding safety glass windows which can be set in any desired position whether or not the top is raised.



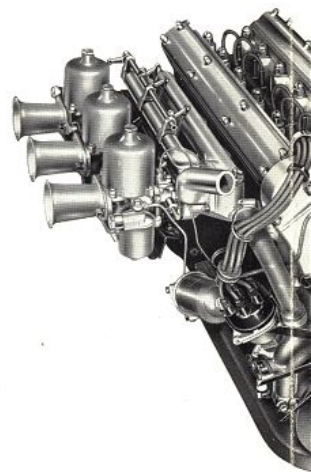
The new wrap-round one-piece windshield affords clear unbroken vision forward and to the sides. The smart new instrument panel is faced with an attractive combination of metal and leather.



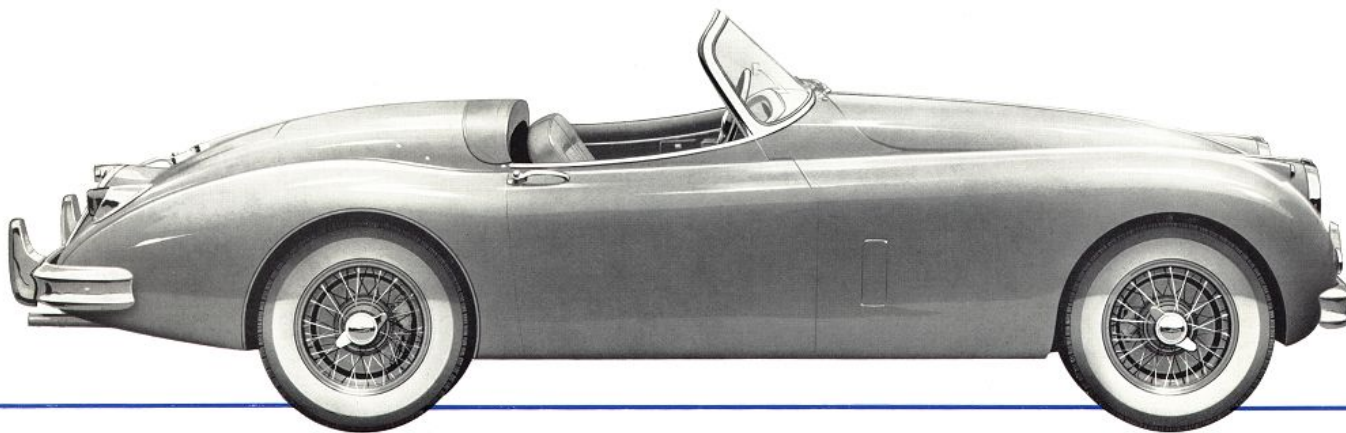
# THE NEW JAGUAR XK 150 AND XK

LEAN UNBROKEN LINES and steeply raked windshield invest this Jaguar with the lithe grace for which the *marque* has long been famous, and to this outward elegance is allied a degree of comfort unmatched in any other car of this type. The individually adjustable bucket seats, upholstered in soft tanned leather, are of generous dimensions and there is elbow room to spare in the roomy cockpit with its padded leather scuttle rail and door sills. Complete weather protection is afforded by the easily raised top and by the winding safety glass windows which disappear completely when fully lowered.

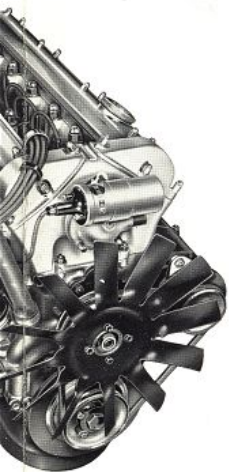
For many, the choice of a sports car means only one thing—a roadster; for this is the type of model from which all sports cars have been derived and which alone possesses the classical sports car “line”. In indulging his preference for the roadster type of car, the enthusiast has, in the past, accepted certain disadvantages as being inevitable, but with the introduction of the Jaguar XK 150 Roadster all disadvantages have been swept away. Roominess, good luggage accommodation, complete weather protection and true Jaguar elegance are here combined in the finest roadster ever to leave the Coventry factory of Jaguar.



The engine fitted to the “S” type “straight port” cylinder head and three HD8 SU carburetors, a ratio, gives a power output of 250



## XK 150 "S" TWO-SEATER ROADSTERS



"S" type model incorporates  
head which, combined with  
tters and 9:1 compression  
ut of 250 b.h.p. at 5,500 r.p.m.

**T**HE NEW ROADSTER is available in three forms: the Standard model, the Special Equipment model and the "S" type. Body styles and dimensions of all three are identical, but there are variations in mechanical features which are set out fully in the specification overleaf. From a study of this it will be seen that an extremely wide field of choice is made available. Three different compression ratios are offered, horsepower ratings range from 190 b.h.p. to 250 b.h.p.; there is a choice of twin or three carburettor induction systems; drum brakes or disc brakes; wire wheels or pressed steel wheels. Both the Standard and the Special Equipment models can be chosen either with manual gear shift and overdrive (which provides an ideal range of acceleration and maximum speed) or with Automatic Transmission. Only one form of transmission is available on the "S" type model, *i.e.*, manually operated gearbox with overdrive. Every model comes completely equipped to the smallest detail, even to a kit of hand tools. There are positively no extras. But, no matter in which direction personal taste inclines, the "heart" of each car is the world-famous XK twin-overhead camshaft engine, the most advanced sports car engine of the age which has proved its power and stamina on the racetracks of the world, including no less than five record-breaking victories at Le Mans.

