

F-TYPE

COUPÉ



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SUMMARY



The all-aluminium F-TYPE Coupé - the most dynamically capable, performance-focused sports car that Jaguar has ever produced - is available in three versions: F-TYPE R, F-TYPE S and the F-TYPE.

The range-topping F-TYPE R Coupé is powered by Jaguar's 5.0-litre supercharged V8 engine in 550PS/680Nm tune, delivering acceleration to 60mph in 4.0-seconds, and a top speed of 186mph (electronically limited).

The F-TYPE S Coupé and F-TYPE Coupé are powered by Jaguar's 3.0-litre V6 supercharged petrol engines in 380PS/460Nm and 340PS/450Nm forms respectively, giving 0-60mph in 4.8/5.1-seconds and top speeds of 171/161mph.

The F-TYPE Coupé embodies the uncompromised design vision of the stunning Jaguar C-X16 concept sports coupé that debuted at the 2011 Frankfurt Motor Show, its dramatic cabin-rearward stance being defined by three heartlines. The first two heartlines - shared with F-TYPE Convertible - form the muscular front and rear wings, the third heartline being the sweeping Coupé roof profile which provides an unbroken silhouette while emphasising the visual drama of the tapered cabin sitting between powerful rear haunches.

“WITH F-TYPE COUPÉ,
THE JAGUAR ENGINEERING
TEAM HAS EXCEEDED OUR
TARGET OF BUILDING A
CAR THAT DELIVERS EVEN
MORE DRIVER REWARD
THAN THE ACCLAIMED
F-TYPE CONVERTIBLE.
THE F-TYPE COUPÉ IS
THE MOST DYNAMICALLY
CAPABLE AND INVOLVING
JAGUAR WE'VE EVER BUILT.”

IAN HOBAN
VEHICLE LINE DIRECTOR
JAGUAR





Jaguar's expertise in aluminium technology has enabled the design vision for the F-TYPE Coupé to be delivered in a lightweight yet extremely strong bodyshell. Torsional rigidity for all F-TYPE Coupé variants is 33,000 Nm/degree – greater than in any previous production Jaguar – this rigidity providing the basis for excellent dynamic attributes.

The F-TYPE Coupé's body side is made from a single piece aluminium pressing, probably the most extreme cold-formed aluminium body side in the automotive industry, eliminating the requirement for multiple panels and cosmetic joints. The roof panel itself is available in either aluminium or panoramic glass form. A deployable rear spoiler sits within the tapered shut-line of the F-TYPE Coupé, while slim, wrap-around LED lamps flank a beautifully engineered tailgate, with optional

powered open/close functionality.

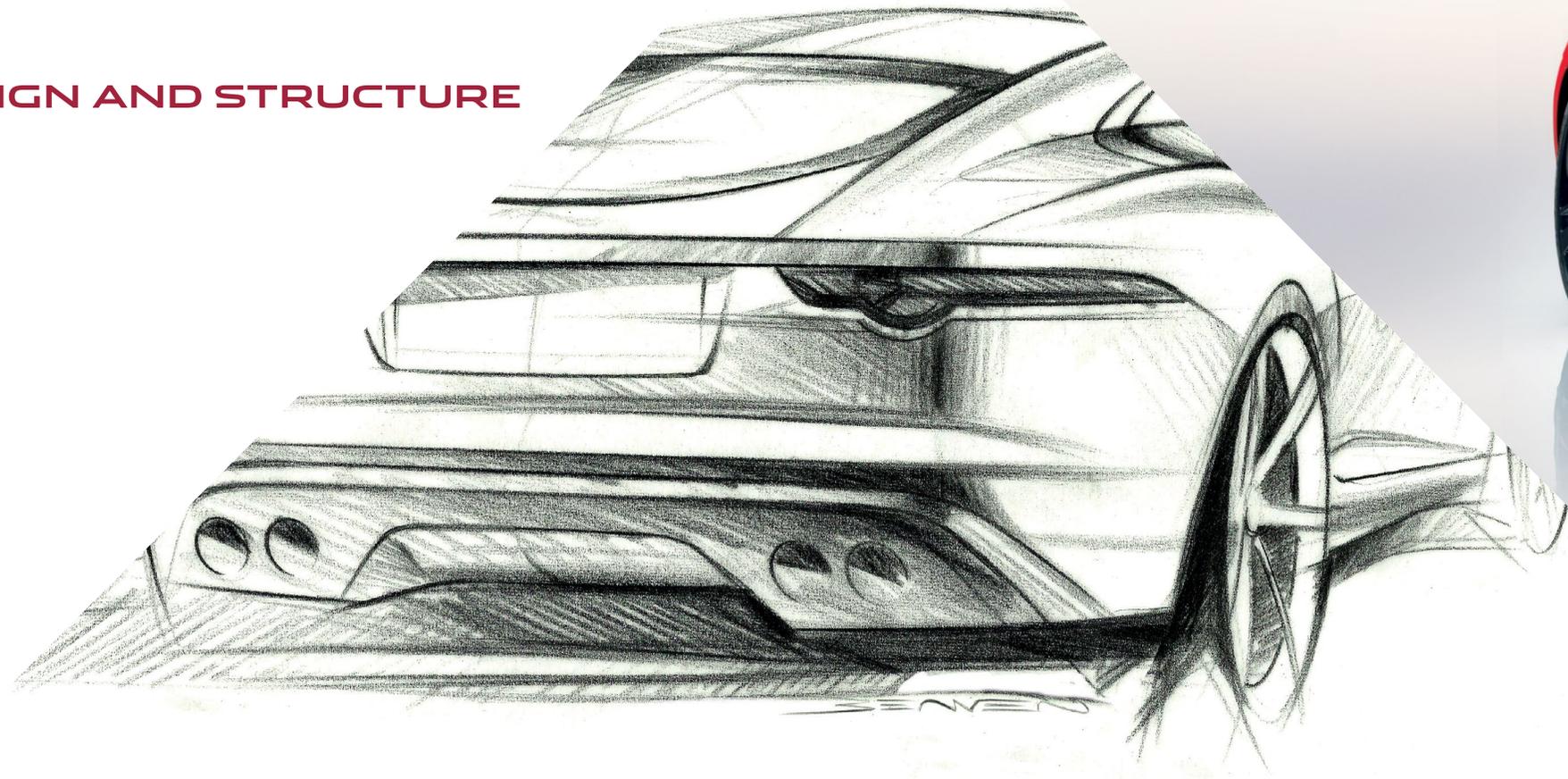
To deliver assured, progressive handling in line with its 550PS output, the range-topping F-TYPE R Coupé features a bespoke suspension set-up and new dynamic technologies. These include a second-generation Electronic Active Differential (EAD) and – for the first time on a Jaguar – Torque Vectoring by braking, these systems working in parallel to provide immediacy of response and exploitable handling. The EAD system automatically redistributes engine torque between the rear wheels to ensure excellent on-the-limit control, while Torque Vectoring by braking intelligently applies precisely metered braking force to the inner wheels as necessary during cornering to enhance agility. Sports suspension with Adaptive Dynamics damping and Configurable Dynamic Mode further enhance the F-TYPE R's immediacy of response, providing an exhilarating and involving driving experience.

F-TYPE R and F-TYPE S Coupé models also have the option of Carbon Ceramic Matrix (CCM) brakes which offer absolute consistency of performance and excellent fade resistance, as well as a total unsprung-weight saving of 21kg.

Every F-TYPE Coupé model utilises Jaguar's eight-speed close-ratio Quickshift transmission, which is optimised for sporting performance, with full manual sequential control from the central SportShift selector or steering wheel-mounted paddles.

The F-TYPE Coupé range complements the existing three-car F-TYPE Convertible model line-up: the V6-engined F-TYPE (340PS) and F-TYPE S (380PS), and the 495PS F-TYPE V8 S.

DESIGN AND STRUCTURE





“THE PURITY OF THE C-X16 CONCEPT HAS BEEN RETAINED WITHOUT COMPROMISE. THE F-TYPE COUPÉ’S LONG BONNET, LOW ROOFLINE AND TAPERING CABIN INSPIRE ME EVERY TIME I SEE IT.”

IAN CALLUM
DIRECTOR OF DESIGN
JAGUAR



Visual appeal is fundamental to Jaguar and, as such, the F-TYPE Coupé is immediately recognisable, building on the design of the stunning C-X16 concept sports coupé and the F-TYPE Convertible – winner of the 2013 ‘World Car Design of the Year’ award.

The F-TYPE Coupé visual message is defined by three key ‘heartlines’, that visual message beginning with the formidable grille. It is from the twin ‘shark gill’ openings that sit either side of the grille that the essential first heartline –

which mirrors the design of the F-TYPE Convertible – flows and begins to take shape. Running up through the headlamp, and accentuated by the LED ‘J blade’ daylight running lamps, the line then arcs up over the front wheelarch before dropping elegantly as it runs through the door, washing out into the muscular rear haunch.

The Coupé’s second heartline, also shared with the Convertible, begins at the rear edge of the door, swelling outwards and upwards to create a

visually strong wheelarch, emphasising the car’s rear-wheel drive layout, before dropping vertically through the tail lamp.

The third heartline forms the Coupé’s dramatic, cabin-rearward, sweeping roof profile. Providing an unbroken silhouette, it highlights the visual drama of the tapered cabin nestled between the powerful rear haunches. The distinctive side window graphic, finished as standard in bright aluminium, accentuates both the compactness of the car and the roof profile.



Jaguar's expertise in aluminium vehicle architecture has been essential in enabling both the F-TYPE Coupé's uncompromised design aesthetic, while delivering the fundamental dynamic attributes - essential to any sports car - of low mass and an extremely rigid body. Measuring 33,000 Nm/degree, the F-TYPE Coupé is the most torsionally rigid production car Jaguar has ever built.

A fundamental requirement for excellent dynamic attributes, delivering that rigidity figure required some

innovative engineering solutions in order to maximise strength without impacting on the design vision. Due to the lack of B-pillars, Jaguar's engineers were presented with the challenge of keeping the design's sleek, pillarless, low roofline - combined with the need to create the optimum amount of interior space - while still achieving the necessary rigidity and strength targets. The solution was a high-strength, hydro-formed aluminium alloy beam, which runs from the front of the A-pillar through to the back of the D-pillar, through the door opening line and back to the rear quarter window.

The F-TYPE Coupé is available with either aluminium or panoramic glass roof panels that are bonded into the main roof structure. Torsional rigidity is identical regardless of which roof is fitted.

The F-TYPE Coupé's dramatic body sides are single-piece aluminium pressings - probably the most extreme cold-formed aluminium body side outer panels in the automotive industry. These exceptionally deep-draw aluminium pressings have totally eliminated the requirement for joints in the panel surface. The body side panel is fabricated from high-strength and formable AC600 aluminium, which has also been used for structural reinforcement - both engineering firsts for Jaguar. The use of AC300 T61 aluminium in the body structure of the car provides additional strength thanks to its energy-absorbing properties, ensuring maximum occupant protection.





In order to achieve the required aesthetic at the rear of the car, the F-TYPE Coupé features a hidden rear spoiler that sits within the tapered shut-line of the tailgate, and rises at speed in order to balance front and rear lift. The spoiler automatically rises at 70mph, reducing lift by up to 120kg, and lowers when the speed drops below 50mph.

The width of the tail is emphasised by the slim, full-LED lamps that wrap all the way around the wings almost to the trailing edge of the rear wheelarches. These lamps feature hidden-until-lit technology, appearing solid until one of their functions is activated. The F-TYPE Coupé also features a 'ribbon of light' LED high-mounted stop light, which

is hidden at the top of the beautifully engineered tailgate. The tailgate, available with powered open/close functionality, is made from composite materials, the boot-volume itself being up to 407-litres.

Aluminium forms a significant part of Jaguar's commitment to sustainability with up to half the content of the body coming from recycled metal. In addition, the F-TYPE Coupé's structure is exclusively riveted and bonded - this manufacturing process emits up to 80% less CO₂ compared to that from welding a comparable steel structure. Jaguar is also rolling out its closed-loop aluminium recycling system to its suppliers, ensuring all offcuts of metal from the manufacturing process are reused.





“CREATING A SPORTS COUPÉ IS THE PUREST OF DESIGN TASKS, AND ALSO THE MOST CHALLENGING; GET IT RIGHT AND AESTHETICALLY THE RESULT WILL BE AS DYNAMIC AS THE CAR SHOULD BE REWARDING TO DRIVE. IN F-TYPE COUPÉ, I BELIEVE WE’VE GOT IT RIGHT.”

IAN CALLUM
DIRECTOR OF DESIGN
JAGUAR

THE F-TYPE R COUPÉ





The F-TYPE R Coupé represents the pinnacle of the F-TYPE range. Powered by Jaguar's 5.0-litre supercharged petrol V8 all-aluminium engine in 550PS and 680Nm form, the F-TYPE R Coupé achieves headline figures of 0-60mph in 4.0-seconds with an electronically limited top speed of 186mph. 50-75mph takes a mere 2.4 seconds. CO₂ emissions are 259g/km.

The R Coupé's supercharged engine delivers not only exhilarating performance but also tremendous efficiency thanks to the technologies incorporated into it, including spray-guided direct injection (SGDI) and dual independent variable cam timing (DIVCT). The high-pressure die-cast lightweight aluminium block is stiffened with cast-iron liners and cross-bolted main bearing caps, providing refinement to match its power. The four-valve cylinder heads are constructed from high-grade, bespoke aluminium, between them sitting the Roots-type twin vortex supercharger fed by two intercoolers, which feature their own water-cooling circuit to reduce the temperature of the pressurised air, thereby optimising power and efficiency.

“THE F-TYPE R COUPÉ
REPRESENTS THE
PINNACLE OF JAGUAR’S
R PERFORMANCE RANGE – ITS
POWER, PERFORMANCE AND
IMMEDIACY OF RESPONSE
WILL REWARD THE MOST
ENTHUSIASTIC OF DRIVERS.”

MIKE CROSS
CHIEF ENGINEER, VEHICLE INTEGRITY
JAGUAR





The torsional rigidity of the F-TYPE R Coupé's aluminium structure has ensured the best possible basis for offering the connected feel, agility and engaging driving experience expected of a Jaguar sports car. Every response – from the steering to the gearchange, throttle, brakes and the all-round double wishbone suspension – has been finely honed to be accurate, involving and immediate.

The F-TYPE R Coupé is fitted with Jaguar's Adaptive Dynamics system that actively controls vertical body movement, roll and pitch rates. The system continuously monitors driver inputs and the attitude of the car on the road, adjusting damper rates accordingly up to 500 times a second to optimise stability. For the F-TYPE R,

the Adaptive Dynamics controlling software has a bespoke tune, working in tandem with revised spring rates all-round to deliver consistent, progressive and exploitable handling. Spring rates are increased by 4.3% at the front and 3.7% at the rear (compared to F-TYPE V8 S Convertible).

Engaging Dynamic mode delivers an even more focused driving experience thanks to enhanced body control through firmer damping rates, increased steering weighting, faster gear changes and sharper throttle response. In the F-TYPE R Coupé, Dynamic mode is configurable as standard via the central 8in touchscreen, allowing the driver to select and save settings according to their preference.





In addition to the fundamental suspension tune changes, the F-TYPE R Coupé features a new second-generation Electronic Active Differential which, for the first time on a Jaguar, works in conjunction with Torque Vectoring by braking. Together, the two systems ensure agility at all speeds and exploitable on-the-limit handling.

The F-TYPE R Coupé's Electronic Active Differential (EAD) builds on the progressive handling advantages of a mechanical limited-slip differential by intelligently controlling the amount of driveline torque fed to each wheel. The EAD utilises an electric motor which operates a multiplate clutch; by rapidly and continuously analysing a range of electronic inputs it is able to immediately vary torque transfer to each driven wheel to maximise traction in any condition.

The EAD system fitted to the F-TYPE R Coupé features a highly sophisticated second-generation controller. It continuously estimates surface friction, comparing that to the driver's torque demand and delivering accurate locking torque as a result. A new handling controller enables the EAD to match the car's response more accurately with the driver's inputs, during both on-power understeer or off-power oversteer conditions. Working in parallel with the Torque Vectoring by braking system, the controller is capable of reacting to the ECU's torque request – ranging from open to full locking torque – in under 200 milliseconds.

Torque Vectoring by braking – a standard feature on F-TYPE R Coupé – applies finely metered braking torque individually to the inner wheels as necessary, helping to turn the car into corners more precisely. Using the F-TYPE R Coupé's array of electronic sensors, the Torque Vectoring system determines when corner entry speed may induce understeer. It then calculates the level of brake force needed to correct the car's direction and, via the ABS system, applies that precise braking force to individual inner wheels as necessary. Torque Vectoring by braking works at a subtle level, both correctively and predictively, finely adjusting the trajectory of the F-TYPE R Coupé for optimal handling.

The two systems – which work together with the Dynamic Stability Control system – complement each other to optimise traction, cornering ability and to maximise steering feel and agility. Torque Vectoring by braking works to fine-tune trajectory around a corner, and as the car is pushed further to its limits, there is a natural, seamless transition to EAD.

As a result, the use of available grip is always optimised, enabling the F-TYPE R Coupé to carry more speed both into, through and out of corners, while delivering precision handling during high-speed manoeuvres.

The F-TYPE R Coupé uses Jaguar's Super Performance braking system as standard. This system features 380mm front and 376mm rear discs – with red or black painted calipers. Brake cooling is optimised via under-body channelling of air, the air-flow being derived through the use of Computational Fluid Dynamics analysis.

The R Coupé is also available with optional Carbon Ceramic Matrix (CCM) brakes (see page 56) which offer consistent performance and excellent

fade resistance even during extreme performance driving conditions, while retaining the precise pedal feel of the standard system and extending disc life in everyday driving use.

The F-TYPE's eight-speed 'Quickshift' transmission has been recalibrated to make the best use of the F-TYPE R Coupé's 550PS engine. Its eight closely-stacked, sporting ratios help to fully exploit the engine's rev range and ensure that it remains within its optimal power band with every gearchange. Manual control is available to the driver at any time, using either the steering wheel-mounted paddles or the central SportShift selector.

The F-TYPE R Coupé's switchable Active Sports Exhaust system – with

its signature quad outboard-mounted tailpipes – takes the aural excitement delivered by the 550PS engine to new levels. It offers an authentic, rich sound, developing to a howling crescendo as the upper limits of the rev range are reached. The system uses electronically controlled bypass valves in the rear section of the exhaust which are mapped to open according to a range of parameters, effectively altering the exhaust gas routing into a free-flowing straight-through arrangement to both reduce back pressure and enhance sound quality. Selecting Dynamic mode also opens the bypass valves, an optional override button enabling further driver control of the system.

MIKE CROSS
CHIEF ENGINEER, VEHICLE INTEGRITY
JAGUAR

“WE’VE ENGINEERED THE CHASSIS TO PROVIDE EXPLOITABLE HANDLING THAT INSPIRES CONFIDENCE. IT’S PRECISE AND IT’S FAST... A TRUE DRIVER’S CAR.”





The F-TYPE R Coupé's aerodynamic bodywork – gloss black front vanes beneath the shark gills and flat side sill extensions – aid its stability at the very high speeds of which it is capable.

The R Coupé's window finishes are highlighted in bright anodised aluminium along the frames of the side glass, with the grille surround and side air vents in bright chrome, while the optional Black Pack adds gloss black window finishers, gloss black side power air vents and a gloss black grille surround. The front splitter, side power

vents, door mirrors casings, bonnet power vents and engine cover are also available in carbon fibre.

20in 'Gyrodyne' wheels in silver finish are standard on the F-TYPE R Coupé, while a dark grey and diamond-turned version is optional. As on any F-TYPE specified with 20in wheels, the F-TYPE R Coupé is available with optional ultra-high performance tyres which, with a unique tread pattern, offer additional steering precision, and increased levels of grip for the enthusiast driver.





INTERIOR

Like all models in the F-TYPE range, the R Coupé's driver-focused cabin clearly conveys the car's pedigree and sporting prowess, through a combination of taut, technical styling, involving interfaces and premium materials and textures.

The F-TYPE R Coupé's Performance seats have inflatable side-bolstering and prominent wings for support during high-speed cornering. The seats are finished in premium leather, with the 'R' logo embossed on the headrest.

A pure 'Jet' interior colourway is offered with three options of contrast stitching – Ivory, Red or Firesand – on the instrument panels, door casings, grab-handle highlight and cubby box. There are a further three sporting options on the Jet seats – Ivory, Camel or Red duo-tones, each with similarly-matched contrast stitching.

The F-TYPE R Coupé's premium trim also includes leather on the instrument panel and binnacle, armrests, door inserts and the centre console. Leather

or Suedecloth headlinings are optional. The driver-focused cockpit conveys its sporting intentions with a small-diameter, flat-bottomed steering wheel wrapped in Jet leather with the R logo. A round wheel is a no-cost option.

A new, full leather and Suedecloth Jet interior (with Cirrus contrast stitch) is also optional on all derivatives. Suedecloth is used on the seat facings, door casings, instrument binnacle pods and headlining – and can also be combined with a Suedecloth steering wheel.

THE F-TYPE
COUPÉ & S COUPÉ





The Jaguar F-TYPE Coupé is also available in two V6-supercharged powered petrol variants, both driving the rear wheels through eight-speed Quickshift transmissions; the F-TYPE Coupé and the F-TYPE S Coupé. Featuring the same rigid yet lightweight Coupé bodyshell as the F-TYPE R, and combined with a finely tuned focus on ride, handling and performance, both the F-TYPE Coupé and F-TYPE S Coupé are true driver's cars.

The F-TYPE Coupé is powered by Jaguar's 3.0-litre V6 supercharged petrol

engine in 340PS/450Nm tune, and is capable of 0-60mph in 5.1-seconds with an electronically limited top speed of 161 mph. Standard features include Dynamic Mode, sports exhaust – both V6 models use twin, centrally-mounted tailpipes – sports suspension and Jaguar's Performance Braking system (354/325mm discs front/rear) with silver calipers. The F-TYPE Coupé is fitted as standard with 18in Vela wheels, partial leather/Suedecloth sports seats and a leather steering wheel with black paddles.





The F-TYPE S Coupé, powered by Jaguar's 3.0-litre V6 supercharged petrol engine in 380PS/460Nm tune is capable of 0-60mph in 4.8-seconds on its way to an electronically limited top speed of 171 mph. It features Dynamic Mode, Dynamic Launch, Active Sports exhaust, sports suspension with Adaptive Dynamics, Jaguar's High Performance Braking system (380/325mm discs front/rear) with black calipers and a mechanical limited-slip differential. Both Jaguar's Super Performance and CCM braking systems are optional. The F-TYPE S Coupé is fitted as standard with 19in 'Propeller' wheels, partial leather/Suedecloth sports seats and a leather steering wheel with Ignis paddles.

All F-TYPE models - Coupé and Convertible - are equipped with Jaguar's Intelligent Stop/Start system which, when conditions allow, automatically shuts

down the engine when the car comes to a halt and the driver's foot is on the brake pedal. When the brake is released, the system can restart the engine in less time than it takes for the driver's foot to move from the brake to the accelerator. The system offers fuel economy and emissions benefits of up to 5 per cent.

The F-TYPE Coupé range is available with three audio systems, two of which come from globally recognised British experts Meridian. These offer either 10 or 12 loudspeakers with outputs of 380W and 770W respectively, and benefit from Meridian's huge experience in digital signal processing to create audio reproduction that is second to none. The top of the range offering also features Meridian's proprietary Trifield technology, which delivers an authentic and consistent surround sound to both occupants.

**CARBON CERAMIC
MATRIX BRAKES**





The F-TYPE R and S Coupé models have an exclusive option of Carbon Ceramic Matrix (CCM) brakes. Vivid yellow monoblock calipers – six-piston at the front and four-piston at the rear – grip 398mm front and 380mm rear brake discs made from a matrix of carbon fibre and ceramic, which is extremely hard and highly resistant to wear.

The CCM system offers consistent performance and excellent fade resistance even during sustained extreme driving conditions, while retaining the precise pedal feel of the standard system. Reduced wear and tear in day-to-day driving also means extended disc life.

CCM brakes offer considerable weight savings over standard steel brakes – the overall 21kg reduction in unsprung weight further enhancing handling dynamics. As CCM brakes generate more surface temperature than steel brakes, open-air intakes on the bumper and deflectors on the anti-roll bar direct increased airflow to the braking system – the attention to detail even extending to the use of new, heat-resistant valve caps.

CCM brakes feature a pre-fill system function that applies a low brake pressure to all four calipers when the throttle is released – and before the brake pedal is pressed again. The pre-fill system ensures a consistent brake pedal feel, and is tuned for speed proportionality. This means that at higher speeds it will give a consistently sharp, confidence-inspiring response, while at low car park type speeds the system will provide a more comfort-biased pedal feel.

Specify CCM brakes and your F-TYPE R or S Coupé will come with 20in 'Storm' wheels. As standard these are in a satin grey anthracite finish, but an optional, forged version with gloss black/diamond-turned finish is offered.

CCM brakes are now also optional on F-TYPE S and V8 S Convertible models.



TECHNICAL SPECIFICATION*

	F-TYPE COUPÉ	F-TYPE S COUPÉ	F-TYPE R COUPÉ
ENGINE & TRANSMISSION			
Engine capacity (cc)	2995	2995	5000
Cylinders	6	6	8
Valves per cylinder	4	4	4
Compression ratio	10.5:1	10.5:1	9.5:1
Bore/stroke (mm)	84.5/89.0	84.5/89.0	92.5/93.0
Bore/stroke (inches)	3.33/3.50	3.33/3.50	3.64/3.66
Transmission	Eight-speed 'Quickshift'	Eight-speed 'Quickshift'	Eight-speed 'Quickshift'
1st	4.714	4.714	4.714
2nd	3.143	3.143	3.143
3rd	2.106	2.106	2.106
4th	1.667	1.667	1.667
5th	1.285	1.285	1.285
6th	1.000	1.000	1.000
7th	0.839	0.839	0.839
8th	0.667	0.667	0.667
Final drive ratio	3.15	3.31	2.56
PERFORMANCE			
0-60mph (sec)	5.1	4.8	4.0
0-100km/h (sec)	5.3	4.9	4.2
50-75mph (sec)	3.3	3.1	2.4
80-120km/h (sec)	3.3	3.1	2.4
Top speed - electronically limited (mph)	161	171	186
Top speed - electronically limited (km/h)	260	275	300
Power (PS@rpm)	340@6500	380@6500	550@6500
Power (kW@rpm)	250@6500	280@6500	404.5@6500
Power to weight ratio (PS/tonne)	216	238	333
Torque (lb ft@rpm)	332@3500-5000	339@3500-5000	501.5@3500
Torque (Nm@rpm)	450@3500-5000	460@3500-5000	680@3500
Torque to weight ratio (Nm/tonne)	285	289	412

	F-TYPE COUPÉ	F-TYPE S COUPÉ	F-TYPE R COUPÉ
ECONOMY**			
Combined economy (EU mpg)	32.1	31.0	25.5
Combined economy (l/100km)	8.8	9.1	11.1
CO ₂ emissions (g/km)	205	213	259
DIMENSIONS			
Length (mm)	4470	4470	4470
Length (inches)	176	176	176
Width excl. mirrors (mm)	1923	1923	1923
Width excl. mirrors (inches)	75.7	75.7	75.7
Height (mm)	1309	1309	1321
Height (inches)	51.5	51.5	52.0
Wheelbase (mm)	2622	2622	2622
Wheelbase (inches)	103.2	103.2	103.2
Front track (mm)	1597	1597	1586
Front track (inches)	62.8	62.8	62.4
Rear track (mm)	1649	1649	1628
Rear track (inches)	64.9	64.9	64.1
Boot (litres, up to tailgate)	407	407	407
Boot (litres, up to parcel shelf)	315	315	315
Fuel tank capacity (litres)	72	72	72
Fuel tank capacity (gallons)	15.8	15.8	15.8
Weight from (kg)	1577	1594	1650
Weight from (lb)	3477	3514	3638

*All figures correct at time of going to press and subject to change.

**The figures provided are as a result of official manufacturer's tests in accordance with EU legislation. A vehicle's actual fuel consumption may differ from that achieved in such tests and these figures are for comparative purposes only.



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