

XK-E



COUPE

The interior design of this Gran Turismo car sets a new standard of spaciousness in such automobiles, without impairing its functionality. Large door at rear, with release catch located in car, incorporates window and gives unobstructed access to luggage compartment, spare wheel and tools; hinged luggage retainer behind seats drops down to increase floor space if desired.



XK-E COUPE The Jaguar XK-E Coupe is not just another sports car in the conventional sense of the word. It is an entirely new concept of high speed motoring.

By victory after victory on the racetracks of the world, Jaguar has earned for itself a position in the very front rank of modern sports cars. Five times winners at Le Mans, three times victors at Rheims, many times victorious in innumerable other International and National events, the racetrack breeding of Jaguar is evident from the moment the wheel is handled.

The XK-E Coupe is one of the fastest, and safest, production sports cars ever offered for public sale. It is equipped with the famous Jaguar 3.8-litre twin overhead camshaft engine, with three carburetors, developing 265 b.h.p. at 5,500 r.p.m., with straight port cylinder head and hemispherical combustion chambers.

The construction of the XK-E is unique, since it comprises a stressed shell, all-steel body of patented monocoque construction, which was developed and proven in the famous "D" Type Jaguar competition car in many of the world's most grueling races. Independent front suspension, torsion bars and fully independent rear suspension are standard. Dunlop self-adjusting bridge-type four-wheel disc brakes feature quick change pads. The brake pedal operates twin master cylinders, which divide the system into two entirely independent hydraulic systems to the front and rear brakes.

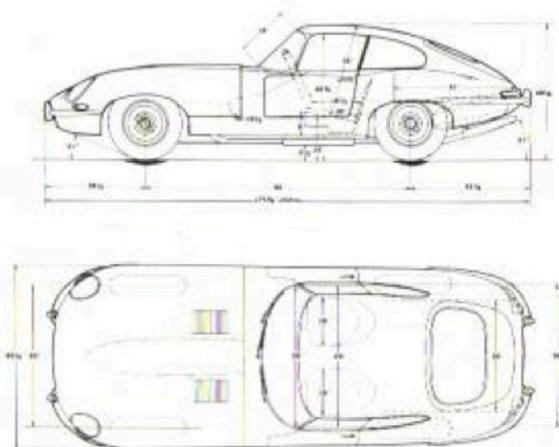
Jaguar is proud to offer the XK-E Coupe to a motoring public that values high performance, luxury and safety; indeed, the highest performance and prestige ever made available to fine car owners. Time spent in perusal of the specifications printed in this brochure will indicate the completeness of the equipment offered at such a modest price.



XK-E COUPE

SEATING DIAGRAMS & GENERAL DIMENSIONS

SPECIFICATIONS



BODY AND APPOINTMENTS: Two-door two-seater body of extremely low drag characteristics resulting from intensive wind tunnel testing. Counterbalanced forward opening front section provides excellent accessibility to all mechanical components. Large door at rear, with release catch located in car, incorporates rear window and gives unobstructed access to luggage compartment, spare wheel and tools. Lipped-shelf provided immediately behind seats for small parcels, etc., and whole of body behind seats available for luggage. Hinged luggage-retainer at front of compartment drops down to increase floor space if required. Large window area together with wrap-around windshield and thin screen pillars provide superb all-around visibility. Door windows completely concealed within doors when fully lowered. Hinged rear-quarter windows. Wrap-around bumpers with overrides at front and rear. Chrome finishers on rain gutter and windshield frame. Twin bucket seats, adjustable for reach, upholstered in finest quality Vaumol leather over Dunlopillo foam rubber cushions. Three section instrument panel together with windshield rail mat-grained finish to eliminate reflections. Comprehensive instrumentation with 5-in. revolution counter, incorporating an electric clock, and 5-in. 160 m.p.h. speedometer, incorporating total and trip distance recorder, positioned in front of driver. Central panel contains separate

instruments for electrically operated oil pressure, water temperature, fuel gauge, with low-level warning light, and ammeter, together with a row of labelled tumbler switches controlling ancillary equipment. Separate housing beneath panel contains a radio and twin speakers (optional extra) together with an ash-tray. When no radio is fitted, the speaker grilles are retained and the radio control panel aperture is blanked off with an escutcheon. Panel in front of passenger contains an open-fronted glove compartment and grab handle. Three-spoke polished alloy lightweight steering wheel with wood rim and central horn push. Sun visors for driver and passenger. Wide-angle vertically-adjusted rear-view mirror incorporating anti-dazzle secondary mirror position. Deep pile carpets over thick underlay.

BODY CONSTRUCTION: Stressed shell all steel body of unique patented monocoque construction. Front subframe of square section steel tubing carries engine unit, suspension and forward hinged front section.

BRAKES: Dunlop bridge-type 4-wheel disc brakes, featuring quick change pads. Front brakes fitted on wheel hubs, rear brakes fitted inboard. Bellows-type brake servo operating directly onto brake pedal. Pedal operates twin master cylinders through a compensator device which divides the system into two entirely independent hydraulic systems to front and rear brakes. Centrally positioned self adjusting handbrake operates on rear wheels only. Brake fluid level warning light operates on both systems.

DIMENSIONS: Wheelbase, 8 ft. 0 in.; track, front and rear, 4 ft. 2 in.; over-all length, 14 ft. 7 $\frac{1}{2}$ in.; over-all width, 5 ft. 5 $\frac{1}{2}$ in.; over-all height, 4 ft. 0 in.; ground clearance (laden), 5 $\frac{1}{2}$ in.; dry weight, 2,520 lbs. approx.

ELECTRICAL EQUIPMENT: Lucas 12-volt system. Large capacity battery giving 57 amp./hour at 10-hour rate with current voltage control. Ventilated generator. Eight fuse control box, fully labelled, located behind hinged central instrument panel for ease of access. Parking lamps. Headlamps with hand-operated dimmer-switch on instrument panel. Separate lever actuating headlamp flashing. Separate stop, tail, direction and reflector units mounted in a single assembly. Rear number plate lamps. Self-cancelling, flashing direction indicators and warning light on panel. Instruments and labelled switches illuminated by internal floodlighting controlled by a two-position dimmer switch. Map reading light. Interior light. Twin-blended note horns. Triple-blade, two-speed, self-parking, windshield wiper unit. Electrically operated windshield washers. Cigarette lighter with luminous socket. Starter motor. Vacuum and centrifugal automatic ignition control. Oil coil ignition. Wiring harness in quickly detachable front body section connected to main circuits through an eight pin connector mounted on left front nose section of body.

ENGINE: Six cylinder twin overhead camshaft 3.8-litre XK Jaguar "S" type engine. 87 mm. bore by 106 mm. stroke (3.425 in. x 4.1732 in.). Cubic capacity 3,781 c.c. (230.6 cu. in.). Compression ratio 9:1. Power output (9:1): 265 b.h.p. at 5,500 r.p.m.; torque: 260 ft. lbs. at 4,000 r.p.m. Three S.U. carburetors, type H.D.8 with manual choke control. Forced lubrication by sub-

merged pump system incorporating a full flow filter. Chrome iron cylinder block fitted with dry type cylinder liners. Special "straight port" cylinder head of high tensile aluminum alloy featuring hemispherical combustion chambers and twin overhead camshafts operating large valves of 70° included angle. Aluminum alloy pistons. Steel connecting rods fitted with lead indium big end bearings; 2 $\frac{3}{4}$ in. diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurized cooling system with thermostatically controlled electrically driven fan.

FUEL SUPPLY: 16 $\frac{3}{4}$ gallon tank capacity. Lucas electric pump. Gas filter incorporated into fuel line and located in engine compartment.

HEATING AND DEMISTING: High-output fresh air heating and multi-point windshield demisting system incorporating a two-speed fan controlled by switch on panel. Temperature and volume of air controls on panel. Ducts direct air to each side of compartment.

JACKING: Centrally located jacking posts enable the front and rear wheels on either side of the car to be raised simultaneously by means of the jack provided.

SPARE WHEELS AND TOOLS: The spare wheel is carried beneath the trunk floor in a separate compartment and is readily accessible. Tool kit housed in the spare wheel compartment.

SUSPENSION: Independent front suspension incorporating transverse wishbones with torsion bars controlled by telescopic hydraulic dampers. Anti-roll bar fitted to lower wishbones. Fully independent rear suspension incorporating, on each side, a lower transverse tubular link pivoted at the wheel carrier and subframe adjacent to the differential case and, above this, a halfshaft universally jointed at each end. These serve to locate wheel in a transverse plane. Longitudinal location is provided by the rubber mountings locating the sub-assembly in the body structure and by a radius arm between the lower link and a mounting point on the body structure. Twin coil springs, each enclosing a telescopic hydraulic damper provide the suspension medium. The whole assembly together with the differential unit is carried in an easily detachable subframe which is located in the body structure by rubber mountings.

STEERING: Rack and Pinion. 16 in. steering wheel with separate adjustments for height and reach, 2 $\frac{3}{4}$ turns from lock to lock. Turning circle, 37 ft.

TRANSMISSION: Manually-operated four speed, single helical synchromesh gearbox. Centrally positioned gear-shift lever. Synchromesh on top, third and second gear ratios. Borg & Beck 10 in. single dry-plate clutch with hydraulic operation. Hardy-Spicer Needle-Bearing propeller shaft. Hypoid rear axle fitted with limited-slip differential. Ratios 3.54:1. Optional axle ratios are available.

WHEELS AND TIRES: Wire-spoke wheels with center-lock hubs fitted with Dunlop 6.40 x 15 tires and tubes. Optional tire and wheel equipment available for racing: 6.00 x 15 front, 6.50 x 15 rear on special wheels.

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