

JAGUAR

The choice of a Jaguar will always remain an understated advertisement for your own lifestyle.

The moment you arrive in the new XJ4.2 will invest any occasion with a sense of very personal achievement.

The heart of the XJ4.2 saloon remains, of course, the legendary 4.2 six-cylinder engine. Honed to its peak of performance over years of development.

To complement this performance, the advances of the new XJ4.2 are something to be enjoyed in their own right.

The wheel base has been extended a full 4", to provide a luxurious length

of leg room for your rear seat passengers.

For your private pleasure, the dashboard has been radically re-styled to place the dials immediately in front of you.

The sense of intimate security imparted by the soft glow of the instrumentation when driving at night, is a reward in itself.

And for added safety, the doors have been strategically strengthened in case of side-on collision.

The Jaguar XJ4.2 is available with a choice of manual with overdrive, or fully automatic transmission.

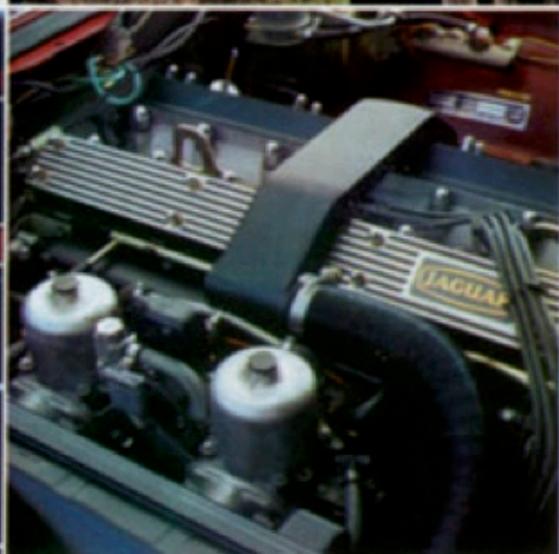


XJ42









Closer inspection of the new XJ 4.2 reveals a distinctive new level of trim throughout.

And the instrumentation has been re-positioned to be clearly visible through the new two-spoke steering wheel.

The dials themselves have been re-designed for instant clarity.

The console also incorporates a completely new heating ventilation system and optional air conditioning.

Moreover, you have only to turn a master switch to lock all the doors simultaneously.

Power to the electric windows can be cut off in the same way.

Jaguar Series Two XJ Specification

ENGINES	12 cylinder	6 cylinder
Type name:	V12	XK
Configuration:	60° "vee"	in-line
Bore:	90 mm (3.54 ins)	92 mm (3.625 ins)
Stroke:	70 mm (2.76 ins)	106 mm (4.17 ins)
Capacity:	5343 cc (326 cu ins)	4235 cc (258.4 cu ins)
Piston area:	763.2 sq cm (118 sq ins)	399.6 sq cm (61.9 sq ins)
Compression ratio:	9.0:1	7.8:1
Stroke/bore ratio:	0.78:1	1.15:1
Performance:		
Power DIN	250 bhp at 6000 rpm	170 bhp at 4500 rpm
Torque DIN	301 lb ft at 3500 rpm	231 lb ft at 3000 rpm
BMEP	139 psi at 3500 rpm	136 psi at 3500 rpm
Cylinder heads:	Two aluminium cylinder heads each with separate die-cast aluminium alloy tappet block carrying a single camshaft. In-line inlet and exhaust valves, set in flat cylinder head face.	Straight port aluminium cylinder head with two overhead camshafts. 70° included angle inlet and exhaust valves set in hemispherical combustion chambers.
Cylinder block:	"Open deck" aluminium alloy block, with slip-fit cast iron cylinder liners.	Chromium cast iron block with interference fit of cast iron liners.
Crankshaft:	Three-plane, seven-mainbearing, Tufftrided manganese molybdenum steel forging.	Three-plane, seven-mainbearing, manganese molybdenum steel forging.
Pistons:	Aluminium alloy, solid skirt, with dished top forming part of combustion chamber.	Aluminium alloy, solid skirt, with domed top.
Rings:	Two compression, one oil control.	Two compression, one oil control.
Lubrication:	Jaguar epicyclic crescent-type oil pump; drive concentric with crankshaft.	Jaguar rotary vane pump, crankshaft driven by skew gear.
Pressure:	72 psi normal running.	40 psi normal running.
Filter:	Full flow paper element.	Full flow paper element.
Cooler:	Marston tube and fin type. Eight tubes. By-pass relief flow. Air/oil heat exchange.	Clayton Dewandre single tube with external and internal copper windings. By-pass relief flow. Air/oil heat exchange.
Sump:	Steel pressings with anti-surge baffles and strainer.	Aluminium casting with baffles and strainer.

IGNITION		
Distributor:	Lucas Opus fully transistorised, electronically-triggered ignition system	Lucas conventional contact-breaker system.
Coil:	Lucas DE 21 magnetic impulse.	Lucas 22 D 6.
Timing control:	Automatic; vacuum-controlled retard; centrifugal advance.	Automatic; vacuum-controlled retard; centrifugal advance.
Spark plugs:	Champion N 10 Y	Champion N 11 Y

CARBURATION		
Carburettors:	Four Zenith 175CDSE	Two SU HS8
Enrichment:	Manually-operated choke.	Automatic enrichment device.
Induction:	4 3-branch aluminium alloy manifolds, with water-heated plenum chamber.	Water-heated aluminium manifold.
Fuel system:	Full recirculating system.	Direct feed system.
Pumps:	Two SU electric AUF 406	Two SU electric AUF 303
Fuel specification:	97 Octane Four-star.	97 Octane Four-star.

ELECTRICAL EQUIPMENT		
Battery:	Negative earth. Lucas C9 13/11 Pacemaker.	Lucas CP 11 Pacemaker.
Capacity:	68 amp at 20-hour rate.	66 amp at 20-hour rate.
Alternator:	Lucas 20 ACR.	Lucas 20 ACR (air-conditioned cars), Lucas 18 ACR (without air-conditioning).
Output:	60 amp at 3500 engine rpm.	20 ACR—60 amp at 3500 engine rpm 18 ACR—45 amp at 3500 engine rpm
Starter:	Lucas pre-engaged M45G.	Lucas pre-engaged 3M100.

COOLING SYSTEM		
Radiator:	Water, pressurised. Impeller pump belt driven off crankshaft damper. Marston Supapak I two-stage crossflow. Four rows. Side mounted tanks. R.H. tank incorporates transmission oil cooler.	Water, pressurised. Impeller pump belt driven off crankshaft damper. Marston Superpak single-stage crossflow. Two rows. Three rows on air-conditioned cars. Side mounted tanks, with automatic transmission oil cooler in bottom hose.

COOLING SYSTEM	12 cylinder	6 cylinder
Thermostats:	Two Weston Thompson wax-type opening at 82°C.	Weston Thompson wax-type, opening at 82°C.
Fans:	12-bladed 17" steel fan with torque control viscous coupling. Also Bosch electric, thermostatically controlled to 90°C IN & 86°C OUT, 4-bladed 11" fan.	12-bladed 17" steel fan with torque control viscous coupling.

EXHAUST SYSTEM		
	Four downpipes merge into two double-skinned 2" dia. pipes. Two main and two rear silencers.	Two downpipes merge into single-length double-skinned 2" dia. pipe for 23" before splitting to main and rear silencers.

TRANSMISSION			
	Borg-Warner Model 12 three-speed fully automatic with 2.0:1 torque converter.		Four-speed manual transmission with overdrive on top gear.
Ratios	Low 2-4:1 Intermediate 1-4.5:1 High 1-0:1		1st 2-933:1 2nd 1-905:1 3rd 1-389:1 4th 1-0:1 Overdrive 0-779:1 Reverse 3-378:1
Final drive ratios (see footnote)	Reverse 2-0:1		3-54:1
Overall ratios:	Low 7-79/15-8:1 Intermediate 4-8/9-6:1 High 3-31/6-62:1		1st 10-39:1 2nd 6-75:1 3rd 4-91:1 4th 3-54:1 Overdrive 2-76:1 Reverse 10-95:1
Rear axle:	Reverse 6-82/13-64:1 Salisbury hypoid with 4-pin Powerlok limited-slip differential.		Salisbury hypoid.
Road speeds per 1000 rpm:	Low 9-77 mph (15-6 km/h) Intermediate 15-8 mph (25-3 km/h) High 22-9 mph (36-7 km/h) (assuming no converter slip)		1st 7-3 mph (11-72 km/h) 2nd 11-25 mph (18-1 km/h) 3rd 15-41 mph (24-8 km/h) 4th 21-4 mph (34-4 km/h) Overdrive 27-5 mph (44-2 km/h)
Propeller shaft:	Hardy Spicer tubular divided shaft. Two universal joints with sealed needle bearings. Sliding spline. Centre bearing mounting.		Hardy Spicer tubular divided shaft. Two universal joints with sealed needle bearings. Sliding spline. Centre bearing mounting.

AUTOMATIC TRANSMISSION	
	As an "extra" for 6 cylinder models, Borg-Warner automatic transmission is also available, with 2.0:1 torque converter. Ratios and road speeds for 4-2 automatic are as for V12 in the UK, USA and Canada. In all other countries the 4-2 automatic has a 3.07:1 final drive ratio.

SUSPENSION		
Front layout:	Fully independent semi-trailing wishbones and coil springs. Anti-dive geometry. Girling Monotube hydraulic dampers. Anti-roll bar.	Fully independent semi-trailing wishbones and coil springs. Anti-dive geometry. Girling Monotube hydraulic dampers. Anti-roll bar.
King pin inclination:	1½°	1½°
Caster angle:	2¼° (±¼°)	2¼° (±¼°)
Camber angle:	½° positive	½° positive
Alignment:	⅛" to ¼" (0-125 cm to 0-312 cm) toe-in.	⅛" to ¼" (0-125 cm to 0-312 cm) toe-in.
Springs:		
Free length:	12-14 ins (30-35 cm)	12-11 ins (30-275 cm)
Rate:	380 lb in	329 lb in
No. of coils:	6-14	5-89
Rear layout:	Lower transverse wishbones with drive shafts acting as upper links. Radius arms. Twin coil spring and damper units. Girling Monotube dampers.	Lower transverse wishbones with drive shafts acting as upper links. Radius arms. Twin coil spring and damper units. Girling Monotube dampers.
Camber angle:	¾° negative.	¾° negative.
Alignment:	0 ± ½"	0 ± ½"

WHEELS AND TYRES		
Wheel type:	Dunlop silver-painted sculptured steel wheels (chromium plated optional).	Dunlop silver-painted sculptured steel wheels (chromium plated optional).
Size:	6 JK rim 15" diameter.	6 JK rim 15" diameter.
Tyres:	Dunlop SP Sport with steel breaker.	Dunlop SP Sport with rayon breaker.
Size:	205/70VR15	E70VR15

SPECIFICATION COMMON TO 12 AND 6 CYLINDER MODELS

BRAKES

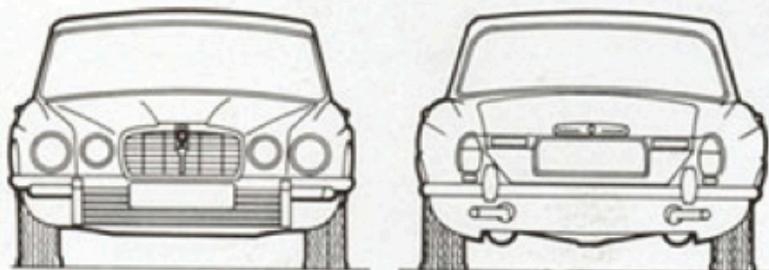
	Girling disc all round, ventilated front.
Circuits:	Two circuits incorporating pressure differential warning actuator.
Servo:	Girling Supavac 100.
Front discs:	Mounted outboard, ventilated, cast iron.
Diameter:	11.18 ins (28.4 cm).
Thickness:	0.94 ins (2.38 cm).
Rear discs:	Mounted inboard, solid cast iron with damping ring set into periphery of disc.
Diameter:	10.38 ins (26.3 cm).
Thickness:	0.5 ins (1.27 cm).
Pad material:	Ferodo 2430.
Area per car:	
front:	27.56 ins ² (178 cm ²).
rear:	21.08 ins ² (136 cm ²).
Rubber area:	
front:	234.52 ins ² (1513 cm ²).
rear:	213.72 ins ² (1379 cm ²).
Total:	448.24 ins ² (2892 cm ²).
Handbrake:	Caliper operates on rear discs.
Material:	Mintex M34.

STEERING

Type:	Adwest "Pow-a-rak" power assisted rack and pinion with energy absorbing column. Steering column lock.
Wheel diameter:	16 ins (40.6 cm).
Turns lock to lock:	3 1/4 (12 cylinder) 3 1/2 (6 cylinder).
Overall ratio:	16-44:1.
Pump:	Saginaw rotary vane — 1200 psi max.

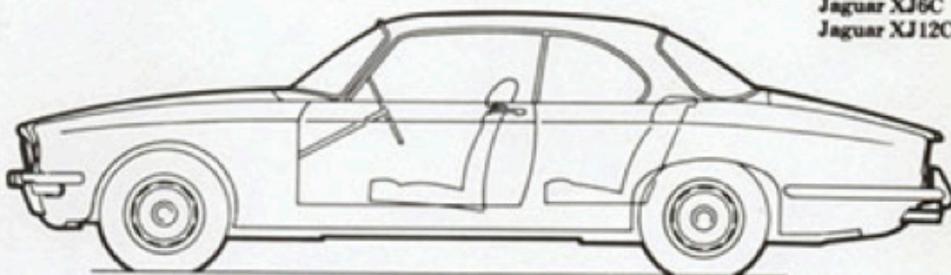
BODY

	Two integral-construction styles of steel bodywork: (a) 4-door long wheel base model. (b) 2-door model.
Exterior features:	Wrap around chromium-plated bumpers with rubber inserts and underriders at front. Overriders at rear. Forward-hinged bonnet. Sealed fuel tank accommodation in rear wing panels. Black grained vinyl roof on 2-door models.
Glass:	Laminated windscreen. Toughened glass for rear and side windows. Tinted glass available. Electrically-heated rear window.
Interior:	Individual front seats with armrests combined with door pulls. Cubby box with lid as central armrest at front; rear seat with central fold-away armrest. Seat facings in Connolly leather. Nylon carpeting throughout. One-piece roof lining in glass fibre (faced with foam-backed nylon cloth). Fully instrumented facia finished in polished walnut veneer. Two steering-column-mounted control stalks. Provision for radio/tape player mounted in central console. Central console with gear lever, electric window controls, central locking switch, cigar lighter, individual ashtrays. Door pulls and pockets for maps, etc. Courtesy lights operated by all doors; boot interior light. One-handed operation inertia reel seat belts. Two-door front seats tip forward with top side-mounted release catch. Spacious rear parcel shelf. Daimlers have slightly different seating and interior trim detail. The Daimler Double-Six Vanden Plas has a completely different trim specification.

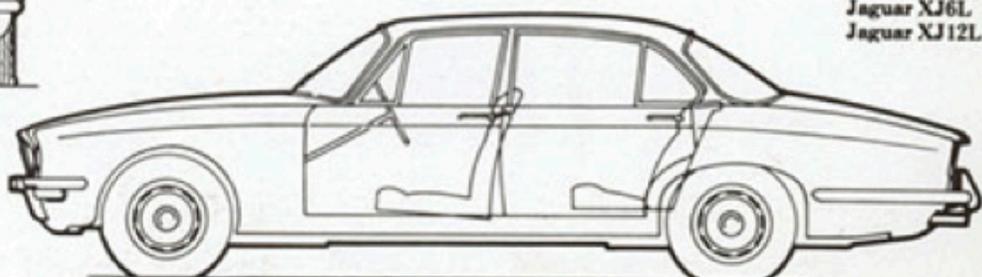


INSTRUMENTS AND CONTROLS

	<i>New design for facia layout:</i>
Speedometer:	4 ins calibrated 0—140 mph (220 km/h)—XJ6. 0—160 mph (260 km/h)—XJ12. 30 and 70 mph limits marked. Total and trip recorders.
Tachometer:	4 ins calibrated 0—5500 rpm redline 5000—XJ6. 0—7000 rpm redline 6500—XJ12.
Fuel gauge	
Water temperature gauge	
Oil pressure gauge (psi)	
Battery condition indicator (volts)	
Electric clock, with "second" hand.	
R.H. column control:	Headlamp flash and dip/full beam.
L.H. column control:	Two-speed wipers. Park. Single wipe. Windscreen wash.
Horn:	Padded steering-wheel boss cover acts as horn push.
Push-push switches:	Fuel tank changeover. Interior light. Map reading light. Heated rear window.
Warning lights:	housed between speedometer and tachometer (top to bottom). main beam. hazard warning. ignition. handbrake. brake failure. oil pressure. seat belts on (USA and Canada, Japan, with alarm signal) (Heated rear window, choke (V12), and direction indicator warning lights are located in the speedometer and tachometer dials.)
<i>Left-hand drive Models:</i>	Column stalk functions are transposed. Also transposed for LHD are fuel gauge with oil pressure gauge, and water temperature gauge with battery condition indicator.
Overall length:	190.7 ins (484.3 cm)—XJ6C, XJ12C and Daimler equivalents. 194.7 ins (494.5 cm)—XJ6L, XJ12L and Daimler equivalents.
Overall height:	54.1 ins (137.5 cm)—all models.
Overall width:	69.7 ins (177.0 cm)—all models.
Wheelbase:	108.8 ins (276.3 cm)—XJ6C, XJ12C and Daimler equivalents. 112.8 ins (286.5 cm)—XJ6L, XJ12L and Daimler equivalents.
Front overhang:	32.1 ins (81.5 cm)—all models.
Rear overhang:	49.8 ins (126.5 cm)—all models.
Front track:	58.0 ins (147.3 cm)—all models.
Rear track:	58.6 ins (148.8 cm)—all models.
Ground clearance: (unladen)	7 ins (17.8 cm)—all models.



Jaguar XJ6C
Jaguar XJ12C



Jaguar XJ6L
Jaguar XJ12L

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