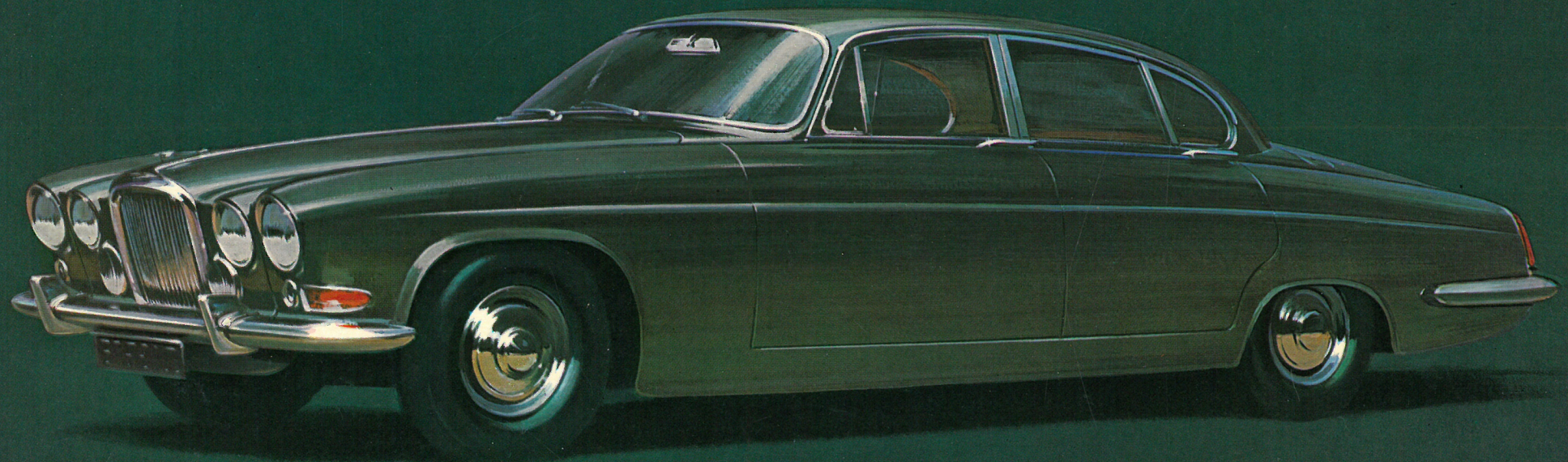


The **Jaguar** Mark Ten 4.2 Saloon

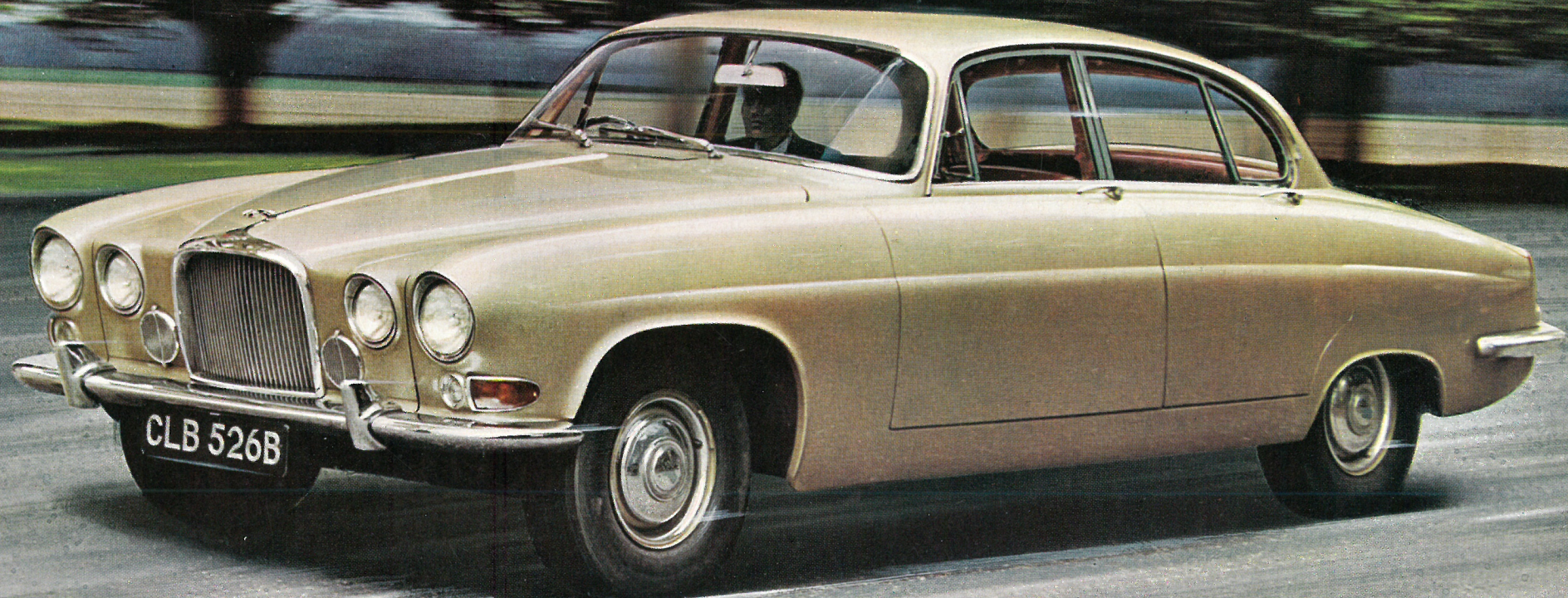


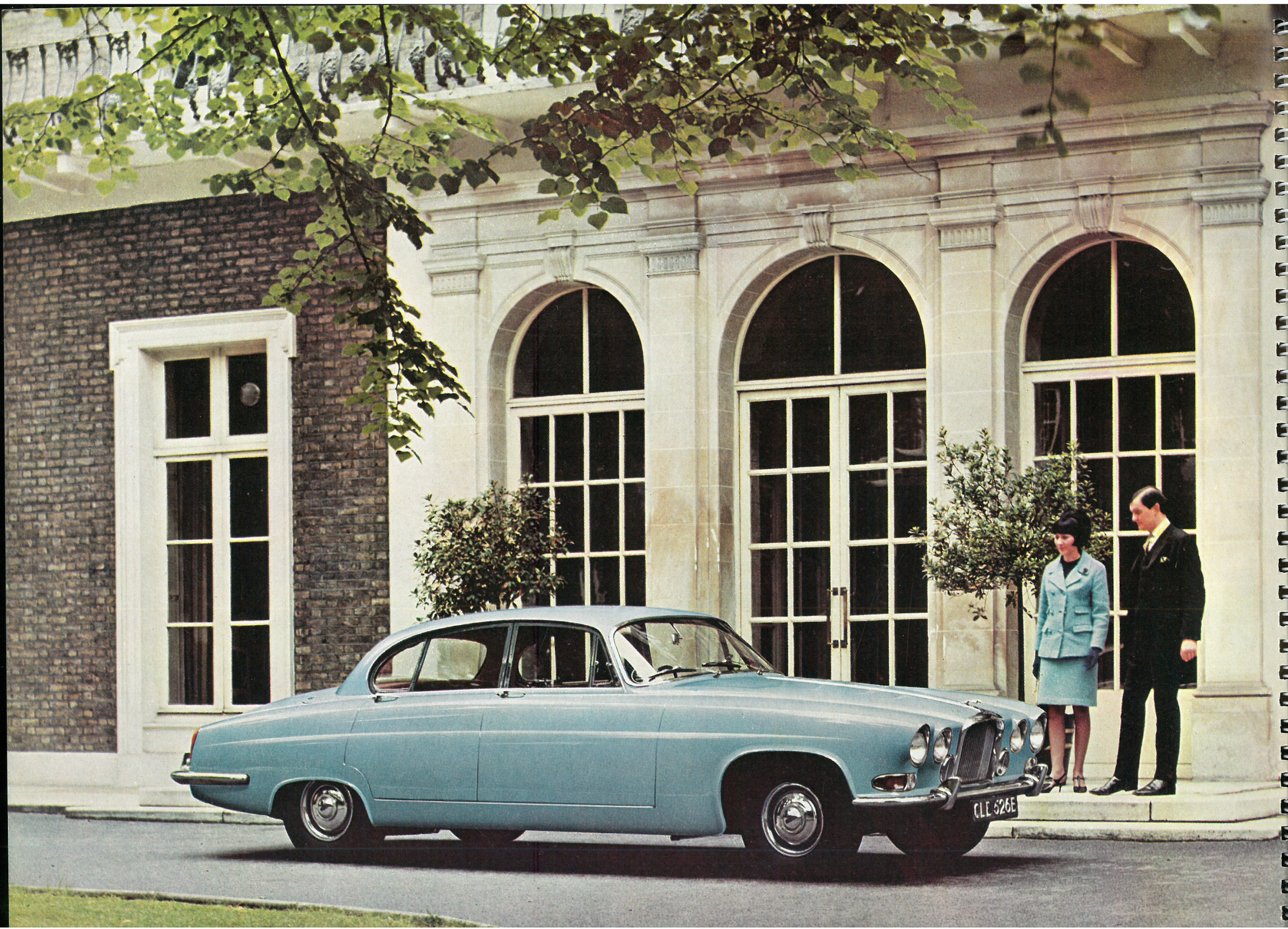


BY APPOINTMENT
TO H.M. QUEEN ELIZABETH
THE QUEEN MOTHER
MOTOR CAR MANUFACTURERS
JAGUAR CARS LTD

Introduction

Of the Jaguar 4.2 litre Mark Ten Saloon "Autocar" have said it is "... a car which calls for superlatives in its assessment" and this is reflected in the praise given by the Press all over the world who incline towards repetition of superlatives in describing this elegant model. Whilst retaining the same exclusive and graceful styling made world famous by its predecessor, the 4.2 Mark Ten embodies many new technical advancements, a rewarding study of which can be made throughout the pages which follow.

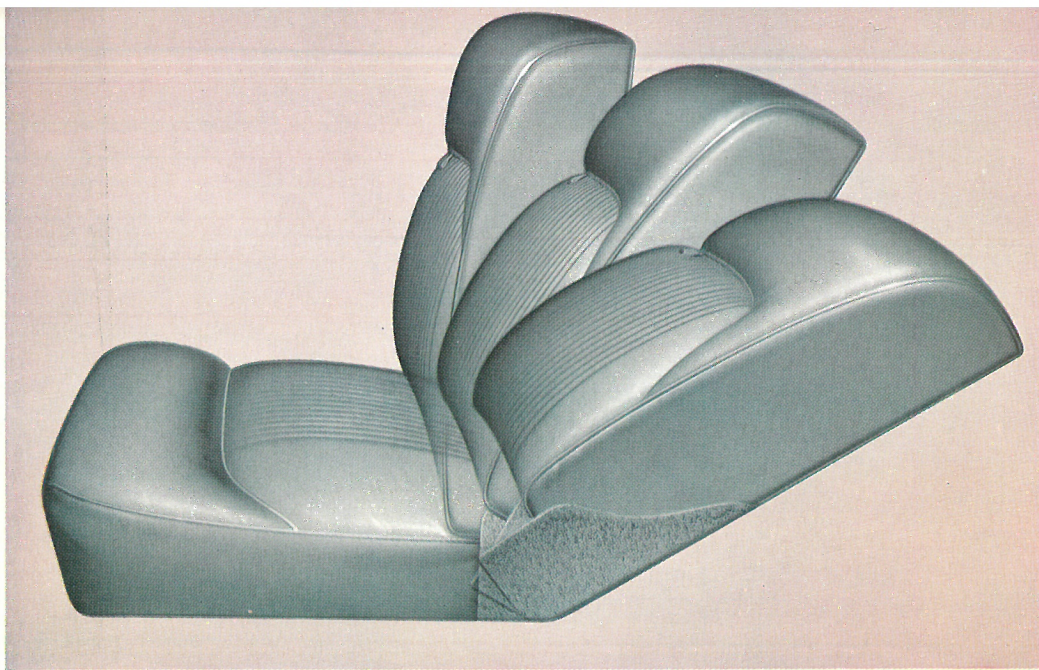




**true luxury
and refinement**

These views of the spacious interior show the luxurious accommodation provided for five adults whose every comfort has been carefully studied. Upholstery is in finest Vaumol leather hide over deep Dunlopillo foam rubber cushions. Centre folding arm rests are fitted in both front and rear compartments—deep pile carpets are fitted throughout. A comprehensive range of instruments together with a row of clearly labelled switches are mounted in a handsome figured-walnut panel. A glove compartment—with lock and interior light—and full width shelves front and rear provide ample accommodation for personal effects.





Reclining type front seats are fitted as standard equipment and have a combined height and reach adjustment providing an extremely wide range of positions of which three are shown above.

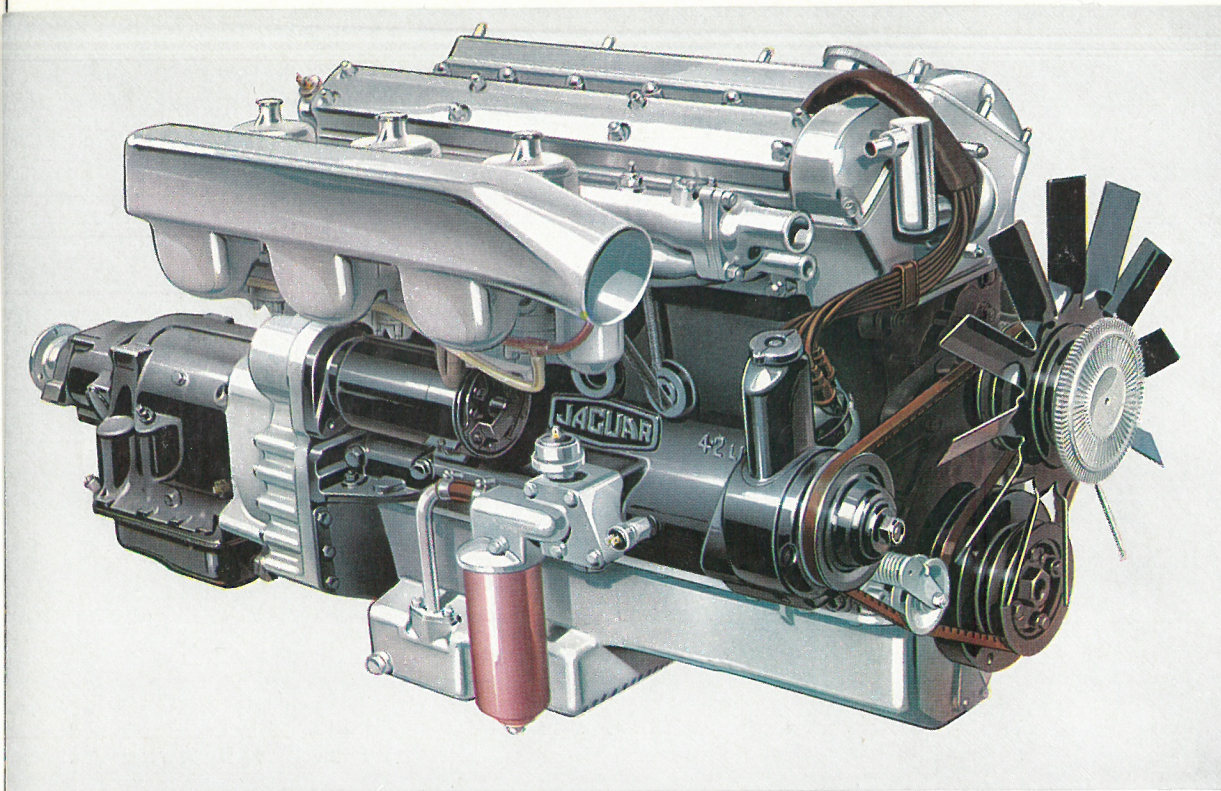
Flush-fitting, polished walnut picnic tables, incorporated in the backs of the front seats, have large rectangular vanity mirrors set at exactly the right height and angle for instant use.



The luggage boot has a volume of 27 cubic feet excluding the space taken by the spare wheel and tool container. These are readily accessible without disturbing the luggage. The boot and spare wheel are fully trimmed in order to protect luggage.

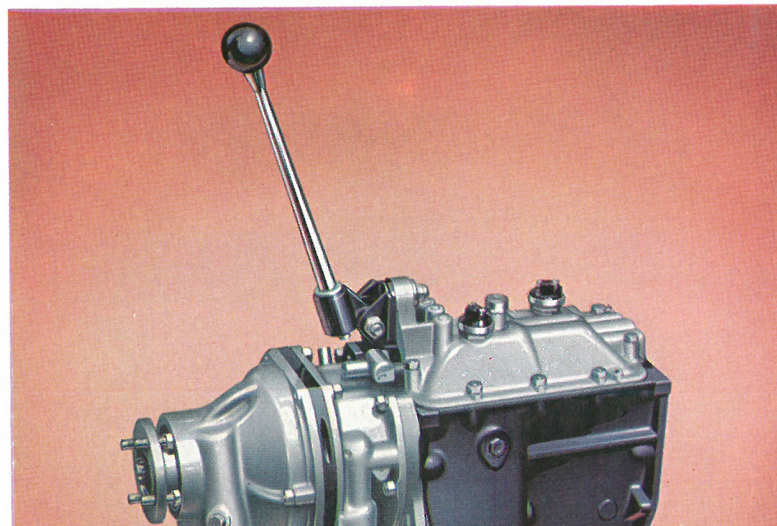
Centrally placed for ease of reach by driver or passenger the selective car temperature control gives improved distribution of hot or cold air, has individual variable temperature and volume controls for each side of the car and selectors for directing the air flow to the upper or lower regions of the left and right hand sides of the front compartment independently. A separate on/off air flow switch is provided in the rear compartment.





NEW ADVANCED XK ENGINE. 4.2 litre, 6 cylinder, twin overhead camshaft advanced design of race-proved, 3 carburetter, Jaguar XK engine, five times winner of Le Mans, gives higher torque for increased acceleration and flexibility.

NEW ALL SYNCHROMESH GEARBOX. Four speed all synchro gearbox, with or without overdrive, gives smooth and rapid changes. New diaphragm spring clutch gives lighter pedal pressure and long life.

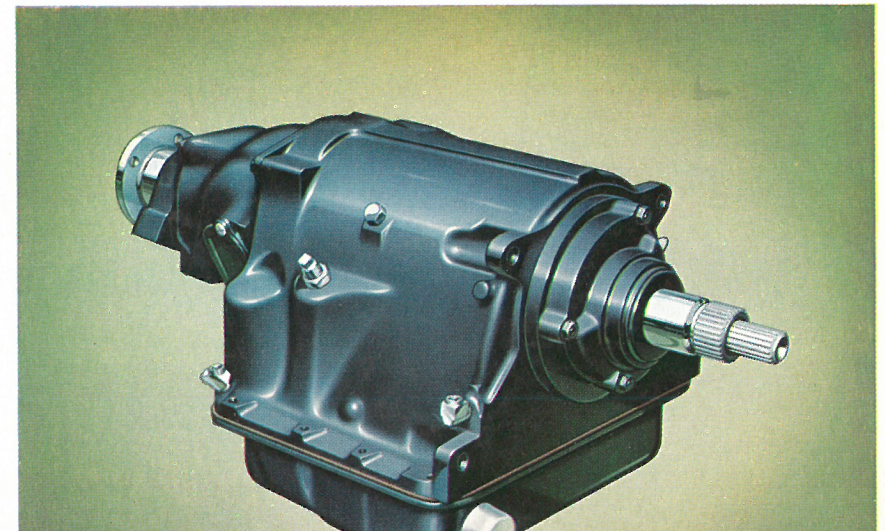


With the latest advancements

... and with the combination in the 4.2 litre Mark Ten of many new technical features, Jaguar still further improve that "special kind of motoring which no other car in the world can offer".

A new 4.2 litre version of the Jaguar XK engine, new automatic transmission or new all synchromesh manual gearbox, new power steering (exclusive to Jaguar), new effortless braking, new interior heating, new cooling system, alternator and pre-engaged starter, all these together with the all-round independent suspension, disc brakes on all four wheels and a host of traditional Jaguar refinements, contribute towards an even greater standard of performance, handling, comfort and safety.

NEW AUTOMATIC TRANSMISSION. Borg Warner Model 8 automatic transmission, specially developed, extensively tested and proven—to match the higher torque of the Jaguar 4.2 litre engine. Dual drive range gives smoother shifts and option of first or second gear starts, as well as full engine braking in intermediate gear.

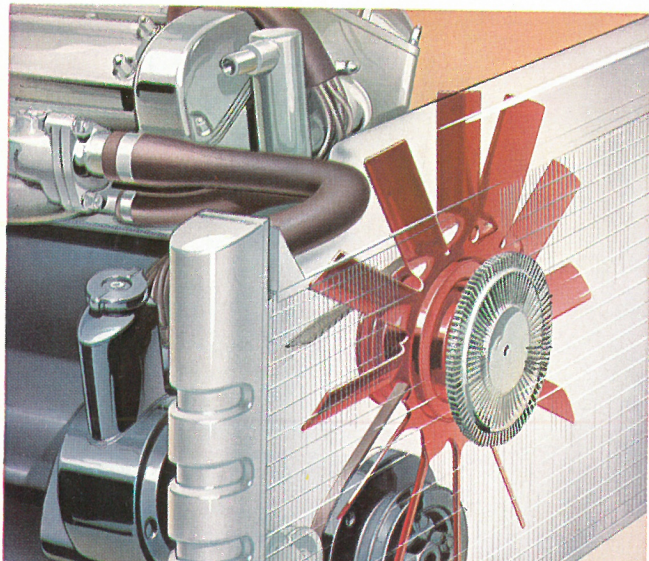


in Jaguar engineering...

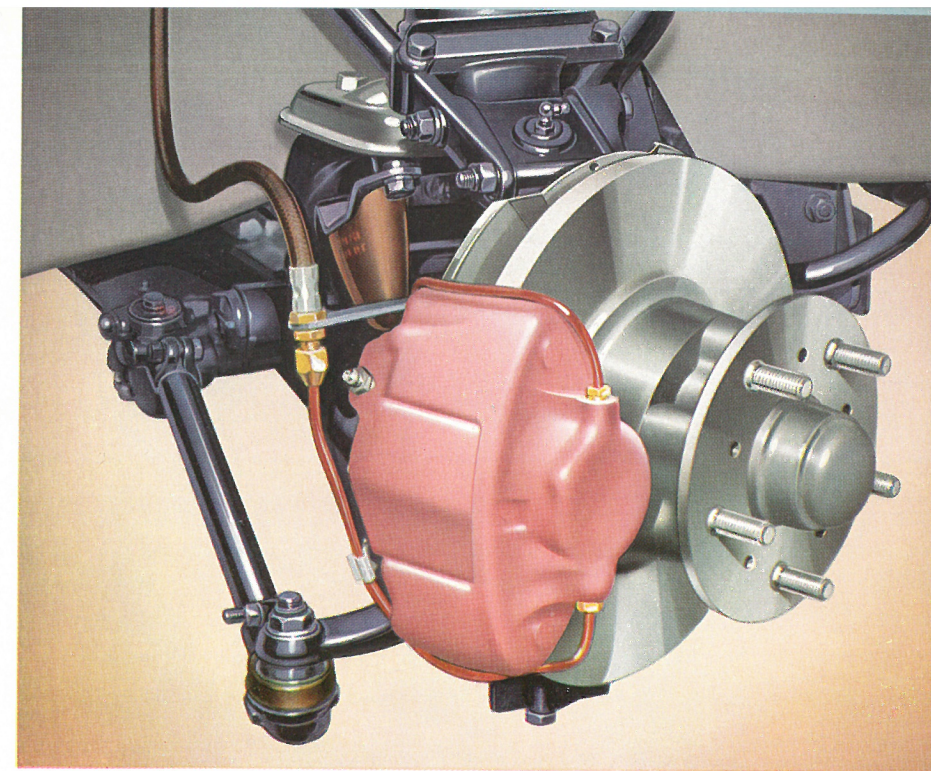
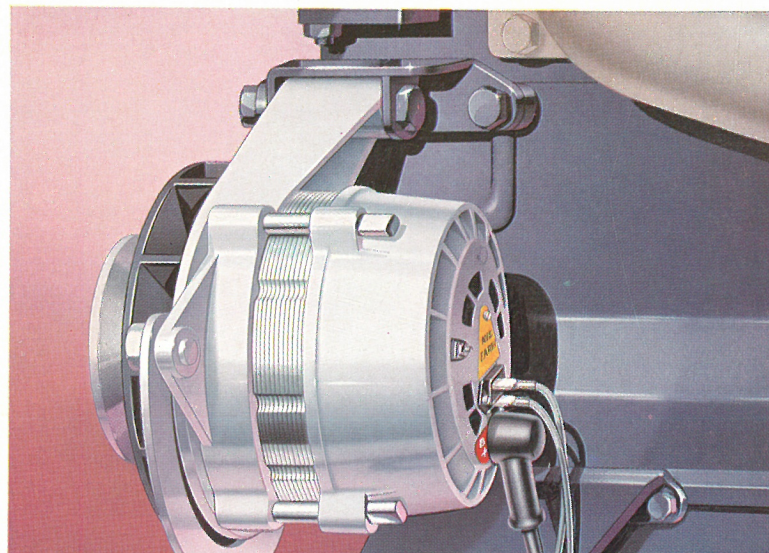
NEW POWER STEERING Marles 'Varamatic' Bendix Power Steering, developed in conjunction with Jaguar Engineers, gives normal ratio at small steering movement, rapidly reducing on locks, ensuring an accuracy of response at high speed, never before possible, with only $2\frac{3}{4}$ turns from lock to lock, and finger light parking.

NEW SELECTIVE CAR TEMPERATURE CONTROL. Higher air flow, hot or cold, with variable selection for temperature, volume and direction and independent control for each side of the car. A separate switch is provided for the flow of air to the rear compartment. Improved water circulation gives more rapid warm up.

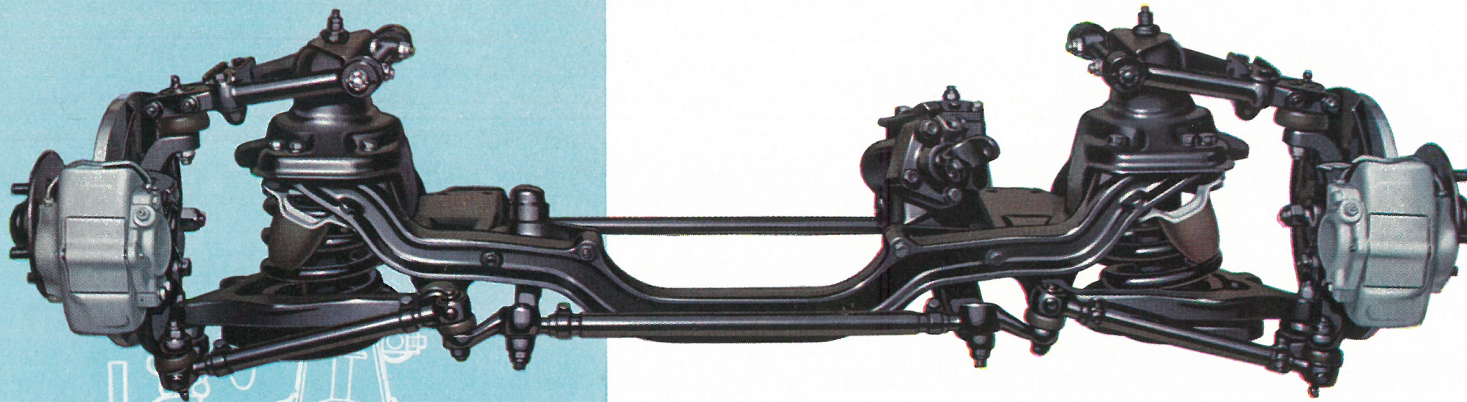
NEW COOLING SYSTEM. A robust tube and fin block for reliability and high efficiency, combined with a revised circulation, gives added safety in hot climates or at high altitudes. A fluid drive speed control fan and modified water pump improves air and water circulation and reduces fan power absorption.



NEW ALTERNATOR. Alternator now gives greatly increased current supply over wide range of engine speeds, ensuring adequate current supply—even with city driving—for the extensive electrical service now embodied.



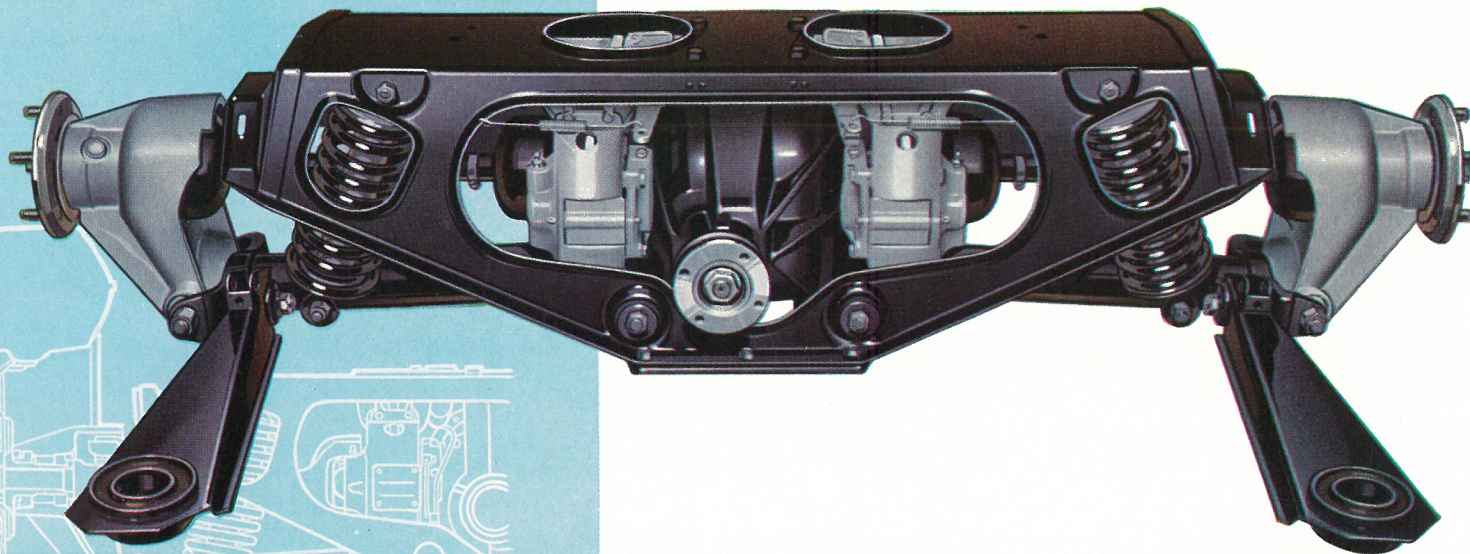
NEW EFFORTLESS BRAKING. New brake servo gives lower pedal effort and greater power for the disc brakes on all four wheels. Independent front and rear hydraulic systems provide important safety factor.



FRONT

Independent front suspension incorporating double wishbones and coil springs with telescopic shock absorbers. Anti-roll bar located between lower wishbones. This assembly, together with steering gear, is mounted on a separate sub-frame which is itself located in the body by rubber mountings.

independent suspension...

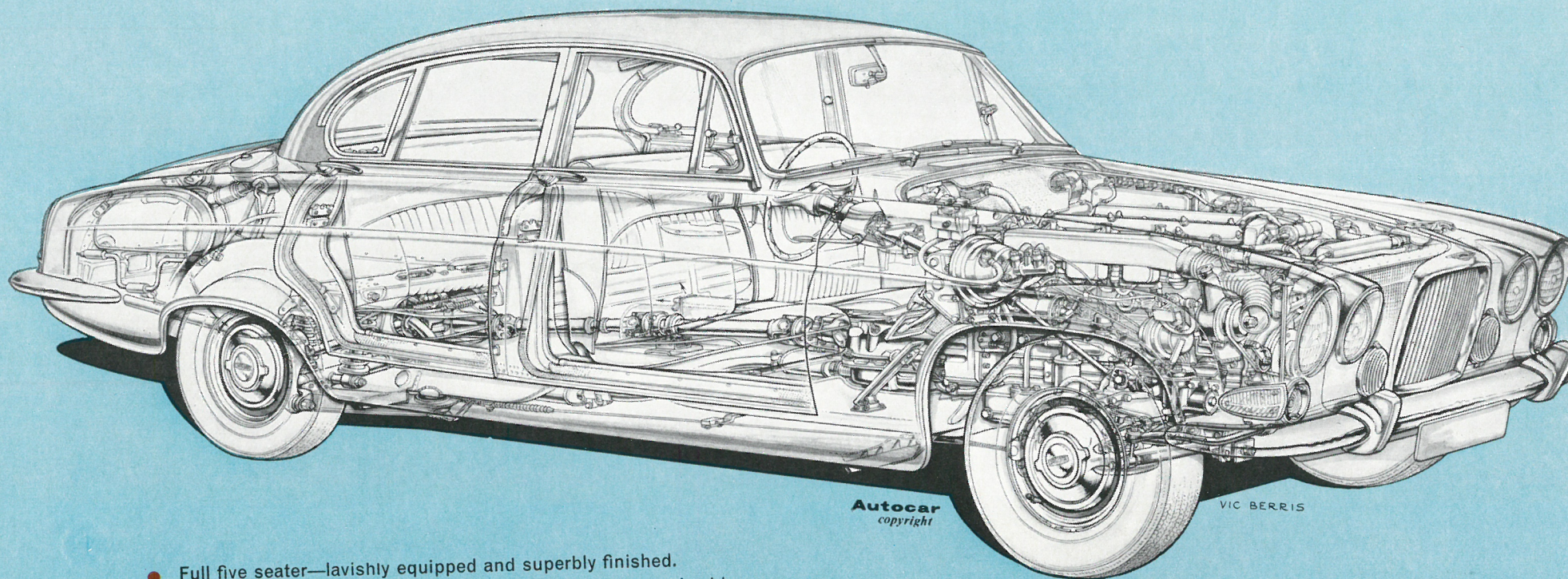


REAR

The fully independent rear suspension incorporates on each side, a lower transverse tubular link pivoted at wheel carrier and sub-frame adjacent to differential casing and, above this, a half shaft universally jointed at each end. These serve to locate wheel in a transverse plane. Longitudinal location is provided by rubber mountings locating sub-assembly in body structure and by radius arm between lower link and mounting point on body. Twin coil springs, each enclosing a telescopic hydraulic damper, provide the suspension medium.

Complete assembly with differential unit is carried in sub-frame located in body by rubber mountings.

Salient features of the Jaguar Mark Ten 4.2 Saloon



- Full five seater—lavishly equipped and superbly finished.
- Selective car temperature control—independent for each side, with variable temperature, volume and direction and with separate supply for rear compartment.
- Large luggage compartment—fully lined—of 27 cubic feet capacity.
- Reclining front seats—central folding arm rests front and rear.
- Luxurious interior—leather hide upholstery, deep pile carpets, traditional figured walnut.
- Fully independent suspension on all four wheels gives superb roadholding and ride characteristics.
- Disc brakes on all four wheels—powerful and safe.
- Marles 'Varamatic' power steering—exclusive to Jaguar.
- 4.2 litre, 6 cylinder, twin overhead camshaft, 3 carburetter, Jaguar XK engine.
- Choice of transmission—all synchromesh manual, with or without overdrive, or fully automatic with dual drive range.
- All steel body of monocoque construction for maximum strength and rigidity.
- Effortless braking—new servo gives lower pedal effort and greater power
- New cooling system—improved air and water circulation and reduced fan power absorption.
- Alternator—giving greatly increased current supply over wide range of engine speeds.
- Pre-engaged starter for cold weather efficiency.
- Four headlamp system providing wide spread and long range.
- SP41 large section tyres fitted as standard.
- Twin fuel tanks giving total capacity of 20 gallons. Change-over switch on facia.
- Self adjusting handbrakes.
- Combined handbrake and brake fluid level warning light.
- Comprehensive instrumentation with clearly labelled finger-tip switches.

The latest techniques and equipment for rustproofing and painting are utilised to ensure maximum body life and higher standards of finish.

Specification

ENGINE. 6 cylinder, twin overhead camshaft, 4.2 litre XK Jaguar engine, 92.07 mm. bore × 106 mm. stroke (3.625" by 4.1732"). Cubic capacity 4235 c.c. (258.43 cu. ins.). Compression ratio 8 : 1. Power output: 255 b.h.p. at 5,400 r.p.m. Torque 275 ft./lbs. at 4,000 r.p.m. Three S. U. carburettors, type HD.8, with automatic starting control. Forced lubrication incorporating a full flow filter. Chrome iron cylinder block fitted with dry type cylinder liners. Special 'straight port' cylinder head of high tensile aluminium alloy featuring hemispherical combustion chambers and twin overhead camshafts operating large valves of 70° included angle. Aluminium alloy pistons. Steel connecting rods fitted with lead indium big-end bearings. 2 $\frac{3}{4}$ ins. diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurised cooling system with thermostatic control and viscous coupling fan.

TRANSMISSION. (Manually operated gearbox). Four-speed single helical all synchromesh gearbox. Gear change lever on floor between front seats. Gear ratios: 1st, 10.76; 2nd, 6.98; 3rd, 4.70; Top, 3.54; Reverse, 12.35. Laycock diaphragm clutch with hydraulic operation. Divided propeller shaft. Hypoid rear axle fitted with limited slip differential.

TRANSMISSION. (Overdrive model). As above, with addition of a Laycock de Normanville overdrive controlled by a lever mounted on the steering column. Gear ratios: 1st, 11.46; 2nd, 7.44; 3rd, 5.00; Top, 3.77; Overdrive, 2.93; Reverse, 13.16. Divided propeller shaft. Hypoid rear axle fitted with limited slip differential.

TRANSMISSION. (Automatic Transmission model). Borg Warner Model 8 automatic transmission with dual drive range D1/D2. Gear ratios: Low, 8.5/17.0; Intermediate, 5.16/10.32; Top, 3.54/7.08; Reverse, 7.08/14.16. Gear selector lever on steering column. Divided propeller shaft. Hypoid rear axle fitted with limited slip differential.

SUSPENSION—FRONT. Independent front suspension incorporating double wishbones and coil springs with telescopic shock absorbers. Anti-roll bar located between lower wishbones.

SUSPENSION—REAR. 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 half shaft universally jointed at each end. These serve to locate the 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 sub-frame which is located in the body structure by rubber mountings.

BRAKES. Dunlop bridge-type disc brakes, featuring quick change pads are fitted to all four wheels. Front brakes fitted on wheel hubs, rear brakes fitted inboard of half shafts adjacent to differential unit. Suspended vacuum type servo operates a tandem master cylinder. System is divided into two entirely independent hydraulic circuits to front and rear brakes. Handbrake with automatic adjustment operates on rear wheels only. Combined handbrake and brake fluid level warning light.

STEERING. Marles 'Varamatic' variable ratio power steering. Ratio 21.5 : 1 in straight ahead position varying to 13 : 1 at full lock. 2.75 turns lock to lock. Power supplied by vane pump, incorporating its own fluid reservoir, and driven from front of crankshaft by separate belt. 17 in. diameter steering wheel adjustable for reach.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels fitted with Dunlop 205 mm. × 14 in. SP.41 tyres and tubes.

FUEL SUPPLY. Twin petrol tanks—one in each rear wing—with total capacity of 20 gallons (91 litres). Filter incorporated in fuel line to carburettors. Twin S.U. electric pumps controlled by tank changeover switch mounted on fascia panel. Fuel gauge records contents of tank in use. The separate fillers to each tank are concealed beneath lockable covers.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas alternator generator. 12 volt battery with negative earth system. 60 amp./hour at 10 hour rate with current voltage control. Sidelamps. Four headlamps controlled by foot-operated dip-switch. Separate lever for actuating headlamp flashing. Separate stop/tail, direction and reflector units mounted in a single assembly. Twin reversing lamps. Self-cancelling flashing direction indicators with warning lights. Instruments and labelled switches illuminated by internal flood lighting controlled by a two-position dimmer switch. Concealed map-reading lamp beneath screen rail in front compartment. Courtesy lights above the centre door pillar, and above the rear window, operated either manually by switch on the instrument panel or automatically by any of the four doors. Luggage boot illumination controlled by automatic switch. Cigar lighter with luminous socket. Twin-blended windtone horns. Twin blade, two-speed, self-parking windscreen wipers. Electrically operated windscreen washers. Pre-engaged type starter motor. Vacuum and centrifugal automatic ignition advance. Oil coil ignition. 5 ins. diameter speedometer incorporating total trip and distance recorder. 5 ins. diameter electrically driven revolution counter with electric clock. Ammeter, electrically operated oil pressure gauge, water temperature gauge, fuel gauge with warning light, combined handbrake and brake fluid level warning light.

BODY. All steel four-door five seater saloon of monocoque construction providing maximum rigidity with minimum weight. Large semi-wraparound windscreen with slim pillars and semi-wraparound rear window for maximum visibility front and rear. The semi-wraparound windscreen does not interfere with ease of entry and exit. Wide view rear mirror with dimmer control. Chromium plated window frames on all four doors, which are hinged at their forward end and fitted with check straps. Initial opening of doors assisted by use of torsion bars to front door and springs to rear doors. Special door handles incorporating push buttons designed to prevent freezing up in extremely cold conditions. Seats upholstered in finest quality Vaumol leather hide over deep Dunlopillo foam rubber cushions. Reclining type front seats, fitted with central folding armrests. Combined adjustment for height and reach. Seats incorporate flush-fitting tables and ashtrays in the backs of the squabs. Each table when opened reveals a large rectangular mirror. Polished figured walnut instrument panel features revolution counter and speedometer positioned directly in front of driver and separate instruments for oil pressure, water temperature, fuel gauge, and ammeter. Instrument panel contains on the passenger's side a glove compartment with interior light and lockable lid. A large parcel shelf runs the full width of the car and carries in its forward edge the heater controls. Map pocket on passenger's side below parcel shelf. Separate housing beneath the parcel shelf contains a radio and speaker (optional extra), and a large ashtray. When no radio is fitted, the speaker grille is retained and the radio control panel aperture is blanked off with an escutcheon. Two-spoke steering wheel and semi-circular horn ring. Front and rear doors incorporate armrests. Central folding armrests in rear compartment. Sun vizors. Deep pile carpets over thick felt underlay. Heavy duty wraparound bumpers with overriders. Counterbalanced, forward opening bonnet. Seat belt anchorages are incorporated for both front and rear seats.

HEATING AND DEMISTING. Completely new fresh air heating system capable of delivering a large volume of air at high or ambient temperature. Individual controls for each side of car regulate temperature, volume and direction of air. Separate ducting to rear compartments. Air intake and temperature controls are servo operated. Twin 2-speed centrifugal blowers controlled by switch on instrument panel.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in an extremely large rear boot of 27 cubic feet capacity. Illumination is provided by an automatically controlled interior light operated by opening the boot lid, which is counterbalanced by torsion bars for ease of operation. Boot and spare wheel fully trimmed to protect luggage.

SPARE WHEEL AND TOOLS. The spare wheel is carried vertically in the luggage compartment and is readily accessible. A comprehensive set of tools is also supplied in a special container and this together with wheel changing equipment is fitted behind the spare wheel.

JACKING. Exterior jacking posts on each side enable the car to be lifted with the minimum of effort by means of the jack provided.

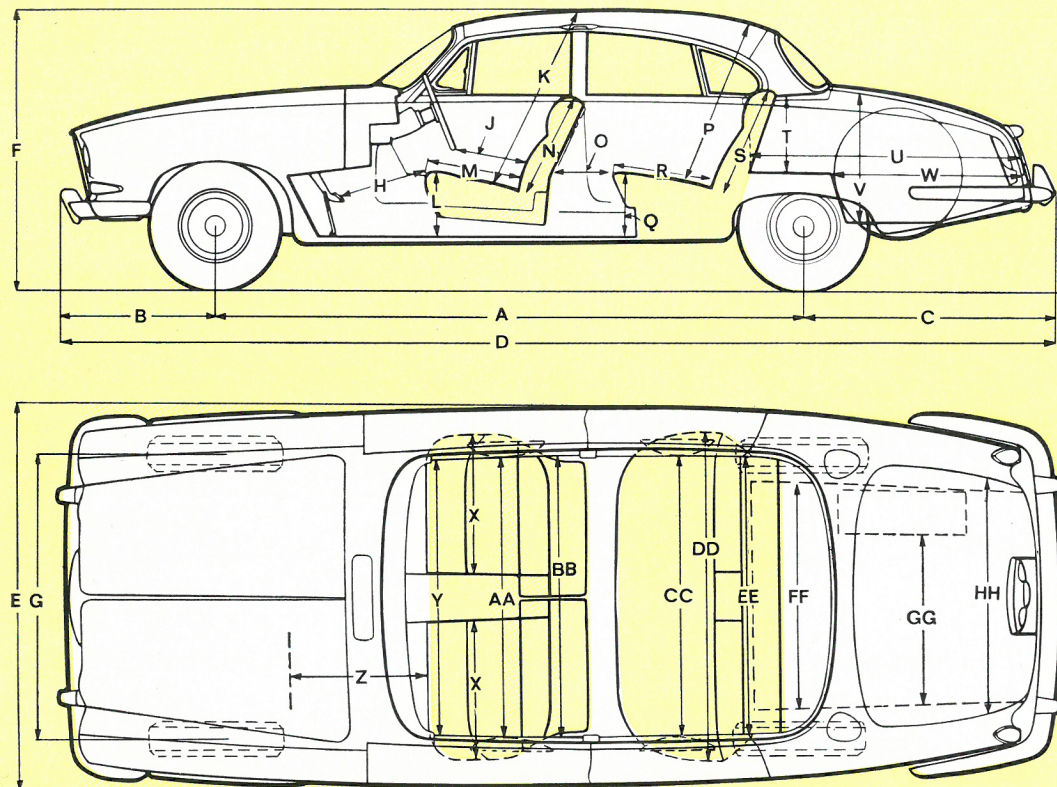
PRINCIPAL DIMENSIONS. Wheelbase 10 ft. (305 cm.), track front 4 ft. 10 ins. (147 cm.), track rear 4 ft. 10 ins. (147 cm.), overall length 16 ft. 10 ins. (510 cm.), overall width 6 ft. 4 ins. (192 cm.), overall height 4 ft. 6 $\frac{1}{2}$ ins. (137 cm.), ground clearance 6 $\frac{1}{2}$ ins. (16.5 cm.), turning circle 37 ft. (11.3 metres), kerbside weight 35 cwt. (1778 kg.).



11^A

WTD 5288

JAGUAR MARK TEN GENERAL DIMENSIONS



Unless otherwise stated, all dimensions are in inches and centimetres, applicable to a laden car. **Note:**— Front seat shown in mid position (7" adjustment). Seats in unladen position.

		English	Metric			English	Metric
A	Wheelbase	120	305	S	Squab Height—Rear	23	58
B	Front Overhang	31	79	T	Height above Ledge—Trunk	15	38
C	Rear Overhang	51	130	U	Maximum Depth Trunk	55	140
D	Overall Length	202	510	V	Maximum Height Trunk	26	66
E	Overall Width	76	193	W	Length behind Ledge—Trunk	39	99
F	Overall Height	54	137	X	Seat Width	28	71
G	Track Front	58	147	Y	Windscreen Width	57½	146
H	Pedals to Seat Cushion	19	48	Z	Leg Room	24—30	60—76
J	Steering Wheel to Seat Squab	16	41	AA	Widths between Armrests	57½	146
K	Headroom	38	97	BB	Shoulder Room	58	147
L	Seat Height	13	33	CC	Width between Armrests—Rear	56½	144
M	Seat Depth	19	48	DD	Seat Width Rear	66½	169
N	Squab Height	22	56	EE	Shoulder Room—Rear	57	145
O	Knee Room Rear	10—17	25—43	FF	Maximum Width Trunk	45	114
P	Headroom Rear Seat	34	86	GG	Minimum Width Trunk	34	86
Q	Seat Height—Rear	14	36	HH	Width at Opening Trunk	49½	126
R	Seat Depth—Rear	20	51				

COLOUR SCHEMES

The colour schemes listed below are standard and any deviation involving special treatment of coachwork and/or upholstery will entail extra charges for which a quotation will be given at the time of ordering.

COACHWORK	INTERIOR COLOUR ALTERNATIVES
CREAM	RED, LIGHT BLUE, DARK BLUE
WARWICK GREY	RED, DARK BLUE, LIGHT TAN
SHERWOOD GREEN	SUEDE GREEN, TAN, LIGHT TAN
DARK BLUE	RED, LIGHT BLUE, GREY
BLACK	RED, GREY, TAN, LIGHT TAN
CARMEN RED	RED, BEIGE
OPALESCENT SILVER GREY	RED, LIGHT BLUE, DARK BLUE, GREY
OPALESCENT SILVER BLUE	DARK BLUE, GREY
GOLDEN SAND	RED, LIGHT TAN
OPALESCENT DARK GREEN	SUEDE GREEN, BEIGE, TAN, LIGHT TAN
OPALESCENT MAROON	MAROON, BEIGE
PALE PRIMROSE	BLACK, BEIGE

JAGUAR CARS LTD · COVENTRY · ENGLAND

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Produced by the Advertising Dept., Jaguar Cars Ltd., Coventry

