

JAGUAR MARK X



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

ENGINE. Six cylinder twin overhead camshaft 3.8 litre XK Jaguar 'S' Type engine. 87 mm. bore x 106 mm. stroke (3.425 in. x 4.1732 in.) Cubic capacity 3781 cc. (230.6 ins.) Compression ratio 8 to 1 (7 to 1 or 9 to 1 optional). Power output (9 to 1): 265 B.H.P. at 5,500 R.P.M., torque: 260 lb. lbs. at 4,000 R.P.M. Three S.U. carburettors, type HD.8 with automatic choke control. Forced lubrication by submerged 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 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. 2½ ins. diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurised cooling system with thermostatic control.

TRANSMISSION. (Manually operated gearbox). Four speed single helical synchromesh gearbox. Gear change lever on floor between front seats. Gear ratios: 1st and reverse 11-93, 2nd 6-58, 3rd 4-54, 4th 3-54. Borg and Beck 10 ins. single dry plate clutch with hydraulic operation. Hardy Spicer propeller shaft. Hypoid rear axle.

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 and reverse 12-73, 2nd 7-01, 3rd 4-84, Top 3-77, Overdrive 2-93. Borg and Beck 10 in. single dry plate clutch with hydraulic operation. Hardy Spicer propeller shaft. Hypoid rear axle.

TRANSMISSION. (Automatic Transmission model). Borg Warner Automatic Transmission system with driver controlled intermediate gear hold. Gear ratios: low 17-6-8-16, intermediate 10-93-5-08, Direct top 3-54. Gear selector lever on steering column. Hardy Spicer propeller shaft. Hypoid rear axle.

SUSPENSION—FRONT. Independent front suspension incorporating semi-trailing 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 subassembly 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.

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 halfshafts adjacent to differential unit. Bellows type brake servo operating directly on to 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. Handbrake operates on rear wheels only. Brake fluid warning light operates on both systems, and is also actuated by application of handbrake.

STEERING. Power-assisted re-circulating ball type steering. Power assistance is applied by hydraulic pressure from a pump driven from the rear of the dynamo. 17 in. diameter steering wheel adjustable for reach.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels fitted with Dunlop 7.50 x 14 in. Road Speed tyres.

FUEL SUPPLY. Twin petrol tanks—one in each rear wing—with a total capacity of 20 gallons. Each tank houses a submerged type electric pump operating on the re-circulation principle. Filter incorporated in fuel line to carburettors. Tank changeover switch mounted on fascia panel and fuel gauge records contents of tank in use. Low level warning light incorporated in speedometer dial. The separate fillers to each tank are concealed beneath lockable covers.

ELECTRICAL EQUIPMENT AND INSTRUMENTS. Lucas 12 volt battery; 60 amp/hour at 10-hour rate with current voltage control. Ventilated dynamo. Sidelamps. Four headlamps controlled by foot operated

dipswitch. 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. Twin courtesy lights above the centre door pillar operated either manually by switch on instrument panel or automatically by any of the four doors. Luggage boot illumination controlled by automatic switch. Cigar lighter with luminous socket. Twin blended note horns. Twin blade two speed self parking windscreen wipers. Electrically operated windscreen washers. 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. 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 doors 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 Vaurol 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 an interior light and lockable lid. A large parcel shelf runs the full width of the car. Separate housing beneath the parcel shelf contains a radio and speaker (optional extra) together with the heater controls and a very 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 large pockets and armrests. Central folding armrest in rear compartment. Sun vizors. Deep pile carpets over thick felt underlay. Heavy duty wraparound bumpers with over-riders. Counterbalanced, forward opening bonnet.

HEATING AND DEMISTING. Completely new heating system capable of high temperature and volume supply to front and rear compartments independently. Layout also incorporates an extremely efficient separate system for windscreen demisting. Air intake, distribution and temperature control are all vacuum servo operated.

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 boot lid which is counterbalanced by torsion bars for ease of operation. Boot 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., track front 4 ft. 10 ins., track rear 4 ft. 10 ins., overall length 16 ft. 10 ins., overall width 6 ft. 4 ½ ins., overall height 4 ft. 6 ½ ins., ground clearance 6 ½ ins., turning circle 37 ft., kerbside weight 35 cwt.

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

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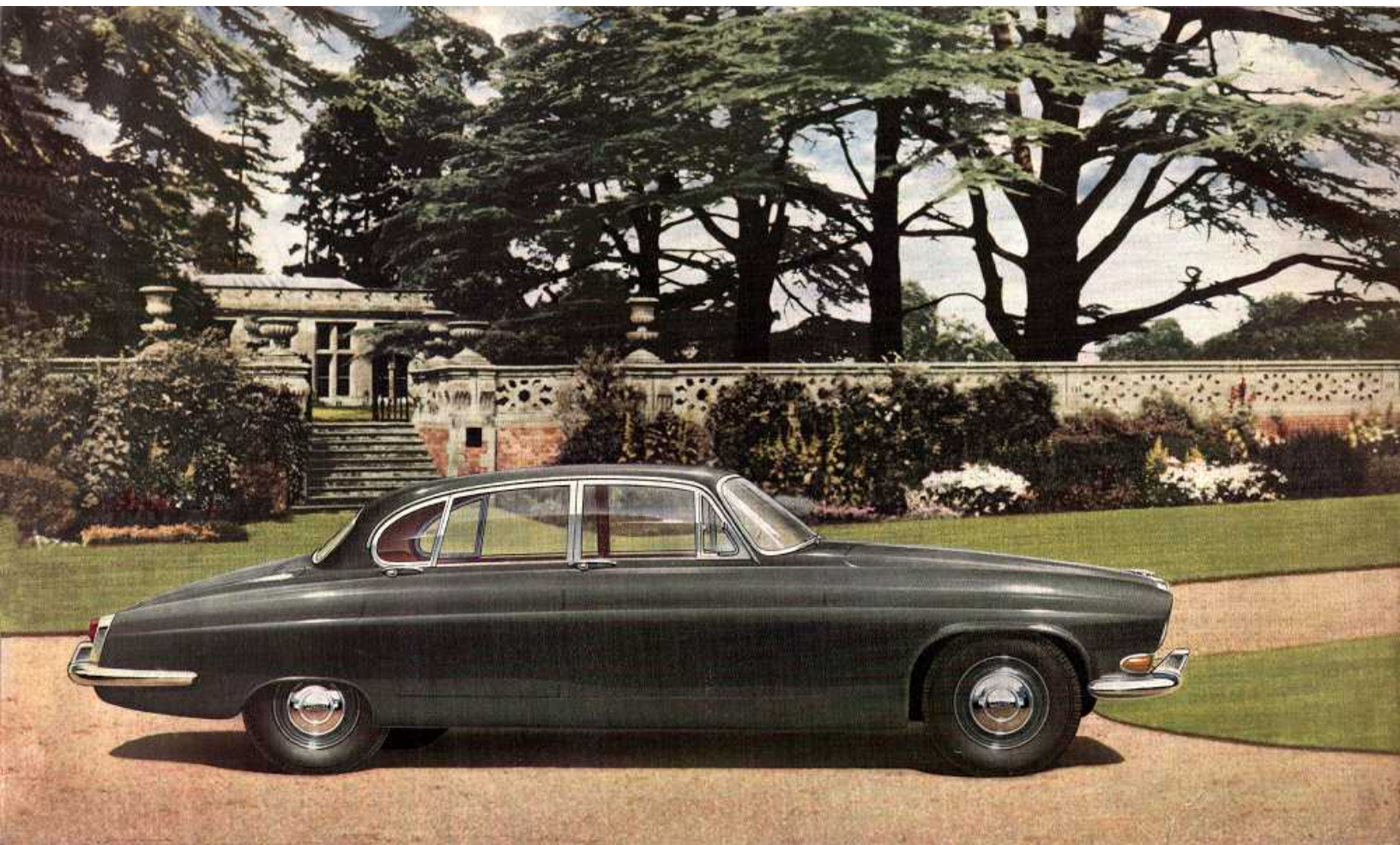
THE Jaguar Mark X, although an entirely new car in construction, design and appearance, stems from a long and illustrious line of outstanding models which have been identified during the past decade by the symbols Mark VII, Mark VIII and Mark IX. All have been highly successful in their own right and have formed important links in a chain of development culminating in the creation of the finest car yet to be produced in the Jaguar big saloon tradition—the Jaguar Mark X.

This elegant model is of monocoque construction. It possesses many of the notable characteristics of the widely acclaimed Mark 2 series and it is powered by the world-famous Jaguar XK 'S' Type 3.8 litre twin overhead camshaft engine with three carburettors. This highly versatile engine by reason of its flexibility, smoothness and silence is ideally suited for use in such a car as the Mark X where every emphasis has been placed upon refinement of performance. Producing 265 horsepower, the engine, save for minor details, is identical with that fitted to the recently introduced 'E' Type Grand Touring Models, and it endows the Mark X with a degree of performance superior even to the Mark IX which it now supplants. Independent suspension front and rear and disc brakes on all four wheels enable full advantage to be taken of this performance with safety and comfort, whilst the luxurious furnishings and appointments include such refinements as reclining seats, folding tables and high efficiency dual-control heating installation.

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This comprehensive view of the spacious interior shows the luxurious and capacious seating of the Mark X which is upholstered in the finest quality Vammol leather hide over deep Dunlopillo foam rubber cushions. Center folding arm rests are fitted both front and rear — Deep pile carpets are fitted throughout. The handsome figured-wood instrument panel provides the same grouped dials and switches which met with such acclaim when introduced on the famous Mark 2 models.



Typical of the luxurious appointments of the Mark X are the generous flush-fitting figured-walnut tables incorporated in the rear of the front seats, each of which is complete with a large rectangular mirror. Also shown are the large capacity ashtrays. High volume heating to the rear compartment is provided by a completely new heating and demisting system.

NEW GRACE...NEW SPACE...NEW PACE