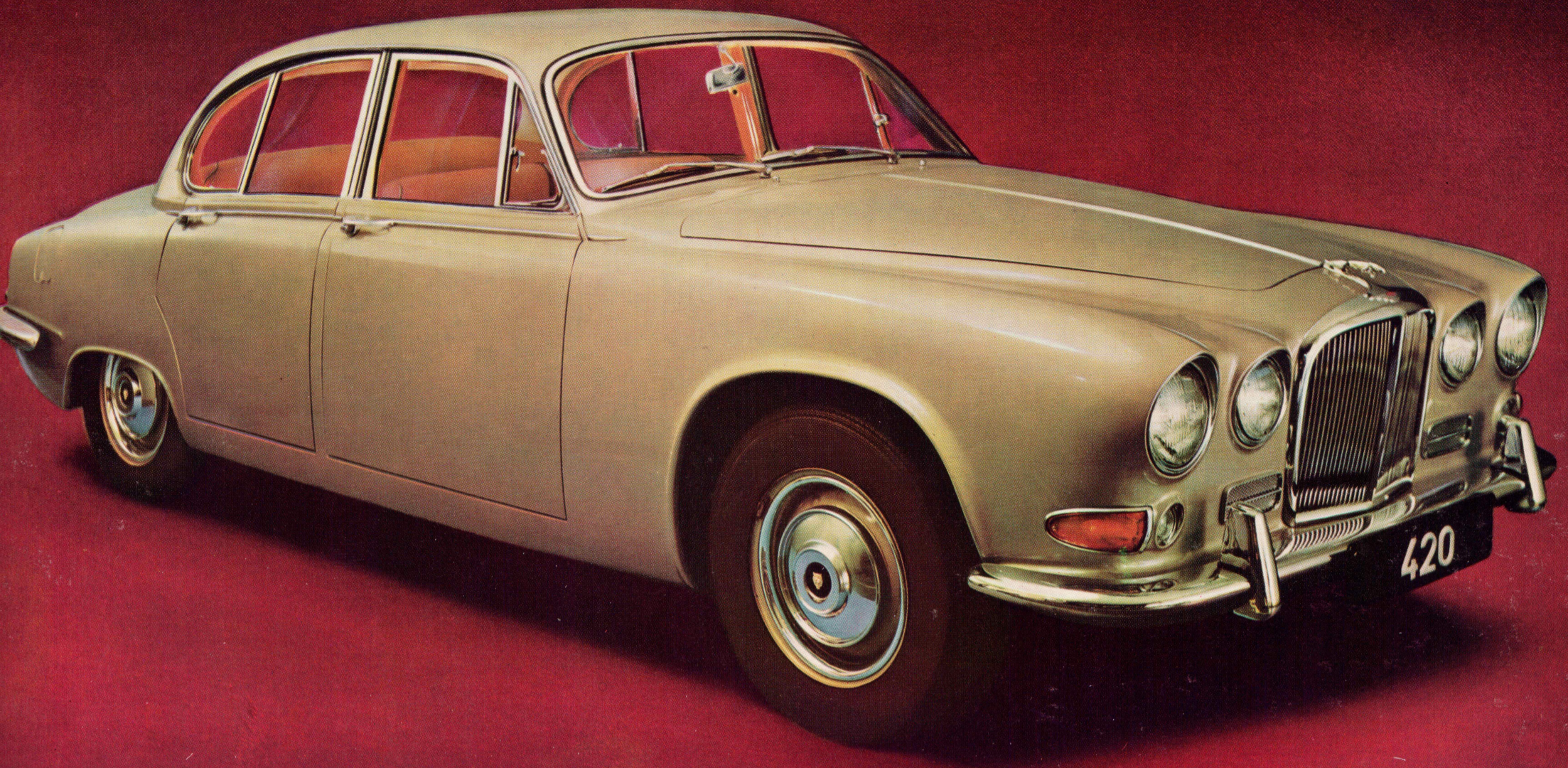
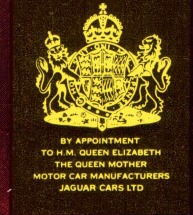




THE JAGUAR

420



THE JAGUAR 420 MODEL

Described by 'Motor' as "... a saloon that for a combination of speed, comfort and safety is as good as any in the world *regardless of cost*", the impressively styled Jaguar 420 provides, within compact dimensions, a spacious and luxurious five-seater interior equipped with every comfort for driver and passengers alike. Powered by the advanced design 4.2 litre version of the world famous XK engine, it has fully independent suspension and disc brakes all round and incorporates in its comprehensive specification a host of important technical features which combine to give that "special kind of motoring which no other car in the world can offer".



- Fully rust- and sound-proofed body, finished to the highest standards.
- Reclining front seats, with combined height and reach adjustment.
- Leather hide upholstery for front and rear seats, each incorporating central folding armrests.
- Deep pile carpets with thick felt underlay.
- Screen rail, instrument panel and parcels shelf surrounded by protective padding. Zone toughened windscreen.
- Adjustable length steering column.
- Comprehensive instrumentation including impulse driven revolution counter, transistorised electric clock and combined handbrake and brake fluid level warning light. Rear

view mirror incorporates dimmer control.

- Door pockets in all four doors, and full width parcels shelf beneath fascia.

lined container, are housed in an easily accessible compartment beneath the luggage boot floor.

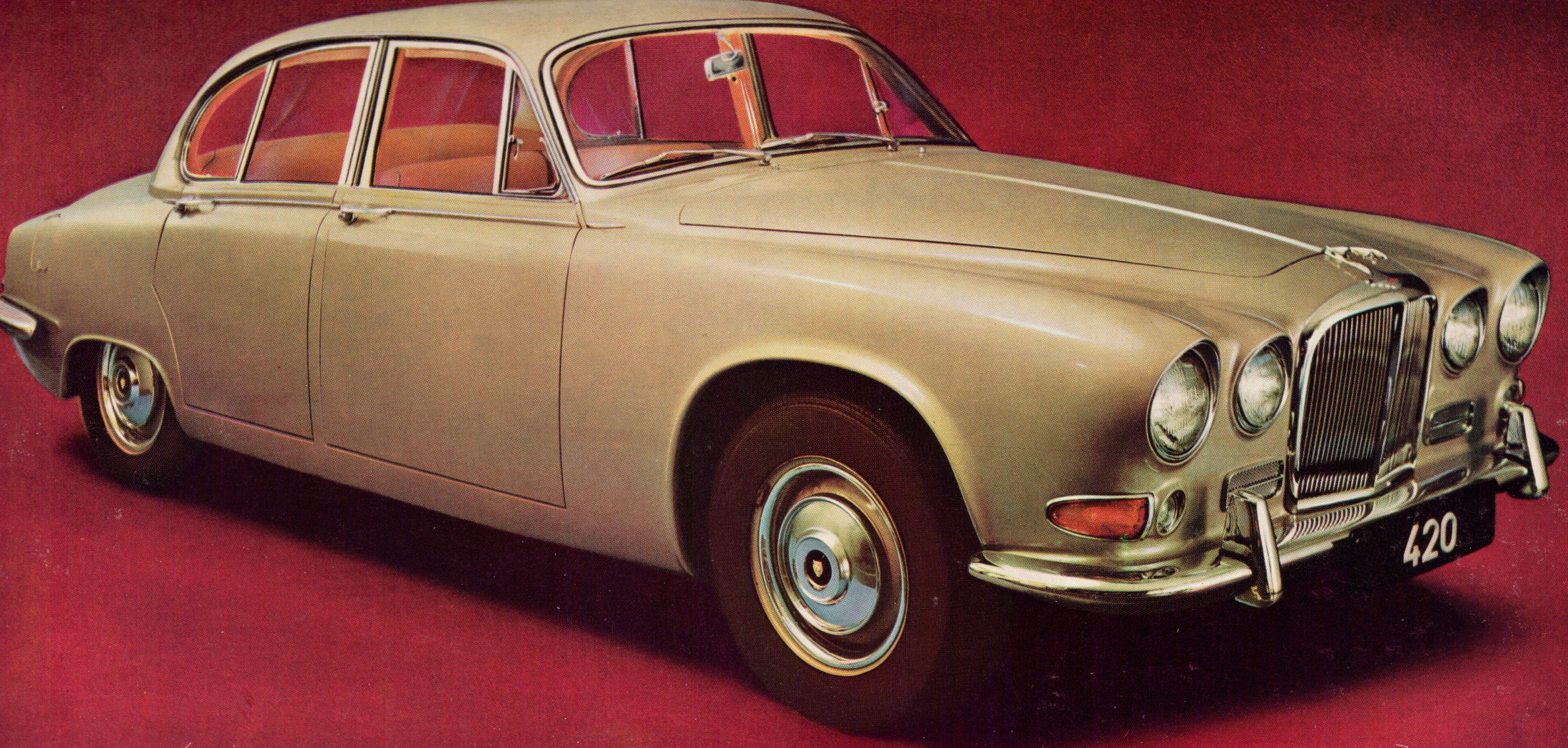
- High efficiency fresh air heating and demisting system capable of high temperature and volume supply to front and rear compartments. Direction control for each side of front compartment, separate control for rear compartment, two-speed fan, and vacuum servo-operated air intake vent and heater valves are features of this system.
- 4.2 litre, 6 cylinder, twin overhead camshaft XK engine with twin carburettors, gives high rates of acceleration and extremely flexible top gear performance throughout the speed range.
- High efficiency cooling system with viscous coupling fan

for reduced power absorption.

- Alternator generator for high output particularly at low engine speeds.

- Choice of transmission—all-synchromesh manual with or without overdrive, or fully automatic with dual drive range.
- Fully independent suspension on all four wheels.
- SP 41 radial ply tyres fitted as standard.
- Servo-assisted self-adjusting disc brakes with separate hydraulic circuits to front and rear brakes. Self-adjusting handbrake operating on rear wheels.
- Four headlamp lighting system with flashing control.
- Twin reversing lamps.
- Twin fuel tanks, one in each rear wing, with 14 gallons total capacity.
- Twin exhaust system with aluminised multi-silencers.

OPTIONAL EXTRA FEATURES: 'Varamatic' varying ratio power-assisted steering. Full air conditioning equipment. Electrically heated rear window. Radio with remote control aerial. Fog lamps. Wire wheels. Rear seat belts. Laminated



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- Fully rust- and sound-proofed body, finished to the highest standards.
- Reclining front seats, with combined height and reach adjustment.
- Leather hide upholstery for front and rear seats, each incorporating central folding armrests.
- Deep pile carpets with thick felt underlay.
- Screen rail, instrument panel and parcels shelf surrounded by protective padding. Zone toughened windscreen.
- Adjustable length steering column.
- Comprehensive instrumentation including impulse driven revolution counter, transistorised electric clock and combined handbrake and brake fluid level warning light. Rear view mirror incorporates dimmer control.
- Door pockets in all four doors, and full width parcels shelf beneath fascia.
- 19 cu. ft. luggage compartment with trimmed interior. The spare wheel and tool kit, which is in a specially fitted and

- lined container, are housed in an easily accessible compartment beneath the luggage boot floor.
- High efficiency fresh air heating and demisting system capable of high temperature and volume supply to front and rear compartments. Direction control for each side of front compartment, separate control for rear compartment, two-speed fan, and vacuum servo-operated air intake vent and heater valves are features of this system.
- 4.2 litre, 6 cylinder, twin overhead camshaft XK engine with twin carburettors, gives high rates of acceleration and extremely flexible top gear performance throughout the speed range.
- High efficiency cooling system with viscous coupling fan for reduced power absorption.
- Alternator generator for high output particularly at low engine speeds.
- Automatic choke, which, with pre-engaged starter, ensures cold weather starting efficiency.

- Choice of transmission—all-synchromesh manual with or without overdrive, or fully automatic with dual drive range.
- Fully independent suspension on all four wheels.
- SP 41 radial ply tyres fitted as standard.
- Servo-assisted self-adjusting disc brakes with separate hydraulic circuits to front and rear brakes. Self-adjusting handbrake operating on rear wheels.
- Four headlamp lighting system with flashing control.
- Twin reversing lamps.
- Twin fuel tanks, one in each rear wing, with 14 gallons total capacity.
- Twin exhaust system with aluminised multi-silencers.

OPTIONAL EXTRA FEATURES: 'Varamatic' varying ratio power-assisted steering. Full air conditioning equipment. Electrically heated rear window. Radio with remote control aerial. Fog lamps. Wire wheels. Rear seat belts. Laminated windscreen. Anti-theft steering lock.

THE JAGUAR 420 SPECIFICATION

ENGINE. 6 cylinder, twin overhead camshaft, 4.2 litre Jaguar XK engine, 92.07 mm. bore \times 106 mm. stroke (3.625" by 4.1732"). Cubic capacity 4235 c.c. (258.43 cu. ins.) Compression ratio 8:1. Power output 245 b.h.p. at 5,500 r.p.m. Torque 282 ft./lbs. at 3,750 r.p.m. Twin 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. 2½ ins. diameter counterweighted crankshaft carried on seven large lead indium bearings. Pressurised cooling system with thermostatic control and viscous cooling 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. Borg and Beck diaphragm spring clutch with hydraulic operation. Needle bearing propeller shaft. Hypoid rear axle 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. Needle bearing propeller shaft. Hypoid rear axle with limited slip differential.

TRANSMISSION (Automatic Transmission model). Borg Warner Model 8 automatic transmission with dual drive range D1/D2. Gear ratios: Top, 3:31 — with torque conversion 6.62; Intermediate, 4.83/9.66; Low, 7.95/15.90; Reverse, 6.62/13.24. Gear selector on steering column. Needle bearing propeller shaft. Hypoid rear axle with limited slip differential.

SUSPENSION—FRONT. Independent suspension incorporating semi-trailing wishbones and coil springs with telescopic dampers. Anti-roll bar between lower wishbones. Suspension assembly and steering gear are mounted on a separate subframe which is itself located in the body by rubber mountings.

SUSPENSION—REAR. Fully independent rear suspension incorporating on each side, a lower transverse tubular link pivoted at the wheel carrier and sub-frame 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. 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. System is divided into two entirely independent hydraulic circuits to front and rear brakes. Operation is by suspended vacuum tandem type servo operated by a master cylinder and reaction valve. Handbrake with automatic adjustment operates on rear wheels only. Combined handbrake "on" and brake fluid level warning light.

STEERING. Re-circulating ball type steering with 17 in. diameter two spoke steering wheel adjustable for reach. Left or right hand steering optional. Turning circle 33½ ft. Available as an optional extra is the "Varamatic" varying ratio power assisted steering. Ratio 21.5 to 1 in straight ahead position varying to 13 to 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.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels fitted with Dunlop SP41 tyres and tubes. Wire spoke wheels available as an optional extra. Spare wheel and tyre.

FUEL SUPPLY Two separate tanks—one in each rear wing—total capacity 14 gallons. Two electrically operated S.U. fuel pumps (one for each tank) controlled by change-over switch on instrument panel. The separate fillers to each tank are concealed beneath individual 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 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 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 starter motor. Vacuum and centrifugal automatic ignition advance. Oil coil ignition. 5 ins. diameter speedometer incorporating total trip and distance recorder. 5 ins. diameter impulse driven revolution counter. Separate transistorised time clock centrally mounted in padded screen rail. Ammeter, electrically operated oil pressure gauge, water temperature gauge, fuel gauge, combined handbrake "on" and brake fluid level warning light.

BODY. All steel, four door, five seater saloon. Integral body-chassis construction providing maximum rigidity with minimum weight. Large zone-toughened 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 or exit. Wide view rear mirror incorporating dimmed image position. Chromium-plated window frames to all doors. Chrome finishers on rain guttering and top of door waist rail. Seats upholstered in finest quality leather hide over deep foam rubber cushions. Front seats have combined height and reach adjustment and reclining squabs. Central folding armrests front and rear. Padded safety screen rail with centrally mounted transistorised time clock. Polished figured walnut instrument panel with heavily padded surround features revolution counter and speedometer positioned directly in front of driver, and separate instruments for oil pressure, water temperature, fuel gauge and ammeter. The panel also contains, on the passenger's side, a glove compartment with interior light and lockable lid. A large padded parcel shelf runs the full width of the car beneath the instrument panel and houses the heater temperature control in its forward edge. A separate housing beneath the instrument panel contains a radio and speaker (optional extra) together with 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 large pockets and armrests, whilst the rear doors also contain ashtrays. Sun visors. Deep pile carpets over thick felt underlay. Heavy duty wraparound bumpers with over-riders. "Zero-torque" door locks enable doors to be closed easily and quietly. Seat belt anchorage points are incorporated for both front and rear seats.

HEATING AND DEMISTING. High efficiency fresh air heating system capable of high temperature and volume supply to front and rear compartments. Separate control regulates supply to rear compartment. Air intake vents and heater valves are vacuum servo assisted. Two-speed fan controlled by switch on instrument panel.

LUGGAGE ACCOMMODATION. Ample luggage accommodation is provided in a capacious compartment of 19 cu. ft. capacity. The lid is counter-balanced for ease of operation. Interior of compartment illuminated by night by a separate lamp. Compartment fully trimmed to protect luggage.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the luggage compartment floor, in a separate compartment, and is readily accessible. The tools, in a special fitted and lined container, are housed in the spare wheel compartment. Jack and wheel brace (or wheel hammer on wire wheel models) housed in luggage compartment.

JACKING. Exterior jacking points, front and rear, enable car to be lifted with the minimum of effort by means of the jack provided.

PRINCIPLE DIMENSIONS. Wheelbase 8 ft. 11½ ins., track front 4 ft. 7¼ ins., track rear 4 ft. 6¼ ins., overall length 15 ft. 7¼ ins., overall width 5 ft. 6¼ ins.

