

AN ELEGANT NEW CONVERTIBLE BY



J A G U A R

THE JAGUAR XK120 CONVERTIBLE

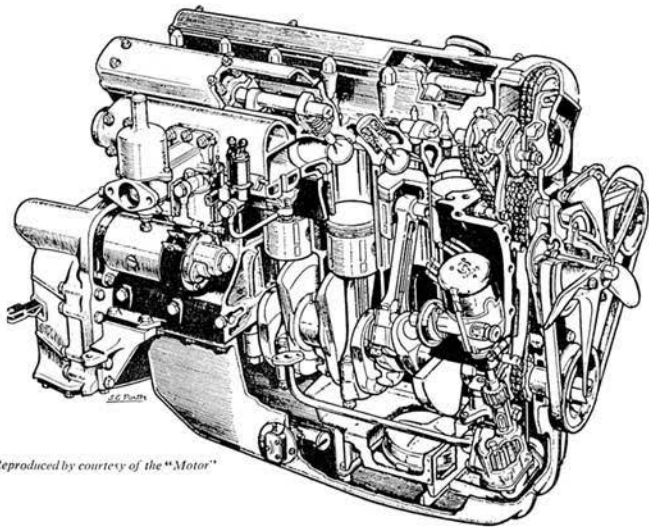
TRADITIONAL JAGUAR ELEGANCE is expressed in every line of this beautiful convertible. Mounted on the famous Jaguar XK120 chassis and with the magnificent road-holding, breathtaking acceleration and effortless high-speed performance for so long associated with this *marque*, the Jaguar convertible offers the complete weather protection of a luxury sedan yet can speedily be converted to an open car.

As befits a car appealing to discriminating owners, the furnishings and appointments of the Jaguar convertible are of the highest quality. Upholstery is in fine quality soft-tanned furniture hide harmonising with carpeting laid upon thick felt underlays. The padded mohair top, which is lined throughout and completely conceals the operating mechanism, is so easily hand operated that it can be raised or lowered in a few seconds.



Note the neat and compact position of the top in the folded position. A snug fitting envelope with plastic beading protects the top from dust. Note, too, the useful parcel shelf behind seats.





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THE FAMOUS JAGUAR XK120 ENGINE

The six-cylinder 160 b.h.p. double overhead camshaft Jaguar XK120 engine is an outstanding example of British high precision engineering. From the gleaming highly-polished camshaft covers to the heavily stove-enamelled exhaust manifolds, the fine finish of this engine is obvious the moment the hood is lifted. This is the engine which has carried Jaguar cars to victory in 46 major international races and rallies in less than three years.

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

ENGINE. Six cylinder $3\frac{1}{2}$ litre Jaguar engine 70° twin overhead camshafts driven by a two-stage duplex roller chain; 83 mm. bore \times 106 mm. stroke; 3,442 c.c. developing 160 b.h.p. at 5,000 r.p.m.; large directly operated valves and austenitic cast iron seats; compression ratio 7 or 8:1; high grade chrome iron cylinder block, cooling by pump circulation with by-pass thermostat control; cylinder head of high tensile aluminium alloy with spherical combustion chambers; aluminium alloy pistons; steel connecting rods; forced lubrication throughout by submerged pump with full flow filter and floating gauze intake; twin S.U. horizontal carburettors with electrically controlled automatic choke; $2\frac{1}{2}$ ins. diameter counterweighted crankshaft carried in seven large steel backed precision bearings.

FRAME. Straight plane steel box section frame of immense strength, torsional rigidity ensured by large box section cross members.

TRANSMISSION. 4 speed single helical synchromesh gearbox. Ground teeth gears running on needle bearings. Synchromesh on 2nd, 3rd and top. Gear ratios: 1st and reverse 11.95; 2nd 7.01; 3rd 4.84; top 3.54. Optional axle ratios 4.09, 3.77, 3.31.

SUSPENSION. Independent front suspension incorporating transverse wish-bones and long torsion bars with Newton telescopic type hydraulic shock absorbers. Rear suspension by long silico-manganese steel half elliptic springs controlled by Girling PV.7 hydraulic shock absorbers.

BRAKES. Lockheed full hydraulic two-leading-shoe front and 12 ins. drums, friction lining area 208 square inches. Front drums fitted with cooling ducts, central fly-off handbrake operating on the rear wheels only.

STEERING. Burman re-circulating ball type steering, 17 ins. Bluemel adjustable wheel. Left or right-hand steering optional.

WHEELS AND TYRES. Pressed steel bolt-on disc wheels with Dunlop 6.00×16 ins. road speed tyres.

FUEL SUPPLY. By large delivery S.U. electric pump from a 15 gallon rear tank with petrol level warning light.

ELECTRICAL EQUIPMENT. Lucas de luxe throughout, 12 volt, 64 amp. capacity, twin batteries with constant voltage controlled ventilated dynamo, 10 hour discharge, flush fitting head lamps and wing lamps, stop light, reverse light, twin rear lights, panel light, fitted interior light, twin blended-note horns, twin-blade screen wiper, cigar lighter, starter motor, vacuum and centrifugal automatic ignition advance.

INSTRUMENTS. 5 ins. diameter 140 m.p.h. speedometer, 5 ins. diameter revolution counter, ammeter, oil pressure gauge, water thermometer gauge, petrol gauge with warning light, electric clock.

BODY. Two-seater convertible. Top covered in mohair with fully lined interior. Top folds flat in stowed position. Divided seat and squab separately adjustable for reach, upholstered in finest leather. Drop windows of safety glass disappear completely when fully lowered, additional adjustable ventilating windows. Heater, air conditioning, windscreen washer, sun vizors, fitted as standard.

SPARE WHEEL AND TOOLS. The spare wheel is carried beneath the boot floor in a separate compartment and is readily accessible. The tools are carried in a special container fitted to the side of the luggage compartment.

LUGGAGE ACCOMMODATION. Ample accommodation is provided in a capacious rear locker, provided with an automatic light. Additional space for light luggage and parcels is provided behind the seats.

EASY JACKING. Centrally located jacking slots on each side of the car enable front and rear wheels on either side to be raised simultaneously.

PRINCIPAL DIMENSIONS. Wheel base, 8 ft. 6 ins.; track front, 4 ft. 3 ins.; track rear, 4 ft. 2 ins.; overall length (over bumpers), 14 ft. 5 ins. approximately; overall width, 5 ft. $1\frac{1}{2}$ ins.; overall height (over hood), 4 ft. 4 $\frac{1}{2}$ ins.; (over windscreen), 4 ft. $1\frac{1}{2}$ ins.; ground clearance, 7 $\frac{1}{2}$ ins.; unladen turning circle, 31 ft. 0 ins.; dry weight, 26 $\frac{1}{2}$ cwts.

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