





# Jaguar V-12

Undoubtedly, the Jaguar E-type sports car equipped with our magnificent V-12 engine sets new standards of performance for the sports motoring world.

For in addition to superb road manners, sure-footed stopping and feel-of-the-road steering, the Jaguar V-12 gives you the smoothest power this side of the turbine.

Its road manners can be traced primarily to its independent front and rear suspension with "anti-dive" control. Combined with the widened Jaguar stance and Dunlop Super Sport radials, cornering, maneuvering and tracking are performed with a stability and a sureness expert drivers instantly recognize.

Jaguar pioneered the use of four-wheel disc brakes during its now legendary string of Le Mans victories.

So, of course, you will find nothing but disc brakes on all four wheels of the Jaguar E-type. Power-assisted, ventilated in front and mounted in-board in the rear.

Power-assisted rack and pinion steering gives you a positive feel of the road.

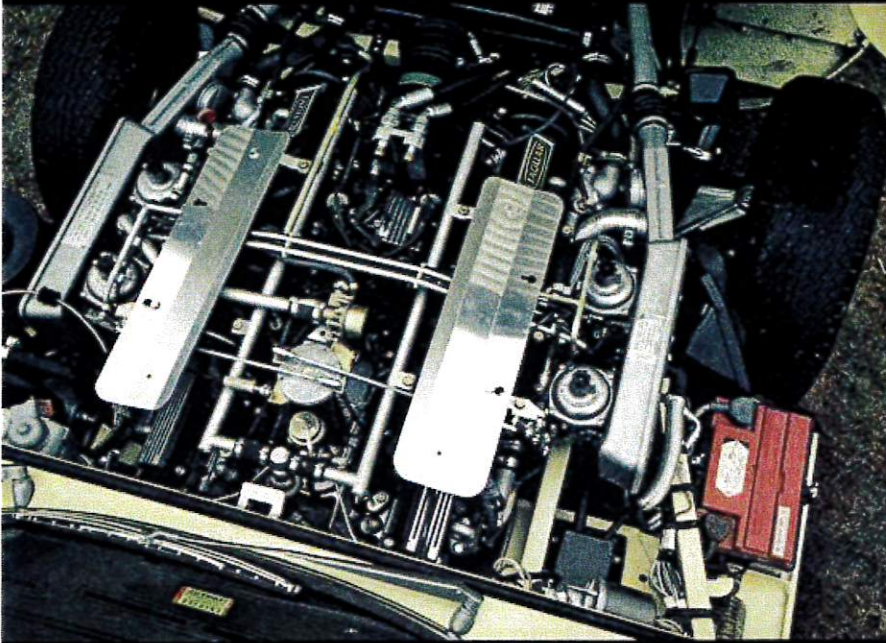
Standard transmission is four-speed synchromesh, mounted on the floor. (Through-the-gears automatic is available at extra cost.)

Inside the Jaguar E-type genuine English leather faces the seats and door panels. A broad sweep of instruments—including tachometer and complete set of gauges—monitor the engine. A neat row of rocker switches control the auxiliary systems. Carpeting is abundant. In the 2+2 version, the rear seats will happily hold two children.

But the most exciting news about the ultimate in sports car motoring is waiting for you on page 5. Read the details about the magnificent Jaguar V-12 engine.







**A new breed of power!**

The V-12 engine propels the car from 0 to 60 in 6.8 seconds. Top speed is almost a fifth the speed of sound.

Yet, its amazing quickness is almost surpassed by its eerie smoothness.

That's because our 5.3 litres of capacity are spread over twelve cylinders. Since the cylinders and pistons are smaller, the crankshaft receives a smaller pulse with each power stroke, but these pulses arrive with more frequency. Thus, the forces on the crankshaft are more evenly distributed and the corresponding stresses are reduced.

Result: Smoothness. A whispering, turbine-like smoothness through the entire range of driving speeds.

But it performs most profoundly in the passing speeds, where you need performance most.

Of course, only after years of exacting experimentation could we settle on the optimum components for the final design.

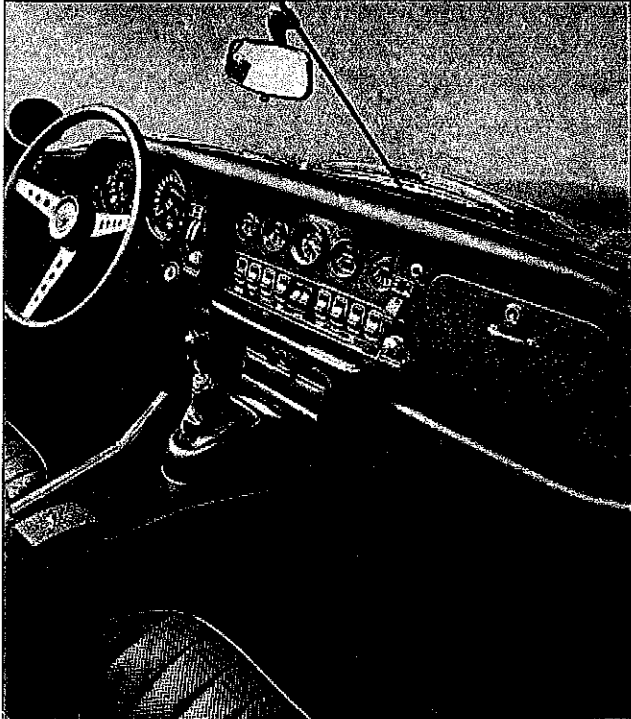
Flat-faced heads and a 90 mm. bore increased the low and middle range acceleration. Single-overhead cams proved most efficient. Four Zenith carburetors gave us the best performance. An aluminum-alloy block showed itself as noiseless as cast iron and 116 pounds lighter. A transistorized ignition system gave us the high sparking-rate needed for twelve cylinders, and eliminated the need for points.

You can buy other sports cars in our price category that could come close to us feature by feature. But in our class, only Jaguar has that V-12 emblem (right) on the rear deck or a V-12 engine lurking under the hood.

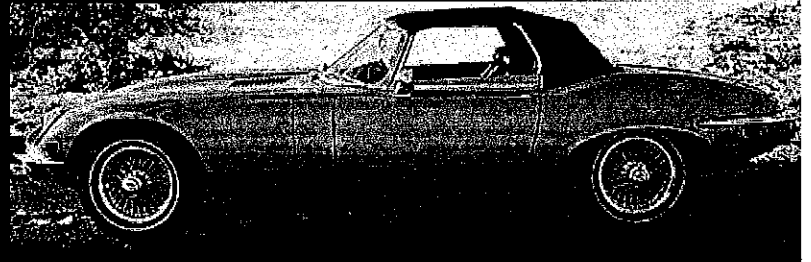
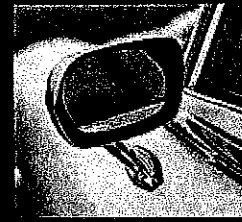


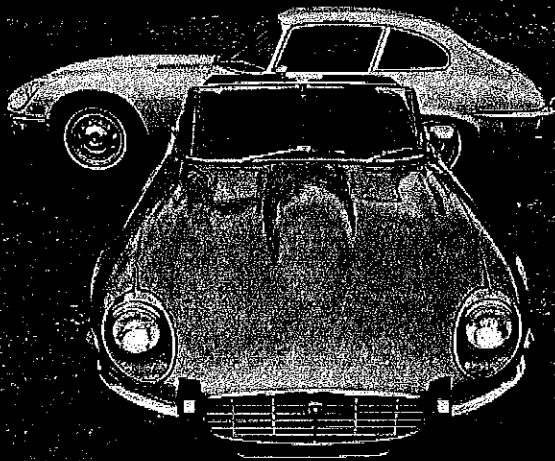


The Jaguar interior (below) is a suitable setting indeed for the owner of such an extraordinary sports car. Complete instrumentation, including tachometer (second dial from left). A transistorized clock, flanked by gauges, is highlighted by a map light. Notice the neat row of rocker switches below the gauges. They control the auxiliary systems. The four-speed manual transmission is standard. An automatic is optional.



Classic good looks are apparent everywhere—from the sculptured seats with head-restraints to the arrangement of the front and side lighting. The side mounted mirror is adjustable from inside. And the classic Jaguar convertible (below) can be fitted with an optional removable hard-top. The chrome-plated wire wheels and whitewall tires are also optional.

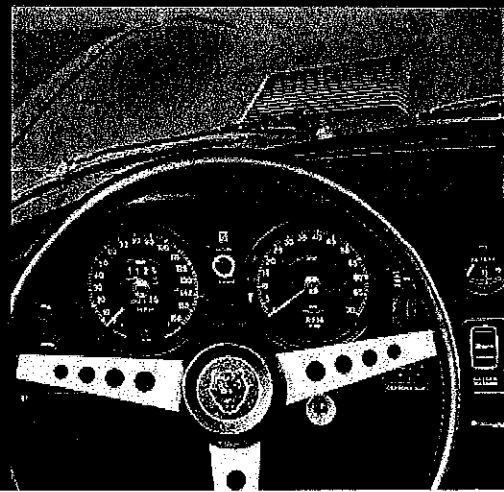


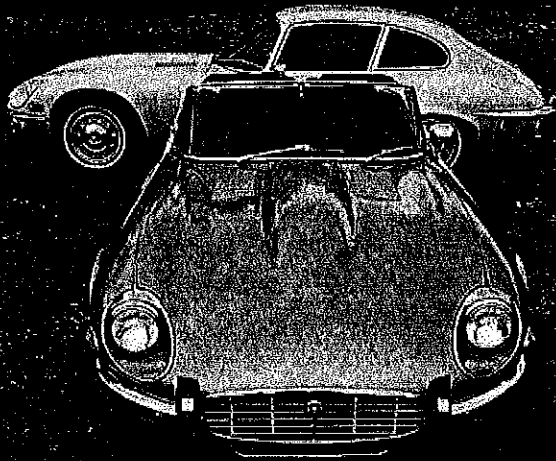


There are two Jaguar E-type V-12 models. The 2+2 is in the background and the convertible roadster is in the foreground.

*Summary of standard features:*

- Jaguar V-12, aluminum-alloy engine.
- Independent suspension, front and rear with "anti-dive" control.
- Power-assisted four-wheel disc brakes, ventilated in front.
- Power-assisted rack and pinion steering.
- Four-speed manual transmission (an automatic is optional).
- Seats faced with genuine English leather.
- Leather wrapped steering wheel.
- Complete sports car instrumentation.

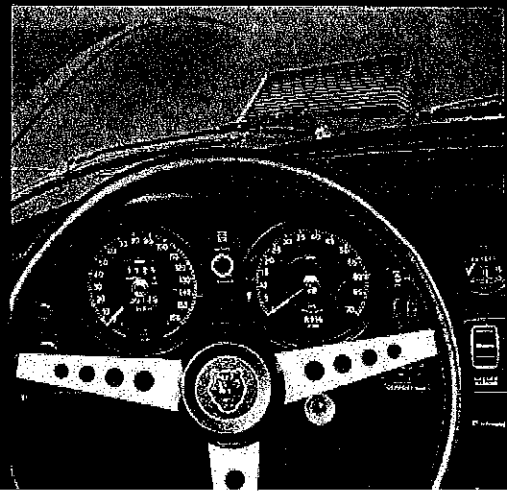




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## JAGUAR V-12 SPECIFICATIONS

### ENGINE:

12-cylinder water-cooled aluminum alloy 60-degree "V" with overhead camshafts (1 per bank), 3-plane, 7-bearing crankshaft. Exhaust and evaporative emission control. Compression ratio: 7.8:1 Nominal. Bore: 3.543 in. Stroke: 2.756 in. Stroke/bore ratio: 0.779:1. Displacement: 5343 c.c. (326.06 cu. in.). Horsepower (SAE): 241 b.h.p. at 5,750 r.p.m. Torque (SAE): 285 lb./ft. at 3,500 r.p.m. Ignition: Opus Mark II Electronic System consisting of electronic distributor with timing rotor, amplifier unit, ballast resistance unit and special high performance coil. Carburetion: Four Zenith-Stromberg 175 CD2SE carburetors. Fuel Pump: S.U. electric. Fuel Tank Capacity: 20.25 gallons. Sump Capacity: 11.5 quarts.

### TRANSMISSION — Manual:

Four-speed all synchromesh. Clutch: Diaphragm spring-type Borg & Beck 10.5 in. with hydraulic actuation. Limited slip differential. Rear Axle Ratio: 3.54:1. Overall Gear Ratios: First 10.38:1, Second 6.75:1, Third 4.92:1, Fourth 3.54:1, Reverse 11.95:1.

### TRANSMISSION — Automatic (Optional):

Borg Warner three-speed fully automatic with torque converter. Limited slip differential. Rear Axle Ratio: 3.31:1. Overall Gear Ratios: 1st 7.79 — 15.8, 2nd 4.8 — 9.6, Drive 3.31 — 6.62:1 with torque conversion.

### STEERING:

Rack and pinion, power assisted. Adjustable steering column.

### Steering Ratio: 18:1.

Turns—lock to lock: 3.5, Turning Circle: 36 feet.

### SUSPENSION:

Front: Independent transverse wishbones with torsion bars, monotube hydraulic shock absorbers, and anti-roll bar. Incorporates "anti-dive" geometry. Rear: Wishbones with drive shaft forming upper link, radius arms, monotube hydraulic shock absorbers inside coil springs.

### BRAKES:

Power-assisted 4-wheel disc brakes. Front: 11.18 in. diameter ventilated discs. Rear: Inboard 10.39 in. diameter solid discs.

### ROAD WHEELS:

Ventilated pressed steel, 15 in. diameter fitted with Dunlop E70VR15 SP sport radial-ply tires.

### PERFORMANCE DATA:

Maximum Speed: 135 + m.p.h.  
Acceleration: 0-60 m.p.h. in 6.8 sec.  
Standing Quarter Mile: 14.8 sec.  
Road Speed at 1,000 r.p.m. in top gear:  
Manual gearbox: 21.4 m.p.h.  
Automatic: 22.9 m.p.h.

### ELECTRICAL:

Negative ground, 12-volt system. Battery rating: 68 amps at 20 hours. Alternator: 60 amps.

### INSTRUMENTS:

Speedometer with trip odometer. Electric tachometer. Battery condition indicator, oil pressure, water temperature and fuel gauges.

### Clock:

### Manual choke:

High pressure electrically operated windshield washer. Brake fluid/hand brake, oil pressure, direction indicator, emergency flasher, choke-control and seat belt warning lights. Door-operated courtesy and map-reading lights. All instruments and switches set in no-glare, padded dash.

### BODY:

All-steel monocoque construction with separate engine sub-frame. Convertible: 2 passenger. Quick-folding top. 2+2: 2+4 passenger with fully upholstered rear seat.

### INTERIOR:

Semi-reclining bucket seats leather-faced with ambla panels on non-wearing surfaces. Inertia-reel seat belts. Cigarette lighter and ashtray. Console and lockable glove box. Ambla-trimmed interior. Fitted carpet.

### OPTIONAL EQUIPMENT:

Automatic transmission. Factory-installed air conditioning. Solid-state AM/FM multiplex radio. Whitewall tires. Chrome wire wheels (requires tubed tires). Tinted glass. Electrically heated rear window (2+2 only). Removable hardtop (Convertible only).

JAGUAR CARS CONFORM TO U.S. FEDERAL MOTOR VEHICLE SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT THEIR DATE OF MANUFACTURE.



SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.

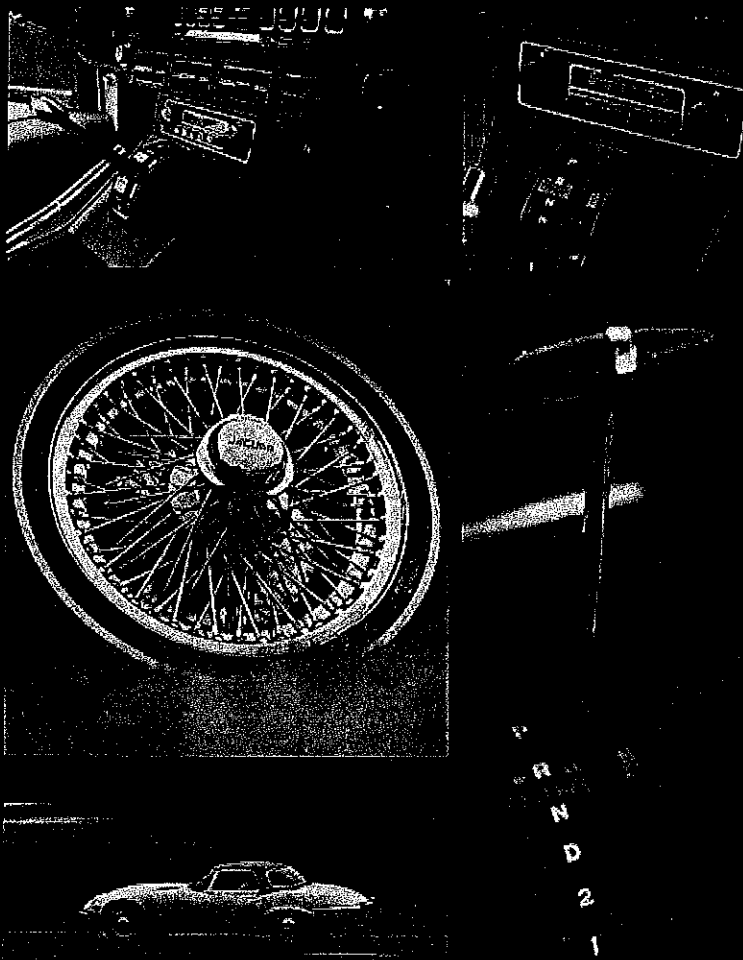
BRITISH LEYLAND MOTORS INC., LEONIA, NEW JERSEY 07605

### MAIN DIMENSIONS:

Overall length: 186.0 in.  
Overall height: Convertible — 48.4 in.  
2+2 — 51.4 in.  
Overall width: 68.08 in.  
Wheelbase: 105 in.  
Track at front: 54.25 in.  
Track at rear: 53.25 in.  
Ground clearance (minimum): 5.38 in.  
Weight: Curb with full tanks  
Convertible — 3,448 lbs.  
2+2 — 3,514 lbs.  
Trunk capacity: Convertible — 4.75 cu. ft.  
2+2 — 9.5 cu. ft. — 12.5 cu. ft.

### BODY COLORS:





**Optional equipment.**  
The list of options for the Jaguar E-type V-12 is rather limited. This is simply because all the essentials and many of the amenities are included in the basic price.

**Among the Jaguar's optional equipment you may wish to consider:**  
Automatic transmission.  
Factory-installed air conditioning.  
Solid-state AM/FM multiplex radio.  
Chrome wire wheels or chrome turbo-disc wheels.  
Radial-ply whitewall tires.  
Electrically heated demisting rear window (on the 2+2).  
Tinted glass.  
Custom-fitted removable hardtop (on the convertible).



Classic beauty of the E-type Jaguar is retained in the new Jaguar V-12, which can do 0-60 MPH in 6.4 seconds. Racing style disc brakes are used on all four wheels, and rack-and-pinion steering is power-assisted.



FOR IMMEDIATE RELEASE

JAGUAR V12 IS BRITISH LEYLAND'S FAST CAT

BURLINGTON, ONTARIO: Jaguar V12, the fast cat of the super highway, is the first volume produced sports car to feature a V-12 engine.

Fabricated in cast aluminum with single overhead camshafts the engine has a displacement of 5,343 cc (326 cubic inches) and develops 314 gross horsepower at 6,200 RPM. Manual transmission models achieve 0-60 MPH in 6.4 seconds.

The V12 has retained most of the classic Jaguar XKE body styling, but from either end it is readily distinguishable from its six cylinder forebears.

It is ten inches longer than its predecessor, which measured 174.5 inches, and the exterior features include an oval shaped chromed grille mounted in the car's bullet-like traditional E-type Jaguar nose; a wide air scoop under the grille which feeds air to an enlarged cooling system; flared wheel arches which accommodate wide track radial ply tires; and a four part exhaust system.

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The new V12 engine was derived from an experimental prototype reported to have developed 500 HP at 8,000 RPM with fuel injection. The production V12 uses four Zenith-Stromberg carburetors instead of fuel injection because tests showed that lower emission levels were possible with carburetors.

Another exclusive V12 feature is a fully electronic distributor that eliminates the usual, troublesome distributor "points" and timing problems of most cars. The new unit has no moving parts to wear out, or become dirty or pitted, and requires no adjustment. The electronic distributor was developed for use in Formula 1 racing cars and Jaguar was the first production car manufacturer to use it.

An important addition to the V12 Jaguar is an anti-dive suspension system which limits front end dip on hard braking. Racing-style disc brakes are used on all four wheels.

Power assisted rack and pinion steering is standard equipment and new steering mountings ensure virtually complete elimination of road shocks and vibrations. With the new mountings the turning circle of the car has been reduced from the 41 feet of the E-type Jaguar to 36 feet.

The new V12 Jaguar is available with four speed manual transmission or with Borg Warner three speed automatic, with manual selection of "D", "2" or "1".

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Interior appointments of the V12 are in the rich Jaguar tradition, with genuine leather seats and an aircraft style instrument panel with over 20 gauges, dials and switches conveniently grouped.

Seat belts are of the inertia reel type which allow driver and front seat passenger full freedom of movement under normal conditions but lock up automatically in the event of a panic stop or crash.

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