

WHEELS AND TYRES



Basically the wire wheels were the same, but there were two different finishes as seen here – the red car has the wheels finished in stoved aluminium, while the silver car has the chrome wheels.

ELECTRICAL EQUIPMENT



The Lucas PL700 headlamps have a tripod with central reflector bearing the PL badge. As this is a June 1961 car, maybe it should have body-coloured headlamp buckets, while later cars typically have silver buckets. The glass covers reflect light from outside as well as inside, and water does get past the rubber seal of the chrome surround. Below is the combined flasher (amber lens) and side light (white lens).

The wire wheels, size 5.00Kx15, had 72 spokes and were finished in stoved aluminium (silver), but chrome wire wheels were available as an option, and subsequently became standard on cars for the USA. “Platinum” finish wire wheels were quoted as an option. Wheels with 5.50 rims were available, for use at the rear only (Service Bulletin M.4). The centre hubs had a “dished” section. The eared hub caps bore the letters “JAGUAR” in a slight lozenge shape, an arrow in the “UNDO” direction and the words “LEFT (NEAR) SIDE” or “RIGHT (OFF) SIDE”. Cars for Germany and possibly some other export markets had two rectangular tabs rather than ears, and these hub caps needed a special tool to remove them; they could be fitted on request to cars for other markets.

Dunlop Road Speed RS5 tyres were fitted, size 6.40-15. Cars for the USA commonly had white sidewalls, originally with a wide band, later with a narrower band. Dunlop R5 Road Racing tyres were available, size 6.00-15, or 6.50-15 for the wide-rim rear wheels (Service Bulletin M.4). Jaguar would fit other tyres on request, including radial tyres such as Michelin X. By May 1963, both Pirelli Cintura HS and Dunlop SP.41 HR 185-15 tyres were stated to be available (Service Bulletin M.7). If SP.41 tyres were fitted, maximum speed should be restricted to 125mph (200km/h). The spare wheel was stowed under a black plywood “false floor” on the right-hand side of the boot, outside downwards, and was held by a centre clamp.

A Lucas 12-volt battery FRV.11/7A of 57Ah with separate filler caps for each cell was fitted in the sill on the left-hand side of the car, behind the front wheel arch. The dynamo (type C45, later C42) was mounted on the left-hand side of the engine, and the starter motor (type AM45G) on the right-hand side. The starter solenoid (type A25T) was fitted on a bracket below the heater casing. The voltage regulator (type RB310, later RB340) was fitted next to the battery. The fuse boxes (type 4FJ) were fitted behind the drop-down centre instrument panel. The four fuse boxes contained eight fuses of which six were of 35 amp rating, with one of 5 amp and one of 50 amp. In addition, there would be a 5 amp in-line fuse for the radio if fitted, and a 15 amp in-line fuse for the heated rear window if fitted.

Headlamps were Lucas PL700 type with “PL” on the reflector in the centre of the tripod; F700 lamps were fitted to European export cars with left-hand drive, with special versions for some countries such as yellow bulbs for France, and cars for the USA and Canada had Lucas sealed-beam headlamps. Headlamp bulbs were 60/40 Watt on right-hand drive cars and some left-hand drive

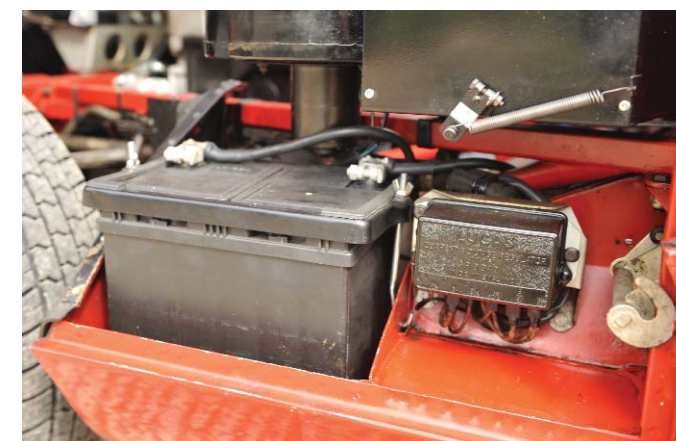
cars but were 45/40 Watt on cars for Europe including France. Headlamps were fitted under glass covers in “buckets” in the bonnet assembly. It appears that the “buckets” may have been painted either body colour, or silver; body colour seems to be more common on earlier cars.

Combined front flashing indicators and parking lights were fitted below the headlamps, above the front bumpers. At the rear, there were combined units for tail lights, stop lights, indicators and reflectors, on chrome-plated plinths, above the bumpers. The indicator lenses were white at the front and red at the rear on cars for the USA and Canada, otherwise amber. Two number plate lamps were fitted, one to each side of the rear number plate recess; these were by either Butler or Lucas. A single reversing lamp was fitted, typically in a chrome-plated tubular housing centrally below the number plate but some early cars had it fitted below the left-hand bumper.

The windscreen had three wipers with chrome-plated arms which parked to the right on RHD cars and to the left on LHD; therefore the linkage and wiper motor were also different. The two-speed wiper motor (Lucas type DL3) was fitted on the engine side of the bulkhead, behind the rear carburettor. Two chrome-plated windscreen washer nozzles were fitted. The washer was an electric Lucas Screenjet type 2SJ with the glass bottle on the right-hand side of the bulkhead, inboard of the heater. Twin Lucas 9H horns, high-note and low note, were fitted to the front extension of the subframe.



The battery and control box were mounted in the left-hand front sill, below the heater box. Early cars until August 1961 had the RB310 control box with an aluminium cover; later cars the RB340 box with a black plastic cover. Neither of the batteries shown is of the original type. Note also the two different types of bonnet lock catches, for the external and internal locks respectively.



Changes by chassis numbers

From chassis numbers	Date	Change
RHD OTS 850092, FHC 860005; LHD OTS 875386, FHC 885021	Aug 1961	Dynamo changed from C45 type to C42 type, new mounting bracket, voltage regulator changed from RB310 type with aluminium cover to RB340 with plastic cover; SPB A.56, Q.25, SB P.8
RHD OTS 850210, FHC 860013; LHD OTS 875761, FHC 885086	Oct 1961	Two extra rubber corner pads fitted to ends of battery clamp; SPB Q.27
RHD OTS 850500, FHC 860436; LHD OTS 877155, FHC 885971	Apr 1962	Modified horns with Lucar connectors; SPB Q.40
RHD FHC 860479; LHD FHC 886014	May 1962	FHC: tail lights changed to fit modified body; SPB Q.43
RHD OTS 850573, FHC 860723; LHD OTS 877661, FHC 886382	Jul 1962	Battery clamp rubber pads changed to single type; SPB Q.46
RHD OTS 850633, FHC 860998; LHD OTS 878545, FHC 887435	Nov 1962	Modification to wiring harness for reversing lamp; SB P.18
LHD OTS 879067, FHC 888264	Feb 1963	Change to headlamp flasher on cars for Italy, no longer operative when headlamps dipped; SB P.21
RHD FHC 861275; LHD OTS 880166, FHC 889135	Sep 1963	Longer wiper blades fitted, except OTS RHD; SPB Q.74
LHD OTS 880632, FHC 889527	Nov 1963	AF 700 sealed beam headlamps adopted on LHD cars for many export markets apart from the USA and Canada; SPB Q.91
RHD OTS 850840, FHC 861550; LHD OTS 881203, FHC 890235	Mar 1964	Starter solenoid modified to prevent water entering; SPB Q.87



Some Lucas electrical components were date-stamped such as this wiper motor “10 62”, but also the dynamo and starter motor.

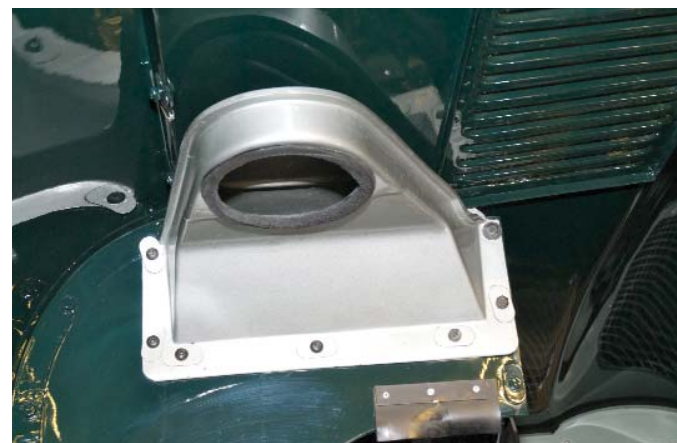
This is a Butler number plate lamp from the 1961 open two-seater; later cars mostly have Lucas units.

The windscreen washer has a square-section glass bottle. To the left is the dipstick, with the handle marked “Stop engine – wait 1 minute”, and between the two is the water valve for the heater.



The reversing lamp sits in a chrome-plated housing in the centre below the rear number plate.

There are very slight differences in the tail light units to suit different body contours and on the fixed-head they were changed in May 1962. However all look the same, with the amber flasher lens outboard, the red tail and stop light in the centre and the round reflector inboard, typically with a vertical line in the centre of the lens pattern as seen here.



The heater air intake under the bonnet as used on the 3.8 and early 4.2 cars. On early cars it was silver, later mostly black.



BODY AND CHASSIS STRUCTURE



The external bonnet locks on the early cars had teardrop-shaped covers, pointing towards the rear, and were operated by a coach key. The third picture is the lock on the inside of the bonnet.



The E-type structure consisted of three main components. The rear body, from the engine bulkhead rearwards, was an all-steel monocoque with a built-in underframe. The sills stretching forward to the front wheel arches were part of the monocoque. Otherwise the front end was a subframe which carried the engine, front suspension, etc., and was bolted to the bulkhead of the monocoque. The subframe was made of square section tubes, except for the forward extension which was made from round tubes; it was painted body colour. The subframe assembly and attachment bolts have been reported both painted and unpainted, possibly depending on the assembly sequence. There were undershields of triangular shape filling in the gap between subframe members on either side of the engine, typically painted matt black. Wheel valances were attached to the subframe behind the front wheels, and these were painted black.

The third major component was the steel bonnet combined with front wings and wheel arches, which hinged upwards and forwards from the front end of the subframe extension, with an arrangement of counter-balancing springs either side; the springs were black, their linkage cadmium-plated. The bonnet was held in place by a cadmium-plated lock on either side, in the rear bottom corner of the wing, supplemented by a cadmium-plated safety catch at rear top centre. The underside of the bonnet was body colour, except for the heater air intake extension which was silver or black fibreglass.

The boot lid on the open car had two hinges at the front. The hinge arms were twice made fatter for increased strength during production, and the third and final type was of cast aluminium. Open cars at first had the sealing rubber mounted on the boot lid, but later it was fitted to the lip of the boot lid aperture. The boot lid on the open car was counter-balanced by rolled-up strips of spring steel on both sides. The boot hatch on the coupé had two hinges on the left-hand side, which were changed from a fabricated to a

cast-aluminium type. The boot hatch lock on the right-hand side had a safety catch and there was a chrome-plated prop at the bottom.

There were three changes early in production which are considered very important by collectors. Firstly, after 500 cars had been made, in August 1961 the original external bonnet locks were replaced by internal bonnet locks; there were several other changes introduced at the same time. Secondly, the original welded-in louvre panels in the bonnet were replaced by louvres pressed directly in the main bonnet panel. It is not known when this change took place but it is thought to have been in late 1961, and there may have been a period when either type of bonnet was used in production. Thirdly, in January 1962 the original flat floor was replaced by a floor with sunken or dished footwells. Since there were 2615 flat floor cars made, nearly 17 per cent or one-sixth of total production, such cars are actually not all that rare.

The fixed-head coupé body was changed extensively in May 1962 (but we don't know why!), and soon after interior room on both body types was improved by recesses in the rear bulkhead allowing further rearwards seat travel.