



JAGUAR "E" TYPE







Concentrating solely on restoring early Series I E-Types, our restoration process is incredibly specialised, allowing us to understand every nut and bolt intricately. And by keeping as many processes as possible in-house, we can maintain tight control of our hallmark quality and seamless workflow. We have the facilities to blast complete car shells, as well as state-of-the-art cleaning equipment including a vapour blaster. When we do use outside specialists, they undergo stringent approved supplier criteria. That way, we know we're getting the very best.



#### Production Information

Drop Head Coupé

February 1961 – August 1964

Fixed Head Coupé LHD

February 1961 – August 1964

Fixed Head Coupé RHD

July 1961 – August 1964

#### Technical Details

Independent suspension

all round

Servo assisted disc brakes

all round

Rack and pinion steering

#### Engine

3781 cc

6 cylinder DOHC

Triple HD8 SU carburettors

#### Dimensions

Length: 4.45m (14ft 7in)

All Models

Width: 1.66m (5ft 5in)

All Models

Height: 1.19m (3ft 11in) DHC /

1.21m (4ft) FHC

Weight: 1,219kg DHC / 1,232kg

FHC

#### Production Numbers

Drop Head Coupé

RHD – 936

Starting Chassis No. 850001

LHD – 6,886

Starting Chassis No. 875001

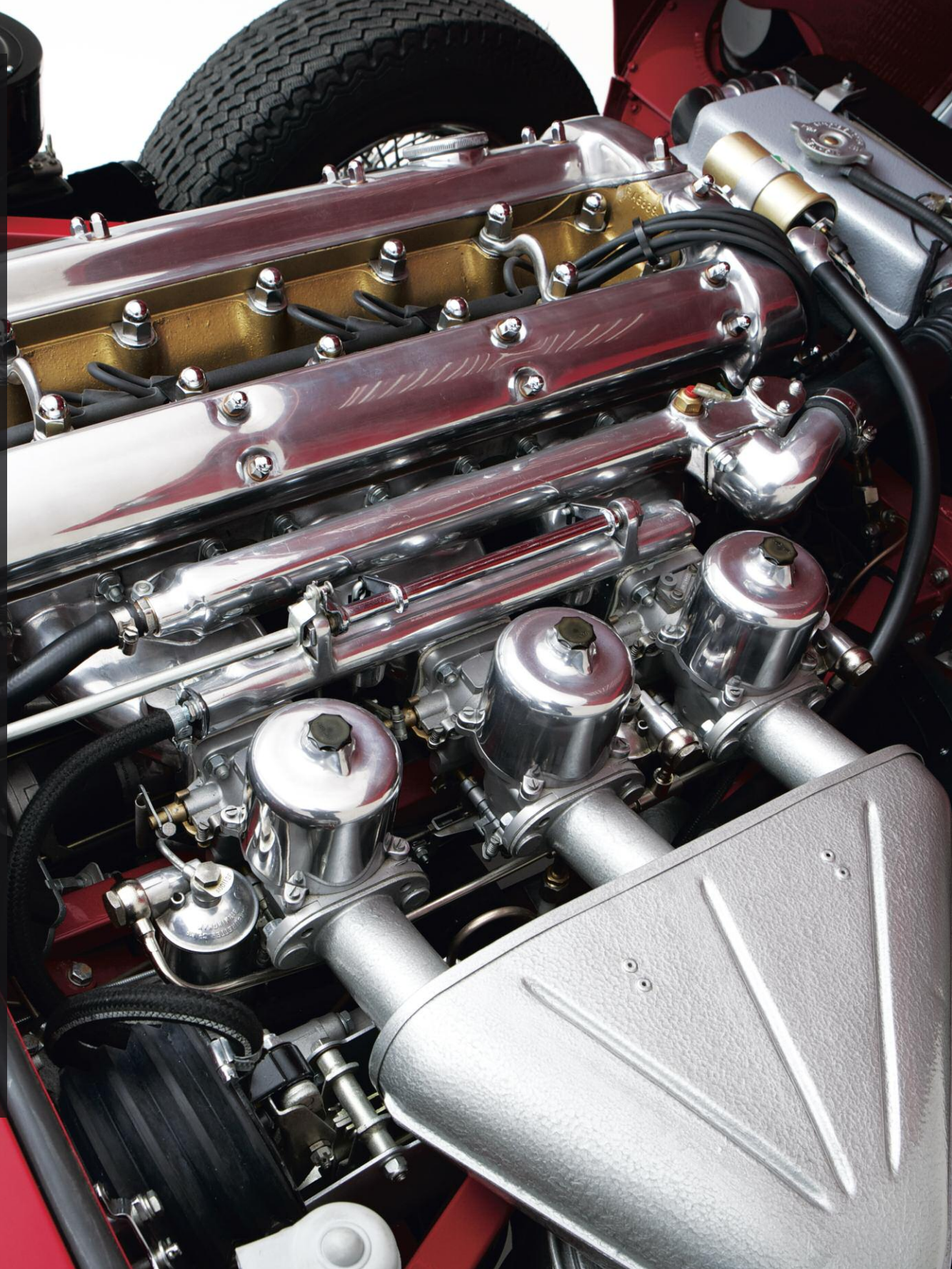
Fixed Head Coupé

RHD – 1,799

Starting Chassis No. 860001

LHD – 5,872

Starting Chassis No. 885001





# 3.8 LITRE

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The Series I 3.8-Litre cars used the triple HD8 SU carburetted 6-cylinder XK Jaguar S-Type, and all 3.8 models used the Moss 'non-synchro first' gearbox throughout.

All E-Types featured fully independent suspension and four-wheel servo-assisted disc brakes. The early cars can be easily recognised by their glass-covered headlights (up to mid-1967), small 'mouth' opening at the front, sidelights and taillights positioned above the bumpers, and exhaust tips under the rear number plate. The first 92 right-hand-drive and 386 left-hand-drive drophead coupés featured the outside bonnet locks, but by August these had been superseded by internally positioned bonnet locks.

The initial separate bonnet louvres remained until around the end of 1961. By RHD DHC chassis No. 358 and LHD No. 582, footwells were added to the previously flat floorpans and the first delivery date was in January 1962. Before the end of that year, a recessed panel was also added behind the seats and these two modifications significantly improved foot and legroom. In September 1963, the famed aluminium dashboard was discontinued from RHD DHC Chassis No. 752 and LHD Chassis No. 4803. Production of the 3.8-Litre model ended on 10th August 1964 and was replaced by the new 4.2-Litre model.

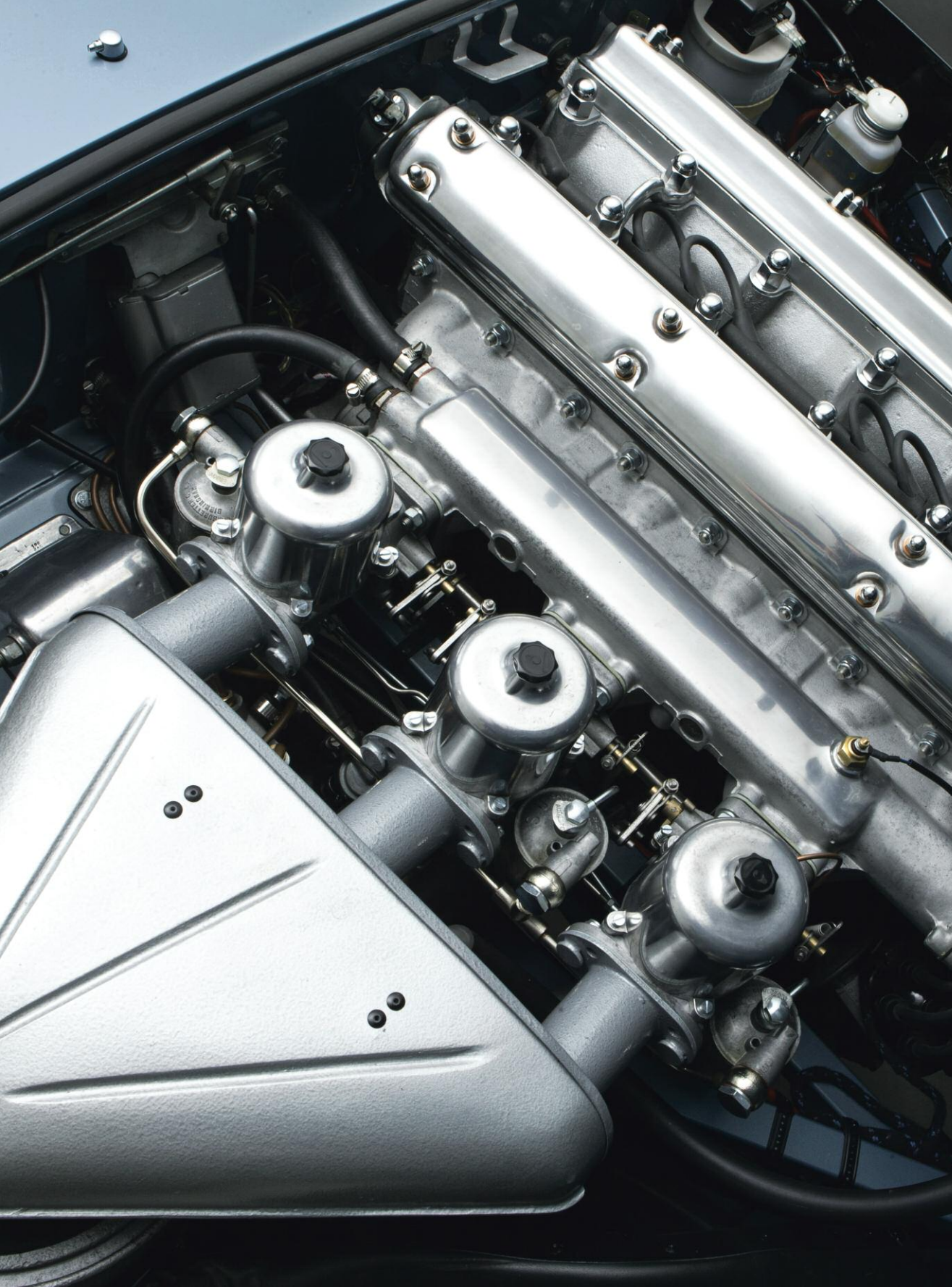
# 4.2 LITRE

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The introduction of the all-new 4.2-Litre engine mated to the new Jaguar all-synchromesh 4-speed gearbox brought with it many refinements over the original 3.8 model.

Changes were made to the braking system, which now used a conventional brake servo. Additionally, the electrical system was converted to negative earth, an alternator replaced the dynamo and a pre-engaged starter motor further improved the new model.

Inside, the most obvious change was the newly designed seats, which replaced the 'bucket style' used in the 3.8-Litre models. Externally, the only change was the addition of an 'E-Type' and '4.2' badge to the boot lid; 3.8 models simply carried the iconic Jaguar badge. The 3.8 saw detailed changes throughout its life, the most noticeable arriving in late 1967 when the glass headlight covers were deleted at DHC Chassis No. 864 for RHD models and Chassis No. 5889 for the LHD models. Although the model type designation never changed, it has been retrospectively christened the 'Series I 1/2'.



#### Production Information

Drop Head Coupé LHD

*August 1964 – July 1968*

Drop Head Coupé RHD

*September 1964 – July 1968*

Fixed Head Coupe

*August 1964 – July 1968*

#### Technical Details

Independent suspension

all round

Servo assisted disc brakes

all round

Rack and pinion steering

#### Engine

4235cc

6 cylinder DOHC

Triple HD8 SU carburetors

#### Dimensions

Length: 4.45m (14ft 7in) DHC /

4.78m (15ft 4in) FHC

Width: 1.66m (5ft 5in) DHC /

1.66m (5ft 5in) FHC

Height: 1.19m (3ft 11in) DHC /

1.21m (4ft) FHC

Weight: 1,232kg DHC / 1,270kg

FHC

#### Production Numbers

Drop Head Coupe

RHD – 1,183

Starting Chassis No. 1E 1001

LHD – 8,367

Starting Chassis No. 1E 10001

Fixed Head Coupe

RHD – 1,956

Starting Chassis No. 1E 20001

LHD – 5,814

Starting Chassis No. 1E 30001

2+2

RHD – 1,379

Starting Chassis No. 1E 50001

LHD – 4,220

Starting Chassis No. 1E 75001





# DHC

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The Jaguar E-Type drophead coupé two-door, two-seater body has extremely low drag characteristics resulting from intensive wind tunnel testing. The folding hood incorporating a large rear window is of the finest quality mohair, mounted on a special frame to allow single-handed erection or stowing. When stowed, the hood assembly is completely concealed by a separate detachable cover. A fibreglass detachable hardtop is an optional extra and can be fitted without removing the stowed hood. Wraparound windscreen and thin pillars provide superb forward visibility, and door glass is completely concealed within the door when fully lowered. A counterbalanced forward opening bonnet allows for excellent accessibility to all mechanical components.



# FHC

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The Jaguar E-Type fixed head coupé two-door, two-seater body has extremely low drag characteristics resulting from intensive wind tunnel testing. As with the drophead coupé, a counterbalanced forward opening bonnet allows for excellent accessibility to all mechanical components.

The larger counterbalanced tailgate at rear, with its release catch located in car, incorporates a rear window and gives unobstructed access to the luggage compartment, spare wheel and tools. Immediately behind the seats sits a lipped shelf for small parcels, with the whole of the body behind the seats available for luggage. If required, the hinged luggage retainer at the front of the compartment drops down to increase floor space. With a large window area, wraparound windscreen and thin pillars, there is superb all-round visibility. Door glass is completely concealed within the door when fully lowered and hinged quarter lights act as air extraction if required.



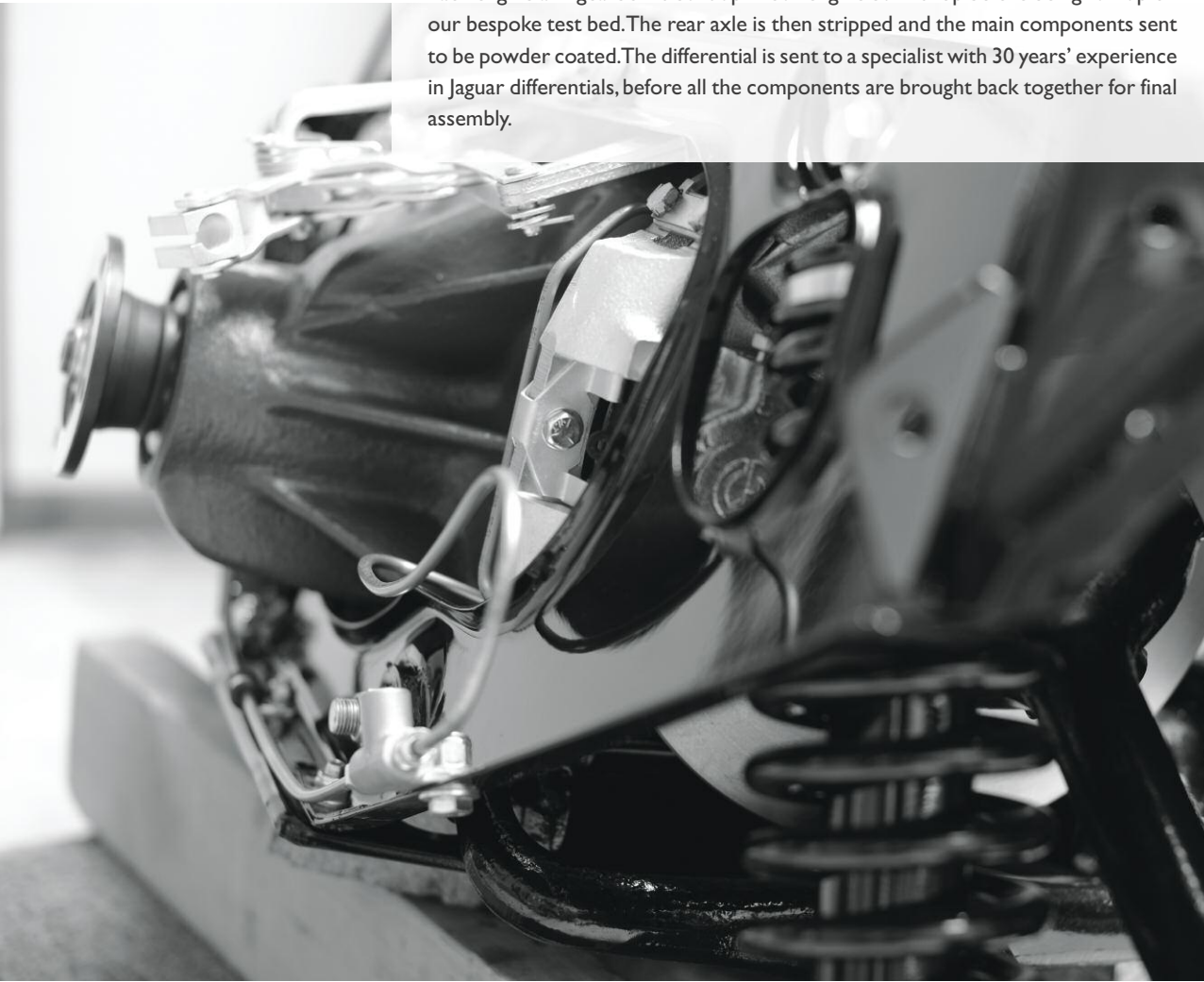




## RESTORATION

For each restoration we assign a highly skilled team to work with the car from stripping through to final detailing. With all parts restored in-house (with the exception of instruments and some brake components and electrical items, all of which we source carefully), we're able to uphold strict quality control. Additionally, we ensure all our restorations have a documented history, with each car following the same processes including stripping, documenting and blasting the shell and components. The bodywork is restored in-house on custom built jigs before being moved to the paint preparation area, where the car is fully pre-fitted to ensure all panel gaps are correct and components fit perfectly. With strict approved supplier criteria, we send our chrome to be restored to a company with ISO 9001 credentials.

During the body rebuild process, the drive train is completely restored and the engine blocks and heads are sent to a local machining shop with over 38 years' experience. Each engine and gearbox is built up in our engine build shop before being run-up on our bespoke test bed. The rear axle is then stripped and the main components sent to be powder coated. The differential is sent to a specialist with 30 years' experience in Jaguar differentials, before all the components are brought back together for final assembly.





The freshly painted shell is then moved into the assembly area, where all the restored components wait to be fitted. The assembly process follows a strict build schedule that allows us to monitor progress closely. As the shell comes together again, the trim department integrates itself into the build, with interior components ready for fitting. Having these trades in-house allows for strict quality control, close attention to detail, flexibility in schedules and the optimisation of production times.



Manufacturer & Supplier of:  
**GUARANTEE TOOL COMPANY LIMITED**  
STC  
Telephone:  
(023) 8044 7440  
E-Mail: [info@guaranteedtool.co.uk](mailto:info@guaranteedtool.co.uk)  
A Trade Master Company

4000 kg

Technical specifications and safety instructions for the lift, including weight limits and usage guidelines.

Warning symbols and safety instructions, including a high voltage warning symbol and a red emergency stop button.



