



Technical Notes – No. 004

Make – JAGUAR

Model – E Type

Applicable to Period F – Precision / GTS12

Issue #2



Homologation 100 Group GT– Earliest specification applicable 1963

Item		Appendix K	Restriction/Note
1.	Wheelbase	2440mm	
2.	Front Track	1270-1350mm	As per Extension 100A
3.	Rear Track	1270-1410mm	
4.	Minimum Weight	920kg	1000kg
5.	Maximum Fuel Capacity	140 litres	
6.	Chassis	Monocoque and subframes	
7.	Brakes	FR. 309mm Solid discs 2-pot Dunlop Mk2 2^{1/8} piston OD. 12mm disc thickness <u>Optional brake disc diameters. Front 308, 286 or 279mm.</u> RE. 286mm Solid discs 2-pot Dunlop Mk2 1¾ piston OD. 12mm disc thickness <u>Optional brake disc diameters. Rear 286, 263 or 254mm.</u>	Cooling ducts must conform to the period Jaguar Competition manual design, alternatively to note below. Under plate feeder bellow the chassis prior to engine bay is strictly forbidden. See note 1
8.	Suspension	FR. Upper and lower wishbones, telescopic damper and torsion bar RE. Lower wishbone and fixed length driveshaft, coilover telescopic damper	FR. Anti-Roll Bar is not adjustable. RE. Anti-Roll Bar is permitted but cannot be adjustable. Fixed platform, steel bodied, single adjustable dampers prior to 1965, double adjustable for 1965 only.
9.	Bodywork	Steel monocoque and aluminium panels	
10.	Wheels & Tyres	15" Diameter FR. 6-7" (0.5' increments) RE. 6-8" (0.5' increments)	Wire wheels 6" limitation or cast aluminium Tyre dimensions are not limited but you may be reminded that achieving the maximum track at any times during the Competition is mandatory.
11.	Dashboard	Production	
12.	Steering	Rack & pinion	
13.	Engine capacity	3781cc 87x106 Bore/Stroke Aluminium block allowed	Maximum rebore as per Homologation/Appendix K.
14.	Ignition	Distributor/Coil/Breakers	Electronic Magic eye authorized.

15.	REV limitation	MSD 6AL (ref: MSD PN 6425 or 6420) mandatory. Set @6750PM	
16.	Intake	3x Max. 48DCO3 or DCOE or SU HD8	
17.	Exhaust	As per Homologation Page 4	Cast iron only or tubular 34.92x53.97mm flange hole for cast iron or 41.20mm for tubular version at port 47.62mm for cast iron, 50.90 for tubular version at silencer pipe output See note 2
18.	Clutch	Single plate / Slave cylinder	No concentric mechanism allowed
19.	Gearbox	4-speed Moss/Jaguar 5-speed ZF S5-325 Ratios as homologated	Straight cut allowed No dog engagement allowed
20.	Differential	Salisbury 4HU LSD Oil cooler homologated	Cast iron only

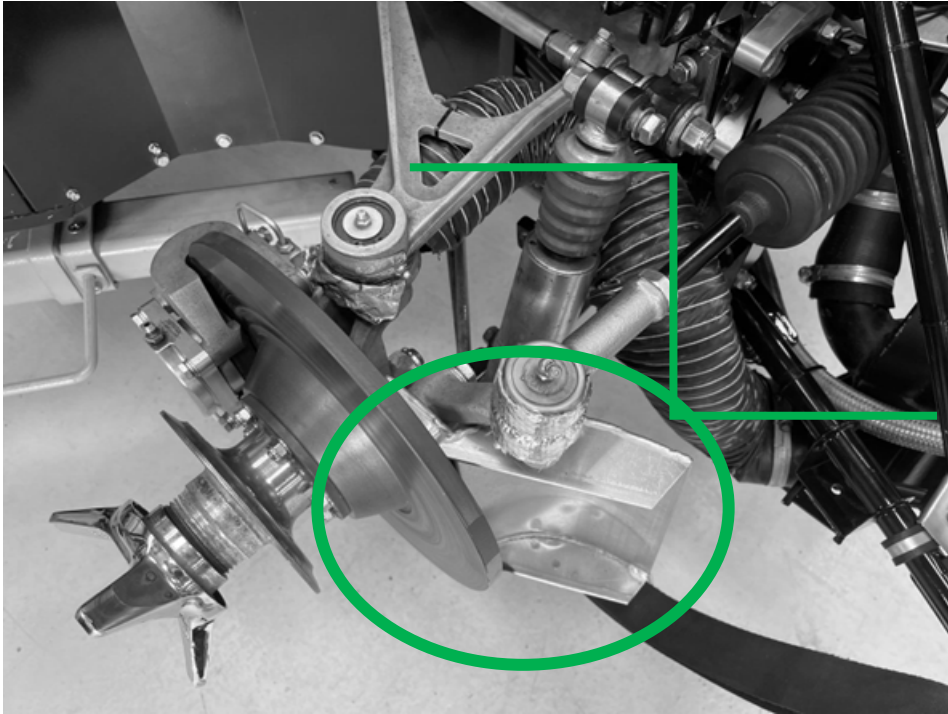
ADDITIONAL NOTES

Note 1 – Brake ducts



Right hand bonnet front diaphragm panel showing the air duct (above the bonnet hinge bracket) fed from the radiator air intake, which provide cooling air to the front brakes. A back plate guide to catch the air and route it to the back of the front upright is allowed.

Acceptable Front brake ducts.

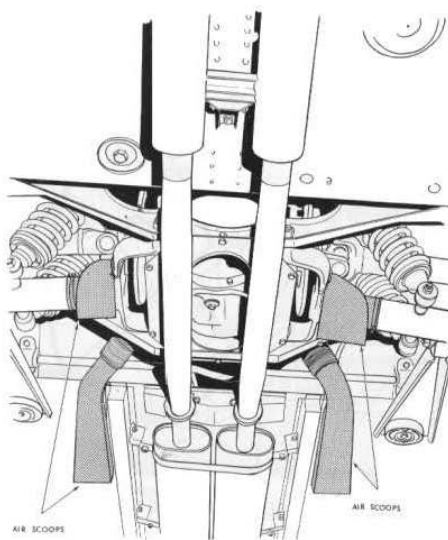


Front aluminium guide plate, with additional air feed to caliper through ducting hose.

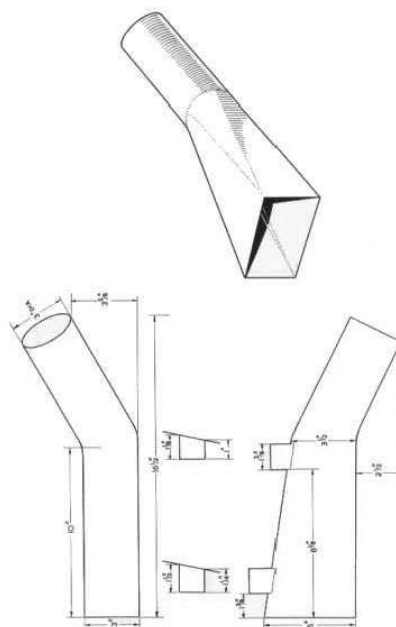
Note that no “feeder under plate” located under radiator is NOT ACCEPTABLE.

Rear version, as per the original competition manual on the following page.

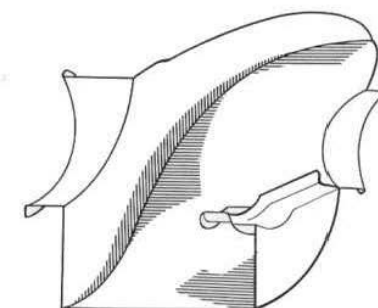
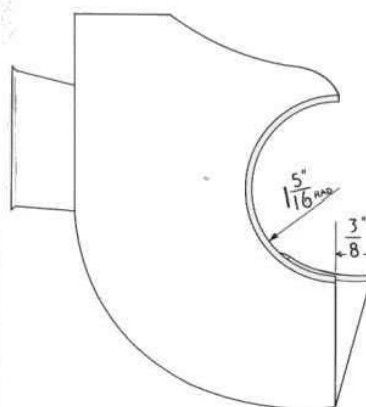
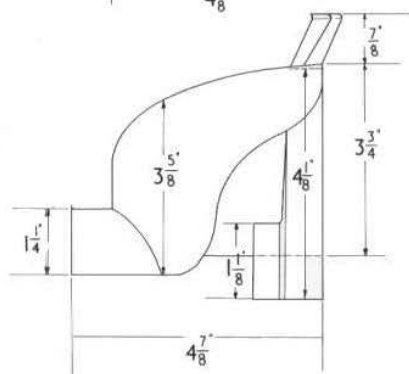
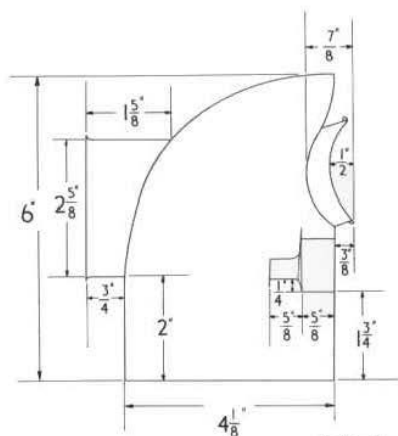
ADDITIONAL NOTES



POSITIONS OF REAR BRAKE AIR SCOOPS



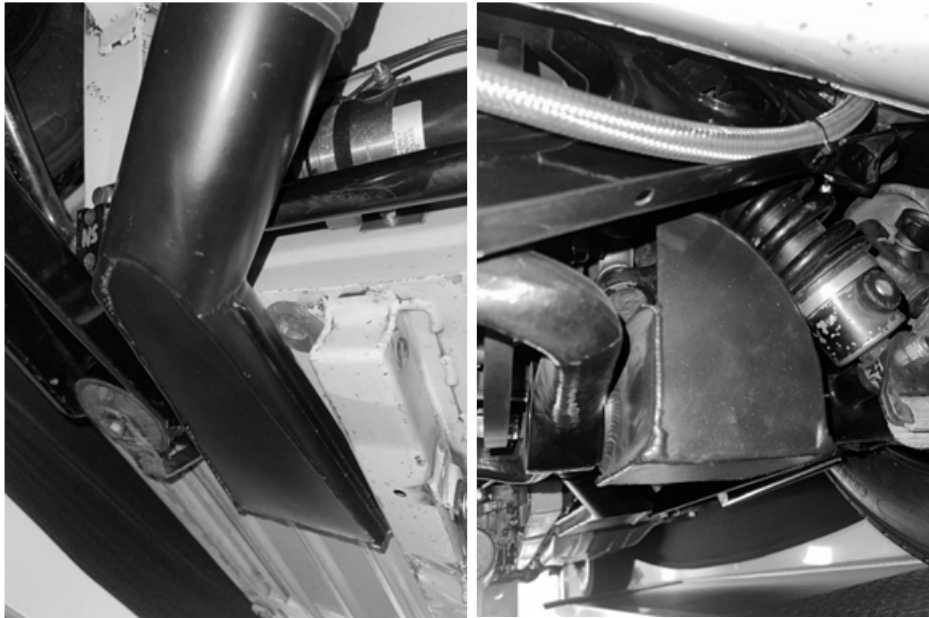
REAR AIR SCOOP (MOUNTED ON BODY)



REAR SCOOP-MOUNTED ON LOWER WISHBONE
TO DEFLECT AIR ONTO THE DISCS.

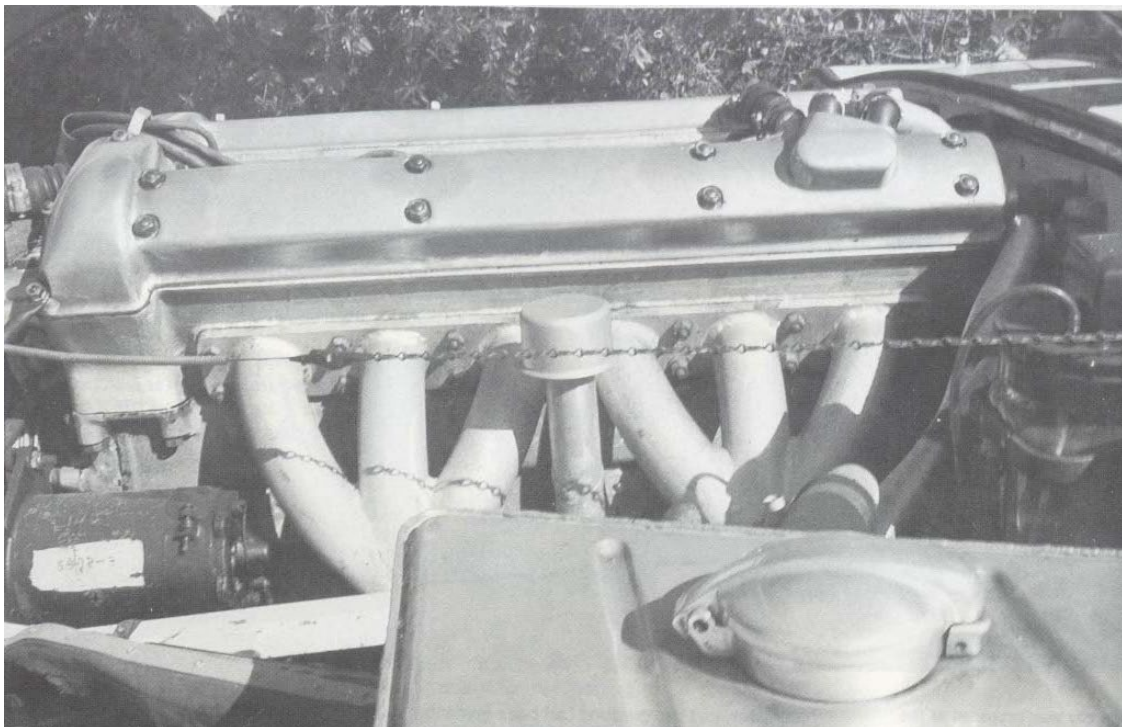
ADDITIONAL NOTES

Rear assemblies (2) as seen today.



Note 2 – Exhaust manifold

Appendix K specifies that exhaust manifolds must be identical to the original one. Homologation 100 shows three variations, one cast iron standard item and two tubular variants. Based on the best photograph from the homologation papers, which shows a mounted exhaust manifold, and measurements taken on aluminium and iron blocks, the point on the manifold where the three tubes join is about 98 mm above the bottom face of the block. With provision for production tolerances and an allowance for photographic distortion, all tubular manifolds must have the lowest point of the three into one joint a minimum of 78 mm above the lower block face.



There are two homologated internal diameters at the manifold exit, 50.90 mm and 47.62 mm. Either of these dimensions may be used.