



3.8L Interior

INTERIOR



4.2L Interior

Interior Score Sheet

INTERIOR

Woodwork, Vinyl & Leather (except seats)

2	Patched/discolored/damaged	0.5	11	.
3	Worn/peeling	0.5	11	.
4	Door fit	0.5	11	.
5	Cleanliness	0.1	16	.

Headliner, Underside of Hood, Door Panels & Arm Rests

6	Patched/torn/cracked	0.5	10	.
7	Discolored	0.3	10	.
8	Wrinkled/loose/bent	0.5	10	.
9	Cleanliness	0.1	10	.

Carpets

15	Worn/hole	0.2	10	.
16	Discolored/worn	0.2	9	.
17	Door binding/stitching/fit	0.1	9	.
18	Cleanliness	0.1	12	.

Hardware, Steering Wheel, & Instruments

(XFR 40 Batt.- Champ Spec. Divs. Only)

19	Patched/cracked	0.1	12	.
20	Rusted/pitted/rotted	0.2	12	.
21	Discolored	0.2	12	.
22	Laminated/denatured	0.2	12	.
23	Cleanliness	0.1	12	.

Seats, Squabs & Belts

24	Scratched/torn/cracked	0.2	14	.
25	Discolored	0.2	14	.
26	Door wrinkles	0.2	14	.
27	Cleanliness	0.1	28	.

Woodwork, Vinyl & Leather (Except Seats)

Woodwork

Except for the steering wheel, the Series 1 E-Type is not fitted with any woodwork.

Vinyl

<ul style="list-style-type: none">• Dash top• Left and right sides of dash• Radio Blanking Plate• Sides of seats• Side of Center Console	<ul style="list-style-type: none">• Carpet binding• OTS Sun Visor (When Fitted)• Gear Shift Gauntlet (After 3/67)• Door Panels• Door sills	<ul style="list-style-type: none">• Arm Rests (when fitted)• Heal guards on carpets (on early E-Types)• Bulkhead covering behind seats
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Dash Top

The padded dash on early E-Types was thin, most had heavy padded vinyl covered dash tops.



Dash Tops

There are four different dashes for the Series 1 E-Type. The fourth style is part of the transition to the Series 1½ E-Type.



3.8L Left and right-side portions of the dash are black vinyl. Center dash is dot pattern aluminum.
Early car with a flat vinyl dash top.



3.8L Left and right-side portions of the dash are black vinyl.
Thicker dash top.
Cross-hatched instrument panel.



4.2L Left and right-side portions of the dash and instrument panel are black vinyl.



4.2L Left and right-side portions of the dash and instrument panel are black vinyl.
Locking glove box (1E.77148 shown here)

Progression of the four different dashed for the Series 1 E-Type:

1 March 1961 - October 1962: Aluminum center instrument panel Dot Pattern

9 October 1962 to around September 1963 Transitions from Aluminum Dot pattern to Aluminum Cross-Hatch Pattern

OTS -850610 RHD. 878302 LHD

FHC- 860913 RHD. 887132 LHD

30 July 1963 to 1967 leather instrument facia replaces embossed Aluminum facia.

Note: Chassis numbers from **SDB P.95**

OTS-850742 RHD. 879803 LHD

FHC-861254 RHD. 889030 LHD

Note: Chassis numbers from **SDB P.97**

OTS-850752 RHD. 879803 LHD

FHC-861254 RHD. 889030 LHD

1967 to 1968 leather instrument facia with rocker switches.

15 August 1967: For North American only, the beginning of Federalized changes, Toggle Switches change to Rocker Switches, starting at:

OTS 1E15980 FHC 1E34583. 2+2 1E77709

Leather (except seats)

Other than the seats, the following are leather components:

- Gear Shift Gauntlet (3/61-12/64)
- Heal guards on carpets (on later E-Types)
- Center Console (1963-67)
- Passenger Grab Bar
- Storage compartment leather top, vinyl sides

Gear Shift Gauntlet “Boot” (Gear Lever Grommet)



1961-1965, Leather Gear Shift Boot



1965 Rubber Bellows Gear Shift Boot



Ambla Gear Shift Boot

3.8L – Leather Gear Shift Boot

Upon the 1961 introduction of the E-Type, the gear shift boot is upholstery colored leather.

4.2L - Leather Gauntlet Changed to Rubber Gauntlet

DECEMBER 1964 The leather gear selector gauntlet is replaced by a black rubber bellows type gauntlet.

4.2L OTS 1E.1061 RHD and 1E.10360 LHD

4.2L FHC 1E.20103 RHD and 1E.30350 LHD

4.2L - Rubber Gauntlet Changed to Ambla Gauntlet

March 1967 SB N.42: A re-designed gear lever gauntlet in upholstery colored “AMBLA” is introduced to improve appearance. It may be fitted to cars prior the following chassis numbers.

4.2L OTS 1E.1686 RHD, 1E.13589 LHD

4.2L FHC 1E.21442 RHD 1E.33549 LHD

4.2L 2+2 1E.50586 RHD, 1E.76911 LHD

Brake Lever



Neither the 3.8L or 4.2L models have brake levers with boots that extend above the console.

Console-Gearbox Cover



October 1961 to July 1963, the 3.8L Aluminum "Dot Pattern" and "Cross-Hatched Pattern" Gear Box Cover

August, 1963, 3.8L fitted with a revised leather gear box cover, with a storage compartment

November 1962, SDB P.71 (J30-Pg. 188 & 261): The aluminum console pattern was changed from the "Dot" pattern to the "Cross-Hatched" pattern at the following chassis numbers:

3.8L OTS chassis no. 850610 RHD and 878302 LHD
3.8L FHC chassis no. 860913 RHD and 887132 LHD

August 1963, SDB P.91: A revised gear box cover with the top of the console trimmed to match the upholstery and with an upholstery-colored storage compartment, is introduced at the following chassis numbers:

3.8L OTS 850737 RHD, 879761 LHD
3.8L FHC 861216 RHD, 888859, LHD

4.2L Console



Bend in console



Changed to slope in console

March 1965, SDB P.144: A modified sloping Gearbox Cover with a rubber bellows gauntlet and a revised Gearbox Cover /Propeller Shaft Tunnel Finisher Panel [replacing the bend in the console, with a slope] is introduced at the following chassis numbers:

4.2L OTS 1E.1061 RHD, 1E.10360 LHD

4.2L FHC 1E.20103 RHD, 1E.30350 LHD



Moving towards the completion of the Series 1½ modifications, includes a modified console, with a, once again, but more pronounced bend in the middle, and the ash tray mounted on the console.

Headliner, Underside of Hood, Door Panels & Arm Rests

Headliner, Underside of Hood OTS, Underside of Cloth Top/Hood



Full width of the top Anti-Drum
Shot Bag. 875111



Missing Anti-Drum Shot Bags are Non-Authentic.

All 3.8L and 4.2L E-Types came with factory Anti-Drum shot bags. Aftermarket tops must be ordered with shot bags as many current manufactures do not automatically install them.

The inside of the canvas top, the “bowdrill” is tan. The 3.8L and 4.2L E-Types have three support bows.

The frame is light grey.

Note: The Series 1½ E-Type only has the two rearward support bows.

FHC Headliner



The FHC and 2+2 headliners may be a beige, light grey, light green or suede green.

Sun Visors

OTS Sun Visors



OTS without Sun Visor

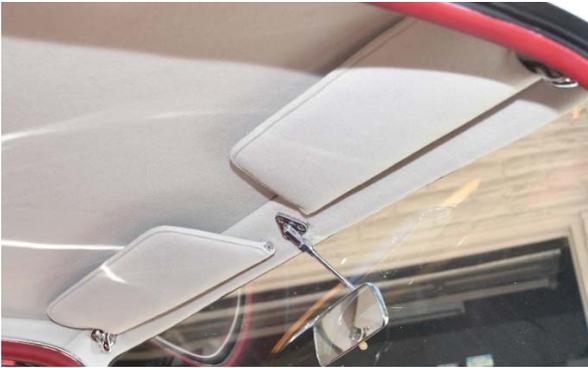


OTS with Sun Visor

September 1966, SDB P.178: Commencing at the following chassis numbers, **4.2L OTS** cars are fitted with vinyl covered Sun Visors. **3.8L OTS** models were never fitted with sun visors.

4.2L OTS chassis no. 1E. 1490 RHD and 1E. 12688 LHD

FHC Sun Visors



Some sun visors may be trapezoidal in shape.



March 1966, **SDB P.157**, the Vanity Mirror was added to the back of the 4.2L FHC passenger sun visor at the following chassis numbers. It may be fitted to earlier 4.2L E-Type FHC models.

4.2L FHC 1E. 20939 RHD and 1E. 31788 LHD

The FHC sun visor is the same color and material as the headliner.

Door Sills



Door sills are vinyl covered the same color as the upholstery. A chrome finisher is at the edge.

Shut & Hinge Faces



3.8L A-Post Shut Face and Hinge Face



4.2L A-Post Shut Face and Hinge Face

Door Panels

OTS Door Panels



3.8L OTS door panel without door pull/arm rest
3.8L OTS chassis no. 850001 RHD and 875001 LHD
3.8L FHC chassis no. 860001 RHD and 885001 LHD



4.2L Door Panel WITH chrome trim along front angled edge of door and door pull.

March 1964, SDP P.109, 2nd Issue: Chrome finishers are added to the door panel coverings.

Both the OTS and FHC models have a chrome finisher on the lower portion of the door panel.

Note: The wind lacing, the door seal weather strip, on the FHC is fabric covered.

Note: See **Arm Rests**, Page 57, for additional details.

FHC & 2+2 Door Panels



4.2L FHC Door Panel

Two Horizontal Chrome Trim Pieces One Diagonal Chrome Trim Piece along front edge.



4.2L 2+2 Door Panel, upholstery colored top and bottom

Note: Correct 2+2 Arm Rest shown here.

Vinyl - lower chrome piece is common to both OTS & FHC (Part # BD20503) (J30 Pg. 197 & 250) (J37 Pg. 178 & 228)

3.8L - Chrome beading on upper front edge added at:

4.2L - Chrome beading fitted on all cars (J37 Pg.177 & 227-228)

Arm Rest



E-Types produced before June 1963 do not have Arm Rests



Arm rests added June 1963 as noted below.

June 1963, SDB P.89: Arm rests with padded upholstery-colored tops and grey plastic bottoms, separated by chrome trim, are fitted beginning with the following chassis numbers:

3.8L OTS 850724 RHD & 879496 LHD

3.8L FHC 861189 RHD & 888698 LHD

August 1963, SDB P.93: The following OTS E-Types are not fitted with arm rests:

3.8L OTS 850725, 850727 RHD

3.8L OTS 879531, 879543, 879545, 879546, 879553, 879555, 879562 LHD

Door Jambs, Sills, Shut & Hinge Faces, Rubber Seals, & Wire Conduits

Door Jambs and Latching Mechanisms



B-Post Shut Face and Door Striker



B-Post Shut Face and Latching Mechanism

The door shut faces are where the door latches and striker are located. They are the same color and finish as the body color. The latching mechanisms are chrome plated.

There should not be any scratches from where the shut facing meet.



Note: 1961-1967 E-Types have bright cadmium door latch assemblies, 1968 Series 1½ E-Types have dull cadmium plated door latch assemblies.

Inside Bonnet Locks

Outside bonnet locks shown for reference



Only the first 500 E-Types were fitted with external bonnet locks, referred to as budget-locks, that used the “Tee” Handle to release the bonnet latches so that the bonnet could be opened.

- OTS chassis no. 850001 RHD to 850091 RHD
- OTS chassis no. 875001 LHD to 875385 LHD
- FHC chassis no. 860001 RHD to 860004 RHD
- FHC chassis no. 885001 LHD to 885020 LHD

The outside bonnet locks were replaced with interior “J” Twist-and Pull levers mounted on the A post where the door hinges are located.



Bonnet “J” Release Handle and escutcheon, mounted with Slotted Screws on 3.8L car and the “J” Hook is at the top when open.

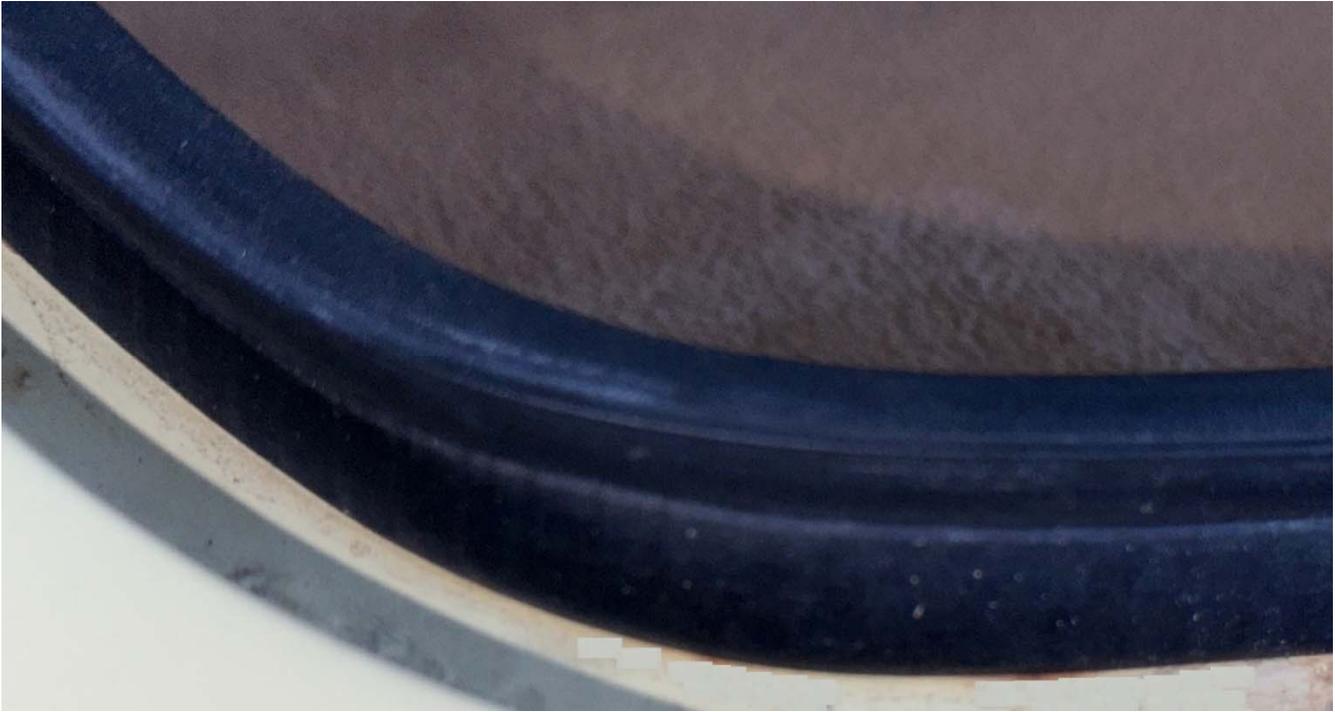


Bonnet “J” Release Handle and escutcheon, mounted with either Phillips Head or Pozidriv Screws, on 4.2L car and the “J” Hook is at the top when open.

October 1961, SB N.8: After the first 500 (91 RHD + 385 LHD=476 OTS and 4 RHD + 20 LHD = 24 FHC) E-Types are produced, the bonnet latch release mechanisms are moved to the inside of the car on the A-Post, next to the doors at chassis numbers:

- 3.8L OTS chassis no. 850092 RHD, 3.8L OTS chassis no. 875386 LHD
- 3.8L FHC chassis no. 860005 RHD, 3.8L FHC chassis no. 885021 LHD

Rubber Seals



Rubber seals are to be clean, no over spray or visible glue. Must fit well.

Boot Lid Rubber Seals

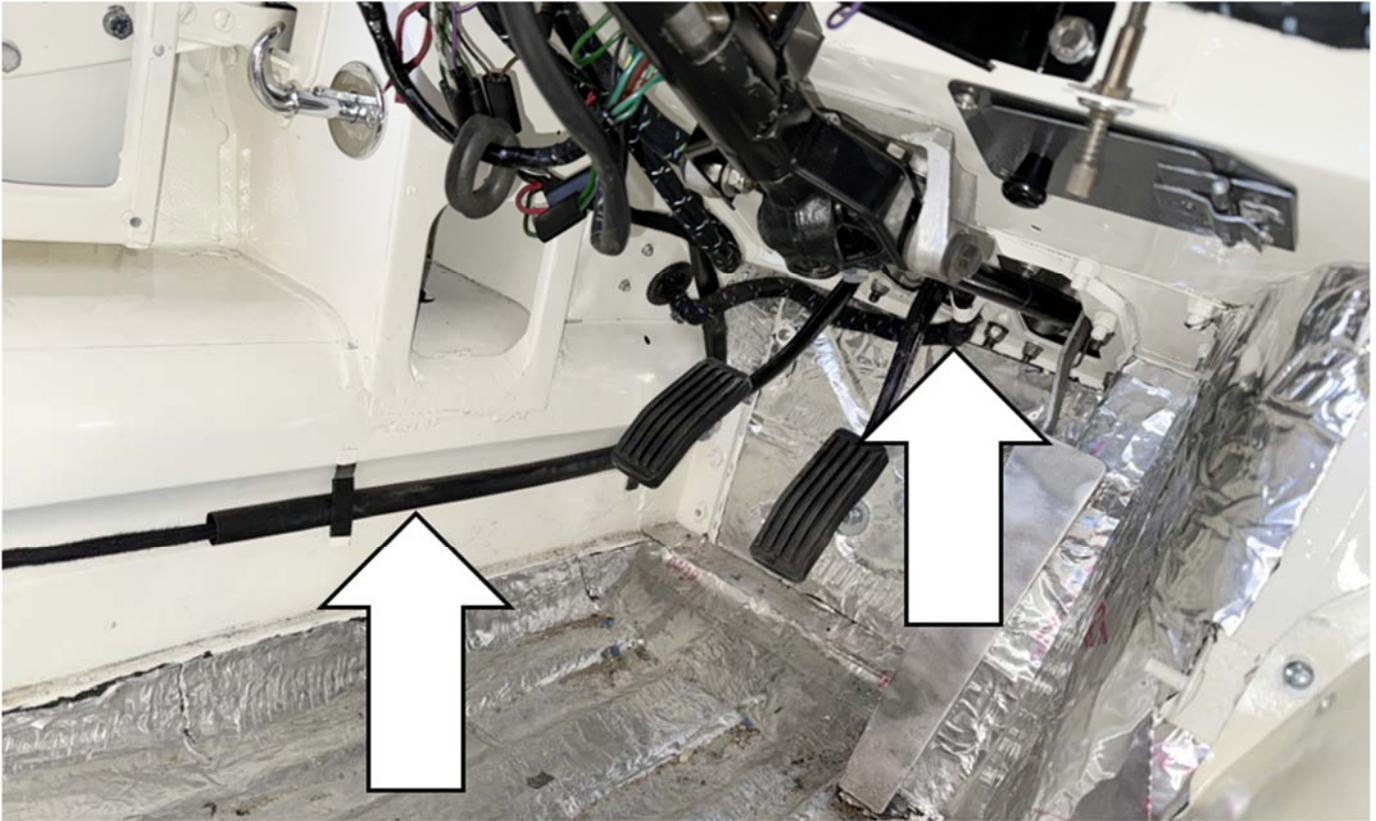


Early 3.8L Boot Lid has rubber gasket fitted to the boot lid.
Later 3.8L and all 4.2L have the rubber gasket fitted to the body.
The seal runs continuously around the placement.



3.8L and 4.2L FHC Boot Hatch has rubber gasket fitted to the body. The seal runs continuously around the placement.

Wire Conduits



Wiring looms run along the rocker panel and under the dash, both of which are covered by upholstery panels.



Carpets

Carpets/Heel Well-Foot Well



3.8L Flat Floor Carpet



3.8L Recessed Footwell Carpet



4.2L Recessed Footwell Carpet

June 1962 SDB P.51 (2nd Issue): The Foot wells or Heel wells were added at the following chassis numbers:

3.8L OTS chassis no. 850358 RHD and 876582 LHD

3.8L FHC chassis no. 860176 RHD and 885504 LHD

Carpet Hold Down Studs



September 1963, SDB P.96: E-Types are fitted with a revised front floor carpets which incorporate a plastic heel pad. The new carpets, which were also fitted to certain individual cars prior to those shown below, may be used as replacements for their predecessors.

3.8L OTS 850752 RHD, 879893 LHD

3.8L FHC 861256 RHD, 889054 LHD

November 1963, SDB P.100: E-Type cars incorporate [two black-plastic hold down studs] Carpet Fasteners.

3.8L OTS 850773 RHD, 880412 LHD

3.8L FHC 861325 RHD, 889347 LHD

Accelerator and Brake Pedal Pads



3.8L Pedals, brake pedals are flat with vertical ribs. The accelerator pedal has a slight bend near the middle.



4.2L brake pedals are curved with vertical ribs. The accelerator pedal is straight.

For both the 3.8L & 4.2L, the Accelerator Pedal is cadmium plated, hinged at the bottom.

May 1962, SDB A.79: A modified Accelerator Pedal and Stop Plate are fitted. The new parts are not interchangeable with those they replace.

3.8L OTS 850475 RHD, 876999 LHD

3.8L FHC 860375 RHD (also 860365 RHD), 885871 LHD

The Accelerator Pedal is revised, removing the bend in the middle, however, the parts book does not provide chassis numbers for when this revision took place.

March 1964, SDB K.71; The brake pedals are redesign to give improved locking on the Pedal Shaft.

3.8L OTS 850808 RHD, 880835 LHD

3.8L FHC 861446 RHD, 889780 LHD

Footrest/Toe Board



Toe Board



First style of back of toe-board with a triangular support



Second style of back of toe-board with a block support



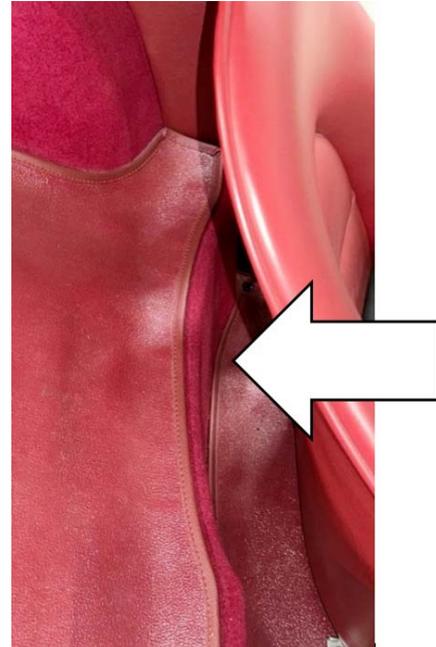
Third style of back of toe-board without any back support

The Footrest or Toe Board is believed to have been optional. The boards were cut from plywood and covered on one side with trimmed Hardura to match the car's interior. They were standard on the 4.2L cars but not listed in the J30 Spares Catalogue for the 3.8L cars. The lower support may be either non-existent, a triangular piece of plywood or a rectangular support.

Bulkhead – Recess Behind Seat (Seat Travel)



3.8L 876001 OTS Straight Bulkhead



3.8L 880018 OTS Recessed Bulkhead

June 1962, SB N.16: On both OTS and FHC models with the following chassis numbers, the vertical portion of the rear floor panel incorporates a recess behind the seat to accept extra seat travel of 1 ½". The floor mat is also revised to accommodate the extra curvature of the recess.

3.8L OTS 850527 RHD, 877356 LHD

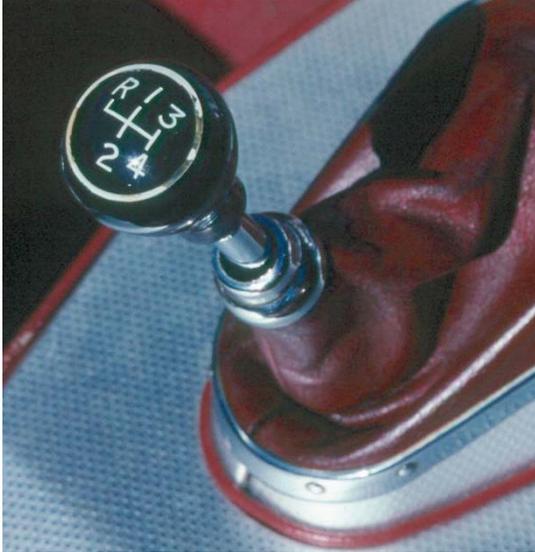
3.8L FHC 860581 RHD, 886093 LHD

The bulkhead recess continues through the rest of the Series 1 and Series 1½ E-Type production.

Hardware, Steering Wheel, & Instruments

Hardware

Gear Shift Knob



3.8L Gear Shift Knob

The 3.8L Gear Shift Knob has the Reverse selection to the Left and Up for the “Moss Box” non-synchromesh transmission. The “1” and “2” positions are shown further apart than the “3” and “4” positions. All are recessed and displayed in white lettering. There is a white circle around the positions. The side view shows the knob as somewhat of a pear shape or tear drop shape.



4.2L Gear Shift Knob

The 4.2L Gear Selector Knob has the Reverse selection to the Left and Down. All forward positions are shown in equal locations. All are recessed and displayed in bold, white lettering. The knob itself is round. There is a cone-shaped lock nut under the round knob.



Horn Push



Both the 3.8L and 4.2L Series 1 E-Type Horn buttons have one chrome outer ring and two gold inner rings. The gold Growler is set on a black and white checkerboard background.

Steering Wheel

All E-Type steering wheels are 16 inches in diameter. The aluminum frame, where the holes are located, have a polished finish.



Early E-Types were fitted with Beachwood Steering Wheels with exposed, aluminum ring and spokes up to March-April 1962.



Later 3.8L, Mahogany Steering Wheel with Concealed Aluminum frame.



4.2L Mahogany Steering Wheel

The first 500 E-Types had a light-colored Beachwood steering wheels had recessed finger indentations on the back of the steering wheel and the aluminum steering wheel frame is visible on the inside of the steering wheel up to around March-April 1962. From late 1962, E-Types had the reddish mahogany steering wheel which continued through 4.2L production.

Instruments

Speedometer and Tachometer



Photo by Rodric Gilbert, 876774, Feb 1962

3.8L Speedometer and 5500 to 6000 RPM Tachometer



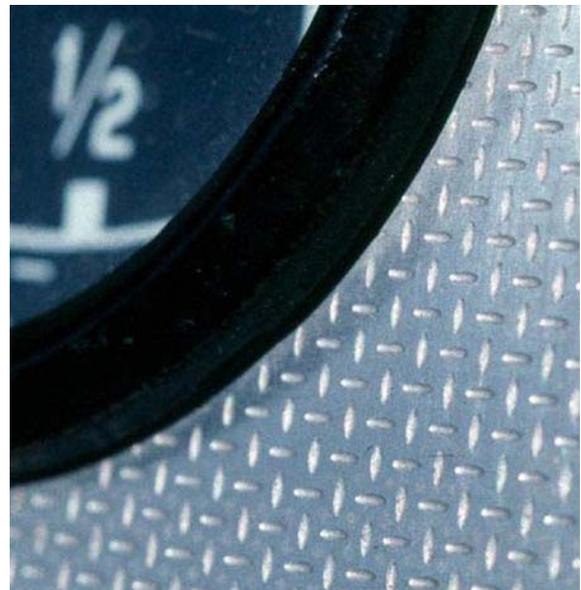
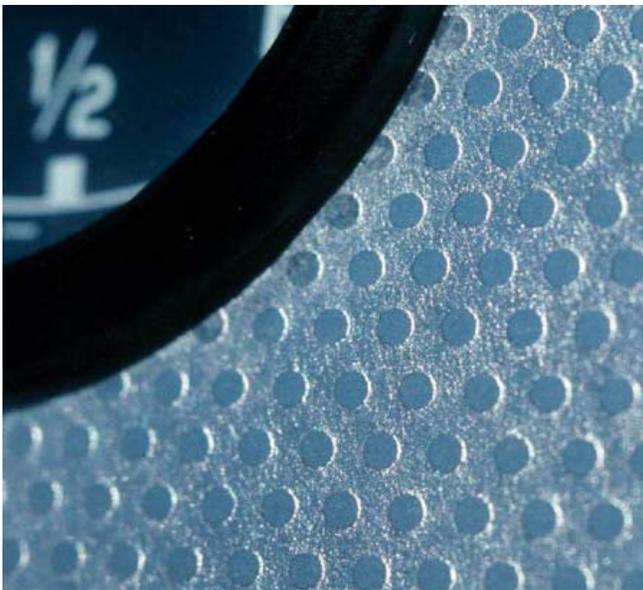
4.2L Speedometer and 5000 to 5800 RPM Tachometer

Speedometer Decal



This light adhesive information decal was fitted to the speedometer.

Dash



3.8L with Dot Pattern Dash

3.8L With Cross-Hatched Pattern

OCTOBER 1962 The embossed aluminum pattern on the dash and gear box cover is changed from the Dot pattern to the Cross-Hatched pattern.

OTS chassis no. 850610 RHD and 878302 LHD

FHC chassis no. 860913 RHD and 887132 LHD

September 1963, SDB P.95 & P.97: The Cross-Hatched aluminum pattern is replaced by black leather trim.

3.8L OTS chassis no. 850752 RHD and 879803 LHD

3.8L FHC chassis no. 861254 RHD and 889030 LHD

Instrument Panels



3.8L Instrument panel with toggle switches on a Dot pattern dash



3.8L Instrument panel with toggle switches on a Cross-Hatched pattern dash
OCTOBER 1962 to September 1963



4.2L instrument panel with toggle switches on a black vinyl dash. The dash was changed from cross-hatched embossed aluminum to vinyl late 1963 for the 1964 Model Year. This covering continued for the 4.2L through to sometime in 1967 when the rocker switches were introduced.



4.2L Instrument panel with Smiths gauges, except for the ammeter, which is Lucas, and rocker switches on a black dash

15 August 1967: For North American only, Toggle Switches change to Rocker Switches, starting at:

- OTS 1E15980
- FHC 1E34583
- 2+2 1E77709

Radio

Smith radios were available from the factory in Long and Medium wave bands only, Medium Waveband only, Medium and Short Wavebands only. They were also available as Dealer options. Radios must be period correct.



The 3.8L Radio bezel, for the aluminum Dot or Cross-Hatched pattern, has a horizontal pattern and the shape is trapezoid.



Radio with rectangular bezel and upholstery covered panel.



AM, Short Wave, FM Radio



When the radio was not supplied, the upholstery colored "Radio Delete" panel was installed

Speakers Grills



3.8L has satin finished grill and chrome surround mounted on the side of the upholstery-colored leather covered console panel



4.2L with satin finished grill and black grill surround that is part of the black vinyl covered console side panel.

Ash Tray and Ash Tray Surround

Oval Style Ash Tray



“Non-winged” or “Non-Eared” ash tray



May-December 1963, Revised ash tray with “Winged” or “Eared” surround. It still has the LEAPER on the swivel portion of the ash tray.

Both swivel style ash trays have the LEAPER on the swivel portion of the ash tray.

May 1963, SDB P.82: A revised Ash Tray is fitted in the Front Finisher Panel at the following and subsequent chassis numbers. The new Ash Tray is interchangeable with its predecessor.

3.8L OTS chassis no. 850696 RHD and 879292 LHD

3.8L FHC chassis no. 861150 RHD and 888513 LHD

The following calculations show the **numbers** of Series 1 E-Types produced with the winged ash trays.

3.8L OTS 850786 RHD minus 850696 RHD = **90**, 880615 LHD minus 879292 LHD = **1323**

3.8L FHC 861384 RHD minus 861150 RHD = **234**, 889504 LHD minus 888513 LHD = **991**

A total of 2638 E-Types are produced with the Winged ash tray.

Rectangular Style Ash Tray



January 1964, SDB P.105: The Ash Tray is changed from the oval/chrome style to the rectangular style with an upholstery-colored insert. This style continues throughout the 4.2L production.

3.8L OTS chassis no. 850786 RHD and 880615 LHD

3.8L FHC chassis no. 861384 RHD and 889504 LHD

Cubby Box



3.8L & 4.2L Open Cubby Box



Some late 4.2L transition Series 1 E-Types are fitted with the Cubby Box with door, handle and lock

The cubby box is changed from open with a black felt lining to having a door and lock

Grab Handle



3.8L Grab Handle is fastened from the back to the dash and fastened to the windshield pillar by a slot head screw



4.2L Grab Handle is fastened to the dash and the windshield pillar via chrome mounts and held in place by chrome, dome head fasteners.

Traffic Hazard Warning Device (Four-Way Flashers)



September 1965, the Hazard Warning Device is fitted.

Note: Initially, the back cover plate was not fitted.



Photo by T. Keohan

A cover plate is added to the back of the Warning Device; however, no exact chassis number is given.



Metal tag indicating "ON" and "OFF" is added; however, no exact chassis number is given.

September 1965 SB P.41: In order to comply with new traffic regulations for the State of New York, U.S.A., all cars exported to the U.S.A and cars sold for subsequent shipment to the U.S.A., after September 1st, 1965 have a traffic hazard warning device fitted as standard equipment under the dash.

Note: JCNA Rule book requires references be made to actual Jaguar Cars documentation. However; Service Bulletin chassis numbers and recording dates do not necessarily reflect the actual chassis number and date of a production change.

There is no deduction for variance as to whether or not the cover is present.

Air Conditioning

APRIL 1968

The following changes or modifications are implemented:

- Factory air conditioning is available as an option (USA)
- Dash toggle-switches are changed to rocker-switches
- Adjustable seat backs are fitted
- A cubby box door is installed to cover the cubby opening
- The radiator is fitted with twin-cooling fans

Water Temperature Gauge



JULY 1968 For left-hand drive cars only, the Celsius calibrated water temperature gauge is replaced with zone calibrations.

OTS chassis no. 1E.16538 LHD

FHC chassis no. 1E.34945 LHD

2+2 chassis no. 1E.77838 LHD

Outside Bonnet Lock Tee Key

The “Tee” key is stowed on the passenger side of the drive shaft tube and has its own pouch.



The Bonnet Tee is stowed behind the passenger seat on the console.

Mirror, Interior

OTS Mirror



Both the 3.8L & 4.2L OTS Mirrors, with the chrome surround and beige backing, are fastened to the windscreen stabilizing rod via an adjustable chrome slide.

February 1963 SDB P.73: 'E' Type Fixed head Coupes commencing at 861057 RHD 888067 LHD chassis numbers and subsequent chassis numbers are fitted with a revised Interior Mirror. The new mirror may be used to replace its predecessor.

FHC Mirror

3.8L & 4.2L FHC interior mirrors are a trapezoid shape with silver cross-hatched backing, mount to upper windscreen header.



3.8L FHC
April 1961 – February 1963
The support arm becomes more curved



3.8L FHC
February 1963 – On

February 1963 SD P.73: The FHC is fitted with a revised Interior Mirror. The new mirror may be used to replace its predecessor, provided all the related items are fitted.

3.8L FHC 861057 RHD, 888067 LHD



4.2L FHC



2+2 Mirror

Seats, Squabs & Belts

3.8L Seats and Squabs

“Squab”, seat back, the part that one leans on.



3.8L Seats have two horizontal panels on the squab surrounded by a “U” shaped panel, and three front-back panels on the cushion along with a bolster. Early OTS and FHC seats are the same and have a smaller radius at the top of the seat.

Beginning 30 October 1962, 3.8L FHC seat have a larger radius.

Initially, all 3.8L E-Types cars received same seats, with the top of the backrest (squab) having a tight radius and know as the “steeple” type. Starting around 30 October 1962, (887337) a redesigned rounded larger radius was starting to be installed on the FHC’s only. Examples exist of either seatback installed up thru 18 Nov 1962 (887537)/(861123) and thereafter all FHC’s came with the larger radius. This seat did not fit in the OTS’s, so they continued with the steeple type.

Note: There was no difference between driver and passenger seat. *A. Karpovitch*

4.2L Seats, Squabs and Seat Backs

Seat “Cushion”, the portion that one sits on.



OTS 4.2



Photo by T. Keohan

FHC 4.2

The 4.2L seat cushion and squab each have 6 pleats. The pleats extend further up over the back of the squab on the FHC than they do on the OTS model.



Photo by T. Keohan



The back of the 4.2L squab is: Moquette, later changed to Vinyl

(Seat) Belts

Seat belts became mandatory on January 1, 1968. Prior to that, they were optional.

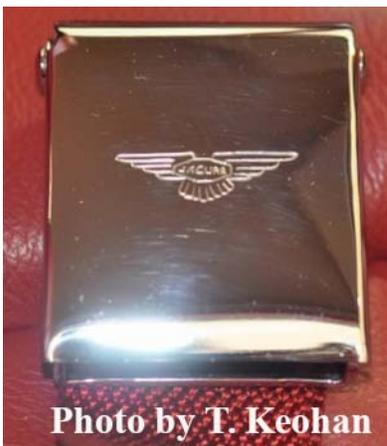


Plain *Hickok* style buckle

Note: Belt webbing may be upgraded as it is a safety item.



“Fleur-de-lis” style buckle



“Winged” style buckle



Jaguar Leaper buckle

Lap seat belts were either dealer or owner installed and may be of any period style. Period buckles show above.

March 1963 SB N.14 (2nd Issue) states, “For cars with built-in seat Belt anchorages, (that is, on and after the following chassis numbers) official Jaguar seat belts will soon be available. These belts will be marketed solely by this company and will be supplied only through the Jaguar Spares Division.)”

OTS chassis no. 850301 RHD and subs., 876359 LHD and subs.

FHC chassis no. 860113 RHD and subs., 885318 LHD and subs.

Notes: