



Lynx XKSS Standard Car Specification

Established in 1968, Lynx Motors (International) Ltd is a UK based private limited company engaged in the manufacture and restoration of sports and racing cars.

Identity

The car carries the following identity: TBD

Type of build

The Lynx XKSS is built using a late sixties donor Jaguar XKE and utilises an aluminium monocoque and body sections. All engine, suspension, brake and steering components are Jaguar. The specification of the car is as per the attached build sheets.

Dimensions and Technical Data

Manufacturer	JAGUAR XKSS BY LYNX MOTORS
Vehicle Type	XKSS To Be registered as a Jaguar XKE
VIN	TBD
Engine Capacity	4235cc
Power Output	195kW/270bhp 4500 1/min
Colour	TBD
Overall Weight(incl. driver and 50 l of petrol	1115kg/2458lb
Seating capacity	2
Gross Weight	1390kg/3064lb
Wheelbase	2286mm/90"
Length	3980mm/157"
Width	1660mm/65"



Height	1520mm/60"
Stationary Noise	105dB/A
Driving Noise	84 dB/A
Wheels and Tyres	6J-16--185/80R16 75W
Top Speed	150mph

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Registered office in the United Kingdom- Company Number: 9119944



BUILD SPECIFICATION

Lynx XKSS Build Number	TBD
Chassis Number	TBD
Body Number	TBD
Engine Number	TBD
Gearbox Number	TBD

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Overview

The car has been constructed to a very high standard for use on the road or track at a club level. The build captures the flavour of the period but incorporates modifications to enhance its performance, safety and usability including left-hand drive or RHD

A) Body

1. New hand-made monocoque, tail section and bonnet in 16 swg aluminium
2. LHD monocoque with extended foot well and re-positioned seat back panels to provide for additional legroom
3. New updated front chassis frames in Reynolds tubing
4. Original specification XKSS hood, bumpers and luggage rack
5. Windscreen frame in polished 16 swg aluminium as original XKSS
6. Original specification XKSS screen in laminated safety glass from Lynx tooling
7. LYNX foot rest for clutch
8. Body & Trim colours - TBD

B) XK Jaguar Engine

Capacity	4,234 cc
Cylinders	6
Bore	3.645“(92.58mm)
Stroke	4.159“(106 mm)
Block	Cast iron
Head	Aluminium gas flowed and blue-printed with enlarged ports
Fuelling	3 x Weber 45DCOE
Manifold	Lynx Weber manifold gas flowed
Pistons	Competition 8.785:1



Rods	Lynx competition, steel
Crankshaft	Lightened balanced forged
Clutch	Semi competition-diaphragm type
Clutch Size	9 ½"
Flywheel	Lightened
Valve diameter	Inlet 1.8" Exhaust 1.625"
Camshaft	Lynx semi-competition
Exhaust Manifold	Bespoke manifold for LHD
Power output	270 BHP at 5,500 RPM 342 ft*lb torque at 5,300 RPM

C) Cooling System

1. Lynx high efficiency aluminium radiator
2. Upgraded low profile cooling fan
3. Thermo-switch operating fan at 74"
4. Lynx D-type aluminium header tank

D) Gearbox

1. Lynx close-ratio 5 speed Getrag gearbox with overdrive top gear

E) Steering

1. High ratio rack and pinion
2. Lynx special rack mounting bushes for positive steering response

F) Front Suspension

1. E-type top and bottom front wishbones



2. Lynx eccentric top wishbone spindles to five additional castor and camber adjustment
3. Lynx D-type front geometry setting
4. Uprated torsion bars, adjustable
5. Lynx adjustable dampers with bump stops
6. Lynx uprated suspension bushes for improved location
7. Peg drive hubs with center lock spinners

G) Rear Suspension

1. Jaguar independent double wishbone rear suspension system
2. Lynx lower wishbone location system
3. Uprated 325lb rear springs
4. Lynx adjustable dampers with adjustable spring seats
5. Lynx D-type rear geometry setting

H) Differential

1. Rear axle ratio 3.07:1
2. Competition modified and rebuilt Salisbury power-lock differential

I) Fuel System

1. Aluminium fuel tank mounted on rear bulkhead--- 30 gallons
2. Traditional Monza fuel cap
3. Electronic Hyco fuel pump rated at 30 gallon (Imperial) / hour and 3 PSI
4. Braided fuel lines



J) Braking System

1. Front brakes multi-pot Lynx calipers on large diameter solid discs
2. Rear brakes XJS calipers on large diameter solid discs
3. Brake lines all in Kunifer tubing with braided Aeroquip flexible sections
4. High ratio rear brake servo fitted

K) Electrical system

1. High capacity competition alternator running negative earth
2. High torque lightweight starter motor
3. Electronic 123- ignition system
4. High power halogen H4 headlights

L) Wheels and Tyres

1. Wheels (front and spare): original specification 16" alloy Dunlop, pegdrive hubs, 6" rims (front rear and spare)
2. Tyres: Vredestein Sprint Classic 185R16 radials (front & rear).

M) Interior

1. Original specification dash finished in satin black. McQueen cubby box with lid.
2. Safety belts—full harness
3. Steve McQueen specification XKSS seat cushions
4. Specially-built original specification D-type quick release steering wheel 1" smaller in diameter than original
5. Original D-type instrumentation and switch gear, speedometer in mph

N) Vehicle Identity

1. The Lynx XKSS carries the identity of the donor vehicle – 1960's Jaguar XKE



O) Other items

1. Stainless steel exhaust manifolds
2. Bespoke high quality hand built XKSS exhaust system
3. Removable side windows
4. Hidden electrical cut-off switch
5. Lynx dry sump lookalike system
6. Lynx D-type spec pedal box
7. Sonnenland hood (top) cover
8. Lynx carburettor trumpets
9. Polished aluminium bumpers, rear light plinths and headlamp cover rims
10. Lynx D-type exact brake fluid reservoir

P) Weight Distribution

Overall weight (no driver and 20 litres petrol) – 995 Kg/2,194 lbs

WEIGHT (Kg/lb)	LEFT	RIGHT
FRONT	259/571	249/549
REAR	245/540	241/532

DISTRIBUTION:

FRONT: REAR (%)	51 : 49
RIGHT: LEFT (%)	- 49 : 51