

Harden

**Coach and Motor
Company**

'Heritage' C-Type Full Build

Chassis - Fully-bracketed tubular space frame chassis similar to original. Chassis and components are shot blasted and finished in silver gloss powder coat.

Bodywork - Handcrafted glass reinforced plastic (GRP)-aluminum body optional- panels to include bonnet with inner wheel arches and flush fit aluminum louver panels. Two door centre section including boot section and lid. Engine bay bulkhead is clad using 18g aluminum.

Engine and Transmission - Jaguar 6 cylinder XJ unit rebuilt to standard specification, engine fitted with rebuilt 2 inch S.U. carburetors (Triple S.U. and Webber option available) and all new/rebuilt ancillaries (starter, alternator, water pump etc).

Modern 5 speed gearbox, fully stripped and rebuilt including period gear stick.

Ratios: - 1st 3.28:1 2nd 1.98:1 3rd 1.3:1 4th 1:1 5th 0.82:1

Front and Rear Suspension including Final Drive - Sourced from Jaguar XJ12 / XJS the units are fully stripped, shot blasted and finished in silver, Units are fully rebuilt using new components and differential is stripped and reset. Front suspension rubber bushings are replaced with polyurethane bushings. Fully adjustable coil over shock absorbers and front anti-roll bar are installed.

Braking System - Braking system to include new master cylinder and rebuilt servo unit. Factory exchange brake callipers with new discs and up-rated pads are included. Pedals can be positioned to suit driver leg length.

Fuel System - Seventy liter baffled aluminum tank to include sender unit, high performance electric fuel pump and original style 3 ½ inch roller filler cap

Wheels and Tires - 5Jx16 (painted) wire wheels including spare wheel fitted with correct speed rated tires.

Interior Trim - Full leather upholstery with Wilton-quality carpet in customer's choice of color. Period correct instrumentation, steering wheel and three-point seat belt harnesses.

Weather Gear - Split soft tonneau fitted with customers choice of color enables driving with half in place.

Livery - Fully prepared bodywork painted in a base coat/clear coat system with finished livery to customer's choice. Roundels are optional.

Final Finishing - Final reassembly (suspension, tire pressure, etc.) set to factory specification and test driven for 100 miles. A recheck of all mechanicals is done. Adjustments, if necessary, are performed.

Investment:..... \$64,000 on the road

Full build options:

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| Limited slip differential option 3.07 ratio..... | \$691.60 |
| Front vented discs with 4 pot calipers..... | 296.40 |

Engine

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| HT strap | \$45.00 |
| Champion plug caps..... | 90.00 |
| Catch tank for cam breathers | 128.00 |
| Braided fuel lines..... | 136.00 |
| Road/race camshafts | 500.00 |
| Oil cooler including braided pipes..... | 650.00 |
| Lynx manifold..... | 1,900.00 |
| Triple SU's with manifold | 2,990.00 |
| Triple 45 DCOE Webers with manifold..... | 3,130.00 |

Full 280bhp XK 4.2 Liter Engine:

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| Lightened and balanced with 45 DCOE Webers – Lynx manifold – vented smooth cam covers – oil cooler conversion to pump, plus period parts like original 1953 engine..... | \$11,000.00 |
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High Capacity Fuel System:

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| Cleanable filter – Blue Top facet pump – 3/8 pipe – Filter King regulator w/gauge..... | \$700.00 |
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Exhaust:

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| Stainless steel tail pipes for large silencer | \$355.68 |
| Large stainless silencer | 365.56 |
| Stainless steel down pipes..... | 375.44 |
| Stainless steel dual can 1953 pipes | 750.88 |
| Stainless steel manifolds..... | 948.48 |

Body:

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| Period wing mirror..... | \$68.00 |
| Bonnet scoop 53' (with drip) | 168.00 |
| Stainless steel cross-ply mesh grill | 90.00 |
| 1953 boot detailing | 130.00 |
| Refurbished MKVII rearview mirror..... | 130.00 |
| Aeroscreen upstands (1ea.)..... | 260.00 |
| Boot support strap..... | 375.00 |
| Single rear light conversion | 650.00 |

Interior:

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| 1953 Replica dash add-ons including passenger dash – four pull switches – grab rail – dual water/oil gauge with flat black aluminum main dash and polished aluminum passenger dash..... | \$500.00 |
| Remote dip switch..... | \$40.00 |
| Armourcord foot well mats..... | 90.00 |
| 1953 replica pedal pads..... | 130.00 |
| Replica spare plugs..... | 65.00 |
| Adjustable seats..... | 300.00 |
| Billet steering boss with Jag badge..... | 300.00 |
| Pontoon access for driver side with spark plugs in cover plate..... | 350.00 |

Chassis:

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| Left hand drive conversion..... | \$1,400.00 |
| with extended footwell | |

Electrical:

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| Fuel cut-off switch..... | \$46.00 |
| Bootstrap mounted light..... | 58.00 |
| Engine bay light..... | 64.00 |
| Battery cut-off switch..... | 66.00 |
| Battery plate and upstand..... | 68.00 |
| Headlight mounted indicators (2)..... | 126.00 |
| Cockpit map lights..... | 150.00 |
| CLR 700 Lucas third spot light..... | 170.00 |
| 1953 replica horn..... | 190.00 |
| Dummy electrics pack..... | 235.00 |

Cooling:

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| Radiator stays..... | \$110.00 |
| Aluminum large core radiator..... | \$350.00 |

All prices subject to change without notice.