



Daimler



2 1/2 Litre & V8~250

SALOON

1962~1969

The first new car following the purchase of Daimler by Jaguar June 1960. The last Daimler to have a Daimler designed engine in what is basically a Jaguar Mk.2 body shell. Following it's demise Daimler became badge engineered Jaguars. Known initially as the Daimler 2 1/2 litre which had detailed refinements for the 1968 model year to become the V8~250.

SPECIFICATION.

Layout: Four door five seater saloon, front engined rear wheel drive of unitary construction.

Engine: V8 ohv in a hemispherical head of 2,548 cc capacity; bore & stroke, 76.2 x 68.9 mm; compression ratio 8.2 to 1; twin SU carburettors; 140 bhp at 5,800 rpm, maximum torque 155 lb. ft. at 3,600 rpm.

Transmission: Borg-Warner type 35 automatic gearbox with torque converter and 3-speed planetary gears. The final drive is Hypoid bevel; ratio 4.27 to 1 with optional power lok limited slip differential. A 4 speed manual with optional overdrive was introduced as an option on the 1968 upgrade.

Suspension, Steering, & Brakes: Front independent coil springs, wishbones, & telescopic dampers with anti-roll bar. Rear live axle located radius arms and Panard rod with cantilever leaf springs and telescopic dampers. The steering is a Burman recirculating ball type with optional power assistance. Dunlop disc brakes with Lockheed vacuum servo.

PERFORMANCE.

Top Speed;	112.5 M.P.H.	
Acceleration;	0-30 M.P.H.,	4.9 secs.
	0-50 M.P.H.	9.9 secs
	0-60 M.P.H.	13.5 secs
	0-80 M.P.H.	24 secs.
	Standing 1/4 mile	19.2 secs.
Fuel Consumption	15 to 19 M.P.G.	

DIMENSIONS:

Wheelbase	8ft 11 ins.
Length	15ft 3/4 ins
Width	5ft 6ins
Dry Weight	3,046 lbs. (1 ton 7.2cwt, or 1,380kg.)

PRICE:

On launch	£1,568 19s 7d	1968 (upgrade)	£1,615 12s 4d.
Extras	Power steering £66 9s 2d	Overdrive	£44 5s 0d
		Automatic	£82 7s 1d

PRODUCTION:

R.H.D.	17,157	L.H.D.	727	Total	17,884.
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The
Daimler
&
Lanchester
Owners' Club

