

JENSEN-HEALEY





#### **HISTORY. The making of a classic**

The history of car making sparkles with famous pairings, since the days of Rolls and Royce.

The success of such marques has often stemmed from a unique fusion of diverse talents, in cars that reflect the best of both.

So it is with Jensen and Healey.

Two names that had earned their reputations for engineering and design long before the Jensen brothers first built bodies for the Healey 100 of two decades ago.

The relationship continued until the demise of the Healey 3000 in 1967. And its success can be measured in the strong admiration which the car still commands seven years later.

Now, the two names are joined in one uncompromising car. The Jensen-Healey.

It combines the blue-blooded heritage of British sports car design with the very latest technological developments in automotive engineering.

The result is a car that's made to be best in its class for years. And years to come.

#### **The qualities of a classic**

The Jensen-Healey has all the characteristics of a proper sports car for the '70s: comfort, handling, performance and safety. It's the breeding behind the mixture, and the flair with which the qualities are balanced, that makes Jensen-Healey a classic.

Driving it is the only way to experience the feeling. As Motor Trend said—"It has been some time since we have been moved to a burst of laughter brought on by sheer joy in a car, but it happened with the Jensen-Healey\*\*

The car responds quickly to every light touch with a positive reaction. Accelerating onto a motorway—taming a twisting side road—braking for the unexpected—even dawdling along in heavy traffic. Everywhere you take a Jensen-Healey, you rediscover

\*Motor Trend, February '73

pleasures you thought motoring had left behind.

#### **Handling and ride: Sure-footed comfort everywhere**

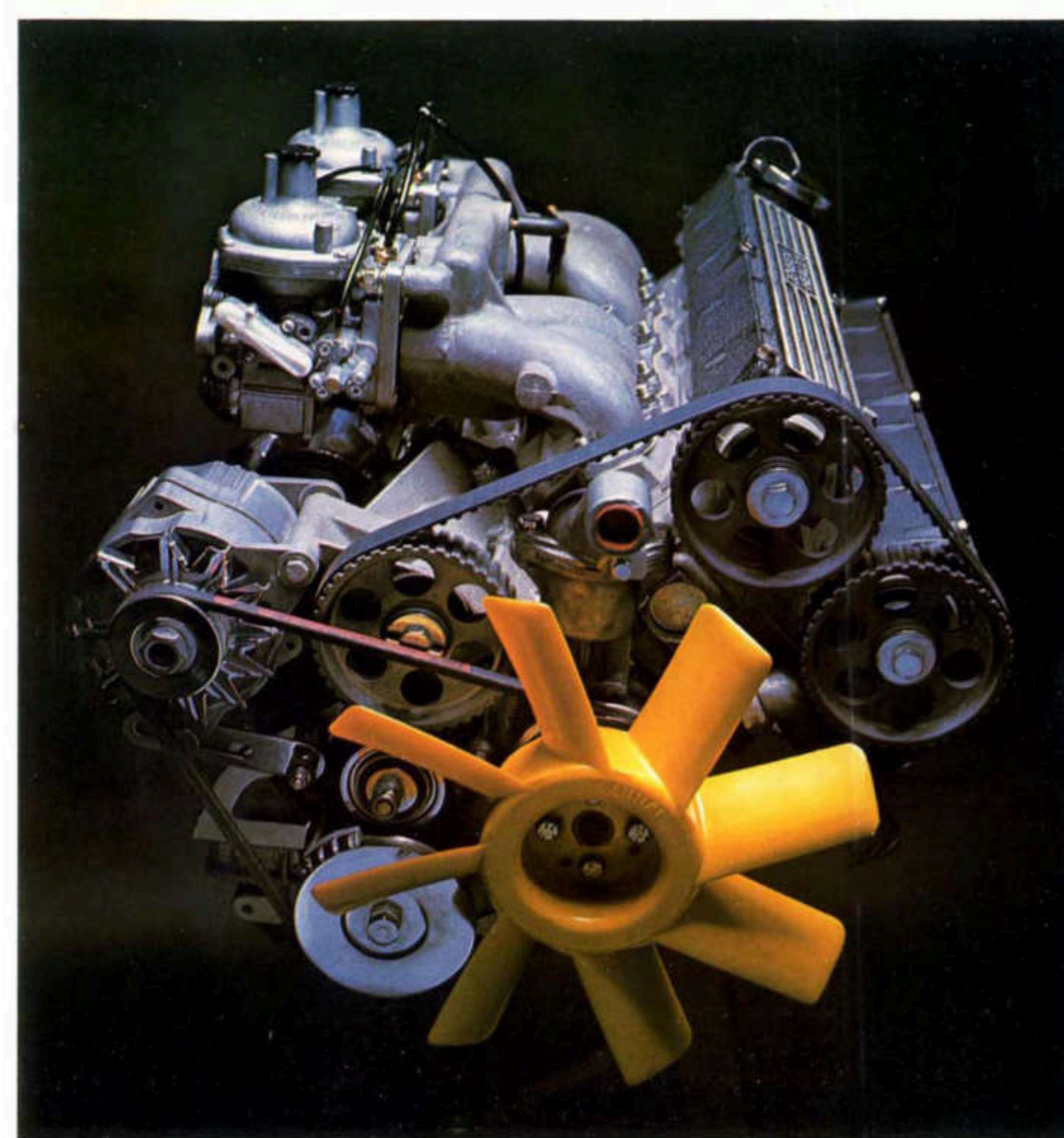
Gone are the days of struggling with a sports car to make the most of its performance. Even though power outputs are greater, suspension technology has kept pace.

So, in the Jensen-Healey, there's enough sophistication to give a feeling of security all the time. Which in turn allows you to use all the performance you want, with confidence.

From wide, low-profile radials on specially-cast 5 1/2" section alloy wheels, to its sure-footed suspension, the Jensen-Healey promises good roadholding.

Add the stopping power of a self adjusting servo-assisted dual line braking system, the precision of rack and pinion steering—and you have a car that can comfortably cover all kinds of ground deceptively fast.





#### **Heart of the matter: The brilliant Lotus Powerplant**

A modern British sports car as special as the Jensen-Healey demands something much more sophisticated than the usual adapted family saloon powerplant.

The Lotus developed 2 litre OHC engine is a perfect choice. Light alloy, with 4 valves per cylinder. Retaining all the mechanical niceties of its racing engine forebears but giving a wide, usable band of power from tickover to a peak of 140 BHP at 6500 RPM.

While it can pass present U.S. emissions standards without air pumps or exhaust recirculation, this engine is still capable of producing outstanding acceleration figures.

Porsche type synchromesh perfects the five speed gearbox. And torque characteristics are such that the car will pull solidly and smoothly from 2000 RPM in any gear—unusual flexibility for such exhilarating performance.

Add to that a miserly thirst for fuel—around 25 MPG—and you begin to appreciate what a remarkable powerplant the Jensen-Healey has.

#### **Assembly to testing: Jensen quality all the way**

Attention to detail is the key. That's what maintains high standards, and makes the Jensen-Healey a superior sports car.

Once the engine and completely-trimmed body have been carefully united, every car is thoroughly road tested. Then, it has to pass a high pressure water test against leaks. These are just some of the many quality control checks throughout the assembly process.

**Interior design: accent on comfort**

The lack of body roll, rattles and bumps puts a Jensen-Healey driver at ease from the first turn of the wheel.

But even before the car moves, you'll notice the comfort. With more legroom than a six footer could ask for, ample headroom, and space to move your elbows without hitting obstructions.

The fully adjustable, reclining seats are ergonomically designed to hold you in place, and soft enough to do it gently.

For safety's sake, seats have adjustable head restraints, while the inertia reel lap and diagonal seat belts incorporate a reminder warning system. Ahead of the fully padded steering wheel, the oval instrument panel is set in a foam filled fascia.

The driving position itself is excellent—the steering wheel providing a secure, comfortable grip exactly where you want. Easily-read speedometer and tachometer dials are directly in front. These are flanked by other instruments, including voltmeter, oil pressure, water temperature, fuel and battery condition indicators.

All switches are within easy reach, as are the heater controls. Heating and ventilation are taken care of by an integral unit with outlets to the footwells and adjustable fresh air face vents, which can be boosted with the heater fan if required.



Separate ram air vents provide additional ventilation to the footwells. Combined, these systems provide an ideal 'climate' in all weather conditions.

Contrary to sports car tradition, there's plenty of storage space in the cockpit, too: in a lockable glove compartment on the fascia, covered cubby box in the full-length central console, and a large carpeted luggage area behind the seats. Like the rest of the interior, it reflects the designer's thoughtfulness.

**Exterior details: the finishing touches**

The Jensen-Healey can be two great sports cars in one: With the standard hood, it's a wind-in-the-hair summer car or a draught and waterproof long-distance tourer. With the optional Hardtop, you have extras like a heated rear window, and through-flow ventilation to add to your comfort.

You'll notice that the boot is unusually large for a sports car at 6 cu.ft. The space is created by carrying the spare wheel beneath the boot floor, while inside the counterbalanced lid, all luggage travels safely—protected by full carpeting.

These are the finishing touches that help make the Jensen-Healey surprisingly good value for money. It's a sports car that's every inch a Jensen, except for the price tag.



# Specification

## Engine

In line 4 cylinder engine inclined at 45°. Twin overhead camshafts, dual inlet and exhaust valves. Bore 3.75 in. (95.2 mm). Stroke 2.73 in. (69.3 mm). cubic capacity 120.5 cu. in. (1973 cc). Compression ratio 8.4:1. Crankshaft: fully balanced 5 main bearings. Lubrication: sump capacity 12.3 pints (7 litres), full flow oil filter. Fuel system: electric pump, in line paper element filter, twin carburettors, fuel tank capacity 11 gallons Imperial (13 gallons U.S.) 50 litres, remote mounted, dry paper element air cleaner. Ignition: coil, ballast resistor, 12v system, Champion N7Y spark plugs. Cooling: pressurised 10 p.s.i. Engine driven fan. Oil cooler.

## Transmission

5 speed and reverse manual gearbox. All forward gears Porsche type synchromesh. Remote console mounted gear shift. Overall ratios 1st 11.62:1 2nd 7.45:1 3rd 5.45:1 4th 4.28:1 5th 3.45:1 reverse 13.80:1. Clutch 8 1/2 in. (216 mm) diaphragm spring type, cable operation, ball bearing thrust release. 2 piece propeller shaft. Hypoid rear axle 3.45:1 ratio.

## Suspension

Front: independent, double wishbones, coil springs and telescopic dampers. Rear: live axle, four links, coil springs and telescopic dampers.

## Steering

Rack and pinion. Fully padded dished safety 15 in. (380 mm) diameter steering wheel. Ratio 16.3:1.

Turning circle 32 ft. (9753 mm). 3.16 turns lock to lock. Steering column lock. Lock audible warning device (U.S.A. only).

## Wheels and Tyres

13 in. (330 mm) cast aluminium wheels. 185-70 H.R. 13 radial ply tyres. Spare wheel in carrier beneath luggage compartment floor.

## Brakes

Self adjusting servo assisted dual line hydraulic. Front discs, rear drums. Front disc brakes 10.0 in. (254 mm) diameter. Swept area 194 sq. in. (1250 cm<sup>2</sup>). Rear drum brakes 9 in. (229 mm) diameter. Swept area 99 sq. in. (640 cm<sup>2</sup>). Cable operated parking brake on rear wheels, with warning light.

## Electrical Equipment

12v 35 amp alternator with integral voltage regulator. 50 a/h battery. Side lamps, O.V. headlamps: dual intensity rear lamps incorporating turn indicators, reflectors and gear box operated reversing lamps. Number plate illumination. Self cancelling turn indicators with lane change facility. Interior/map reading light in passenger door with courtesy switches. Rheostat controlled instrument illumination. Hazard warning system. Twin Hi-Lo horns operated by multi-purpose column mounted switch which also controls headlamp flasher, dip and turn indicators. Twin two speed electric windscreen wipers with flick wipe and wipe wash facility controlled by column mounted switch. Electric clock and cigar lighter. 2 jet electric windscreen washer. 3 fuses protecting battery, ignition and accessories.

## Body

Unibred fully undersealed steel body structure. Open two seat sports car construction with bolt on front and rear wing panels. Interior: adjustable and adjustable rear view mirror, inertia reel lap and diagonal seat belts with audio/visual warning device, foam filled safety fascia and instrument panel with lockable glove box, full length console with covered storage space and ash tray. Provision for radio with speakers in doors. Key operated door locks. Seats upholstered in ventilated vinyl with foam cushions and webbing suspension, adjustable for reach and rake. Adjustable head restraints. Carpeting to rear floor area, tunnel and sill sides, rubber matting on floor sections. Anti-burst door latches. Laminated wrap round windscreen in padded stainless steel frame. Counterbalanced fold away hood with Velcro retention at sealing edges. Tonneau cover (additional cost), 6 cu. ft. (17 m<sup>3</sup>) fully carpeted lockable rear luggage compartment. Counterbalanced boot hinges. Tool kit.

## Instruments

Speedometer; electric tachometer, voltmeter; oil pressure, water temperature and fuel gauges. Warning lights for seat belts, ignition, direction indicators, main beam, brake failure (LHD only) and hand brake.

## Safety Belts

Inertia reel lap and diagonal safety belts to both seats with audio/visual warning device.

## Heating and Ventilation

Integral heater/fresh air unit. Blown face level

vents. 4 kw 2 speed heater/blower. Ram air to footwells.

## Jacking System

Screw type jack fitting on to a flange under sills.

## Hard Top (additional cost)

Fibreglass detachable hard top with heated rear window, in-built rocker switch and warning light. Through flow ventilation.

## Leading Dimensions

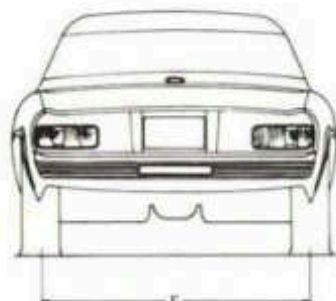
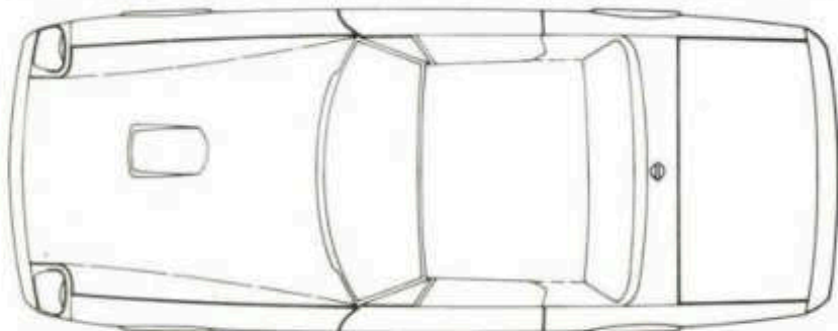
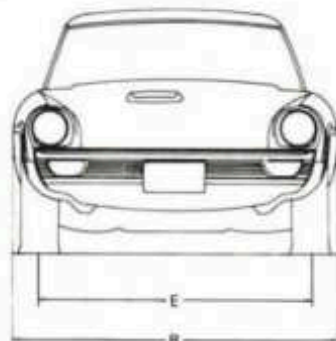
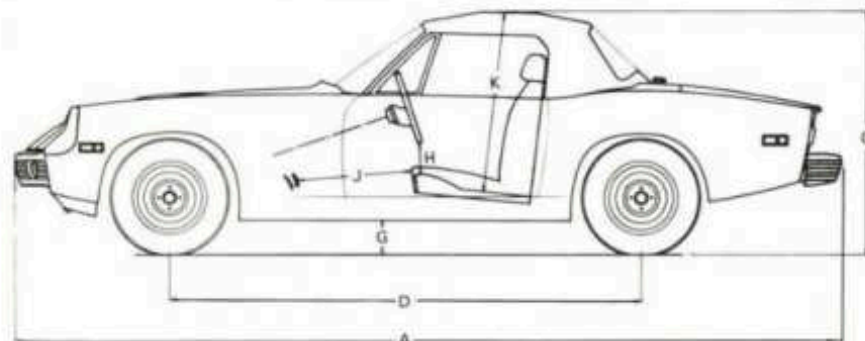
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|----------------------------|--|---------------------------------|
| A                          | Length                                   | 13 ft 9 1/2 in. (4207 mm)       |
| B                          | Width                                    | 5 ft 3 1/4 in. (1606 mm)        |
| C                          | Height: Soft Top                         | 3 ft 1 1/2 in. (1210 mm)        |
|                            | Hard Top                                 | 4 ft 1/4 in. (1222 mm)          |
| D                          | Wheelbase                                | 7 ft 8 in. (2337 mm)            |
| E                          | Track, front                             | 4 ft 5 1/2 in. (1364 mm)        |
| F                          | rear                                     | 4 ft 4 1/2 in. (1332 mm)        |
| G                          | Ground clearance                         | 5 in. (127 mm)                  |
| <b>Interior Dimensions</b> |  |                                 |
| H                          | Steering wheel to seat cushion           | 6 in. (152 mm)                  |
| J                          | Maximum-Minimum length squab to throttle | 42 1/2-34 1/2 in. (1080-875 mm) |
| K                          | Seat hood                                | 35 in. (890 mm) (headroom)      |
|                            | Boot length                              | 52 in. (1320 mm)                |
|                            | Boot height                              | 12 in. (305 mm)                 |
|                            | Minimum unladen curb weight              | 2200 lbs. (998 kgs).            |

Detail modifications to this specification may be necessary in order to comply with local legislation.

## IMPORTANT

*These specification details do not apply to any particular vehicle which is supplied or offered for sale. The Manufacturer reserves the right to vary all or any of the specification details with or without notice and at such times and in such manner as they think fit. Major as well as minor changes may be involved. Although every effort is made to ensure the accuracy of the specification details contained in this brochure, neither the Manufacturer nor the Distributor or Dealer by whom this publication is issued nor their servants or agents shall be liable for any inaccuracy in any circumstances whatsoever. Consult the Dealer with whom your order is placed or is to be placed for details of the specification of any particular vehicle.*

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