

LET YOUR F-TYPE OFF THE LEASH

A HOW-TO GUIDE TO GET THE BEST OUT OF YOUR F-TYPE

The Jaguar F-TYPE has been designed to be enjoyed on both road and track. Should you wish to use your car occasionally on closed circuit tracks, this guide is intended to provide useful guidance and information specific to the F-TYPE before using the car in these controlled environments.

If you are using your F-TYPE on track as part of a specific event, the event organisers should provide guidance you need on safety, driving, and any restrictions such as overtaking.

PREPARATION OF YOUR F-TYPE FOR THE TRACK

PRE-TRACK CHECKS:

It is your responsibility as the driver to make sure your F-TYPE is prepared for track driving. Track event organisers will inform you of any special vehicle actions required prior to track usage.

Please note that track driving does put increased stress on certain vehicle components, so ensure you perform a thorough inspection of all such components. We recommend that the vehicle odometer reading shows a minimum of 2,000 miles (3,000km) of road driving before arduous track driving. This will maximise the capability of the car on the circuit.

Areas such as the brake discs and pads, fluid levels, wheels, tyres and tyre pressures should all be checked thoroughly in advance. Also ensure that the air intakes and front bumper grilles are free from any potential airflow obstructions, such as debris, leaves and insects.

Note: if you are not capable of carrying out any of these recommended checks, consult an authorized Jaguar dealer. Also, do not ignore unusual noises, smells or warning lights from the vehicle.



Your F-TYPE may be subjected to a noise test at some track locations. Please check the noise regulations with the event organisers before activating the switchable active exhaust. If you select Dynamic Mode, then the 'loud' mode of the active sports exhaust is selected automatically. This can be turned off again using the button on the centre console. However, it will still be in 'loud' condition at high engine speeds, so turning 'loud' mode off will not necessarily assist with drive-by noise tests. It can help for static tests though.

Make sure that all loose items in the vehicle are removed from the cabin and the trunk.

If your F-TYPE is fitted with the Jaguar Carbon Ceramic Braking system (CCM), the fitment of brake ducts is recommended (part nos. T2R-15213 and T2R-15214). These should be fitted for track use only (they are not advised for road use) and are straightforward to fit and remove. They assist with brake cooling on the track and are available from authorised Jaguar dealers.

For track use, 98-RON fuel (EU), or the highest available, is recommended to optimise performance.



RECOMMENDED PRE-TRACK TYRE PRESSURES [COLD]:

- Pirelli P-Zero: 31psi/31psi front/rear. Tyre pressures will increase during track use as the tyres increase in temperature. Please note that, due to the fast rate of change in tyre pressures during track use, TPMS warnings may be triggered.
- Continental Force Contact: 35psi/31psi front/rear (note: not recommended for use in the wet).
- Tyre pressures should be returned to the recommended settings for normal road use.
- Note – the use of 'slick' tyres is not recommended.



If your F-TYPE is fitted with Configurable Dynamics this can be set up to your own favoured dynamic driving settings using the configurable dynamics screen.

DYNAMIC STABILITY CONTROL [DSC]

'DSC on' or 'TracDSC' is recommended. TracDSC will allow a more exuberant driving style for experienced drivers. Very experienced drivers may wish to disable DSC completely. Note: disabling stability and traction control aids is done so at the driver's risk. DSC is unable to compensate for driver misjudgement. It remains the driver's responsibility to drive with due care and attention, in a manner which is safe for the vehicle, its occupants, and the other road/track users.

For cars fitted with CCM, please note that high heat-soak in the brake calipers can, over time, lead to gradual discoloration of the yellow paint.

CCM has a sophisticated brake temperature measurement system designed to maximise service life – even during track use. If wear/brake temperatures are pushed to a point where service life might be compromised, both a visual warning ('Brakes over temperature' in the instrument display) and continuous audible warning will be triggered and the pace should be slowed. With the appropriate amount of cooling the warnings will turn off.

Always complete cooling down laps before exiting the track to allow airflow to the engine, transmission and brakes. Once the car is stationary and the gear selector is in 'Park', it is advisable to not apply the park brake immediately as the brake discs will be hot and the brake pads may stick. It is recommended that the car is allowed to sit with the engine running for five minutes before switching off to cool down.

POST-TRACK CHECKS:

As with the pre-track check, we highly recommend inspection of components once cold, such as brake discs and pads, fluid levels, wheels, tyres and tyre pressures.

Take any necessary actions before returning your F-TYPE to the road. Be aware that certain fluids, such as coolant, will be hot so please ensure the radiator is sufficiently cold before removing the cap.

Always return your tyre pressures to public road settings and if you have CCM with the brake ducts fitted, remove the ducts at the earliest opportunity in order to prevent road debris interfering with the braking components.

You can have your vehicle serviced according to Jaguar Service Schedules before and after track usage (please contact your dealer for further details).

Please refer to the vehicle handbook for further guidance and explanation of features and driving modes. This will help you get the most from the car and assist with providing an enjoyable on-track experience.



ON THE TRACK:

Once the pre-track vehicle preparation and full drivers briefing session is completed and you enter the track, it is advisable to warm up your F-TYPE whilst becoming familiar with the circuit. Gradually build up your speed and experience the track's bends, straights and racing lines before putting your car through its paces.

We suggest using Dynamic Mode during track use because this sharpens the throttle response, increases steering weighting and provides quicker gear shifts at higher engine speeds.

The gear selector when placed in sports mode 'S' allows manual control for greater driver involvement. The gear shift paddles can also be used for manual control without the need to remove your hands from the steering wheel. On F-TYPE S and R models Dynamic Mode will also switch the adaptive dampers to their more sporting settings.

Please note when Dynamic Mode is selected in conjunction with sports mode 'S' on the gearshift, the gearbox will not upshift automatically.

