

1953 Jaguar XK 120

2dr Roadster . 6-cyl. 3442cc/160hp 2x1bbl

#1 Concours condition

\$204,000

↗ +2%

#2 Excellent condition

\$166,000

↗ +1.8%

#3 Good condition

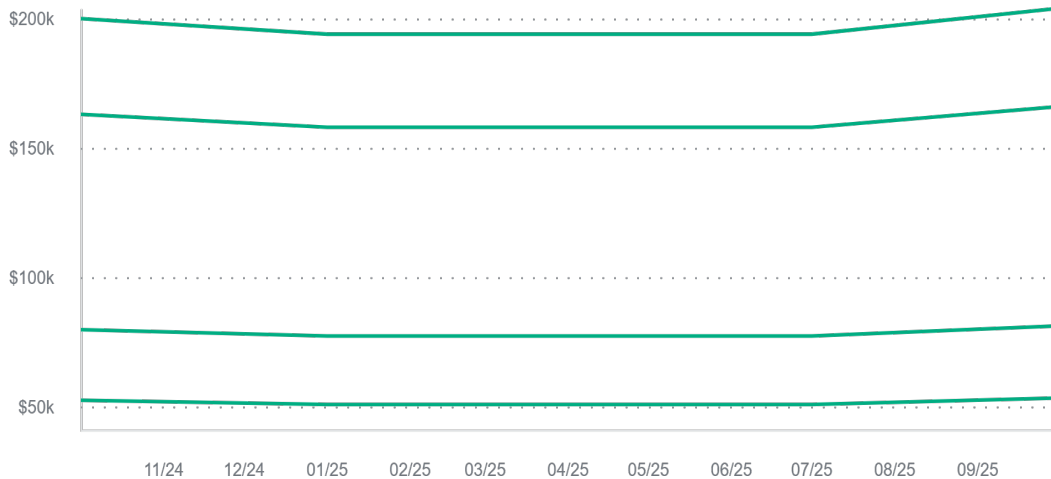
\$81,200*

↗ +1.9%

#4 Fair condition

\$53,300

↗ +1.7%



NOTE: The chart displays price changes for the last year.

Value adjustments

+\$2,500
for orig wire wheels
exc on SE/M.

Model description

It has been said that for many on hand for the 1948 London Motorshow were simply flabbergasted by the new Jaguar XK 120 that combined jaw-dropping beauty and promised astonishing performance in equal parts. Although the swooping and curvaceous styling—strongly influenced by Jaguar boss William Lyons—showed influences of the prewar BMW 328, it was still fresh and exciting.

The alloy bodywork clothed a sturdy chassis, which mated torsion bar independent front suspension to a live rear axle on leaf springs. It wasn't revolutionary, but it was up to date, complete with large hydraulic drum brakes at all four corners. What was revolutionary, was the inline double-overhead-camshaft six cylinder engine displacing 3.4 liters and rated at 160 bhp. All that power was channeled aft via a four-speed manual gearbox. Said to be capable of 120mph, the XK 120 moniker was logical. For the day, the new Jaguar was extremely quick, capable of sprinting from 0 to 60 mph in less than 10 seconds.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Priced at \$3,940 in the United States, performance was on a par with much more exotic machines costing twice as much. In addition to that undeniably gorgeous coachwork, the Jaguar was opulently trimmed with fine leather and carpet. Weather equipment wasn't so fine, including a folding convertible top that kept out some of the elements when mated to removable side curtains that stowed when not in use. Standard equipment included steel-wheels with chrome and body color hubcaps and full rear wheel spats that only enhanced the XK 120 Jag's stunning good looks. Wire wheels were one of the relatively few options.

Originally intended as a limited-production model to raise interest in a new series of sedans powered by the same XK six-cylinder engine, orders for the Jaguar XK 120 immediately exceeded production capacity. The decision was quickly made to replace the alloy over ash body with an all-steel body sharing the same seductive shape, a change that was implemented after the first 240 cars left Jaguar's Browns Lane factory.

From the very beginning, the new Jaguar was taken racing and rallying with great success. Developments were gradual and subtle, including new integrated parking lights in 1951—the same year a lovely fixed-head coupe joined the family—and footwell air vents in 1952. The following year saw yet another model, in the form of a drophead coupe complete with roll-up windows and a more comprehensive top. Performance wasn't ignored either, with the introduction of the Special Equipment or "M" model. This performance version used an uprated 180 horsepower engine exhausting through dual pipes and invariably riding on wire wheels.

Fast, beautiful and successful on the race track, to many the Jaguar XK 120 was the ultimate production sports car of the 1950s. The public clearly thought so, as 12,078 XK 120s were sold, which was far beyond the company's wildest expectations.

Often considered "heavy" in feel, the XK 120 is still a quick car and can easily keep up with modern traffic, although the drum brakes have to work hard to stop the 3,000 pound sports car from speed. Still immensely popular, it's hard to say whether the wonderful engine or the lovely lines are more responsible for its enduring popularity. The wonderful exhaust note, of course, certainly plays a role as well.

Body styles

2dr Drophead Coupe 2dr Fixed-Head Coupe 2dr Roadster

Engine types

6-cyl. 3442cc/160hp 2x1bbl

1948-1954 Jaguar XK120 stats

| | | | |
|--------------------|----------------|------------------|-------------|
| Highest sale | Lowest sale | Most recent sale | Sales |
| \$2,062,500 | \$1,100 | \$84,528 | 1246 |

Equipment

Additional Info

Shipping Weight: 2912 lbs

Vehicle Length: 157 in

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.