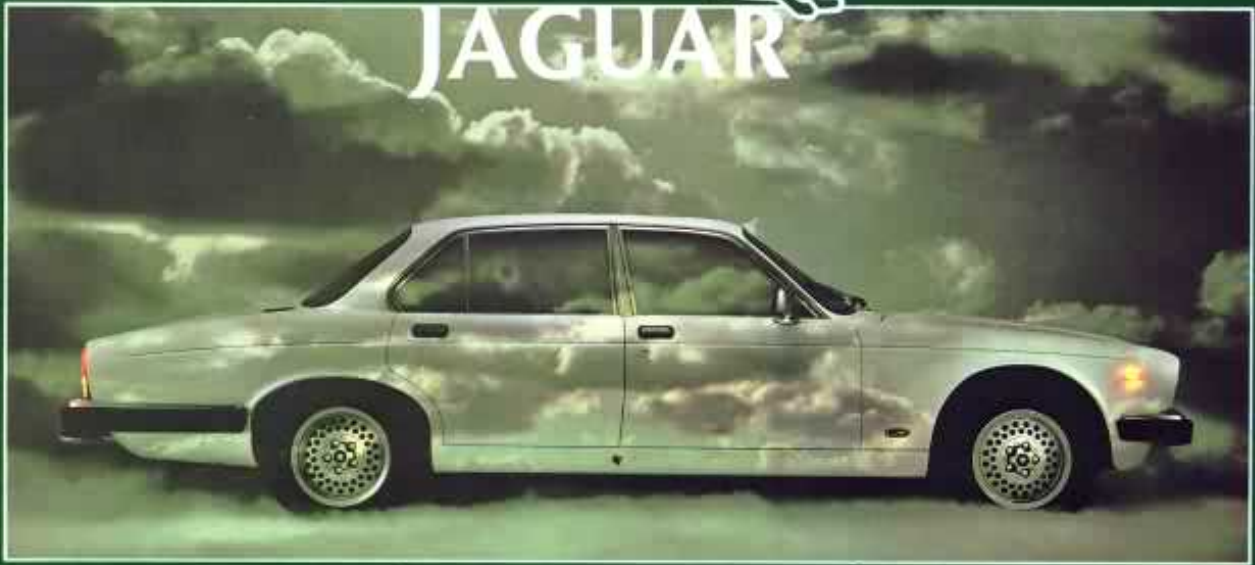




JAGUAR





The engine of a high performance car is, naturally, of critical importance. Yet no comparable car today can claim to be powered by such legendary power units as those in the Jaguar range.

The 6-cylinder engines are direct descendants of the celebrated XK engine of 1949. Still highly refined units after more than 30 unchallenged years. The 5.3 litre power unit is the world's only production V12. An engine of incomparable smoothness and surging power.

XK 6 Cylinder

These 'straight six' cylinder engines have twin overhead camshafts which confer precise valve timing. The generous use of aluminium reduces weight and improves heat dissipation. The aluminium cylinder head features an efficient hemispherical combustion chamber.

Engine Technology. XK or Big Cat

The 4.2 has fuel injection which precisely controls the optimum fuel air mixture in all conditions. It whisks the XJ6 saloon from 0-60mph (0-96 km/h) in 10.1 seconds.

XJ V12 Cylinder

With the technologically peerless V12 configuration, this powerful fuel injected engine takes the 5.3 litre



Jaguar saloons from 0-60mph (0-96 km/h) in 7.6 seconds and onwards up to 145mph (232 km/h). With more cylinders than any other prestige production saloon engine, it is naturally far smoother.

Yet even with such power, it is designed for economy. The revolutionary High Efficiency cylinder head has a recessed exhaust valve to create greater turbulence for the fuel air mixture. In turn, this enables the compression ratio to be raised from 10:1 to 12:5:1 using ordinary petrol, without risk of pre-ignition. The mixture can be leaner, too. The engine runs more coolly and more efficiently.

The result? More power, ten per cent less thirst, and cleaner exhaust.

In Jaguar evolution there are no finite standards. Constant striving for progress continuously raises the sights of the engineers.



For all its high technology, the modern Jaguar retains every shred of its traditional character. Indeed, whereas many of its competitors were once hand-finished in natural materials, today such rivals are rare.

Under the bonnet, every example of each model is identical. Under the roof, each has a different personality.

Beside the main Jaguar production line there are atmospherically controlled stores piled high with the finest quality walnut burr veneers and supple hides. They await selection for use as dashboards, consoles, door cappings and seating.

The veneers are numbered so that only perfectly matched sets will be chosen for each car. Their grains are skilfully aligned before they are mounted on to a birchwood base over a cushioning sandwich

The wooden and leather motor car

of anigre veneer which prevents any risk of surface crazing. To encourage that latent beauty of the walnut, a three-week long ritual of sanding and polishing begins. The result is a lastingly lustrous finish.

When the dashboard is installed, its grain patterns produce a 'mirror image' which is bisected by the car's centre line. This is the 'face' of the vehicle, distinguishing each car as an individual. The fine leather seating comes from fully cured and

dyed hides; two are normally used for each saloon. The grains are matched with scrupulous care, and of course, any damaged leather is discarded. In fact, the leather rejected by Jaguar is passed on to manufacturers of top quality leather accessories. The option of high grade cloth upholstery remains. Every seat is hand-sewn with consummate skill, matched with the completed trim panels and stored in sets coded for the specific car for which they're intended.

Jaguar cars are a perfect synthesis of technology and tradition. And it's the appearance, smell and sensation of natural materials which makes ownership and use of a Jaguar so much more satisfying.







Despite the use of the most modern production line techniques available, each Jaguar remains an individual creation. Even its rear axle is numbered and can be traced back to the man who assembled it, not simply to ensure quality control, but because he is proud of a job well done.

While the engine test beds incorporate highly precise measuring equipment, the wood and leather trim is applied with the most sensitive machine of all – the human hand, guided by the experienced eye. There's even a blacksmith working in the Machine Shop.

Jaguar bodies and their engines and transmissions are made at two different specialised factories. They're brought together for assembly at Browns Lane, Coventry. All three factories are close to the centre of England and the traditional heart of the British motor industry.

If any example is found to contain faults which cannot be rectified, the entire car will be rejected no matter how near it is to completion.

Highlight fluid is wiped over the entire surface of each body to show up even the tiniest imperfection (a little more effective than the traditional 'body feeling').

Jaguar Manufacture: individually signed masterpieces

Jaguar bodies are painted in what is probably the most technically advanced paint shop in the UK – ensuring a superlative, corrosion-resistant finish.

The cleaning and pre-treatment alone take 13 processes including corrosion-protection, phosphate coating, electro dip painting in

primer, underbody joint sealing and anti-chip coating of sills and wheel arches.

Colour is applied automatically in four coats of acrylic paint, with complex areas sprayed by hand. After any flaws have been corrected, the surface is re-heated to 301°F (150°C) to 're-flow' the thermoplastic paint, smoothing it to a glass-like finish which needs no cutting back or polishing.

The bodies are not only undersealed, but all box sections, sills and door inners are wax-injected. Wherever a potential production problem is identified, a 'task force' of shop floor workers and management join forces to 'trouble-shoot'. The entire workforce also exchange ideas through voluntary Quality and Productivity Circles. They are concerned not with statistics, but with guaranteeing a flawless finish for each Jaguar they build.



Jaguar cars are built by a skilled workforce which is strongly motivated to produce excellent workmanship. This, plus quality checks at the appropriate major production stages, and a comprehensive series of final tests, contributes significantly to Jaguar's determination to match or better the standards of any competitor.

Every Jaguar engine is hot run on a test rig, an admittedly time-consuming practice long ago abandoned by car makers less willing to take pains to get things right.

At the end of the assembly tracks, all Jaguars are tested on a computerised rolling road, which

Jaguar testing – the quality filter

produces a print-out on brakes, speedometer calibration, gearbox and instrumentation.

When the cars are finally assembled, they are each individually given a final test on the open road in give-and-take motoring conditions. This gives a final

realistic refinement test, covering such items as road and wind noise, creaks and rattles, handling, steering and suspension. After any such faults have been satisfactorily rectified, each car is given a stringent water test designed to reproduce storm conditions. On its return the car is emission tested and any adjustments are made – the final step of an obstacle course which has the single purpose of permitting the survival of only the fittest.

Finally, the car is valeted and all trim and fittings carefully inspected prior to despatch.



Jaguars are the chosen transport of many of the world's most successful people. Individuals who seek to travel swiftly and in style. But Jaguars are also widely chosen for more strictly functional purposes. For example, many of Britain's police forces are using Jaguar saloons for sustained high speed motorway use. There could be no better proof of the vehicles' superior handling, performance, economy and reliability, a year of police service would be the equivalent of perhaps ten years of private use. More important, the lessons learnt from police operation have influenced the design of the standard production models offered today. Again, the fire engine used by the team which broke the World Land Speed Record in 'Project Thrust' is a suitably converted Jaguar V12 HE. It even holds its own record - as the world's fastest fire engine.

The international passport of the successful and the stylish

As further proof of their power and dependability, Jaguar engines are extensively chosen by military authorities for use in fighting vehicles. For all their specialist potential, Jaguars have universal appeal in the luxury car market, and are sold throughout the world. For each country, the vehicle specifications are modified not only to comply with legislation, but to complement the local road conditions, social trends and climate.

Appropriately, about a quarter of the members of the official UK Jaguar Driver's Club live overseas. In the USA alone, sales have more than quadrupled in the last three years. While there are 50 North American states, there are 52 North American Jaguar owners' clubs.

The full extent of the Jaguar's passionate following may be judged by the fact that to mark the 20th anniversary of the E-Type's Geneva launch, 100 British and 100 European-owned examples converged on the city in celebration. Moreover in 1983, 50 UK-based and a further 50 European XK engine Jaguars travelled overland to Austria simply to mark the anniversary of the launch of the original XK power unit. The Jaguar ethos is so broad, colourful and complex, that only personal ownership can fully convey it. For the uninitiated, a test drive is the only way to begin to appreciate this.



No other luxury saloon combines the same calibre of style, performance, handling, comfort and value for money as the Jaguar XJ6 saloons. Their looks speak for themselves.

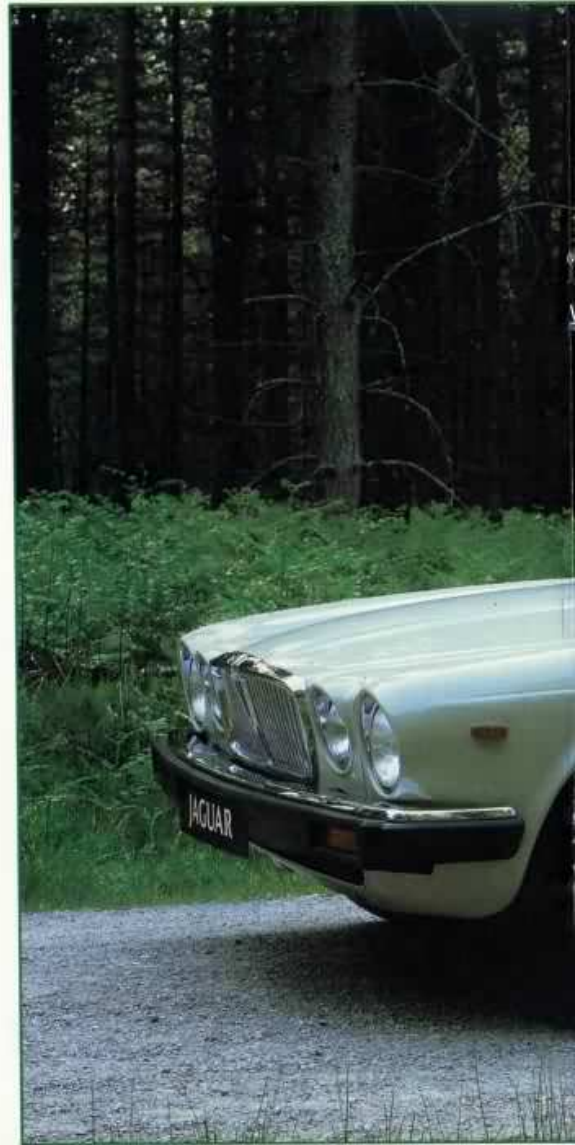
Sophistication gleams from every profile of the wind-cheating coachwork. Beneath the bonnet, there's a choice of eager but refined six-cylinder in-line engines; the beautifully balanced 3.4, and the fuel-injected 4.2. On the road, the XK engines' racing heritage becomes clear, and a five speed manual gearbox allows it to be enjoyed to the full. Servo assisted disc brakes on all four wheels provide commensurate stopping power.

To travel completely relaxed, people must feel completely secure. The grip of the low profile radial tyres and the superb longitudinal stability of the XJ6 ensure optimum safety at any speed. An attribute which is apparent as much to

JAGUAR XJ6 3.4 & 4.2

the passengers as to the driver. In fact, nothing in the handling or design of a Jaguar will interfere with the pleasure of travelling in style.

As a businessman's car, the XJ6 communicates success. As personal transport, it's irrefutable proof of good taste. In either role, it excels. From the deeply contoured velour seats, with seat belts front and rear, a world of complete refinement unfolds. The walnut dashboard and centre console set the tone. The latter extends into a glove compartment topped by an armrest. The doors, complete with 'door open' warning lights, have colour-keyed cappings, and those in front have remotely adjustable door mirrors. All four windows rise and fall electrically. There's room for passengers to stretch their legs on the high quality cut pile carpeting. — *continued overleaf*









A thoroughly efficient heating and ventilation system ensures their comfort.

The rear passengers can control their windows, heating and ventilation from their own central console.

The silence of each journey will be almost uncanny.

For security and convenience, a central door and boot locking system is provided. For safety, a sturdy body shell, front and rear crumple zones, a full complement of warning lights and a laminated windscreen.

In all, a very rational means of transport; yet for many, also the fulfilment of a dream.

A host of options serve to personalise the XJ6 to suit even the most hard-to-

JAGUAR **XJ6 3.4 & 4.2**

please owner. A three speed automatic transmission.

A limited slip differential for sure-footed traction in the most slippery conditions. Headlamp wash-

wipe for an unimpeded view of the fast-approaching road ahead. And perforated alloy wheels.

The XJ6 can also be upgraded by the optional addition of tinted glass and/or an electrically operated sunroof. And rear speakers, along with an electrically operated aerial.

The 4.2 litre XJ6 offers yet more choices. For the epitome of luxury, superb leather seats. Electrically operated door mirrors. And finally, air conditioning.

Enough options to turn a magnificent car into a personal expression of excellence.



The Company which now produces some of the world's most elegant sporting production cars has had two agile, elegant creatures as its symbol.

How one changed into the other is a story rooted in the unwavering determination to excel in motor car manufacture. From a small workshop in Blackpool in 1922, there emerged a shining, cigar-shaped object. It was the brainchild of one William Walmsley, and was nurtured by the business acumen of the young William Lyons.

The Swallow motorcycle sidecar had been born. Its standards of aerodynamics, comfort and quality are directly paralleled in today's Jaguars.

By 1927, the success of The Swallow Sidecar and Coachbuilding Company prompted the production of highly refined aluminium car bodies.

As the business grew, it made obvious sense to produce the bodies where most of their chassis were being made – in the Midlands. The Swallow duly landed in Coventry in November 1928.

The car and sidecar manufacturing companies were split into separate concerns, and in 1931, the Swallow Coachbuilding Company launched the firm's first complete motor car – the sensational SS1.

Accompanied by the smaller SS2, its sales at home and abroad were phenomenal. Production lasted until 1936.

In 1934, SS Cars Limited appeared as a public company. The following year, the first 'Jaguars' purred out.

The range included a rakish 1½ litre four-door saloon and four-seater 2½ litre dropheads. The first 100mph

(160 km/h) Jaguar emerged in 1937 – a 3½ litre SS Jaguar 100. At the same time, stronger, lighter all-steel (instead of wood-framed) bodies were adopted.

During 1939-45, the company switched to military production.

Even this stimulated engineering high-lights – two very innovative four-

The tale of how the Swallow turned into the Jaguar

wheel adaptations of the motorcycle combination! The initials SS were dropped by 1945 in favour of the already respected name Jaguar.

Jaguar Cars Limited emerged like a phoenix from the bombed

Coventry premises, with massive exports to the USA beginning in 1947. The long-awaited new Jaguars appeared in 1948. The Mark V 2½ and 3½ litre coupes and saloons, with their independent front suspension, were undoubted classics.

Nevertheless, they were overshadowed only a month later by one of the best known and best loved sports cars of all time – the Jaguar XK120.

Its dramatic streamlining, luxurious interior and twin OHC engine instantly made other sports cars obsolete, its performance, with an officially timed maximum of 132.5 mph (212 km/h), was commensurate with its looks.

Two years after the XK120 came its more stately sister – Mark VII saloon which, with the same

3.442cc engine, was fully capable of 100mph (160 km/h).

Sales were booming and in 1951-52 the

company expanded into its present

factory in Browns Lane, Coventry.

The XK120 evolved into the XK140, then the

XK150. The Mark VII was

followed in 1956 by the



Style without ostentation. Luxury without excess. These are the criteria by which the Jaguar Sovereigns were created.

Their engines offer a choice of the powerful – or the

exceedingly powerful. A twin overhead camshaft 4.2 litre power

unit, or an incomparably smooth 5.3 litre V12. With its innovative High Efficiency cylinder head, the latter gives the Sovereign HE awesome performance all the way up to more than 230 km/h.

Yet while offering the speed for touring and inter-city driving, both engines have been developed to conduct themselves in town in a thoroughly civilised manner – with minimum use of fuel but brisk acceleration. And even at speed, excellent aerodynamics ensure a minimum of wind noise.

In the Sovereigns, changing road conditions won't mean changing gears;

JAGUAR Sovereign 4.2 & HE

automatic transmission is fitted, with the added option of cruise control. However, there will always be the motorist for whom controlling a car is more an end than a means – for him, the no-cost option of a five speed manual

transmission is provided on the Sovereign 4.2. In addition, a limited slip differential (optional on the 4.2) turns the power of the HE's 5.3 litre engine into traction even when road adhesion is poor.

Inside, the Sovereigns are head and shoulders above most other luxury cars. Sumptuous leather seating, with adjustable lumbar support in the front, and head restraints and seat belts front and rear, is standard; electric rise and fall front seats are offered as an optional extra.

– continued overleaf









The Sovereign owner is surrounded by the finest polished burr walnut, spanning the dashboard and centre console, and topping the trim of all four doors. He looks through tinted windows, with electrically adjustable door mirrors. The radio aerial, also, is electrically operated, and there are twin rear speakers. For the fortunate owner of the HE model, air conditioning is standard; this is optionally available on the 4.2 model. A rear console houses controls for windows and ventilation or air conditioning, and a cigar lighter and ashtray. For the Sovereigns, deep, cut pile carpeting is not sufficient. Three luxury pile rugs are also provided in the passenger footwells.

JAGUAR **Sovereign** **4.2 & HE**

There are further tempting options. An electrically operated sunroof. And, to help pursue the science of driving to the full, the Jaguar trip computer. Instantly, it will display fuel used, average fuel consumption, distance travelled, average speed and time lapsed since re-set, plus current fuel consumption, and the time of day. The excellence of Jaguar Sovereigns is immediately visible from outside. In addition to the tinted glass, there are specially designed stainless steel wheel trims, and twin front foglamps. Headlamp wash wipe can be specified as an extra, as can eye catching 'perforated' alloy wheels (below).



Imagine a high performance saloon for which no refinement or feature is too good.

The Jaguar Vanden Plas is such a car.

Its celebrated V12HE power unit promises one luxury which few luxury cars can provide - that of saved time. The vehicle strides effortlessly to over 230 km/h. While its performance cannot fail to be impressive, it should never be unnerving. The flowing lines of the car's aerodynamic body have been perfected to minimise wind noise; and its handling is as firm at 160 km/h as at 16 km/h. The transmission is automatic, and complemented by a cruise control; so that the driver can rest his legs while the passengers stretch theirs. And so that none of the engine's abundant power is wasted on slippery roads, there is a limited slip differential.

The Vanden Plas driver is in the privileged position of being able to command tremendous reserves of power, every conceivable aid to comfort and all the facts relevant to the journey - instantly and without drama.

The elegant exterior of the car is emphasised by its chrome waist moulding and elegant alloy wheels.

In the interior, the name of Vanden Plas means a private world of thick,

JAGUAR Vanden Plas HE

hand-stitched hide, deep pile carpeting and perfect walnut.

The Vanden Plas' unique reclining leather seats were created only for the most discriminating of owners.

While there are head restraints, door and central armrests and seat belts on all four seats, those in front are fully reclining, electrically raised and lowered and adjustable to vary lumbar support. And in each of the three passenger footwells, a luxurious long pile rug provides further comfort.

At the rear, a separate central console enables occupants to control their own electric windows and air conditioning outlets. It also contains a cigar lighter and ashtray.

Burr walnut graces the broad proportions of the dashboard, the centre console fascia and the door fillets. Furthermore, without regard to man-hours during manufacture, each fillet has been meticulously inlaid with two slivers of whitewood.

In the Vanden Plas, Jaguar have taken steps to save the driver any effort. The door mirrors, for instance, are electrically adjustable from the interior. There is an electric aerial and four door-mounted speakers.

- continued overleaf









Front foglamps and headlamp wash-wipe are provided. This distinguished motor literally has a civilised air. The quietly efficient air conditioning responds promptly to two simple controls, and the windows are tinted. Nevertheless, there will always be times when it is preferable to experience the spontaneity of open-to-the sky motoring. On such occasions, the sun roof will glide open at the touch of a button.

JAGUAR **Vanden Plas** **HE**

The Vanden Plas HE will appeal automatically to people who are used to being fully in command of relevant facts. The trip computer is provided for this reason, allowing travel with greater efficiency and peace of mind. Fuel consumption, distance, speed and time are all neatly quantified. 'The best' is standard on the Jaguar Vanden Plas HE. There are no optional extras because, quite simply, every possible refinement and convenience is in-built.



Features

The specification of Jaguar models varies from market to market as appropriate to local requirements. In all cases, however, the overall specification is exceptionally high; even so, there are certain attractive items which are optionally available, and the following gives an indication of what is on offer in a typical country. For accurate information, please refer to the appropriate local catalogues.

Door Courtesy Light for easier, safer entry and exit at night. **Comprehensive**

Instrumentation including speedometer, tachometer, ammeter, oil pressure, fuel and temperature gauges plus thirteen warning lights. **Rear Console** enabling rear passengers to control their own windows and heating and ventilation outlets. In Sovereign and Vanden Plas models, a cigar lighter and ashtray is also incorporated. **Remotely Adjustable Door Mirrors** (electrically operated on Sovereign and Vanden Plas models) with

vertical and horizontal adjustment for safety and convenience. **Velour Upholstery** soft yet hardwearing, cool in summer and warm in winter. XJ6 models only. **Vanity Mirror** neatly positioned in the front glove compartment for easy adjustment. **Rear Headrests and Seatbelts** standard on Sovereign and Vanden Plas models; on XJ6 models, rear headrests are optionally extra. **Electrically Operated Windows** quiet, swift and



convenient – individually controlled from front and rear. **Adjustable Lumbar Support** for optimum back support and comfort. **Metallic Paint** is included in a choice of sixteen colours, with complementary coachlines. **Centre Cubby Box** colour co-ordinated and

discreetly styled, yet big enough for documents, accessories and oddments. **Map Reading Lights** (Sovereign and Vanden Plas models) at rear, switching on automatically when used, and positioned so as not to dazzle the driver. **Front Foglamps** providing a powerful,

penetrating beam. Sovereign and Vanden Plas models only. **Fitted Toolkit** neatly protecting all the tools needed for simple maintenance and wheel changing.

Options

Superlative features to personalise an already well-equipped luxury car.

Trip Computer for the relevant facts about each journey, summoned at the touch of a button. Standard on Vanden Plas and optional on Sovereign models.

Leather Upholstery the mark of utter luxury. Standard on Sovereign and Vanden Plas models, optional on XJ6 4.2.

Electrically Operated Sunroof – the open air spirit, in civilised surroundings.

Standard on Vanden Plas, optional on all other models. **Tinted Glass** to reduce glare and obscure the interior from onlookers. Standard on Sovereign and Vanden Plas models, optional on XJ6 models. **Cruise Control** for safe, relaxed long distance driving, on models fitted with automatic transmission. Standard on Vanden Plas, optional on Sovereign models. **Perforated Alloy Wheels** to complement the coachwork with extra

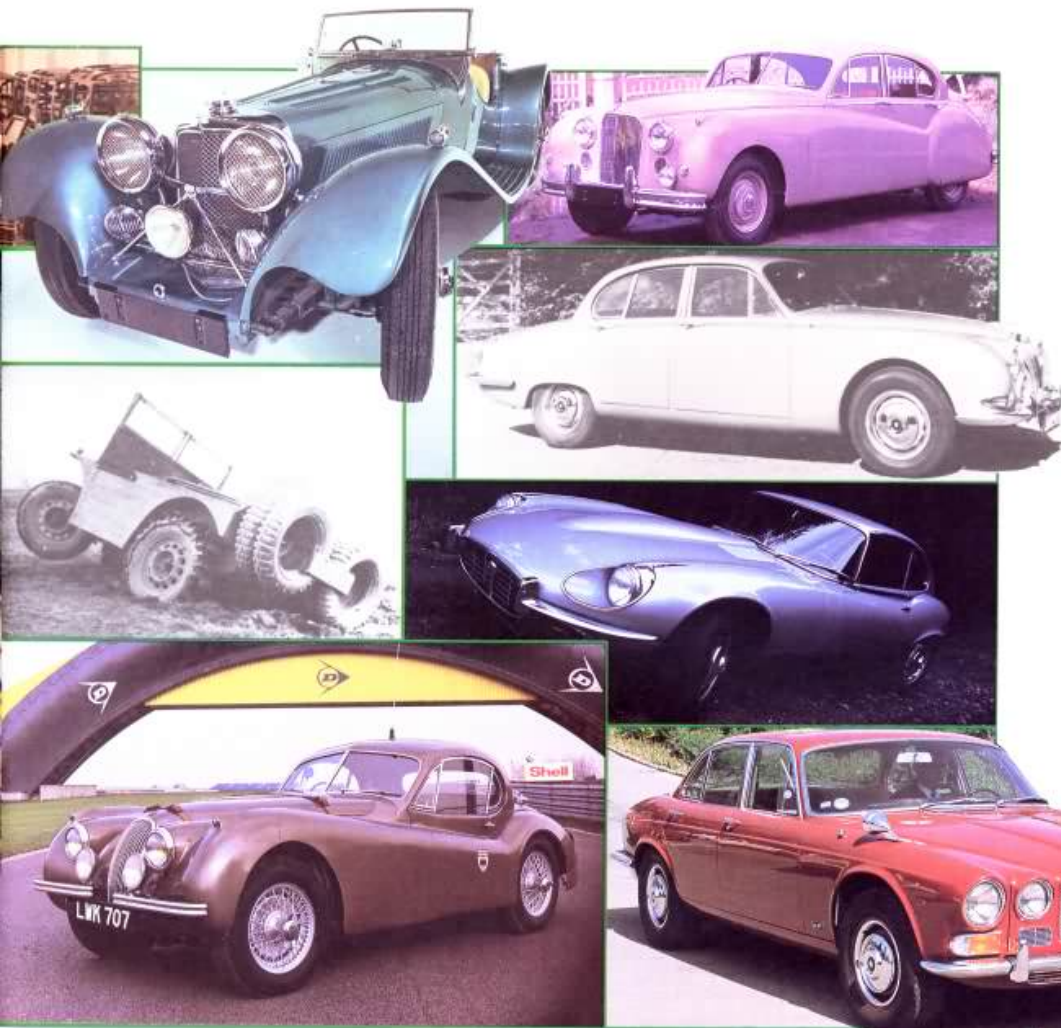
style. Standard on Vanden Plas, optional on all other models. **Electric Seat Height Adjustment** for effortless raising or lowering of individual front seats. Standard on Vanden Plas, optional on Sovereign models. **5 Speed Manual Gearbox** for maximum control of performance. Standard on XJ6 models, no-cost option on Sovereign 4.2 only. **Headlamp Wash-Wipe** to provide consistently clear forward visibility at



night, for utmost safety. Standard on Vanden Plas, optional on all other models. **Rear Stereo Speakers** door mounted and fitted with automatically operated aerial. Standard on Vanden Plas and Sovereigns, optional on XJ6 models. **Automatic Transmission:**

a smooth, reliable three speed unit. Standard on Vanden Plas and Sovereigns, optional on XJ6 models. **Air Conditioning** delivering clean, temperature controlled, de-humidified air through ten outlets. Standard on both V12 models, optional on both 4.2 models. **Electrically**

Adjustable Door Mirrors with vertical and horizontal adjustment controllable from driving seat. Standard on Vanden Plas and Sovereign models, optional on XJ6 4.2.



similar-looking Mark VIII and the Mark IX of 1958. Meanwhile, 1955 saw the introduction of another classic Jaguar Series – starting with the 2.4 litre ‘compact’ saloon, a 4/5 seater. It topped 100mph (160km/h) but grew even ‘longer legs’ in 1957 when it gained the 3.4 litre XK engine and a 125mph (200km/h) top speed.

In 1956, Jaguar was honoured by a royal visit, and the knighthood of Sir William Lyons.

Next year, disaster struck. A third of the factory was destroyed by fire. Yet amazingly, production stopped for only a day.

In 1960, the nearby Daimler factory and the Daimler product range was acquired.

The very modern-looking replacements for the then current Jaguar range emerged in 1961: the spectacular E-Type, a worthy successor to the XK120, and the 6ft 4in (1.93m) wide Jaguar Mark X. Both were powered by the 3.8 litre 265 bhp (198 kw) engine.

The Mark X was succeeded by a 4.2 litre model in 1964 and its final form was the 420G.

The 150mph (242 km/h) E-Type started out with open two seater and fixed head coupe forms. The classic range was completed in 1971 with the V12 models.

Meanwhile the 2.8, 3.4 and 3.8 litre Mark 2 saloons had been supplemented by the S-Type and 420 saloons of 1964 and 1966 respectively.

In 1968, Jaguar launched the familiar XJ6 saloon car range. Its continuous run of success began instantly with the European ‘Car of the Year’ Award, also won in 1972 by the V12 engined XJ12.

The end of E-Type production in 1975 was followed by the launch of the XJ-S, which surpassed all expectations. Its refined V12 engine and sumptuous interior placing it among the world’s finest grand touring cars.

Today, the XJ range still has obvious roots in the first post-war Jaguars. Their combination of ‘grace, space and pace’ remains unequalled.

The Swallow has turned into a Jaguar with a vengeance.

Specification

Note: Specifications of Jaguar cars vary from market to market. The following information is intended as a general guide and the correct local catalogue must always be consulted for accurate specifications.

TECHNICAL

Jaguar XJ6 3.4 XK 3.4 litre, 5 speed manual; optional 3 speed automatic.
 Jaguar XJ6 4.2 XK 4.2 litre, 5 speed manual; optional 3 speed automatic.
 Jaguar Sovereign 4.2 XK 4.2 litre, 3 speed automatic; optional 5 speed manual.
 Jaguar Sovereign HE HE 5.3 litre, 3 speed automatic.
 Jaguar Vanden Plas HE HE 5.3 litre, 3 speed automatic.

ENGINES

XK 3.4/XK 4.2: In-line six cylinder water cooled engine. Straight port aluminium alloy cylinder head, twin overhead camshafts, hemispherical combustion chambers. Cast iron block, crankshaft running in seven main bearings, aluminium alloy pistons.
XK 3.4: Twin SU HIF7 carburetors, automatic cold start enrichment. Contact breaker ignition system.
XK 4.2: Lucas-Bosch L Jetronic electronic fuel injection system. Constant energy contactless electronic ignition system.

HE 5.3: 60° Vee-twelve cylinder water cooled engine. Aluminium alloy cylinder heads, one overhead camshaft per bank, High Efficiency combustion chambers. 'Open-deck' aluminium alloy block, crankshaft running in seven main bearings, wet liners, aluminium alloy pistons. Lucas-Bosch Digital Electronic fuel injection system. Constant energy contactless electronic ignition system.

TRANSMISSION

5 speed manual: Synchromesh on all forward gears. Ratios:- 1 3.321 II 2.087 III 1.396 IV 1.0 V 0.792 R 3.428
 Final drive ratio:- XK 3.4 3.54:1 XK 4.2 3.058:1 (Pow-Lok' limited slip differential optional).

3 speed automatic - XK 3.4/XK 4.2: Torque converter. Ratios:- 12.40 II 1.46 III 1.0 R 2.090
 Final drive ratio:- XK 3.4 3.54:1 XK 4.2 3.058:1 (Pow-Lok' limited slip differential optional).

3 speed automatic - HE 5.3: Torque converter. Ratios:- 12.50 II 1.50 III 1.0 R 2.0
 Final drive ratio:- 2.88:1 (Pow-Lok' limited slip differential).

STEERING

Rack and pinion power-assisted steering. Energy absorbing column with for and aft adjustment.

SUSPENSION

Front: Fully independent twin wishbones, coil springs and telescopic dampers. Anti-roll bar. 'Anti-dive' geometry providing longitudinal stability under heavy braking.
Rear: Lower transverse wishbones, driveshafts act as upper link. Radius arms, twin coil springs, telescopic dampers.

BRAKES

Servo-assisted four wheel disc brakes, ventilated at front. Safety-split front and rear hydraulic circuits incorporating fluid loss sensor warning. Hand operated mechanical parking brake.

WHEELS

Jaguar XJ6: 6K x 15 Steel rims with stainless trims.
 Jaguar Sovereign: 6K x 15 Steel rims with exclusive stainless trims.
 Jaguar Vanden Plas: 6K x 15 'Perforated' cast alloy (optional on XJ6 and Sovereign models).

TYRES

3.4 and 4.2 models: 205/70 VR 15 low profile steel belted radials.
 5.3 models: 215/70 VR 15 low profile steel belted radials.

DIMENSIONS

Overall length: 195.2 in (4959 cm)
 Overall height: 54.0 in (1372 cm)
 Overall width: 69.7 in (1770 cm)
 Wheelbase: 112.8 in (2865 cm)
 Ground clearance: 7.0 in (178 cm)

WEIGHTS

Kerb weight XK 3.4: 3894 lb (1766 kg)
 Kerb weight XK 4.2: 4035 lb (1830 kg)
 Kerb weight HE 5.3: 4256 lb (1930 kg)

BODY AND EXTERIOR

BODY

Four door saloon, monocoque construction. Front and rear crumple zones designed to provide progressive deformation and energy absorption under impact. Forward hinged bonnet, interior release. Counter-balanced boot lid. Wrap-around protective bumpers. Twin 10 gallon (455 litres) fuel tanks, enclosed within steel compartments. Aluminium tread strips. Coachlining. Chrome bodyside moulding (Sovereign and Vanden Plas).

	XK 3.4	XK 4.2	HE 5.3
Bore mm	83	92.07	90
Stroke mm	106	106	70
Displacement cc	3442	4235	5345
Compression	8.4:1	8.7:1	12.5:1
Maximum power (DIN)	162 bhp (119 kW) @ rev/min	205 bhp (151 kW) 5000	295 bhp (217 kW) 5500
Maximum torque (DIN)	188 ft lb (255 Nm) @ rev/min	231 ft lb (313 Nm) 4500	320 ft lb (433 Nm) 3250

FUEL CONSUMPTION

	Urban	Mpg	75 mph	Urban	Litres/100 km	120 km/h
		56 mph			90 km/h	
Jaguar XJ6 3.4 manual	15.8	32.8	25.7	17.9	8.6	11.0
Jaguar XJ6 3.4 auto	17.0	26.9	21.0	16.6	10.5	13.4
Jaguar XJ6 4.2 manual	15.6	29.8	25.9	18.1	9.5	10.9
Jaguar XJ6 4.2 auto	16.4	28.6	23.8	17.2	9.9	11.9
Jaguar Sovereign 4.2 manual	15.6	29.8	25.9	18.1	9.5	10.9
Jaguar Sovereign 4.2 auto	16.4	28.6	23.8	17.2	9.9	11.9
Jaguar Sovereign HE auto	15.0	26.8	21.5	18.8	10.5	13.1
Jaguar Vanden Plas HE auto	15.0	26.8	21.5	18.8	10.5	13.1

SUNROOF

Electrically operated sliding steel sunroof (optional Jaguar XJ6 and Jaguar Sovereign)

GLAZING

Laminated windscreen. Tinted glass (optional Jaguar XJ6 3.4 and 4.2). Heated rear window. Electric window operation with isolation control.

LOCKING

Central locking system. Security key provided. Flush fitting outer door handles. Anti-burst catches. Child-proof rear door locks. Fuel filler locks.

MIRRORS

Twin exterior remote control door mirrors (Jaguar XJ6 3.4 and 4.2 models). Twin exterior electrically operated door mirrors standard on Sovereign and Vanden Plas models, optional on XJ6 4.2).

EXTERIOR LIGHTING

Four circular quartz halogen headlamps, outer units incorporate side lamps. Twin tail, brake, reversing and rear fog guard lamps. Door open warning lamps. Front foglamps (Jaguar Sovereign and Vanden Plas models). Headlamp wash/wipe (optional on Jaguar XJ6 and Sovereign models, standard on Vanden Plas).

CONTROLS/ELECTRICAL EQUIPMENT

INSTRUMENTS/ELECTRICS

Comprehensive instrumentation, incorporating speedometer, tachometer, voltmeter, oil pressure, fuel and water temperature gauges. Warning lamps monitor ignition, oil pressure, brake system, parking brake, coolant, main beam, direction indicators, hazard warning, rear fog guard lamps, bulb failure, heated rear window and front seat belts. Twin column-mounted stalks operate direction indicators, main beam, 2 speed wipers, intermittent and flick wipe and electric screen wash. Master lighting switch. Infinitely variable fascia illumination. Separate switches operate hazard warning flashers, heated rear window, fuel tank changeover, map and courtesy lamps. Horn operated from steering wheel centre pad. Clock (trip computer optional on Sovereign models, standard on Vanden Plas).

Fascia mounted map reading lamp. Twin courtesy lamps. Cigar lighter.

Jaguar Sovereign and Vanden Plas models: Front and rear cigar lighters, rear reading lamps. Cruise control system (optional on Jaguar Sovereign with automatic transmission, standard on Vanden Plas). No maintenance 12v battery. Front door mounted speakers. Rear door speakers and electric aerial optional on Jaguar XJ6 models and standard on Sovereign and Vanden Plas models.

HEATING AND VENTILATION

Jaguar XJ6 3.4 and 4.2, Jaguar Sovereign 4.2: 10 outlet air blending heating and ventilation system, controlled by rotary knobs, with separate rear passenger compartment controls. Jaguar Sovereign HE and Jaguar Vanden Plas HE: Fully integrated and automatic air conditioning system (optional on Jaguar XJ6 4.2 and Jaguar Sovereign 4.2).

INTERIOR

FITTINGS AND SEATS

Jaguar XJ6 3.4 and 4.2: Impact absorbing fascia finished in figured walnut veneer. Leather bound steering wheel. Centre console and door casings finished in padded colour-keyed trim and incorporating armrests. Deep pile carpeting. Cloth headlining. Rear central grab handles. Driver and front passenger sunvisors. Anti-dazzle rear view mirror. Vanity mirror in glovebox. Ashtrays. Front seats anatomically designed with recline, longitudinal and lumbar support adjustment. (Front seat electric height adjustment optional). Adjustable head restraints. Full width rear seat with centre armrest. (Rear head rests optional). Woven velour upholstery (leather seat facings optional on XJ6 4.2). Seat belts front and rear.

Jaguar Sovereign 4.2 and HE: Impact absorbing fascia finished in burr walnut veneer. Leather bound steering wheel. Centre console and door casings finished in padded colour-keyed trim and incorporating armrests. Burr walnut door filets. Deep pile carpeting and shag pile passenger footwell rugs. Cloth headlining. Rear central grab handles.

Driver and passenger sunvisors. Anti-dazzle rear view mirror. Vanity mirror in glovebox. Ashtrays. Front seats anatomically designed with recline, longitudinal lumbar support. Optional electric height adjustment. Adjustable head restraints. Full width rear seat with centre armrest and head rests. Leather seat facings. Seat belts front and rear.

Jaguar Vanden Plas HE: Impact absorbing fascia with recessed instrumentation, finished in burr walnut veneer. Leather bound steering wheel. Centre console and door casings finished in padded colour-keyed trim and incorporating armrests. Burr walnut door filets with matchwood inlays. Deep pile carpeting and shag pile passenger footwell rugs. Cloth headlining. Rear central grab handles. Driver and passenger sunvisors. Anti-dazzle rear view mirror. Vanity mirror in glovebox. Ashtrays. Uniquely styled front seats, anatomically designed with recline, longitudinal lumbar support and electric height adjustment. Adjustable head restraints. Individual rear seats with centre armrest and head rests. Luxurious leather upholstery. Seat belts front and rear.

INTERIOR STORAGE

Illuminated and lockable glovebox. Concealed storage box within console. Front and rear door bins. Rear parcel shelf. Magazine pockets to rear of front seats.

LUGGAGE COMPARTMENT

Fully trimmed and illuminated. Spare wheel stowed horizontally below floor. Comprehensive tool kit in attache case.

IMPORTANT

Jaguar Cars Limited are constantly seeking to improve the specification, design and production of their vehicles and alterations take place accordingly. While every effort has been made to ensure accuracy of this brochure, it should not be regarded as an infallible guide to current specification, nor does it constitute an offer for sale of any particular vehicle. Distributors and Dealers are not agents of Jaguar Cars Limited and have absolutely no authority to bind the manufacturer by any express or implied undertaking or representation.



JAGUAR

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All Jaguars look fast. Virtually all have exceeded expectations.

But the racing pedigree of today's cars goes right back to the twenties, when Swallow sidecars were fitted to the 2nd, 3rd and 4th placed bikes in the 1924 Sidecar Tourist Trophy!

For all their sporty looks, the early Swallow car bodies were mounted on rather uninspired chassis and engines; but the SS range changed everything. It looked right from the start – in 1931, as a low, slung coupe. In 1935, the 100mph (160km/h) 3.5 litre SS Jaguar 100 two-seater leapt on to the scene. It made best performance in two Alpine Trials and two RAC Rallies. Tommy Wisdom's works-supported stripped down SS 100 lapped Brooklands at over 118mph (190 km/h)!

It was in one such car that Ian Appleyard first began to be noticed, but in 1949 he was to hit on the partnership of a lifetime – with the twin OHC XK120 two-seater.

This car was to launch Jaguar formally into a racing programme. The XK120 began as it meant to go on, winning first place in its maiden race at Silverstone in August 1949.

An early production XK120 – minus hood and screen – covered a 'flying mile' at a breathtaking 132.596mph (212 km/h), and was later eased past speechless journalists at a sedate 10mph (16 km/h) – in top gear!

In 1952, the XK120 was to demonstrate its endurance by completing 16,852 miles (26,963 km)

Setting the pace

almost non-stop over seven days and nights, at an average speed of over 100mph (160 km/h). Four world records and four further class records fell that unforgettable week.

Meanwhile Jaguar's ultimate motorsport goal was becoming clear; to win the Le Mans 24 hour race. The result was a special 210bhp (157 kw) racing version of the XK120, to be called the C-Type. Three cars were entered in the big race of 1951, the example driven by Walker and Whitehead achieving Jaguar's great ambition – it won!

In the 1951 Tourist Trophy, C-Types came first, second and fourth.

In 1953, C-Types scooped first and second place at Le Mans.

The following year came the beautiful Jaguar D-Type. It quickly proved to be functional beauty – the 170mph (270 km/h) car earning a respectable 2nd place in that year's Le Mans 24 Hour Race. The car went on to win in 1955. And while the factory

withdrew from racing in 1956, privately entered D-Types romped home at Le Mans the same year, to 1st, 2nd, 3rd, 4th and 6th places!

Jaguar was still active behind the scenes, backing private entrants until the mid-sixties and developing experimental vehicles which were to shape subsequent production cars. The early 1960s also saw Jaguar 3.8 saloons dominating European saloon car racing.

The Series Three V12 E-Type of Bob Tullius' Group 44 team dominated B production events in the USA in 1974 and 1975. The team is now in its tenth year of collaboration with Jaguar.

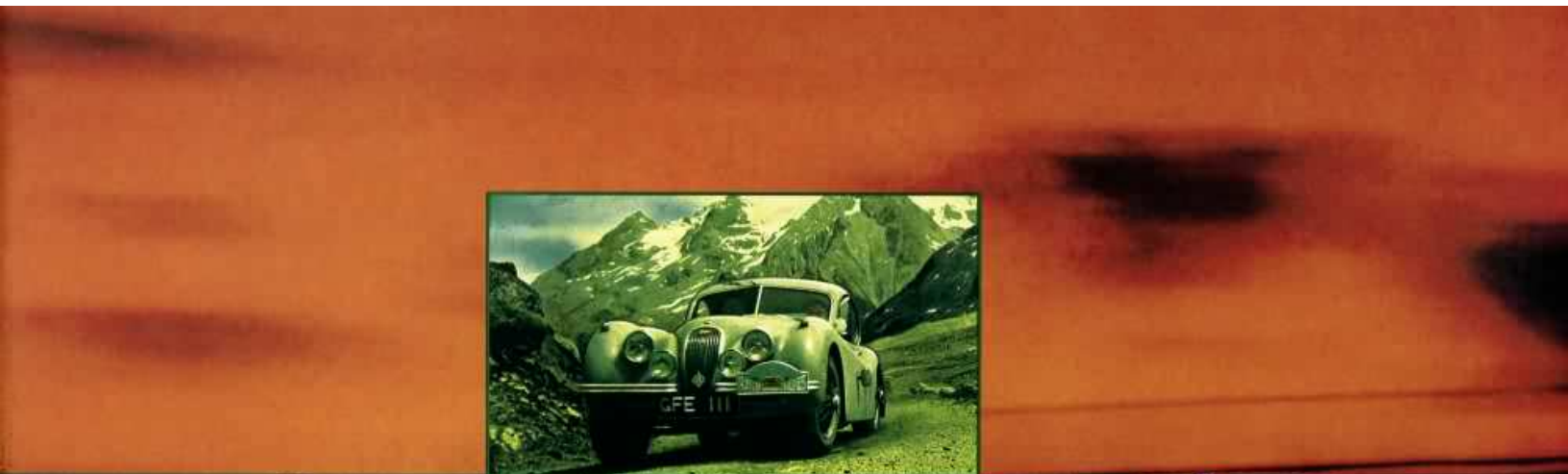
With the European Touring Car Championships now involving Group A – more or less standard road cars – Jaguar Cars Limited formally returned to racing in 1983 after nearly 20 years.

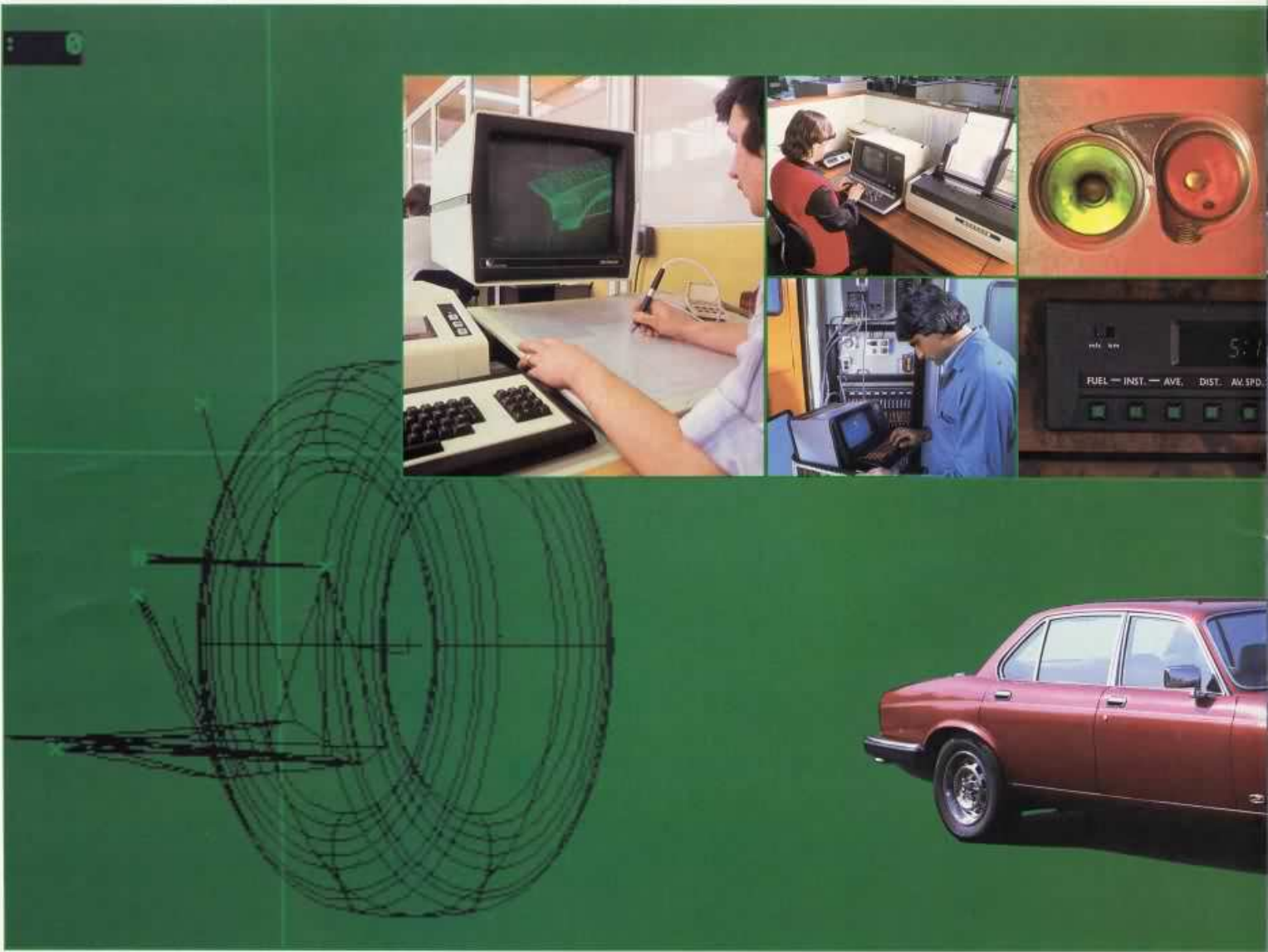
The team is managed by ETC expert Tom Walkinshaw, whose preparatory season in 1982 quickly proved its potential with four major wins in the XJ-S.

The works-entered XJ-Ss have been tuned to boost their power from 299bhp (223 kw) DIN to more than 375 (280 kw).

Remember, today's 6 cylinder Jaguar saloons are powered by the latest of a classic range of race-proved XJ engines. The V12s share the same power unit that's taking the Jaguar XJ-S to victory. Jaguar's racing enterprise has always been not just for prestige, but for progress. To keep Jaguars as far ahead of other cars as they've always been.







As pioneers of disc brakes and fuel injection, jaguar have long had a reputation for technological leadership.

But technology is jaguar's servant, not its master. With a multi-million pound investment in Computer Aided Design and Computer Aided Manufacturing equipment nearing completion, designers and engineers are freed to work more creatively and less laboriously.

In finite terms, engineering tolerances are radically reduced. When manual systems of drafting were used, the precise dimensions of any two cars would never quite coincide. CAD/CAM techniques ensure that every part of every similar model will be identical to within a hair's breadth.

Because complex stress analysis and complex vibration analysis are now comparatively simple tasks, jaguar cars are safer and more durable than ever before.

jaguar's engineering policy is to adopt advanced technology selectively - when it tangibly improves performance, durability, safety, comfort or economy. But its presence should be discreet and unobtrusive to passengers. While under the surface the technology is leaping forward, its interface with the driver will remain uncomplicated.

Technology. Improving the pace and the grace.

In other words, the jaguar leads the technology, not the other way round. So, as electronics replace electrics, this most singular and distinctive of cars becomes a better jaguar, not just a more advanced car.

Science is employed to create the body styling, too. jaguar's cat-like lines have been captured with the help of a Stiefelmayer 3-D plotter and Computer Aided Design. The result is a range of cars whose beauty is largely determined by function.

By definition it is not 'fashionable', but classic. However, the relationship works both ways. The dictates of optimum aerodynamics have been tempered by aesthetics, to produce a profile which not only works well, but looks right. Effective without being ostentatious.

In fact, jaguar design over the years demonstrates the virtue of not frequently re-styling, but simply

refining the vehicles until technological progress should demand a radical revision. In that way, every new jaguar seems destined for success, building on proven excellence. There is no risk of 'built-in-obsolence'.

Perhaps most important of all, there has been a jaguar family likeness instinctively handed down over the years. Indeed when the current series III models superseded the series II saloons, the styling differences were hardly noticeable to some people at first glance. They only became clearer when the two models were seen side by side.

Significantly - and following classic design principles - everything in a jaguar interior is what it seems.

In the rare instances when practicality demands the use of synthetic trim materials, the idea of using moulded 'stitch lines' is unthinkable. Where on some models, a slender beechwood inlay is set into the walnut door cappings, a painted line or plastic inlay could be inserted.....but again, the compromise is firmly rejected.

Befitting a car of jaguar's status, the door handles are designed to avoid possible damage to diamond rings, and the cloth seating fitted to some models has even been selected in a material which will not pull the fur from mink coats.



Opposite page top right, The advanced May combustion chamber of the jaguar V12 HE Engine.

In the original Jaguar XJ6 saloons, the seating was acclaimed as excellent. But in building the current range, nothing was taken for granted, and the support and resilience of the seats were fine tuned to offer even greater comfort.

Whether in quality cloth or leather, the seats will accommodate five adults in comfort. The front seats have head restraints and are fully reclining. And for the height of luxury, electric rise and fall adjustment is fitted on some models.

There is ample space for passengers to stretch their legs on to the deep pile carpeting. The headroom allows for occupants of the highest stature.

The driving position surrounds the Jaguar driver with symbols of power, with instruments and controls placed not only to please the eye, but to satisfy stringent ergonomic principles.

Thirteen warning lights advise of everything from 'handbrake on' to 'low coolant'. The steering column is adjustable.

The upholstered armrest tops a lockable cubby box, built into a centre console. In turn, this contains the trip computer (when fitted) and heating and ventilation controls.

This system offers 3 fan speeds and ten through-fully positioned outlets. Among them, a vent which continuously demists the screen, and outer fascia vents which can demist the side windows. Rear passengers can independently control their own ambient conditions.

The Ergonomic Miracle



Jaguar air conditioning (when fitted) makes the driver master of his surroundings. Yet it is operated by two simple controls. One, to dial the chosen temperature. The other, to select one of three operational modes: automatic - to maintain the desired temperature, compensating for changes in the outside environment; low - responding slowly and almost inaudibly; and high - reacting rapidly with the fan set at high speed. Air will circulate filtered and de-humidified.

The outside world is viewed through panoramic windows, the side ones electrically operated and the rear screen heated. Where a sunroof isn't fitted as standard, it is available as an optional extra.

Central door and boot locking is standard, for security, one of the keys supplied unlocks all doors but not the boot; the other key unlocks both doors and boot.

There are door mounted speakers for magnificent stereo sound, while the interior is thoroughly sound-proofed from road, traffic and engine noise.

This most welcoming car interior is carried on an independent suspension of impeccable good manners. The comfort of the ride is designed to match that of the interior, yet it is formulated for firm, reassuring cornering and maximum control at high speed.

Highest quality carpet.

Unblockable air extract vent.



There can be no greater safety feature in a car than superlative fundamental engineering. By that criterion alone, the Jaguar would be exceptionally safe. Genuinely race-bred, many of its components and safety features were originally developed to meet the staggering demands of long distance motor racing. Jaguar safety begins with the avoidance of accidents. Wide track and a low centre of gravity create superb stability. Power assisted rack and pinion steering reduces driver fatigue and allows precise control and instant response. Wide section, low profile, steel braced radial ply tyres translate the driver's every intention into action. And in the unlikely event of deflation while in motion, the special safety profile wheel rims hold tightly on to the tyres for maximum control. All round servo-assisted disc brakes – those in front ventilated to eliminate fade – provide effortless stopping power. The dual hydraulic circuits provide

Travel in safety

reserve braking capability even if one circuit is damaged. Should there be a fluid loss in either, a warning light will instantly light up. Under heavy braking, computer-developed anti-dive front suspension geometry helps to keep the vehicle level. Halogen headlamps are fitted as standard. While the passenger compartment is immensely strong, the front and rear ends have scientifically graduated crumple characteristics to absorb the energy of impact. All doors have burst proof locks – the rear ones are also child-proof. The door handles are recessed. The instrument panel surround is padded, and the collapsible steering column will cushion impact. Head restraints reduce whiplash and the risk of neck injury, and the backs

of the front seats are thoroughly padded. The interior trim is fire retardant. The fuel lines are positioned to avoid the risk of fracture, and each fuel tank is encased in a steel compartment. Recessed filler caps are positioned so as to prevent them being torn off in an accident. Naturally, Jaguar safety is graphically proven in fierce tests, such as driving a remote controlled saloon at a brick wall at 30mph (48 km/h), recorded on film at 1000 frames per second. The body will also withstand a crushing load of over 2 tonnes. Another test was to burst a front tyre at speed, showing that control of the vehicle can be retained. Every Jaguar exceeds all international current and anticipated safety standards. Meanwhile a massive investment is made in a continuous programme of safety research. So that in safety, as in other standards, the Jaguar excels.

