

manufacturer [Jaguar](#) from 1975 to 1996. The XJ-S replaced the [E-Type](#) (or XK-E) in September 1975, and was based on the [XJ saloon](#). It had been developed as the XK-F, though it was very different in character from its predecessor. Although it never had quite the same sporting image, the XJ-S was a competent grand tourer, and more aerodynamic than the E-Type.^[3] The last XJS was produced on 4 April 1996, by then 115,413 had been produced during a 21-year production life. The model was replaced by the [XK8](#).

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[\[edit\]](#) 1975

The first XJ-S appeared in 1975 as a 1976 model. Power came from the [Jaguar V-12 petrol engine](#) with a choice of a [manual](#) or [automatic transmission](#), but the manual was soon dropped. V-12 automobiles were unusual at the time, with notable others coming from Italian luxury sports car makers [Lamborghini](#) and [Ferrari](#). The specifications of the XJ-S compared well with both Italian cars; it was able to accelerate to 60 mph (97 km/h) in 7.6 seconds (automatic) and had a top speed of 143 mph (230 km/h).^[4] The first series of XJ-S cars had a Borg-Warner Model 12 transmission with a cast-iron case and a bolt-on bell-housing. In 1977 GM [Turbo-Hydromatic 400](#) transmissions were fitted.^[5] The TH400 transmission was an all aluminium alloy case with an integrated non-detachable bell-housing.

Jaguar's timing was not good; the car was launched in the wake of a fuel crisis, and the market for a 5.3-litre [V12](#) grand tourer was very small. The styling was also the subject of criticism, including the buttresses behind the windows. German authorities feared these would restrict rearward vision, and refused to give the model (along with [Lancia](#)'s similarly adorned [Montecarlo](#) model) type approval: it was for a time necessary instead for German XJS buyers to obtain type approval for each individual car when registering it.^[6] Such fears were ill founded, since in reality the rear visibility was very reasonable, with only the frontmost top edges of the buttresses being visible, when looking rearward.

Jaguar did seize promotional opportunities with the television series *The New Avengers* and *Return of the Saint*. *The New Avengers* featured Mike Gambit ([Gareth Hunt](#)) who drove an XJ-S. *Return of the Saint* saw Simon Templar (played by [Ian Ogilvy](#)) driving an early XJ-S with the number plate "ST 1". Miniature versions were made by Corgi and proved popular. A decade and a half before, Jaguar had turned down the producers of the earlier *Saint* series when approached about the E-type; the producers had instead used a [Volvo P1800](#).

Responding to criticisms that the XJ-S was not a worthy E-type successor, [Pininfarina](#) revealed a sporty show car in 1978 based on XJ-S mechanicals and called Jaguar XJSpider.^[7] The car never went into production.

Early examples can be identified by details such as a black panel between the rear lights, and brushed aluminium trim instead of the later cars' wood.

[\[edit\]](#) 1980s

XJ-S H.E., 3.6, XJ-SC



(All engines, including H.E. and 3.6)

1981–1990

73,207 built

Production

Coupé: 55,822

Targa / convertible: 5,013

Full convertible: 12,372

2-door [coupé](#)

[Body style](#)

2-door targa [convertible](#) (1983-88, V12 from 1985)

2-door full [convertible](#) (from 1988)

<u>Engine</u>	3.6 L AJ6 I6 5.3 L HE V12
<u>Transmission</u>	5-speed manual (3.6 only) 3/4-speed automatic
<u>Wheelbase</u>	102.0 in (2,591 mm)
Length	191.7 in (4,869 mm)
Width	70.6 in (1,793 mm)
Height	47.8 in (1,214 mm)

From July 1981, XJ-S received the new [High-Efficiency engine](#) for much better economy; as a by-product, power was increased to 220 kW (295 hp) or 196 kW (263 hp) in North America.^[8] At the same time, the XJ-S received changes to its exterior and interior (new five-spoke alloy wheels, chrome inserts on the upper part of the bumpers, wood inserts on dashboard and door cappings). In 1982, the new V12 XJ-S won first and second at the [RAC Tourist Trophy](#) race at [Silverstone](#).

[\[edit\]](#) Six-cylinder version and a convertible



1986 Jaguar XJ-SC targa convertible (US spec, with twin headlights)

In 1983, a new 3.6-litre engine debuted - the [Jaguar AJ6 straight-six \(I6\) engine](#) - as well as a new [cabriolet](#) version, the **XJ-SC**. In the XJ-SC, the coupé's rather small rear seats were eliminated making it only a 2-seat car. The XJ-SC was not a full convertible but had a non-removable centre targa-type structure and fixed cant rails above the doors. The rear quarter windows remained as well. The six-cylinder cars can be identified by a slightly raised "power bulge" — the longitudinal centre section of the bonnet.

Between 1983 and 1987 the six-cylinder-engined cars were only available with a five-speed manual transmission (Getrag 265), with a four-speed automatic (ZF 4HP22) offered from 1987

onwards (along with improved fuel injection as used on the [XJ40](#)). The earlier, manual models were not imported by Jaguar into the United States, which had to wait until the facelift manual 4-litre XJS coupé and convertible were available; even then they were sold only in low numbers. A limited number of earlier five-speed AJ6 cars did however enter the US as grey market personal imports.^{[*[citation needed](#)*]}

A V12 XJ-SC emerged in 1985.

[[edit](#)] **Full convertible**



Post-1988 pre-facelift full convertible

The two-seat XJ-SC targa-type model, never a great success in the market place, was replaced with a two-seat full [convertible](#) in 1988 which proved to be a great hit.



1988 pre-facelift XJ-S coupé; note new 'crosslace' road wheels

[[edit](#)] **Hess & Eisenhardt convertible**

From 1986 a full convertible version was available through some dealers, modified by Hess & Eisenhardt in the USA. The Hess & Eisenhardt coachbuilding firm was located in Ohio, USA, and built about 893 of these cars under contract from Jaguar before the official Jaguar-built XJS full convertible appeared in 1988.

The Hess & Eisenhardt convertible differed from the later Jaguar convertible XJS as its unpadded top folded down deeper into the body structure of the car resulting in a cleaner rear profile when the roof was lowered. In order to accommodate this design element, the Hess & Eisenhardt convertibles have two separate fuel tanks, positioned to allow for the roof to fully retract. The process of converting the stock Jaguar XJS coupé into the H&E Convertible included the post-production removal of the roof, cutting the body in several sections, the

addition of steel reinforcements behind the driver's seat, and 20 lb (9.1 kg) weights placed just behind the headlights to eliminate harmonic resonance caused by the significant modifications to the car. H&E XJS convertibles are easily identified by the lower folding top, as well as two small badges located just behind the front wheels. The later Jaguar full convertible had a heavier padded top that did not fold into as small a bundle when in the lowered position, but retained nearly all of the original components of the coupé.

The true number of H&E Jaguar XJSes is unknown, partly because a fire at the Hess & Eisenhardt factory destroyed most of the records pertaining to the Jaguar XJS conversions.

[\[edit\]](#) XJR-S

From 1988, a special XJR-S version of the V12 5.3-litre car was produced by JaguarSport, a separate company owned 50:50 by Jaguar and TWR. This car had a distinctive body kit, special alloy wheels and suspension and handling improvements. The first 100 of these cars were termed "Celebration Le Mans" to commemorate Jaguar's 1988 win at [Le Mans](#). Between 1988 and 1989 a total of 350 XJR-S cars were produced with the 5.3-litre engine. After September 1989 the change was made to a special 6.0-litre engine with a Zytec engine management system (234 kW (314 hp), later 245 kW (329 hp)). This was different from the standard 6.0-litre engine used in the late XJS models. The XJR-S stayed in the line until 1993; a total of 1,130 cars were built.^[9]

[\[edit\]](#) Daimler

Jaguar did consider a luxury [Daimler](#) version tentatively called Daimler-S, without the buttresses, but this vehicle was not put into production, although one prototype was made in 1986.^[10] Paul Banham did produce some custom notch back coupés without the buttresses, larger rear side windows, and a narrow C-pillar. In the mid-nineties, Banham also made a re-worked version called the XJSS based on the XJS. This set of front and rear styling modifications was also available for a while as a DIY kit.



Lynx Eventer estate conversion, based on XJ-S coupé. Later, facelifted model

[\[edit\]](#) Lynx Eventer & Performer

From 1982 on, British company Lynx sold a four-seat full convertible conversion. Lynx also produced 67 hand-built two-door estate/shooting brake/station wagon versions of the XJS marketed under the name of "Lynx Eventer". Lynx also supplied and fitted various upgrades to the standard XJS, including performance upgrades, uprated suspension, interior changes, and a

body kit. Models with these options are known as the Lynx Performer.^[11] Jaguar were urged to market their own version but never did.^[12]

[edit] 1991–1996

XJS (Facelift)



Also called	Jaguar XJS Classic
	1991–1996
Production	27,406 built Coupé: 8,832 Convertible: 18,574
	2-door coupé
Body style	2-door 2-seat convertible 2-door 2+2 convertible
	4.0 L AJ6 I6
Engine	4.0 L AJI6 I6 5.3 L HE V12 6.0 L HE V12
	5-speed manual
Transmission	4-speed automatic
Wheelbase	102.0 in (2,591 mm)
Length	191.2 in (4,856 mm)

Width	1992—1993: 70.6 in (1,793 mm)
	1994—1996: 74.1 in (1,882 mm)
Height	48.7 in (1,237 mm)

The car was re-engineered in 1991 and renamed **XJS**. All XJSs from this time are referred to as "facelift" models; they were presented in May 1991.^[13] The rear side windows appeared enlarged (although the body glass aperture was actually the same size as the earlier car), and the buttresses stayed (although their appearance was minimized by the new side window treatment), as designer Geoff Lawson argued that they were part of the car's character. The car received a new 4-litre version of the [AJ6](#). In 1992 a 4-litre convertible was added to the range. The V12's capacity was enlarged to 6 litres in May 1992 (227 kW (304 hp)).^[13] At the same time the car benefited from a revision to the rear brakes, they were now fitted with outboard rear disc brakes, instead of the more complicated inboard items on previous models. With the introduction of the 6.0-litre V12, the transmission was also updated to a [GM 4L80E](#) with a fourth gear overdrive, whilst the automatic 4-litre models continued with the electronic ZF4HP24E transmission. A [2+2](#) convertible was also introduced, as was a customised *insignia* line. At the same time the car received more aerodynamic front and rear bumpers. 1993 and 1994 were the only years that the six-cylinder XJS combined with a five-speed manual transmission was exported to the United States, with the total of five-speed sales in the USA being 161. Availability was not advertised nor was the car marketed so the totals are not surprising.



Facelift (post-1991) XJS convertible; note revised rear lights

In April 1994, substantial revisions were made to the 4-litre AJ6 engine which became the 4-litre AJ16 with coil-on-plug ignition being amongst the most noticeable of the changes. In 1995, the final specification changes were made and the car was referred to as the Celebration model to celebrate the 60th year of the Jaguar company. Celebration cars are easily identifiable by the diamond turned wheels, Jaguar embossed seats and distinctive wooden steering wheel. These latest cars are the most desirable of all the later XJSs, especially the convertibles. The 6-litre V12 had all but disappeared by this time and was only available by special order during the last year of production. The car was discontinued in 1996, after 21 years in production. It was replaced by the [XK8](#).



Facelift (post-1991) XJS in profile view; note revised side windows

[\[edit\]](#) Motorsport

For 1977, the "Group44" racing team had a very successful season in [Trans Am](#) with a race car based on the actual production XJ-S chassis and running gear. The team won the series' 1977 drivers' championship cup for Bob Tullius but missed winning the manufacturer's title by two points (only one Jaguar was competing in the Trans-Am series compared to many more [Porsche](#) entrants). In 1978, a purpose-built tube-frame "silhouette" style XJS race car was constructed which greatly reduced the weight compared to the full production chassis car campaigned in 1977. This [silhouette car](#) had only the production car's roof panel as the sole piece of factory XJS sheetmetal on the car. Group 44 succeeded in again capturing the driver's championship for Bob Tullius and also captured the manufacturer's title as well, by entering Brian Fuerstenau driving the 1977 car at some venues to gain additional manufacturer's points for Jaguar. The silhouette car survived and has surfaced recently in the SVRA historic sports race series. The 1977 factory chassis race car is believed to still be in the hands of Group 44's Bob Tullius.

In April 1979 a Jaguar XJS driven by Dave Heinz and Dave Yarborough was entered into [Cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dash](#), widely known simply as the Cannonball Run. They completed the 2,863 miles (4,608 km) from New York to Los Angeles in a record time of 32 hours and 51 minutes, a record that stood for 4 years, until it was beaten by David Diem and Doug Turner in a [Ferrari 308](#). Diem and Turner covered the same distance in 32 hours and 7 minutes on the [US Express](#), an unofficial successor to the Cannonball Run.^[14]

In 1984 [Tom Walkinshaw](#) captured the Drivers' title of the [European Touring Car Championship](#) with a [Group A](#) version of the XJS, entered by [TWR](#). During the championship season the TWR team had also won the [Spa 24 Hours](#) race with an XJS driven by Tom Walkinshaw, [Hans Heyer](#) and [Win Percy](#).

By 1985 the TWR XJS' had been 'retired' and the team was committed to running the [3.5L V8 Rover](#) in the ETCC. Walkinshaw had been to the [1984 James Hardie 1000](#) at the [Mount Panorama Circuit](#) in [Bathurst, Australia](#), to co-drive a locally developed [Australian Group C](#) XJS with Aussie [John Goss](#). Walkinshaw qualified the V12 Jag in provisional 7th place with a 2:16.09 lap of the 6.172 km (3.835 mi) track, recording 290 km/h (180 mph) on the 2km long Conrod Straight, with the promise of more to come in the "Hardies Heros" Top 10 runoff through the use of special tyres. After the tyres failed to arrive in time Walkinshaw eventually

qualified 10th having to use front wheels on the car as no suitable runner was available. Clutch failure saw the car fail to get off the start line and a helpless Walkinshaw was hit from behind, causing instant retirement and the races first ever re-start after the track was blocked.

The [Scot](#) was determined to come back the next year and win the race in the first season of Group A in Australia and in 1985 the three retired Jags were shipped down under for the [James-Hardie 1000](#). The cars were clearly the class of the field, finishing the "Hardies Heroes" in 1st (Walkinshaw/Percy in #8), 2nd ([Jeff Allam](#)/Ron Dickson in #9) and 6th (Goss/[Armin Hahne](#) in #10). This time the big Cats got off the start line and Walkinshaw and Percy dominated most of the race, only losing the lead during pit stops. The Allam/Dickson car went out on lap 3 with engine failure while the Goss/Hahne car, the drivers battling a broken seat, sat in second most of the way until a split oil line late in the race cost the Walkinshaw/Percy car 3 laps and any chance of victory. [1974](#) winner Goss won his second "Great Race" while Hahne, who had won the Group A category in the 1984 race, maintained his 100% record with his only [Bathurst 1000](#) win. After having the oil line replaced, Walkinshaw resumed in 4th place but easily caught and passed the [JPS Team BMW 635 CSi](#) of [1985 Australian](#) champion [Jim Richards](#) in the last laps to make it a Jaguar 1-3, with Walkinshaw following Goss across the finish line in a formation finish.

The TWR XJS Jaguars were next seen late in 1986 at the [Fuji 500](#) in [Japan](#) in what was meant to be its Group A swansong as it ran out of [FIA](#) homologation in 1987. Against old foes in the [BMW 635 CSi](#) and [Volvo 240T](#), as well as newer Group A cars such as the [Holden VK Commodore SS Group A](#) and the turbocharged [Nissan Skyline RS DR30](#), Walkinshaw qualified his 'old' XJS on pole, proving how competitive the car could still be in [Touring car racing](#). The race saw the Walkinshaw/Percy car leading until retiring on lap 6 with no oil pressure while the Hahne/[Denny Hulme](#)/Walkinshaw car only lasted until half distance before retiring with a broken differential. Despite not being eligible for Group A racing in 1987, TWR ran their two Jaguars in the [1987 \(January\) Nissan Mobil 500](#) in [Wellington, New Zealand](#) under special invitation from the race promoters in what would be their last competitive race. Neither car finished with Walkinshaw/Percy suffering diff failure and the Hahne/Hulme car cutting a tyre resulting in a race ending crash after fighting their way into the lead.

Aussie privateer Garry Willmington ran an XJS in the [1985](#) and [1986 Australian Touring Car Championships](#) and also the late season endurance races. While he reportedly had obtained more power from the V12 than TWR, Willmington didn't have TWR's resources and suffered from reliability problems with results not forthcoming. John Goss also ran his own privately entered XJS in the [1986 James Hardie 1000](#) but electrical problems in the race saw him finish 24th with veteran Australian driver Bob Muir.





1985 XJS TWR

Today the XJS continues to be extensively campaigned in club level motorsport both in the United Kingdom and overseas. Best known of the race series is probably the Jaguar Enthusiasts' Club XJS championship, currently in association with Toyo Tires. Their championship has now been running for over a decade, offering an affordable entry into club motorsport in the UK, and continuing to attract large grids of this unlikely racing car. Cars compete in various states of modification, from barely modified road cars through to full race-specification cars built in homage to the great TWR specials.

Jaguar XK (X100)

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Jaguar XK8

Jaguar XKR



Jaguar XK8 coupé

Manufacturer [Jaguar Cars](#)

Production 1996–2006

Assembly [Coventry](#), England

Predecessor [Jaguar XJS](#)

Successor [Jaguar XK \(X150\)](#)

[Class](#) [Grand tourer](#)

[Body style](#) 2-door coupé
2-door convertible

[Layout](#) [FR](#)

Engine

4.0 L [AJ26/27 V8](#)
4.0 L [AJ26S SC V8](#)
4.2 L [AJ34 V8](#)
4.2 L [AJ34S SC V8](#)

5-speed [automatic](#)

Transmission

Mercedes-Benz W5A580 [Mercedes-Benz 5G-Tronic transmission](#) (Supercharged models only) 1998-2002

Wheelbase

101.9 inches (2,590 mm)

Length

1997–2004: 187.4 inches (4,760 mm)
2005-06: 4,775 mm (188.0 in)

Width

1997–2004: 1,830 mm (72.0 in)
2005–2006: 1,800 mm (70.9 in)

Height

1997–1998 Coupe & 1999–2006 XK8
Convertible: 1,295 mm (51.0 in)
1997–98 Convertible: 1,305 mm (51.4 in)
XKR Convertible: 1,288 mm (50.7 in)
1999–2006 XK8 Coupe: 1,283 mm (50.5 in)
XKR Coupe: 1,278 mm (50.3 in)

Related

[Aston Martin DB7](#)

Designer(s)

[Geoff Lawson^{\[1\]}](#)



Jaguar XKR convertible

The **Jaguar XK8** (project code X100) is a [grand tourer](#) car that was launched by Jaguar Cars in 1996, and was the first generation of a new [XK](#) series. The XK8 was available in coupé or convertible body styles and with the new 4.0 litre [Jaguar AJ-V8 engine](#). In 1998 the **XKR** was introduced with a [supercharged](#) version of the engine. From 2003 the engines were replaced by the 4.2 litre AJ34 engines in both the normally aspirated and supercharged versions. The first-generation XK series shares its platform with the [Aston Martin DB7](#). Both cars are derived from the [Jaguar XJS](#), though the platform has been extensively changed. One of the revisions is the use of the second generation of [Jaguar's IRS unit](#), taken from the [XJ40](#).

The car's aerodynamic design gives it a [drag coefficient](#) of 0.35 for the XK8 coupe and 0.36 for the XK8 convertible.^{[\[citation needed\]](#)}

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[\[edit\]](#) Power and performance

Both the XK8 and XKR are electronically limited to a maximum of 155.4 miles per hour (250.1 km/h). The XK8 heralded a change in direction for the company, resulting in the [S-Type](#) and [X-Type](#).^{[\[citation needed\]](#)}

The XK8 came standard with 17" alloy wheels, while 18" (Standard on the XKR), 19", and 20" wheels are available for additional cost. A navigation system and self-leveling xenon headlamps come standard with the XKR and as options for the XK8. Jaguar's Adaptive Cruise Control is an optional feature available on both models. Both come with all-leather interior, burl walnut trim, and side airbags. [Jeremy Clarkson](#), during a [Top Gear](#) (a UK motoring magazine/TV show) test-drive, likened the interior of the original XK8 to sitting inside [Blenheim Palace](#).^{[\[2\]](#)} In 2004 the grille design of the XKR was refreshed.

Initially the [ZF 5HP24](#) 5-speed automatic transmission was coupled to the conventionally aspirated 4.0L and a [Mercedes](#) W5A580 5-speed transmission to the Supercharged version, but in 2002 the new [ZF 6HP26](#) 6-speed automatic transmission was fitted in both versions of the 4.2L.

[\[edit\]](#) Limited editions

[\[edit\]](#) XKR Silverstone

Only 107 Silverstone models were made in Phase I (MY2000), and 456 in Phase II (MY2001) in celebration of Jaguar's return to [F1 racing](#) in 2001. It featured a Platinum paint finish, specific badges and tread plates, a high-performance package (with the same engine as the standard XKR, but improved transmission, steering, suspension and brakes), 20 inch Silver BBS "Detroit" wheels and a custom interior (red-stitched black leather and birds-eye maple wood) . All possible factory options were included, to the exception of the telephone and the navigation system, which had to be ordered separately. Phase I cars were only for UK, so they all were RHD; Phase two cars were all for export, all LHD except 40 RHD cars for the Japanese market.

[\[edit\]](#) XKR 100

Built to celebrate the centenary of Jaguar's founder, 500 'XKR 100' coupes and convertibles combined total were made in 2002.^[3] The XKR 100 featured an Anthracite paint finish, [Recaro](#) seats, 20 inch BBS [alloy wheels](#), [Brembo](#) brakes, and custom interior. This model may be referred to as the XKR-R as well.

[\[edit\]](#) XKR Portfolio

The convertible-only Portfolio models were produced in 2004 exclusively for the US market. Of the Portfolio models, 100 featured unique Red paint with matching Recaro sports seats and interior, whilst the remaining 100 had Blue paintwork and interiors. Portfolio models were also sold in France.

[\[edit\]](#) XKR 4.2-S

In Europe the 4.2-S was unveiled at Geneva on 1 March 2005. This was the last XK to be rolled out that was based upon the original 1996 design. Features for the 4.2-S included new exterior and interior colours and two distinct veneer options for the instrument panel, polished door treadplates with chequered-flag emblems and embossed, leather-edged floor mats. The revised white Jaguar badge on the bonnet also feature chequered accents. New 19" Atlas wheels plus cross-drilled Brembo brake discs, red wheel badges and red brake callipers were also fitted.^[4]

[\[edit\]](#) XKR-R concept



Jaguar XKR-R convertible

Jaguar also produced a concept car called the XKR-R which was very similar to the production XKR, but boasting a more powerful 450 bhp (340 kW) engine, a manual gearbox, a [limited-slip differential](#) and improved handling.

The **Jaguar XK** (project code X150) is the second generation of the [Jaguar XK](#) grand tourer from Jaguar Cars. The vehicle was unveiled in 2005 at the [Frankfurt Motor Show](#) with the first generation's 4.2-litre [V8 engine](#). The XK convertible was unveiled in 2006 [North American International Auto Show](#) in [Detroit](#). A facelifted XK was launched in 2009 with a new 5.0-litre V8.

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[\[edit\]](#) Design

The X150 design was based on [Advanced Lightweight Coupé \(ALC\)](#) which was first seen at the 2005 North American International Auto Show. The designer, [Ian Callum](#), was also responsible for the [Aston Martin DB7](#) and [Vanquish](#) coupés. The new XK's grille is inspired by that of the 1961 [Jaguar E-Type](#).



2010 Jaguar XKR (US)

The XK received a facelift in 2009,^[1] with minor alterations to front and rear lighting and bumper designs, together with the introduction of a new 5.0 L V8 for both the naturally aspirated XK and the supercharged XKR. The interior also received some changes, in particular the introduction of the XF style rotary gear selector mated to the new [ZF automatic transmission](#).

The range was extended in 2011, with the introduction of the new XKR-S at the [Geneva Motor Show](#), featuring an upgraded XKR engine producing 550 PS (405 kW; 542 hp)^[2] and torque of 680 N·m (502 lb·ft). The XKR-S badge was first used on the 2008 special edition XK. Jaguar claimed that this new version is the fastest production Jaguar ever, a top speed of 186 mph (299 km/h) and acceleration from 0 to 60 mph (97 km/h) in 4.2 seconds (0–100 km/h (62 mph) in 4.4 seconds).

The XK received a second facelift in 2011 with new front bumper and light design^[3] which was presented at the [New York Auto Show](#).

[\[edit\]](#) Models

Models	XK	XK Portfolio	XKR	XKR-S	XKR 75	XKR 175
Engines	4.2, 5.0	4.2, 5.0	4.2 Supercharged, 5.0 Supercharged (510 PS)	4.2 Supercharged (420 PS)	5.0 Supercharged (530 PS)	5.0 Supercharged (510 PS)
Wheels (standard)	Venus 18-inch alloy	Caravela 19-inch alloy	Tamana 19-inch alloy	Vortex 20-inch alloy	Vortex 20-inch alloy	Kasuga 20-inch alloy

[\[edit\]](#) Limited editions

[\[edit\]](#) XKR Portfolio (2007)

A version of XKR developed by Jaguar's Special Vehicles team and Alcon. It included 400 mm diameter front and 350 mm rear discs, six-piston front callipers and four-piston rear callipers, 20-inch five-spoke Cremona wheels, Power Vents, Celestial Black body (optional Liquid Silver for UK and Switzerland models), Engine-Spun aluminium veneer or optional Satin American

Walnut veneer, alloy and leather gearshift selector, soft-grab door handles, contrast stitching throughout the cabin, leather-edged mats with a Jaguar logo, Portfolio treadplates on the doorsills, 525 W Premium Audio system with Dolby Pro Logic II surround sound system by [Bowers & Wilkins](#).^[4]

[\[edit\]](#) XKR-S (2008)



 Limited edition XKR-S, pictured in London

A limited (200 units) version of XKR coupé for European market, developed by Jaguar's Special Vehicles team with British competition brake specialist Alcon. The vehicle has electronically limited top speed of 280 km/h (174 mph). The additional performance was achieved by improved aerodynamics (reduced drag and lift) and suspension set-up. Other changes include S Alcon R Performance braking system with 400 mm diameter front and 350 mm rear discs, six-piston front callipers and four-piston rear callipers, recalibrated suspension, Ultimate Black body, XKR-S badge on the rear of the car, 10 mm lower ride height, 20-inch Vortex forged alloy wheels with bespoke tyres, Active Exhaust System, leather upholstery with Charcoal with Ivory twin-needle contrast stitching, Piano Black veneer, Charcoal Alston luxury headlining.

The vehicle was unveiled in 2008 Geneva Motor Show and later 2008 Paris Motor Show. Production version went on sale in Summer 2008.^{[5][6][7]}

[\[edit\]](#) XK60 (2008)

A version commemorating 60th anniversary of [Jaguar XK120](#) for the UK market. The vehicle included 20-inch Senta alloy wheels, a sporty alloy gear knob and selector-gate surround, plus distinctive body enhancements: a new front spoiler and rear valance panel, chrome-finished side vents and bright upper and lower front grille meshes, special tailpipe finishers and appliques on both sides of the car.^[8]

[\[edit\]](#) XKR 'Goodwood Special' (2009)

A prototype designed to explore the harder side of the XKR's character and allow Jaguar's engineering team to extend performance boundaries, based on the 2010 model year vehicle. The engines is rated 530 PS (390 kW; 523 hp) and 700 N·m (520 lbf·ft).^[9] It included a louder exhaust, 21-inch wheels and a lowered ride-height, Lime Green body, satin graphite detailing to

the front grilles, headlights, door mirrors, side window surrounds, rear signature blade and bonnet louvres. The vehicle was unveiled in 2009 Goodwood Festival of Speed.^[10]

[\[edit\]](#) **XKR 75 (2010)**

A limited (75 units) version of XKR commemorating the company's 75th anniversary.^[11] It includes the increased engine performance to 530 PS (390 kW; 523 hp) and 655 N·m (483 lbf·ft), increased top speed to 280 km/h (174 mph), upgraded torque converter and suspension systems, aerodynamic body pack with body coloured finish to front splitter, side sills extensions and rear diffuser, and body coloured larger rear spoiler and rear trunk lid finisher; sports exhaust with improved performance and acoustics, New Stratus Grey exterior paint with optional graphics pack, Red brake callipers and 20-inch Vortex forged lightweight alloy wheels, XKR performance interior in Charcoal and Ivory stitch leather with Jet suedecloth headlining and XKR 75 tread plate, active front lighting. The vehicle was calibrated in partnership with the RSR engineering team.

The vehicle was unveiled in 2010 [Goodwood Festival of Speed](#). UK models went on sale in July 2010 with delivery in October.^[12]

[\[edit\]](#) **XKR 175 (2010)**

A limited (175 units) version of XKR for North American market, commemorating the company's 75th anniversary. It includes the increased top speed to 280 km/h (174 mph), a revised aerodynamic package incorporates a new front air dam, new side sills, a new rear diffuser and a larger rear spoiler providing increased balance and a reduction in lift; 20-inch Kasuga 10-spoke alloy wheels, red brake callipers and Ultimate Black body colour, Warm Charcoal with Cranberry stitching leather seats, interior Piano Black wood veneer.

The vehicle was unveiled at the Monterey Jet Center during the Pebble Beach Automotive Weekend.^[13]

[\[edit\]](#) **XKR Jaguar E-Type 50th Anniversary Edition (2011)**

Jaguar unveiled the new XKR at the 2011 to mark the company's 50th Anniversary of [Jaguar E-Type](#); and was limited to 25 units.

[\[edit\]](#) **Specifications**

The XK uses an new all-[aluminium monocoque](#) chassis developed from the 2005 ALC concept car. The convertible has 1,635 kg (3,600 lb) kerb weight, while the coupé weighs 1,595 kg (3,520 lb).^[14]

The convertible XK shares the same engine options as the coupé and features a conventional cloth top that will open or close in 18 seconds.

[\[edit\]](#) **Engines**

Model	Years	Type (displacement, bore x stroke)	power, torque@rpm	acceleration (0–100 km/h) (s)	top speed
3.5 litre V8 Petrol	2007–	3,555 cc (217 cu in) V8	258 PS (190 kW; 254 hp), 335 N·m (247 lb·ft)	7.6	243 km/h (151 mph) Coupé, 238 km/h (148 mph) Convertible
4.2 litre V8 Petrol AJ-V8 (AJ34)	2006– 2008	4,196 cc (256 cu in) V8 86.0 mm (3.39 in)x90.3 mm (3.56 in)	(304 PS (224 kW; 300 hp) SAE)@6000, (420 N·m (310 lb·ft) SAE) @ 4,100	5.9 Coupé, 6.2 Convertible	250 km/h (155 mph) (limited)
4.2 litre V8 Petrol Supercharged (AJ34S)	2006– 2008	4,196 cc (256 cu in) V8 supercharged (86.0 mm (3.39 in)x90.3 mm (3.56 in)	426 PS (313 kW; 420 hp)@6250, 560 N·m (413 lb·ft) @ 3,500	4.9 Coupé, 5.0 Convertible	250 km/h (155 mph) (limited)
4.2 litre V8 Petrol Supercharged (XKR-S)	2008	4,196 cc (256 cu in) V8 supercharged (86.0 mm (3.39 in)x90.3 mm (3.56 in)	420 PS (310 kW; 410 hp), 560 N·m (413 lb·ft)	5.2	280 km/h (174 mph) (limited)
5.0 litre V8 Petrol AJ-V8 GEN III	2009–	5,000 cc (305 cu in) V8, 92.5 mm (3.64 in)x93 mm (3.7 in)	385 PS (283 kW; 380 hp)@6500, 515 N·m (380 lbf·ft) @ 3,500	5.2 Coupé, 5.5 Convertible	250 km/h (155 mph) (limited)
5.0 litre V8 Petrol Supercharged AJ-V8 GEN III R	2009–	5,000 cc (305 cu in) V8 supercharged, 92.5 mm (3.64 in)x93 mm (3.7 in)	510 PS (375 kW; 503 hp) @ 6,000- 6,500, 625 N·m (461 lbf·ft) @ 2,500-5,500	4.6	250 km/h (155 mph) (limited)
5.0 litre V8 Petrol Supercharged AJ-V8 GEN III R (XKR-S)	2011–	5,000 cc (305 cu in) V8 supercharged, 92.5 mm (3.64 in)x93 mm (3.7 in)	550 PS (405 kW; 542 hp)@6000- 6500, 680 N·m (502 lbf·ft)@2500- 5500	4.0	300 km/h (186 mph) (limited)
5.0 litre V8 Petrol Supercharged AJ-V8 GEN III R (XKR 75)	2010	5,000 cc (305 cu in) V8 supercharged, 92.5 mm (3.64 in)x93 mm (3.7 in)	530 PS (390 kW; 523 hp) @ 6,000- 6,500, 655 N·m (483 lbf·ft) @ 2,500-5,500	4.4	280 km/h (174 mph) (limited)
5.0 litre V8 Petrol	2010	5,000 cc (305 cu in) V8 supercharged,	510 PS (375 kW; 503 hp) @ 6,000-	4.6	280 km/h (174 mph) (limited)

Supercharged	92.5 mm (3.64	6,500, 625 N·m
AJ-V8 GEN III	in)x93 mm (3.7 in)	(461 lbf·ft) @
R (XKR 175)		2,500-5,500



[Jaguar XKR X150 5.0 L Supercharged](#)

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All AJ-V8 Gen III V8 engines, and the Jaguar XKR-S engine, are SAE rated.^{[\[citation needed\]](#)}

[\[edit\]](#) Transmission

All models are fitted with a [ZF](#) six-speed [automatic transmission](#) with Jaguar's Sequential Shift and JaguarDrive selector.

[\[edit\]](#) Safety

The new XK introduced a world first in pedestrian safety, PDBS (Pedestrian Deployable Bonnet System). In many pedestrian collisions with vehicles, head injuries occur when a pedestrian's head hits the bonnet of the vehicle. The injuries are usually sustained from the bonnet deforming and the pedestrian's head colliding with the engine block underneath rather than the bonnet itself.

Jaguar's innovation is to have sensors in the front bumper that determine if a pedestrian has indeed been struck and this then triggers two pyrotechnical charges that instantaneously lift the bonnet, providing extra distance between engine and head. The hood's sheet metal cushions the impact better than the solid engine block.

[\[edit\]](#) 2011 facelift



Jaguar XK facelift



 Jaguar XKR-S

In March 2011, with the launch of the 542 bhp (404 kW; 550 PS) XKR-S at the Geneva motor show, Jaguar revealed the details of a facelift for the XK. The new specification includes front and rear styling changes and internal trim changes.^[15]

[edit] Models

Models	XK	XK Portfolio	XKR	XKR-S
Engines	5.0	5.0	5.0 Supercharged (510PS)	5.0 Supercharged (550PS)
Wheels (standard)	Venus 18-inch alloy	Caravela 19-inch alloy	Tamana 19-inch alloy (base), Kasuga 20-inch alloy (speed pack), Vulcan 20-inch alloy (dynamic(+black) pack), Kalimnos 20-inch alloy ((speed+) black pack)	Vulcan 20-inch alloy (Dark Technical Finish)
Body Style	Coupé, Convertible	Coupé, Convertible	Coupé (base, speed, dynamic, black), Convertible (base, speed, black)	Coupé

[edit] XKR-S

It includes a supercharged AJ-V8 Gen III R direct-injection engine rated 550 PS (405 kW; 542 hp) @ 6,000 to 6,500 rpm and 625 N·m (461 lbf·ft) @ 2,500 to 5,500 rpm, raised top speed of 300 km/h (186 mph), active sports exhaust, bespoke suspension changes front and rear, 16-way adjustable memory sports seats with carbon fibre effect leather, reprogrammed Adaptive Dynamics, 20-inch Vulcan wheels and Pirelli P-Zero tyres, standard Jaguar High Performance Braking System.

The vehicle was unveiled in 2011 Geneva Motor Show.^[16]

[edit] XK and XKR Special Edition

These are XK and XKR coupe and convertible models sold outside North American market. They include the use of tactile 'scraffito' finished leather to the front seats, instrument binnacle, door and rear quarter casings; Poltrona Frau leather headlinings with Shadow Walnut and Dark

Figured Aluminium veneer, 525 W Bowers & Wilkins sound system, 16 by 16 way adjustable heated Performance seats, a heated steering wheel and keyless entry/start, choice of Celestial Black, with Crystal Blue, Lunar Grey, Polaris White, Rhodium Silver and Ultimate Black body colour; two new 20-inch alloy wheel options (Venom, Orona).^[17]

[\[edit\]](#) Transmission

All models are fitted with a six-speed [automatic transmission](#) with Jaguar Sequential Shift and JaguarDrive selector.

[\[edit\]](#) Awards

The XK won the *Top Gear* magazine "GT of the Year" and "Car of the Year" awards in 2006.^[18] It was also awarded the Engineering and Technology Award at the Prince Michael International Road Safety Awards in London.^[19]

