



8



9



11



10



12

more, the range of aftermarket parts now gives enthusiasts the opportunity to customize their own cars.

"It's now a great daily driver for an enthusiast," Michael said. "It's a good car from the factory, but I feel we've enhanced the key areas, improving its prowess while injecting some adrenaline the XFR deserved."

**▶ NEXT MONTH** We'll look at the final element of the build – vinyl wrapping with Daley Visual

**CONTACT**

- gsautosport.com
- vorsteiner.com
- minagallery.com
- daleyvisual.com
- jaguarusa.com

[8] This collection of tubes, mufflers and tip would eventually become GSR's custom exhaust system [9], [10], [11], [12] It took several days to prototype the stainless steel exhaust but the finished product, which is now available to customers, produces a rich, addictive sound. On the project car, the tailpipes were also powdercoated grey to match the wheels

was certainly on par with power delivery.

The increased boost needed less restrictive airflow so GSR prototyped a dual-cone intake system for the XFR. During testing they discovered that the high temperatures inside the engine bay meant this system wasn't efficient and actually lost power. The intake was scrapped but the team is convinced that with more time it would be possible to develop the system and provide more cold air to the engine. However, the factory intake isn't a big restriction, so the team was happy to use it.

If you know anything about Jaguar's R models, they sound amazing. It's not quite as good as a Mercedes-Benz C63, but it'll bring a smile to your face regardless. However, it lacked the punch our project car needed so GSR studied the stock exhaust system. They found it really wasn't restricting the motor but was muffling it, so they decided to fabricate a simple axle-back system to open the pipes and give the V8 its voice.

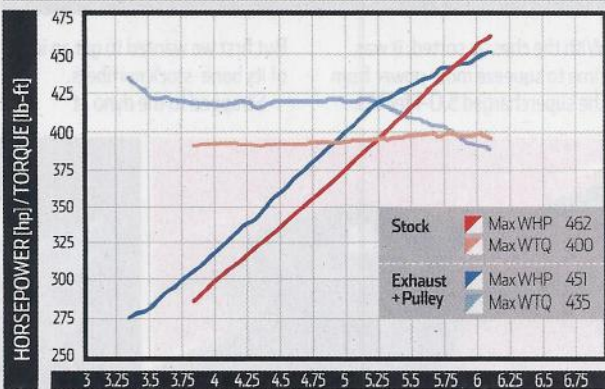
Removing the stock mufflers, the shop replaced them with small mufflers and open pipe. It was finished with four slash-cut, thin-walled tips that looked more intimidating from behind. These tips were subtly powdercoated grey to mimic the color of the Vorsteiner wheels and vinyl-wrapped chrome executed by Daley Visual (more details next month).

With the addition of the supercharger pulley and custom axle-back exhaust, GSR returned to the dyno to measure the gains. With a best run of 451hp, we were pleasantly surprised, especially by the mid-range torque increase.

Total gains were in the region of 25hp and 33 lb-ft of torque in the curve. The horsepower numbers were a bit less than Mina Gallery suggested but this type of discrepancy isn't uncommon on the dyno.

Overall, our XFR definitely deserved the "+" we added to its name. It's become so much more than the stock car and much closer to the factory XFR-S. What's

**2012 JAGUAR XFR DYNO TEST**



**ENGINE SPEED [rpm] (x 1000)**

**NOTE:** The pulley and exhaust produced gains across the rev range but tailed off at high RPM, possibly due to lack of fuel from the stock software and injectors, plus hotter weather after the stock dyno run