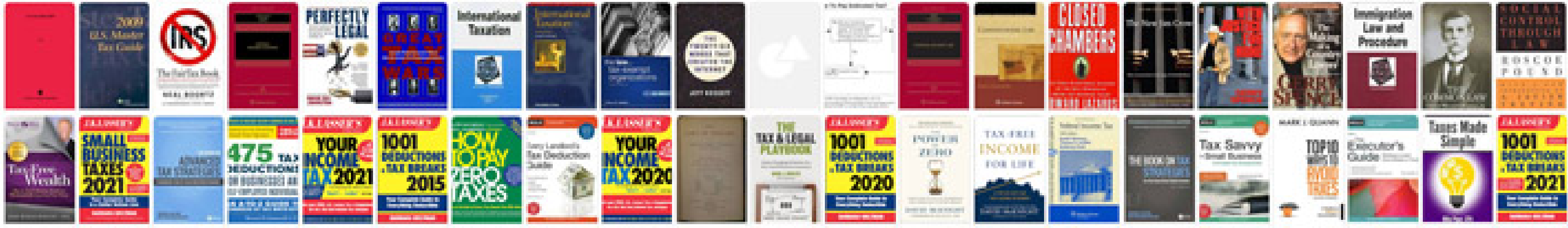

1984 xjs

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There were three distinct iterations, with a final production total of , units over 20 years and seven months. Originally developed using the platform of the then current William Heynes designed XJ saloon , the XJ-S was noted for its prominent rear flying buttresses. The early styling was partially by Jaguar's aerodynamicist Malcolm Sayer â€" one of the first designers to apply advanced aero principles to cars. Sayer died just before the XJ-S body styling was frozen for production. In its final iteration produced from to , was manufactured after Jaguar was acquired by Ford , who introduced numerous modifications â€" and eliminated the hyphen in the name, marketing Jaguar's longest running model simply as the XJS. The XJ-S was introduced on 10 September Power came from the Jaguar V12 engine with a choice of a manual or an automatic transmission , but the manual was soon dropped as they were left over from V12 E Type production. V12 powered production automobiles were unusual at the time; Italian luxury sports car makers Lamborghini and Ferrari produced such models. In , General Motors' Turbo-Hydramatic transmissions were fitted. Jaguar launched the XJ-S in the wake of a fuel crisis, when the market for a 5. The buttresses behind the windows were criticised at the time as German authorities feared these would restrict rearward vision, and refused to give the XJ-S, and the similarly designed Lancia Montecarlo , type approval â€" necessitating German XJ-S buyers to obtain road approval for each individual car on registration. In , the new 3. The XJ-SC was not a full convertible but was a fixed profile variant with a non-removable centre targa-type structure, fixed cant rails above the doors and fixed rear quarter windows. The six-cylinder cars can be identified by a raised bonnet center section. Between and , the six-cylinder-engined cars were only available with a five-speed manual transmission Getrag , with a four-speed automatic ZF 4HP22 offered from onwards along with improved fuel injection as used on the XJ The two-seat XJ-SC targa-type model, never a great success in the marketplace, was replaced by a two-seat full convertible in which proved to be a great hit. According to some sources, a total of 2, cars were converted. From to , a special high performance XJR-S version equipped with the 5. The car had a distinctive body kit , special alloy wheels, a unique suspension system utilising modified coil springs and Bilstein shocks, a luxurious interior with Connolly Autolux leather along with walnut wood trim, and handling improvements. Between and , a total of XJR-S cars were produced with the 5. This was different from the standard 6. A modified air intake system and a low loss dual exhaust system was also standard on the model. The engine was mated to the 3-speed GM automatic transmission utilising a recalibrated valve body and had faster shift times. The car was equipped with Dunlop D40 M2 tyres for better grip. Jaguar considered a luxury Daimler version to be marketed as the Daimler-S , notably without the buttresses and with only a single prototype built in Ford dropped the model name's hyphen, marketing it as the XJS. Designer Geoff Lawson noted the buttresses were part of the car's character. The car received a new 4. In , a convertible model having the same engine was added to the range. The V12 engine's capacity was enlarged to 6. With the introduction of the 6. At the same time, the car received more aerodynamic front and rear bumpers. The main interior change was to the instrument pack; the original featured distinctive drum type ancillary gauges - this was replaced by a more conventional style binnacle similar to that found in the XJ40 saloon. In April , substantial revisions were made to the 4. In , the final specification changes were made and the car was referred to as the Celebration model to celebrate the 60th year of Jaguar Cars. Celebration cars feature diamond turned wheels, Jaguar embossed seats and a wooden steering wheel. A number of XJS's were modified by coachbuilders Lynx to create a three-door shooting brake, marketed as the Lynx Eventer. Records suggest that 52 pre-facelift XJ-S, and 15 post-facelift XJS, were adapted, with 18 being left hand drive and 49 being right hand drive. The cars were sold as Lister-Jaguar and 90 customer cars in total were converted. The standard package included increased engine displacement to 7. The braking system had ventilated brake discs and were moved outward for better cooling and stability. The interior was also modified and now had Recaro racing bucket seats and a new steering wheel with optimised feedback. The engine was mated to a 5-speed Getrag manual transmission. The cars were fitted with inch wheels with wide Pirelli tyres measuring inch at the front and inch at the rear. Some customers further got their cars modified with the addition of the Le Mans package. Under license from Jaguar build by Paul Bailey Design. The Sultan of Brunei is said to have purchased two of the 11 cars completed. For , the "Group 44" 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' 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 , 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 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 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 factory chassis race car is believed to still be in the hands of Group 44's Bob Tullius. Diem and Turner covered the same distance in 32 hours and 7 minutes on the US Express , an unofficial successor to the Cannonball Run. After more victories for the team's Jaguars in including lapping the The turbocharged Volvo T run by Eggenberger Motorsport arrived on the scene and had the speed to match the V12, though with turbocharging new to touring car racing it took a number of races for reliability to match the cars' speed. Walkinshaw qualified in provisional 7th place with a However, the tyres failed to arrive at the circuit in time and Walkinshaw eventually qualified 10th having to use front wheels on the car as no suitable rubber was available. TWR built a total of 7 cars. While he reportedly had obtained more power from the V12 than TWR, Willmington didn't have TWR's resources to develop either the car or engine reliability and results were not forthcoming, though on occasions where the track had a long enough straight such as Sandown Raceway in Melbourne or the Adelaide International Raceway , the Willmington Jag was usually the fastest car in a straight line. John Goss also ran his own privately entered XJS in the James Hardie after Jaguar-Rover Australia pulled its backing of the proposed TWR return to Bathurst due to a severe downturn in the Australian car market forced him to defend his crown alone, though he did receive some technical assistance from TWR. Electrical problems in the race saw Goss finish 24th with veteran Australian driver Bob Muir. Today the XJS continues to be extensively campaigned in club level motorsport both in the United Kingdom and overseas. 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. From Wikipedia, the free encyclopedia. Grand tourer manufactured by British automobile manufacturer Jaguar Cars from â€" This article needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. Motor vehicle. Facelift post XJS 6. Note: figures are for calendar years and may slightly differ from actual totals for the various models. Sports Car Market. Retrieved 11 April Motorsport Magazine. The Truth About Cars. Automobil Revue in German and French. Berne, Switzerland: Hallwag AG. Retrieved 16 April Classic Driver. Retrieved 30 September Retrieved 6 January Motorsport Retro. Retrieved 24 April Retrieved 15 April Long, Brian Jaguar XJ-S. Dorchester: Veloce Publishing. British Motor Holdings and British Leyland cars, â€" Majestic Major DR 2. Mini Moke Marina P Hidden categories: Webarchive template wayback links CS1 German-language sources de CS1 French-language sources fr Articles with short description Short description is different from Wikidata EngvarB from July Articles needing additional references from June All articles needing additional references All articles with unsourced statements Articles with unsourced statements from April Commons category link is on Wikidata Articles with Curlie links Use dmy dates from January Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Malcolm Sayer early design Geoff Lawson facelift. Grand tourer S. Front-engine, rear-wheel-drive. SS Production interrupted by World War II. E-Type S2. E-Type S3. Mark 1. Mark 2, , XJ6 S1. XJ6 S2. XJ12 S1. XJ12 S2. Independent SS Cars Ltd. Independent renamed Jaguar Cars. British Leyland. Ford PAG. Tata Motors. Grand tourer. Compact executive car. X-Type X XE X Executive car. XF X Full-size luxury car. XJ6 XJ XJ6 X XJ8 X XJ12 XJ XJ12 X F-Type X Compact SUV. Crossover SUV. F-Pace X Racing car. Concept Car. SS Cars. Rover Company. Rover Group BAe. Rover Group BMW. BAE Systems. Standard Triumph. Leyland Motors. British Motor Heritage. Nuffield Organisation. Morris Garages MG. Vanden Plas. Images are general in nature and may not reflect the specific vehicle selected. Jaguar released the XJS coupe in not as a direct replacement for the E-Type, which retired in , but rather as an evolution of the breed. The XJS, meanwhile, was a true grand tourer aimed more at comfort and cruising than spirited driving. Whereas the E-Type was curvaceous and sinewy, the XJS used aggressive lines, with its most distinguishable feature being its flying buttresses trailing from the roof to the squared-off tail. As such, opinions abounded and sales were steady if somewhat unimpressive. To that end, the XJS was fitted with Bosch-Lucas fuel injection, a three-speed Borg-Warner automatic transmission, air conditioning, power steering and brakes, and leather upholstery. The Jag used the same 5. Through the years, the color range was expanded and an H. E high efficiency engine was added in , but sales remained between 3, and 5, cars a year. A sunroof arrived in , as did a Targa top convertible. A genuine convertible was announced for , along with wood trim and heated seats, and anti-lock-brakes were added in Ford had taken ownership of

Jaguar in , and the range was broadened with a 4-liter 6-cylinder engine option in When the XJS was discontinued in , it was the longest-running Jaguar model ever, at 20 years. Thanks to the production numbers, the XJS is still abundant today. In the XJS pantheon, the later cars particularly the 6-cylinder convertibles have the biggest following, mainly due to reduced upkeep costs. The V engine is comparatively difficult to work on, and underhood temperatures are a common issue that impact everything from hose and wiring longevity, to slipping valve seats, to over-pressurized fuel hoses. Fuel economy should not be a concern of yours if you are seeking one out, and the wisdom of buying the best you can was never truer than when it was applied to the XJS. Luckily, even very low mileage examples can still be affordably found. For all Hagerty Insurance 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 Hagerty Insurance policy, please call us at Model Overview Images are general in nature and may not reflect the specific vehicle selected. Find it here on craigslist in Fargo, North Dakota. The cabin really does look exceptionally well preserved, with leather surfaces all appearing to be extremely clean and the steering wheel exhibiting next to no signs of wear. Even the trunk presents in as-new condition, with the original full-size spare tire cover in mint condition and the same for the carpeting and black plastic surfaces. Power supposedly remained consistent with the non-HE models, and fuel economy was always said to jump considerably. Probably like new because it spent its life in the shop. Wonder how the high effiency deal worked out, seems like an oxymoron talking about a high effiency Jag. Sure looks pretty. Good luck, you will need it. And deep pockets. Stay safe and wash your hands. Cheers GPC. At least lose those ungraceful 80s safety bumpers. I think the HE designation simply referred to the new high compression head design. It had a bump in power if I recall correctly, and they kept the design from there on, so no lack of parts. Looks like a super nice example. The vast majority of them made 12 years of production worth have the HE motor with the May heads but Jaguar stopped calling it out so prominently. The pre-HE heads are only more desired by people who want to majorly hot rod their V12s as there are limitations to how much more volume you can pump through the HE combustion chambers due to their unusual shape. Buy a jaguar V12 and make sure your cooling system in in good order. They are extremely robust motors when properly maintained. Sweet looking car. This is my favourite front end appearance. A great highway cruiser. I had a couple of these. It was alot of fun, and I kept it1bout 14 years. It was almost identical to the car listed. My car was black, with tan leather, and had just over 30,o00 miles. It had been a gift from a well-known NHL player to his father. Dad drove the car sparingly on weekends, mainly to the golf club. He stopped driving in his early 80s, and the car sat parked a few years. The family eventually traded the car to a local mechanic who services their cars. I went through it, brakes, fuel sstem, shocks, tune-up. Drove me nuts for a while, eventually finding an intermittent fail in the injection module. Got it looking and running great, but it was kind of boring. These old V12 Jags are wonderful cars. They can be expensive and difficult to work on. They also have a limited following. This is a nice one, but others around for much less. If I wanted to deal with all the aggravation of owning a Jag of this generation, thats the only one I would consider owning. Very clean, well kept, and nicely preserved. It really keeps the car flat when screaming around curves! I had an XJ sedan. Ran pretty great lots more acceleration braking was marginal even with 4 disks,and could get parts easily. The TPI had the wild tube design that topped the engine, a very exotic look. Don't post your car for sale in the comments. Click here to get it featured on the homepage instead. Or subscribe without commenting. Subscribe to our free daily email to continue reading:. No thanks, maybe later. Already have an account? Log in. Barn Finds. Jeff Lavery. More: Jaguar. Like This? Get Our Daily Email. Comments Gaspumpchas. Cheers GPC 3. If every last part on this car has been replaced, then maybeâ€¦ at half the price. Car Nut Tacoma. Rob Fram. Cam W. Jim Z Member. Steven M Dempsey. Had one and liked it until a tree fell on itâ€¦. No matter what she is beautiful. I do like the 4-headlamp system much better over the Euro design, too! Never mind the quality, feel the price! Longroof Survivor: Pontiac Executive Safari. No Reserve: Chevrolet Corvette. Frequency: Daily. Get Daily Email Updates:. Signup for our free daily newsletter: Unsubscribe anytime. Enjoying Barn Finds? Subscribe to our free daily email to continue reading: No thanks, maybe later. Free View Limit Reached! We use cookies to enhance your experience. By continuing to visit this site you agree to our use of cookies. TWR were at that time as both the largest and most successful touring car team in Britain. The car made its competition debut in at Zolder where it was driven by Win Pe

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rcy and team co-owner Chuck Nicholson, immediately quick with a 3rd on the grid. Unfortunately a puncture would rob them of victory. For , chassis would then go onto tackle the legendary Bathurst as part of the factory Jaguar squad. Running the number 9 on the door, Allam and Dickson were on the front row in qualifying and swapping the lead until engine gremlins confined them to the pits. The car would stay out in the southern hemisphere though racing in Japan and New Zealand â€” making it the last ever TWR XJS to race internationally, and therefore the most developed of them all. It has been maintained regardless of cost and in recent times has been taken up the hill at Goodwood Festival of Speed by Martin Brundle and proved to be a front-runner in the MRL Historic Touring Cars series. This listing is no longer available. Year of manufacture. Car type. Competition car. FIA Papers. Interior colour. Number of doors. Number of seats. Exterior colour. Fuel type. Follow us on Social Media.