




JAGUAR
SPORT
XJR-S 6.0 LITRE

A Jaguar... only more so



Behind Jaguar's recent resurgence on the race track lies a partnership between Jaguar Cars and one of the most-respected names in sports and saloon car racing - Tom Walkinshaw Racing. The formation of JaguarSport in 1988, signalled the start of another highly successful collaboration between the two companies.

JaguarSport's primary aim is to create cars which build upon the unique, utterly individual character of the Jaguar marque. And, quite obviously, that means that we approach the task with great respect for the 'standard' car.

The suspension, for instance, was totally re-worked for the JaguarSport XJR-S. But it was done within the context of an enhancement of the car's performance overall. Up front, this involved fitting substantially uprated coil springs and, firmer tailor-made Bilstein gas-filled dampers. Among the modifications to the rear suspension was the replacement of the original twin rear coils by firmer springs, with dampers, again, by Bilstein. Bilstein, of course, is a company enormously experienced in designing dampers for

sports and racing cars: and their specialised expertise was invaluable in the development and testing of the suspension system for the new XJR-S 6.0 litre. The result is a taut ride which contributes in no uncertain way to the car's astonishing agility, even on tight, twisting roads. Remarkably, JaguarSport engineers have achieved all this whilst keeping faith with the Jaguar principles of ride comfort and silence. These qualities are further emphasised by the JaguarSport developed power steering which gives perfect 'weighting' at all speeds and (appropriately) cat-like response.

That reassuring sense of command is aided, too, by an ABS braking system of exceptional sophistication with hugely powerful disc brakes all round (ventilated at the front). The system



features yaw control which automatically compensates for varying rates of braking on different surface adhesion conditions.

With 318bhp available, it's hardly surprising that this is the fastest road-going Jaguar the autobahn has ever seen! But it is also, in the words of a Jaguar test-driver, a breed not easily impressed, "The nearest thing to sports racing car handling I've ever experienced in a road car".



To drive the XJR-S 6.0 litre is to leave the world, (and most of its fastest motor cars) far behind. But one thing you never leave behind is civilization.

Richly figured, hand-polished walnut veneers are, naturally, very much in evidence - on the fascia and control console and on the door cappings.

Lavish use is made, too, of the finest Connolly hide. It is supplied exclusively for JaguarSport and is piped and stitched to 'colour-coordinate' with the exterior paintwork.

As befits its role as a (perhaps we should say 'the') sports touring car, the XJR-S is equipped with such practical features as cruise control, multi-function trip computer, headlamp wash-wipe, electric heated screen washers and an airconditioning system which is not only exceptionally efficient, but unusually quiet.

On the road, it is easy to forget that the XJR-S 6.0 litre is the fastest road-going Jaguar. Because, although the



car is immensely rewarding to drive, it is never harsh or strident. It places no unwelcome demands on the driver.

The transmission - a special Hydramatic-developed version of the legendary GM 400 automatic gearbox - has been uprated and skilfully matched to the 6.0 litre engine's significantly increased torque. Change points have been re-calibrated and changes are now not only made later, but much more crisply and responsively.

A Salisbury limited slip differential is standard equipment and ensures that all the power is put down on to the road.

The seats provide firm lateral support, consistent with the car's sporting performance, together with supple comfort.

The controls, including the handsomely styled, leather trimmed steering wheel - made exclusively for JaguarSport by Momo of Milan - are carefully planned, positively placed.



Slide behind the wheel of the XJR-S and you will need no reminding that this is, in the most gratifying sense, a true Jaguar.

'Purposeful' is the word which most readily springs to mind when you are confronted, for the first time, by the new XJR-S 6.0 litre. It's an entirely appropriate one too - the appearance of the car does, indeed, stem largely from functional demands and the laws of aerodynamics.

The front air dam, the rear apron, the deep sill mouldings, the boot mounted spoiler.... all make an important contribution to the car's poise and precise controllability at high speeds.

New 'Speedline' aerodynamic, light alloy wheels, another exclusive feature of the JaguarSport XJR-S, are 16" diameter. The 8" wide rims are fitted with high performance ZR-rated tyres - products of the same technology behind the tyres used by Jaguar in their World Sports Car



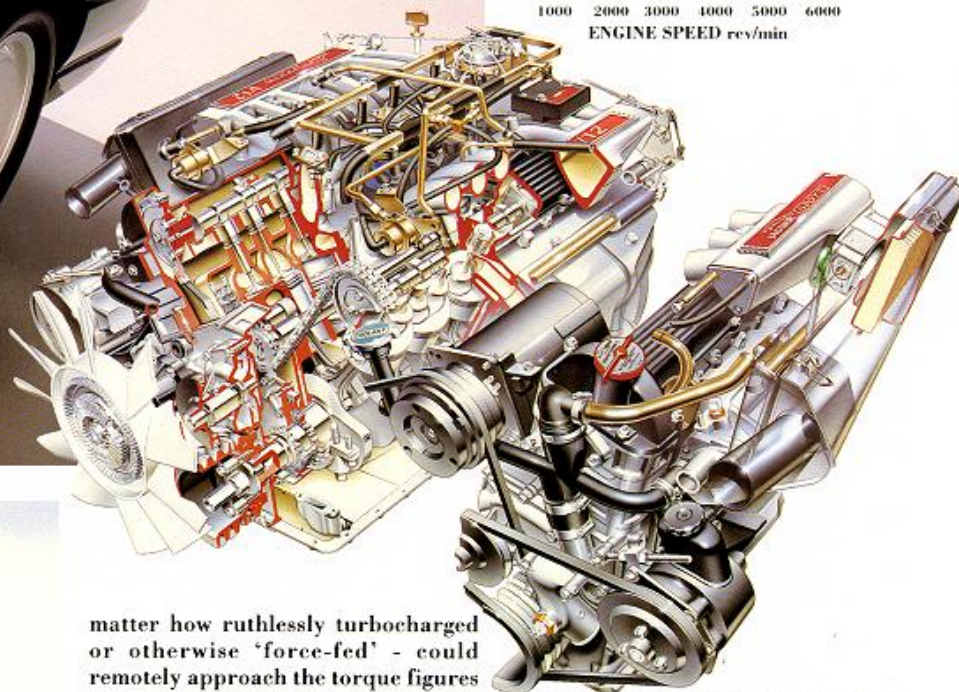
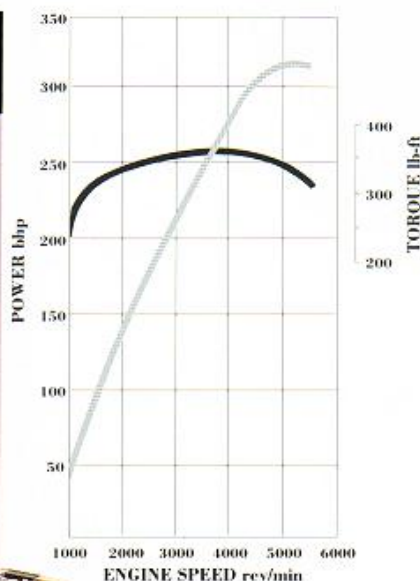
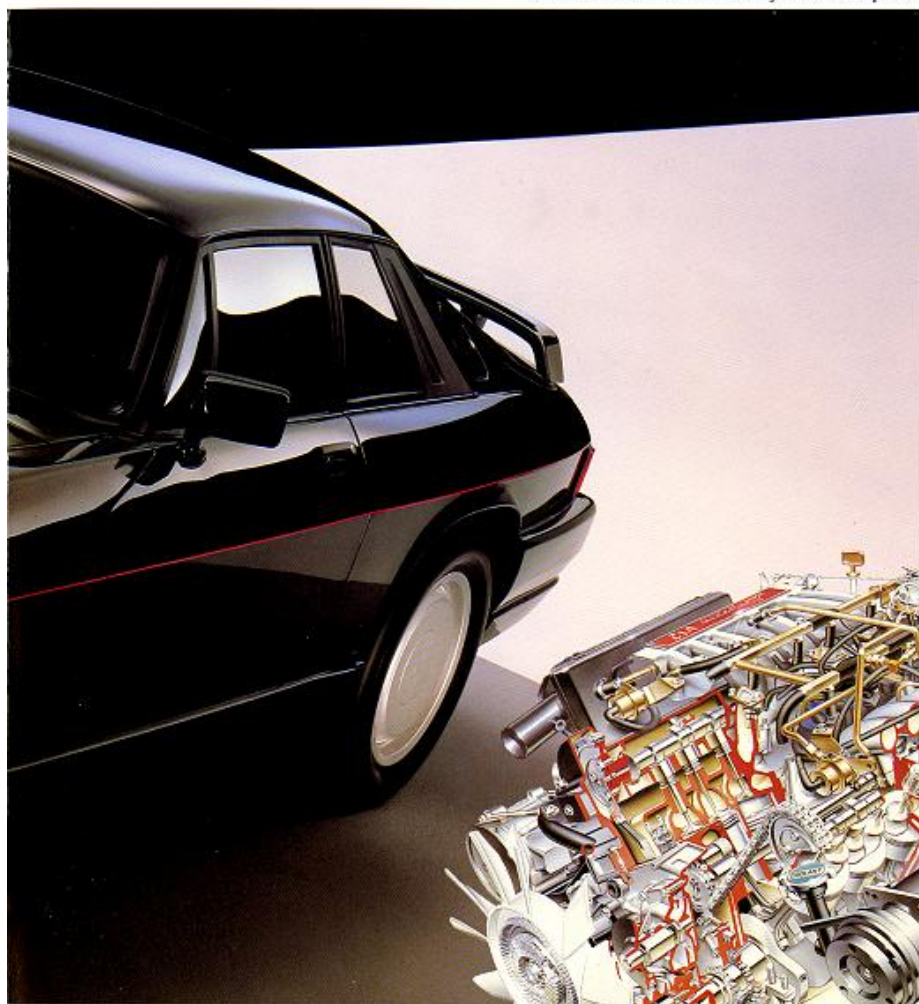
Championship triumphs. 245/55's are fitted at the rear, 225/50's at the front. It's a carefully balanced combination which provides outstanding grip, superb braking and vice-free, virtually neutral handling.

The powerful new JaguarSport XJR-S displays its sporting credentials in other ways too: In the twin tail pipes (and the spine tingling growl which emerges from them); in the 'Sport' front grille badge, the 6.0

litre rear badge and (beneath the bonnet) the JaguarSport V12 engine plaques.

Finally, many owners will consider that a black satin chrome finish -available as an option - provides the ultimate expression of the confident, muscular appearance which is fundamental to the 6.0 litre's potent appeal.

Black satin chrome as shown is fitted as an option



Large reserves of power are vital if a car is to cover long distances quickly and effortlessly.

And in our view - one shared by a majority of enthusiastic motorists - the most satisfactory way to achieve power, in that context, is via cubic inches.

No small-capacity engine - no matter how skilfully designed, no matter how high its rev. limits, no

matter how ruthlessly turbocharged or otherwise 'force-fed' - could remotely approach the torque figures of the XJR-S' new 6.0 litre unit. In fact, with 362lb-ft at 3,750rpm on offer - and with a minimum of 340lb-ft available all the way from 2,500 to 4,750rpm - no car in its class can match its staggering mid-range punch.

The new unit delivers up to a full 17% more torque and 11% more power than the equivalent 5.3 litre V12 which it replaces. The extra displacement comes via a stroke increased from 70mm to 78.5mm: crankshaft, pistons, connecting-rods and cylinder liners have all been totally re-engineered.

Another significant addition to the specification is the use of a brand-new, sequential, and digital ignition engine management system. It's

made by Zytek and derives directly from those designed and built by them for Jaguar's World Championship winning Group C Sportscars. It is one of the most advanced systems to be found on any modern performance car, which is to say, precise, adaptable and reliable.

The XJR-S 6.0 litres' acceleration time for the 0-60 sprint (6.5 seconds) and its top speed (where speed limits and road conditions permit) of 158mph are, to say the least, impressive. But, in the rarefied world of the luxury sports car, the objective has always been, not simply to cover the ground extremely quickly, but to do so in relaxed, even disdainful, style. By that yardstick, and by many others besides, the XJR-S 6.0 litre is, quite simply, unbeatable.

SPECIFICATIONS

ENGINE TYPE	60° Vee twelve Aluminium alloy cylinder heads/block SOHC per bank.
Displacement (cm ³)	5993
Bore x Stroke (mm)	90 x 78.5
Compression ratio	11.2:1
Maximum power DIN BHP (kW) @ rev/min	318 (238) @ 5250
Maximum torque DIN lb-ft (Nm) @ rev/min	362 (491) @ 3750
Combustion chambers	May high efficiency
Ignition and fuel system	Zytek sequential fuel injection and digital engine management system
TRANSMISSION TYPE	3 speed automatic GM400 OZRA
Top gear ratio	1.00:1
Final drive ratio	2.88:1
MPH/1000rpm in top gear	26.1
WHEEL TYPE/SIZE	Sports alloy 8 x 16in
Tyre size	225/50 ZR16 front, 245/55 ZR16 rear
BRAKING SYSTEM	Electronically controlled anti-lock braking system with yaw control. Hydraulic power-assisted 4 wheel disc brakes ventilated at front. Safety split front and rear hydraulic circuits incorporating fluid loss sensor warning. Hand operated mechanical parking brake on rear wheels.
STEERING	Rack and pinion power assisted steering with 2.5 turns lock-to-lock. Energy absorbing steering column with tilt adjustment. Turning circle 42ft 7ins (13m) between kerbs.

SUSPENSION FRONT	Fully independent with twin wishbones, coil springs and telescopic dampers. Anti-roll bar, anti-dive geometry providing longitudinal stability under heavy braking.
SUSPENSION REAR	Fully independent with lower transverse wishbones and driveshafts acting as upper links. Radius arms, twin coil springs and telescopic dampers.
BODY CONSTRUCTION	2 door coupé. Monocoque construction. Energy absorbing front and rear crumple zones. Forward hinged bonnet.
PAINT AND PROTECTION	Zinc phosphate pre-treatment. Cathodic electro-coat. Clear over base paint process with automated electrostatic application of primer/sealer and clear coats. Two base colour and two clear coats. Bitumen wax underseal. Box sections and closed members hot wax injected.
PERFORMANCE (Manufacturer's estimates)	Acceleration - 0-60mph (s) 6.5 Top speed - mph (km/h) 158 (253) limited
ECONOMY	Urban cycle - mpg (litres/100km) 12.4 (22.8) 56mph - mpg (litres/100km) 25.2 (11.2) 75mph - mpg (litres/100km) 22.1 (12.8)
WEIGHT	Maximum kerb weight - lb (kg) with options 3968 (1800) Gross weight - lb (kg) maximum permissible 4740 (2150)

The fuel economy figures were obtained from tests carried out in line with the Passenger Car Fuel Consumption Order 1983.

STANDARD & OPTIONAL EQUIPMENT

MECHANICAL

Power assisted steering	■
Adjustable steering column (tilt)	■
Power boost assisted 4 wheel disc brakes	■
Anti-lock braking system	■
Comprehensive fitted tool kit in boot	■
3 speed automatic transmission	■
Cruise control	■
Limited slip differential	■

EXTERIOR TRIM - FEATURES

Side repeater indicators	■
Twin styled halogen headlamps	■
Matt black door glass frames	■
Alloy wheels	■
Lockable fuel filler	■
Rear fog lamps	■
Black satin chrome	○
Metallie paint	●

INTERIOR TRIM

Twin sunvisors	■
Lockable glovebox with vanity mirror	■
Leather seat facings	■
Leather trimmed console and door armrests	■
Burr walnut veneer fascia, centre console insert, door inserts with inlay	■
Fully reclining sports seats with head restraints	■
Body colour co-ordinated piping and stitching	■
JaguarSport etched stainless steel treadplates	■
Black leather trimmed steering wheel and gear knob	●

INTERIOR FEATURES - ELECTRICS

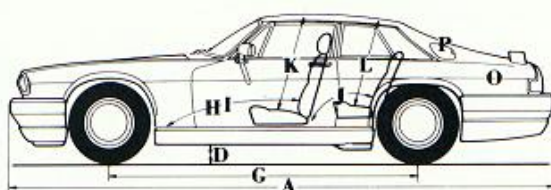
Laminated windscreen and tinted glass	■
Central locking including boot	■
Electric windows	■
Electrically adjustable and heated door mirrors	■
Trip computer	■
Heated rear window with timer	■

Courtesy light delay	■
Two speed windscreen wiper with flick wipe	■
Electrically heated windscreen washers	■
Boot light	■
Kerb illumination lamps on doors	■
Front map reading light	■
Adjustable lumbar support - front seats	■
Heated front seats	■
Inertia reel front and rear seat belts	■
Air conditioning	■
Headlamp power wash and wipe	■
Security coded electronic stereo/radio cassette with Dolby NR and 4 speakers	■
Electric aerial	■
Electric tilt/slide glass sunroof	○

■ Standard ○ Optional at extra cost ● Optional at no extra cost

DIMENSIONS

A Overall length	186.7 (4743)
B Overall width including mirrors	74.1 (1883)
C Overall height	49.2 (1250)
D Ground clearance - minimum at CVW	4.7 (120)
E Track width - front	59.6 (1514)
F Track width - rear	58.7 (1492)
G Wheelbase	102.0 (2591)
H Maximum legroom - driver	42.1 (1069)
I Maximum legroom - front passenger	43.2 (1097)
J Minimum legroom - rear outboard	23.4 (594)
K Maximum headroom - front	36.1 (916)
L Maximum headroom - rear	33.4 (848)
M Shoulder width - front	55.9 (1420)
N Shoulder width - rear	52.4 (1332)
O Boot volume cu ft (m ³)	14.4 (0.407)
P Fuel tank capacity - Imp. gal. (litres)	20 (91)



Note: Dimensions will vary marginally from car to car due to design and production tolerances. The nominal condition has been used wherever possible.
Dimensions in inches (mm) unless otherwise stated.
All performance figures quoted are Manufacturer's estimates or derived from Manufacturer's performance tests.

Important Notice

JaguarSport is constantly seeking ways to improve the specification, design and production of its vehicles and alterations take place continually. Whilst every effort is made to produce up to date literature, this brochure should not be regarded as an infallible guide to current specifications, nor does it constitute an offer for the sale of any particular vehicle. Distributors and Dealers are not agents of JaguarSport and have absolutely no authority to bind JaguarSport by any express or implied undertaking of representation.



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