

THUNDERING
ELEGANCE



The stereo AM / FM radio and tape deck are standard equipment.

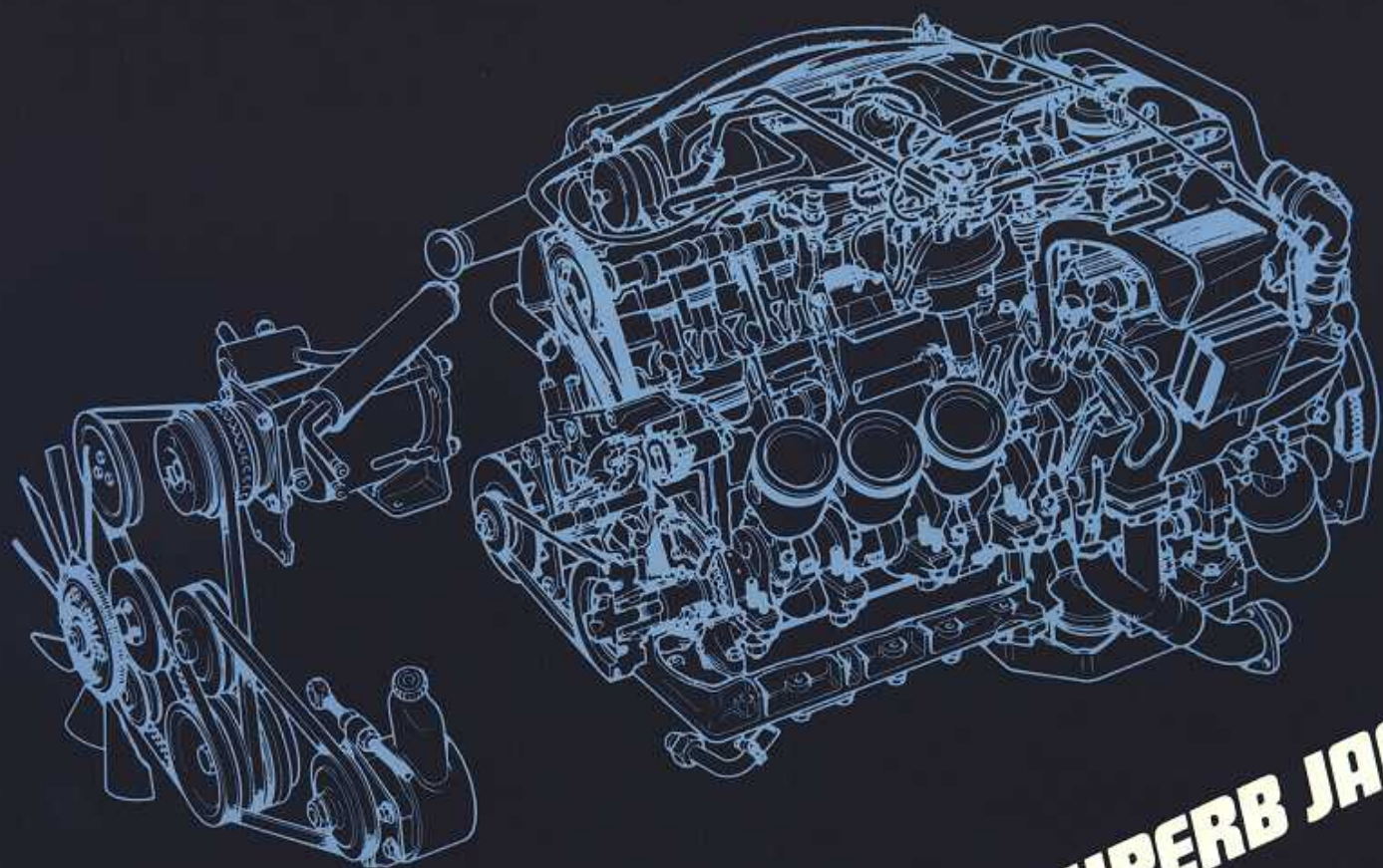
Four-wheel power-assisted disc brakes and all-independent suspension are two more reasons for the S-type's remarkable handling ability. The handsome cast-alloy wheels and steel-belted radial tires are standard.



Beneath the sleek rear deck is a surprising 10 cubic feet of carpeted luggage space.



The self-regulating air conditioning system keeps you comfortable in all seasons. Just set your preferred temperature once, and the system adjusts itself automatically.



THE SUPERB JAGUAR

V-12 ENGINE.

Your first impression of the Jaguar V-12 engine will be one of vast power, delivered with a smoothness and silence that are almost incredible. The effect of the engine has been compared to the power-flow of a turbine.

Yet this is accomplished with a degree of engineering elegance that is astonishing in a volume-production engine. The Jaguar V-12 is smaller in cubic capacity and lighter in weight, yet develops more horsepower than some famous American luxury V-8s.

The short-stroke, wide-piston V-12 fires in quicker rotation than a V-8, producing a smoother, more intense flow of power. The Jaguar V-12 has immense reserves of torque at most driving speeds, a comforting asset in overtaking or evasive maneuvers.

And this is a notably strong engine. In development, fitted with modified parts, it was tested at more than 600 horsepower, two and a half times its output in the XJ-S. Jaguar engineers have called the V-12 "the strongest engine we have ever built."

And this, too, is the heroic engine that powered the racing S-type of Trans Am competition.

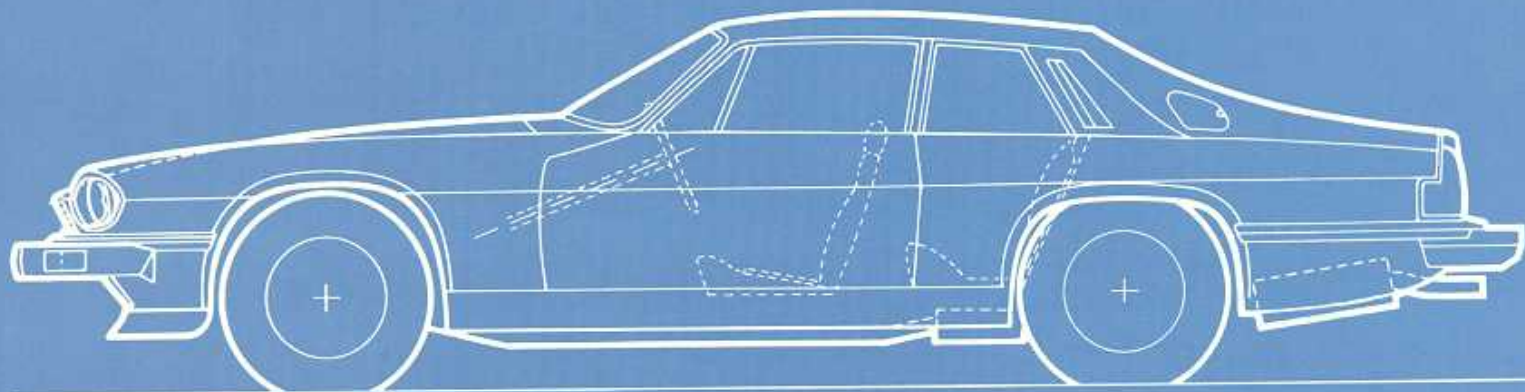
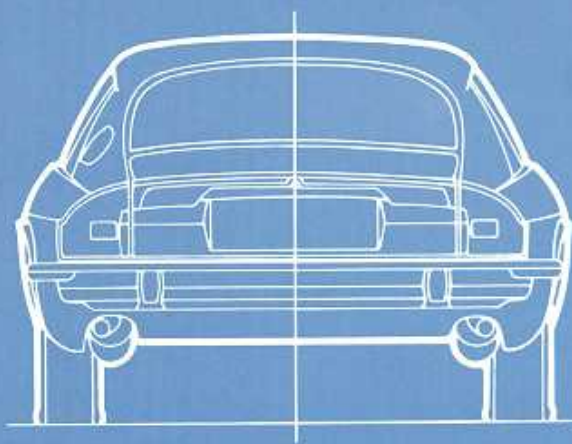
To enhance its smoothness and reliability, the S-type V-12 is electronically fuel-injected. The ignition, too, is electronic, for greater reliability and fewer tune-ups.

No engine, however outstanding its design, can truly excel unless it is carefully built and thoroughly tested. The Jaguar V-12 may well be the most tested production engine anywhere. It is inspected and hand-balanced and constantly re-inspected throughout initial assembly procedures. Then the completed V-12 is bench-tested for no less than 20 minutes in the Jaguar engine plant.

And then, when the engine has been installed into the finished S-type, it undergoes two stringent road tests, conducted by two different inspectors, totalling more than 15 miles of critical examination before the car is certified for sale.

Extraordinary? Not for the Jaguar S-type.





JAGUAR XJ-S SPECIFICATIONS

ENGINE:

12-cylinder water-cooled aluminum alloy 60-degree "V" with overhead camshafts (1 per bank) • 3-plane, 7-bearing crankshaft • Exhaust and evaporative emission control • Catalytic converter • Compression ratio: 7.8:1 nominal • Bore: 3.54 in. • Stroke: 2.76 in. • (5345cc) • Ignition: Opus Mark II Electronic system consisting of electronic distributor with rotor arm, amplifier unit, ballast resistance unit and high performance coil • Fuel Injection: Bosch-Lucas electronic with separate automatic cold start injector • Fuel Pump: Electric • Fuel Tank Capacity: 24 U.S. gallons (unleaded) • Sump Capacity: 11 U.S. quarts.

DRIVE TRAIN:

Transmission: GM Turbo Hydra-matic 400 three-speed fully automatic with overriding manual control, torque converter • Final Drive: Independent Hypoid type with limited-slip differential • Rear Axle Ratio: 3.31:1 • Gear Ratios: Reverse 2.0:1, First 2.5:1, Second 1.5:1, Drive 1.0:1.

STEERING:

Rack and pinion, power assisted • Adjustable steering column • Turns-lock to lock: 3.25 • Turning circle: 39 ft.

SUSPENSION:

Front: Independent, "anti-dive" geometry with semi-trailing wishbones incorporating coil springs, shock absorbers and anti-sway bar • Rear: Independent with drive shafts forming upper links, radius arms, paired shock absorbers with coil springs and anti-sway bar.

BRAKES:

Servo-assisted 4-wheel disc brakes, dual circuits front to rear with pressure differential warning actuator • Front: 11.18 in. diameter ventilated discs • Rear: 10.38 in. diameter discs mounted inboard.

ROAD WHEELS:

Cast aluminum alloy wheels, 15 in. diameter, fitted with Dunlop whitewall 205/70VR15 Sports Super steel-belted, radial-ply tubeless tires.

ELECTRICAL:

Negative ground 12-volt system • Battery Rating: 68 amps at 20 hour rate • Alternator: 60 amps.

INSTRUMENTS AND CONTROLS:

Speedometer with trip odometer • Electric tachometer • Indicators for fuel level, water temperature, oil pressure and battery condition • Dual warning light system for vehicle status and vital functions including catalyst and EGR service • Multi-purpose lever on left side of steering column controls headlights, low beam/high beam/flasher and directionals, right side lever controls electric windshield washer and two-

speed wipers with single-wipe capability • Interior courtesy lights • Map reading lights • Luggage compartment light • Heated rear window • Central door and window locking switch • Remote-control exterior mirror.

BODY:

All steel monocoque, 2-door, 2 + 2.

INTERIOR:

Factory-installed air conditioning/heating unit with automatic temperature control • Automatic fan with overriding manual control • 8-track AM/FM stereo sound system • Electric power windows • Tinted glass • Fully-reclining leather-faced front seats adjustable for reach (with adjustable head restraints); leather-faced rear seat • Inertia-reel seat belts • Console and lockable glove box • Deep pile carpet • Cigarette lighter.

INTERIOR DIMENSIONS:

Front Seat Headroom: 37 in. • Rear Seat Headroom: 34 in. • Front Seat Legroom (maximum): 43.5 in. • Rear Seat Legroom (minimum): 25 in. • Front Seat Shoulder Width: 55.5 in. • Rear Seat Shoulder Width: 52 in. • Trunk Capacity (useable with spare tire — MVMA): 10 cu. ft.

MAIN DIMENSIONS:

Overall Length: 192.25 in. • Overall Height: 47.80 in. • Overall Width: 70.60 in. • Wheelbase: 102 in. • Track at Front: 58.62 in. • Track at Rear: 58.65 in. • Ground Clearance (minimum): 4.5 in. • Curb Weight: 3,936 lbs.

OPTIONAL EQUIPMENT:

None.

COLORS—EXTERIOR/INTERIOR:

British Racing Green / Biscuit or Cinnamon • Carriage Brown / Biscuit or Cinnamon • Dark Blue / Biscuit or Red • Juniper Green / Biscuit or Cinnamon • Moroccan Bronze / Biscuit or Cinnamon • Old English White / Cinnamon or Red • Signal Red / Biscuit or Black • Silver Grey / Black or Red • Squadron Blue / Biscuit or Dark Blue • Regency Red / Biscuit or Cinnamon • Yellow Gold / Black or Dark Blue.

JAGUAR CARS CONFORM TO U.S. FEDERAL MOTOR VEHICLE SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT THEIR DATE OF MANUFACTURE.

SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.

BRITISH LEYLAND MOTORS INC., Leonia, N.J. 07605 • In Canada: 4445 Fairview Street, Burlington, Ont.



Road & Track Magazine recently studied both the racing XJ-S and the production XJ-S. "Thundering elegance" is their singularly appropriate description.

For the S-type blends two vivid personalities in one splendid machine. There is the performance machine, whose racing version thundered to five major victories in Category I, in its first Trans-Am season, winning the Driver's Championship for Bob Tullius.

Yet there is another, more sensuous Jaguar S-type. It moves in deep silence, surrounds you with rich leathers, and has so many luxuries built-in that there are no factory options whatever. In an earlier review, Road & Track remarked: "The emphasis is on refinement, complete silence, luxury, comfort and general opulence, and it will run the pants off a 450SLC." Thundering elegance, indeed.



JAGUAR XJ-S





The design of Jaguar's XJ-S, as must be true of all things that move gracefully at speed, is as clean and functional as the hull of a racing yacht. The S-type cuts through the air quickly and silently, and hidden spoilers in front help keep the car flat and stable at speed.



THE JAGUAR S-TYPE MAY WELL BE THE BEST-HANDLING FOUR-PASSENGER CAR IN THE WORLD.

If it seems surprising that a motorcar famed for its response and handling on the racetrack is also superbly luxurious, then it may be that you are not familiar with the Jaguar philosophy of building cars.

For luxury, comfort and silence are by no means incompatible with extremely high-performance capabilities.

The Jaguar S-type is a machine that has what it takes to win over world-class competition. And yet it is as quiet, as comfortable and, we think, far more elegant in design than any other luxury car.







Inside the S-type is a special world of thoughtful and functional luxury. Through the handsome, adjustable leather-covered steering wheel, an array of early-warning signals is visible to the driver. All systems are continually monitored, with red or amber lights to convey the degree of urgency.

The air conditioning system, on the other hand, is self-regulating and monitors itself. You set the dial just once, to your preferred temperature, and the thermostatic controls keep it there, in all seasons. Automatic transmission, and the AM / FM stereo radio and tape deck, are standard equipment.

The S-type's seats are covered in hand-matched Connolly hides, considered to be England's finest. The carpeting is deep and hand-laid. The insulation assures that road-noise and wind-rush will remain where they should be: elsewhere. Perhaps no high-performance touring machine in modern times has taken such very good care to assure its passengers' comfort.

