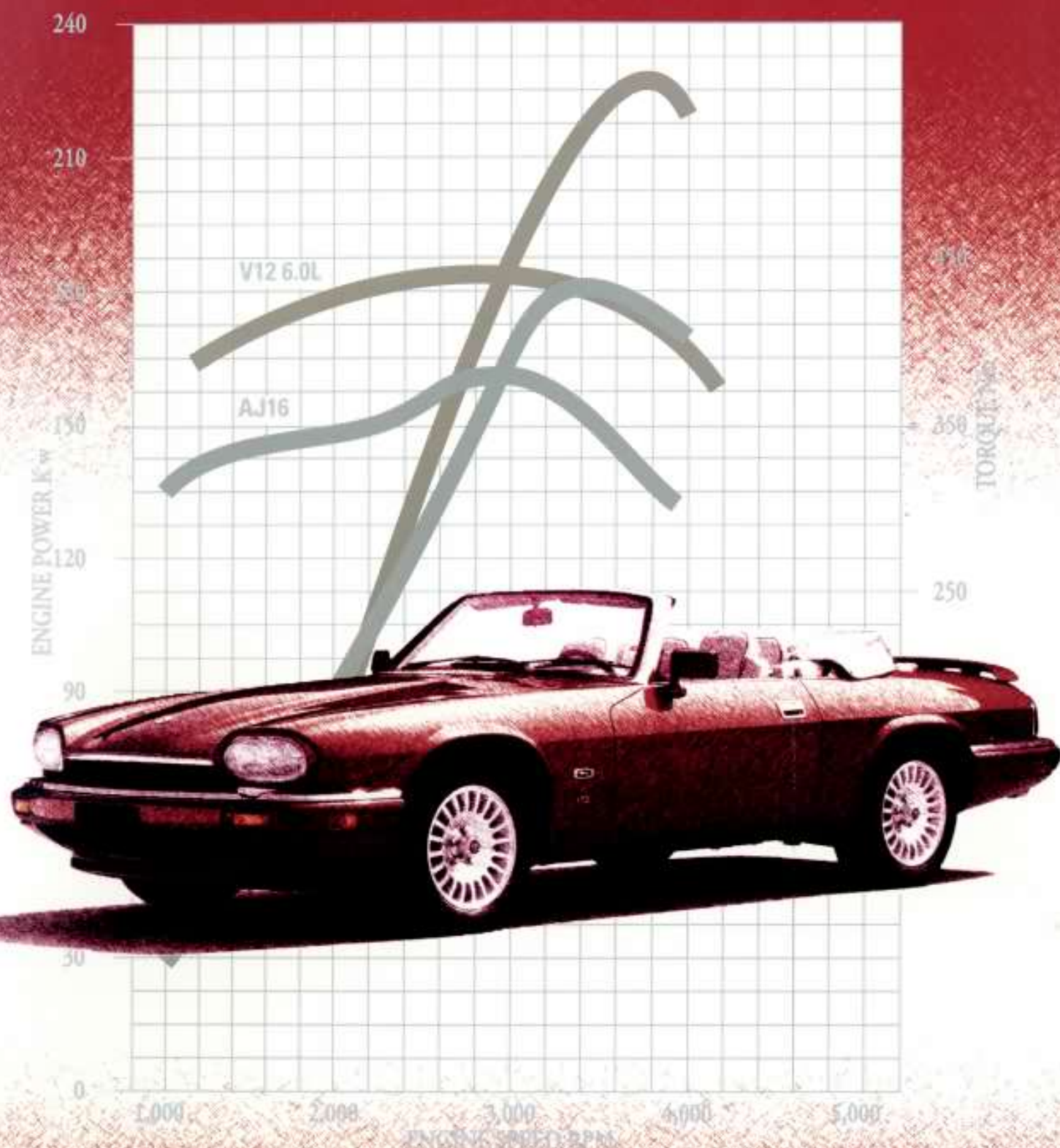


Jaguar XJS Range



1995

For 1995, more power from the classic V12 Jaguar.

A wide range of enhancements to the V12 XJS make this revered grand touring masterpiece more desirable than ever. Inside, outside and under the hood, the improvements result in a machine that provides greater comfort, luxury and performance.

The horsepower rating of the 1995 XJS 6.0L has been improved to 301 at 5,400 (up from 278 hp in 1994) and torque output now measures 351 lb-ft at 2,800 rpm (as compared to 334 lb-ft last year).

Distinctive touches for the V12 edition

The XJS 6.0 Liter is distinguished by a number of new exterior details. On each front fender, a silver-toned V12 badge is now displayed below the leaper, which is rendered in gold tone, complementing the gold hood emblem. Also new for 1995 is a 20-spoke alloy wheel, with diamond-turned finish, carrying a center cap with a gold-tone growler on black background.

At the rear, the decklid-mounted spoiler fitted to V12 models now incorporates the high mount stop lamp unit.

The All Weather Package, including headlamp power wash and engine block heater, is now standard on the 6.0L XJS.

Surrounded by luxurious leather

The range of interior color choices has been expanded, and in response to customer requests, revised to include lighter shades that contribute to an open, airy

feel (see chart inside back cover). The natural grain Autolux leather will be available in seven colors as standard equipment on V12 cars.

The seats are now upholstered in a new four-panel design and the center panels are ruched; contrasting piping and stitching are standard. Each front seat has a small stowage pouch located on the front of the lower cushion. The Coupe's rear seat is now narrower (from backrest to front of lower cushion) to provide added space. The lower A-pillar, center console, handbrake grip and convertible top cover are all trimmed in Autolux leather.



1995 XJS 6.0L Convertible



The 20-spoke wheel with diamond-turned finish is standard equipment on V12 S-types.



The high mount stop lamp is incorporated into the rear spoiler of 6.0L models.



1995 XJS 6.0L Coupe

The door and rear quarter casings are upholstered in Autolux leather with contrast stitching, including the front lower corner (replacing the carpeted section). The chrome trim strips have been replaced by contrast piping. The bezels surrounding the speaker grilles are now covered in Autolux leather.

In Convertibles, the lamps located in the rear quarter casings now illuminate when the door is opened or when activated by the fascia switch.



Headlight power wash is standard equipment on the V12 XJS.



Door casings of 6.0L S-types are finished in Autolux leather (including speaker grille bezels) with contrast piping in place of previous chrome strips.



Autolux leather seats in the 6.0L models are upholstered in a four-panel design with rucked center panels, contrast piping and stitching.



A convenient storage pouch is provided on the forward edge of each front seat.



Rear quarter casings in V12 models are Autolux covered, feature contrast stitching, leather-trimmed speaker grille bezels.



The 6.0L XJS is readily identified by the silver-tone V12 emblem on the lower front fender.



Chrome-finish five-spoke alloy wheels^{DI} are an available option.

All 1995 S-types will be pre-wired for a cellular phone. Additionally, the stainless steel treadplate insert which covered the door sill is now replaced by one formed in aluminum which is less prone to scratching. In the trunk, a one-piece contoured carpet is fitted to provide a luxurious, well-finished appearance. The space saver spare tire is now mounted on a steel wheel.

Optional Equipment: Five-spoke wheels in chrome finish^{DI} will become available after initial product launch.



The space saver tire is now mounted on a steel wheel. (Shown with cover removed.)

1995 XJS Standard and Optional Equipment

	4.0 Liter		6.0 Liter	
	Coupe ^{D8}	Conv.	Coupe ^{D1}	Conv.
Mechanical				
4.0 liter six cylinder AJ16 engine with on-board diagnostics; 4-speed ZF automatic transmission with "Normal/Sport/Delete 1st" modes	■	■	-	-
6.0 liter V12 engine; 4-speed Hydra-matic transmission with "Normal/Sport" modes	-	-	■	■
Automatic transmission gearshift interlock	■	■	■	■
4-wheel power-assisted disc brakes	■	■	■	■
Teves anti-lock braking system with yaw control	■	■	■	■
Power-assisted rack-and-pinion steering	-	-	■	■
Speed-sensitive power-assisted rack-and-pinion steering	■	■	-	-
Limited slip differential	■	■	■	■
4-wheel independent suspension with front anti-dive geometry	■	■	■	■
Sport-tuned springs, dampers and front anti-roll bar	○ ²	○ ²	-	-
Exterior				
All-steel 2-door monocoque construction with front and rear crumple zones and side intrusion beams	■	■	■	■
Direct glazed front windshield and frameless door glass	■	■	■	■
Direct glazed rear windshield	■	-	■	-
Styled halogen headlights and rear guard fog lights	■	■	■	■
Headlight power wash with heated jets	○ ¹	○ ¹	■	■
Body colored bumpers	■	■	■	■
Body colored mirrors, grille and headlight surrounds	-	-	■	■
Body colored rear decklid spoiler fitted with high-mount stop light	▲	▲	■	■
Power-operated, lined convertible top with glass rear window	-	■	-	■
Color coordinated ambla top boot	-	■	-	-
Color coordinated Autolux leather top boot	-	-	-	■
Bright aluminum treadplates with Jaguar badge	■	■	■	■
Diamond-turned 5-spoke 7x16 inch alloy wheels fitted with Pirelli P4000E 225/60 ZR 16 tires	■	■	-	-
Diamond-turned 20-spoke 7x16 alloy wheels fitted with Pirelli P4000E 225/60 ZR 16 tires	-	-	■	■
Chromed 5-spoke 7x16 alloy wheels TM	○	○	○	○
Dunlop high performance tires SP2000 225/55 ZR 16	○ ²	○ ²	-	-
Two-speed windshield wipers with variable intermittent, single-wipe and heated jets	■	■	■	■
Heated rear window with auto-off timer	■	■	■	■
Power adjustable heated door mirrors	■	■	■	■
Power windows with solar-blocking tinted glass	■	■	■	■
Red and chrome wheel center and fender badges	■	■	-	-
Gold hood, wheel center and fender badges with silver-toned V12 emblems	-	-	■	■
Oval chrome tailpipe finishers	■	■	■	■

	4.0 Liter		6.0 Liter	
	Coupe ^{DI}	Conv.	Coupe ^{DI}	Conv.
Interior				
Connolly leather and ambla trimmed interior with four-panel seats	■	■	-	-
Premium Connolly Autolux leather trimmed interior with four-panel ruffled seat facings and contrast color stitching and seat piping	-	-	■	■
Stowage pouches on front seats	■	■	■	■
Walnut trim on fascia, doors, center console and rear quarter casings	■	■	-	-
Burl walnut trim on fascia, doors and center console; inlaid on door and rear quarter casings	-	-	■	■
Wooden gearshift knob	-	-	■	■
2+2 seating	■	■	■	■
Fully-reclining sport-style front seats with power adjustment and power lumbar support	■	■	■	■
Illuminated sun visor-mounted vanity mirrors with courtesy lights	■	■	■	■
Driver and passenger air bag supplemental restraint system	■	■	■	■
Rear seat belt storage system	■	■	■	■
Height adjustable upper anchorage for front seat belts	■	-	■	-
Vehicle security system with remote entry and courtesy headlight delay	■	■	■	■
Central locking doors, trunk and on Coupes, fuel filler door	■	■	■	■
Door-open/curb illumination lights	■	■	■	■
Deep-pile carpeting	■	■	■	■
One-piece contoured trunk carpet	■	■	■	■

Convenience & Driving Features

Automatic climate control with CFC-free air conditioning	■	■	■	■
Heated front seats	○ ¹	○ ¹	■	■
Leather-covered vertically-adjustable 4-position steering wheel	■	■	■	■
Analog electric clock	■	■	-	-
Trip computer	-	-	■	■
Cruise control	■	■	■	■
In-car 80-watt entertainment audio system with detachable faceplate and hard carrying case	■	■	■	■
Pre-wire harness for available CD Player	■	■	■	■
Compact disc autochanger with 6-disc capacity	○	○	■	■
Driver's seat two-position memory including door mirror reverse dip feature on passenger side	■	■	■	■
Full-size spare wheel	■	■	▲	▲
Space saver wheel	-	-	■	■

OPTIONAL PACKAGES

¹ All Weather Package: Headlight power wash with heated jets, engine block heater, heated front seats	○	○	■	■
² Sport Handling Package: Dunlop SP2000 225/55 ZR 16 performance tires, sport-tuned springs, dampers and front anti-roll bar	○	○	-	-

■ = Standard; ○ = Optional; ^{DI} = Delayed Introduction; ▲ = Dealer Accessory

1995 XJS Color & Trim Guide



Beige is one of five top colors available on 1995 XJS Convertibles.



Fine Autolux leather graces the interior of the 6.0L S-type.



Shallower grain leather offers a more supple feel.

Specifications

Engine & Drivetrain

	4.0L XJS	6.0L XJS
Engine		
Engine Type	Inline 6-cylinder, aluminum alloy cylinder head/block DOHC 4 valves/cylinder	60° V12, aluminum alloy cylinder head/block SOHC per bank 2 valves/cylinder
Displacement - liters (cc)	4.0 liter (3,980)	6.0 liter (5,994)
Bore x stroke - in (mm)	3.58 x 4.02 (91x102)	3.54 x 3.09 (90 x 78.5)
Compression ratio	10.0:1	11.0:1
Maximum horsepower BHP @ rpm	237 @ 4,700	301 @ 5,400
Maximum torque lb-ft.@ rpm	282 @ 4,000	351 @ 2,800
Combustion chambers	Pent roof	May high efficiency
Ignition system	Electronic	Electronic
Fuel system	Electronic fuel injection	Electronic fuel injection
Fuel grade	Premium unleaded	Premium unleaded
Transmission type	4-speed automatic Electronic control	4-speed automatic Electronic control
Top gear ratio	0.76:1	0.75:1
Final drive ratio	3:54:1	3.54:1
Chassis		
Wheel type and size	Diamond-turned, 5-spoke alloy 7 x 16 in	Diamond-turned, 20-spoke alloy 7 x 16 in
Tires	Pirelli P4000E 225/60ZR16	Pirelli P4000E 225/60ZR16
Braking system	Electronically controlled anti-lock braking system with yaw control. Hydraulic power-assisted 4-wheel disc brakes, ventilated at front. Independent 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; speed-variable on 4.0L models. Energy-absorbing steering column. 4-position vertical adjustment steering wheel with air bag (SRS). Turns lock to lock: 2.5. Turning circle between curbs: 42.7 ft. (13m).	
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 radius arms. Driveshafts acting as upper links. Twin coil springs and telescopic dampers each side.	
Body		
Construction	2-door Coupe. Monocoque construction. Energy-absorbing front and rear crumple zones. Frameless door glass, direct glazed front and rear windshields. Wrap around bumpers. Forward hinged hood. 2-door Convertible. Monocoque construction. Energy-absorbing front and rear crumple zones. Frameless door glass, direct glazed front windshield. Wrap around bumpers. Forward hinged hood. Structural stiffening added to A posts, sills, underfloor and bulkheads.	
Paint and corrosion protection	All critical body panels zinc coated. Zinc phosphate pre-treatment. Cathodic electrocoat. Clear over base paint process with automated electrostatic application of primer and clear coats. Two base color and two clear coats. Bitumen wax underseal. Box sections and closed members hot wax injected.	



1995 XJS Exterior Colors



Black



British Racing Green



Flamenco Red



Glacier White



Ice Blue



Jade



Rose Bronze



Sapphire



Signal Red



Topaz

1995 XJS Convertible Top Colors



Beige



Black



Blue



Brown



Burgundy

1995 XJS Trim Colors



Charcoal



Coffee



Cream



Nimbus



Oatmeal



Parchment

1995 XJS Color/Trim Combinations

	XJS 4.0L Coupe		XJS 4.0L Convertible		XJS 6.0L Coupe	XJS 6.0L Convertible	
Paint	Interior		Interior	Top	Interior	Interior	Top
Black	Charcoal Coffee		Charcoal Coffee	Black Black	Nimbus Cream	Nimbus Cream	Black Black
British Racing Green	Coffee Cream		Coffee Cream	Beige Beige	Coffee Cream	Coffee Cream	Beige Beige
Flamenco Red	Coffee Cream		Coffee Cream	Beige Beige	Coffee Cream	Coffee Cream	Beige Beige
Glacier White	Coffee Oatmeal		Coffee Oatmeal	Beige Beige	Coffee Cream	Coffee Cream	Beige Beige
Ice Blue	Oatmeal Nimbus		Oatmeal Nimbus	Blue Blue	Oatmeal Nimbus	Oatmeal Nimbus	Blue Blue
Jade	Parchment Cream		Parchment Cream	Black Black	N/A	N/A	
Rose Bronze	Oatmeal Cream		Oatmeal Cream	Burgundy Burgundy	N/A	N/A	
Sapphire	Cream Nimbus		Cream Nimbus	Blue Blue	Cream Nimbus	Cream Nimbus	Blue Blue
Signal Red	Coffee Cream		Coffee Cream	Beige Beige	N/A	N/A	
Topaz	Oatmeal Cream		Oatmeal Cream	Brown Brown	Oatmeal Cream	Oatmeal Cream	Brown Brown

Specifications and colors subject to change without notice.
Some optional equipment may be shown or discussed.

Printed in USA XJSAGPR 1M 6/94

Jaguar's commitment to continuous product improvement is paying off

Building upon a steady course of upgrades in recent years, the XJS range for 1995 will again benefit from a broad range of improvements. This publication points out the key differences in the appearance and mechanical specification of the new S-types. From a visual standpoint, the interior revisions will be most apparent, while changes to the exterior are more subtle.

It is in the driving, however, that the greatest changes are revealed. Last year's introduction of the 6.0-liter V12 engine is followed now by a comprehensive rework of the popular 4.0-liter six-cylinder engine, boosting horsepower, torque and refinement. Offering distinctive driving experiences for coupe and convertible buyers, the S-types for 1995 represent a powerful competitive advance.

The drive for world-class quality

The success of Jaguar's ongoing efforts to improve product quality and customer satisfaction has become increasingly evident in the results of market research. Recent studies rank Jaguar better than both BMW and Nissan by industry-wide measures of Things Gone Wrong. A high percentage of owners surveyed are 'completely satisfied' (Jaguar even outscores Honda in this assessment) or 'very satisfied' with their new Jaguar.

The improvements in product quality are the result of many factors, from the redesign of vehicle components to the updating of manufacturing facilities



Testing on the engine dynamometer verified the durability of the new 237hp AJ16 engine.

and the implementation of precision control systems in the production process. With emphasis on employee involvement at every phase, and expanded methods of gathering customer feedback, the progress in raising Jaguar's quality image continues to gain momentum.

***Note:** Specifications and equipment charts are applicable at the time of new model introduction and are subject to change without notice. Some optional equipment may be shown or discussed.*

For the XJS 4.0 Liter, a new generation of the Jaguar six

Historically, the cars bearing the Jaguar mark have distanced themselves from all competitors through their elegance of style and abundance of power. The 1995 models remain true to this tradition.

While the classic design of the S-type continues into the new model year with subtle refinements, the renowned Jaguar AJ6 engine has been given its most comprehensive upgrade since it was introduced. The AJ6, successor to the legendary XK-series engines, has been extensively reworked. It is now designated the AJ16. Along with the internal modifications, the engine compartment layout has also been given considerable attention to improve the appearance of the underhood area.

Following are the exterior and interior revisions applicable to the 4.0L S-types:

Distinctive new wheels and badging

The major mechanical changes in the XJS 4.0L are accompanied by modest visual changes. Still, the upgrades are noteworthy: Five-spoke, 16" diameter wheels with diamond-turned finish are now standard equipment and the OE tire is a Z-rated (that is, rated for speeds above 149 mph) Pirelli 4000E in the 225/60 size. The center cap of the wheel carries a silver growler on red background, and the leaper badge on the front fender sports a matching red background.



1995 XJS 4.0L Convertible



1995 XJS 4.0L Coupe



The 4.0L fender badge is highlighted by a silver leaper on a red background.

Inside, a delight for the senses

A considerable visual upgrade of the XJS 4.0L interior is accomplished through the use of a new four-panel seat design. Each front seat now has a convenient stowage pouch located on the front of the lower cushion. The Coupe's rear seat has been made narrower (from backrest to front of lower cushion) to provide added space.

Some of the changes are easier to detect by touch, rather than sight: The leather itself now affords a higher level of luxury, thanks to its softer feel and shallower grain pattern. In response to customer interest in lighter interior col-

ors that contribute to an open, airy feel, the range of interior shades has been revised and expanded (see chart inside back cover). Barley and Doeskin have been dropped and Coffee, Cream, Oatmeal, Parchment and Nimbus are added.

At the center of the fascia in 4.0L models an analog clock replaces the trip computer. The door panels and rear quarter casings are now ambla covered, with leather covering the armrests on the doors. The grain match of the ambla-trimmed components to the leather upholstery has been improved. In Con-



An analog clock is provided in place of the trip computer on the 4.0L XJS.



Seats are upholstered in a new four-panel pattern.



The XJS 4.0L is fitted with 16-inch wheels—a five-spoke design with diamond-turned finish.



Wheel center caps coordinate with fender badges, displaying a silver growler on red background.

vertibles, the lamps located in the rear quarter casings now illuminate when the door is opened or when activated by the fascia switch.

All 1995 S-types will be pre-wired for a cellular phone. Additionally, the tread-plate which covers the door sill is now formed in aluminum, therefore less likely to show scratches than the previous stainless steel insert. In the trunk, a one-piece contoured carpet is fitted to provide a luxurious, well-finished appearance.



A handy storage pouch with elastic closure is found on the forward edge of each front seat.



The trunk is luxuriously finished with a one-piece, contoured carpet.



A redesigned inertia switch provides emergency fuel pump shut-off.

More power, greater refinement from the new AJ16 engine

The performance reputation of the XJS is bolstered by a series of revisions to the 4.0-liter engine. These changes are so comprehensive that the six-cylinder engine gets new nomenclature—it is now known as the AJ16. For the Jaguar customer, the benefits include across-the-board improvements in acceleration, response and refinement. Horsepower for the AJ16 is rated at 237 at 4,700 rpm (up from 219 hp last year) and torque output measures 282 lb-ft at 4,000 rpm (improved from 273 lb-ft in 1994).

While the basic architecture of the 4.0-liter inline six remains unchanged, virtually every major component has been improved for the 1995 models. The benefits of this rigorous development program include higher levels of horsepower and torque, greater durability and improved diagnostic systems. For the customer, these changes will be expressed in terms of better acceleration, quieter operation and simplified troubleshooting should repair work be needed.

Advanced microprocessor controls

The cornerstone of the engine improvements is a new electronic engine management system. From regulating the fuel injection system to coordinating communications with the automatic transmission, this system brings together a wide variety of functions and places them under the control of a central microprocessor unit. To some extent, this change has been made to comply with legislation that stipulates the use of



On Board Diagnostics (OBD, or OBD II in California), yet it also offers advantages to buyers. For example, the AJ16 is fitted with knock sensors to assure optimum ignition timing and low emissions. This also provides greater tolerance for variations in gasoline octane ratings, reducing engine noise and helping to avoid engine damage in the event of poor fuel quality. Of course, exclusive use of premium fuel continues to be recommended.

The installation of on board diagnostic systems is required by 1996 for all new cars sold in the U.S. The system monitors the performance of all components which might affect the tailpipe emissions levels and records any faults detected. Service technicians can retrieve these coded faults from the memory of the engine management computer. Not only does this diagnostic system assure that vehicles will stay in compliance with pollution control laws in the years after they leave the factory, it also can provide service technicians with useful information regarding the car's running condition and operational history.



A new intake manifold offers improved sealing. The fuel injector rail (under the black housing) is now covered to give the engine compartment a cleaner look.

A brief summary of the 4.0L engine improvements:

- The cylinder block casting is now more rigid, lowering noise levels and reducing warm up time.
- The cylinder head is revised to aid intake air flow, improving both performance and economy. New valves with reduced stem diameters are lighter to reduce power losses and improve refinement.
- Camshaft lift is higher to raise power and torque levels. The camshaft cover, a magnesium alloy casting, is redesigned to accommodate individual ignition coils mounted at each spark plug.
- Pistons are a new design that raises the compression ratio to 10:1.
- Intake and exhaust manifolds are modified to improve fit and sealing, and the associated emission control devices have been upgraded.
- The semi-sequential fuel injection system utilizes a new throttle body and fuel injectors. A new mass airflow sensor uses gold-plated electrical



Positive seal of the automatic transmission dipstick tube is assured by a locking, flip-top design.



The mass airflow sensor uses gold-plated electrical terminals for optimum reliability.



A new fuel injection throttle body design now incorporates the idle speed control motor.



The ignition distributor has been replaced by a camshaft position sensor which provides information to the electronic engine management system.



The camshaft cover is a magnesium casting which weighs less and reduces valve train noise. The exhaust manifold (below bright cover) has been modified for better sealing and no longer carries the EGR valve.



While the air injection pump remains in the same location, it is now electrically powered rather than belt driven.



Individual ignition coils are mounted directly at the spark plugs. The coils are located under the center section of the camshaft cover which carries the Jaguar logotype.



Fuel injectors have been revised to match their flow rates to the demands of the new engine management system.

terminals for greater reliability. The fuel rail is covered to improve underhood appearance.

- The ignition system employs individual coils mounted at the spark plugs and the distributor has been eliminated.
- The automatic transmission dipstick has a flip-top handle for positive sealing of the dipstick tube.

Variable-assist steering

A new power steering pump provides greater road feel by lowering the amount of power assist at higher road speeds. With this design, known as Falling Flow Power Assisted Steering, the level of assistance remains high for parking and low-speed maneuvers, but drops when speed increases to give the driver improved feedback.

A low inertia torque converter is fitted to 4.0L S-types to improve response when accelerating from a stop. The five-

speed manual transmission is not available on 1995 4.0L S-types.

Brake dust shields are no longer fitted to 4.0L S-types as standard equipment.

Optional Equipment: Because the 1995 4.0L XJS is fitted with 16-inch wheels as standard equipment, the Sports Package is now revised to include performance tires, sport-tuned springs, dampers and front anti-roll bar. As a separate option, five-spoke wheels in chrome finishTM will be available after the product launch.



1995 XJS 4.0L Convertible



Improved security for the audio system

All 1995 XJS models are fitted with a new audio head unit manufactured by Alpine. Additionally—in a move sure to delight audiophiles—a CD changer will now be fitted as standard equipment in 6.0L S-types.

The most noticeable change is the detachable front panel design of the audio head unit, a valuable anti-theft benefit, particularly for Convertibles parked with the top down. A protective case is supplied to store the front panel.

Although this new unit offers improved sound quality and a multitude of useful functions, considerable effort

has been directed at reducing the controls for straightforward operation. This is accomplished by assigning multiple functions to the control buttons, with the desired function chosen by using the MODE selection switch. As with any modern electronic device, operating this sound system can present a challenge until the basic controls have been mastered. Once the fundamentals are understood, however, drivers quickly come to appreciate the logical operation, clean design and impressive versatility of the unit.

Note the following operating characteristics, some of which may be different than audio head units you are presently familiar with:

- The detachable front panel is released by pressing the small button at the lower left corner. The panel will release at this point, but it will not completely detach. This is to prevent it from falling off inadvertently. Grasp the panel gently to remove. Always make certain the unit is turned off before removing the front panel.
- The unit can be turned on by touching any button (except the EJECT button). This enables simple



1995 XJS 6.0L Convertible



A detachable front panel for the audio system is an effective anti-theft provision.

nighttime operation without the need to divert attention from the road.

- Use the MODE switch to select the desired function: VOL (volume), TRE (treble), BAS (bass), FAD (fade) or BAL (balance). When the desired mode is

displayed on the LED readout, use the up and down arrows to adjust the audio level as required.

- Select the audio source by pushing the TUNER (radio), TAPE (cassette) or DISC (compact disc) button.

- To tune a radio station, first select FM or AM using the BAND button. To choose a higher frequency than the one displayed, press the UP >> FF switch. To choose a lower frequency, press the DN << REW switch. The seek function in the TUNER mode is activated by holding the appropriate button for at least one-half second.

When it is first turned on, the volume increases gradually until it reaches the preset level. Convenience of using the audio system is further enhanced by 'random play' and 'repeat' features in CD mode and a 'blank skip' function for cassette tapes.