



INFORMATION

Communications & Public Affairs Dept.,
Jaguar Ltd., Browns Lane, Allesley, Coventry CV5 9DR. Telephone (0203) 402121 Telex 31622 Fax (0203) 405581

FOR RELEASE: IMMEDIATE

August 1992

THE JAGUAR XJ220

The Jaguar XJ220 is now in full production at JaguarSport's Bloxham facility in Oxfordshire. The first cars of the limited edition build of 350 vehicles have already been delivered to customers.

This marks the culmination of a 3 1/2 year evaluation and development programme which began soon after the XJ220 concept car received such an outstanding reception at the 1988 Birmingham International Show.

The development programme for XJ220 proceeded quickly after the design specification was finalised and the announcement in December 1989 that the go-ahead had been given to a limited production run. Fifteen Hundred applications were received in 48 hours from around the world, over 400 from the U.K. alone.

The beautifully styled XJ220, with its innovative aluminium body and chassis, advanced technology double curvature glass, Group C race derived suspension and powerful Jaguar JV6 3.5 litre twin turbo racing engine has achieved several notable milestones during an extremely thorough development programme. Within months of the production announcement Prototype 001 had its first run and in September 1990 Prototype 002 achieved 186 mph at the Bruntingthorpe circuit. The following month the same car successfully completed 24 hour durability tests at the Millbrook proving ground.

Prototypes and pre-production cars have undergone an extensive test and development programme in order to meet arduous BEC certification standards.

May 1991 proved a particularly busy and successful month for the XJ220 Project Management Team. Prototype 005 achieved the fastest ever lap for a road car at the old Nurburgring circuit during routine tyre testing. Prototype 004 then went on to achieve 212.3 mph at the Fort Stockton, Texas proving ground during hot climate durability testing and since then a prototype has achieved 217.1 mph at the Nardo test track in Italy.

Two prototype body shells were specifically built for body development and crash test purposes. The crash test performance of XJ220 startled even the most seasoned of observers within the JaguarSport and Jaguar engineering teams.

A car was driven into a 150 ton concrete block at 30 mph (48.3 km/h). One of the test's objectives is to ensure that under these conditions the steering wheel will not move rearwards by more than 127 mm. The rearward displacement of the steering wheel in XJ220 as a result of the impact was only 13 mm. Remarkably, the windscreen and front tyres survived the impact without damage and both doors were still able to be opened fully. Even XJ220's headlights were intact!

Another example of the extraordinary strength and design integrity of XJ220 was in the roll over simulation test. A steel roll cage is incorporated in the design using technology derived from Jaguar's World Championship Group C Racing Cars. Pressure was exerted on the roof to test that the car could withstand the required level of 1 1/2 times the vehicle's body weight - over 2000 kg for XJ220. The test was discontinued at a downward pressure of 10 tons with no body deformation. Not even the windscreen was cracked.

Such design excellence combined with the total commitment of the Project Team, has ensured a successful transition for XJ220 from concept car to production reality.

Assembly of XJ220 is based at a 13 acre site just outside Bloxham in Oxfordshire. The site was purchased and developed specifically for XJ220 production. At present 90 people are employed on Project XJ220 at Bloxham and this number is scheduled to rise to 115 when full production is reached by December. The Bloxham production facility also houses the JaguarSport operation that is responsible for the much acclaimed XJR-S 6.0 litre and XJR 4.0 litre versions of Jaguar's mainstream products.

The production processes for XJ220 were developed to meet the requirement of 350 vehicles to be built by the end of 1993 at a maximum build rate of 1 vehicle per day. The plan was to create a highly efficient yet flexible production line with Quality sign off very much the responsibility of the skilled assembly technicians involved. Many of these technicians were formerly involved in Formula 1, or World Sports Car Racing.

Three major components of XJ220 are delivered to Bloxham for assembly. The body-in-white is supplied by Abbey Panels in Coventry. Hot tested JV6 twin turbo engines are supplied by TWR Engines in Kidlington and the transaxle is supplied by Coventry based FF Developments.

Incoming painted bodies are located on special mobility trollies and are progressed through a 12 station build operation. Detailed process build documentation accompanies each vehicle. Sub-assembly stations are positioned on-line at the most suitable locations for access to parts and vehicle.

Completed vehicles are given a final sign-off and a full vehicle Quality Appraisal prior to leaving the site for a road test of up to 250 miles. On their return vehicles are checked again and then processed through a Prepare for Sale area before being "passed to sales". The delivery to the customer takes place at a special centre adjoining the assembly facility.

100 cars are to be produced in 1992 with the remaining 250 scheduled to be built in 1993.

FOR FURTHER INFORMATION:

Communications & Public Affairs
0203 402121

3730D/SFP

XJ220: THE 12 STAGE PRODUCTION PROCESS

- STAGE 1: Prepare body for assembly
 Install main harnesses and sound insulation
- STAGE 2: Coolant, oil and brake pipes
 Pedal box, steering rack and column
- STAGE 3: Harnesses and electric modules
 Heater and air conditioning system
 Fuel tank, oil tank and associated parts
- STAGE 4: Front suspension and brakes
 Radiator and condenser
 Headlamps including headlamp flap system
- STAGE 5: Appraisal station for additional Quality Audits
- STAGE 6: First stage interior trim
 Instrument panel sub-assembly and installation
- STAGE 7: Power train sub-assembly and installation
 Rear suspension and rear brakes
 Engine fluid fill and fire up
- STAGE 8: Appraisal station for additional Quality Audits and added flexibility
- STAGE 9: Seats, steering wheel and seat belts
 Remainder of interior trim panels
- STAGE 10: Glass fit-screen, roof and tailgate
 Door sub-assembly and installation
 Bonnet re-fit to vehicle

STAGE 11:

Rear bumper and front splitter assembly

Wheels and tyres

Wheel alignment and geometry set up

Exterior decals and finishers

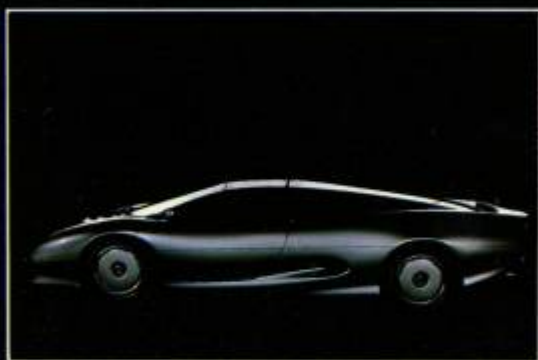
STAGE 12:

Final sign-off and full vehicle Quality Appraisal prior to Road Test.

XJ220: KEY EVENT SUMMARY

- * CONCEPT CAR UNVEILED AT BIRMINGHAM MOTOR SHOW OCT 1988
- * ANNOUNCEMENT THAT LIMITED PRODUCTION RUN TO
PROCEED AND APPLICATIONS INVITED FROM
POTENTIAL BUYERS DEC 1989
- * SUCCESSFUL APPLICANTS ADVISED FEB 1990
- * FIRST PROTOTYPE RUN (PROTOTYPE 001) JUNE 1990
- * PROTOTYPE 002 ACHIEVES 186 MPH AT BRUNTINGTHORPE SEPT 1990
- * PROTOTYPE 002 COMPLETES 24 HOUR DURABILITY TESTS AT
MILLBROOK OCT 1990
- * PROTOTYPE 001 COMPLETES ACCELERATED GEARBOX DURABILITY
TESTS AT MILLBROOK DEC 1990
- * XJ220 ON OPEN ROAD FOR FIRST TIME MARCH 1991
- * PROTOTYPE 005 ACHIEVES FASTEST LAP FOR ROAD CAR AT OLD
NURBURGRING CIRCUIT MAY 1991
- * XJ220 PASSES 30 MPH BARRIER IMPACT TEST AT MIRA MAY 1991
- * PROTOTYPE 004 ACHIEVES 212.3 MPH AT FORT STOCKTON,
TEXAS, DURING HOT CLIMATE DURABILITY TESTING MAY 1991
- * XJ220 ENGINE RECEIVES DTP POWER CERTIFICATION
(550 PS, 542 BHP) JULY 1991
- * PROTOTYPE 005 RETURNS TO NURBURGRING AND BETTERS
PREVIOUS BEST LAP TIME BY 10 SECONDS SEPT 1991
- * HRH PRINCESS OF WALES OFFICIALLY OPENS BLOXHAM
FACILITY OCT 1991

*	XJ220 DEBUTS AT TOKYO SHOW	NOV 1991
*	JOB ONE (ASSEMBLY OF FIRST BODY)	FEB 1992
*	EEC HOMOLOGATION COMPLETED	MAR 1992
*	BUILD PROGRAMME TIMING:	
	- FIRST 10 CARS TO CUSTOMERS	JUNE/JULY 1992
	- 100 CARS TO BE DELIVERED	BY END DEC 1992
	- REMAINING 250 TO BE DELIVERED	BY END DEC 1993



PRESS INFORMATION



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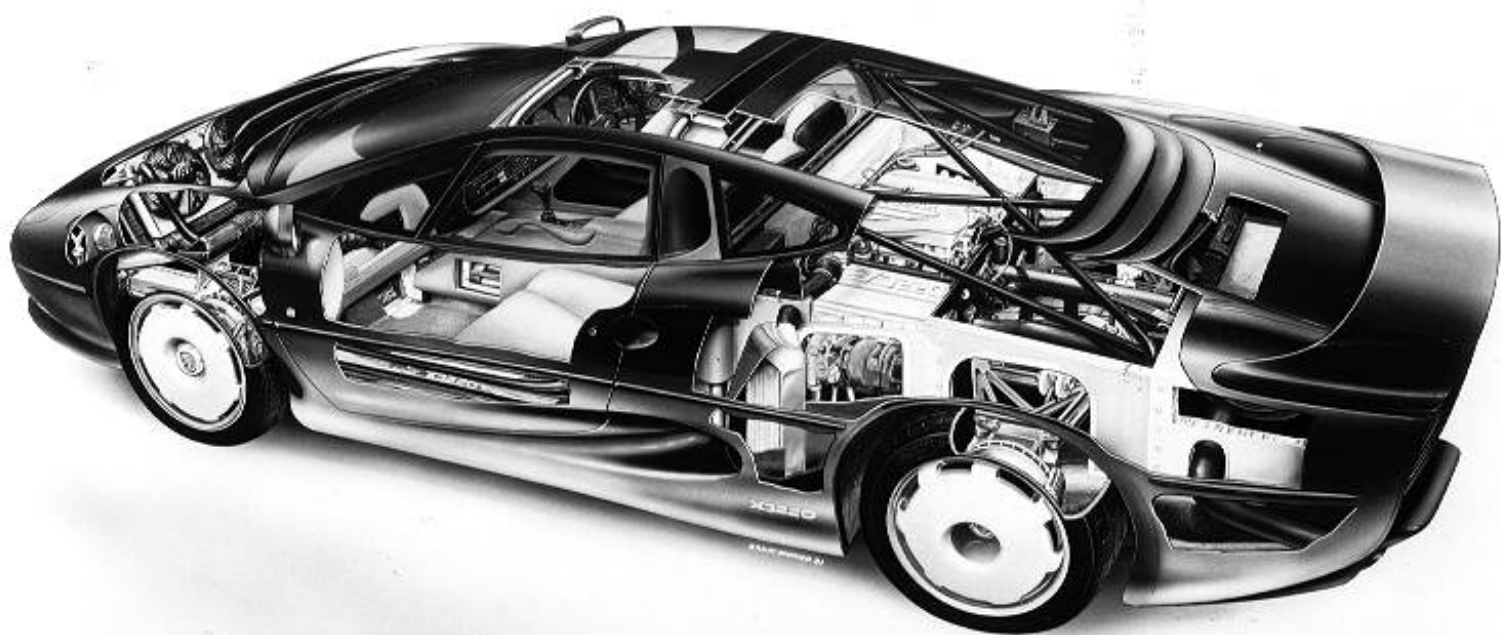


XJ220



XJ220: Cutaway Illustration

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XJ220: Cutaway Illustration

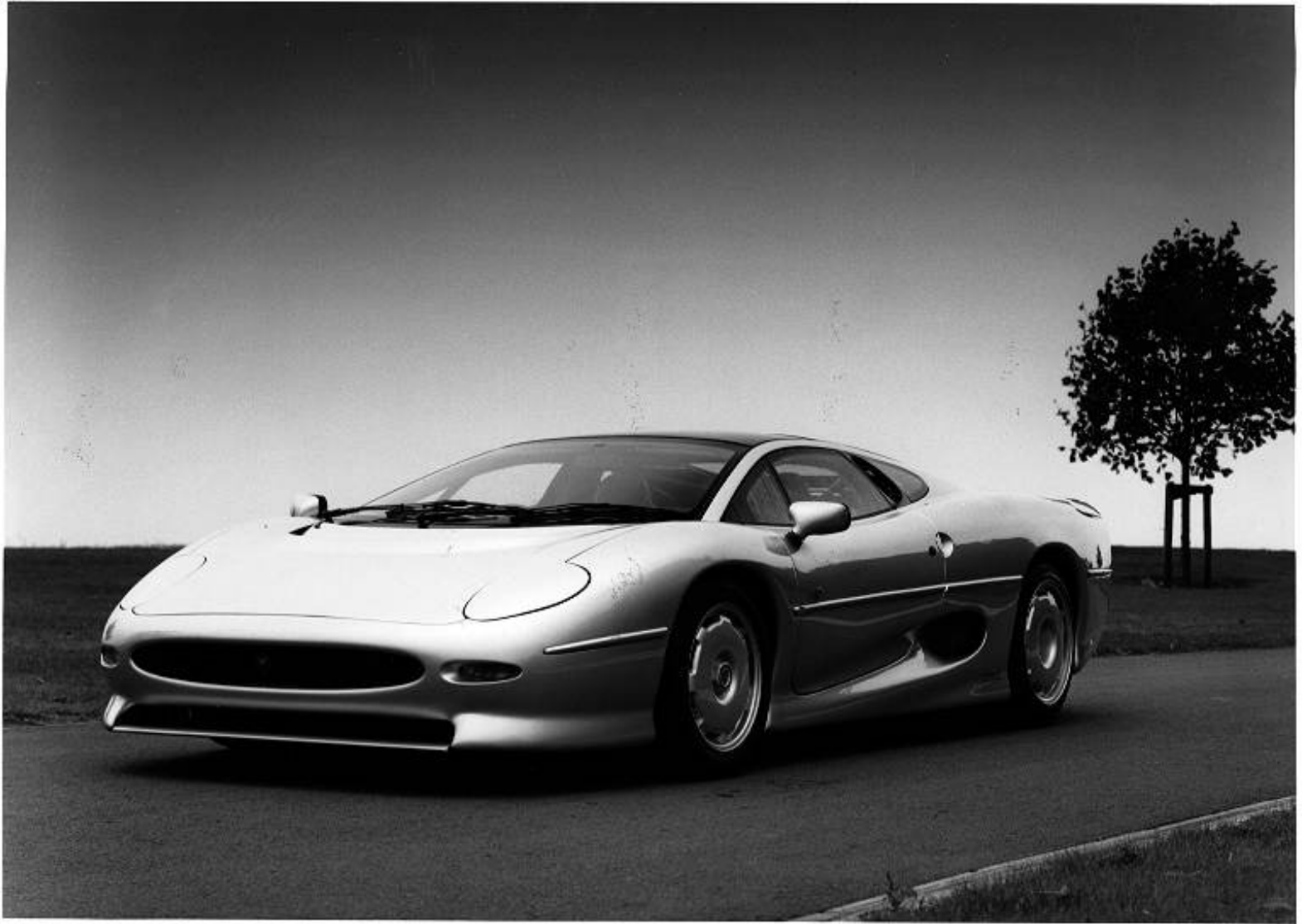
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JAGUAR

XJ 220

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JAGUAR

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