

TEALTH

"A SERIOUS PROPOSITION TO THE DISCERNING  
HIGH-PERFORMANCE DRIVER WHO REQUIRES THE BEST"

*Jaguar Quarterly*



*Chasseur*  
DEVELOPMENTS

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## Press Coverage and Publicity

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*The Response of the motoring press to the Chasseur "Stealth" has been extraordinary with extremely positive reviews coming from all quarters*

**Jaguar Quarterly:** "Chasseur's "Stealth" is suave and low-key... a fine blend of performance and practicality.... (It) will not appeal to the boy-racer but it must surely register as a serious proposition to the discerning, high-performance driver who requires the best, yet without ostentation in looks or financial outlay. In short, the "Stealth" is British understatement at its very best."

**Fast Lane:** "We averaged 6.3 seconds for 0-60 mph and reached 100 mph in 16.5 seconds - rapid by any standard".

**Performance Tuning:** "The Jaguar always feels quick and nimble, but this one is stunning"



**Country Life:** "A tremendously responsive engine with enormous power, which has lost neither refinement nor flexibility.... This is a car that demands a lot from the driver if the best is to be wrung from it. The handling is tremendous, with enormous reserves of grip.... on the right road at the right time, there can be few more satisfying cars to drive".

**Performance Car:** "The twin-turbo six is a fast, exciting, high-performer - a driver's car".

**The Daily Telegraph:** The "Stealth" conversion, raising power output from 220 BHP to 310BHP, puts it in the supercar league".

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### WARRANTY & SERVICING

As part of the "Stealth" package, all engine and drive train components are protected by Turbo Technics comprehensive Assurance Warranty and are covered against faulty manufacture or defective material for a full twelve months, with an optional extension available. Servicing can still be carried out to normal maintenance schedules using standard Jaguar diagnostic equipment.

### Stop Press!

A 340 BHP version of the new 4.0 litre Jaguar engine is under development by Turbo Technics for Chasseur and 4.0 litre "Stealths" will be available in January 1990.



## Chasseur XJ40 "Stealth"

### CONCEPT

The Jaguar and Daimler XJ40 series saloons constitute some of the most attractive luxury cars currently available. However, they represent a compromise solution designed to appeal to a broad base of customers within a defined range of prices and options and the constraints of production line manufacture.

By contrast, the Chasseur "Stealth" has been developed to appeal to an exclusive circle of enthusiastic customers, who prefer to own a Jaguar or Daimler whose sporting character has been accentuated without sacrificing refinement or luxury appointments. The aim has been to produce a car with dramatically improved, performance and response combined with a prestigious and discreet visual appeal.

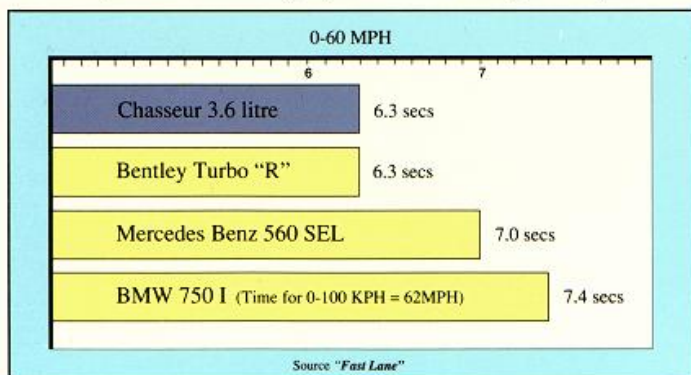
The Chasseur "Stealth" derives its name from the latest aviation technology - which aims to achieve operational results without drawing attention to the delivery system. The car incorporates much hi-technology design and its Chasseur-developed components are produced to the highest possible standards, many being manufactured by companies which work in the aerospace industry.

### PERFORMANCE

The performance from this 4000 lb saloon is positively breathtaking. The 0-60 mph dash is covered in 6.3 seconds while 100 mph comes up in 16.5 seconds and the top speed is in excess of 150mph. Arguably of even more importance is the dramatically improved flexibility - e.g. 50 to 70 mph in second gear kickdown, takes just 3.3 seconds!

Such performance makes the "Stealth" more than a match for most ultra high-performance cars - including JaguarSport's most potent model - the XJRS 6.0 litre!

All of this performance is available with the engine running on 95 (RON) unleaded fuel. It is also noteworthy that the Press have recorded fuel consumption figures varying from 18.8 mpg to 24 mpg on road tests - even when tests have included laps of the Millbrook high-speed bowl at an average of 144mph!



### TECHNICAL SPECIFICATIONS

#### Bodywork

The original equipment crash beams, including chrome trims, are retained and covered by replacement colour-coded bumper skins.

A 6 piece aerodynamic front spoiler mounts rigidly to the vehicle's monocoque structure beneath the bumpers. The bumper units and the fairing are separated by a seal uniquely enabling the bumpers to "float" fore and aft above the fairing in the event of minor impact. A central air intake permits unrestricted airflow to the Turbo Technics turbocharger intercooler and fog lights and brake cooling ducts are inserted into the outer air intakes.

Full length side sponsons incorporating restrained styling characteristics cover the unsightly lower flanges of the standard side panels. The construction of these sponsons is unique and unusually substantial; once the units are bonded to the sill panels they provide additional rigidity to the standard car's bodyshell - enhancing the car's handling characteristics.

The entire lower surface aft of the rear wheels is clothed in an aerodynamic apron mounted rigidly to the car's monocoque beneath the rear bumpers. The rear apron mates with a separate, inverted wing section attached beneath the floor of the car's luggage compartment which smooths air flow under the rear of the car before directing it over an inverted "Fowler" flap. Both of these devices are designed to develop considerable negative lift at the rear of the car, thereby obviating the need for a bootlid-mounted spoiler.

The bodywork additions described above are finished to an extremely high standard of finish and are manufactured from a very strong, fire-resistant epoxy/coremat resin sandwich. They fit the XJ40 models exactly and precisely.

International patent applications have been taken out to protect the design developments described above and copyrights will be enforced if they are infringed.





### Suspension System

The vehicle ride height is lowered by the installation of shorter length, uprated springs front and rear. Spring performance is controlled by manually adjustable shock absorbers, permitting the suspension and ride characteristics to be tuned to the owner's personal requirements. The rear suspension also features ride height adjustment. The springs and shock absorbers have been developed exclusively to Chasseur specifications and damper valves and adjustment ranges have been matched to the selected tyre and wheel combinations.

### Steering System

The power-assisted steering rack is re-bushed to Chasseur specifications to improve location and incorporates a modified valve, which reduces the servo assistance delivered. This modification, in conjunction with the reduced diameter leather-rimmed steering wheel and the increased tyre footprint area, provides exemplary steering feel, responsiveness and control.

### Wheels and Tyres

Two alternative standard wheel and tyre combinations are available, as follows:

- a. 8J x 16" Fondmetal one-piece alloy wheels, incorporating hub caps with Chasseur emblems. This wheel size carries Goodrich Comp T/A 245/50 ZR-16" tyres.
- b. 8.5J x 17" Borbet three-piece, split-rim forged centre alloy wheels, incorporating hub caps with Chasseur emblems. This wheel size carries Yokohama AVS 235/45 ZR 17 tyres.

The fitment of both the above wheel and tyre combinations necessitates minor modifications to the car so that internal wheel arch clearances remain assured when the suspension is fully compressed.

After exhaustive evaluation of many wheels and tyres, the above two combinations were chosen as they complemented the ride characteristics of the Jaguar and Daimler models, with very high levels of ride comfort combined with considerably enhanced handling and response.



### Engine

Turbo Technics of Northampton, one of Europe's leading turbocharger conversion specialists, have developed an exclusive engine to Chasseur specifications for use in the "Stealth" - with sensational results!

The heart of the company's immaculately - engineered package for the XJ6 3.6 is a pair of water-cooled Garrett T25 turbos, set to develop a maximum boost of 0.5 bar (7psi) - sufficient to increase power output from 220 BHP to no less than 310 BHP and torque from 248 lb ft to a staggering 330 lb ft!

The turbos, complete with integral wastegates, are mounted on new exhaust manifolds, cast in high nickel content iron and specifically designed for ultimate pulse separation. These, in turn, couple to the specially developed stainless steel free flow exhaust system.

Once compressed, the incoming air is fed through an air-to-air intercooler before passing to the car's own inlet manifold which is now equipped with six additional fuel injectors to meet increased demand under power.

The compression ratio is dropped from 9.6:1 to 8.2:1 (by use of Jaguar's own US specification pistons) to reduce peak cylinder pressures, while the uprated fuelling requirements are met by a Turbo Technics DCU (Digital Control Unit). The standard Lucas ignition system is retained, but equipped with an additional pressure retard facility.

### Exhaust System

An exclusive Piper's of Devon large-bore, straight-through exhaust system has been developed for the "Stealth" engine. The system is precision-built and fully adjustable to ensure a perfect fit and the maximum possible ground clearance; it is manufactured from the highest quality 304 grade stainless steel and should not need replacement during the life of the car.

