

# JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)

1984 Jaguar XJ-S V12 HE



## Vehicle Details

Vehicle	1984 Jaguar XJ-S 5.3L V12 HE
Owners	Glen and Karen BIRD
Colour	Cobalt Blue
Body	2-door Fastback Coupe
Engine	12 Cylinder 5.3L HE V12
Registration Plate	XJS-25

## Engine

Engine Size	5.3 L (5343 cc)
Engine Configuration	24 valve SOHC EFI V12
Compression ratio	12.5:1
Power	220 kW @5500rpm (295 hp)
Torque	433Nm@3250rpm
Power to Weight Ratio	123.6 (W/kg)
Acceleration 0-100km/h	7.6 (s)
Maximum Speed	241 (km/h)

## Transmission

Drive	Rear Wheel Drive
Gears / Type	3 Speed Automatic GM THM-400

## Fuel

Fuel Type	Petrol Premium ULP
Fuel Capacity	91.0 (L)
Fuel Delivery	Lucas Digital P EFI, CEI
Fuel Consumption Combined	13.7 (L/100km)
Driving Range Combined	537 (km)

## Wheels & Tyres

Rim Material / Description	Alloy / 15X6.5
Tyre Size	215/70 VR 15

## Dimensions & Weights

Length / Width	4764 / 1793 (mm)
Height / Wheelbase	1261 / 2591 (mm)
Track Front/Rear	1488 / 1504 (mm)
Kerb Weight	1755 (kg)
Gross Vehicle Mass / Payload	2105 (kg) / 350 (kg)

## Comments:

The Jaguar XJ-S (XJS after 1991) was produced from 1975 to 1996. It replaced the legendary E-type and was the longest run of any Jaguar. Based on the XJ chassis, it was a luxury grand tourer, different in character from its predecessor. The XJ-S introduced new standards of passenger safety, with impact-absorbing bumpers, side-impact barriers built into doors and fuel tank mounted behind the rear seats to protect from damage. Later changes included five-spoke alloy wheels, chrome inserts on bumpers and elm inserts on dashboard and door cappings. In 1983 an AJ6 engine was offered and in 1991 changes included new side windows, revamped instruments and revised back end.

Powered by the Jaguar V12 engine, it was unusual at the time, only Lamborghini and Ferrari produced such models. The V12, initially designed in 1954 was Jaguar's second engine design to go into production in the history of the company. The alloy block was fitted with removable liners and had a SOHC two-valve alloy head, and the combustion chamber in the piston crown carved in a cup form. Under the elegant sweep of the bonnet it seemed scarcely possible that a V12 should fit, but it all squeezed in with a hands breadth to spare, almost invisible under neat piping and wiring for the Lucas electronic fuel injection. In 1981 the XJ-S HE (High-Efficiency) engine was introduced with much better fuel economy and a power increase to 295hp.

It is extraordinary how little the shape of the Jaguar XJ-S was altered over 21 years of production. For enthusiasts the early V12s with manual gearbox are highly sought after however for reliability the HE is a smarter choice. The XJ-S is now a fixture on the classic scene.

