

JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)

2006 Jaguar S-Type V6 2.7D



Vehicle Details

Vehicle	2006 Jaguar S-Type V6 2.7D
Owner	Ross and Judy DOUGLAS
Colour	Indigo Blue
Body	4-door 4/5 Seater Sedan
Engine	Twin-turbo Diesel AJ-V6D
Registration Plate	056-XUC

Engine

Engine Size	2.7 L (2720 cc)
Engine Configuration	4-cam 24-valve Twin-turbo DOHC
Compression ratio	17.3:1
Power	152kW @ 4000rpm 204 (bhp)
Torque	435Nm @ 1900rpm
Power to Weight Ratio	87.7 (W/kg)
Acceleration 0-100km/h	8.6 (s)
Maximum Speed	227 (km/h)

Transmission

Drive	Rear Wheel Drive
Gears / Type	6 Speed Automatic / ZF 6HP26

Fuel

Fuel Type	Diesel
Fuel Capacity	70.0 (L)
Fuel Delivery / Method	Common rail direct injection
Fuel Economy Combined	7.8 (L/100km)
Driving Range Average	897 (km)

Wheels & Tyres

Rim Material / Description	Alloy / 17X7.5
Tyre Size	235/50 R 17 V

Dimensions & Weights

Length / Width	4905 / 1819 (mm)
Height / Wheelbase	1448 / 2909 (mm)
Track Front/Rear	1534 / 1542 (mm)
Kerb Weight	1734 (kg)
Gross Vehicle Mass / Payload	2255 (kg) / 521 (kg)

Comments:

The S-Type was produced from 1999-2008, retro styling the classic 1963-68 S-Type model. Jaguar had been working on a smaller version of the XJ6 since the mid-1990s, conscious that its rivals were offering drivers more choice. The retro look was very controversial on release. Designed by Geoff Lawson in 1995 and based on the Jaguar/Ford DEW platform, the later 4.2 Supercharged V8 version was at the time, the fastest production saloon car in the world.

The S-Type has U-shaped centre console, optional touch-screen navigation, climate control, leather upholstery, trip computer, dual front and side airbags, traction control, anti-lock brakes, and a four speaker sound system. High luxury in 1999, the car was praised for having a 'luxurious interior' and a 'class-leading ride'.

The arrival of the all-new, state-of-the-art twin-turbo AJD-V6 engine in 2004 meant that S-Type buyers were now able to choose diesel power. The motor was developed as a joint project between Peugeot and Ford. The combination of substantial power and torque gave the new S-Type diesel huge mid-range flexibility and refinement. It is relaxed when cruising, yet pleasingly rapid cross-country. It uses unique dual-isolated mounts and its own final-drive assembly to soften take-up of the engine's huge torque, together with sound-attenuating features such as the double-skinned sump and the elastomeric-isolated, composite cam cover. It is exemplary and can lay claim to that accolade.

Reviewers defended its 'retro Jaguar lines' as 'ageing pretty well', 'characterful', 'classical', 'nostalgic', and 'typical Jaguar'. Over time, the S-type has matured well and will find its niche in classic circles.

