

# Jaguar Saloon Cars

## A monthly series - Part 9

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### XJ6 and Sovereign 3.6/ 4.0 Litre (XJ40 series) (1986-1994)

The long-awaited new Jaguar saloon initially intended to replace Series 2 models finally appeared in late 1986 after 13 years of development. Codenamed XJ40, this identifier has remained with the car as Jaguar chose not to call it the Series 4 as it was totally new in design and concept rather than a further update. The XJ40 was literally all new with no components carried over from the outgoing model. Power was provided by either an all new AJ6 alloy twin cam 3.6 litre multi valve engine or a smaller single cam 2.9 litre unit. The latter power unit was in effect one half of the V12 engine but was not successful and was discontinued very early on in the cars production life and replaced with a twin cam 3.2 litre versions.

The XJ40 based Sovereign is visually identified by rectangular headlamps, alloy rims and stainless-steel trim around the door glass whereas the more basic XJ6 carried individual headlamps. Where required in certain markets especially Asia and the US, The Sovereign was fitted with the standard individual lights. The rectangular lamps whilst popular at the time have subsequently dated the XJ40 Sovereign considerably. Although not universally liked by enthusiasts the XJ40 design was the precursor to a new line of Jaguar saloons which like the original XJ6 was upgraded periodically to remain at the pinnacle of Jaguar motoring.



## Daimler 3.6 / 0.6 Litre (XJ06 Series) (1986-1994)

The Daimler version of the XJ40 series was for the first time fitted out to a higher level of finish than the equivalent Jaguar saloon and became a specific model in itself rather than simply a re-badged Jaguar as had been the case with the Jaguar built Daimlers over several years.

Visually the cars looked very similar, but it was in the interior appointments that the Daimler excelled.

These cars had very few options offered as they came standard with a very impressive appointment list including individual rear seats, individual finishing trim, air conditioning, rear blinds, cruise control and individual rear picnic tables.

Whilst having the square look of the Jaguar range, the Daimler version was very much a luxury car and achieved sales success along with all the XJ40 models.

In time, however, early build problems caused the cars to suffer from very high depreciation and low residual values.

Despite this the cars are basically very good and offer superb luxury at very cheap used prices.



## XJ6, Sovereign and XJR (X300 series) (1994-1997)

The first major update of the XJ40 concept was code named X300 and whilst being a facelift of the earlier car also included several mechanical and technical upgrades as well. The twin cam alloy engine was further developed as the AJ16 unit offered in 3.2 litre and 4.0 litre form.

The 3.2 litre was also used as the basis of the supercharged engine installed in the Aston Martin DB7. The X300 with substantial investment from Ford, the then owners of Jaguar, brought the longed for reliability to Jaguar cars and saw the Jaguar product climb up the ranks of desirability in various ownership surveys.

Even many years after production ceased these cars are giving loyal service and have virtually no Achilles heel.

The sharp lines of the XJ40 were considerably smoothed out with a return of the scalloped headlamps; a Jaguar feature for many years.

It seems strange that the beautiful lines of the updated X300 never found their way into the original XJ40 concept especially as they build on the evolutionary lines of the previous Series 3 saloons.

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## XJ8, Sovereign and XJR (X308 series) (1997-2003)

The X308 series heralded a new era for Jaguar with the introduction of Jaguar's first V8 engines, apart from the 2.5 litre V8 it inherited and fitted to the Mark 2 range as the Daimler 2.5 litre in the 1960s. The new all alloy V8 was an excellent performer and brought a new level of refinement to Jaguar saloons. Whilst there were minor bodywork updates, the X308 further developed the X300 theme and saw new interior and dashboard designs and new features including better ventilation, improved cruise control, automatic headlamps, rain sensing wipers, park distance control. Whilst the early versions of the X308 were fitted with engines using Nikasil as a lightweight engine bore lining, later cars from 2001 were fitted with steel liners after a series of engine failures occurred. This problem affected mainly early cars in some countries where the sulphur content in the petrol was too high which caused corrosion and ultimately high rates of wear in the lining. This was not solely a problem for Jaguar as other manufacturers including Porsche who used the same technique succumbed to the same difficulties.

The V8 powered XJR which produced 370 horsepower was capable of a 0–100 kph sprint in 6.6 seconds with a maximum speed limited electronically to 250 kph. This was a seriously quick saloon especially as it weighed 1800kg. Computer Assisted Technology Suspension was developed for provided it with Sovereign like touring suspension but with the capability to gradually stiffen the settings as sensors detected the suspension load ratings increase. Gone was the hard sports suspension of the earlier 6-cylinder XJR, replaced instead with an electronic package that provided the car with superb cornering ability along with a smooth touring ride.

The X308 XJR was now the top of the range in the Jaguar line-up and was offered with all factory options

