

# JaguarSport XJR-S (1988 - 1993)

The XJR-S is no ordinary XJ-S, and in fact you may never have ever heard of an XJR-S.

From 1988, a special high performance XJ-S version of the V12 5.3-litre car was produced by JaguarSport, a separate company owned 50:50 by Jaguar and TWR (Tom Walkinshaw Racing). This car had a distinctive body kit, special alloy wheels and suspension, handling and performance improvements.

Between 1988-1993, there were continual design changes with owners even able to have their own cars retrofitted. As a result, the following is an overview of the design changes during this period.

The first 100 cars were named "Celebration Le Mans", to commemorate Jaguar's 1988 win at the 24 Hours of Le Mans. They were only sold in the UK and despite the price tag, all 100 sold in 4 days.

Between 1988 and 1989, a total of 326 XJR-S cars were produced with the 5.3 litres (5,344 cc) engine with a power output of 237 kW (318 hp).

The TWR body kit involved a reinforced moulded front air dam and spoiler, matching rear panel, side skirts, and a discreet rear wing, large enough to do the job without making the Jaguar look too racy. Wind tunnel tests have shown these body parts reduced front-end lift by 60% at high speed and rear lift by no less than 88%, whilst the drag figure is lowered by 12.7%.

In September 1989, TWR developed a more powerful 5,993 cc (6.0 litre) engine



now equipped with a Zytek fuel injection and engine management system with a modified air intake system. This was different from the standard 6.0 litre engine used in the late XJS models, and was unique to this model.

Tom Walkinshaw developed the XJS in such a way as to enhance its good points without spoiling engines flexibility or any of its creature comforts. The engine modifications which, together with a heavy-duty stainless-steel dual exhaust system, accounted for a power increase of around 10%.

The suspension was extensively reworked and lowered resulting in a noticeably firmer ride, but more controllable in high speed bends or tighter corners, improved turn-in and less roll being the prime features.

## 1992 Facelift XJR-S (6.0L V12)

The Facelift cars were fitted with special cast alloy wheels, 8-inch section of 16 in diameter. This allowed larger and thicker ventilated discs to be fitted with TWR designed alloy callipers.

Completing the transformation was a new interior with sports seats and high-grade leather, replacing the original seat materials, together with a XJ220 steering wheel.

The XJR-S stayed in the line until 1993. A total of 787 coupes and 50 convertible cars were built, the majority including all the convertibles, exported to America.

As the F-TypeR is the most extreme version of Jaguar's current sports car, so was the XJR-S, a generation earlier. ■



Robert Bell's very rare XJR-S "Celebration Le Mans". The first one hundred cars celebrated the LeMans victory and were painted in a special Tungsten Grey exterior colour scheme with matching interior. Each car has a unique build number stamped on the doorsill.