

S-TYPE



Feature - 25 Years Of The Modern S-Type

The Affordable Modern Classic.

The Jaguar S-TYPE debuted at the 1998 Birmingham International Motor Show reviving the nameplate of the company's 1963-68 S Type. The car went on sale in January 1999 and was praised on its release for having a 'luxurious interior', 'creamy composure' and a 'class-leading' 'cossetting ride'.

The S-TYPE was designed by Geoff Lawson, Design Director for Jaguar from 1989 until his death in June 1999. He was succeeded by Ian Callum who was responsible for the 2004 "Facelift."

Background

After being privatised in 1984, Jaguar had been developing a smaller saloon to complement the XJ6 by the early 1990s, but these plans were axed following its takeover by Ford in 1989, only to resurface within a few years.

The car was based on the Jaguar mid-sized DEW platform and shared with the Lincoln LS and Ford Thunderbird.

For the first time on a production car, the S-TYPE featured a voice activated control of all primary audio, phone and climate control functions, providing safe, hands-free operation.

S-TYPE also featured a strong crash structure, innovative collapsible steering column and protected under-floor plastic fuel tank.



1999 Jaguar X200 S-Type Sport black with 18 inch Monaco alloys. The X200 was initially available with 3.0-litre V6 and 4.0-litre V8 petrol engines. (Standard, Sport & SE)

More than 450 prototype and pre-production AJ-V6 engines were built and tested on dynamo-meters and in vehicles.

Simulated autobahn durability tests were also conducted equivalent to 100,000 miles at an average of over 100 mph.

X200 S-Type (1999-2002)

The X200 S-Type was initially available with 3.0-litre V6 and 4.0 litre V8 petrol engines and in standard, Sport and SE (Special Equipment) editions.

◇ AJ30 V6 and AJ27 engines

- The 3.0-litre AJ30 V6 engine had an aluminium block and cylinder head, fracture-split forged powder metal connecting rods, double overhead camshafts, four valves per cylinder, variable valve timing and a compression ratio of 10.5:1; and,
- The naturally aspirated 4.0-litre AJ27 V8 engine had an aluminium block and cylinder head, double overhead camshafts (per cylinder bank), variable cam phasing, four valves per cylinder, variable valve timing and a compression ratio of 10.75:1.

The post November X200 S-Type was solely available with Ford's 5R55N five-speed automatic transmission.

◇ Suspension

For suspension, the S-Type had unequal length upper and lower wishbones front and rear. Although not fitted as standard, the S-Type was also available with Jaguar's Computer Active Technology Suspension (CATS) which included electronically-controlled, adaptive dampers and uprated springs for increased roll stiffness.

◇ Safety Equipment

Standard safety equipment for the X200 S-Type included dual front airbags, front side airbags, ABS, traction control and front seatbelt pretensioners. From March 2001, the Sport variant was equipped with electronic stability control and traction control.



1999 X200 S-Type interior showing U-shaped centre console (replaced in the X202).

Feature - 25 Years Of The Modern S-Type

◇ Features: S-Type, SE and Sport

Standard features for the S-Type included a U-shaped centre console, 16-inch alloy wheels, a four-speaker sound system with a six-stack CD player, dual zone climate control air conditioning, leather seats, power adjustable front seats, cruise control, a leather-wrapped steering wheel and gear knob, remote central locking, power windows and mirrors, trip computer and immobiliser.

The S-Type SE was further equipped with front seat power lumbar adjustment, a power sunroof, driver memory settings (seat and mirrors), a woodgrain gear knob and combination leather/woodgrain steering wheel.

Compared to the entry-level variant, the S-Type Sport was differentiated by its 17-inch alloy wheels, contoured sports seats, front fog lamps and CATS Suspension with electronic adaptive dampers.

November 2000: S-Type Update

In November 2000, the S-Type was updated with a new ZF speed-sensitive power steering system which provided improved feel and minimised vibration and noise from the steering pump.

Visually, the post-November 2000 S-Type can be identified by its rear chrome tread plates with 'Jaguar' inscription. Inside, the CD stacker relocated to the boot to



The X202 introduced new engines and ZF transmissions, a stronger chassis, additional safety equipment and greater refinement and an additional model (S-Type R). Visually, the S-Type R (as shown above) can be identified by its bright-finish mesh grille.

provide greater glove box space and a foot rest was introduced.

Also, there was a new storage module within the spare wheel well for the jack and wheel brace, while the new boot lid liner featured a pull-down handle.

From March 2001, the Sport was fitted with 18-inch seven-spoke BBS 'Monaco' alloy wheels with Pirelli P Zero 245/40 tyres, grey stained bird's eye maple veneers and body-coloured exterior elements (grille surround, bumper blades and number plate plinth).



2002 Jaguar X202 S-Type R interior: RHD from passengers side. Inside, the X202 can be identified by its full-width bird's eye maple dashboard veneers, redesigned centre console and electronic hand brake which replaced the conventional handbrake lever.

X202 S-Type (2002-04)

Released in July 2002, the X202 S-Type introduced new engines and ZF transmissions, a stronger chassis, additional safety equipment and greater refinement.

◇ AJ25 and AJ33 engines

- The 2.5-litre AJ25 V6 petrol engine was reserved for entry-level variants and had similar properties to the AJ30 engine, albeit with a compression ratio of 10.3:1;
- The 4.2-litre AJ33 V8 engines were stroked versions of their predecessors, but had stiffer blocks, oil-cooled pistons, new exhaust manifolds and camshafts, small-pitch silent cam-chains, bigger cylinder-head porting, an upgraded fuel system and vane-type variable cam phasing; and,
- For the newly introduced S-Type R, the supercharged 4.2-litre AJ33 V8 engine was distinguished by its Eaton M112 roots-type supercharger and twin air-to-liquid intercoolers, though it omitted variable cam timing.

The five-speed automatic transmission was replaced by six-speed ZF unit.

◇ Chassis

Changes for the X202 S-Type included an upgraded new front subframe, front suspension (with forged aluminium control arms, stiffened cast aluminium front knuckles), a stiffer rear subframe

Feature - 25 Years Of The Modern S-Type

and revised rear suspension (with new control arms and knuckles and a new toe-link for improved wheel alignment).

Significantly, the body structure for the X202 was 10 per cent stiffer and kerb mass was reduced by an average of 50 kg through the use of aluminium for suspension components and magnesium for the front seat frames, fascia structure and cross-car beam.

◇ Interior

Inside, the X202 S-Type can be identified by its full-width bird's eye maple dashboard veneers redesigned centre console and electronic hand brake, operated by a console-mounted switch which replaced the conventional handbrake lever.

◇ Safety Equipment

Compared to its predecessor, standard safety equipment for the X202 was extended to include full-length curtain airbags (i.e., for front and rear occupants), electronic brake-force distribution, brake assist and electronic stability control.

In addition, the X202 S-Type introduced Jaguar's Adaptive Restraint Technology System (A.R.T.S.) which used sensors to monitor occupant position and crash severity to optimise the deployment of safety equipment.

The S-Type Sport was also fitted with larger front brake discs. (320mm).



The 2004 X204 S-Type R interior: RHD with contrasting seats.



The X204 introduced a revised rear suspension, leaner side sills, a more scalloped (aluminium) bonnet and upright grille. As part of the update, the unnamed, entry-level and Sport editions were discontinued, with the range comprising the SE, Luxury and R editions.

◇ Features

For the X202 S-Type, standard features were extended to include 16-inch 'Artemis' alloy wheels, a four speaker 140-watt Alpine sound system with a six-disc CD player, an eight-way power adjustable driver's seat, a six-way power adjustable front passenger seat, automatic headlights, heated mirrors and a power adjustable steering column.

The S-Type SE was further equipped with front fog lamps, rear parking sensors and electro-chromatic rear-view and door mirrors.

V8 models were also fitted with 17-inch 'Kronos' alloy wheels.

◇ Features: S-Type R

The S-Type R was distinguished by its 18-inch 'Zeus' alloy wheels with 18 x 8J 245/40 front and 18 x 9.5J 275/35 rear ContriSport tyres, sixteen-way adjustable front seats, leather-trimmed 'R Performance' steering wheel and xenon headlights. The S-Type R, however, omitted the split and folding rear seats in favour of a solid rear bulkhead for greater rigidity.

The S-Type R was fitted with Jaguar's (CATS) suspension system which consisted of electronically controlled, two-stage adaptive dampers. The suspension also included updated springs for increased roll-stiffness.

The S-Type R was also fitted with a Brembo braking package with 365 mm front brake discs, 330 mm rear discs and four-piston aluminium calipers front and rear.

Visually, the S-Type R could be identified by its bright-finish mesh grille, tinted head- and taillights, front and rear aprons, side-skirts and a rear spoiler.

X204 S-Type (2004-2006)

◇ Overview

Released in October 2004, the S-Type introduced a revised range, styling and suspension settings. The unnamed, entry-level and Sport editions were discontinued, with the range comprising the SE, Luxury and R editions. Visually, the X204 S-Type could be identified by its revised rear end, leaner side sills, a more scalloped (aluminium) bonnet and upright grille.

◇ Features

Compared to their predecessors, the X204 S-Type SE edition gained power adjustable pedals. Beyond this, the Luxury added satellite navigation, a TV tuner, rear parking sensors and rain-sensing wipers; the 4.2 V8 Luxury models were further equipped with 18-inch alloy wheels.

Finally, the S Type R was also fitted with bi-xenon headlights.

Feature - 25 Years Of The Modern S-Type

X206 S-Type (2006-2008)

◇ Overview

Released in April 2006, the S-Type introduced a 2.7-litre twin-turbo-diesel V6 engine (the '2.7D' variant) and the SE edition was effectively replaced by the LE.

Visually, the X206 S-Type could be identified by its bonnet-mounted 'leaper' and new tail-lights.

◇ AJD-V6 engine

The 2.7-litre AJD-V6 diesel engine had a compacted graphite iron (CGI) block, common-rail direct injection (peak pressure of 1650 bar), piezo injectors, twin variable geometry turbochargers with an air-to-air intercooler, double overhead camshafts, four valves per cylinder and a compression ratio of 17.3:1.

◇ Features

Compared to its X204 predecessor, standard features for the X206 S-Type were extended to include Bluetooth mobile phone connectivity and front and rear parking sensors.

For the S-Type R, the Brembo braking package was discontinued (from VIN N52048). In its place, the S-Type R was fitted with 355 mm front and 326 mm rear brake discs.

January 2007: S-Type Update

In January 2007, the X206 S-Type underwent a minor cosmetic update with the application of the S-Type R variant's front bumper and mesh grille



The 2006 X206 S-Type introduced a 2.7-litre twin-turbo-diesel V6 engine. The X206 S-Type could be identified by its bonnet-mounted 'leaper' and new tail-lights.

to all variants throughout the range; there were also new alloy wheel designs.

Reviews

Summary of comments from various motoring magazines.

A week spent with the 4.2-litre V8 Sport simply underscored how much this car has to offer. First and foremost, the S-Type looks good. The proportions are neat, the lines clean and the overall impression is that this is a car worth being seen in.

The cabin remains one of the delights of the car. Even though I'm not a fan of the grey-stained birdseye maple wood treatment in the Sport, it is still done with style and restraint. Coupled with the charcoal tones on the rest of the trim, however, it does darken the interior.

Quality sports bolstering lifts the seats out of the ordinary and with ample adjustment on the driver seat and steering wheel, finding a suitable driving position is a given. Rear seat space isn't expansive but it is suitable for a range of sizes, although tall passengers could find head and leg room lacking.

Equipment levels are reasonably high, as you would expect from a car well into six figures.

Even with the electronic aids (CATS and Traction Control), switched off, the cat's 224kW and 420Nm of urge can be confidently tamed, thanks to the balance of the car and the impressive feedback from the nicely weighted speed-sensitive steering.

It may not have a German badge on the bonnet, but the S-Type has plenty of strong qualities that make it a realistic alternative to models like the Mercedes E-Class.

Production

The S-Type was discontinued in late 2007 after almost 300,000 (291,386) had been built. The model was replaced by the XF. (X250). ■

Editor: Information for this feature story was gathered from various publications including Australian Car Review.



In January 2007, the exterior of the X206 to all variants were updated with the application of the S-Type R variant's front bumper and mesh grille.