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15 Years Since the Launch of the XF (cont)

The XF's importance on Jaguar's fortunes cannot be underestimated. Stuck in a retro-design rut that wasn't going anywhere, the saloon returned Jaguar to the fresh, new designs it was once renowned for. It set the tone and lay down the foundations for future models. It's not such a huge leap to say that without the XF, we wouldn't have the XJ, F-TYPE or even the F-PACE.

Concept Design

Prior to the XF, two concept cars were produced.

- ◇ A prototype with a body styling based on the S-Type was built, but was rejected before the second concept was finalised.
- ◇ The second known as the C-XF was unveiled in January 2007 at the North American International Auto Show. The production XF that followed was surprisingly very little different from the concept car. (See the story about the C-XF page 14.)

Jaguar XF X250.I (2007-2011)

The XF four-door saloon was produced as a replacement for the S-Type. The XF became the pioneer of the contemporary Jaguar sportive styling.

Developed at Jaguar's Whitley design and development headquarters and led by Jaguar Director of Design Ian



The XF was launched in September 2007 at the Frankfurt Motor Show. Production followed in November with customer deliveries commencing in March 2008. The Australian launch occurred in April 2008 with a range of V6 and V8 engines.

Callum, and Head of Advanced Design Julian Thomson. It was built at the Castle Bromwich facility in Birmingham.

The XF was planned to use an all-aluminium platform but due to time constraints put by Jaguar's Board, the development team made use of a heavily modified Ford DEW98 steel-bodied platform. The styling incorporated an oval mesh grille recalling the original XJ of 1968. The boot lid retained the S-Type's chromed blade to its edge and included a "leaper" hood ornament.

Interior

The interior included air conditioning vents which were flush-fitting in the dash, rotating open once the engine was started, and a rotating gearshift dial, marketed as a JaguarDrive Selector, which automatically elevated from the centre console.

Another departure from the traditional Jaguar cabin was the use of pale-blue backlighting to the instruments, switchgear, and around major control panels. Some minor systems, such as the glove-box and interior lighting operated by touch.

The XF had no cloth interior option, with all trim levels featuring leather. Wood veneers were also available along with aluminium, carbon fibre and piano black lacquer trims.

Aerodynamics

The XF's body was developed using computational fluid dynamics (CFD) before wind tunnel testing. Every area from the outer skin to the lightweight, composite undertray to the cooling airflow, even the shape of the exterior mirrors was optimised using this process.

The higher, squarer tail was more efficient aerodynamically than a lower, rounded one, and the XF's coupé-like roofline and raised bootlid lip improved airflow over the rear of the car.



The first production XF was rolled off the production line at the Castle Bromwich Jaguar Assembly Plant, 26th November, 2007. This first car, a Vapour Grey 4.2 litre SV8 was immediately donated to the Jaguar Daimler Heritage Trust.

15 Years Since the Launch of the XF (cont)

Chassis

The basic substructure of the XF was carried over from the preceding S-Type, although the body had been stretched 84mm to meet crash safety requirements, with a 37mm higher roof to provide additional headroom while still retaining the “saloon within a coupé” proportions.

The suspension and mountings were the same as that used on the XK8 with unequal length wishbone front suspension and multi-link rear suspension (both subframe-mounted with coil springs and gas-filled dampers).

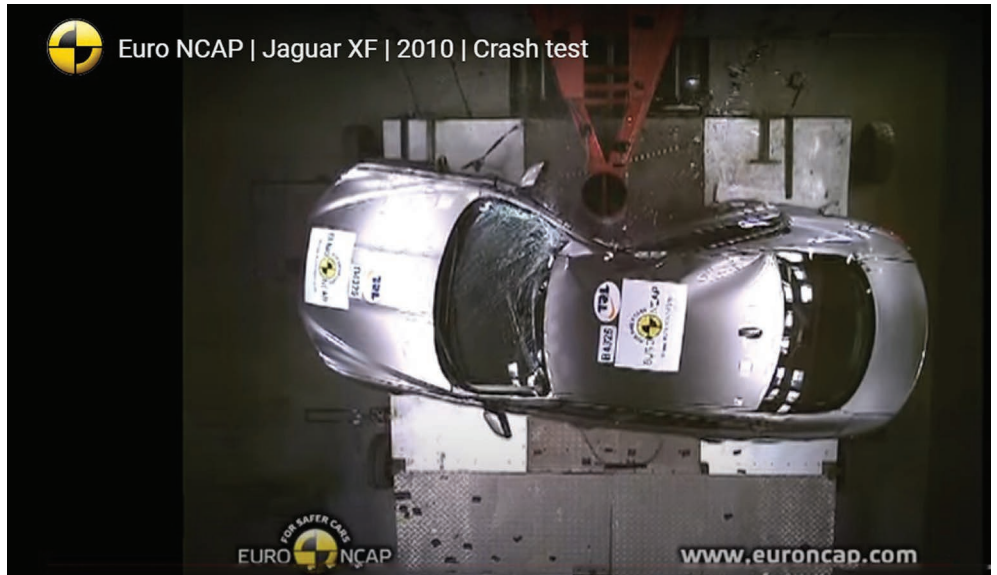
Sound and vibration insulation was provided by the addition of a special underbody tray and engine mounts, a tuned exhaust system, and a double bulkhead between the engine bay and passenger compartment.

In 2008 the models came with Adaptive Dynamics (computer controlled continuously variable damping) and Active Differential Control (electronically controlled rear differential).

In August 2009 the bodyshell was stiffened with a new rear subframe and the adoption of a boot cross-brace (previously restricted to the SV8).

Engines

The engine line-up was basically the same as used in the S-Type. In Australia the XF range initially consisted of the



The XF was crash-tested in 2010 by Euro NCAP and gained a four-star rating. In Australia ANCAP gave it a score of 32.38 points out of 37, also giving it a rating of 4 out of 5. The video is worth watching. [Goto: 2010 XF NCAP Crash Test.](#)

2.7 litre twinturbo diesel V6, a 4.2 litre petrol V8 and a 4.2 litre supercharged petrol V8 engine. In 2008, the range was expanded with the introduction of the 3.0 litre petrol V6.

In August 2009, the 3.0DS replaced the 2.7 litre, while the 4.2 V8 and Supercharged V8 variants were effectively replaced by a naturally aspirated and supercharged 5.0 litre direct-injection V8 petrol engine.

Transmission

All XF models were automatic. Initially a six-speed ZF 6HP26 automatic was used and from model years 2010-

12 some engines (the 3.0L diesel and 5.0L supercharged petrol) used the second generation six-speed ZF 6HP28 transmission.

During 2012–2013, the 6-speed auto was replaced with an 8-speed ZF 8HP70 transmissions for all engines. The gears could either be selected using a rotary dial, or could be manually controlled using paddles behind the steering wheel.

AWD was available in both RHD and LHD markets with variances according to engine types.

Safety Equipment

Standard safety equipment included dual front airbags, front side airbags, full-length curtain airbags (i.e., for front and rear occupants), ABS, electronic brake force distribution, brake assist, electronic stability control, cornering braking control, traction control and seatbelt pretensioners for all seats.

The XF was also fitted with a pedestrian impact system which - in the event of a pedestrian collision - fired actuators that angled the bonnet and provided a clearance with the engine bay to cushion the pedestrian's impact.

Both NCAP and Australian ANCAP gave the 2010 XF a four-star safety rating.

Security

Deadlocks, motion-sensing alarm and an engine immobiliser were fitted as standard. The XF also locks itself when



In 2011 the Jaguar XF was crowned “Auto Express” Driver Power ‘Car of the Decade’. Over a period of 10 years, readers of “Auto Express” were invited to participate in the Driver Power survey and evaluate the car they own. The detailed survey encompassed many aspects of vehicle ownership from reliability to dealer performance, design, handling and ease of use. Over 300,000 readers participated with hundreds of individual cars being tested. The Jaguar XF emerged as Number One.

15 Years Since the Launch of the XF (cont)

it reaches a pre-set speed. The doors remain locked when the car becomes stationary and this was designed to help protect against car-jackings.

The XF was tested by Thatcham's New Vehicle Security Ratings (NVSR) and achieved a 5-star rating for anti-theft and a 4-star rating for theft from the car.

Standard Features

Standard features for the XF included 17-inch alloy wheels, an eight speaker sound system with auxiliary input and MP3/WMA compatibility, dual-zone climate control air conditioning, leatherfaced seats, a seven-inch colour touch screen with satellite navigation, power adjustable front seats, cruise control, rear parking sensors, Bluetooth connectivity, rain-sensing wipers, automatic headlights, steering wheel gearshift paddles, 60/40 split and flat folding rear seats, remote central locking with proximity key, power windows, heated mirrors, power adjustable steering column, power-operated park brake, ambient lighting, 12 volt power outlet and trip computer.

The 3.0DS, however, was fitted with 18-inch 'Cygnus' alloy wheels.

Luxury editions:

These cars were further equipped with 18-inch alloy wheels, a six-disc CD player, auxiliary input and MP3/WMA-compatibility, additional front seat



In 2011 the above facelift XF X250.ii, equipped with a 2.2-litre four-cylinder engine completed a 816 mile (1,313km) journey from Castle Bromwich to Munich on a single tank of diesel consuming just 64 litres of fuel to average 4.9 litres/100km. (57.65mpg).

power adjustment and driver memory settings (driver's seat, mirrors and steering wheel).

In October 2011, standard features for the Luxury editions were extended to include bi-xenon headlights, front parking sensors and a reversing camera.

Premium Luxury editions:

Featured 19-inch alloy wheels, a nine-speaker sound system (including subwoofer), full leather upholstery, bi-xenon headlights with washers, front parking sensors, reversing camera, electrochromatic power folding mirrors and burr walnut trim.

Portfolio editions:

These cars are distinguished by their 20-inch alloy wheels, a fourteen speaker Bowers & Wilkins surround sound system, heated and ventilated front seats, park assist display, heated steering wheel and a TV tuner.

Inside, the Portfolio editions also featured suede headlining, contrast stitching on leather trim, unique veneers and deep-pile carpet mats with contrast edging and embroidered logos.

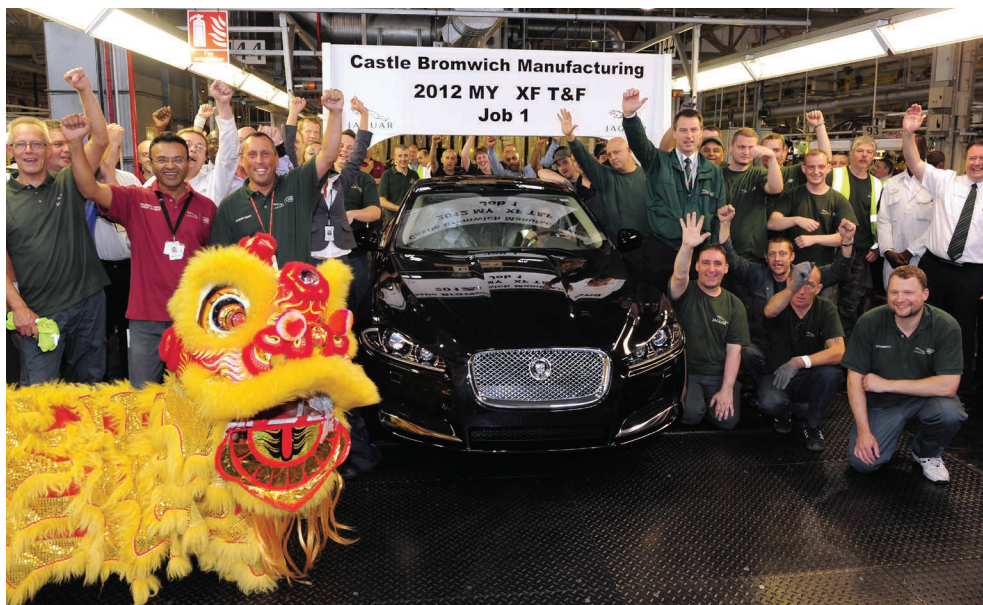
XF SV8 (2008-2012)

Compared to the Premium Luxury, the SV8 featured 20-inch alloy wheels with sports suspension, fourteen speaker Bowers & Wilkins surround sound system, heated and ventilated front seats with adjustable bolsters, TV tuner, voice recognition and tyre pressure monitoring.

The SV8 was also fitted with Jaguar's CATS (Computer Adaptive Technology Suspension) and two-stage adaptive dampers which continually adjusted to road conditions and driving inputs.

XFR (2009-2015)

The XFR was announced at Detroit's North American International Auto Show in January 2009 as a new performance derivative of the XF range. These cars featured the new 5.0-litre supercharged AJ-V8 Gen III engine rated at 510 PS (375 kW; 503 hp), a revised front bumper and spoiler and 20-inch (508 mm) alloy wheels.



The first 12MY XF off the production line bound for China. Employees celebrate the start of production with the Choy Lay Fut Lion Chinese Dance Troupe. The Facelift XF X250ii featured an all-new look with slim headlight units set into distinctive LED lighting strips sitting either side of a larger, more upright grille.

15 Years Since the Launch of the XF (cont)

Facelift XF (X250.II) 2012-2015

The 2012 MY X250 Series II (X250.II) XF commenced production in late 2011 and introduced a revised range, revised styling and an upgraded interior.

The facelift included front and rear styling changes based on the original Jaguar C-XF concept and visually could be identified by its sleeker headlights with daytime LED running lights, reshaped bonnet, front guards with triangular side vents and LED tail-lights. The XF R also had a new body kit.

Inside, there were reshaped seats, a high-resolution colour TFT screen for the driver's instrument display (as per the X351 XJ), soft-touch switchgear and improved contrast for the touch-screen display which had additional switches directly below it.

Compared to the X250.I predecessor, the X250.II XF models were fitted with new audio systems. The standard system included two USB ports and 30GB hard drive for music storage. Like the XF R, the 3.0D S variants were fitted with a sports bodykit and Adaptive Dynamics.

The diesel models were fitted with eight-speed ZF automatic transmissions and the range expanded with 2.2D, 3.0D and 3.0D S variants, the former fitted with featured Jaguar's 'Auto Stop/Start' technology which enabled the engine to be shut down when the vehicle was stationary.

X250.II Upgrade

The X250.II XF range was revised in December 2012 with the introduction of a 2.0T variant, while the 5.0 V8 was replaced by the 3.0S. Of the new variants: -

- The 2.0T was powered by a 2.0-litre four-cylinder petrol engine which featured a low-inertia turbocharger, double overhead camshafts and variable timing for both the intake and exhaust valves; and,
- The 3.0S had a 3.0-litre V6 petrol engine with direct-injection, dual independent variable cam timing (DIVCT), a Roots-type twin vortex supercharger, water-cooled intercooler and a compression ratio of 10.5:1.

Furthermore, the eight-speed ZF automatic transmission was fitted as



The Jaguar XF Sportbrake made its global debut at the Geneva International Motor Show in Switzerland on March 2012. The XF was entirely new from the B-pillars backwards. The car shown is an XFR-S Sportbrake that made its debut at the Geneva Motor Show in 2013.

standard across the range, while the 'Auto Stop/Start' system to reduce CO2 and fuel consumption was extended to all models.

Inside, the navigation system was enhanced and included Dynamic Zoom, Visual Lane Guidance, Road Sign Board and Point of Interest features.

X250.II - NCAP Testing

Euro NCAP tested the XF X250.II in 2011. Pedestrian tests were carried out due to modifications to the bodywork and improvements to the active bonnet sensing system. As a result, the four-star safety rating remained, but the pedestrian protection rating improved from 43 to 62 per cent.

XF Sportbrake (2012-2015)

The Sportbrake was officially introduced in March 2012, and went on-sale in October of the same year. It was available with all of the saloon's engines and had a loading capacity of 550 litres (19 cubic feet) with the seats up and 1,675 litres (59.2 cubic feet) with them folded.

The maximum capacity surpassed that of the contemporary BMW 5 Series Touring, Cadillac CTS Sport Wagon, and the Mercedes-Benz CLS-Class (X218) Shooting Brake.

The extended roofline increased rear headroom by 48 mm and the rear bench included a 60:40 split and remote-controlled 'one-touch' folding function.

XFR-S (2012-2015)

The range-topping Jaguar XFR-S was released in Australia in October 2013. Compared to the XFR, the more powerful engine for the XFR-S had larger front air intakes and an optimised exhaust system whereby the central silencer was replaced with an X-piece and near straight-through pipes. The XFR-S was also fitted with updated driveshafts, a larger central bearing on the propshaft and a new torque converter.

The engine was rated at 550 PS (542 hp; 405 kW) and a top speed of 299 km/h (186 mph).

The XFR-S was fitted with 20-inch lightweight forged alloy wheels with ventilated 380 mm front and 376 mm rear brake discs as well as a larger rear wing and rear diffuser.

Furthermore, the XFR-S suspension had adaptive dampers, revised spring rates, a new rear subframe with stiffer bushes and unique front and rear suspension knuckles to provide greater camber and castor stiffness.

Inside, the XFR-S featured Warm Charcoal leather trim on the seats and doors (enhanced through the use of 'carbon effect' leather on the seat bolsters and arm rests), a Dark Aluminium fascia, contrasting colour stitching and micro-piping which could be matched to the exterior paint scheme.

15 Years Since the Launch of the XF (cont)

Fuel Economy

The XF was the first car since the X-Type to be produced with economy in mind. The best performer was the 2.2 litre diesel which returned an impressive 5.1 litres/100 km (55.4 mpg). Although not as refined as the smooth V6, the 2.2 was still a decent performer and could reach 60 mph in under 10 seconds.

Awards

The XF X250 received more awards than any previous Jaguar model. Some of these awards included: -

- ◇ The concept C-XF was awarded 2007 North American Production Preview Vehicle of the Year award.
- ◇ What Diesel? Magazine awarded the XF both the Car of the Year and Best Executive Car Award in 2008, 2009, 2010 & 2011. "As a prestige car to please an executive owner, the XF has it all. You get a terrific driving experience in the XF, cosseted in a cabin that is as comfortable as it is clever."

- ◇ The XF won the What Car? best Executive Car category in 2008, 09, 10 & 11 with judges calling it a 'seriously desirable and sophisticated car'.
- ◇ In August 2011, the XF was awarded Car of the Decade by Auto Express. "Jaguar's XF is a thoroughly deserving winner of our Car of the Decade. No model has demonstrated such consistent all-round ability as the XF. It's fantastic to drive and extremely well built – a tribute to the skilled workforce at Castle Bromwich".

Successor XF (X260) (2015-Present)

Following the first generation steel-bodied X250 XF introduced in 2007, the second-generation aluminium bodied XF X260 sedan/saloon debuted at the 2015 New York International Auto Show.

The X260 XF used 83 percent all-new parts compared with the X250 and used aluminium as the primary component of the body structure and chassis. Relative to the X250, the XF 260 provided a 28 per cent increase in torsional rigidity;

a mass reduction of 190 kg; and a near 50:50 front: rear weight distribution.

In November 2016, the XF X206 was awarded Best Saloon by Golden Steering Wheel Awards. The XF (X260) remains in production until 2025.

Summary

With modern design and many variants, it's not surprising that the XF X250 became one of Jaguar's best-selling executive saloons of the modern age: 202,678 were sold between 2009 and 2016 (sales figures for 2007 and 2008 aren't available) before it was replaced by the current model (X260).

The XF (X205) was not just important due to its new design, but on a commercial level it was an important step in the company's resurgence. ■

Information for this story from the Jaguar Daimler Heritage Trust; Jaguar Media Centre, Australian Car Reviews; Wikipedia and Jaguar World.



In 2011 the XF won the inaugural "Women's World Car of the Year". Eight female motoring writers from around the world got together to create the award with judging criteria based on the 'shopping list' that ladies look at when buying a car. (Storage space, dashboard friendliness, child friendliness, aesthetic appeal, driveability and the car's 'sex appeal'). The judges tested 21 cars from a short list and the Jaguar XF was the clear winner. All the judges considered the Jaguar XF to be well-constructed, competent, comfortable, and with its combination of sport and luxury, it was ideal for women drivers."

C-FX Concept Car - Predecessor of the XF

The C-XF project (and subsequent XF) was led by Jaguar Director of Design Ian Callum and Head of Advanced Design Julian Thomson.

It featured a 4.2-litre supercharged V8 engine, a 6-speed automatic transmission with Jaguar Sequential Shift, single slim-wedged headlamps (as opposed to the twin-lamp motif seen on past Jaguars), performance-themed interior, JaguarDrive Selector and a Dual View screen.

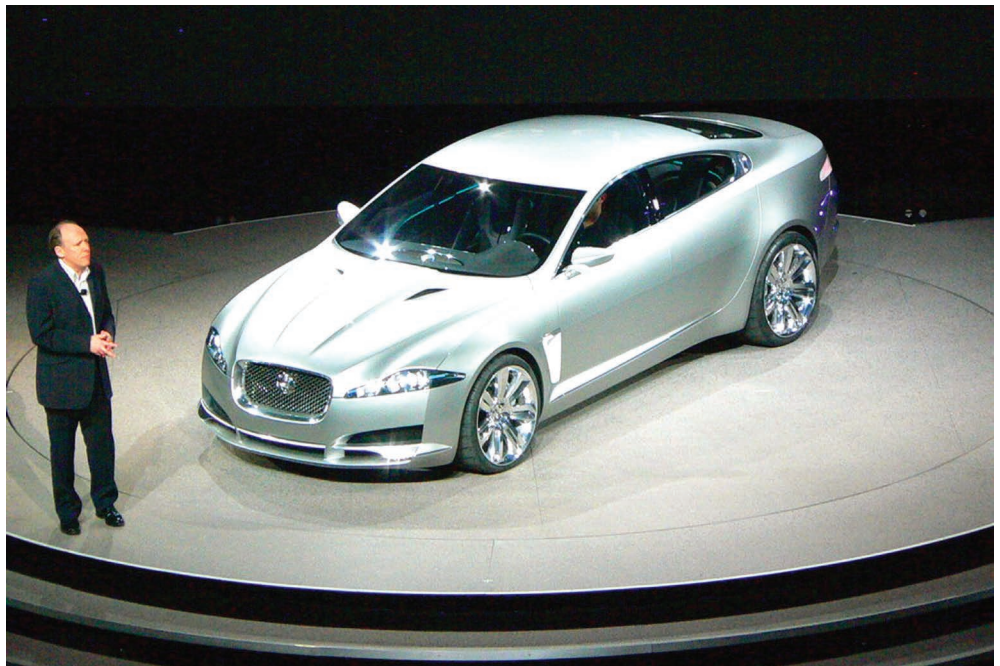
Breaking with tradition, the C-XF concept was borrowed from the Mercedes-Benz CLS in that it was a so-called four-door coupe, and came with a low roof, raked windshield, high beltline, and seats for four.

The C-XF's design team reportedly took inspiration from some of Lyons' greatest cars, including the 1950 Mark VII and 1959 Mark 2 saloons. Their beautiful flowing lines were influenced by some of the great sporting Jaguars of the era including the XK120, and both displayed that extraordinary feeling of latent power that so signifies a Jaguar.

The Jaguar C-XF was officially a concept car, but it was actually a thinly disguised preview of the XF, the replacement for the S-type.

The concept featured a radically raked coupe roof line that was toned down in production, mainly to give rear-seat passengers some headroom.

Set into the front of the C-XF was a bold and aggressive grille finished in black chrome. Recessed deeply into the body rather than sitting flush with the surface.



Running backwards from the nose of the C-XF was the main feature line of the car - an unbroken shoulder that flowed beneath the cabin glass-line and into the haunch over the rear wheel.

Above the shoulder line sat a low and sporting cabin with aluminium brightwork highlighting the coupe feel of the car. Further sporting lines were accentuated by the muscular bonnet and the side power vents that had a functional white ceramic finish.

At the rear of the C-XF a sculptured shoulder flowed from the C-pillar into a tight, aggressively tapered tail that displayed traditional Jaguar design cues, yet succeeded in striking a modern feel.

When seen from behind, C-XF was noticeably wide and powerful, a look accentuated by the large rear diffuser. The basic principle of diffuser technology sees

air being drawn from beneath the car to create a low-pressure area that improves cornering grip at higher speeds.

The concept C-XF was awarded 2007 North American Production Preview Vehicle of the Year award.

According to juror Chris Poole, "The C-XF reinterprets Jaguar's traditional 'grace, space, pace' in a fresh, original new way - which is no easy task. And, all without a sign of retrospective design."

The award recognises vehicles that are most likely to shape the future of the automobile industry. With more than two dozen professional automotive journalists from all over North America on the jury panel, the C-XF was selected amongst 11 Production Preview Concept Vehicles that were launched in North America during the 2007 Motor Show season.

At the time the C-XF concept was the most dynamic and modern four-door car that Jaguar had ever created, a design showcase heralding the next generations of sports saloon models.

The Jaguar C-XF concept car made its debut on 7th January, 2007 at the North American (Detroit) International Auto Show in Michigan, USA.

To watch the 70 second video goto: [Jaguar C-XF promotional video.](#) ■

Information for this story from US Car and Driver.



Faster Pussycat - XFR Does 225 MPH at Bonneville

In November 2008 Jaguar took their new 5.0 litre supercharged V8 XFR to the Bonneville Salt Flats for a top speed run.

The Paul Gentilozzi-driven XFR had been modified with the appropriate safety gear (roll cage, fire suppression system, etc.), along with a sizable low-mounted rear spoiler and a de-restricted ECU that allowed the supercharger to

yield around 600 horsepower thanks to a bit more boost.

The car also included a modified air intake and exhaust system. However no internal engine components were changed and the six-speed automatic transmission was standard, including the gear ratios.

Incredibly, the Bonneville run was completed on stock Michelin Pilot Sport 2 tyres.

So-equipped, the XF sedan blew through the double-ton to top out at 225.675 miles-per-hour, solidly trouncing the previous Jaguar land speed record of 217.1 mph set by an XJ220 at Nardo back in 1992 with Martin Brundle at the wheel.

Paul Gentilozzi, owner of Rocketsports Racing, successfully led Jaguar to five series victories between 2001 and 2006 in the Trans-Am motor racing series.

“During my career, I’ve raced worldwide from the southern tip of New Zealand to Le Mans. Along the way, I have been privileged to drive and own so many exciting cars but I’ve never driven one that was as exciting to drive fast as this Jaguar,” said Gentilozzi.

To watch the 90 second video goto: [Jaguar XFR on the Bonneville Flats](#) ■

Information for this story from US Car and Driver.



Jaguar XF and Olympic Skier Create World Record

In October 2017 Jaguar teamed up with a former Olympic skier to set a new Guinness World Record for the fastest skier towed on skis.

Pulled by an XF Sportbrake, former Olympian Graham Bell achieved an average top speed of 117mph to take the record — 47mph more than the previous record.

Bell, 51, who was British ski champion eight times, retired as a professional ski racer in 1998 and since became a television presenter, journalist and adventurer. The stunt took place at Jaguar Land Rover’s Arctic Revi test centre in Arjeplog, Sweden, where temperatures were as low as -28C - with the final speed set after just a handful of practice runs.

The 4WD XF Sportbrake’s superb traction, Adaptive Surface Response, All Surface Progress Control handling and high-speed stability made it the perfect choice for the speed record attempt.

“I’m proud to have achieved this Guinness World Records title, but it was a real team effort with the engineers at Jaguar supporting me every step of the way,” Skier Graham Bell said.

“The XF Sportbrake stayed perfectly composed throughout and gave me the confidence to not only beat the target but smash it by a great margin,” Bell said.

To watch the 150 second video goto: [Jaguar XF Sportbrake breaks ‘fastest towed speed on skis’ record.](#)

In the video the 3.0-litre turbocharged V6 petrol engine can be heard as the XF approaches the 120mph mark. ■

Information for this story from Jaguar.

