

car



**THE BEST
SALOON CAR
IN THE WORLD
IS BRITISH**

Celebrating 35 Years of the XJ40 (1986-2021)

Editor - There have been several books devoted to the design and development of the XJ40 that started in 1972, 14 years before its release. The XJ40's 22-year career from conception to retirement encapsulates probably the most tumultuous period in Jaguars history.

Development

To a casual observer the XJ40 doesn't look a lot different than the Series III XJ that it replaced, but in reality it was a completely new car with no carry-over of either body or mechanical components.

At the time the XJ40 was the most complex Jaguar ever to be built.

The architects of the XJ40 were Bob Knight (Chief Vehicle Engineer) and Jim Randle (Jaguar Technical Director), two brilliant and tenacious individuals that Jaguar itself owes its very existence to. Their work pioneered significant improvements as to how future Jaguar cars were designed, built, and assembled.

The design brief for the XJ40 car was as follows: -

- ◇ *The model had to reduce manufacturing complexities to improve productivity and quality.*

- ◇ *Reliability had to be improved.*
- ◇ *Fuel economy had to be improved by reduced weight, improved aerodynamics to reduce drag with improved engine and engine management systems.*
- ◇ *The cars had to achieve better performance and maintain the cars position in the luxury sector by at least equalling its predecessor in style and refinement.*

Compared with Series III, the XJ40 had 136 fewer pressings - a 25% reduction in the number of bodywork panels required per car. An example of this was the inner door panel which was made from one instead of three pressings. Overall, this resulting in not only a more efficient assembly process, but also a weight saving and a stiffer structure.

Randle was attempting something genuinely new - creating a lightweight Jaguar. However, with weight comes strength, but once you remove it, problems inevitably occur. One such problem saw Jim working over Christmas to redesign the XJ40's front crush tubes, which had performed poorly in early crash testing.

Noise, Vibration & Harshness (NVH)

Bob Knight and his team designed a completely new suspension system for the XJ40. The Independent Rear Suspension (IRS) was all new and the front suspension was heavily revised.

In the arena of chassis development, Bob Knight was considered unsurpassed. Knight's almost pathological obsession with noise, vibration, and harshness (NVH) ensured successive Jaguars were world leaders in noise suppression and ride comfort.

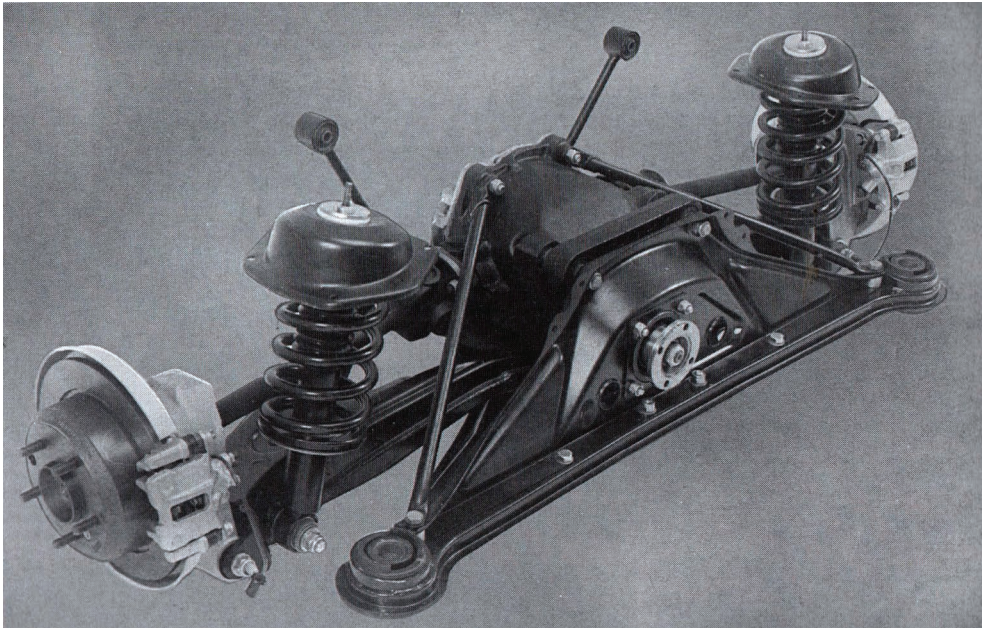
Having devised systems that gave good handling, Bob Knight took the principle of sub-frames and rubber mountings much further in pursuit of refinement. Let nobody imagine that any old bits of rubber were used - this was scientific. New standards were set for the way in which the occupants were insulated from the road, power-train, and other sources of noise and vibration.

Bob Knight was well aware of ways in which the rear IRS could be refined further, but following his retirement in 1980 it was left to his successor, Jim Randle to add these and other improvements.



The Jaguar XJ6 (XJ40) was officially unveiled on 8 October 1986 as an all-new, second generation of the XJ to replace the Series III, although the two model ranges were sold concurrently until the Series III V12 was discontinued in 1992. Prior to its launch there were a series of presentations for dealers together with a major Press launch at Dunkeld House, Scotland, in September 1986. There from a hotel base the worlds press sampled the XJ40 over a demanding 4 hour route through the Scottish Highlands.

Celebrating 35 Years of the XJ40 (1986-2021)



The I.R.S. assembly was completely new and included outboard disk brakes for the first time.

They included anti-squat/dive geometry and the necessary adjustments to avoid unwanted steer effects, plus some very subtle ways of achieving positive location whilst isolating noise and vibration. A more obvious change, one that Bob Knight always wanted to introduce, was to couple the dampers to the bodyshell rather than the suspension structure, as had always been the case at the front of the car, thereby damping the entire system rather than just part of it. Another

was to use outboard brakes. Many derided this as a backward step fearful that the increased unsprung weight would adversely affect tyre adhesion, but the advantage was that the wheel bounce frequency was lower and less likely to excite resonances in the body structure. An extra benefit was the removal of the threat of heat to the shaft seals of the differential. A drum arrangement to provide a more efficient handbrake system was also incorporated.

The same outboard brakes later appeared for the final few years of the XJ-S. Then in due course the X300 adopted still heavier ventilated outboard rear discs to meet the demands of traction control.

Front Suspension

Considerable development also went into the front suspension subframe including making it very strong. It carried anti-dive suspension similar in principle to that of the first XJ6 but included a cross-brace between the wishbone front pivots.

The front dampers were mounted directly to the body. By doing this the dampers also controlled the shake movement of the front suspension beam as well fulfilling their conventional role.

Brake System - Radical Departure

The braking system was changed substantially from the Series III. In some ways, the brake system was simplified and in others it became more complicated.

The simplification was that the inboard rearbrakes were replaced with an outboard rear brake design. The complications were introduced by a new **Hydroboost System** which used hydraulic pressure to provide boost, rather than using a conventional **Vacuum Servo** as used on the earlier



The first pilot-build XJ40 is completed. The XJ40 was the most stringently tested model produced up to that time with 250 prototypes and development cars covering over five million miles in some of the world's most hostile environments including the Australian outback.

Celebrating 35 Years of the XJ40 (1986-2021)

XJ6. In this system, an engine driven hydraulic pump was used to pressurize mineral oil. This pressurized mineral oil was used in conjunction with a hydraulic boost cylinder to provide power assist to the brakes (as well as to provide fluid pressure to operate the self-levelling rear shock absorbers used on many of the XJ40 models).

There are several other components to this fairly complex system such as a pressure accumulator vessel and several pressure switches.

In 1990, Jaguar changed the brake boost system again. The engine-driven pump was eliminated and the **TEVES** Anti-lock Braking System (ABS) was installed.

This system uses an electric motor-driven pump on the firewall to provide the mineral oil pressure to boost the brakes. This **TEVES** system also differs in that it does not use a traditional master cylinder but rather has an “actuation assembly.” The ABS function was also incorporated as an integral part of the brake system.

These systems were found to be difficult to diagnose when problems occurred. For the XJ X300 introduced in 1995, Jaguar reverted to vacuum-boosted brakes.

Reduced Mechanical Repair Time

All components on the new range were designed from the onset to be more easily repaired or replaced. For example, the time needed to replace a fuel tank on an XJ40 was quoted as taking almost half the time needed on a Series III. Perhaps the greatest reduction in man hours was

the replacement all four brake discs, which was estimated to take a little over two hours, compared with nine hours on the Series III.

AJ6 Engine

The AJ6 in-line aluminium six engine was a key component of XJ40, designed to be lighter and more efficient. Designed by Harry Mundy, the AJ6 has proved overtime to be very reliable.

Initially, only two engines were offered across the XJ40 models: a 2.9 and a 3.6 litre version of the AJ6 inline-six.

The 3.6L (3,590 cc) engine was similar to that first used in 1983 on the XJ-S. It had DOHC 4-valve heads with a 91 mm × 92 mm bore and stroke.

The 2.9L (2,919 cc) used a SOHC head from the Jaguar V12 engine. The block was the same as the 3.6L, with a shorter-stroke to 74.8 mm. It was used for the entry-level XJ40 in Britain and Europe. The SOHC 2.9L was generally considered somewhat underpowered for such a large car. The 2.9L engine was, as in earlier years with the 2.8L XK engine, sized to match road-tax regulations in some European Countries like Italy and France. In France, cars with more than 3.0 litres of engine size had to pay a luxury tax.

In 1990 the 3.6L was replaced by a similar but longer-stroke (102 mm) 4.0L engine, and in 1991 the 2.9L was replaced with a DOHC 3.2L engine, essentially identical to the DOHC 4.0L, but with a shorter-stroke crankshaft (83 mm).

Transmission

The automatic gearbox used in the 3.6L six-cylinder cars was the four-speed ZF 4HP22. On the later 4.0 litre, the four-speed ZF 4HP24 was used. The stronger four-speed GM 4L80-E automatic was required for the V12 equipped cars.

The manual gearbox fitted to early cars was the five-speed Getrag 265, while later cars received the Getrag 290.

The automatic transmission selector was redesigned to allow the manual selection of forward gears without accidentally selecting neutral or reverse. This new feature was dubbed the “J-Gate” and remained a staple of all Jaguar models up until the 2008 Jaguar XF, when shift by wire technology rendered it redundant.

Exterior

The curvaceous lines of the outgoing Series XJ were replaced by the more angular, geometric shape of the XJ40.

In keeping with Jaguar owner’s appetite for nostalgia, the new Jaguar was itself something of a cover version – certainly as far as exterior style was concerned. Overall, the shape was classy and feline. The frontal aspect was assertive and for a Jaguar, bold, especially when fitted with the striking integrated headlamp units.

Much effort was made to ensure XJ40 closely resembled its predecessor but the result was a sometimes-uncomfortable blend of old and new. So, where the treatment of the side window trim and bumpers harked back to Series III, a more



Jaguar XJ40 Sovereign with single rectangular headlights and a Jaguar XJ40 with twin round headlights

Celebrating 35 Years of the XJ40 (1986-2021)

contemporary execution might have been preferable. By contrast, the single wiper, flush wheel trims, and Lucas high-contrast tail-lamp units jarred with the more traditional appearance elsewhere in the high-end marketplace.

For the first production run, all headlamps fitted were a set of two round lamps inside a chrome housing with painted bezels or a set of form-fitting composite rectangular headlamps with power-wash sprayers.

Window frames were either chromed or black, depending on model. Rain gutters, door mirrors, and door handles were also finished in chrome. All XJ40s have a chrome surround for the windshield and a single wide-sweeping wiper.

A side window was featured behind the rear doors - the first time for a four door Jaguar.

Interior

The interior of the XJ40 was trimmed with either walnut or rosewood, and either cloth or leather upholstery (depending on the model). The cars were initially fitted with an instrument

binnacle that used digital readouts for the ancillary gauges. Instrumentation included a vacuum fluorescent display named the "Vehicle Condition Monitor" which contained a 32x32 dot-matrix screen capable of 34 functions. The VCM was able to alert the driver of bulb failure, brake pad wear, unlatched doors/boot, and low coolant level. However, the US market didn't like the electric dash panel (they said they can buy that from the Japanese), and from 1990 on, the binnacle was redesigned to use analogue gauges and traditional dials.

Early cars used a two-spoke steering wheel that was later changed for a four-spoke airbag-equipped wheel. The glovebox was removed on later cars because of the space occupied when the passenger-side airbag was introduced.

1989 Upgrade

A mild facelift was enacted in autumn 1989 to coincide with the newly enlarged 4.0-litre AJ6 engines. The additional torque of the larger unit was much appreciated. A twin-cam 3.2-litre unit would follow, proving a notable improvement on the under-performing

2.9, even if it would now sit above the tax threshold in many European markets.

The revised model's restyled analogue instruments, trim enhancements and host of subtle changes successfully addressed a good number of XJ40's early faults, as did improved build.

XJ40 1986-1994

The base XJ40 was modestly equipped. Extra-cost options included alloy wheels, anti-lock brakes, air conditioning, leather upholstery, and an automatic transmission. The exterior featured two pairs of circular headlamps and black powder-coated window frames.

Sovereign 1986-1994

The Sovereign model came equipped with significantly more features than the base XJ40. Included was air conditioning, headlamp washers, a six-speaker sound system, rear self-levelling suspension (SLS), anti-lock braking system, and inlaid burl walnut wood trim (pre-MY 1991). The headlamps fitted were the rectangular single units. The window frames were made from stainless steel.



Exquisite interior of a Daimler XJ40 showing the individually shaped 2-passenger rear seats and burr walnut fold-out picnic tables.

Celebrating 35 Years of the XJ40 (1986-2021)

Daimler/Vanden Plas

The Daimler-branded cars represented the highest trim level, and were sold as their Vanden Plas model in the United States. Like the Sovereign, it was fitted with the single rectangular headlamps.

Cosmetically, it differed from other models with its fluted radiator grille surround, boot-lid plinth and a chrome body side moulding featured. Mechanically the car was identical to the Sovereign.

Amongst its unique features not available on other cars in the range were individually shaped 2-passenger rear seats (instead of the 'flat', 3-passenger seats on the Jaguar), leather trimmed door casings and centre console, burr walnut veneer with deep wood facia, passenger footwell rugs, and burr walnut fold-out picnic tables for the rear passengers.

XJ12 and Daimler Double Six (XJ81)

The AJ6/V12 engine nearly didn't happen. In 2016, in an interview to mark the 30th anniversary of XJ40's launch, the late Jim Randle had the following conversation with Eóin Doyle, editor of 'Driven To Write' (DTW). It went like this.

Eóin Doyle: There were a number of myths I was keen to address. One I put to Randle was that the crush tubes were said to be purposely designed to entail the exclusive use of Jaguar's in-line AJ6 engine, was this true?

Jim Randle: "It wasn't crush tubes. Our friends at British Leyland wanted us to drop the AJ6 engine and put the Buick [Rover V8] engine in. So, I developed a story which said: 'look, we've done a lot of crush work' – it was the structure going back into the bulkhead, which I'd got a very nice, square-ish box – I said: 'We're going to have to do it all again, because if that key stress carrier is changed, that's going to be a big job; we've got to rethink the structure.' Which is bullshit of course, but they swallowed it."

Once B.L. were out of the way, the road was open for the V12. But there were still lengthy delays involving in re-engineering the front structure of the car.

As a consequence, the preceding Series III XJ was kept in production in V12 form to cater for this market need until 1992.

The XJ40-based XJ12 and Daimler Double Six were introduced at the Amsterdam Auto Show in February 1993 and powered by a 6.0-litre version of Jaguar's V12 engine.

The V12 installation was completed after Jim Randle's departure. *Jim: "I really don't know why they did that, it seemed illogical to me. If you wanted that power out of an AJ6 engine, you'd only have to turbocharge it, and you'd go way past what the V12 would produce."*

The comment was valid given that fitting the V12 was an awful lot of work for a car that was only produced for just over 12 months.

3.2S and 4.0S Sport model (1993-94)

Jaguar was keen to rid itself of an 'old mans' car and so launched a Sport model in 1993-1994. It was only available with the six-cylinder engine, and featured rosewood interior trim (as opposed to the walnut trim of other models.)

Both door mirrors and radiator grill vanes were colour-keyed to the body, which was decorated with twin coachlines. Wider-profile tyres were fitted, mounted on five-spoke alloy wheels.

Insignia

In 1992, when Jaguar closed the Daimler DS420 Limo shop, all the craftsmen were left standing idle. Jaguar devised "Insignia": a bespoke service for the XJ40/XJ81 and XJS, where prospective owners could specify special paint, trim, wood and wheels at additional cost in any given combination.

A total of 318 XJ40 Insignias were produced. All of the interior trim was done in leather (two-tone colouring being an option), opposed to the leather-vinyl combinations used on regular-spec cars. Special paint colours were also introduced: Mahogany, Amethyst Blue, Mineral Green, Primrose Pearl, Crystal Blue, Saturn Orange, Peppermint, Sandstone, White Pearl and Lavender.

A number of Insignias were put onto the Jaguar demo fleet to do the round of the dealerships to show all the options available in the Insignia line.



Very rare XJ40_V12_ "Insignia". When Jaguar closed the Daimler DS420 Limo shop the craftsmen were used to provide a bespoke service for the XJ40/XJ81 and XJS, where prospective owners could specify special paint, trim, wood and wheels at additional cost in any given combination. They can be identified by the oblong gold-on-black "Insignia" badges on the front wings, and by their above-standard interiors.

Celebrating 35 Years of the XJ40 (1986-2021)

Gold Model (1994)

Aimed at the 'limited edition' market the Jaguar gold model offered higher specs than the standard XJ40.

The Gold model can be identified by a gold-plated badge on the boot and gold growler badge at the top of the radiator grille. This gave the XJ40s a special appearance. The model was introduced in 1994 and were the last XJ40's produced.

The cars had better quality leather and woodwork and were fitted with "Kiwi" style wheels and painted with twin coachlines.

The cars were painted in a limited range of seven colours and the leather was stitched differently and the logos were gold colored, to name a few differences. Many features of its successor, the X300, were carried over from the XJ40 Gold.

Change Points by Model Year

- Sept 1986 - First pre-production XJ40
- Sept 1988 - First 3.6 litre XJR
- Sept 1989 XJ40 – last 3.6 litre engine
- Sept 1989 XJ40 – first 4.0 litre engine
- Sept 1989 - First 4.0 litre XJR
- Jan 1990 XJ40 – first 3.2 litre engine
- Sept 1990 XJ40 – last 2.9 litre engine
- Dec 1992 XJ81 – 6.0L V12 introduced.
- May 1993 XJ40 – XJ6 3.2 S introduced
- Aug 1993 XJ40 – XJ6 4.0 S introduced
- June 1994 XJ40 – Last XJ40 produced
- June 1994 X300 – 1995 model year introduction

Road and Track Testing

The XJ40 was at the time, the most extensively tested vehicle the company had ever developed. Jim Randle sanctioned a new technical and proving facility in the US (Arizona), with proving sessions all over the UK, Europe, the Australian outback, the Gulf state of Oman and the Nardo high speed test facility in Southern Italy.

Jaguar built no less than 250 prototypes and development cars. It was an unprecedented level of proving in some of the world's most hostile environments.

Awards and Achievements

The 1993 XJ6 earned the title of "Safest Car in Britain" following a Government survey conducted in 1993.

Reception

After covering over five million miles of testing the XJ40 was officially unveiled on 8 October 1986.

"Car Magazine" devoted 28 editorial pages to the car, describing it as a triumph of engineering against overwhelming odds, which to some extent it was.

"Car Magazine" wasn't alone in its praise. "Performance Car's" Jeff Daniels returned from the Dunkeld press launch with few doubts, telling readers, "Does it succeed? Of course it does. In fact, the entire UK press corps were as one about what was by all accounts a tremendously accomplished motor car.

The XJ40's road behaviour was singled out for most plaudits; Jaguar once again

setting a new benchmark in suspension compliance and ride quality, just as its predecessor had 18 years previously.

"Autocar", were equally smitten, Mark Gillies describing the Jaguar as, "a superb car... a lesson to those who think that excellence is dead in the British car industry."

In the US, "Road & Track" were generally positive in their 1987 review, but faulted the instrument layout, the quality of some interior fittings and its sedate power delivery from standstill. But their sum-up got to the point of America's mixed feelings towards XJ40, stating, "What we have here, is an excellent replacement for a car that turned out to be so desirable it didn't really need to be replaced."

Overall, the XJ40 was critically acclaimed upon release, but its reputation would become indelibly tarnished by early build-related issues.

Despite being the best-selling XJ series of all, the XJ40 today remains something of an outcast within the official Jaguar narrative, only latterly being appreciated for its finer qualities and for its status as arguably the most ambitious and technically pure Jaguar of all. ■

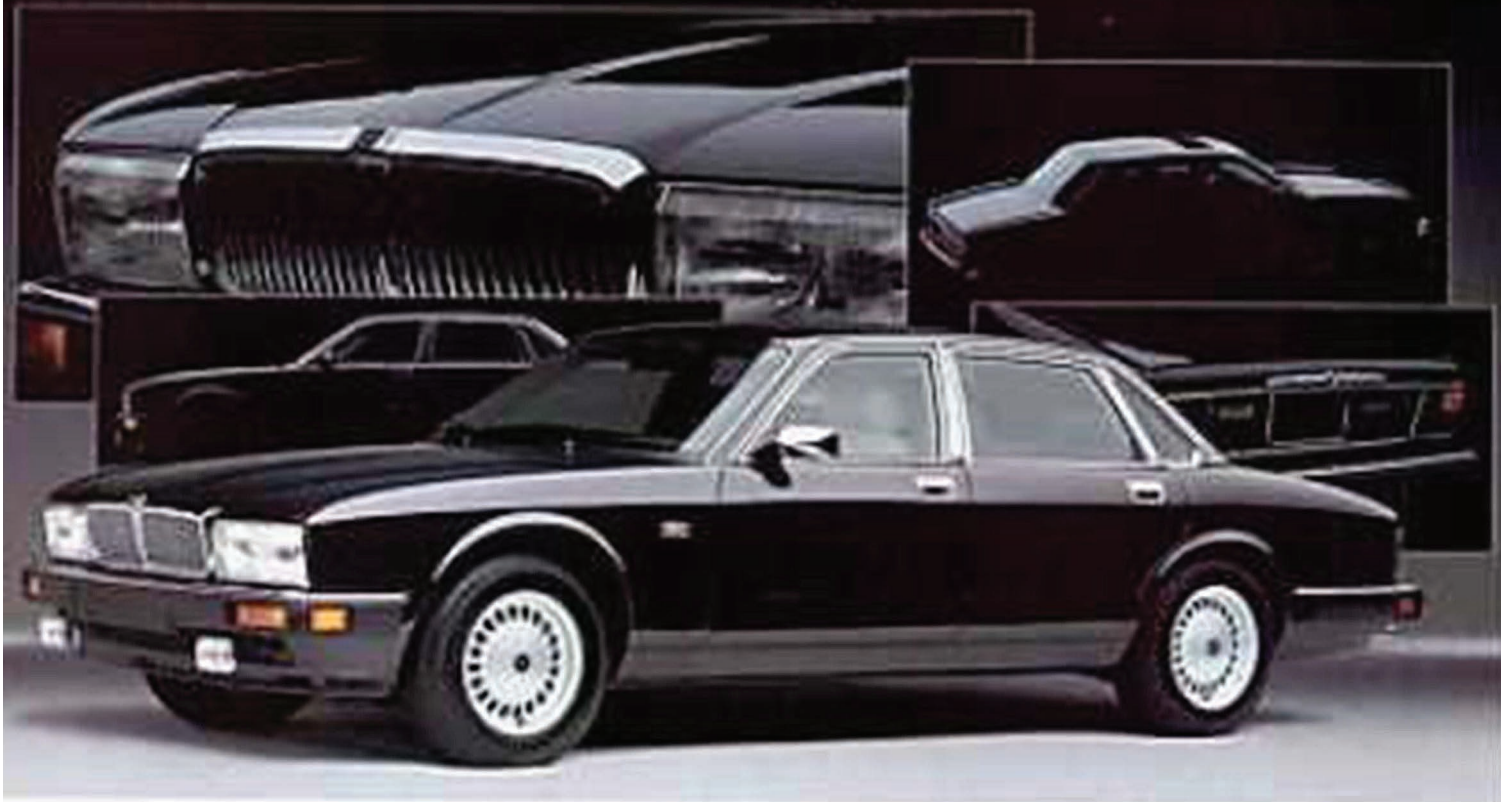
Editor: If you own an XJ40 or you have 20 minutes, I recommend watching the following video which contains some great Historic Jaguar racing footage and road testing of the XJ40 in outback Australia.

[Goto: The history of Jaguar XJ \(XJ40\)](#)



1994 Jaguar Sovereign 4.0 Litre - The last XJ40 Built. The car was donated to the Jaguar Daimler Heritage Trust.

The Jaguar Sovereign. Distinguished Not Only By Its Classic Beauty, But Also Its Exceptional Value.



While it may be impossible to predict the future of the economy with absolute certainty, one thing is certain: At \$39,900*, the 1991 Jaguar XJ6 is priced significantly lower than most European luxury motorcars.

With 223 horsepower, our 24-valve, computer-controlled engine moves the XJ6 quite rapidly, while independent suspension and four-wheel anti-lock disc brakes give it outstanding athletic agility.

Further performance refinement comes from a four-speed automatic transmission. Because it's electronically controlled, it converses freely with the engine to time upshifts and downshifts for smoothness and accuracy. By pressing the Sport button, you can program the transmission's shifting pattern for more spirited driving.

Of course, distinctive, sensuous styling is what you've come to expect in the XJ6. And the interior offers supple

leather and the warmth of figured walnut. You will also enjoy computerized climate control and an 80-watt stereo sound system.

We invite you to test drive the 1991 XJ6. We think you'll see that an economical price can be perfectly compatible with a wealth of luxury and performance. For your nearest dealer, call 1-800-4-JAGUAR.

J A G U A R

A B L E N D I N G O F A R T A N D M A C H I N E

1994 Jaguar XJ40 V12 Concept 2-Door Coupé

This concept vehicle was built by Jaguar Special Vehicles Operations (SVO) to demonstrate a possible saloon based coupé version of the XJ40.

After the two-door coupé version of the XJ Series 2 was discontinued in 1977, Jaguar did not have an entrant in the exclusive market for full four-seater GT cars. There was never quite enough room in the back of an XJS for this to qualify for the description 'four-seater'. However, the idea of producing such a vehicle was not forgotten.

While the SVO department was mainly concerned with providing modified cars to individual customer orders, SVO also from time to time would prepare concept cars as studies for what might become future production Jaguars. The highly skilled craftsmen in SVO could take a basic standard body shell, cut it up and lengthen or shorten it, and assemble it into a car finished to the highest standard.



On this coupé concept, the front doors were stretched by eight inches over standard, while the wheelbase was reduced by six inches but unlike the Series 2 XJ6 Coupé it was not pillarless. Mechanically, the car was similar to the standard saloon, with the 6 litre V12 engine. The interior was re-worked to include tilting front seats allowing access to the rear, and the car was re-trimmed with a distinctive contrast colour used for seat piping and carpets.

It is difficult to say whether this coupé version was seriously considered for production. Since this one-off study was made almost at the end of production of the XJ40 range, but a production version could have been based on the X300 range, the successor to the XJ40 introduced in 1994.

However it never happened. This one-off car is owned by the Jaguar Daimler Heritage Trust. ■

1992 Jaguar XJ40 - Prototype Shooting Brake

In 1992 Jaguar had never made a production estate car; although they went on to make the X-TYPE estate in 2004 and the XF Sportbrake in 2012. Nevertheless, there have been many Jaguar estate cars over the years. Indeed, none other than Duncan Hamilton, the 1953 Le Mans winner, had a couple of Mark VII saloons converted to estate cars for his own use, while later, Appleyards, the famous Jaguar distributor of Leeds, converted two Mark IXs to estate cars.

Duncan Hamilton and Mike Hawthorn were keen on the idea of having estate

cars based on the compact 3.4 litre saloon, but Hawthorn's tragic death put paid to the project. However, inspired by Hamilton, Jones Bros (Coachbuilders) converted a Mark II 3.8 litre saloon into the 'County' estate which was acquired by Jaguar Cars Limited and saw use as a rally support vehicle during the 1960s. This car was a capable load carrier with a top speed not far short of the 125 mph of the standard saloon model.

Subsequently, Sir William Lyons became interested in developing an estate car based on the successful XJ saloon. In his

retirement he experimented with sticks and string on his own XJ to achieve the correct proportions. Then in 1980 the Ladbroke Avon coachbuilding company unveiled their estate car version of the XJ series 3, with a price of £6,500 for the conversion, plus the cost of the car! Small scale production continued through the 1980s, and this period also saw the Lynx 'Eventer', an estate car conversion based on the XJS coupé.

By the late 1980s Jaguar had themselves become more interested in developing an estate car, based on the new XJ40. This was an official project undertaken by the Design and Engineering Centre at Whitley, and resulted in this 'Shooting Brake' which was seriously considered for production. However, in the difficult climate of the early 1990s, inevitably there were concerns over the viability of the project, which was, reluctantly, abandoned. ■

Owner: The Jaguar Daimler Heritage Trust



1992 Jaguar XJ40 Prototype Shooting Brake (better known as a station wagon in Aust.)

XJR TWR (1988-1994)

The XJR, introduced in 1988, was a high-performance model that was finished by the Oxfordshire-based JaguarSport company, a dual venture by Jaguar and race team TWR, at TWRs Kidlington-based factory alongside the XJ220.

Based upon a Sovereign model, it was fitted with uprated suspension with unique Bilstein dampers, a revised power steering valve to increase the steering weight by 40% and special exterior paint and exterior styling touches.

Early examples were fitted with a 3.6 L AJ6 engine in standard tune but later models had a TWR tuned version of the 4.0 AJ6, with new inlet manifolds, uprated cams and a tweaked ECU. Some examples are also fitted with a larger bore JaguarSport stainless steel exhaust system and 5 speed gearbox.

The XJR differed cosmetically from other XJ40 models with its body coloured bodykit, consisting of new front and rear valances and side skirts, all from fiberglass, a black grill with a JaguarSport



badge in it and unique Speedline alloy wheels with wider tyres.

Later models had ducting fitted to the front valance to feed cool air directly to the brake discs. The interior featured a leather MOMO steering wheel, JaguarSport logos on the dial faces, leather shift knob, and seat headrests embossed with the JaguarSport logo.

The XJR model was introduced in 1988 and ceased production in 1994. In 1991 the appearance of the XJR changed when it switched to the square headlights of the Sovereign model and was fitted with a different design of bodykit.

Only a few hundred of each variation were produced, making the cars rare today. ■

XJ40 Vanden Plas Majestic & Majestic LWB

Jaguar XJ40 Vanden Plas Majestic (1989-1992)

Based on the Daimler XJ40, a limited edition model for the US market called the "Vanden Plas Majestic", but badged as "Majestic", were produced from 1989-1992. Only only 527 vehicles were built.

These limited edition saloons featured an uncompromising standard of luxury and were mostly finished in Regency Red (with Red "Lattice" alloys), apart from the 1992 cars which were finished in Black Cherry (with Oyster "Roulette" alloys).

Daimler XJ40 Vanden Plas Majestic LWB(1992-94)

The Daimler XJ40 Vanden Plas Majestic was a LWB saloon of which only 121 vehicles were built. It was offered to all markets except the USA & Canada.

These cars were removed from the assembly line and stretched by "Project Aerospace" in Coventry. They were returned to Jaguar's Special Vehicle Operations for hand finishing. This



meant the Majestic carried a significant price premium over the standard models.

The Daimler/Vanden Plas models may be identified by the single rectangular headlamps, fluted radiator grill surround and boot lid plinth. The Daimler/Vanden Plas models were the highest level of luxury and elegance. They were the ultimate grand tourers that epitomized the Jaguar brand.

Standard features included: power sunroof, automatic temperature control,

power door locks and windows, remote keyless entry with central locking and boot release, tilt steering wheel, front heated 8-way electrically adjustable seats, passenger reclining seat with lumbar adjustment, leather upholstery and steering wheel, tinted windows, ABS, cruise control, fog lights, full size spare tyre, limited slip differential, and security system. ■