



JAGUAR SERIES III

THE BEST JAGUAR EVER BUILT.

EVOLUTION OF A GREAT CLASSIC MOTORCAR.

**PRESENTING
THE FIRST NEW JAGUAR
SEDAN IN A DECADE.**



The Jaguar Series III XJ Sedan: a great classic redefined for the 1980s.

For more than 50 years Jaguar has created classic after classic. In setting out to refine our XJ Series sedan, we looked at the car long and critically. And only after careful consideration did we subtly redefine the car, making meaningful engineering and design changes.

Refined from its sleek new roofline to the subtly-integrated bumpers, the Series III is pure sculpture in motion.



There is a new and handsomely simplified front grille. The new slimmer roofline allows more glass area for greater visibility, and greater headroom for rear-seat passengers. The tail light assembly is not only cleaner and simplified, but offers more illumination to make the car more visible from behind.

Underneath its glamorous new shape beats the heart of a Jaguar: incredibly responsive, agile and eager for the road.

The responsiveness of Jaguar engines is justly famous. The XJ6 engine is the legendary double overhead-cam Six with electronic ignition and fuel-injection. It is strong and smooth, quick and tireless. It is the proud heir to Jaguar's racing heritage that extends back for generations.



The Jaguar Series III sedan moves with a smoothness and surefootedness that is uncommon in any luxury car. It has independent suspension on all four wheels. It turns with the quickness of power-assisted rack and pinion steering. And it stops with the silken authority of four-wheel power disc brakes. The result is an intuitive feel for the road, and reflexes you'd expect from a sports car.



Inside the Series III there is all the luxury you have every right to expect from a Jaguar.

The seat facings are covered in hand-matched top-grain hides. Under the supple leather is a new, orthopedic



design. The front bucket seats have adjustable lumbar supports, and the driver's seat adjusts electrically. Both of the front seats recline.

The dashboard is veneered in rare burlled walnut, in the great tradition of British cabinetmaking. But set into the walnut is an information-gathering system right out of the space age. The XJ Series III is also fitted with cruise control, power-adjustable side mirrors and a rear window defogger thoughtful enough to turn itself off when its job is done. Driving, or even riding in a Series III Jaguar is the sum of many uncommon pleasures, large and small.

How to decide.

In every life, there comes a time to move beyond compromise. If that time has come for you, we suggest that taking the Jaguar Series III for a test drive



may be an uncommonly rewarding experience. Take this car on some winding, beckoning road. Only then can you know why, for more than 50 years, the name Jaguar has held a special meaning for motoring enthusiasts. For the name of the Jaguar dealer nearest you, call these numbers toll-free: (800) 447-4700, or, in Illinois, (800) 322-4400.

☐ Jaguar Rover Triumph Inc., Leonia, N. J. 07605.

JAGUAR

JAGUAR XJ6 SERIES III SPECIFICATIONS

ENGINE: • 6-cylinder water-cooled in-line with twin overhead camshafts • 7-bearing crankshaft • Exhaust and evaporative emission control • Catalytic converter • Compression ratio: 8.1:1 • Bore: 3.625 in. • Stroke: 4.17 in. • Stroke/bore ratio: 1.15:1 • Displacement: 258 cu in. (4235cc) • Ignition: Opus Mark II Electronic system consisting of electronic distributor with rotor arm, amplifier unit, ballast resistance unit, and high performance coil • Fuel Injection: Electronic with separate cold start injector • Fuel Pump: Electric • Fuel Tank Capacities: Left: 12.7 U.S. gallons, Right: 12.7 U.S. gallons (unleaded) • Sump Capacity: 6.75 quarts.

DRIVE TRAIN: • Transmission: Borg Warner model 65 three-speed fully automatic with overriding manual control: torque converter • Final Drive: Independent Hypoid type • Rear Axle Ratio: 3.31:1 • Gear Ratios: Reverse 2.09:1; First 2.40:1; Second 1.46:1; Drive 1.0:1.

STEERING: • Rack and pinion, power-assisted • Adjustable steering column • Turns—lock to lock: 3.33 • Turning Circle: 38 ft.

SUSPENSION: • Front: Independent with "anti-dive" geometry incorporating coil springs, shock absorbers, anti-sway bar • Rear: Independent with drive shafts forming upper links and paired shock absorbers with coil springs.

BRAKES: • Power-assisted 4-wheel disc brakes with independent circuits front to rear incorporating pressure differential warning actuator • Front: 11.18 in. diameter ventilated discs • Rear: 10.38 in. diameter discs mounted inboard.

ROAD WHEELS: • 15 in. diameter, with stainless steel trim rings, fitted with Dunlop whitewall Formula 70 ER70VR15 SP Sport radial-ply tubeless tires.

ELECTRICAL: • Negative-ground 12-volt system • Battery Rating: 66 amp/hrs. at 20 hour rate • Alternator: 60 amps.

INSTRUMENTS AND CONTROLS: • Speedometer with trip odometer • Electric tachometer • Gauges for battery condition, oil pressure, water temperature, and fuel level • Warning lights for oxygen sensor, heated rear window, high beam, seat belts, low coolant, inoperative parking or tail/stop lights, ignition, brakes, handbrake and oil pressure • Multi-purpose lever on left side of steering column controls cruise-control "set," headlights, low beam/high beam/flasher and directionals; right side lever controls electric windshield washer and self-parking, two-speed wipers with intermittent and single-wipe capability • Four-door operated interior courtesy lights with delayed "off" • Map reading light • Luggage compartment light • Heated rear window • Central locking switches for doors, trunk and windows • Dual electrically operated remote control exterior mirrors • Cruise-control master "on/off" and "resume" switch • Electric aerial control switch • Electric clock.

BODY: • Four-door, all steel • Integral body/chassis construction • Positive lock anti-burst door catches with central locking and unlocking of doors and locking of trunk by key in either front door or by internal control switch; trunk unlocked by key only.

INTERIOR: • Factory-installed air conditioning/heating unit with automatic temperature control • Automatic fan with overriding two-speed manual control • AM/FM stereo radio and cassette sound system with adjustable electric aerial • Electric power windows • Tinted glass • Fully-reclining leather-faced front seats with adjustable lumbar support, adjustable for reach and rake (with adjustable head restraints); driver's seat height adjusted electrically, leather-faced rear seats • Map pockets on rear of front seat backs • Inertia-reel seat belts • Console and lockable glove box • Parcel shelf • Burlled walnut fascia • Cigarette lighter.

INTERIOR DIMENSIONS: • Front Seat Headroom: 38.0 in. • Rear Seat Headroom: 36.0 in. • Front Seat Legroom (maximum): 40.0 in. • Rear Seat Legroom: 36.7 in. • Front Seat Shoulder Width: 54.25 in. • Rear Seat Shoulder Width: 53.7 in. • Trunk Height: 18 in. • Trunk Depth: 35.5 in. • Trunk Width: 44.5 in. • Trunk Capacity (gross): 17 cu ft. • Trunk Capacity (useable with spare tire—MVMA): 9.29 cu ft.

MAIN DIMENSIONS: • Wheelbase: 112.8 in. • Overall Height: 54.0 in. • Overall Width: 69.7 in. • Overall Length: 199.5 in. • Track at Front: 58.3 in. • Track at Rear: 58.9 in. • Ground Clearance: 5 in. • Curb Weight: 4,075 lbs.

OPTIONAL EQUIPMENT: • None.

COLORS—EXTERIOR/INTERIOR: • Chestnut Brown Metallic/Biscuit or Cinnamon • Cobalt Blue Metallic/Cinnamon or Dark Blue • Cotswold Yellow/Cinnamon • Damson Red/Cinnamon or Russet • Quartz Blue Metallic/Biscuit or Dark Blue • Racing Green Metallic/Biscuit or Cinnamon • Silver Frost Metallic/Dark Blue or Russet • Tudor White/Biscuit or Russet. Black interior available with any exterior color. Single contrasting body stripe in Gold or Copper, depending upon body color.

JAGUAR CARS CONFORM TO U.S. FEDERAL MOTOR VEHICLE SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT THEIR DATE OF MANUFACTURE. SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.

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