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Fuel

Refer to SECTION 11: Fuel Requirements.

When a vehicle is fitted with catalysts it is important that only unleaded fuel is used. The use of leaded fuel will cause the rapid breakdown of the exhaust emission control system and invalidate the warranty of the emission control system. Unleaded fuel is dispensed from a fuel pump with a small diameter nozzle. The filler neck of the fuel tank is also small diameter to prevent the nozzle of a leaded fuel pump (large diameter) entering.

Hydraulic Fluids

The Brake Hydraulic fluid in the master cylinder and brake operating system uses non mineral polyglycol based brake fluid with a minimum standard of DOT 4. ONLY FLUID OF THIS TYPE AND STANDARD MAY BE USED. The master cylinder reservoir is situated on the engine compartment bulkhead adjacent to the pedal box. This symbol, Fig.1 is situated adjacent to the reservoir as a warning to prevent the accidental inclusion of other fluids.

Fig. 1

The Ride Levelling System uses JAGUAR/ ***Castrol*** HYDRAULIC SYSTEM MINERAL OIL 'H.S.M.O.' which must be used to top up the system.

WARNING: Cross contamination by as little as 1 per cent of the brake or ride levelling system fluids will cause rapid deterioration of the system seals.

Electrical Accessories (Fig. 2)

The fitting of any permanent electrical accessory **should only** be entrusted to a Jaguar Dealer. Refer to SECTION 11: Accessories. This information must be observed before fitting accessories.

Fig. 2

BY APPOINTMENT TO
HER MAJESTY QUEEN ELIZABETH II
MANUFACTURERS OF DAIMLER AND JAGUAR CARS
JAGUAR CARS LIMITED COVENTRY

BY APPOINTMENT TO
HER MAJESTY QUEEN ELIZABETH
THE QUEEN MOTHER
MANUFACTURERS OF DAIMLER AND JAGUAR CARS
JAGUAR CARS LIMITED COVENTRY

BY APPOINTMENT TO
HIS ROYAL HIGHNESS THE PRINCE OF WALES
MANUFACTURERS OF DAIMLER AND JAGUAR CARS
JAGUAR CARS LIMITED COVENTRY

JAGUAR

Daimler

XJ6 HANDBOOK

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DAIMLER 4.0 LITRE

FOREWORD

Whether you are new to the Jaguar marque or have previously owned Jaguar or Daimler vehicles, we are pleased that you have made Jaguar your choice of vehicle this time.

Jaguar Cars Limited, as manufacturers, are dedicated to the design and production of vehicles which meet the expectations of the worlds most discerning purchasers.

To complement the features, systems and technology of your new vehicle we have produced this handbook. In it we have undertaken to make the control of complex systems easy to understand and operate.

To assist with the location of information, this handbook is divided into twelve sections.

Whilst every effort is made to ensure the accuracy of the particulars contained in this Handbook, neither the Manufacturer nor the Dealer, by whom this Handbook is supplied, shall in any circumstances be held liable for any inaccuracy or the consequences thereof.

The Manufacturer reserves the right to vary its specifications with or without notice, and at such times and in such manner as it think fit. Major as well as minor changes may be involved in accordance with the Manufacturer's policy of constant product improvement.

The information contained herein applies to a range of vehicles and not to a specific vehicle. For the specification of a particular vehicle owners should consult their Dealer.

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CONTENTS (continued)

SECTION 6: FITTINGS

SECTION 7: CLIMATE CONTROL

SECTION 8: DRIVING

SECTION 9: VEHICLE CARE

CONTENTS (continued)

SECTION 10: VEHICLE MAINTENANCE

SECTION 11: SPECIFICATION

SECTION 1:

INTRODUCTION

General Information

Particular attention must be paid to the **WARNINGS** and **Cautions** that are given throughout this handbook in the following form:

WARNING: Procedures which must be followed precisely to help avoid the risk of personal injury.

Caution: Procedures which must be followed precisely to reduce the possibility of damage to the vehicle and resultant risk of personal injury or inconvenience.

Details of the vehicle warranty are given in the 'Service Record and Warranty Book'.

Regular maintenance and servicing is the responsibility of the owner and is essential to the trouble free running of the vehicle. Jaguar Dealers will be happy to arrange for appointments on a mileage/distance or time interval basis to ensure that all routine and corrective maintenance work is undertaken and recorded in the 'Service Record and Warranty Book' as specified by Jaguar Cars Limited.

Regular recorded servicing not only helps prevent unnecessary 'breakdowns' and inconvenience, but enhances the 'trade in' or resale value of the vehicle.

When L.H. or R.H. is used in the text, this refers to the Left–hand or Right–hand of the vehicle, viewed from the rear. R.H.Stg. refers to vehicles provided with Right–hand steering, L.H.Stg. refers to Left–hand steering.

Vehicle Literature Pack

The vehicle literature pack contains a range of documents., e.g.

Forecourt Data Card.
Pre Delivery Inspection Card (United Kingdom only).
European Emergency Assistance Book (United Kingdom only).
Service Record and Warranty Book.
Free Service Voucher.
RAC Motoring Guide (United Kingdom only).

Jaguar Guarantee Driver's Card (United Kingdom only)

When you buy a new Jaguar or Daimler the dealer involved will have automatically registered you under the Jaguar Guarantee for the first year. Jaguar Cars will then forward two Driver's Cards (Jaguar or Daimler as applicable): one to be placed in the pocket provided on the inside front cover of the RAC Motoring Guide, and the other for personal retention, e.g. in your wallet

The Jaguar Driver's Card is an exclusive item of 'currency' for the driver of any Jaguar or Daimler product. Please ensure that its value is guarded closely and that it is always kept secure.

Jaguar Dealers

Jaguar Dealers are chosen with care. Each is committed to the manufacturer and its customers, providing a Sales, Service and Spare Parts facility of the highest standard.

Jaguar Dealers are provided with full technical back–up from the factory with comprehensive training for all technicians working on Jaguar vehicles. All Dealers workshops are maintained to the highest standards and are equipped with all the tools and equipment necessary to maintain or repair Jaguar vehicles.

Servicing

Each vehicle is given a full 'Pre–Delivery Inspection' to ensure that all systems are functioning correctly and the vehicle meets its specification.

After completing the initial running–in period the vehicle should be returned to the supplying Dealer who will carry out the first important service and make whatever adjustments are required free of charge (except for lubricants, consumable items and collection and delivery charges where applicable).

This First Service must be carried out no later than 1500 kilometres (1000 miles) or one month from date of delivery, whichever comes first. Preferably, this work should be entrusted to an authorised Jaguar Dealer where qualified personnel with a full knowledge of Jaguar vehicles have the necessary equipment to carry out the required work.

Failure to carry out maintenance at the recommended intervals could result in deterioration of vehicle performance and possible infringement of regulations.

The Jaguar Diagnostic System

The equipment used to assist diagnosis of faults in the electrical and electronic systems of the vehicle is unique to Jaguar and is only available to Jaguar Dealers. Use of this equipment will enable the Dealer to quickly trace and rectify faults in the system and ensure that only faulty components are repaired or replaced.

Caution: Severe damage to the electrical system and electronic components can occur if any attempt is made to diagnose faults in the electrical system using conventional diagnostic equipment (i.e. use of test lamps, low impedance voltmeters, etc.)

Electrical Accessories

The fitting of any permanent electrical accessory should only be entrusted to a Jaguar Dealer. Refer to SECTION 11: Accessories before fitting any electrical accessories.

General Precautions

WARNING:

1. Many liquids and other substances used in motor vehicles are poisonous and should under no circumstances be consumed and so far as possible be kept away from open wounds. These substances among others include anti-freeze, brake fluid, fuel, windscreen washer additives, lubricants and various adhesives.

2. The presence of any unusual fumes in the passenger compartment and/or luggage compartment should be corrected immediately by a Jaguar Dealer. If you must drive under these conditions do so only with all windows fully open.

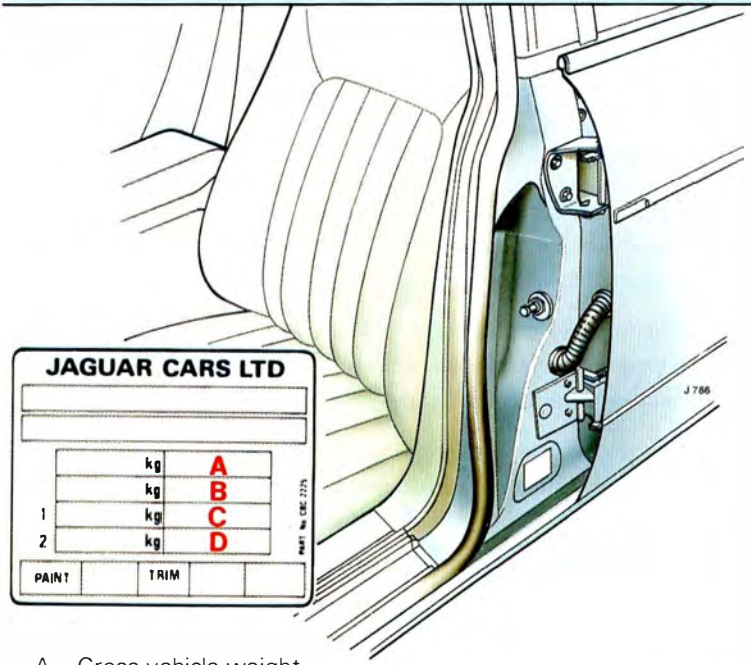
3. Any alteration to the electrical system, including the fitting of accessories not specifically designed for this Jaguar will cause damage to the electrical circuits and systems of the vehicle, in some circumstances this could result in a fire. It is recommended that all such work be entrusted to a Jaguar Dealer.

4. Do not install a fuse that exceeds the amperage for each location listed on the fuse charts, the electrical circuits may become overloaded with the subsequent possibility of a fire.

5. No attempt should be made to repair a fuse that has blown; this may cause a fire hazard or serious damage elsewhere in the electrical circuit.

6. Any modification/addition to the fuel system not specifically designed for this Jaguar are prohibited. If done they may cause damage to the fuel system which in some circumstances could result in a fire.

   It is recommended that all service actions are entrusted to a Jaguar Dealer.



A – Gross vehicle weight.
B – * Gross combination weight.
C – Max. permitted front axle loading.
D – Max. permitted rear axle loading.

* Gross combination weight is the gross vehicle weight plus maximum trailer weight.

Vehicle Identification Label

The vehicle identification label is adhered to the bottom of the left–hand front door centre post and is visible when the left–hand front door is opened. The Vehicle Identification Number is also shown on a plate located inside the windscreen.

It is essential that the Vehicle Identification Number is quoted in any correspondence and when ordering replacement parts.

Engine Number

Stamped on the right–hand side of the cylinder block adjacent to the distributor.

Automatic Transmission Number

On a metal label attached to the left–hand side of the automatic transmission casing.

Manual Gearbox Number

Stamped on the front left–hand underside of the gearbox.

Vehicle Security

The following advice should be observed when leaving the vehicle unoccupied:

* Always remove the ignition key and spare keys – even when the vehicle is in your own garage.
* Ensure the handbrake is applied and the gear selector (Automatic Transmission) is in position 'P' before leaving the vehicle.
* Securely close all windows and ensure that all doors are locked.
* Always park the vehicle where it can be seen. At night, park in a well–lit area.
* If a vehicle security system is fitted to the vehicle, use it – even for short periods.
* Do not leave children and/or pets in the vehicle unattended.
* Do not leave valuables on view to tempt a thief. Always take your valuables with you. If you must leave something in the vehicle, lock it in the luggage compartment or hide it out of sight.
* Vehicle documents should never be left in the vehicle. In the unfortunate event of the vehicle being stolen the documents will only help a thief to sell the vehicle.
* Do not leave articles on a roof rack as they are particularly vulnerable. If possible, remove them from the roof rack and lock them in the luggage compartment.
* Do not leave a note of the ignition key number in the vehicle. A thief may break into the vehicle, note the key number and return with a key to enter and drive the vehicle.

Vehicle Security Features

Details on vehicle features specifically related to security can be found in this handbook as follows:

* Keys (page 23).
* Remote control central locking (page 25).
* Security system (pages 29 to 35).
* Door locking system (page 36).
* Central locking switch (page 39).
* Luggage compartment (page 40).
* Ignition/Starter switch and steering lock (page 43).
* Fuel filler flap (page 46).
* Bonnet release control (page 48).

Vehicle Security System

The Jaguar anti–theft alarm system is fitted as standard on Daimler models and is an optional feature for XJ6 and Sovereign models. For further details on the security system contact your Jaguar Dealer. Detailed operating instructions for this system can be found on pages 29 to 35.

Window Marking

The cost and effort involved in replacing a vehicle's windows will deter most car thieves. Therefore, a worthwhile security precaution is to have the vehicle registration number etched into each window glass. Your Jaguar Dealer may offer this service or recommend a local security specialist.

Locking Wheel Nuts

The Jaguar accessory range includes locking wheel nuts which your Jaguar Dealer can supply for vehicles fitted with alloy wheels. The increased weight of these fixings may impair the wheel balance condition making corrections necessary. In such cases care must be taken that the locking wheel nut is always used in the same wheel fixing hole.

Battery/Ignition Isolator Switches

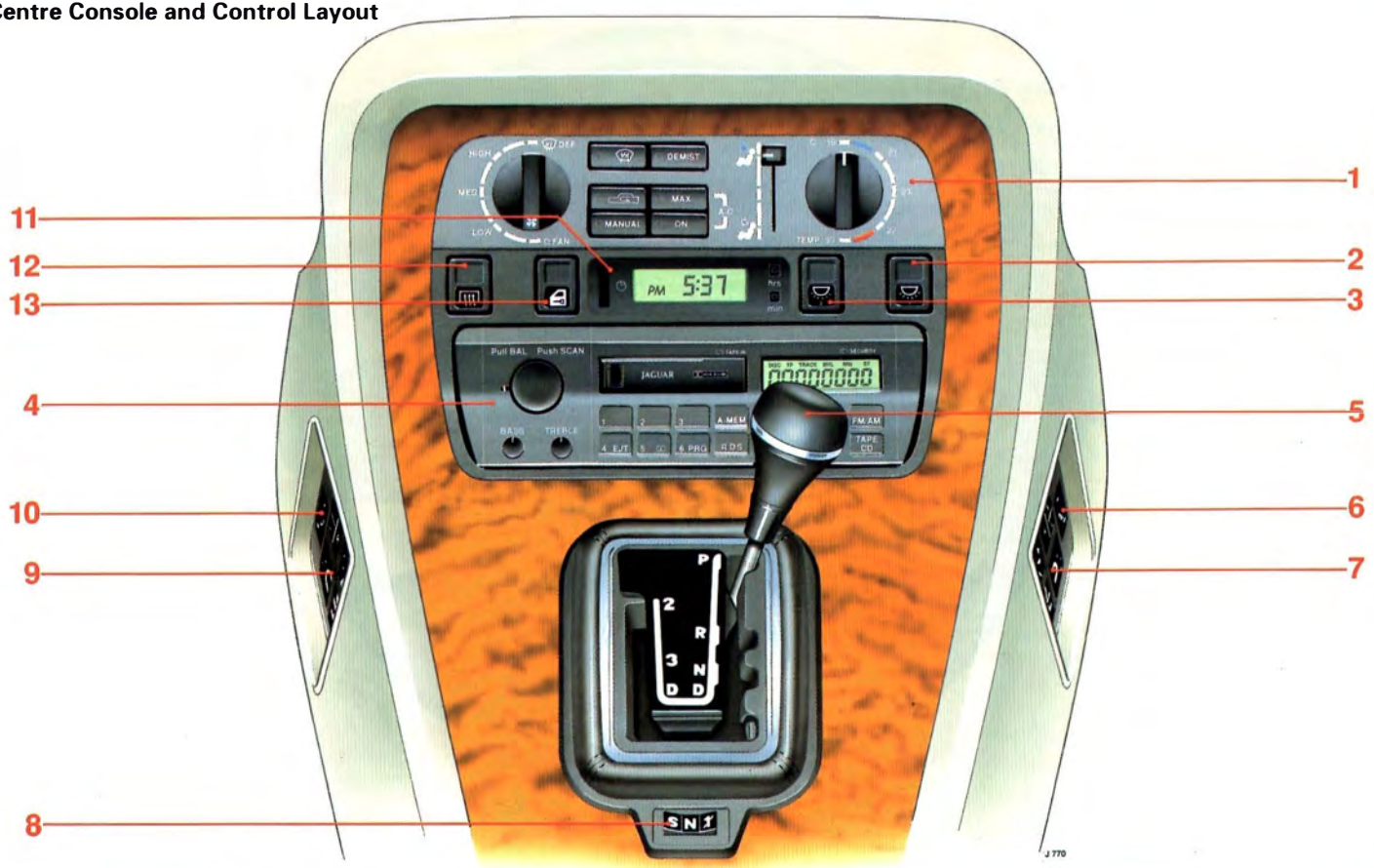
Battery isolator switches, which disconnect the power supply to all electrical circuits, are NOT recommended as a security feature on Jaguar vehicles.

Fascia and Control Layout

Key for Fascia Layout on page 16

1. Master lighting switch (Refer to SECTION 4, pages 112, 114 and 116).
2. Hazard warning lights switch (Refer to SECTION 4, page 118).
3. Front fog lamp switch (Refer to SECTION 4, page 118).
4. Rear fog guard lamp switch (Refer to SECTION 4, page 118).
5. Instrument panel (Refer to SECTION 3, pages 71 to 81).
6. VCM/Trip computer keyboard (Refer to SECTION 3, pages 82 and 86).
7. Speed control (Refer to SECTION 4, page 108).
8. Windscreen wiper/washer switch (Refer to SECTION 4, page 106).
9. Combination switch (Refer to SECTION 4, page 110).

Centre Console and Control Layout



Key for Centre Console Layout on page 18

1. Climate control unit (Refer to SECTION 7).
2. Map reading light switch (Refer to SECTION 4, page 119).
3. Interior light switch (Refer to SECTION 4, page 120).
4. Radio cassette player (Refer to SECTION 5).
5. Gear selector (Refer to SECTION 4, page 96 for automatic transmission, page 95 for manual gearbox).
6. Front seat heater switch for right–hand seat (Refer to SECTION 2, page 55).
7. Front seat switch pack for right–hand seat (Refer to SECTION 2, page 50).
8. Sport mode and 1st gear inhibit switch (Refer to SECTION 4, page 98).
9. Front seat switch pack for left–hand seat (Refer to SECTION 2, page 50).
10. Front seat heater switch for left–hand seat (Refer to SECTION 2, page 55).
11. Clock (Refer to SECTION 3, page 91).
12. Heated rear screen switch (Refer to SECTION 4, page 101).
13. Central locking switch (Refer to SECTION 2, page 39).

S – TYPE SALOON

SECTION 2:

PRE–DRIVING

Key Identification

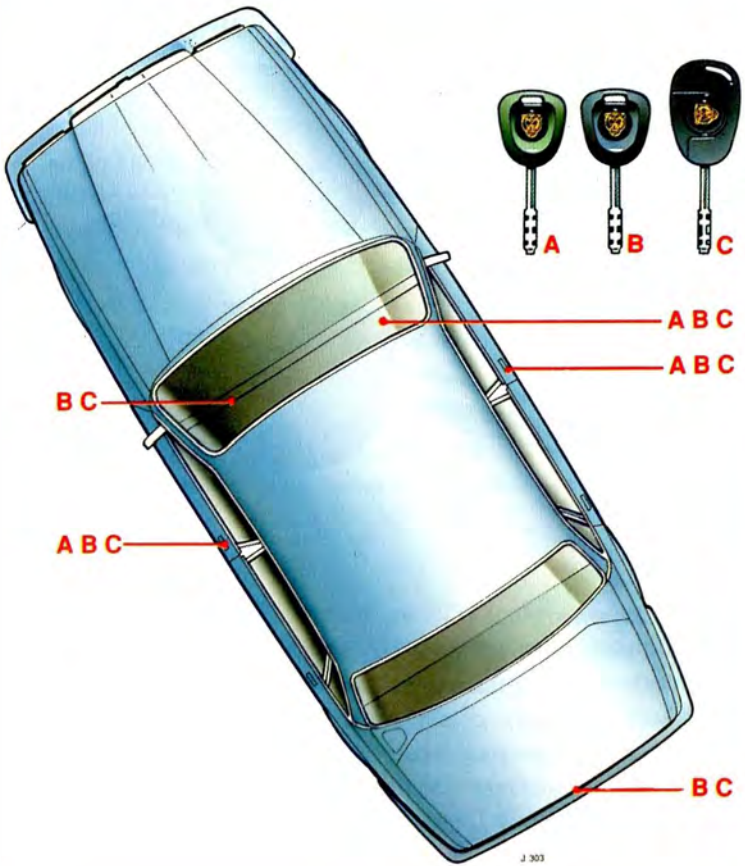
Three different types of key are supplied with the vehicle:

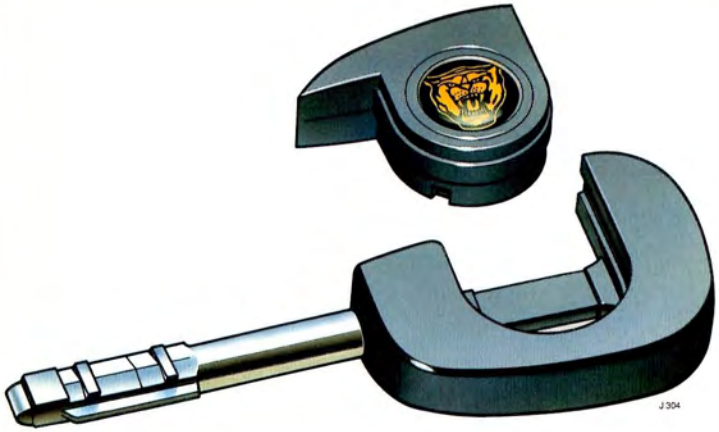
The smaller headed 'BLACK' key (B) and 'BLACK' illuminated (torch) key (C) are for locking and unlocking the combined steering column lock/ignition switch, the doors, luggage compartment and glove compartment locks. The illuminated (torch) key has an integral light. This is operated by depressing the pressure switch on the key grip.

The smaller headed 'GREEN' key (A) will lock and unlock the doors and combined steering column lock/ignition switch. It can also be used to lock the luggage compartment and glove compartment locks.

For security reasons, the key identification number is not marked on the keys or locks. The keys are contained in a resealable plastic bag together with the key identification number etched on a rectangular plate attached to the key.

Note: The security features of these keys make them difficult to duplicate, it is advisable to keep the identification number plate in a safe place as the number will be required to obtain a replacement key.





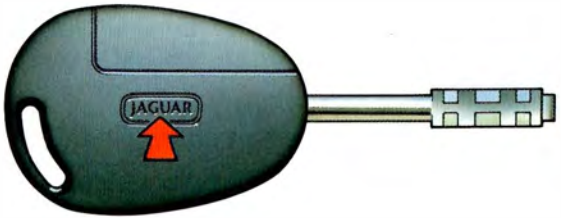
Illuminated (Torch) key battery replacement

The illuminated (torch) key battery is built into a sealed cartridge which also contains the bulb.

A replacement cartridge is obtainable from a Jaguar Dealer.

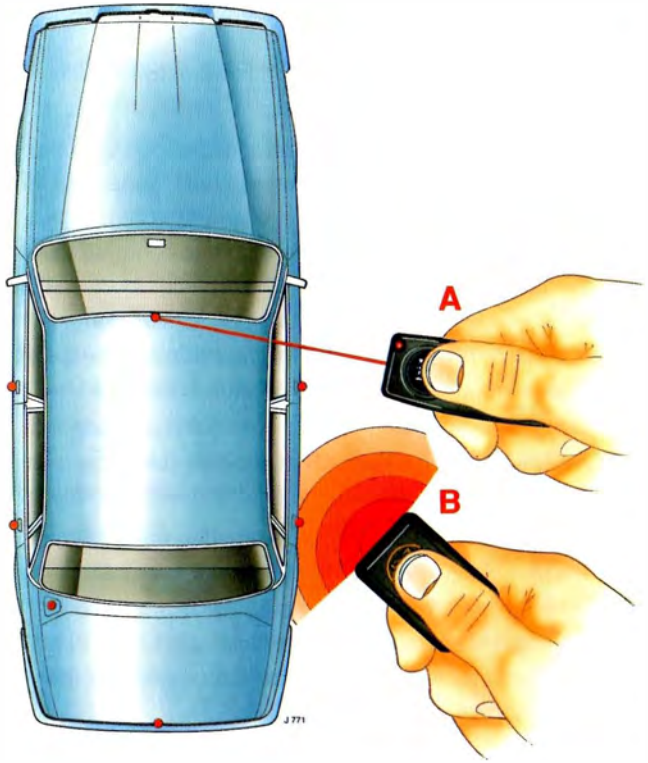
To remove the cartridge (A), press in the 'JAGUAR' rectangle (B) on the side of the key grip, slide a penknife blade into the gap in the grip and gently lever the cartridge away from the base of the key head.

Press the 'JAGUAR' rectangle and push the new cartridge onto the key grip.



Key replacement

Commonly available key cutting equipment will not be capable of providing spare or replacement keys. As additional time will be needed to obtain keys from Jaguar, we suggest you order keys from your Jaguar Dealer before the need arises. For security reasons proof of ownership will be required by the Jaguar Dealer.



Remote Control Central Locking System (Where fitted)
Note: Should the vehicle be fitted with the security system, skip this remote control central locking section.

All four doors, the luggage compartment and fuel filler flap are locked or unlocked electrically using the handset (transmitter). The supply of either an infra–red (A) or radio frequency (B) handset with the vehicle depends upon the market in which the vehicle is sold.

The luggage compartment will remain locked if it was previously locked manually. For full details refer to Luggage Compartment Locking on page 40.

Note: If an RF transmitter is supplied, certain convenience features may be set by a Jaguar Dealer. 'Convenience Features' are described under the Security System section on page 33.

Handset Loss

A replacement radio frequency (RF) handset may be ordered from a Jaguar Dealer. The remaining handset of the original pair, must be recoded to work with the replacement handset.

Remote Control Central Locking System (continued)

In the event of infra–red (IR) handset loss, a remote control central locking kit may be ordered. The IR kit contains a replacement receiver unit and two new handsets. The fitting of the replacement receiver unit should only be entrusted to a Jaguar Dealer.

For security reasons, proof of ownership will be required.

To Lock

Ensure that the fuel filler flap, the luggage compartment and all doors, windows and sunroof (where fitted) are closed. If an IR handset is used, aim the handset through the lower part of a side window in direct line of sight towards the receiver dome adjacent to the interior mirror and depress the handset button for approximately one second. If an RF handset is used, simply depress the handset button when near the vehicle – aiming is not necessary.

Ensure that all door interior locking buttons visibly move downwards to the locked position.

When the IR handset button is depressed, one signal is sent to the receiver dome. If the IR handset fails to operate the locks, adjust the aim and again depress the button.

Note: The infra–red signal will not pass through solid objects or articles of clothing.

If the RF handset fails to operate the locks, depress the handset button again.

If a front door interior locking button is depressed with the door open, all door locks will be activated.

Note: Ensure that keys and handsets are removed from the vehicle before locking the doors.

To unlock

If an IR handset is used, aim the handset through the lower part of a side window in direct line of sight towards the receiver dome adjacent to the interior mirror and depress the handset button for approximately one second. If an RF handset is used, simply depress the handset button when near the vehicle – aiming is not necessary.

Ensure that all door interior locking buttons visibly move upwards to the unlocked position.

If an IR handset fails to operate the locks, adjust the aim and again depress the button; for RF handsets, depress the handset button again.

Remote Control Central Locking System (continued)
Handset Batteries

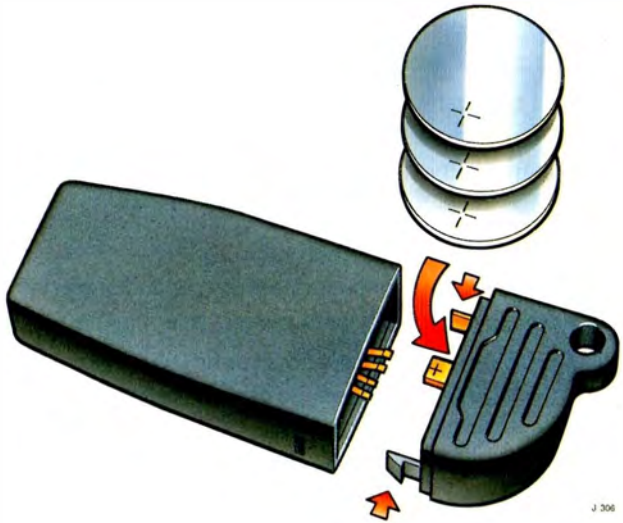
To ensure optimum performance use batteries that meet Jaguar specifications. Replacement battery cells are obtainable from a Jaguar Dealer.

IR Handsets: During normal operation the battery low indicator fitted to the handset will remain unlit. In the event of handset batteries approaching a discharged state, the indicator will flash momentarily when the button is depressed. The usable range will decrease as the batteries become progressively discharged. To avoid any inconvenience the handset batteries should be replaced as soon as possible.

To replace, carefully depress the spring tags through the handset apertures and separate the battery compartment cover from the handset body. Remove the used battery cells.

Install three new battery cells ensuring the correct polarity is maintained, e.g. the first battery cell's positive (+) face abuts the compartment cover's positive (+) mark. Push the compartment cover into the handset body until the spring tags click into position.

Note: The spring tags are offset to prevent the compartment cover from being incorrectly replaced.



Remote Control Central Locking System (continued)

RF Handsets: In the event of handset batteries approaching a discharged state, the recovery time between presses will be longer. To avoid any inconvenience, the handset batteries should be replaced as soon as possible.

To replace, remove the securing screw (A) and slide the two halves of the unit apart by unhooking the lip from the recess. Remove the old battery (B).

Install the new battery ensuring the polarity is matched, i.e. positive (+) mark on the handset abuts the positive (+) mark on the battery. Rejoin the handset halves, hook the lip into the recess and secure with the screw.

Care of Handsets (Transmitters)

The handsets should not be immersed in water, subjected to excessive shock, humidity or extremes of temperature.

With normal usage batteries should not need replacing between service intervals but abuse of the handset button will greatly reduce the life of the batteries.

The handsets contain no user serviceable parts other than batteries.

Remote Control Central Locking Shut Down (RF Handsets)

Should the vehicle be locked using the remote central locking handset but not unlocked after a period of 28 days, the RF receiver is shut down to reduce power drain on the vehicle's battery. The door key must be used to unlock the vehicle and restore normal RF operation.

Security System Features (Where fitted)

A Jaguar Dealer will be able to demonstrate the security system features to aid in the comprehension of its capabilities.

The system possesses the following features:

- Starter motor disablement.
- Vehicle perimeter sensing (doors, luggage compartment, bonnet).
- Volumetric intrusion sensing of the passenger compartment.
- Inclination sensing to prevent tow away (Dealer fit option except in certain markets).
- Shock sensing to warn off vandals (Dealer fit option).
- Passive arming of the vehicle (Dealer set option).
- Warning light emitting diode (LED) on the fascia and warning labels on side windows.

In addition, the system can offer the following convenience features:

- Remote locking and unlocking.
- Radio frequency (RF) remote window and sunroof all close (optional in certain markets).
- Remote headlamp convenience (optional in certain markets).
- Handset luggage compartment lid release (Dealer set option).
- RF remote panic alarm (Dealer set option).

Security System Operation

The system is operated by an infra–red (A) or a radio frequency (B) handset (transmitter) depending upon market applicability. A single press of the handset should be for about one second. If an **Infra–red (IR)** handset is used, it must be **aimed at the receiver dome** adjacent to the interior mirror.

The system may be operated in one of three modes:

- Active arming and remote lock/unlock mode.
- Active/Passive arming and remote lock/unlock mode.
- 'Security Off' mode with remote lock/unlock mode.

Security Off mode is selected by a switch whilst the remaining modes of operation are programmable options (see Dealer).

To Actively Lock/Arm the vehicle

Starting with the vehicle unlocked/disarmed and with all the protected entries closed (doors, luggage compartment lid, bonnet) press the handset button once.

The system emits a 'chirp' (where legislation permits) and the directional indicators flash once prior to locking and arming. The warning LED on the fascia illuminates for approximately five seconds, while the system initiates, before starting to flash.

Security System Operation (continued)

The vehicle cannot be locked/armed for a period of three seconds after it was last unlocked/disarmed if the Handset luggage compartment lid release feature is an operable option. This release feature is described on page 33.

Error Tone: If the sounder emits a short high pitched warble every time the handset is pressed, it indicates an error. Suspect one of the following:

1. A door, the luggage compartment lid or the bonnet is not properly closed.
2. The ignition key is in position 'I' or 'II'.
3. The driver's door has not been opened since the ignition was last switched from ON to OFF (position II to '0').

The system will not arm until the condition is cleared.

To Actively Unlock/Disarm the vehicle

Starting with the vehicle locked/armed, press the handset once. The system emits two chirps (where legislation permits) and the direction indicators flash twice prior to the vehicle unlocking and disarming.

If a third chirp (where legislation permits) and direction indicators flash is emitted, it indicates that the intrusion system reported an error when the system was armed. Either one or more of the ultrasonic sensors and/or the inclination sensor recorded a fault. If this third chirp (where legislation permits) and direction indicators flash persists on several disarmings, consult a Jaguar Dealer.

The vehicle cannot be unlocked/disarmed for a period of three seconds after it was last locked/armed if the 'Headlamp' or 'All Close' convenience features are operable options. These features are described on page 33.

To Passively Arm the vehicle (Dealer set option)

The system can, if pre-set, automatically arm (but not lock) 30 seconds after the last protected entry was closed. When arming occurs, the vehicle emits a chirp (where legislation permits) and the directional indicators flash once. The warning LED on the fascia illuminates for approximately five seconds, whilst the system initiates, before starting to flash.

Note: The doors and luggage compartment are not locked in the passive arming mode. Do not leave the ignition key or handset in the unoccupied vehicle.

Security System Operation (continued)

To Disarm/Unlock the vehicle Following Passive Arming

Either follow the active disarm/unlock procedure by pressing the handset button once or open the driver's door and turn on the ignition.

If not disarmed after the door is opened, the sounder emits a 'ticking' sound for 15 seconds as a reminder to the driver. The vehicle does not emit the full alarm until after the 15 second period has elapsed.

To cancel during the ticking or the full alarm, turn the ignition key to position 'II' or press the handset button.

Alarms and Audible Warnings

Full alarm

Once armed, any of the following causes the system to enter a full alarm state:

- Opening the luggage compartment.
- Opening the bonnet.
- Entering the passenger compartment without opening a door.
- Turning on the ignition (if actively armed).
- Lifting or tilting the vehicle (inclination sensing option).
- Hitting the vehicle heavily or more than twice in 10 seconds (shock sensing option).

Note: The full alarm period varies according to the market in which the security system is sold. In the UK and Europe for example, this period typically lasts 30 seconds.

Escalating Response or Audible Ticking (Where legislation permits)

Opening the door causes the system to emit an escalating response if the vehicle is actively armed. This tone lasts for seven seconds, getting progressively louder. At the end of this period the system enters full alarm.

If the system is passively armed, opening a door starts the audible ticking alarm. If the ignition key is not turned to position 'II' within 15 seconds or the handset pressed, the full alarm is entered.

Note: At any time during the escalating response, audible ticking or the full alarm, the system can be disarmed by a single press of the handset.

Alarms and Audible Warnings (continued)

'Warn Away' (Dealer fit option) (Where legislation permits)

If the shock sensor is fitted and the vehicle is nudged when the system is armed, the sounder emits a low tone. This is a 'warn away' feature and is designed to deter tampering with the vehicle.

Door Unlocked Warning

If, after active arming and the five second initialisation period, a door is unlocked using the key, the system issues the door unlocked warning. This warning is a repeated chirping tone which continues for 30 seconds, until the door is re-locked or until the system is disarmed.

This warning is also issued approximately five seconds after active arming, if the central locking failed to operate.

Convenience Features

Headlamp Convenience (Dealer set option)

This facility may be useful in giving light to assist in the opening/closing of garage doors in the dark.

To start the headlamp convenience feature, press the handset once within three seconds of locking/arming the vehicle with the handset. This turns on the dipped headlamps for a 25 second period.

A press of the handset within this period will turn the headlamps off AND unlock/disarm the vehicle.

All Close Feature – RF handsets (Dealer set option in some markets)

To close the windows and/or the sunroof, press the handset within three seconds of locking/arming the vehicle with the handset. This press MUST BE MAINTAINED until the windows/sunroof are closed.

When the press is ended, the headlamp convenience feature starts, bringing on the dipped headlamps.

Handset Luggage Compartment Lid Release (Dealer set option)

To remotely release the lid, press the handset once within three seconds of unlocking/disarming the vehicle with the handset. The luggage compartment lid releases but the lid does not spring open.

Panic Feature – RF handsets (Dealer set option)

When occupying or in close proximity to the vehicle, the alarm may be activated to deter a would-be offender. The ignition key must **not** be in position 'I' or 'II' for this feature to start.

Convenience Features (continued)

Other than during the 'All close' feature, if the RF handset is pressed continuously for more than three to four seconds, the system enters the panic state. The alarm sounds for five times the full alarm period.

The alarm can be stopped by turning the ignition key to position 'I' or 'II' (AUXILIARY or IGNITION).

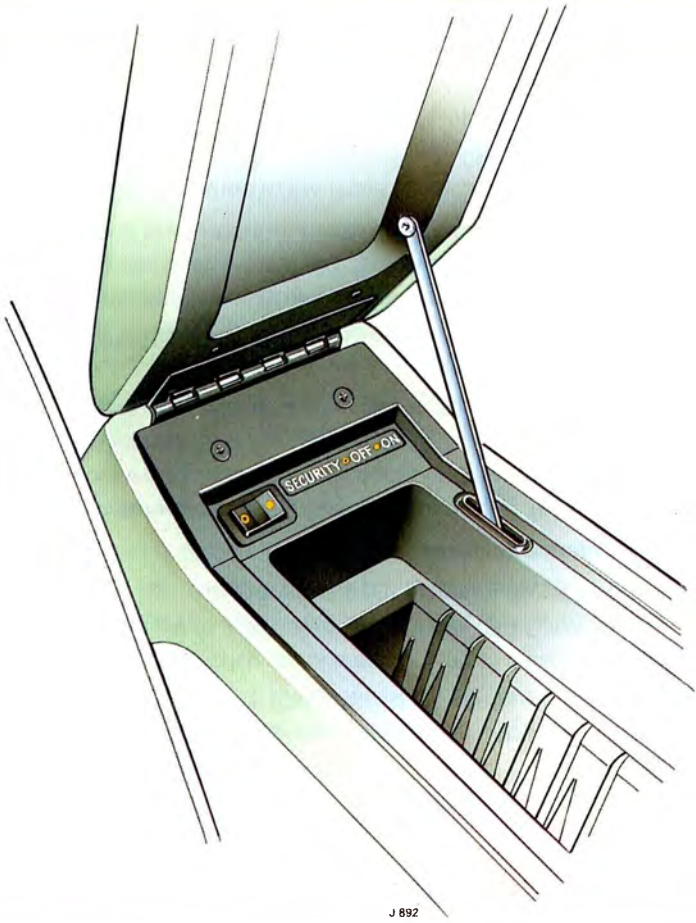
The system ignores presses on the handset during the panic alarm since an operable handset would diminish the effectiveness of the attack deterrent feature.

Additional Features

'Security Off' Switch Operation

The security Off switch, located inside the centre console storage compartment, is used to disable the system. This may be required, for example, when the vehicle is being valet parked at a hotel or during vehicle maintenance work.

When switched to the Security Off position, the system locks and unlocks normally when the handset is used. However, the security features do not operate.



Additional Features (continued)

To distinguish this mode of operation, the sounder emits a Security Off reminder tone (double warble) whenever the handset is used to lock or unlock the vehicle. In this mode all the pre–set convenience features can be used. The LED flashes normally when the vehicle is locked so that a would–be offender assumes the system is armed.

Emergency Disarm Procedure (Active arming only)

This is intended to allow the system to be disarmed and the vehicle unlocked using the key, should the handset be lost or broken.

To achieve this, the following procedure must be followed:

- Unlock and open the driver's door. This causes the escalating response to start.
- Within 15 seconds of opening the door, turn the ignition key from off to position 'II', THREE times. The first operation of the ignition key causes the system to enter the full alarm since this is considered a violation.

Note: Should the handset be found and it is operable, press it once at any time in the above procedure to disarm the vehicle.

Battery Tampering Alarm Restart Mode

If during or after a full alarm (but before the system is disarmed) the battery is disconnected, when the battery is reconnected the system automatically re–arms and re–enters the full alarm state. The system can then either be disarmed using the handset or by following the Emergency Disarm Procedure.

This feature prevents disconnection of the battery from defeating the security system whilst allowing a valid user to easily recover control.

Handsets

For handset batteries, handset loss and care of handsets, refer to the 'Remote Control Locking System' section in this Handbook.

Security System Shut Down

Should the security system be left armed for three days, passenger compartment intrusion sensing protection and inclination sensing protection are shut down in order to reduce power drain on the vehicle's battery. To restore normal operation, simply depress the handset once which will disarm the system. Should the security system be left armed for a total of 28 days, further reduction in power drain is brought about on RF security vehicles, by shuting down the RF receiver unit. The door key must be used to unlock the vehicle and restore normal RF operation.

Door Locking System

The system enables the doors, luggage compartment and fuel filler flap to be locked or unlocked simultaneously by operating either of the front door locks.

Caution: Do not apply a proprietary lock de-icer through the keyhole should the door lock become frozen. Refer to SECTION 8: Winter Driving.

Exterior Operation

To lock: Ensure that the fuel filler flap, the luggage compartment and all doors are closed. Insert the key into either front door lock and rotate towards the rear of the vehicle.

The spring loaded barrel returns the key to the vertical position to remove.

Holding the key in the 'LOCK' position, against spring pressure, will close all the windows and the sunroof (where fitted).

WARNING: When using this facility ensure that all occupants are kept clear of the open windows and sunroof aperture (where fitted).

To unlock: Insert the key and turn towards the front of the vehicle. All doors, luggage compartment and fuel filler flap will unlock, except where the luggage compartment is locked manually.

Turn the key to the vertical position to remove.

The luggage compartment will remain locked if it was previously locked manually. For full details refer to Luggage Compartment Locking on page 40.

To open any door from the outside: Insert the fingers under the recessed handle, lift and pull open the door.

Interior Operation

To lock: Press the locking button down.

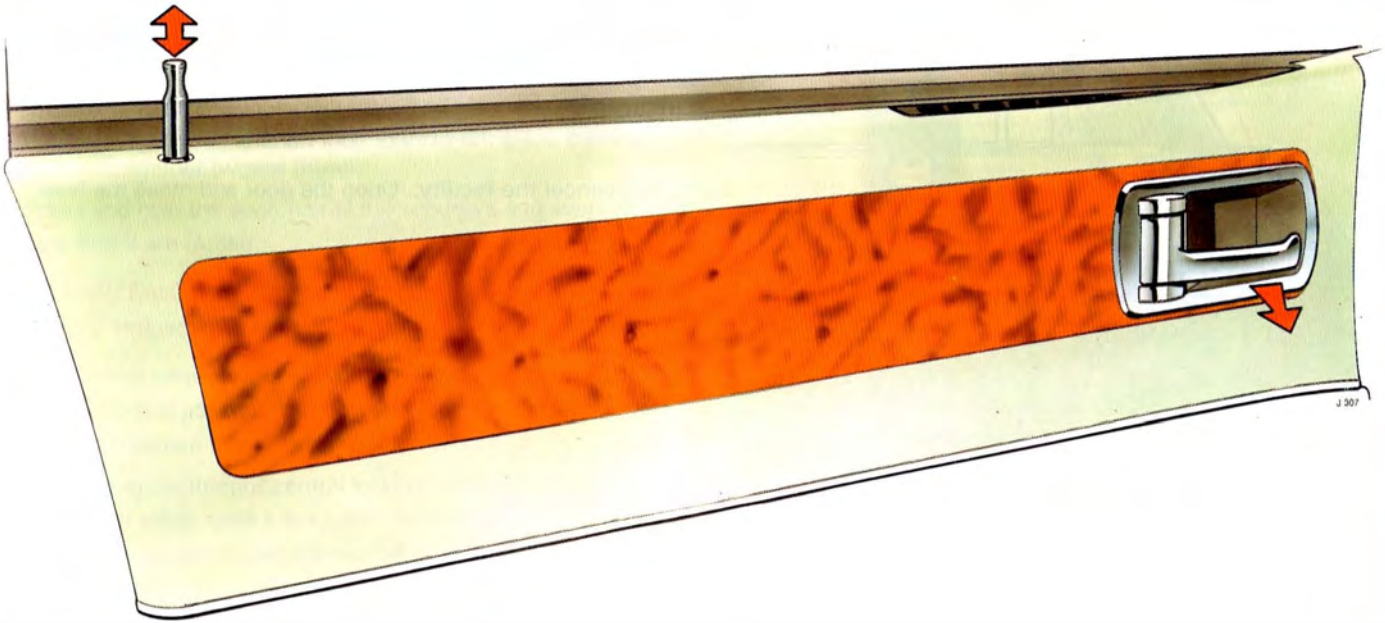
To unlock: Lift the locking button.

The luggage compartment and all doors can be locked simultaneously using either front door locking button.

The rear doors may be locked and unlocked independently using the rear door locking button.

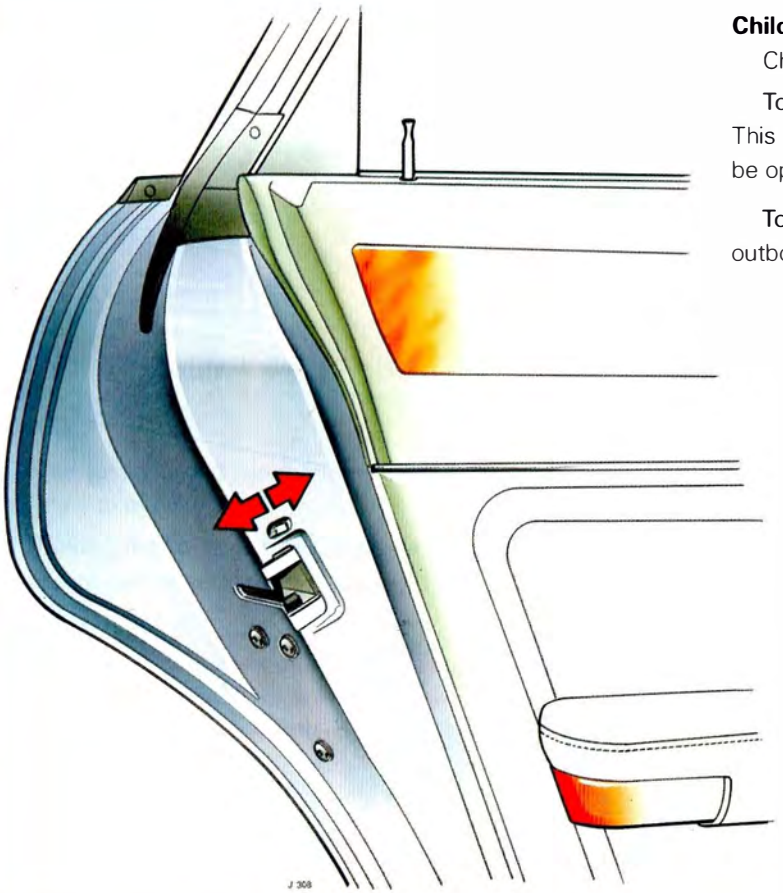
If a front door interior locking button is depressed with the door open, all door locks will be activated.

Note: Ensure that keys and handsets are removed from the vehicle before locking the doors.



To open any door from the inside: Pull the release lever and push open the door.

With the doors locked, operation of the interior release lever on either front door first unlocks the door (and all other doors via the central locking system), then unlatches that door.



Child Safety Locks

Child safety locks are fitted to the rear doors.

To operate: Open the door and move the lever inboard. This renders the interior handle inoperative. The door can only be opened using the exterior door handle.

To cancel the facility: Open the door and move the lever outboard.

Central Locking Switch (Console Mounted)

To prevent uninvited entry whilst the vehicle is temporarily stationary, e.g. at road junctions or traffic lights, press the bottom of the switch located on the centre console to lock the doors and the luggage compartment and close the windows and electric sunroof (where fitted).

Press and hold the switch until the windows and sunroof (where fitted) are closed.

WARNING: Ensure that all occupants are clear of the open windows and sunroof aperture (where fitted).

The interior central locking switch will not operate with the ignition switch in position '0'. However all other central locking and sunroof (where fitted) facilities are maintained.

After using the interior central locking switch it will be necessary to either raise a front door locking button or pull the interior release lever to resume normal operation.

Note: When the interior release lever is pulled the door will become unlatched.

Luggage Compartment

During normal operation the luggage compartment is locked and unlocked in conjunction with the doors.

To open the luggage compartment depress the lever situated below and to the right of the lock.

Caution: Do not slam the luggage compartment lid – press gently to close.

The luggage compartment is automatically illuminated when the lid is raised.

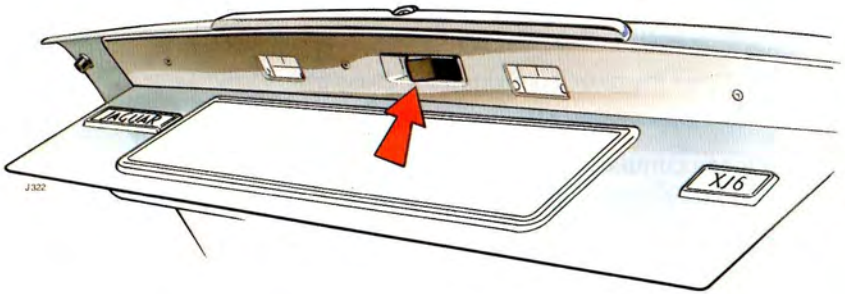
Operation

To unlock when the doors are locked: Insert the key in the vertical position and turn 90° anti–clockwise. Return the key to the vertical position to remove. The luggage compartment will remain unlocked and must be either locked electrically by operating a front door lock or manually with the key.

Manual Only Operation

To lock: Insert the key in the vertical position, turn 90° clockwise and remove. With the lock in this position it cannot be operated electrically.

To unlock: Insert the key in the horizontal position and turn 180° anti–clockwise. Return the key to the vertical position to remove. With the lock in this position it can be operated electrically.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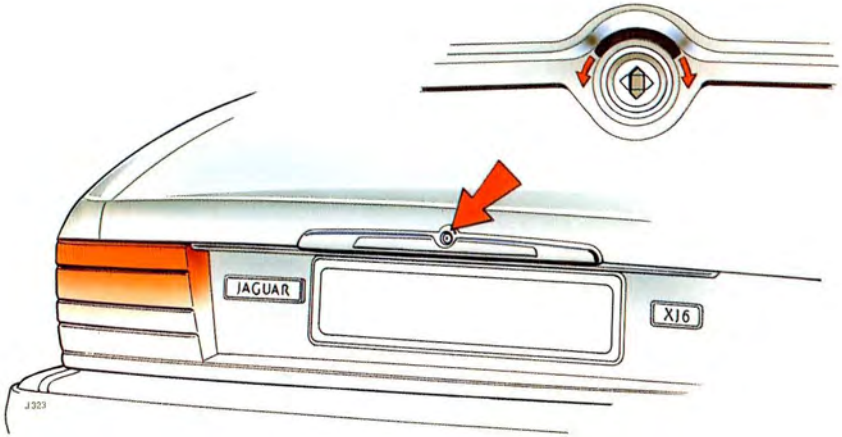
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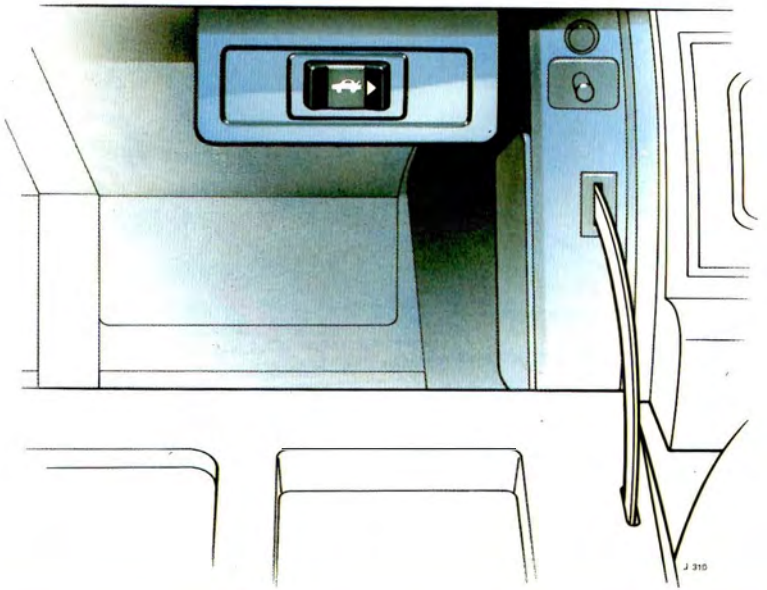
Luggage Compartment Remote Release Switch

The luggage compartment remote release switch is located inside the glove compartment.

To operate: Open the glove compartment. Press and release the switch to open the luggage compartment lid.

Note: The luggage compartment will remain locked if it was previously locked manually. For full details refer to Luggage Compartment Locking.



Ignition/Starter Switch and Steering Lock

This switch situated on the right–hand side of the steering column, has the following four positions and is operated by the ignition key.

O The only position in which the key can be inserted or removed.
When the key is out the mechanical steering lock bolt is engaged.

I **Auxiliary position:** Certain circuits, i.e. radio, electric windows, can be operated without switching on the ignition.

II **Ignition position:** All electrical circuits, except the starter motor are actuated. The key remains in this position when driving.

III **Start position:** The starter motor is operated for as long as the key is held in this position, against spring pressure.

If the engine fails to start the key must be returned to position 'I' before another start is attempted.

Note: Before starting the engine, refer to SECTION 8: Anti–lock Braking for engine starting information relevant to the Anti–lock Braking System.

To Disengage Steering Lock and Start Engine

Insert the key and rotate clockwise. Difficulty in turning the key can be rectified by simultaneous movement of the steering wheel.

Turn the key to position 'II' to switch on the ignition.

WARNING: Ensure the handbrake is applied and the gear selector (Automatic Transmission) is in position 'P' or 'N' before attempting to start the engine.

To start the engine, turn the key further against spring pressure to position 'III'. When the engine fires, release the key; it will return under spring pressure to position 'II'.

Note: Do not depress the accelerator pedal whilst operating the starter motor.

Do not operate the starter motor continuously for a period longer than six seconds. Wait until the engine has stopped before re–using the starter. If after a few attempts the engine fails to start, switch off the ignition and investigate the cause. Continued use of the starter will not only discharge the battery but may also damage the starter mechanism.

If the ignition controlled circuits are isolated the vehicle may have been bumped just hard enough to trip the fuel system inertia switch. For details on resetting the inertia switch refer to SECTION 8: Safety Cut Off Switch.

WARNING: If, for any reason, the (ignition) engine is switched off while the vehicle is in motion do not attempt to turn the key to the 'lock' position 'O', as this constitutes part of the steering locking sequence.

Gearshift Interlock (Vehicles with automatic transmission)

A brake pedal/gearshift interlock system is incorporated in the gear selector mechanism.

The gear selector lever may only be moved from the Park ('P') position if:

(a) The ignition key switch is in position 'II'; and

(b) The foot brake pedal is applied.

To Stop Engine and Engage Steering Lock

Turn the key in an anti–clockwise direction from the 'ignition' position 'II' to the 'lock' position 'O'. This action stops the engine.

On vehicles fitted with automatic transmission the ignition key will not be removable from the ignition switch/steering lock unless the gearshift lever is in the park 'P' position.

Once the ignition key has been removed the gearshift lever will be locked in position 'P'.

A manual release mechanism will allow the gearshift lever to be unlocked from the 'P' position in the event of electrical failure or when moving the vehicle without power (i.e. towing) is required. Refer to SECTION 4: Gear Selector for information on operating the manual release.

Removal of the ignition key automatically actuates the steering lock mechanism. Slight movement of the steering wheel may be necessary to ensure the lock bolt is fully engaged. Always remove the keys or leave in position 'O' when leaving the vehicle. Leaving the key in position 'I' will drain the battery over a period of time.

Fuel Filler Flap and Cap

Refer to SECTION 8: Fuel Tank Filling and SECTION 11: Fuel Requirements for the recommended fuel grades.

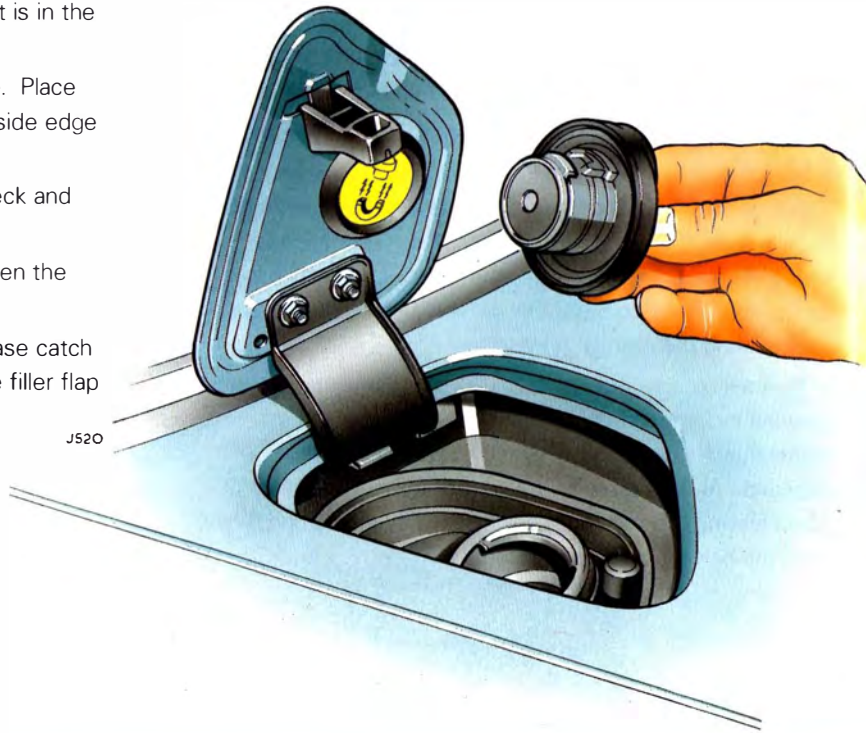
Ensure that the doors are unlocked. Using the finger pull located on the edge of the filler flap, lift the flap until it is in the vertical position.

Turn the filler cap anti–clockwise and lift to remove. Place the cap against the magnetic plate provided on the inside edge of the filler flap.

To refit the filler cap: Insert the cap in the filler neck and turn clockwise.

Lower the filler flap to close. The flap will lock when the doors are locked.

Should the electrical mechanism fail a manual release catch is located in the luggage compartment adjacent to the filler flap release solenoid housing, see page 47.



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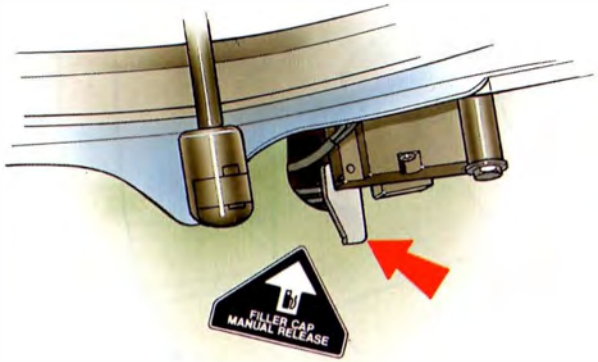
Fuel Filler Flap Emergency Manual Release

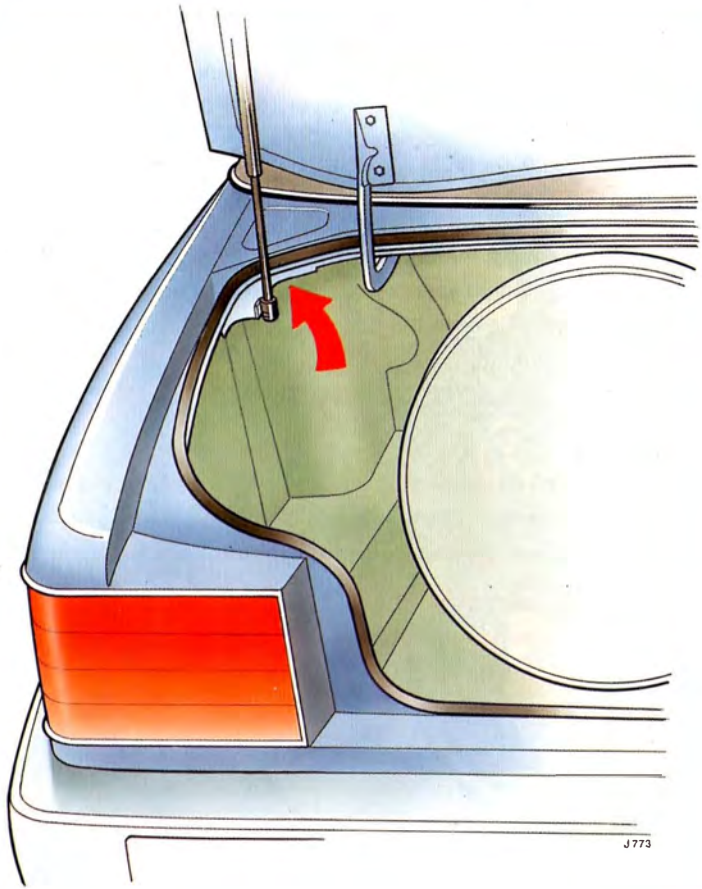
A label indicating the position of the emergency manual release is located on the left–hand side luggage compartment carpet.

To open: Open the luggage compartment lid and pull the carpet away from the area directly below the filler flap release solenoid housing to give access to the lever.

Identify the plastic lever situated adjacent to the solenoid housing.

Pull the lever towards the rear of the vehicle to release the filler flap.





Bonnet Release Control

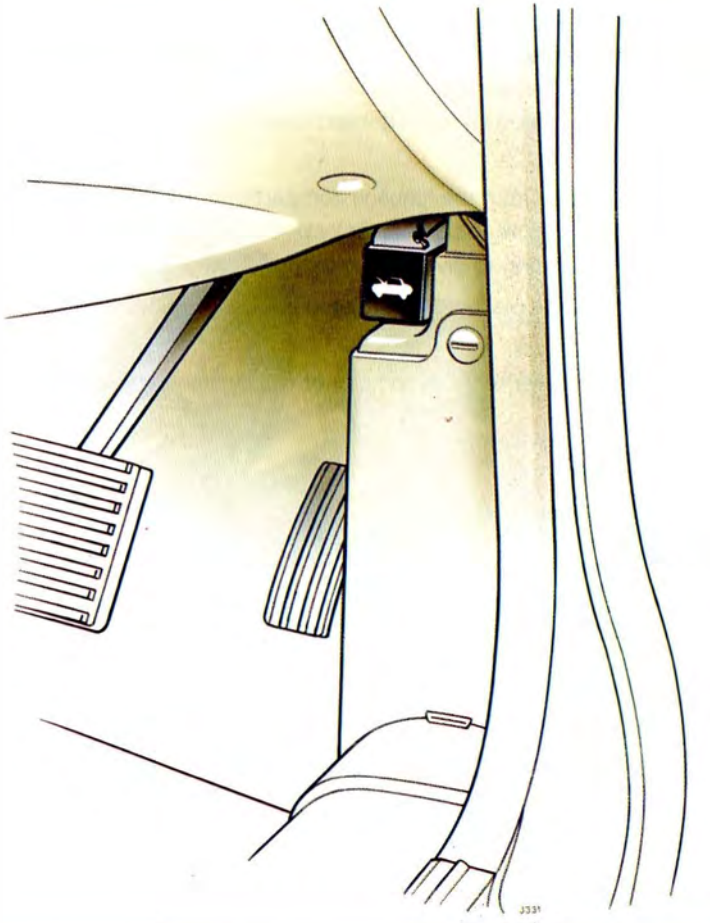
To open: Release the bonnet lock by pulling the lever situated below the fascia on the driver's side of the vehicle. Lift the rear edge of the bonnet; the gas filled struts will assist the opening of the bonnet, and retain it in the fully open position.

To close: Lower the bonnet against the resistance of the gas struts until within approximately 30 cm (12 inches) of the closed position. Release the bonnet which will close and lock under its own weight.

Should one lock fail to engage release the bonnet and repeat the closure operation.

Caution: Panel damage may result if closure of individual locks is attempted. Remove tools, oil cans, cleaning cloths, etc. from the engine compartment.

WARNING: Ensure that no one is obstructing the closing area and that hands and clothes are clear before closing the bonnet.



Steering Column Adjustment

The steering column is adjustable for reach and is retained in position by a 'quick' release clamp.

To adjust the steering column, hold the steering wheel, pull the lever rearwards and hold, adjust the column to the desired position by moving the steering wheel up or down as required. Release the lever to lock the column in position.

WARNING: Do not adjust the steering column whilst driving as this can cause an accident.

Front Seat and Head Restraints – Electrical Adjustment
(Where fitted)

Before driving the vehicle always adjust the driver's seat to obtain a safe and comfortable driving position.

WARNING: Do not alter seat adjustments while driving. Front seat occupants should not ride in a moving vehicle with the seat back reclined.

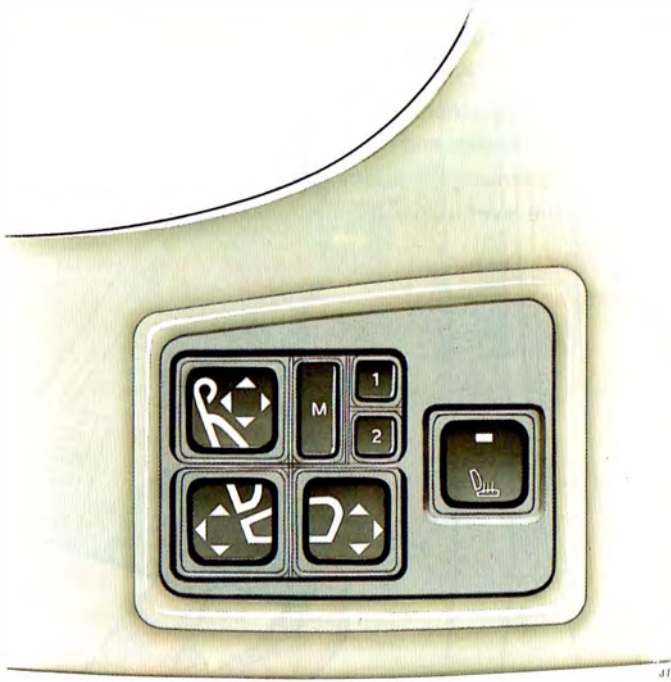
The seat adjustment switches are multi–functional; they control the movement of the seats and head restraints. They will only operate when the ignition switch is in position 'I' or 'II' or when either front door is open.

Adjustment of the front seats and head restraints is via the three multi–functional switches located in a panel on each side of the centre console (L.H. switches – L.H. seat and head restraint, R.H. switches – R.H. seat and head restraint).

If required, the driver's or front passenger's seats and both head restraints may be repositioned before entering the vehicle by opening either front door and pressing the adjustment switches located on the centre console.

The driver's seat may also be repositioned fully rearwards to aid access using the switch located in the driver's door armrest, see page 54.

WARNING: Always ensure that the driver's seat is adjusted to suit the occupant before starting the vehicle.



Seat Adjustment

FORWARD

Adjusts the forward movement of the seat. Press the front of the switch to move the seat forwards.

REARWARD

Adjusts the rearward movement of the seat. Press the rear of the switch to move the seat rearwards.

RAISE AND LOWER THE FRONT OF THE SEAT CUSHION

Adjusts the position of the front of the seat cushion. Press the bottom of the switch to lower and the top of the switch to raise.

RAISE AND LOWER THE REAR OF THE SEAT CUSHION

Adjusts the position of the rear of the seat cushion. Press the bottom of the switch to lower and the top of the switch to raise.

RECLINE AND RAISE THE SEAT SQUAB

Adjusts the angle of the seat squab. Press the rear of the switch to recline and the front of the switch to raise.

Head Restraints Adjustment

The front seat head restraints can be tilted through 45°.

To tilt: Manually push the head restraint backwards or pull forwards into the desired position

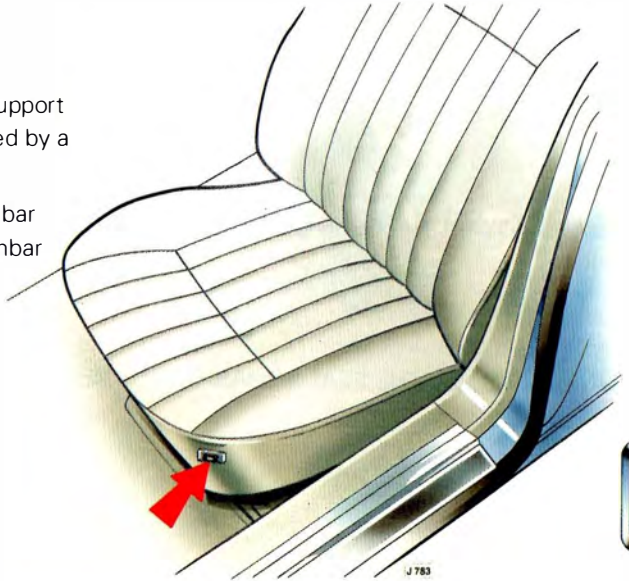
RAISE AND LOWER THE HEAD RESTRAINT

Adjusts the height of the head restraint. Press the bottom of the switch to lower and the top of the switch to raise.

Seat Lumbar Support

Each front seat incorporates an adjustable lumbar support built into the centre of the seat squab. This is controlled by a switch located on the side of the seat cushion.

Press the front (+) of the switch to increase the lumbar support and the rear (–) of the switch to reduce the lumbar support until the desired position is achieved.



Seat Memory (Where fitted)

Two sets of seat, head restraint and exterior driving mirror positions may be programmed into the memory for the driving position.

Adjust the driver's seat, head restraints and exterior mirrors (refer to SECTION 4: Driving Mirrors) to suit the driver then simultaneously press the memory button marked 'M' and the button marked '1' for approximately half a second until an audible signal is heard, the memory will then have accepted the programmed adjustments.

A second set of seat, head restraint and exterior driving mirror positions can be programmed into the memory by pressing simultaneously the memory button marked 'M' and the button marked '2'.

These memory setting functions operate when the ignition switch is in position 'I' or 'II'.

To recall the seat, head restraint and exterior mirror pre–set positions, push and hold the button marked '1' or '2' until the programmed items have moved into their set positions. These memory recall functions operate when the ignition switch is in position 'I' or 'II' or when the driver's door is open.

The front passenger seat has two similar memory functions (where fitted), for adjusting the seat and head restraint. These are controlled from the switch panel on the passenger's side of the centre console. The procedure is the same as for the driver's side.

These memory setting functions operate when the ignition switch is in position 'I' or 'II', and memory recall functions operate when the ignition switch is in position 'I' or 'II' or when the front passenger's door is open.

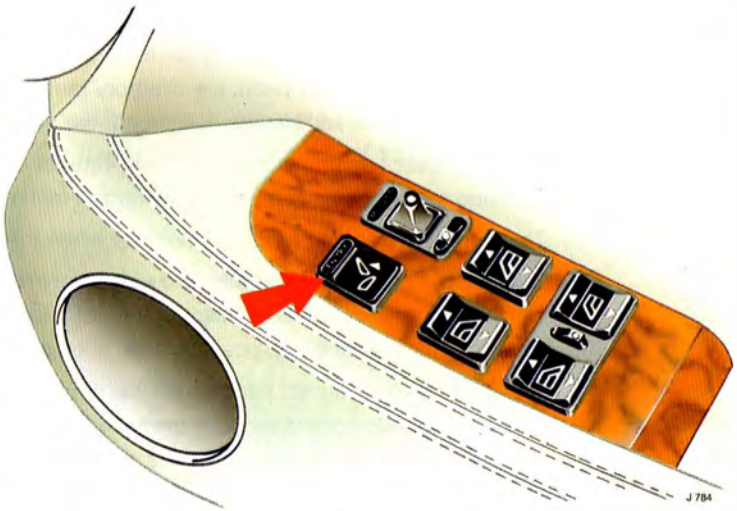
Driver's Seat Entry/Exit Switch (Where fitted)

The driver's seat can be moved fully rearwards to aid access to the vehicle by operating the switch located in the driver's door armrest. As the seat moves rearwards the rear of the cushion will lower. This facility will only operate when the ignition switch is in the 'OFF' position.

Press the switch until the seat has moved rearwards to the desired position.

To move the seat forward, press the seat adjustment switch located on the centre console or the pre–set memory button (where fitted) until the desired seating position is obtained.

WARNING: Always ensure that the driver's seat is adjusted to suit the occupant before starting the vehicle.



Front Seat Heaters (Where fitted)

Each front seat incorporates an electric heater element in both the squab and the cushion, which is controlled by a switch located at the front of the seat adjustment switch panel on the side of the centre console.

This function only operates when the ignition switch is in position 'II'.

The system incorporates a timer unit and a thermostat which limits the operation of the heater to 10 – 12 minutes or until the seat reaches the pre–set temperature of 45° C (113° F). Upon reaching 45° C (113° F) the seat heater will not re–activate until the temperature in the vehicle falls below 30° C (86° F).

When the seat heater is ON the switch will remain illuminated while the timer is operational.

To operate: Press the switch.

To cancel: Press the top of the switch.

The heater only operates if the temperature of the seat is below the pre–set temperature of the thermostat.

Note: Storage of the vehicle in a heated garage, body heat or warm ambient temperatures may prevent operation of **the seat heater.**

Front Seat and Head Restraints – Manual Adjustments
(Where fitted)

Before driving the vehicle always adjust the driver's seat to obtain a safe and comfortable driving position.

WARNING: Do not alter seat adjustments while driving. Front seat occupants should not ride in a moving vehicle with the seat back reclined.

Forward and Rearward

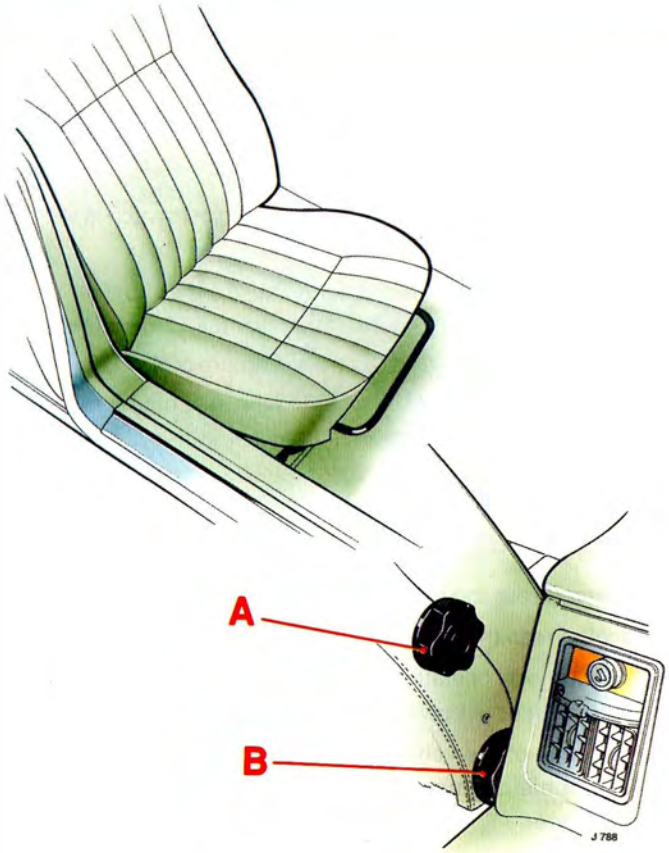
Each front seat can be adjusted forwards and rearwards by lifting the locking bar, situated below the front of the seat cushion and sliding the seat to the required position. After releasing the locking bar, slight additional seat movement may be necessary to engage the locking mechanism.

Lumbar Support

The front squabs are adjustable for optimum lumbar support; rotate the hand wheel (A) until the desired support is achieved.

Back Adjustment

To alter the angle of the front seat squab, lean forward slightly to relieve body pressure from the seat back and rotate the hand wheel (B) in the required direction.



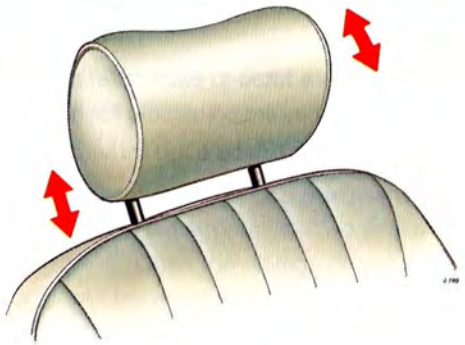
Head Restraints (Front Seats)

Adjustable head restraints are fitted to each front seat, they are adjustable for height in eight positions. The head restraint can be tilted through 45°.

To raise: Lift the head restraint upwards to the desired height, the two stems will engage in one of eight positions.

To lower: Reverse the procedure.

To tilt: Push the head restraint backwards or pull forwards into the desired position.

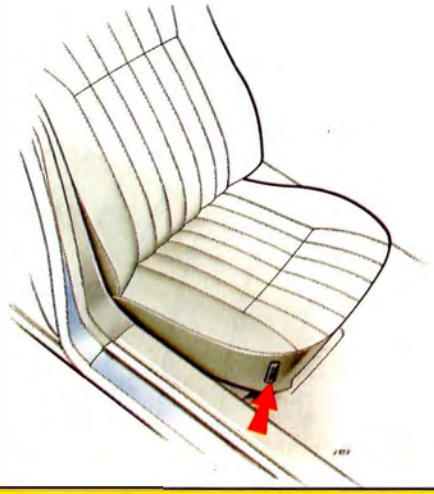


Front Seat – Electrical Height Adjustment (Where fitted)

The driver's seat can be adjusted for height. This is controlled by a switch located on the side of the seat cushion.

This function only operates when the ignition switch is in position 'I' or 'II'.

Press the top of the switch to raise the seat and the bottom of the switch to lower the seat.



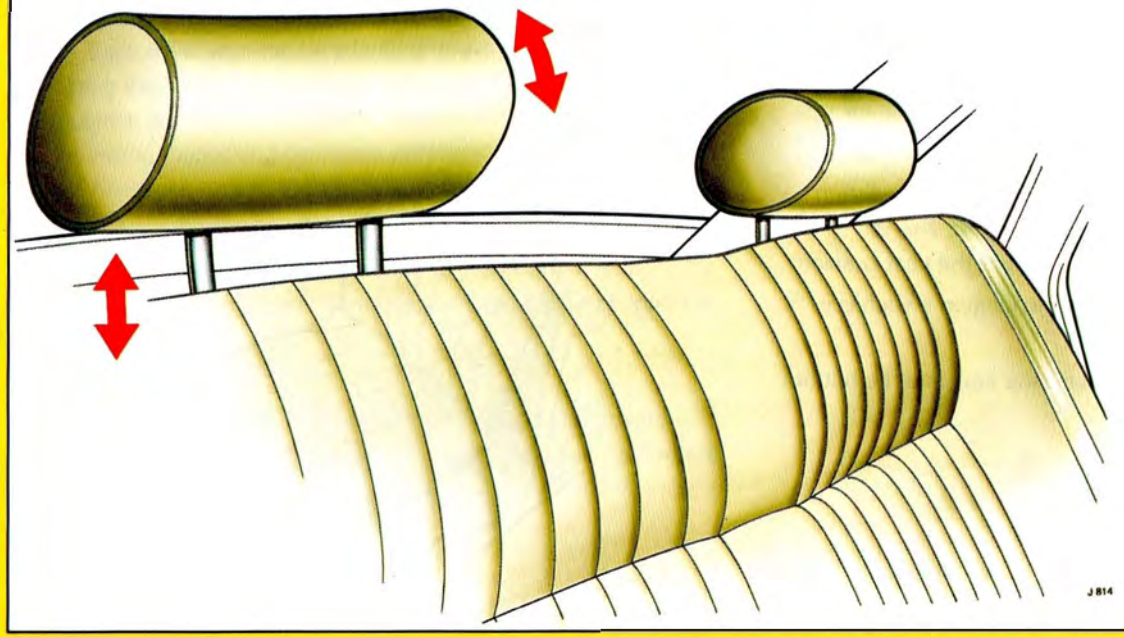
Head Rests (Rear Seats)

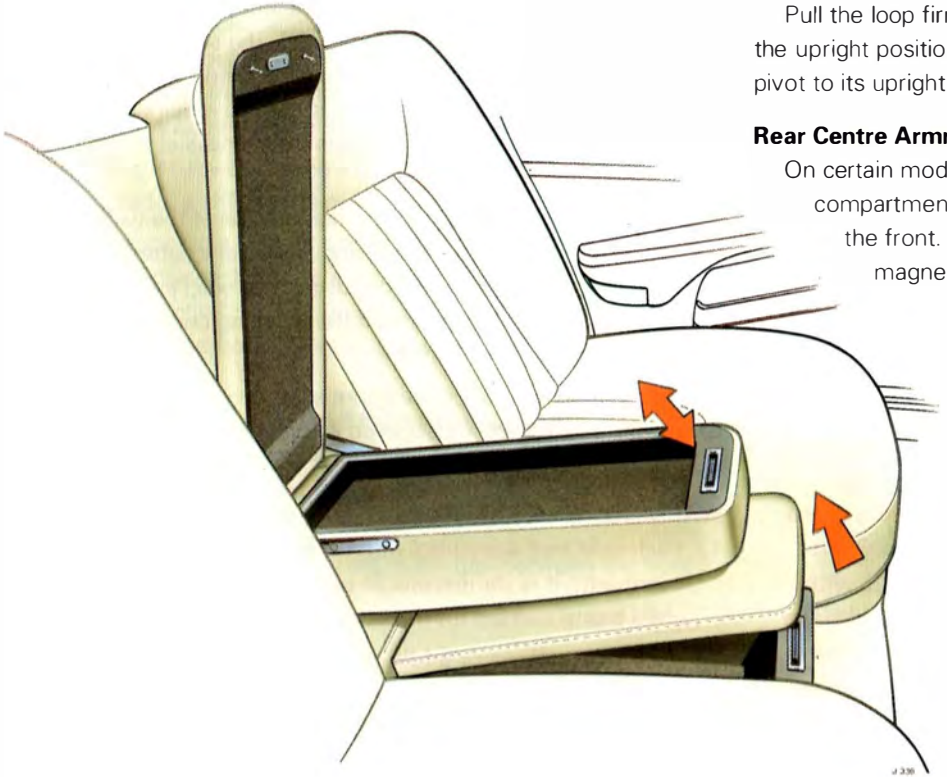
Adjustable head rests are fitted to each outer seating position on the rear seat, they are adjustable for height in eight positions. The head restraint can be tilted through 45°.

To raise: Lift the head rest upwards to the desired height, the two stems will engage in one of eight positions.

To lower: Reverse the procedure.

To tilt: Push the head rest backwards or pull forwards into the desired position.





Rear Centre Armrest

Pull the loop firmly on the rear centre armrest to lower from the upright position. If not required, raise the armrest on its pivot to its upright position and push firmly home.

Rear Centre Armrest Storage Compartment (Where fitted)

On certain models the armrest is fitted with a storage compartment. Open the storage compartment lid from the front. Lower to close; the lid is secured by a magnetic catch.

Seat Belts

The use of seat belts is mandatory for front seat occupants in most countries. In some countries the use of rear seat belts is mandatory and statistics indicate that the use of seat belts can save lives. **We therefore most strongly urge that while the seats are occupied the seat belts are used at all times.**

The vehicle is equipped with lap/shoulder inertia type seat belts for the front seats. The rear seat has lap/shoulder inertia type seat belts for the outer seating positions and the centre position has a static lap type belt.

To remind the driver of the need to use seat belts a warning light on the instrument panel will illuminate when either of the front seat occupants are not wearing seat belts.

WARNING: Seat belts are designed to bear upon the bony structure of the body, and should be worn across the pelvis, chest and shoulder. Wearing the lap section of the belt across the abdominal area must be avoided. Front seat occupants should not ride in a moving vehicle with the seat back reclined. Belts should not be worn with the webbing twisted.

The inertia operating mechanism of the seat belts allow the wearers to move the upper portion of their bodies to reach various controls, glove compartment, etc. The seat belts will lock automatically with accelerated body movement or in the event of emergency braking. No adjustment is required as the automatic retraction of the reel retains the harness at the correct tension.

Care should be taken to avoid contamination of the webbing with polishes, oils and chemicals, and particularly battery acid. Cleaning may safely be carried out using mild soap and water. The seat belt should be replaced if the webbing becomes frayed, contaminated or damaged.

It is essential to replace the entire assembly after it has been worn in a severe impact even if damage to the assembly is not obvious.

WARNING:

1. **Each seat belt assembly must only be used by one occupant. It is dangerous to put a seat belt around a child being carried on the occupant's lap.**
2. **No modifications or additions should be made by the user which will either prevent the seat belt adjusting devices from operating, or prevent the seat belt assembly from being adjusted to remove slack.**

Child Safety

In many countries legislation governs how and where children should be carried when travelling in a vehicle. It is the responsibility of the driver to comply with all regulations in force in the country where the vehicle is being used.

Holding a baby or child in a person's arms is NOT a substitute for a child restraint system.

In an accident a baby or child held in a person's arms can be crushed between the vehicle's interior and an unrestrained person. The child can also be injured by striking the interior or by being ejected from the vehicle during a sudden manoeuvre or impact.

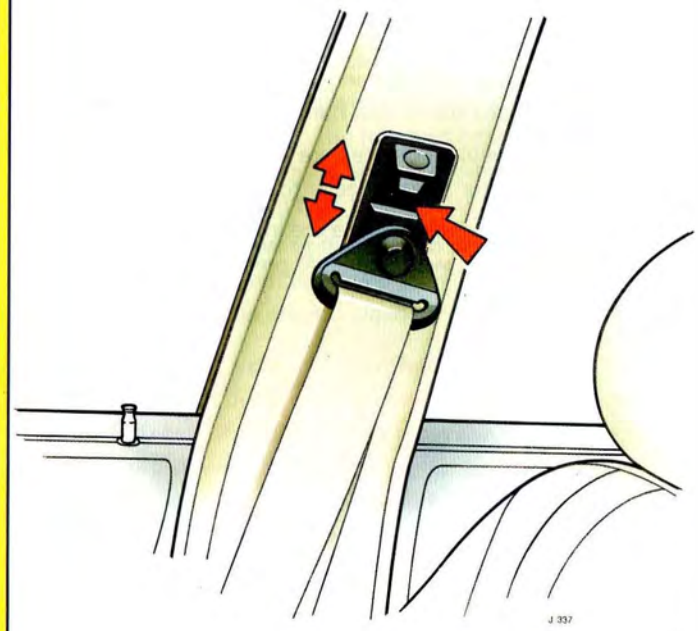
Injury can also be caused if the infant or child is allowed to ride on the seat unrestrained. Other occupants should also be properly restrained to help reduce the chance of injuring or increasing the injury of the child.

Do not allow children to stand in the gap between the front seats or on the rear seats.

Although United Kingdom legislation permits children to travel in the front passenger seat providing they are properly restrained, **Jaguar** strongly recommends that at all times, children are carried in the rear passenger compartment. They must be restrained by the use of a child safety restraint, applicable to their weight and size and used in conjunction with one of the rear outboard inertia seat belts.

A range of safety restraint devices are available as Jaguar Accessories; consult your Jaguar Dealer for details.

Specific fitting and use instructions are included in each kit and must be explicitly followed to ensure proper use.



Front Seat Belts

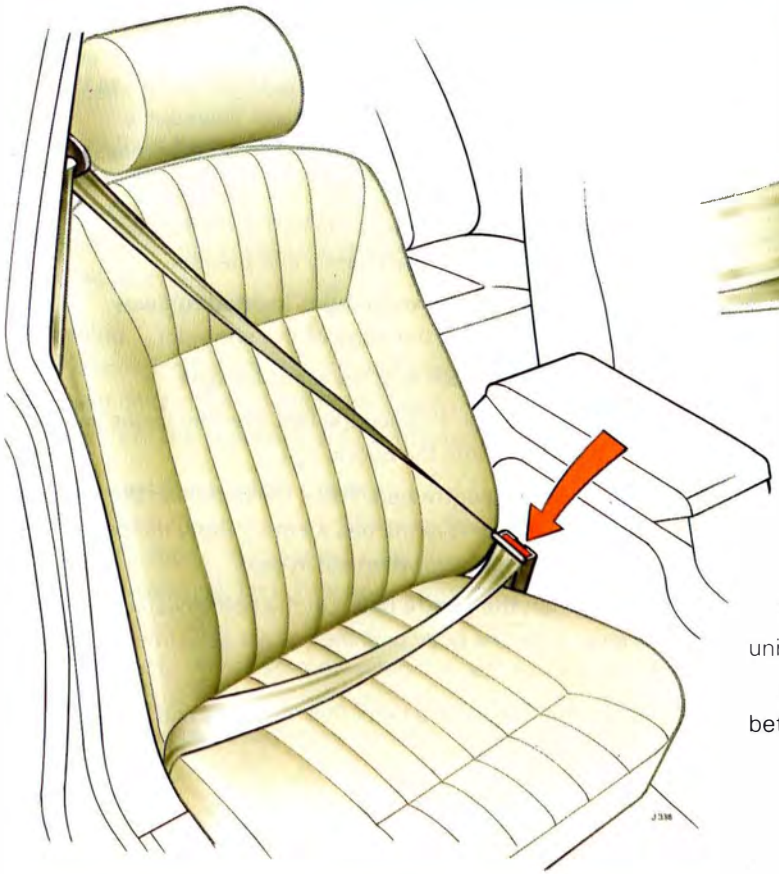
An adjustable anchorage point is provided to ensure that the seat belt webbing can be positioned to pass over the shoulder without pulling against the neck.

To operate: Depress the locking button, and slide the anchorage point up or down to the required position. Release the button and check to ensure that the anchorage point is locked.

Always ensure that the webbing is located midway between the neck and the edge of the shoulder.

WARNING: Do not adjust the seat belt or anchorage point while driving.

* Always ensure that the anchorage point is adjusted to give the maximum amount of comfort and safety.
* Always ensure that the button is locked in position after the anchorage point has been adjusted.
* Always check the anchorage point after the seat has been adjusted to ensure that the belt is correctly positioned.

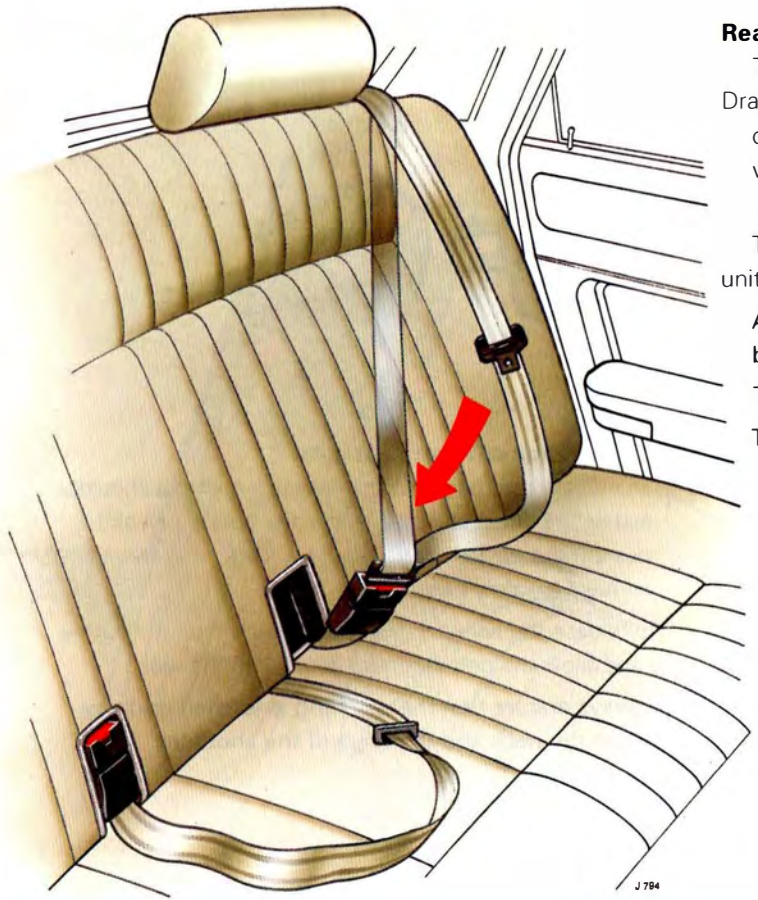


Operation of Front Seat Belts

Draw the tongue of the seat belt over the shoulder, across the chest and push it into the buckle unit slot nearest the wearer, until a positive 'click' indicates that the harness is safely locked'.

To release the harness depress the button on the buckle unit and allow the belt to retract gently into the reel.

Always ensure that the webbing is located midway between the neck and the edge of the shoulder.



Rear Seat Belts

The two outer belts are of the lap/shoulder inertia type. Draw the tongue of the seat belt over the shoulder, across the chest and push it into the buckle unit slot nearest the wearer, until a positive 'click' indicates that the harness is safely locked.

To release the harness depress the button on the buckle unit and allow the belt to retract gently into the reel.

Always ensure that the webbing is located midway between the neck and the edge of the shoulder.

The centre rear seat belt is of the static lap type.

To fit the centre belt: Position the belt over the thighs and insert the tongue into the buckle unit.

To release the centre belt: Press the button on the buckle unit and remove the belt tongue. Stow the belt neatly to avoid damage when not in use.

To lengthen the centre belt: Lift the belt adjuster and pull away from the body until the correct adjustment is obtained.

To shorten the centre belt: Pull the loose end of the belt through the adjuster.

Seat Belt Comfort Clips

The use of comfort clips or devices that would create slackness in the seat belt system is not recommended.

Care of Seat Belts

The belts must not be allowed to rub against sharp surfaces on seats or bodywork. Seat belts that have been cut, frayed, damaged or used in vehicles involved in severe accidents must be renewed.

Cleaning

An occasional wipe with a warm soapy sponge will keep the seat belts clean. Do not use bleach or dye, otherwise the efficiency of the seat belts will be affected.

Inertia Reel Mechanism Check

To provide the users with maximum freedom during normal driving conditions, the seat belts are dual sensitive inertia reel type. Hard braking, fast cornering or belt movement locks the belts immediately.

Static test: Whilst seated, fasten the seat belt and grip the shoulder belt at approximately shoulder level with the opposite hand. Pull the belt sharply in a downwards direction, the belt should lock.

Road test: The following road test must be carried out only under maximum safe road conditions.

With the seat belt fitted to the driver and passenger(s) as previously described, drive the vehicle at 8 km/h (5 mph) and, ensuring that it is safe to do so, brake sharply.

The seat belt(s) should lock automatically, holding both driver and passenger(s) securely in position.

It is important when braking that the reactions of both driver and passenger(s) are normal, i.e. the body must not be thrown forward in anticipation, thus causing a 'snatching action of the belt which would operate the locking mechanism'.

If the belt fails to lock on either test, consult a Jaguar Dealer.

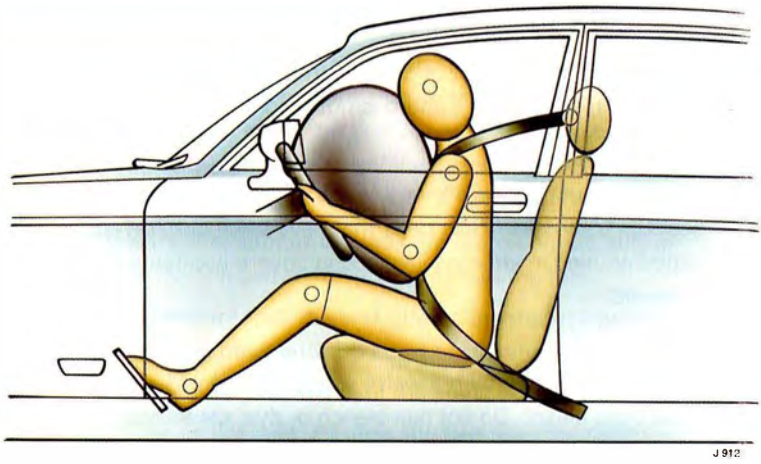
Note: If the vehicle is parked on unlevel ground, the seat belt mechanism may lock. This is not a fault, ease the belt from its attachment to fit.

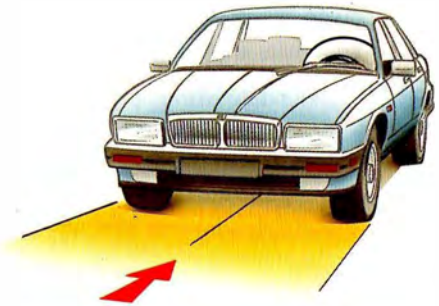
Supplementary Restraint System (Airbag) (Where fitted)

A supplementary restraint system for the driver in the form of an airbag is located in the centre of the steering wheel. It is supplementary to the seat belts which for maximum protection should be worn by all occupants at all times when the vehicle is in use.

The system is mechanically activated and totally self contained within the steering wheel hub. In the event of an impact a spherical sensor moves within a cylinder releasing a firing pin. This initiates a chemical reaction, generating a gas (nitrogen) which inflates the airbag. The whole sequence of events from sensing the impact to full inflation of the bag takes place in a fraction of a second. As the occupant restrained by the seat belt moves forward the head and chest come into contact with the inflated bag which then deflates in a controlled manner, via vent holes in the rear of the bag, to absorb the remaining energy of the impact.

The airbag is designed to inflate in severe frontal collisions that occur within the shaded area shown. It will not deploy at very low speeds or in side and rear impacts. Protection in these instances is provided by the seat belts. The severity of the collision is a function of the relative speed and weights of the vehicle or objects colliding.





The noise and gas associated with the deployment of the airbag are not injurious to health.

Note: No objects whatsoever should be attached to the centre cover of the steering wheel.

All work on the airbag system, including replacement after deployment and replacement at the end of its service life (given on a label located in the centre console compartment) must be carried out by an authorised Jaguar Dealer.

In the event of an airbag equipped vehicle being scrapped, disposal instructions for the airbag module can be obtained from an authorised Jaguar Dealer. These instructions are also reproduced in the appropriate Service Manual.

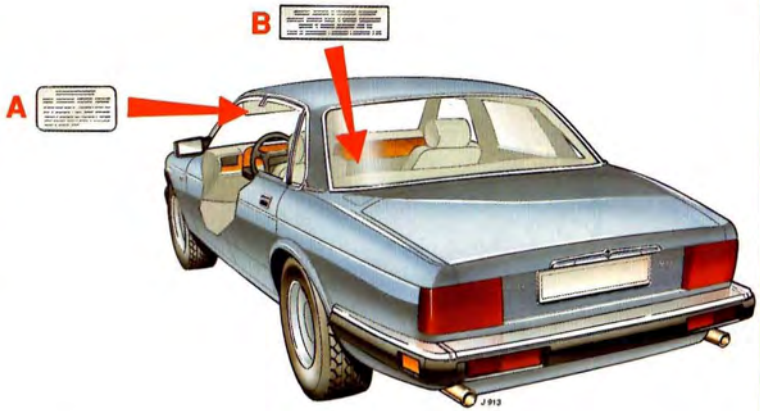
The airbag labels fitted to the vehicle contain the following statements:

Driver's sunvisor (A)

ATTENTION

SEAT BELTS SAVE LIVES

* THIS VEHICLE IS FITTED WITH AN AIRBAG IN THE STEERING WHEEL AS A SUPPLEMENTARY RESTRAINT FOR THE DRIVER.
* FOR MAXIMUM PROTECTION ALL OCCUPANTS SHOULD WEAR THEIR SEAT BELTS WHEN THE VEHICLE IS IN USE.



Centre console compartment (B)

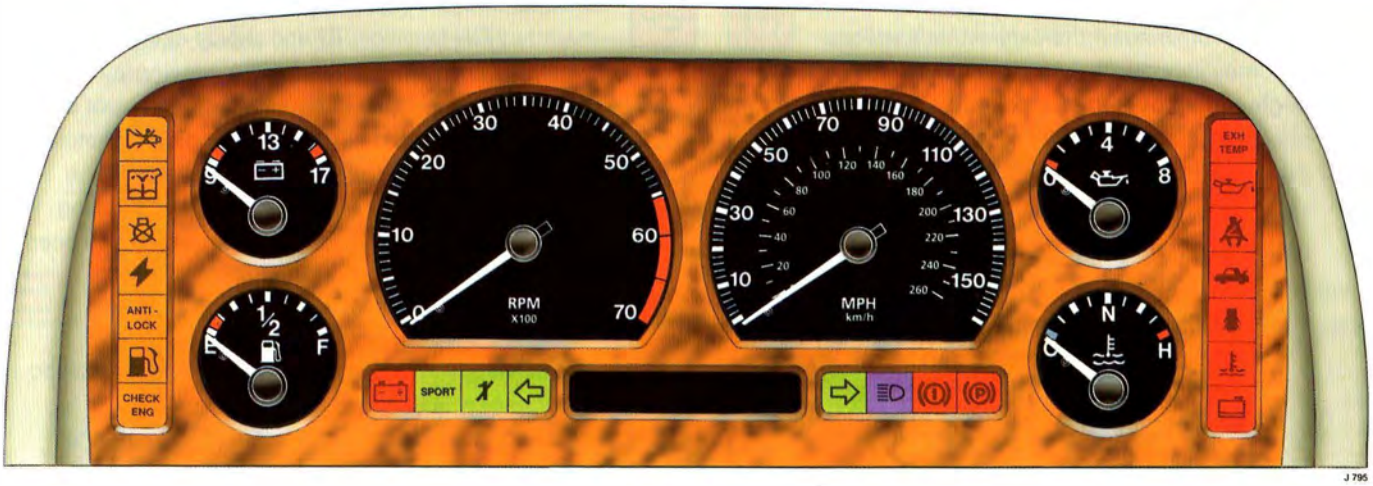
AIRBAG MODULE

MUST BE REPLACED 15 YEARS AFTER DATE SHOWN ON VEHICLE CERTIFICATION LABEL.

1954
XK 140 DROPHEAD COUPE

SECTION 3:

INSTRUMENTS



Instrument panel warning lights

Twenty two warning lights are provided for warning and tell–tale purposes. These are arranged in four groups, two groups of seven at the left and right side of the instrument panel and two groups of four at the bottom of the instrument panel.

The seven right–hand side lamps are for primary warnings and will illuminate RED.

The seven left–hand side lamps are for secondary warnings and will illuminate AMBER.

The eight lower lamps are a mixture of status and warning lamps.

A lamp check cycle is initiated when the ignition switch is turned from OFF to ON (position 'II'), lasting about five seconds. If any lamp remains lit after this period, investigate the cause before driving off.

Note: The anti–lock and brake warning lights may illuminate for up to 40 seconds following the light check, as part of the brakes system charging procedure. See pages 74 and 75.

Exhaust Temperature Warning Indicator (Japan only) – Illuminates if the exhaust temperature becomes abnormally high. **It is unsafe to run the engine in an over–heated condition.** A label giving operating instructions for this vehicle is located on the driver's sun visor.

The warning light will illuminate while the starter motor is operating and should extinguish when the engine is running. If the warning light illuminates while the vehicle is being driven, stop the vehicle at the earliest opportunity and switch OFF the ignition. Do not operate or park the vehicle in areas where combustible materials may come into contact with the exhaust system.

If the warning light does not extinguish within 2–3 minutes after the engine is switched OFF, or operates intermittently report the fault to the nearest Jaguar Dealer.

Boot Open – Illuminates if the luggage compartment (boot) is not closed. If the warning remains on report the fault to the nearest Jaguar Dealer. Ensure that the luggage compartment is securely closed before driving the vehicle.

Low Oil Pressure – Illuminates when the ignition is switched ON (position 'II') and should extinguish when the engine is running. If the warning light remains ON when the engine is running, loss of oil pressure is indicated. Stop the engine immediately and investigate the cause. Begin by checking the engine oil level as detailed in SECTION 10:Topping Up. Do not restart the engine until the fault has been rectified.

Seat Belt – Illuminates when the ignition is switched ON (position 'II') and the driver's or front seat passenger's seat belt is not fastened. Ensure that the seat belts are fastened; if the warning light remains on, report the fault to the nearest Jaguar Dealer. It is safe to drive the vehicle if the seat belts are secured and locked in their buckles.

Door Open – Illuminates if a door is not closed. Check each door to ensure that they are all closed. If the warning remains on report the fault to the nearest Jaguar Dealer.

WARNING: Ensure that all doors are securely closed before driving the vehicle.

High Coolant Temperature – Illuminates if the engine coolant temperature becomes excessive. This warning light is additional to the coolant temperature gauge. Report the fault to the nearest Jaguar Dealer. **It is unsafe to run the engine in an over–heated condition.**

Low Coolant Level – Illuminates when the coolant level in the radiator is too low. The fault should be rectified at the earliest opportunity, but in the meantime a frequent check should be kept on the coolant temperature gauge to ensure that the engine does not overheat.

Direction Indicator Monitors (left and right) – The appropriate direction indicator tell–tale will flash when the steering column combination switch is moved either up or down to signal a right–hand or a left–hand turn. If one of the direction indicator lamps has failed, the bulb failure warning light will be illuminated and the direction indicator tell–tale will flash at twice the normal rate when the failed indicator is selected.

Handbrake – Illuminates when the handbrake is applied and the ignition switch is in position 'II'.

Headlamp Main Beam (High Beam) – Illuminates when the headlamps are on main beam.

1st Gear Inhibit (XJ6 4.0 litre vehicles with automatic transmission) – Illuminates when the engine is running and the symbol on the 1st gear inhibit/sport mode switch is depressed.

Refer to SECTION 4: Gear Selector for the 1st gear inhibit/sport mode switch operating procedure.

Sport Mode (XJ6 4.0 litre vehicles with automatic transmission) – Illuminates when the engine is running and the letter 'S' on the 1st gear inhibit/sport mode switch is depressed.

Refer to SECTION 4: Gear Selector for the 1st gear inhibit/sport mode switch operating procedure.

Brake System Fault – When the warning light is illuminated, it indicates one of three fault conditions:

1. Low brake fluid level.
2. Low brake boost pressure.

If the warning light remains illuminated longer than 40 seconds following the lamp check period (see page 71) then a brake system fault is indicated and the vehicle MUST NOT be driven until the fault has been rectified. Consult a Jaguar Dealer immediately.

If the warning light comes on and stays on while the vehicle is being driven, it warns of very low brake fluid level or low boost pressure. In these cases loss of braking assistance (or complete loss of the braking system fluid) may be imminent.

WARNING: You should therefore be prepared for increased stopping distances.

Stop the vehicle at **the first opportunity** and then press the Vehicle Condition Monitor (VCM) button to display the fault message, refer to Vehicle Condition Monitor on page 86. Report the fault as soon as possible to the nearest Jaguar Dealer.

3. Brake Pad Low.

If the warning light goes ON and OFF as the brakes are applied and released, this indicates that the brake pads have worn to the minimum permissible thickness and must be replaced. This can be confirmed by pressing the Vehicle Condition Monitor (VCM) button to display the fault message, refer to Vehicle Condition Monitor on page 86.

Report the fault to the nearest Jaguar Dealer to arrange for replacement brake pads to be fitted.

Ignition – Illuminates when the ignition switch is in position 'II' and should extinguish when the engine is running. If the warning light remains ON when the engine is running it indicates either excessive battery voltage or that the alternator is not working, stop the engine and investigate the cause.

Check Engine – This illuminates when an engine management fault is indicated. Additional information can be displayed when the vehicle is stationary by pressing the Vehicle Condition Monitor (VCM) button, refer to Vehicle Condition Monitor on page 86.

Anti–lock Braking System (ABS) – Should the light illuminate alone, whilst driving, it indicates that the anti–lock braking system function has been fully or partially restricted. This will have been carried out automatically as a result of an irregularity monitored by the ABS electronics. The brake system will continue to function without anti–lock, with fully boosted (assisted) braking to all road wheels being maintained.

The ABS electronics monitor the entire anti–lock electrical system from ignition switch ON to ignition switch OFF.

Should the anti–lock warning light remain illuminated for longer than 40 seconds following the lamp check period, or illuminate while the vehicle is being driven; stop the vehicle at the first opportunity, turn the ignition OFF (position 'O') and then restart the engine. If the light continues to stay on, or comes on again while driving, consult a Jaguar Dealer immediately.

If the anti–lock warning light remains illuminated the cause must be investigated. Provided that the brake system fault warning light is not illuminated, the vehicle may be driven to the nearest Jaguar Dealer.

Refer to SECTION 8: Anti–lock Braking for additional information.

Low Fuel Level – Illuminates to indicate low fuel level in the fuel tank. This warning light is additional to the fuel level gauge. The warning light will illuminate when the remaining fuel has fallen to approximately 10 litres (2 gallons).

Low Windscreen Washer Reservoir Level – Illuminates to indicate low fluid level in the windscreen washer reservoir. Check and if necessary top up the level of the windscreen and headlamp washer fluid, see SECTION 10: Topping Up. If the level is correct, report the fault to the nearest Jaguar Dealer.

Circuit Failure – Illuminates when a fuse has failed with additional detail of which circuit has failed by pressing the Vehicle Condition Monitor (VCM) button, refer to Vehicle Condition Monitor on page 86.

Automatic Transmission Failure (XJ6 4.0 litre vehicles with automatic transmission) – Illuminates when the ignition switch is in position 'II' and should extinguish when the engine is running.

If the warning light remains ON or illuminates when the engine is running a failure in the automatic transmission system is indicated.

The limp home mode is now in operation and a high gear is selected by the transmission. The fault should be reported to the nearest Jaguar Dealer **immediately**.

During this condition the kickdown facility will not operate and extra care should be taken when driving the vehicle.

In some instances the default may clear if the vehicle is stopped, the ignition switch is turned to the OFF position and the engine is then re–started. However the fault may still be present and should be reported to the nearest Jaguar Dealer **immediately.**

Bulb Failure – Illuminates to indicate that a bulb has failed. The bulb failure warning system monitors two separate circuits:

1. Failure of direction indicators, also indicated when the direction indicator telltale flashes at twice the normal rate when the failed indicator is selected.
2. Failure of any external light bulb.

Check which bulb has failed. If the bulbs are satisfactory, report the fault to the nearest Jaguar Dealer.

It is illegal in most countries to use a vehicle with a defective exterior lamp bulb.

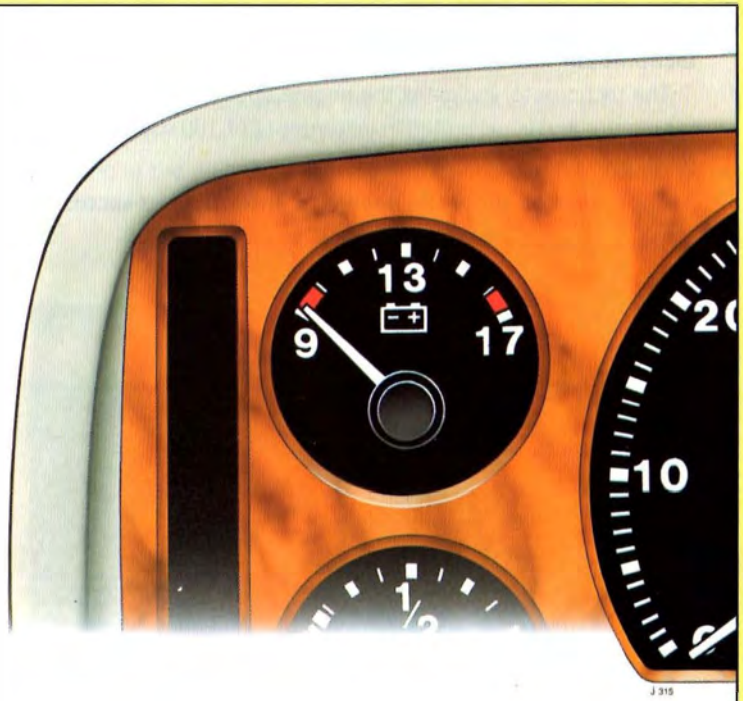
Battery Condition Indicator

Indicates the charged condition of the battery.

When the ignition is switched ON (position 'II') and the engine is stationary, the pointer should be near the mid position, between 11 and 13 volts.

With the ignition and headlamps switched ON, the pointer should be between the bottom red segment and 13 volts. If the pointer is in the bottom red segment then the battery and/or charging system requires attention.

When the engine is running, above idle speed, the pointer should be between 13 volts and the top red segment. If the pointer remains in the top red segment for longer than 10 minutes then the charging rate is too high and the cause should be investigated.

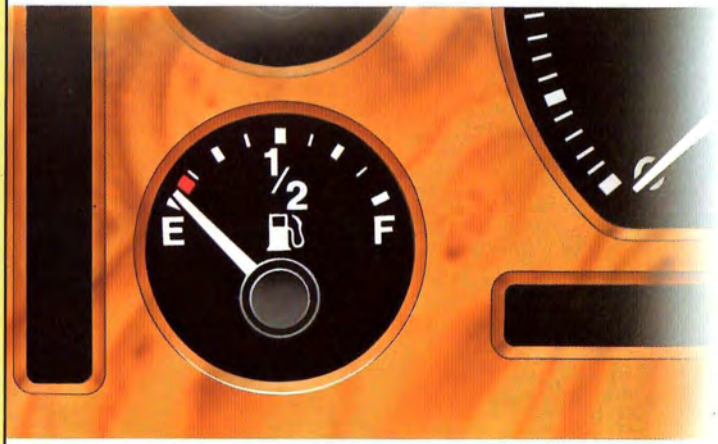


Tachometer

The tachometer indicates the engine speed in revolutions per minute and is calibrated in increments of 100 extending to 7000 rev/min.

Caution: Do not allow the needle to enter the red sector.

The red sector position commences at 5600 rev/min.



J 320

J 317

Fuel Level Gauge

Indicates the quantity of fuel in the fuel tank.

The gauge only works when the ignition is switched ON (position 'II').

The low fuel level warning light will illuminate when the remaining fuel has fallen to approximately 10 litres (2 gallons).

Speedometer

The speedometer indicates the road speed of the vehicle in miles and kilometres per hour or in kilometres per hour according to the market specification for which the vehicle is manufactured.

Oil Pressure Gauge

Indicates the engine's operating oil pressure in kilo pascals (kPa) x 100. It does not indicate the quantity of oil in the sump. The minimum pressure at 3000 rev/min, when hot, should not be less than 275 kPa.

After starting the engine, allow approximately 20 seconds to elapse before taking a reading.

If the oil pressure is too low stop the vehicle as soon as it is safely possible and investigate the cause.

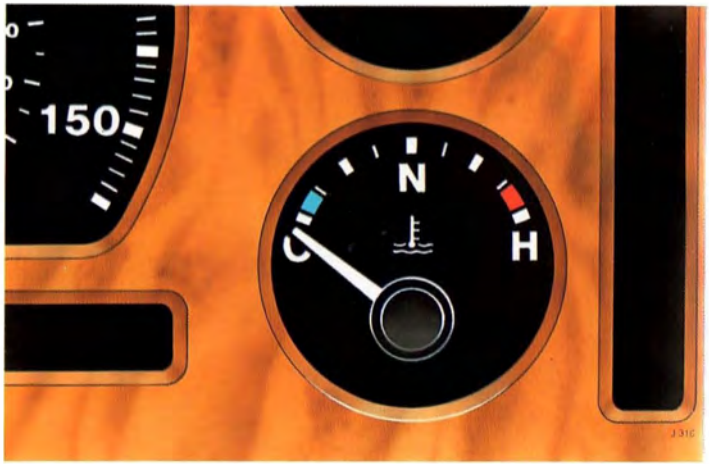
Coolant Temperature Gauge

Indicates the temperature of the engine coolant.

Drive at moderate road and engine speeds, until the normal operating temperature (pointer is on the 'N' of the gauge, approximately 90° C) is reached.

Should the coolant temperature pointer move to the RED segment ('H') stop the vehicle as soon as it is safely possible and investigate the cause.

WARNING: Do not remove the coolant header tank filler cap whilst the engine is hot. If the cap must be removed protect the hands against escaping steam, and slowly turn the cap slightly anti-clockwise to allow excess pressure to escape, then remove completely.



Odometer

This records the total distance covered by the vehicle and can be used as a reference for maintenance periods.

The odometer display works in conjunction with the Trip Computer and the Vehicle Condition Monitor (VCM) and can be displayed by pressing the 'CLEAR' button located on the trip computer control panel either once or twice.

The odometer can also be displayed by pressing the trip button located on the end of the combination switch, refer to trip computer information on page 82.

When the ignition is OFF the odometer is permanently displayed (but is not illuminated).

J 321

Trip Computer

The trip computer complements the vehicle's instruments. It can be used to provide information on vehicle speed, fuel usage and distance travelled, all of which are calculated by a microprocessor. By storing the three sets of information and relating one to another it computes fuel consumption, both average and 'at the moment' usage, fuel used on a journey or period; distance travelled, average speed and the distance that could be travelled on the remaining fuel available.

The information provided can be affected by such variables as traffic, road and weather conditions and should therefore be used for guidance only, particularly RANGE – the distance that could be travelled on the remaining fuel available.

Use of the computer will add interest to journeys and can also be used as an educational aid to more economic driving techniques.

Controls

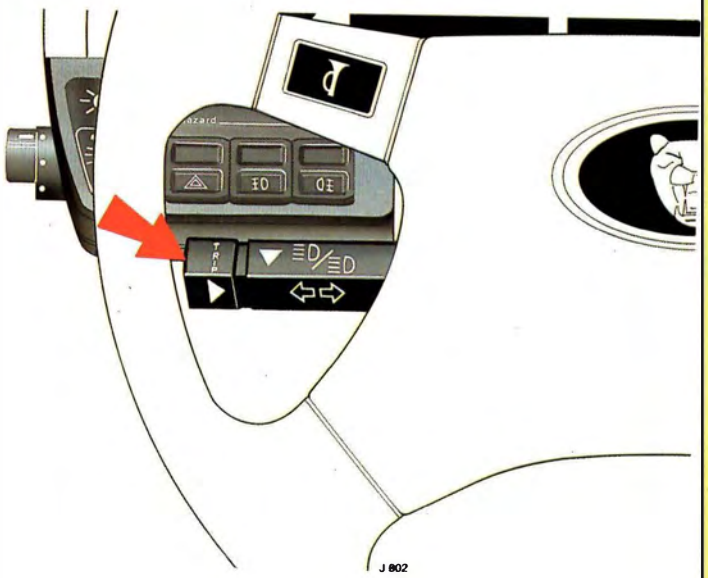
The controls are housed on the right–hand side of the steering column, and the information is displayed on the Odometer/VCM (Vehicle Condition Monitor)/Trip Computer display panel located below the tachometer and speedometer.

The trip computer information can be displayed by pressing the trip button located on the end of the combination switch. Press the trip button consecutively until the desired function is displayed. The trip computer messages are displayed in the following order:

Odometer.
Average fuel.
Fuel used.
Instantaneous fuel.
Average speed.
Range.
Trip distance.

Any trip computer information being displayed when the ignition is switched OFF will be retained in the memory.

When the ignition is switched ON the retained information will be recalled from the memory and displayed.



Should any fault warning be displayed (i.e., fail, fluid, etc.), press the 'CLEAR' button once to allow the trip computer information to be displayed.

Trip Computer (continued)

The function buttons are used to obtain information by depressing each button once. This assumes that the trip computer was set at the start of the journey.

RESET The button marked 'RESET' is used to clear the trip computer memory to reset all function displays to zero. It is used at the beginning of a journey or when the information is no longer required. To achieve this depress the 'RESET' button for a minimum period of five seconds, when '0.0' will be displayed.

CLEAR To enable the trip computer information to be displayed the strip button marked 'CLEAR' provides a means of temporarily extinguishing any Vehicle Condition Monitor (VCM) message, which may already be present on the written display.

The first press of the 'CLEAR' button will extinguish any VCM message on the written display to allow the trip computer information to be displayed.

A second press of the 'CLEAR' button will extinguish the displayed trip computer information to allow the odometer to be displayed.

The 'km – miles' switch displays trip information in metric or imperial units.

Depress this button to illuminate the trip computer, providing the master lighting switch is ON and the ignition switch is in position 'II'. This avoids distraction during night time driving.

VCM Pressing the VCM button will override the trip computer messages, see Vehicle Condition Monitor on page 86.

Trip Buttons

AVERAGE SPEED The average speed for the distance travelled since the last reset.

RANGE The estimated distance the vehicle should travel on the remaining fuel, assuming that the average speed and fuel consumption remains constant.

DIST The distance travelled since the last reset.

After the trip computer has been reset to zero by pressing the 'RESET' button, the highest single trip reading (DIST) will be approximately 16090 kilometres (9999.9 miles).

Note: When the above distance travelled is exceeded all functions of the trip computer will reset and previous trip computer information will be erased from the memory.

Fuel Buttons

Note: As fuel consumption improves the litres per 100 kilometres figure goes down but the miles per gallon figure increases. This apparent anomaly is because the fewer litres used per 100 kilometres the better, conversely the more miles per gallon the better.

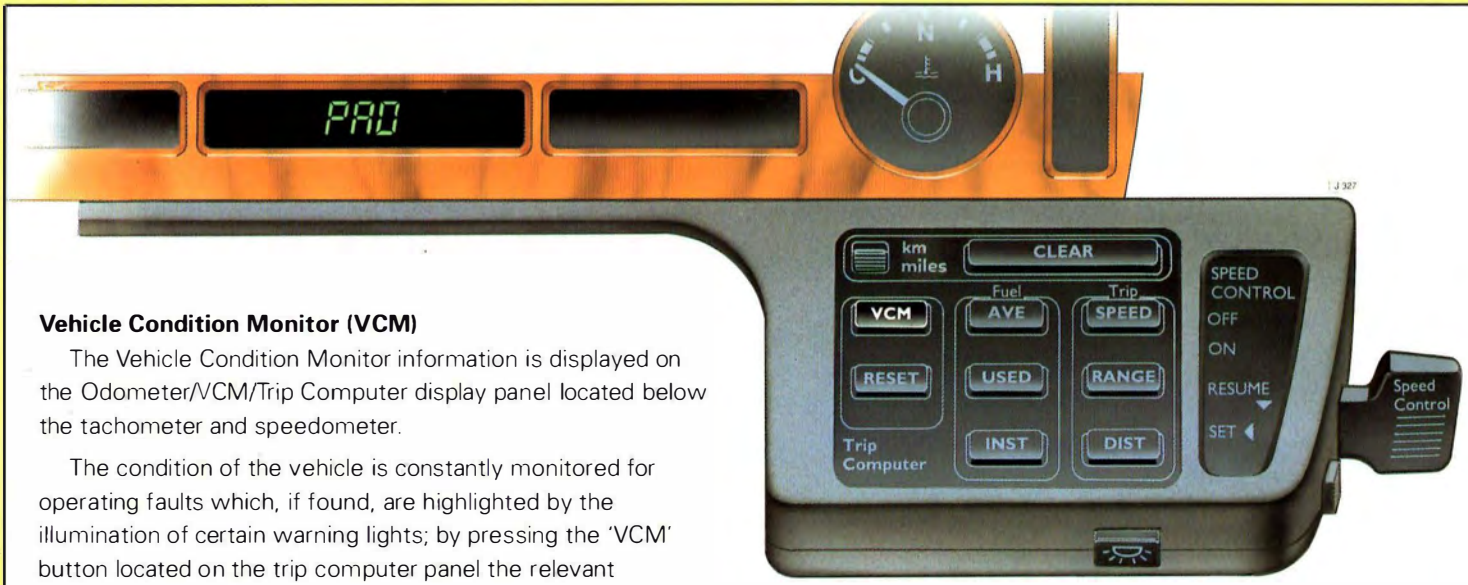
AVERAGE FUEL — The average fuel consumption in litres per 100 kilometres since the last reset if the 'km – miles' switch is on 'km' or in miles per gallon if the switch is on 'miles'.

AVERAGE FUEL (Japan only) — The average fuel consumption in kilometres per litre since the last reset if the 'km – miles switch is on 'km' or in miles per U.S. gallon if the switch is on 'miles'.

FUEL USED — The amount of fuel in litres the vehicle has used since the last reset if the 'km – miles' switch is on 'km' or in gallons if the switch is on 'miles'.

INST. FUEL — The fuel consumption of the vehicle at the moment the button is pressed in litres per 100 kilometres if the 'km – miles' switch is on 'km' or in miles per gallon if the switch is on 'miles'. Fuel consumption is calculated over a two second period and is continuously updated.

INST. FUEL (Japan only) — The fuel consumption of the vehicle at the moment the button is pressed in kilometres per litre if the 'km – miles' switch is on 'km' or in miles per U.S. gallon if the switch is on 'miles'. Fuel consumption is calculated over a two second period and is continuously updated.



Vehicle Condition Monitor (VCM)

The Vehicle Condition Monitor information is displayed on the Odometer/VCM/Trip Computer display panel located below the tachometer and speedometer.

The condition of the vehicle is constantly monitored for operating faults which, if found, are highlighted by the illumination of certain warning lights; by pressing the 'VCM' button located on the trip computer panel the relevant message will be displayed.

In the event that several faults for which messages are available have occurred, the message will cycle between messages, pausing for two seconds at each one.

To enable the trip computer information to be displayed the strip button marked 'CLEAR' provides a means of extinguishing any VCM message present on the written display.

Pressing the VCM button when a fault exists will override any trip computer messages and display the relevant VCM fault message.

FAULT	DISPLAY	RECOMMENDATION
LOW BRAKE PRESSURE	Brake system fault warning light will be illuminated and the word FAIL is displayed.	Even if the brake pedal operation and pressure are satisfactory. report the fault as soon as possible to the nearest Jaguar Dealer. Do not drive the vehicle until the braking system has been checked.
BRAKE ELECTRICAL SUPPLY FAILURE	Circuit failure warning light will be illuminated and the word FUSE 2 is displayed. After a number of brake applications the brake warning light will illuminate.	The vehicle MUST NOT be driven until the fault has been rectified. Consult a Jaguar Dealer **immediately.**
BRAKE FLUID LOW	Brake system fault warning light will be illuminated and the word FLUID is displayed.	Check the level of the brake fluid and top up if necessary, see SECTION 10: Topping Up. If the fluid level is very low, report the fault as soon as possible to the nearest Jaguar Dealer. **If the fluid level is very low, a leak in the hydraulic system is indicated. Do not drive the vehicle in this condition.**
BRAKE PAD LOW	Brake system fault warning light will be illuminated whenever the brake pedal is depressed and the word PAD is displayed.	This warning will display when the majority of the material of the brake pads has been used. It is necessary therefore to report the condition to the nearest Jaguar Dealer to arrange for replacement brake pads to be fitted.

FAULT	DISPLAY	RECOMMENDATION
ABS SYSTEM ELECTRCAL SUPPLY FAILURE	ABS system fault and circuit failure warning lights will be illuminated and the word FUSE 2 is displayed.	The ABS system will not operate, the brake system will continue to function without anti–lock, but with fully boosted (Assisted) braking to all road wheels being maintained.
CIRCUIT FAILURE	Circuit failure warning light will be illuminated and the the relevant fuse information displayed, i.e. 'FUSE 2'.	Fuse 1 identified – check fuses in R.H. fuse box. Fuse 2 identified – check fuses in L.H. fuse box. Fuse 3 identified – check fuses in centre fuse box. If the fuses are satisfactory, report the fault to the nearest Jaguar Dealer. Replace a fuse that has burned out, if the cause is not known report to a Jaguar Dealer for diagnosis.

FAULT	DISPLAY	RECOMMENDATION
CHECK ENGINE	Check engine warning light will be illuminated and the relevant fuel failure information can be displayed, i.e. 'FUEL 12/FAIL 12'.	When a fault has been signalled the likely area responsible for the malfunction can be indicated when the vehicle is stationary. Switch off the ignition, wait at least 5 seconds then turn the ignition switch to position 'II' (do not start the engine). Press the VCM button, this action will cause the VCM/trip computer display to illuminate the applicable fault code. When the engine is restarted the VCM message is deleted from the written display and the warning light is extinguished. The warning light will illuminate should the fault be re-detected. The fuel and engine management system are very complex and require specialized diagnostic equipment to repair. Report the fault to the nearest Jaguar Dealer. A 'limp home' capability is incorporated in the engine management system, therefore the vehicle may still be driven gently.

Audible Warnings

There are several audible warnings to alert occupants of possible hazards or illegal conditions. Correct the hazard/illegal condition to stop the warning tone.

HAZARD/CONDITION	AUDIBLE WARNING	REMEDY
Seat belt unfastened (Certain markets only).	Continuous low pitched tone.	Fasten seat belt(s).
Gear selector lever (automatic transmission) in any gear position other than park ('P'), with the ignition key in either position 'I' or '0'.	Rapid intermittent high pitched tone which operates for 10 seconds.	Move selector lever fully into park ('P') position.
Direction indicator.	Intermittent tone.	Move the combination switch lever to the central position when required.
Side lights ON and driver's door open.	Intermittent high pitched tone which operates for 10 seconds.	Switch side lights OFF.
Overspeed (Certain markets only).	Modulated low pitched tone.	Reduce vehicle speed.

Clock

The time is permanently displayed but not illuminated when the ignition is 'OFF'. Press the switch to illuminate, the display will remain illuminated for approximately 45 seconds.

When the ignition switch is in position 'II' the display is permanently illuminated .

To set the time, use a pointed instrument, e.g. a ball point pen. Press and hold the recessed buttons marked 'HRS' then 'MIN' (but not both together) until the correct time is displayed.

Note: Should the battery have been disconnected, upon reconnection, press the 'HRS' then 'MIN' buttons as above to start the clock. This may mean having to run up to a 24 hour cycle to achieve the correct time.

1948
JAGUAR DROPHEAD COUPÉ

SECTION 4:

CONTROLS

Gear Selector Lever – Manual Gearbox

A diagram of the gear shift pattern is set into the top of the gear lever knob.

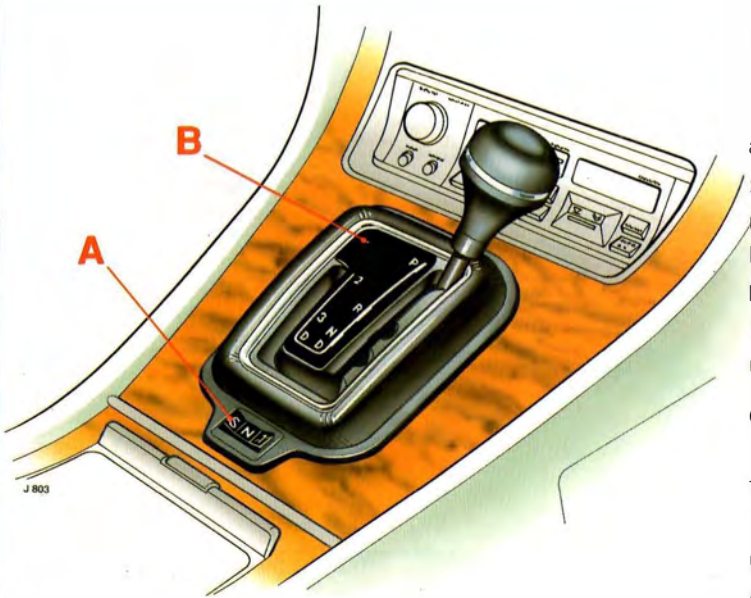
Reverse gear is engaged by moving the gear lever as far as possible to the right against spring pressure and then rearwards.

When reverse gear is selected the passenger's door mirror will dip to give the driver a clear view of the kerb while reversing, refer to page 102.

Top or fifth gear is designed to reduce engine speed and improve fuel economy. Ensure that while engaged, especially during running in, the engine runs easily without labouring.

Hill Driving

To minimise excessive wear on the clutch when starting on a hill, prudent use of the handbrake, accelerator and clutch is very important.



'J' Gate Gear Selector – Automatic Transmission

The automatic transmission selector lever is designed to accomodate two different driving techniques as follows:

1. As a normal automatic transmission the right–hand side of the selector gate is less cluttered than the conventional automatic selector.
2. As a clutchless manual gearbox use the left–hand side of the selector to engage second and third gears as required.

On XJ6 4.0 litre vehicles a multi–function rocker switch (A) allows three different shift programmes to be selected:

S (Sports mode) – Press the rocker switch at the position marked 'S'.

N (Normal mode) – Move the rocker switch to the central position.

1st Gear Inhibit – Press the rocker switch at the position marked ✗.

Gearshift Interlock

A brake pedal/gearshift interlock system is incorporated in the gear selector mechanism.

The gear selector lever may only be moved from the Park ('P') position if:

(a) The ignition key switch is in position 'II'; and

(b) The foot brake pedal is applied.

The ignition key will not be removable from the ignition switch/steering lock unless the gearshift lever is in the park 'P' position.

Once the ignition key has been removed the gearshift lever will be locked in position 'P'.

Gearshift Interlock Manual Override

The manual release mechanism will allow the gearshift lever to be unlocked from the park 'P' position in the event of an electrical failure or when moving the vehicle without power (i.e. towing) is required.

To prevent inadvertent/habitual use, the release requires a two handed operation. Depress the manual override button (B) with an instrument, such as the ignition key and hold depressed whilst simultaneously moving the gearshift lever out of the 'P' position.

An audible warning will be given when the ignition key is removed from the ignition switch and the gear selector lever is is moved from the park 'P' position.

Gear Selector Positions

WARNING: The handbrake or footbrake should be applied fully before selecting any of the forward or reverse drive ranges from a stationary position.

Note: After selecting any of the forward or reverse drive ranges from the Neutral or Park position, wait for the transmission to engage (this is indicated by a slight jerk) before accelerating.

'P' Park – This position must only be used when the vehicle is stationary. When the vehicle has stopped moving, the handbrake should be applied prior to Park being selected.

The gear selector lever may only be moved from the Park ('P') position if:

(a) The ignition key switch is in position 'II'; and

(b) The foot brake pedal is applied.

'R' Reverse – Placing the gear selector in 'R' engages reverse gear. Do not select 'R' when the vehicle is moving forward.

When reverse gear is selected the passenger's door mirror will dip to give the driver a clear view of the kerb while reversing, refer to page 102.

The reversing lights are automatically brought into operation when reverse gear is selected and the ignition switch is in position 'II'.

'N' Neutral – This position disconnects the driveline from the engine. Used when temporarily stopped at traffic lights or junctions and in conjunction with the handbrake.

'J' Gate Gear Selector – Automatic Transmission (continued)

'D' Drive – All four gears are selected automatically as required by throttle position and road speed.

When driving on winding roads with the transmission in position 'D', the subsequent throttle on/off positions may cause the transmission to change frequently between top gear and 3rd. This may be avoided by selecting position '3'.

'3' Third – In this position the transmission will operate automatically but will not engage fourth gear., past the normal throttle range

'2' Second – In this position the transmission will operate automatically between the starting position and second gear but will not engage 3rd or 4th gears.

Sport mode (XJ6 4.0 litre)

When sport mode is selected the automatic transmission will operate normally, but the gear shift points are extended to make full use of the vehicle's power reserves.

To operate: Press the rocker switch at the position marked 'S'. The warning light on the instrument panel will also be illuminated, see SECTION 3: Instruments.

To cancel: Move the switch to the central 'N' position.

1st Gear Inhibit (XJ6 4.0 litre)

This function is designed to help prevent the driving wheels from spinning when driving the vehicle from rest on slippery surfaces caused by ice, snow, mud, etc.

To operate: Press the rocker switch at the position marked ✗. The warning light on the instrument panel will also be illuminated, see SECTION 3: Instruments.

On selection of position 'D', first gear is momentarily selected before second gear is engaged. Operation after the selection of second gear is unchanged from the normal mode.

To cancel: Move the switch to the central 'N' position.

Kickdown (XJ6 3.2 litre)

Pressing down hard on the accelerator pedal, past the normal throttle range, will cause the transmission to change down to a lower gear. The gear engaged will depend on the road speed and gear position held at the time of kickdown. Kickdown utilises full engine power.

Kickdown (XJ6 4.0 litre)

Pressing down hard on the accelerator pedal through the detent switch to maximum available throttle position, will cause the transmission to change down to a lower gear. The gear engaged will depend on the road speed and gear position held at the time of kickdown. Kickdown utilises full engine power.

Starting

An inhibitor switch prevents the starting of the engine unless the gear selector is in 'N' or 'P'. The gear position is shown on the selector gate and is illuminated when the ignition switch is in position 'II'.

Stopping

To bring the vehicle to rest, release the accelerator pedal and apply the brakes.

If the vehicle is stopped temporarily for traffic lights or junctions, apply the handbrake and move the selector lever to position 'N'.

When parking the vehicle refer to the gearshift interlock information on page 96.

Towing a Caravan or Trailer

When ascending long gradients steeper than 1 in 15 whilst towing a caravan, etc., engage position '2'.

Emergency Starting

An emergency start cannot be made by towing or pushing a vehicle with automatic transmission.

Hill Climbing and Engine Braking (XJ6 3.2 litre)

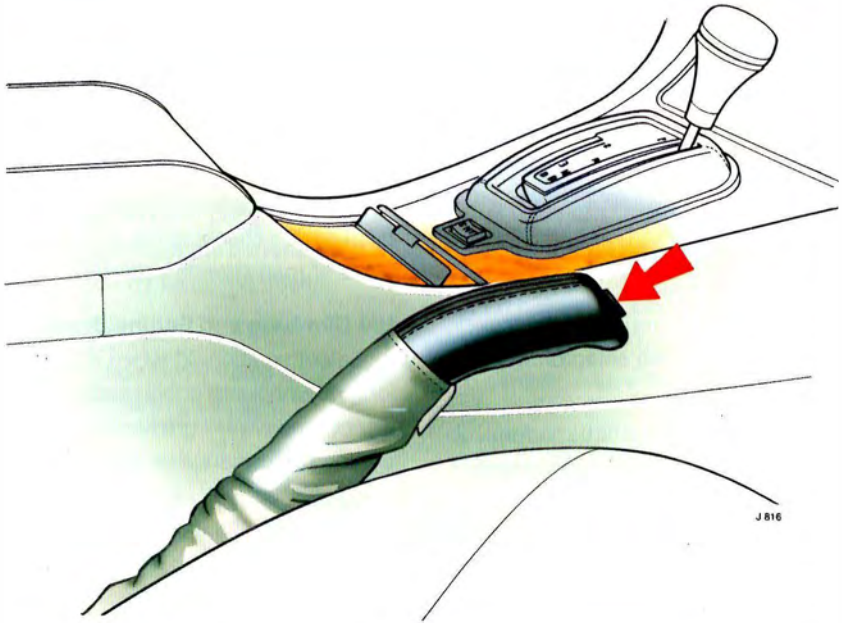
Select position '2' when driving on mountain roads with long downhill and uphill gradients. This provides a high braking effect on downhill gradients and also makes better use of full engine performance on uphill gradients.

When the selector lever is moved from position 'D' or '3' to position '2', changing down from third to second will only take place at road speeds below 96 km/h (60 mph).

Hill Climbing and Engine Braking (XJ6 4.0 litre)

Select position '2' when driving on mountain roads with long downhill and uphill gradients. This provides a high braking effect on downhill gradients and also makes better use of full engine performance on uphill gradients.

When the selector lever is moved from position 'D' or '3' to position '2', changing down from third to second will only take place at road speeds below 128 km/h (80 mph).



Handbrake

The handbrake lever applies the parking brakes which prevent the rear wheels rotating.

The parking brakes are independent of the main system. The operating shoe and drums are incorporated in the rear discs.

To **apply:** Lift the lever firmly.

To **release:** Lift the lever slightly, depress the locking button at the end of the lever, and lower fully.

If the handbrake lever is not fully off, the handbrake warning light will be displayed on the instrument panel, see SECTION 3: Instruments.

Heated Rear Screen Switch

A heating element is incorporated into the rear screen to clear the glass of ice, frost or condensation.

To operate the screen heater: Press the bottom of the switch. This only functions when the ignition switch is in position 'II'. Press the switch again to cancel. The switch illuminates while the heated rear screen is in operation.

A timer is incorporated in the circuit which switches the heater OFF after approximately 20 minutes. If the 20 minutes cycle is interrupted for any reason, e.g. by switching OFF the ignition, the switch must be pressed again, once the power has been restored, to operate the heater and restart the timer.

Heated Door Mirrors

The heating elements in the door mirrors are switched ON automatically when the heated rear screen switch is depressed. See Heated Rear Screen Switch for operation of the switch and timer.

Door Rear View Mirrors

These should be adjusted to provide an area of vision which slightly overlaps that of the interior rear view mirror.

Both door mirrors are adjusted from the driver's door armrest switch pack using the four–way toggle switch (A) and the three position selector switch (B).
Far left position for the left–hand mirror.
Far right for the right–hand mirror.
Centre position inhibits the toggle switch.

To adjust the mirrors: Select the mirror to be adjusted by moving the selector switch fully left or right. Then by moving the toggle switch left, right, up or down, make the necessary adjustments to the mirror angle.

The door mirrors contain a heating element. This works in conjunction with the heated rear screen and is controlled by its operating switch. The mirror heater will clear all ice from the mirror's surface, but a de–icing spray may also be used.

Caution: Do not use a scraper as this will damage the surface.

To clean the mirror face use a soft damp cloth.

Door Mirror Dipping – Reversing

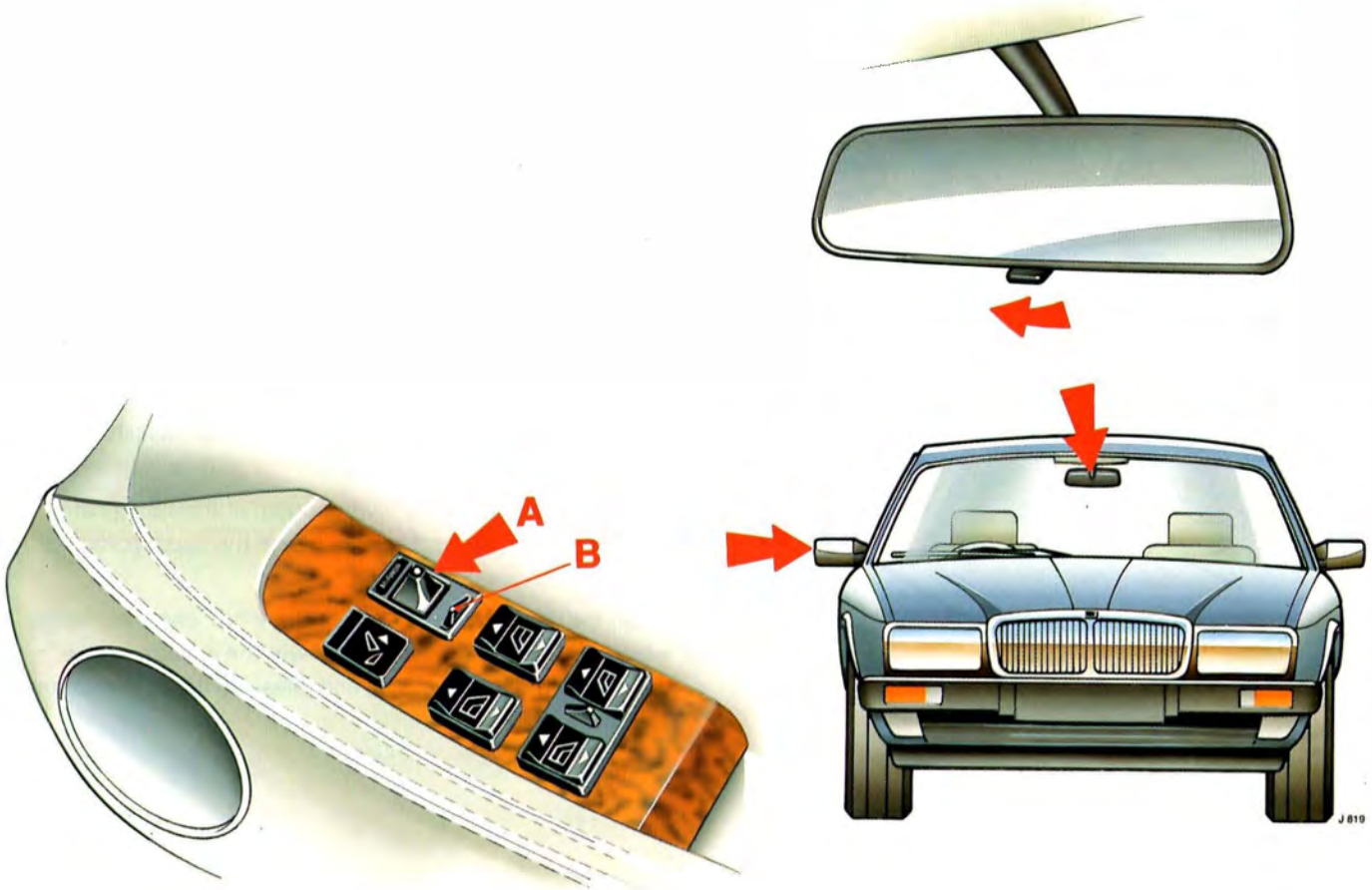
To give the driver a clear view of the kerb when reversing, the passenger's door mirror dips when reverse gear is selected and the mirror switch is moved in any direction with the selector positioned to the left or right. This dipped position will hold until reverse gear is deselected, whereupon the mirror returns to its original position.

When this feature is selected, all other operations of the mirror toggle switch are inhibited.

Interior Rear View Mirror

The interior driving mirror is adjustable. It may be 'dipped' to prevent reflected glare from the headlamps of following vehicles by pushing the 'tab' that extends below the mirror. Reverse the procedure to revert to normal adjustment.

The mirror is mounted on a 'break-away' support stem for personal safety. Should the stem be dislodged from its mounting, position the mirror below the mounting and press back into position.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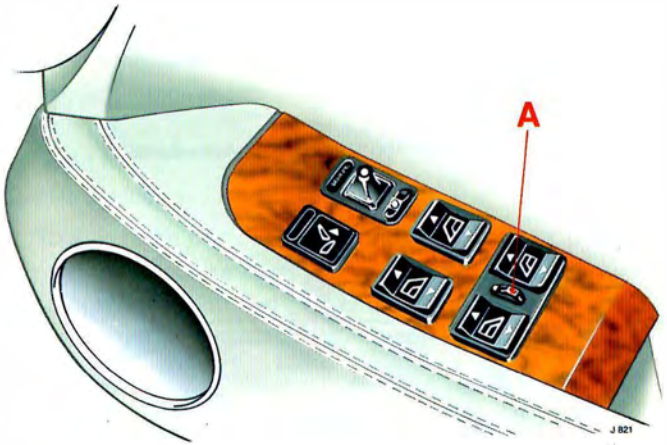


Window Operation

The driver's door switch pack has four two–position rocker switches that operate all windows. The switch pack also contains an isolation switch (A) which renders the rear passenger switches inoperative. The rear passenger door switches are isolated when the white dot on the switch is showing.

To lower or raise the window press and hold the appropriate rocker switch.

Passengers may operate the window adjacent to their seat by using the switch in their door armrest (B).

Window switches operate with the ignition switch in position 'I' or 'II'.

To operate: Press the lower portion of the appropriate rocker switch to lower the window and the upper portion of the switch to raise.

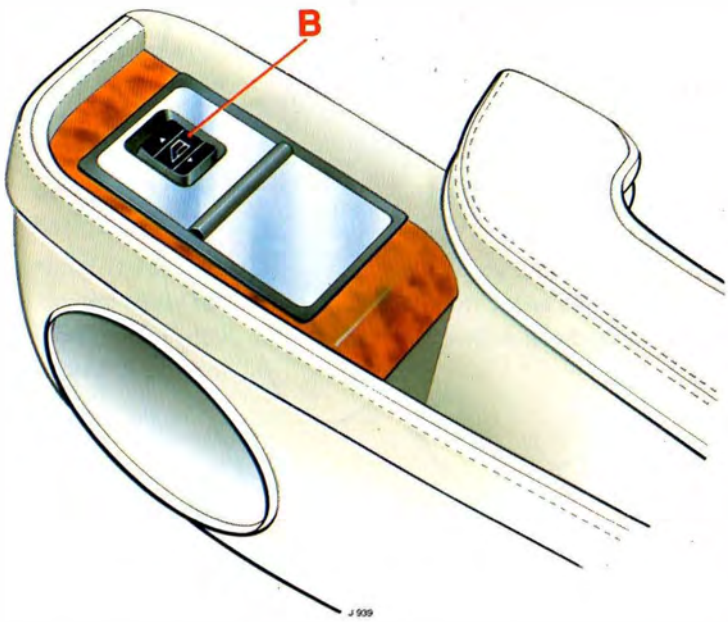
On the driver's window switch there is a 'one shot' facility which enables the driver to fully lower the window in one quick movement by pressing and releasing the bottom of the switch.

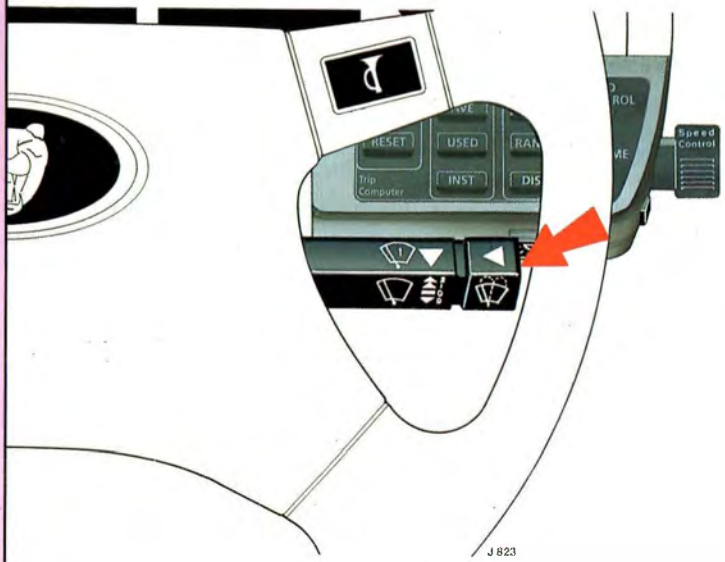
To protect the window lift motors from damage, a thermal cut–out operates should the system become overloaded. Should this happen, the cut–out will require a period of approximately five seconds to re–set before the system becomes operative. The switch must be released to enable the cut–out to reset.

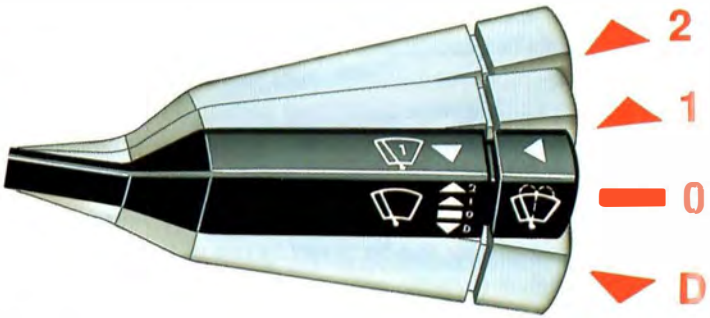
WARNING: When using window switches ensure that all occupants are kept clear of the windows.

The windows may also be closed by use of the central locking switch or from the exterior when locking the vehicle.

WARNING: It is recommended that the ignition key is removed when leaving the vehicle as possible injury can be caused to the remaining occupants, especially children, by the misuse of window lift switches.







Windscreen Wiper and Washer Switch

This switch, which only operates when the ignition switch is in position 'II' has the following functions:

Position '0' The windscreen wiper is switched OFF and parked.

Position '1' Push the switch lever up one position to obtain normal wipe operation of the wiper blade.

Position '2' Push the switch lever fully up to obtain high speed wipe operation of the wiper blade.

Position 'D' Intermittent operation of the wiper is obtained by pushing the switch lever down against spring pressure and releasing. The delay period will vary with vehicle speed. To cancel the function repeat the procedure.

Single wipe

To obtain a single sweep of the wiper blade, pull the lever towards the steering wheel and release.

Programmed wash/wipe

Press the end of the switch lever inwards to obtain a windscreen wash and wipe. The wash/wipe will continue for as long as the lever is depressed. When released, the windscreen washers will stop immediately and the wiper blade will continue for a further three wipes of the windscreen.

If the end of the switch lever is pressed inwards and released the windscreen washers will operate for approximately two seconds before stopping and the wiper blade will then continue for a further three wipes of the windscreen.

If the end of the switch lever is pressed while the low windscreen washer reservoir level warning light is illuminated, the windscreen washers will operate but not the wiper blade.

Headlamp Powerwash (Where fitted)

The headlamp powerwash is operated when the programmed wash/wipe is operated and the sidelights are ON.

The headlamp powerwash will not operate if the windscreen washer reservoir fluid is low, this will be indicated by the low windscreen washer reservoir level warning light being illuminated.

Note: The headlamp powerwash will only operate on the 1st and every 6th succeeding operation of the programme wash/wipe switch, after the ignition switch has been turned to position 'II'.

Speed Control (Where fitted)

The electronic speed (cruise) control can be used by the driver to maintain a constant road speed accurately and continuously without manual use of the accelerator.

The system has two switches, 'OFF/ON/RESUME' (master switch) and SET, both of which are located on the right of the steering column.

To operate: Move the master switch to ON, the red warning light will illuminate. Accelerate the vehicle in the normal manner until the required cruising speed is reached.

Momentary operation of the SET button will cause the vehicle road speed to be memorised and the system engaged. Thereafter the driver may remove his/her foot from the accelerator pedal and the memorised road speed will be maintained.

The speed of the vehicle can be increased, by depressing the accelerator pedal. The selected speed will be resumed when the accelerator pedal is released.

To adjust the cruising speed, brake or accelerate until the required speed is attained then press the SET button. This then becomes the new SET speed.

The SET speed can also be increased by depressing and holding the SET button, the speed of the vehicle will gradually increase, release when the required speed is obtained.

The speed control is disengaged when the brake pedal is depressed. Providing the speed is above 40 km/h (25 mph) the original set speed may be recalled from the electronic memory by moving the master switch lever to the RESUME position and releasing.

The speed control will operate when the gear selector lever is in position '2', '3' or 'D'. The use of speed control in '3' and '2' is intended for specialised applications, e.g. Caravan/Trailer towing on inclines.

On manual gearbox vehicles it is recommended to use the speed control with 4th or 5th gear engaged.

Caution:

1. **Do not use the speed control if conditions make it inadvisable to maintain a steady speed, e.g. in heavy traffic, on a winding or slippery road surface.**
2. **The 'RESUME' position should only be engaged if the driver is fully aware of the previously set speed and wishes to resume to this particular speed.**
3. **It is not recommended that a previously set speed is resumed in '2' or '3'. This may lead to excessive engine speeds.**

When approaching other traffic where braking is not desired but a 'coast down' facility is required, move the master switch lever to the RESUME position and release, the vehicle will then be under normal accelerator control. Afterwards the SET speed can be resumed by again moving the master switch lever to the RESUME position and releasing.

To cancel the speed control and erase the electronic memory: Move the master switch to OFF. The memory is also cancelled when the ignition is switched off.

The system will automatically disengage when:–

a) The brake pedal is depressed – all vehicles.

b) The vehicle speed falls below approx. 40 km/h (25 mph) – all vehicles.

c) The clutch pedal is depressed – manual gearbox vehicles.

d) The vehicle speed falls below three quarters of the SET speed (i.e. when towing caravans, trailers, etc. or climbing hills) – all vehicles.

e) If a pre–selected deceleration level is exceeded for approximately half a second the system will disengage – all vehicles. This deceleration is determined to correspond to an easily achieved level under firm braking.

f) When Neutral 'N' or Park 'P' positions are selected – automatic transmission vehicles.

The system will also disengage when:–

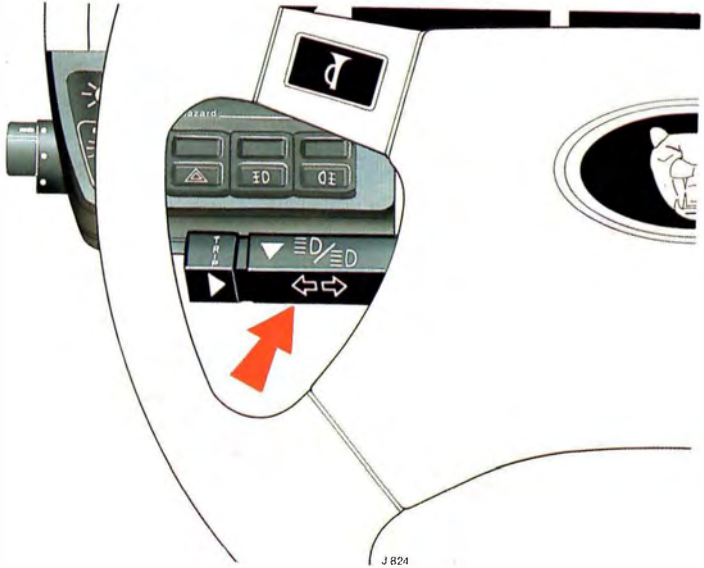
a) The master switch is moved to the OFF position – all vehicles.

b) The cancel function is invoked – all vehicles.

c) When reverse gear is selected – all vehicles.

d) If the cruise control system detects a malfunction it will switch off or become latched in the 'off' condition when next switched off by the driver.

e) The ignition is switched off – all vehicles.



Combination Switch

The steering column combination switch is used to operate the following:

Direction Indicators

To indicate a left–hand turn move the lever down to the latched position, and to indicate a right–hand turn move the lever up to the latched position.

The direction indicators only operate when the ignition switch is in position 'II'.

The appropriate GREEN warning light will flash until the lever is automatically or manually returned to the central position.

When changing lanes, passing other traffic or pulling away from the road side, etc., hold the lever against the spring pressure without allowing it to engage the latched position. When released, the lever will immediately return to the central position even if the steering wheel is not turned.

Should one of the direction indicator lamps fail, the audible tone and warning light will operate at twice the normal speed and the bulb failure warning light will be illuminated (see SECTION 3: Instruments).

Headlamp Main Beam (High Beam)

Only operates when the master lighting switch is in the 'Headlamp' position except for headlamp flash (see next item).

To switch on the main beam pull the combination switch lever towards the steering wheel, repeat the operation to dip.

When the main beam is selected the blue warning symbol in the instrument panel is illuminated (see SECTION 3: Instruments).

Headlamp Flash

To flash the headlamps, pull the combination switch lever towards the steering wheel against spring pressure. This control is effective regardless of the position of any other switch.

Trip Computer

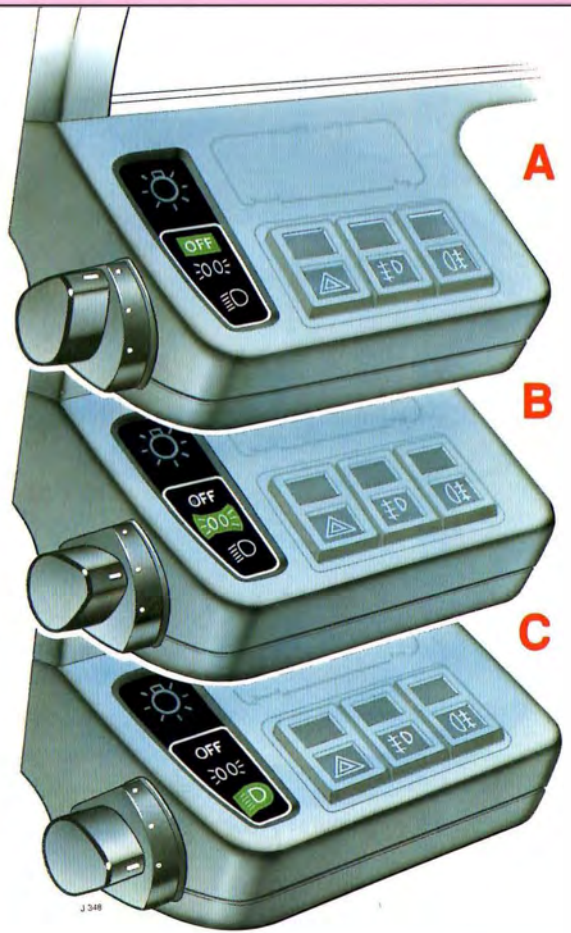
The trip computer display cycle button is located on the end of the combination switch lever.

For further details refer to SECTION 3: Trip Computer.

Horn

Twin warning horns are operated by pressing either of the buttons located on the steering wheel.

The horns will work with the ignition switched on or off.



Master Lighting Switch – United Kingdom only

This switch is situated to the left of the steering column and has the following positions:

First position (A): All lamps are off. This is the normal position for daylight driving.

Second position (B): Illuminates front parking, tail and number plate lamps when the ignition switch is OFF.

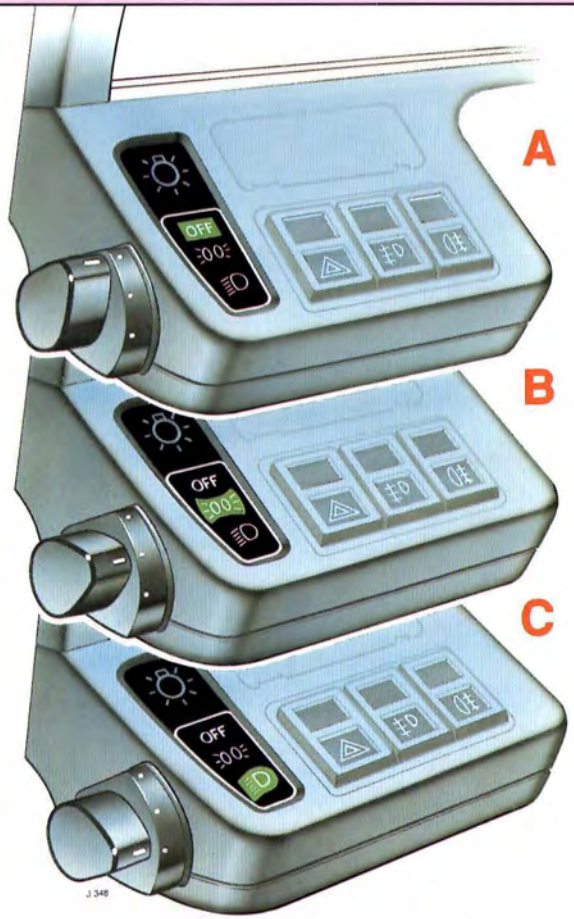
When the ignition switch is in position 'II' the headlamps are automatically switched ON (in a dimmed dipped beam mode) in addition to the front parking, tail and number plate lamps. This prevents the vehicle being driven with front parking and tail lamps only.

The dimmed dipped beam mode does not relieve the driver from his responsibility under Road Vehicles Lighting Regulations to use, as a minimum, a pair of obligatory dipped beam headlamps. These are required during darkness or seriously reduced visibility on all roads except inside 30 mph speed limits when visibility is good and referenced street lighting is lit.

Third position (C): Illuminates headlamps (when the ignition switch is in position 'II') in addition to the front parking, tail and number plate lamps. In this position the combination switch on the steering column controls the main and dipped beams.

When the master lighting switch is in the headlamp ON position and the ignition is switched OFF, the headlamps will be extinguished leaving only the front parking, tail and number plate lamps on together with the green sidelight indicator. When the ignition is again switched ON (position 'II') the headlamps will be illuminated automatically.

Note: Ensure that dipped beams are used where oncoming traffic or urban driving conditions prevail.



Master Lighting Switch – Norway and Sweden only

This switch is situated to the left of the steering column and has the following positions:

First position (A): All lamps are off. This is the normal position for daylight driving.

When the ignition switch is in position 'II' the headlamps (in dipped beam mode) are automatically switched ON.

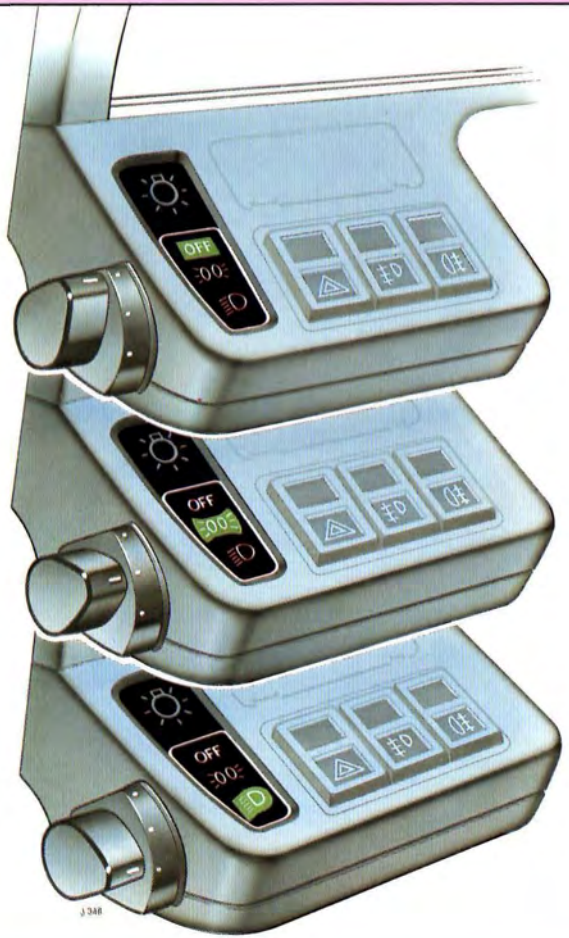
Second position (B): Illuminates front parking, tail, number plate and any other marker lamps required by local legislation when the ignition switch is OFF.

When the ignition switch is in position 'II' and the master lighting switch is in the second position the headlamps are automatically switched OFF leaving the front parking, tail and number plate lamps illuminated..

Third position (C): Illuminates headlamps (when the ignition switch is in position 'II') in addition to the front parking, tail and number plate lamps. In this position the combination switch on the steering column controls the main and dipped beams.

When the master lighting switch is in the headlamp ON position and the ignition is switched OFF, the headlamps will be extinguished leaving only the front parking, tail and number plate lamps on together with the green sidelight indicator. When the ignition is again switched ON (position 'II') the headlamps will be illuminated automatically.

Note: Ensure that dipped beams are used where oncoming traffic or urban driving conditions prevail.



Master Lighting Switch – Except for Norway, Sweden and United Kingdom

This switch is situated to the left of the steering column and has the following positions:

First position (A): All lamps are off. This is the normal position for daylight driving.

Second position (B): Illuminates front parking, tail, number plate and any other marker lamps required by local legislation.

Third position (C): Illuminates headlamps (when the ignition switch is in position 'II') in addition to the front parking, tail and number plate lamps. In this position the combination switch on the steering column controls the main and dipped beams.

When the master lighting switch is in the headlamp ON position and the ignition is switched OFF, the headlamps will be extinguished leaving only the front parking, tail and number plate lamps on together with the green sidelight indicator. When the ignition is again switched ON (position 'II') the headlamps will be illuminated automatically.

Note: Ensure that dipped beams are used where oncoming traffic or urban driving conditions prevail.

Door Guard Lamps

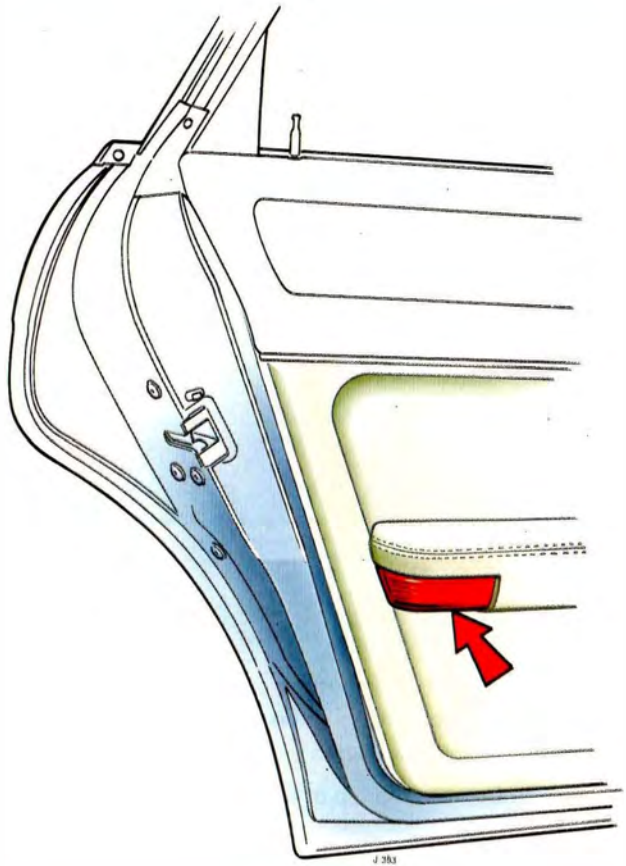
Door guard lamps are designed to illuminate the 'step-out' area at night and to give warning of an open door to oncoming vehicles.

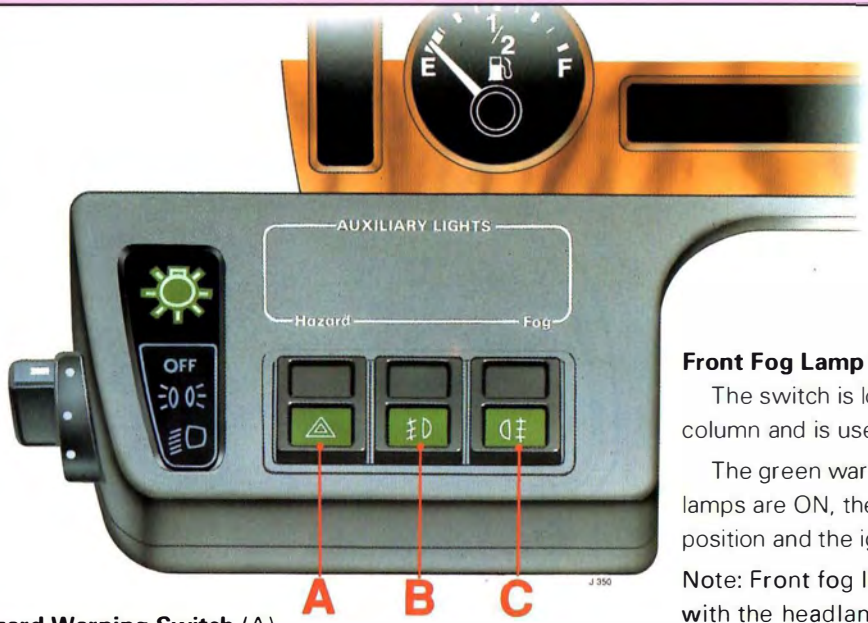
The red lamps, situated at the rear section of each door armrest, illuminate automatically when a door is opened and extinguish upon closure.

The lamps will be illuminated for two minutes if any door is either not fully closed or is left open.

Side Lights Audible Warning

If the side lights are ON when the driver's door is open an intermittent audible warning will operate for 10 seconds.





Hazard Warning Switch (A)

The switch is located on the left–hand side of the steering column.

To operate: Depress the bottom of the switch; this will cause all the direction indicators, the warning lamp in the switch and an audible warning to operate in unison.

To cancel: Depress the top of the switch.

Front Fog Lamp Switch (B) (Where fitted)

The switch is located on the left–hand side of the steering column and is used to operate the front fog lamps.

The green warning lamp in the switch illuminates when the lamps are ON, the master lighting switch is in the side lamp position and the ignition switch is in position 'II'.

Note: Front fog lights should not be used in conjunction with the headlamp main beam (high beam).

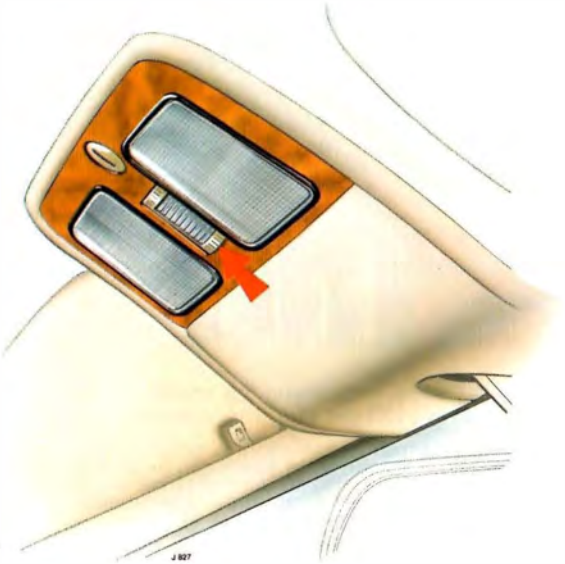
Rear Fog Guard Lamp Switch (C)

The switch is located on the left–hand side of the steering column and is used to operate the rear fog guard lamps.

The amber warning lamp in the switch will illuminate when the lamps are ON and the master lighting switch is in the headlamp position or, where front fog lamps are fitted, the front fog lamps are switched ON, and the ignition switch is in position 'II'.

Map Light

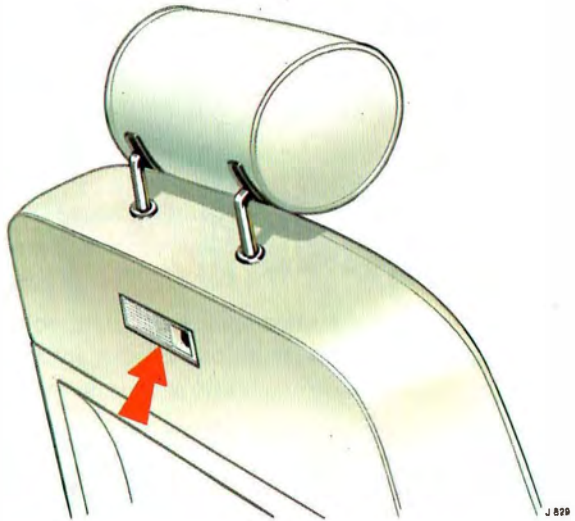
Depressing the switch will illuminate the map light, located in the headlining between the two interior lights. The map light can be rotated to throw a beam of light in the desired direction.



Interior Lights

Four interior lights are fitted, two in the front adjacent to the interior rear view mirror, and one in the rear of each of the front seats. All interior lights will illuminate when any door is opened and extinguish when all the doors are closed.

A 20 second delay will be activated when all the doors are closed and either front seat is occupied. The interior lights will extinguish immediately when the engine is started. Should any door be left open, the interior lights will be illuminated for two minutes.



With the doors closed, depressing the switch will illuminate all the interior lights.

The lights in the rear of the front seats can be illuminated independently by rotating the thumbwheel downwards, continuing to rotate the thumbwheel dims the light.

Instrument Illumination Dimmer

Two levels of instrument lighting are automatically available:

1. Instrument background lighting and 'locate' illumination for switches, door and seat switch packs and the air conditioning/heater control panel.
2. Instrument pack odometer/trip computer display and the clock.

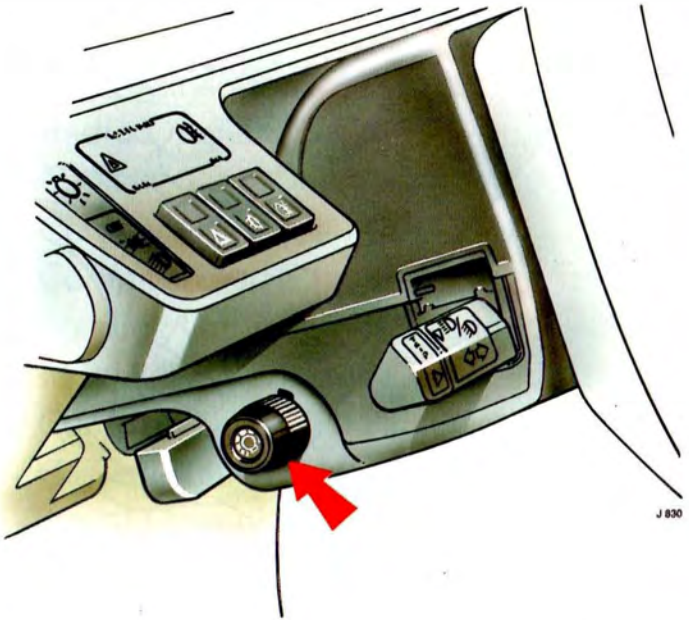
When the exterior lights are OFF and the ignition switch is in position 'II' the odometer/trip computer display and the clock are brightly illuminated.

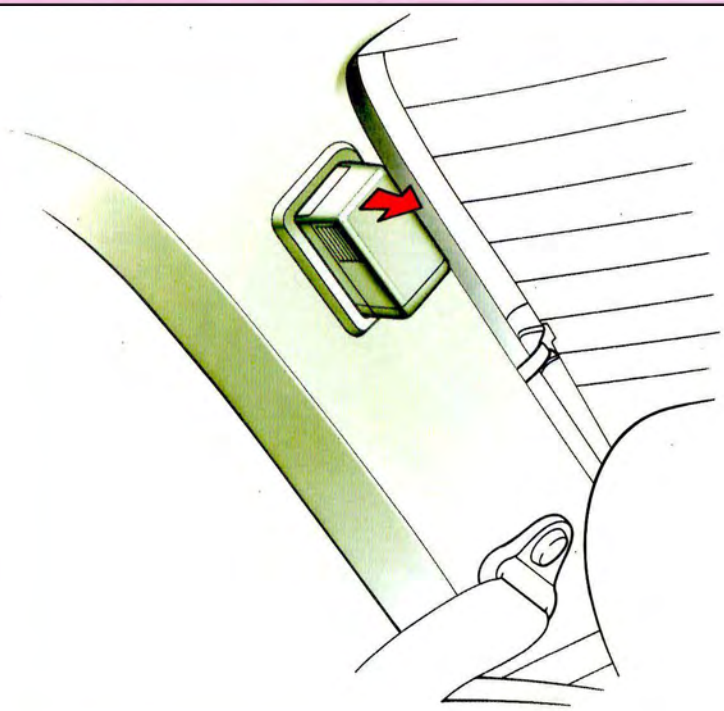
When exterior lights are ON and the ignition switch is in position 'II', the instruments, air conditioning/heater controls, odometer/trip computer display, clock, door and seat switch packs are illuminated. An adjustable control for night dimming enables these functions (except clock) to be set to suit the driver.

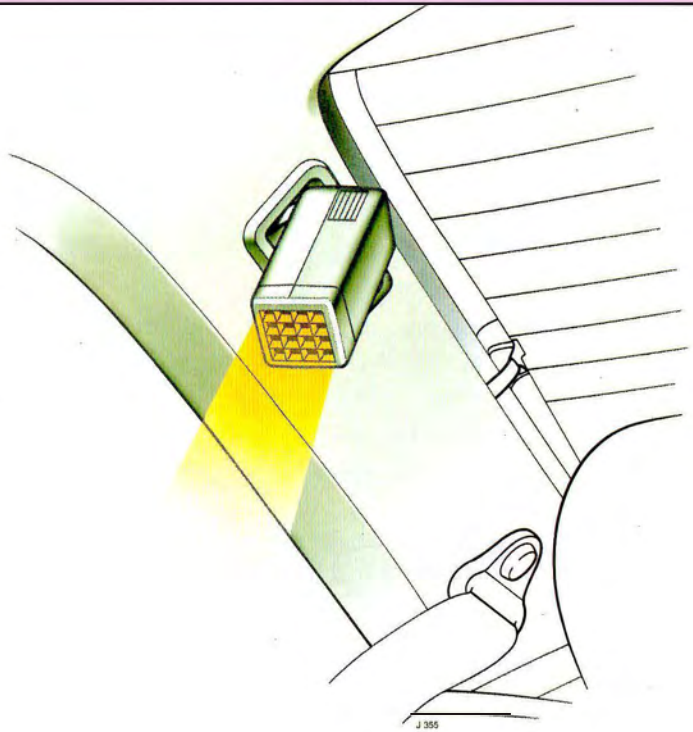
Operation: Rotate the knob rearwards to dim and forward to brighten.

Note: When the exterior lights are ON the instruments background lighting is illuminated regardless of whether the ignition is switched on or off.

The warning lights are not controlled by the dimmer.







Rear Reading Light (Where fitted)

The reading lights situated in the rear roof pillars, are operated by pulling the lightbox from its location housing a distance of approximately 25 mm (1in). Twist and elevate the lightbox to the desired position.

This function is operative only when the ignition switch is in either position 'I' or 'II'.

To extinguish the light realign the lightbox with its housing before pressing firmly home.

SECTION 5:

IN CAR ENTERTAINMENT

Radio Cassette (Except South Africa)

Security Indicator – This indicator will flash when the ignition switch is turned off, to indicate that the unit is protected by an anti–theft security code. If power to the radio drops to 5 volts or less (dead battery), or there is power interruption/disconnect, the radio display will indicate 'code'. At this point the radio will not operate until you have re–entered the correct security code.

The 4 digit code for your radio is listed on the two radio security cards supplied with the vehicle. Enter the code by using the pre–set buttons numbered 1 to 6. If a 'beep sound' occurs, begin the code entry again, starting with the first digit. If the code is not properly entered in three successive attempts the radio will not accept any entry until the radio has been left on for one hour. After one hour in the 'on' position the radio will accept three additional entries.

Note: Should you lose your radio security cards, contact your Jaguar Dealer. For security reasons proof of vehicle ownership will be required by the Jaguar Dealer.

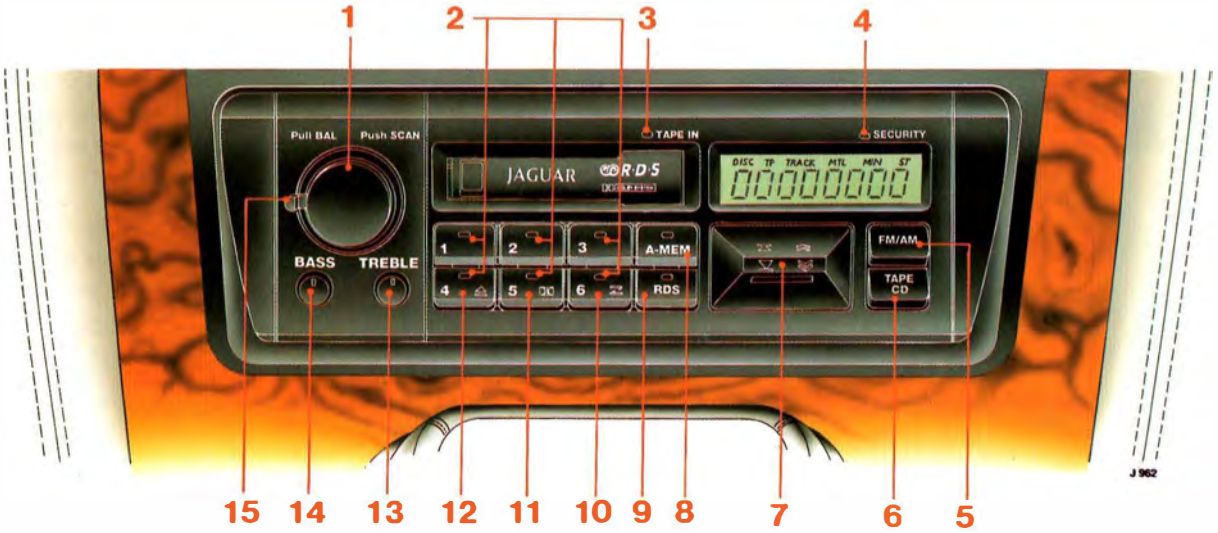
Main Controls

ON/OFF and Volume Control – Turn clockwise to switch ON the radio cassette and illuminate the display. Further rotation of the knob adjusts the volume.

Pull out to allow adjustment of sound balance between left and right speakers. A detent is provided in the mid position. Push the knob back into position after adjustment.

Fader Control – Rotational movement of this control, which is located behind the On/Off Volume knob, will adjust sound levels between front and rear speakers.

Treble and Bass Control – Push these controls gently and they will pop out to allow rotational adjustment to your preferred sound quality. A detent is provided in the mid position. Push back into the rest position after adjustment.



1. ON/OFF, volume and scan control.
2. Preset buttons.
3. Cassette tape–in indicator.
4. Security indicator.
5. FM/AM band switch.
6. Cassette tape/CD player button.
7. Radio tuning control, cassette tape forward/rewind control and CD player forward/reverse control (where fitted).
8. Auto memory (A–MEM) or extra memory (X–MEM) (where applicable).
9. Radio data system (RDS), weather band (WB), loudness (LD) or traffic information (Japan only) (where applicable).
10. Programme change (cassette operation).
11. Dolby B noise reduction (cassette operation).
12. Eject button (cassette operation).
13. Treble control.
14. Bass control.
15. Fader control.

Radio Operation

Examples of Radio Display Indication

TP – Traffic programme.

ST – Stereo

FM Reception

FM reception offers the advantages of low noise, low distortion, wide dynamic range, extended frequency response and is usually broadcast in stereo.

However, FM frequency waves are relatively short waves which travel in a straight line and do not bend around hills, buildings or other obstructions. Thus, periods of good reception may be interrupted when travelling in certain areas since the FM waves are prevented from reaching your receiver.

FM waves can also be reflected from obstacles. This problem which is common in cities, is known as 'multipath', the result being that the FM wave reaches the receiver via two paths one direct and one from a reflection. Due to the out of phase or time difference between the two waves, some deterioration in reception may be experienced.

Medium Waveband (MW) and Long Waveband (LW) Reception – United Kingdom and Europe

MW and LW waves follow the curvature of the earth, bend around obstacles and are reflected by the ionosphere to give good long range reception.

Whilst FM reception will generally provide higher quality sound, MW or LW reception may be better in more remote areas which are not covered by the shorter range FM transmitters.

AM Reception

Signals from AM transmissions follow the curvature of the earth, bend around obstacles and are reflected by the ionosphere to give good long range reception.

Whilst FM reception will generally provide higher quality sound, AM reception may be better in more remote areas which are not covered by the shorter range FM transmitters.

Radio Operation (continued)

Scan – Push the control and release, the radio will search up the waveband to the next station. After listening to this station for eight seconds, the radio will continuously search and pause up the waveband. Cancel this function by pushing the control again.

Band Switch (FM/AM) – The selection will be shown in the display. Repeated pushing will cycle the radio through the selections of FM waveband, AM waveband (where applicable), Medium waveband (where applicable), and Long waveband(where applicable).

If you are playing a cassette tape or CD compact disc (where fitted), pushing this button will select radio operation.

Tuning Control – This control has two positions in the upward direction and two positions in the downward direction. The first position up or down will activate the radio in the seek mode, making the tuner search for the next available station.

Pushing and holding the control in the second position up or down will activate the radio in the manual tune mode, making the display count up or down to the desired frequency. Incremental adjustment can be made by toggling the control between the first and second positions.

Preset Buttons – In each waveband, six stations can be memorised in the bank of preset buttons marked 1 to 6. After tuning to a station, hold the desired preset button for at least two seconds. The unit will then 'beep', to indicate the station has been stored and the red tell–tale light on the button will illuminate to show this preset is selected. The station can then be recalled from this Preset Memory by pressing the button momentarily (for less than two seconds).

Auto Memory (A–MEM) or Extra Memory (X–MEM) (South American markets only) – The automatic memory function will programme the six strongest stations on the selected waveband into the presets 1 to 6..

To activate this function, hold the button marked either 'A – MEM' or 'X–MEM' for at least two seconds. The sound will then briefly go mute while the radio searches the waveband for the six strongest stations. The unit will then 'beep', to indicate that programming is complete and the red tell–tale light on the button will illuminate. It will then select preset number '1', and turn the sound back on. If no station is found the display will indicate 'NO FM' or 'NO AM'.

To toggle between the 'A–MEM' or 'X–MEM' presets and your own presets, press the button for less than two seconds.

Radio Data System (RDS) (United Kingdom and Europe) – The Jaguar radio is equipped with an advanced Radio Data System decoder (RDS) to assist the driver in finding and staying tuned to a chosen radio station. This system enables the radio to pick up inaudible signals transmitted on the FM waveband which permit automatic programme tuning, display of the stations identity name and up–to–the–minute traffic information.

Some elements of this broadcast information system are transmitted on the FM waveband in most European countries

The Jaguar Radio RDS facility provides three functions:

* Station name display.
* Automatic retuning to follow network stations.
* Traffic information announcement (TP).

RDS Station Name Display – When RDS is selected the station name is displayed, rather than the frequency, on the radio display in eight characters. Station name display also identifies network 'splits' (where different programmes are being broadcast on FM, Medium Wave or Long Wave).

RDS Automatic Tuning – RDS facilitates fully–automatic radio tuning. Its benefit is that it tunes to a signal, not a frequency. The RDS radio will search out the strongest signal available for a given station and automatically switch frequencies as necessary.

RDS Traffic Information – Although there is a wide range of travel information available from National and Local Radio, a driver only requires traffic information relevant to the locality. RDS provides this precise information, automatically. As soon as the authorities learn of a traffic problem they inform the nearest local radio station.

The traffic news is then broadcast by the transmitters in the relevant area. This broadcast will interrupt cassette tape or CD play on all radios with the RDS feature, provided Traffic programme (TP) has been selected. If the volume control is set at a minimum it will be automatically increased to an audible level for the duration of the news flash. When the traffic news flash is over, the system automatically switches back to the driver's original listening choice and volume setting.

RDS Operation

RDS – To activate: Press the RDS button on the radio momentarily (less than two seconds). A red light will show on the button. The radio then gathers RDS information and displays the Programme Service name in place of the frequency, provided the programme chosen is an RDS station. If it is not, **the radio will remain on station, the display will show the frequency and 'RDS' will remain on in readiness for a 'RDS' signal**. When listening to a National Network Station or a station that broadcasts on more than one frequency, the radio will automatically retune to the strongest available signal. This 'network following' facility will continue throughout the journey. When 'RDS' data is lost and no 'AF (alternative frequency) signal' is available, the radio will remain on station, the display will show the frequency only and 'RDS' will remain on in readiness for the signal to recover.

Traffic Programme (TP)

To select traffic programme: Press the RDS button and **hold for at least two seconds**. A 'beep' will be heard and TP will appear at the top of the display. If the radio is not tuned to an FM station with RDS Traffic Information, it will search for one that does, the display will read 'TRAFFIC' and flash during the search. If no RDS TP station is within range, the TP mode will be cancelled (signalled by an audible beep) and the TP indicator will disappear from the display.

At the present time only a few RDS stations carry the Traffic Information facility. However, more and more RDS stations are being equipped with TP data.

Auto Memory (A–MEM) (United Kingdom and Europe)

In normal operation, the Auto Memory (A–Mem) will programme the six strongest stations on the selected waveband into the presets 1 to 6.

When RDS is selected and the A–Mem function operated, the radio sound will go off while the radio searches for the six strongest RDS stations to programme them into the presets. The unit will then 'beep' to indicate that programming is complete and the red light on the button will come on.

If there are less than six RDS stations within range, the latter of the presets will display 'NO FM'. Similarly, if A–Mem is used with TP activated, the radio will only programme the six strongest RDS stations carrying traffic information. This means, at the present time, most of the presets will display 'NO FM'.

Note: When used correctly, RDS and TP are very effective additional features to the vehicle's radio capability. However, if these facilities are used without full understanding, they may cause a situation confusing to the operator. This is less likely to occur as more RDS radio stations become available.

Switching Off RDS and TP Functions

To switch off the RDS and TP functions: Press the RDS button momentarily (for less than two seconds), the red light will go out and the display will clear.

To switch off the TP function only: Press the RDS button for longer than two seconds, a 'beep' will be heard and the TP indicator will disappear from the display.

RDS Trouble–Shooting Guide

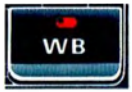
Incorrect Response From RDS	Reason and Rectification
Radio does not display programme service name.	Press RDS button momentarily, the red light on the button will come on. If programme service still does not appear, the radio station selected is not an RDS station. The radio will then retune to the strongest station it can find. **Note: This may not be the desired station; if not de–select RDS by pressing the button momentarily and retune.**
Radio keeps searching for another station but returns to original station selected.	RDS button is pressed but no RDS/TP station found due to non–availability or insufficient signal strength to receive RDS/TP data. Radio will continue search every minute until RDS station found. To stop this, de–select RDS/TP by pressing the button momentarily.
Station name is lost and displays frequency only.	Radio has lost reception of the RDS data due to vehicle moving out of transmitter range, or loss of signal owing to being in a tunnel, under a garage forecourt canopy or similar shielding. If the latter is the case, wait until the vehicle is clear of shielding then manually retune to the original station. There is a 45 second delay before retuning occurs.

Incorrect Response From RDS	Reason and Rectification
Upon operating the A–Mem, most or all of the presets display 'NO FM' when pressed.	The radio cannot find six FM, RDS FM or TP stations dependent upon the mode selected. If this occurs, switch off the RDS orTP functions.
Upon pressing the TP button, the radio retunes to another station.	The station selected does not have TP facility and the radio will retune to one that does. If it cannot find one it will automatically switch off TP mode and retune to the original station. This means that until many more stations have RDS TP services, it may not be possible to listen to a chosen station and receive traffic news when in radio mode.
Whilst in TP mode the radio retunes.	The signal of the station selected has become too weak to receive the TP identification data. The radio will retune to another TP station. If none is available the radio will return to its original station and then search again in approximately one minute.
Radio starts retuning.	Check that the RDS button has not been accidentally pressed during the last 45 seconds (TP indicator will show on display).

Loudness (Cyprus, Hong Kong, Malaysia, Middle East, New Zealand and Singapore) – This feature will provide a boosted low frequency audio response and will compensate for the reduced sensitivity of human hearing when listening to quiet passages or at low volume levels.

To select the 'Loudness' facility, press the button marked 'LD' for at least two seconds, the red tell–tale light will illuminate to confirm selection. Depressing the button again will cancel the facility.

Radio Operation (continued)



Weather Band (WB) (South American markets only) – This feature can be selected from the Radio, Tape or CD modes and will provide you with local weather information.

To select the 'weather band' facility, press the button marked 'WB' for at least two seconds, the red tell–tale light will illuminate to confirm selection.

Pressing this button will retune the radio to the strongest available Weather Band frequency. Further selections from the seven Weather Band frequencies can be made by using the Tuner Control, making the tuner search for the next available Weather Band frequency. When there are no Weather Band frequencies available, the display will indicate 'NO WB'.

To cancel the Weather Band facility, press the 'WB' button for more than two seconds upon which its tell–tale light will extinguish or select the FM/AM Band or TAPE/CD buttons to directly access either of these modes.

Traffic Information (Japan only) – Push this button to select 'Traffic Information', where available, using the AM frequency. There are two frequencies which can receive this information and you can cycle through these frequencies and your previously selected mode by continuously pressing this button.

Cassette Tape Operation

Inserting a cassette into the cassette aperture will automatically start tape play. After reaching the end of one side of the cassette, the tape will auto–reverse and begin to play the other side. If a Metal or Chrome tape, rather than a Ferric tape is used, the equalisation will be automatically adjusted and the 'MTL' indicator will appear in the display.

At all times the display will indicate which function has been selected by using a simple word or abbreviation – for example 'Side 1' or 'Side 2', the number in each case indicates the side of the tape being played.

Examples of Cassette Tape Display Indication

SEEK UP – Search to beginning of next track.

SEEK DOWN – Search to beginning of the current track being played.

REW – Rewind.

FF – Fast forward.

MTL – Metal or Chrome tape is being used.

CLEAN – Tape mechanism requires cleaning.

Tape – In Indicator – Since the cassette door closes after a cassette is inserted into the unit, the Tape – In Indicator illuminates to inform you that a cassette is in the unit.

Tape Button – If you are playing Radio or CD compact disc (where fitted), pushing this button will activate tape play, provided you already have a cassette in the unit.

Scan – Push the control and release, the unit will search to the beginning of the next track. After listening to the track for eight seconds, the unit will continuously search and play the first eight seconds of each track. Cancel this function by pushing the control again.

Forward/Rewind Control – This control has two positions in the upward direction and two positions in the downward direction.
The first position up will activate tape search to the beginning of the next track. The first position down will activate tape search to the beginning of the current track being played.
Pushing and holding the control in the second position up or down will activate continuous fast forward or rewind of the cassette. This can be cancelled by nudging the control back towards the rest position.

Programme Change – While playing a cassette, push this button to change to the alternate side of the tape.

Dolby B – Push this button to select Dolby B Noise Reduction system. The red tell–tale light on the button will illuminate to confirm selection.

Eject Button – Push this button to eject the cassette.

Taking Care of Cassette Tapes

Always use good quality cassettes. Inferior tapes can jam or may leave oxide deposits on the playback head which will affect the sound quality. Never insert a cassette that has a torn or loose label. When not in use, cassettes should be stored in the cassette tape holder, see page 144 or in their library cases, away from direct sunlight and away from speaker magnets.

After approximately 15 hours playing time, the display will indicate the word 'CLEAN'. You should then clean the tape mechanism itself using a mechanical type of cleaner with a wetting agent. An approved cleaning kit is available from the Jaguar accessory range. DO NOT use abrasive type cleaners because they can cause excessive wear on the playback head.

Compact Disc (CD) Operation (Where fitted)

The Radio/Cassette is used to control the function of a Compact Disc Changer containing a magazine of six compact discs. This CD Changer is available as an accessory from your Jaguar Dealer. If the CD Changer is fitted, then the following information is applicable.

For Compact Disc Changer magazine loading/unloading instructions see page 139.

At all times the display will indicate which function has been selected by using a simple word or abbreviation – for example 'Disc 1' or 'Track 1'.

Examples of Compact Disc Display Indication

DISC – Disc number selected.

TRACK – Track number selected.

NO DISC – There is no disc in the selected position.

NO MAG – There is no magazine in the CD Changer.

MIN – Digital indication of progress through track during forward or reverse mode.

Scan – Push the control and release, the unit will search to the beginning of the next track. After listening to the track for eight seconds, the unit will continuously search and play the first eight seconds of each track of one CD. Cancel this function by pushing the control again.

CD Button – This button can select either CD play or Tape play, but Tape play will always have the priority. If there is a cassette tape already in the unit in pause mode, it will be necessary to press this button twice in order to activate CD play.

Compact Disc Selection – Buttons 1 to 6 will directly select the CD in those positions in the CD magazine. The selection will be indicated in the display. The display will be flashing during the loading process and then become static during disc play. If there is no disc in the selected position in the magazine, the display will indicate 'NO DISC' and then the next available disc will be selected. If there is no magazine in the CD Changer, the display will indicate 'NO MAG'.

Forward/Reverse Control – This control has two positions in the upward direction and two positions in the downward direction.
The first position up will activate track skip to the next track on the CD. Continuously nudging the control to this position will select further track numbers. The selection will be indicated in the display.
The first position down will activate return to the beginning of the current track. Continuously nudging the control to this position will select previous tracks.
Pushing and holding the control in the second position up or down will select continuous fast forward or fast reverse playing of the CD. The sound level will be reduced during these cueing and reviewing modes. Cue and review can be cancelled by nudging the control back towards the rest position.

Taking Care of Compact Discs

When handling Compact Discs, be careful not to touch the playing surface. When they are not being used, they should always be stored in their library cases away from direct sunlight, heat and dust. Scratches, finger prints, soil or dust on the surface of a disc could cause the optical pick–up to skip signal tracks. If the surface is heavily soiled, use an appropriate CD cleaner.

Do not attempt to play damaged, warped or cracked discs. They could seriously damage the playback mechanism.

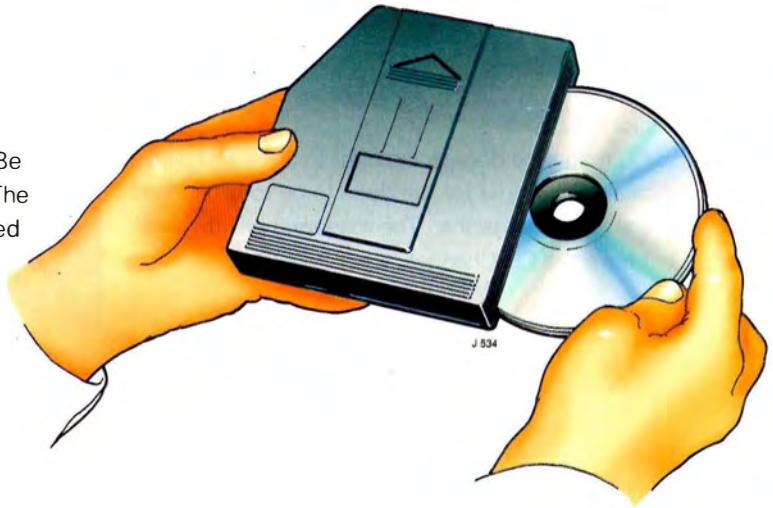
Compact Disc Changer – Loading/Unloading Disc and Magazine (Where fitted)

The Compact Disc Changer is mounted in the luggage compartment of the vehicle.

Inserting Discs

Insert your selected discs into the magazine supplied.

Disc slots are numbered 1 (bottom slot) to 6 (top slot). Be sure to insert the compact discs with the label facing up. The appropriate white tab will be raised when the disc is inserted into the magazine.

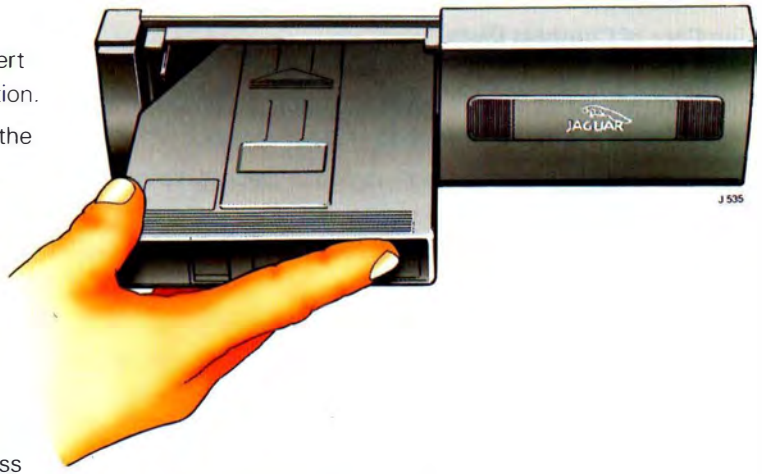


Inserting the Magazine

Slide the CD magazine door to the right to open and insert the magazine into the CD Changer as shown in the illustration.

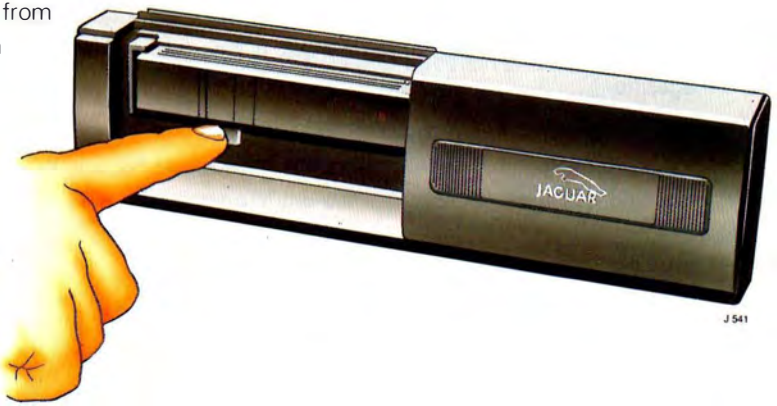
Carefully insert the magazine into the CD Changer with the arrow mark facing up and pointing toward the CD Changer, ensure that it clicks into position.

Slide the door to the left to close.



Magazine Eject

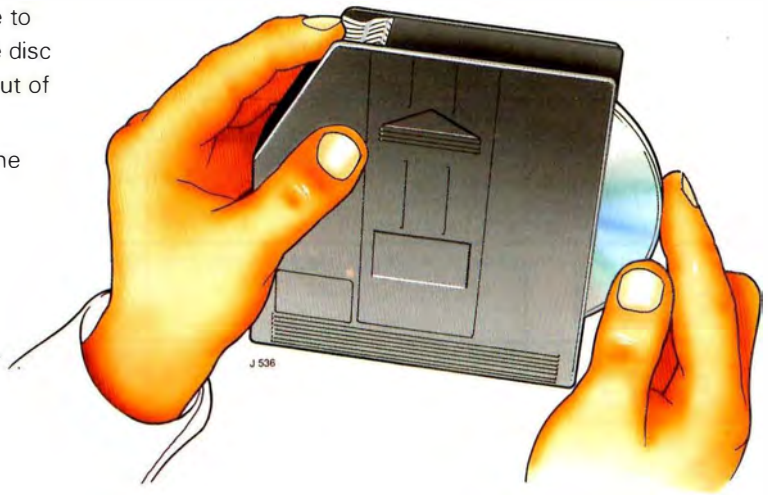
Slide the CD magazine door to the right to open and press the eject button. Allow time for the discs to be returned from the mechanism to the magazine. The magazine will then partially eject from the CD Changer.



Removing Compact Discs

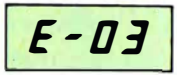
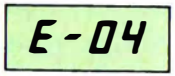
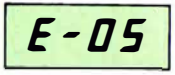
Press the white tab located on the top of the magazine to release the disc from the magazine. Hold the edge of the disc with the thumb and index finger and gently pull the disc out of the magazine.

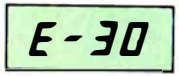
Care should be taken to ensure the recorded side of the disc is not touched.



Compact Disc Player Fault Codes

In the event of the compact disc player not operating correctly an error message will be displayed on the radio digital display. The following table gives a fault diagnosis for each error message that may be displayed.

INDICATION	CAUSE	SOLUTION
	Disc–change malfunction.	Consult your Jaguar Dealer.
	Disc is in player mechanism.	Press the magazine eject button, and insert an empty magazine.
  	Disc–change malfunction.	If the code disappears within a few seconds, the unit is functioning correctly. If the code remains illuminated, consult your Jaguar Dealer.
	Disc–change malfunction.	Press the magazine eject button and pull out the magazine. Check that the error indication is extinguished then operate the function again. If the magazine can not be pulled out, consult your Jaguar Dealer.

INDICATION	CAUSE	SOLUTION
	Magazine ejection impossible.	Press the magazine eject button. If the magazine does not eject, consult your Jaguar Dealer.
	High temperature.	The error message will extinguish when the temperature returns to the operation range.
	Misconnection or disconnection of the CD changer.	Check connection between CD changer and control unit.
	No CD magazine in the CD changer.	Insert the CD magazine.
	No CD at No. 2 pocket of CD magazine.	Insert a CD into the No. 2 pocket of CD magazine.

Cassette Tape Holder

Open the centre console armrest lid to reveal the cassette tape holder. Enter the tape cassette into the holder for storage.

Stereo Speakers

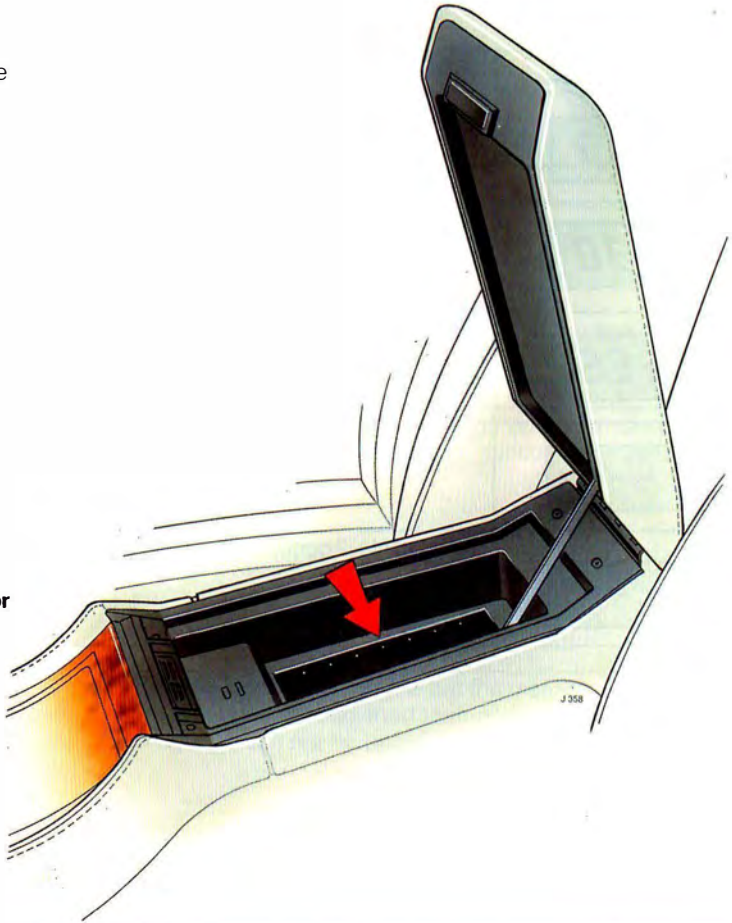
Four bass/mid range radio/cassette player speakers are fitted to each of the front and rear doors. Additionally four tweeters are fitted, two facia mounted and two in the rear parcel shelf.

Aerial Operation

The aerial automatically raises when the radio is switched ON and the ignition switch is in the auxiliary or ignition positions 'I' or 'II'.

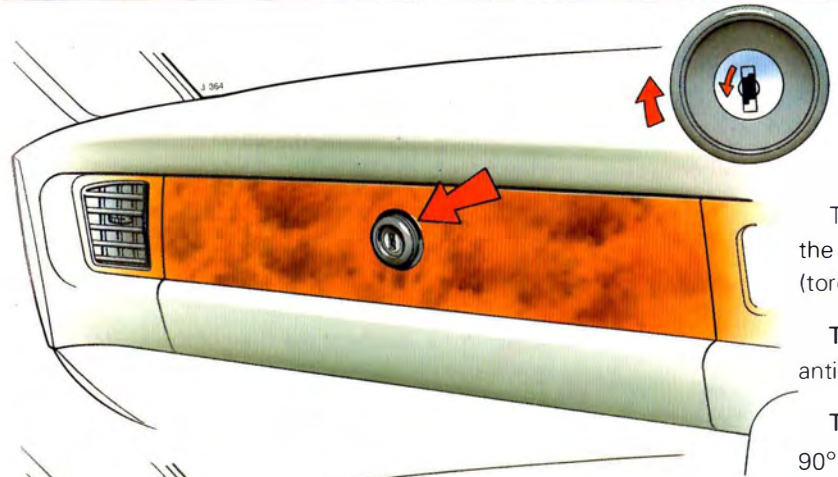
To lower the aerial, switch the radio OFF and allow the aerial to retract. Switch ignition OFF.

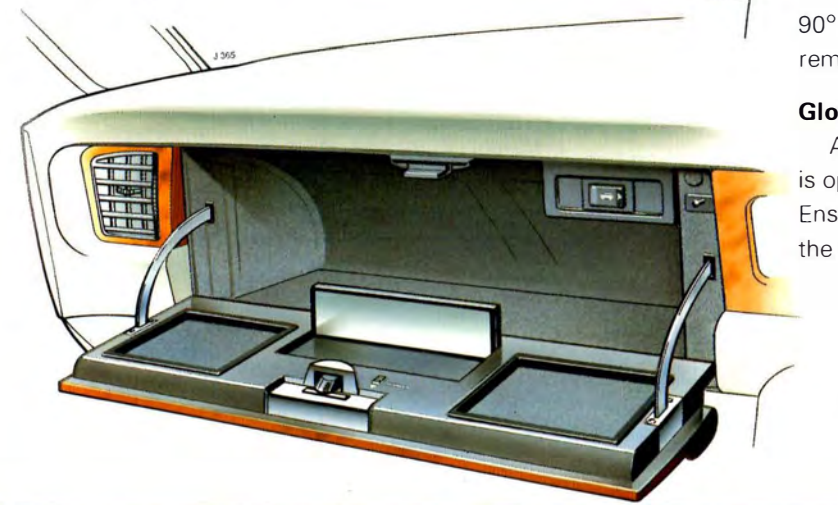
Caution: Damage will be caused should manual raising or lowering of the aerial be attempted.



SECTION 6:

FITTINGS





Glove Compartment Locker

To open the lockable glove compartment turn the knob clockwise and pull. The glove compartment is illuminated when the side lights are ON.

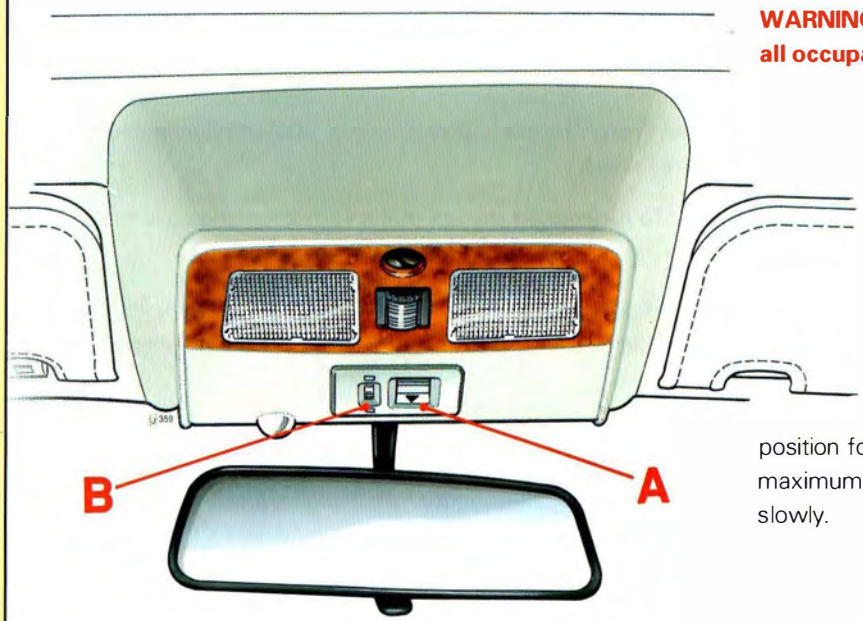
The glove compartment may be locked or unlocked using the smaller headed 'BLACK' key or 'BLACK' illuminated (torch) key.

To lock: Insert the key in the vertical position and turn anti–clockwise.

To unlock: Insert the key in the vertical position and turn 90° clockwise. Return the key to the vertical position to remove.

Glove Compartment Vanity Mirror

A vanity mirror fitted in the lid of the glove compartment, is opened by releasing the catch and lifting as required. Ensure that prior to closing the glove compartment lid that the mirror is folded flat and retained with the catch.



Sunroof (Where fitted)

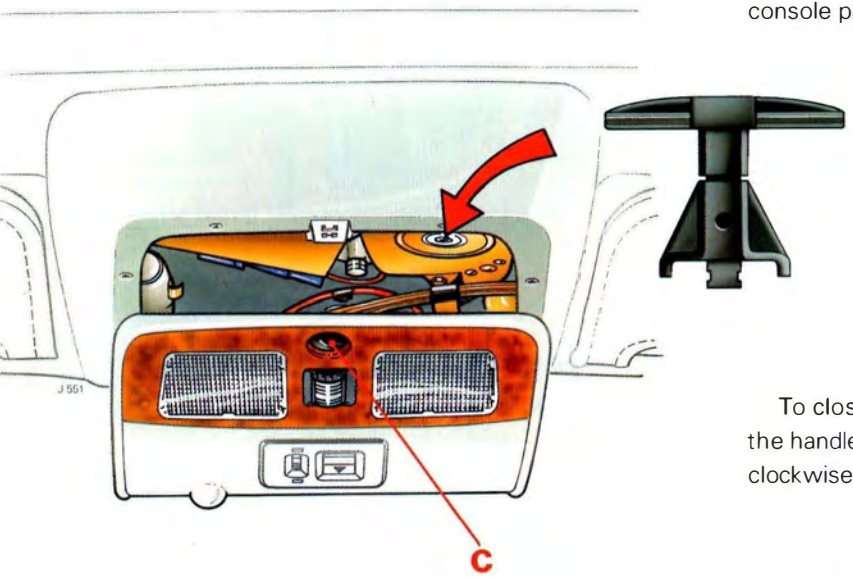
The sunroof switch (A) is located in the roof console.

WARNING: When pressing the sunroof switch ensure that all occupants are kept clear of the sunroof aperture.

To operate: Press and hold the rear of the switch, release when the desired opening is achieved.

To close: Press and hold the front of the switch.

The limiter switch (B) may be used to obtain a three–quarter open position, this being the optimum position for the minimum amount of wind buffeting whilst driving. To operate the limiter, slide the switch forward. Keep the switch in the rear position for the full open 'Grandstand' position to enable maximum opening of the sun-roof whilst stationary or moving slowly.



Sunroof – Manual Operation

In the event of a failure in the operation of the sunroof, a handle is supplied to enable the roof to be opened and closed manually. The handle is clipped to the reverse side of the roof console panel.

To gain access to the motor and handle, release the turn screw (C) using a coin, rotate a quarter turn in either direction. Displace the console panel, sliding rearwards to disengage the clips from the location tags.

To open: Insert the handle, turn anti–clockwise to engage. Pull the handle to disengage the motor drive and continue to rotate anti–clockwise to open.

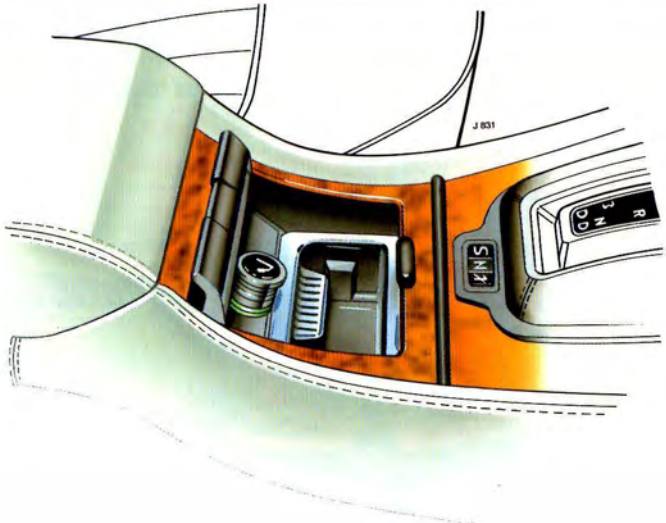
To close: Insert the handle, turn clockwise to engage. Pull the handle to disengage the motor drive and continue to rotate clockwise to close.

Cigar Lighter

The cigar lighter for the driver and front seat passenger is located within the centre console ashtray (smokers compendium).

To open console ashtray: Release the catch, the damped action lid will open. The cigar lighter is operated by depressing the centre of the knob, it will remain depressed until the element has heated up. This function is operative only when the ignition switch is in position 'II'.

WARNING: When lighting cigars or cigarettes whilst driving, ensure that the necessary precautions are taken to prevent loss of vision or vehicle control.



When the lighter is ready for use, the knob will 'pop–up'.

Caution: Take care not to allow the hot element to come into contact with upholstery surfaces.

To close console ashtray: Push the lid down until the retaining catch locates.

Note: Never hold the lighter knob in. Do not use a pin or other sharp instrument to remove tobacco particles, as the element is self cleaning.

A cigar lighter is provided for rear seat passengers, which is located in the rear of the centre console.

Ashtrays

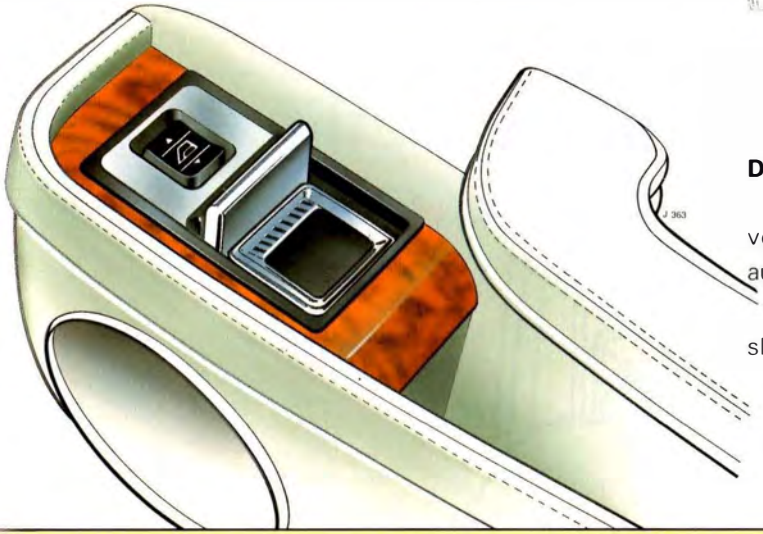
Four ashtrays are provided, located in each of the passenger doors and the centre console.

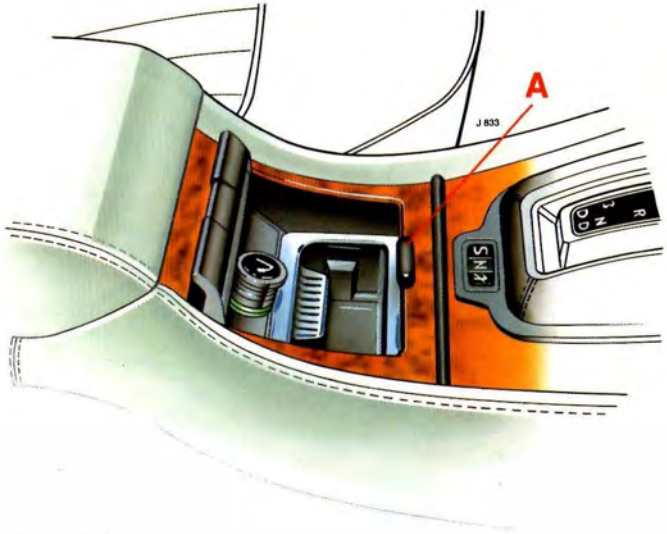
Centre Console Ashtray

To open: Release the catch (A). The ashtray lid has a damped action and will automatically open.

To close: Push the lid forwards and down to engage the catch.

To remove the ashtray for cleaning: Remove the cigar/cigarette lighter prior to lifting out the ashtray.

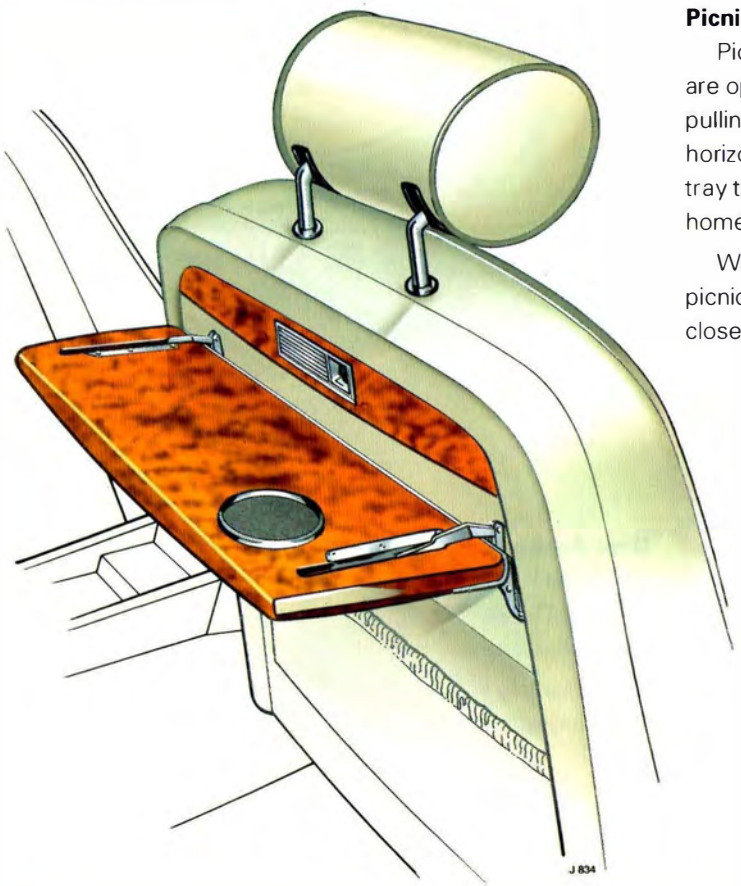




Door Ashtrays

To open: Gently push the bar (B) towards the front of the vehicle. The ashtray lid has a damped action and will automatically open. Push the lid down to close.

The ashtray liner can be removed for cleaning by exerting slight forward pressure on the open lid. Lift the liner out.



Picnic Trays (Where fitted)

Picnic trays, situated in the rear of the front seat squabs, are opened by holding the bottom edge with both hands and pulling out and upwards. When fully up, rotate the tray to the horizontal position. Reverse above operation to restore the tray to its original position, ensure that the tray is pressed fully home to secure.

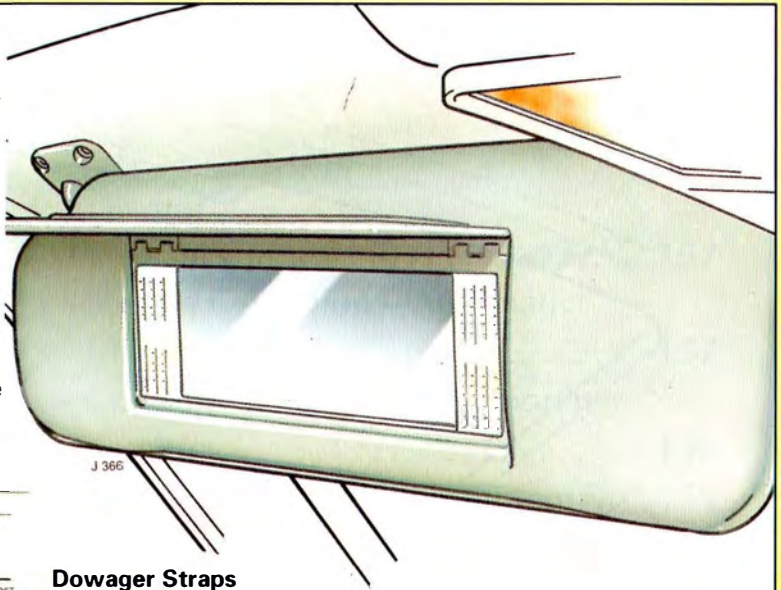
While the vehicle is in motion it is recommended that the picnic trays are **not** used and are securely stowed in the closed position.

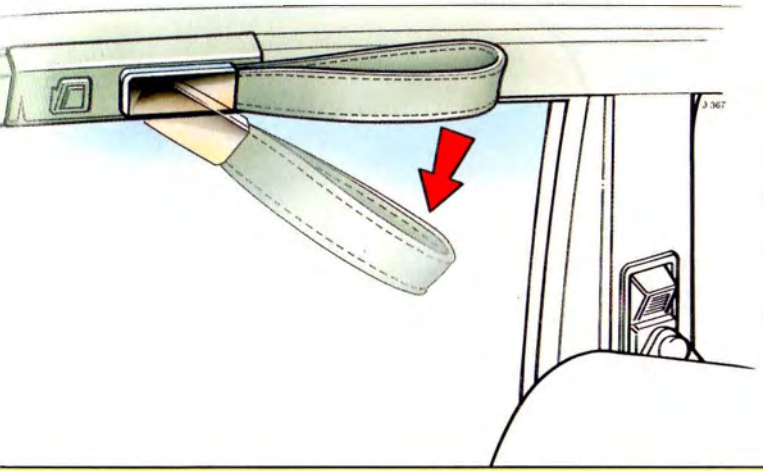
Sun Visors

Two adjustable padded sun visors are available. Either visor can be swung downwards or unclipped and swung sideways to eliminate sun glare.

Sun Visor Vanity Mirror

Swing either visor downwards to access the vanity mirror flap. A vanity mirror is incorporated in the rear of each sun visor, lift flap to gain access to the mirror, the two lights situated each side of the mirror will be illuminated automatically. Close the flap when not in use to extinguish the lights.



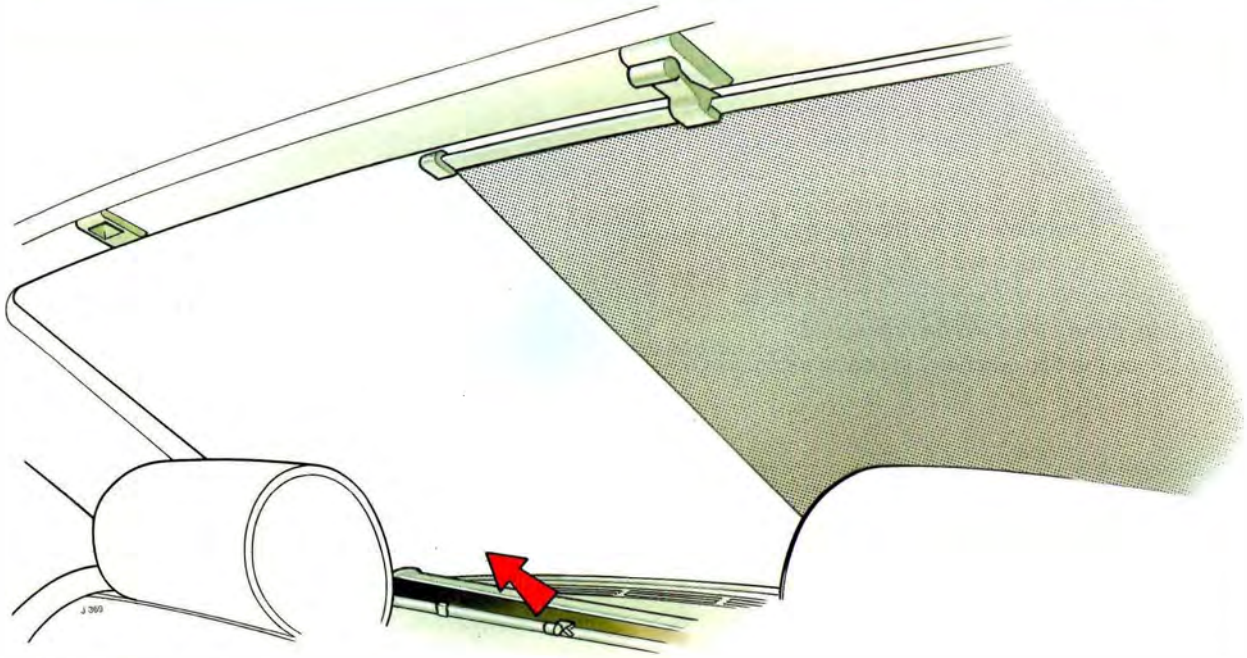


Dowager Straps

These are spring loaded. To use, hold and move strap to the vertical position to access, when released the strap will swing back to its original position.

Coat Hooks

Positioned in the rear compartment, adjacent to each dowager strap is a coat hook.



Rear Sun Blinds (Where fitted)

Rear sun blinds are fitted to the rear parcel shelf.

To operate: Lift the catch and engage over the rear screen header rail.

To lower: Reverse the procedure and the blind will automatically retract into the housing.

SECTION 7:

CLIMATE CONTROL

Climate Control

The electronic climate control system controls the environment within the vehicle to the comfort levels selected by the occupants. Using simple controls the desired temperature and airflow are automatically maintained for optimum comfort.

Manual controls may be used to override the automatic settings.

Two levels of climate control are available, a heater and air conditioning version and a heater only version . The control panels are illustrated on pages 158 and 159.

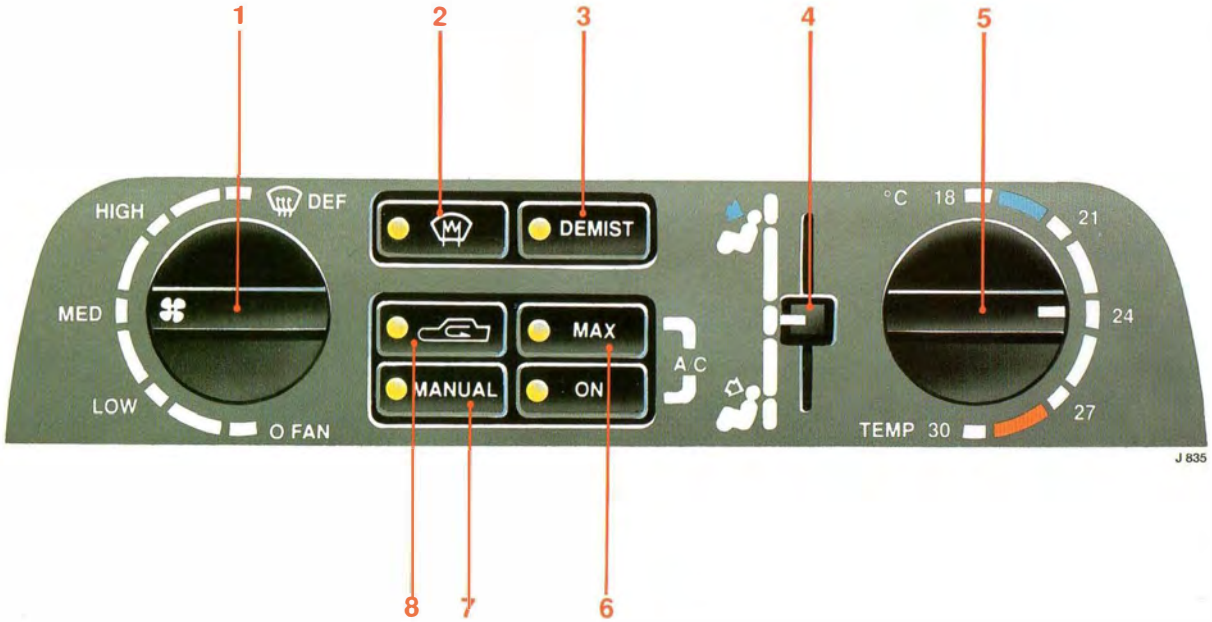
System Operation – Automatic Control

For optimum automatic operation, the system should be in the 'AUTO' position ('MANUAL' button de–selected), medium fans ('MED') and set to the desired temperature (e.g. 24° C/75° F) with the face level slider control set to the mid position.

If the vehicle interior temperature is warmer or cooler than the selected temperature, the climate control system will automatically provide heating (when the engine is warm) or air conditioning (where fitted) to reach the comfort setting (for vehicles without air conditioning the vent air temperature can only be as low as the outside temperature).

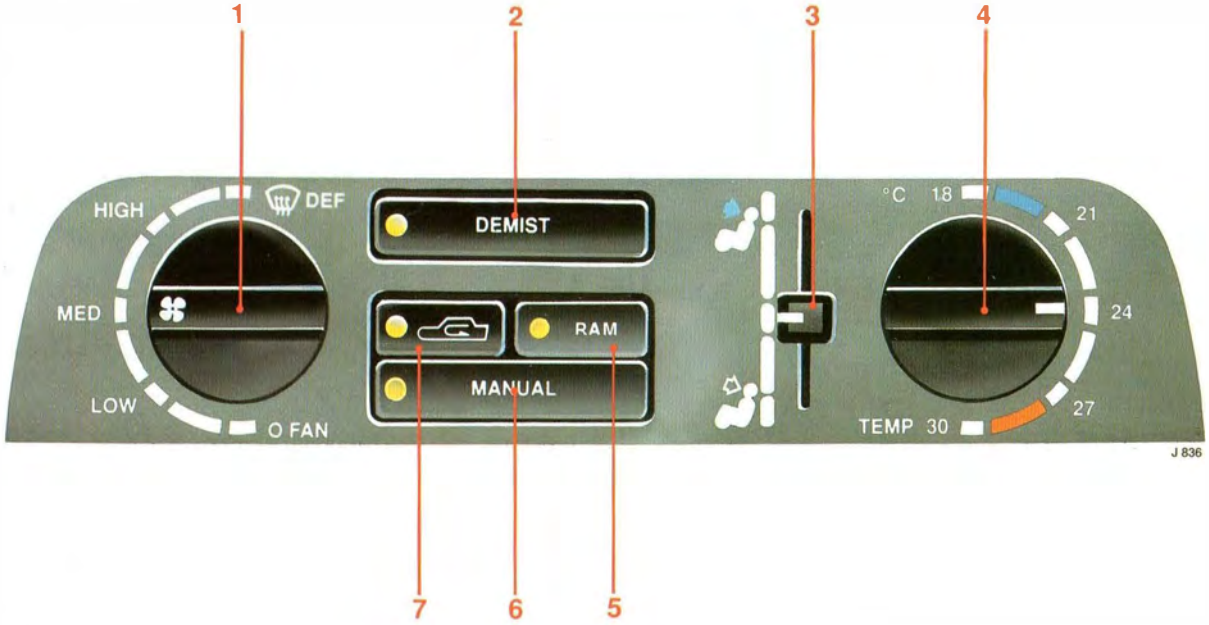
If it is necessary to adjust the comfort setting, the position should only be changed in small increments (one or two degrees) to maintain comfort and avoid large variations of in–car temperature.

Air Conditioning Control Panel

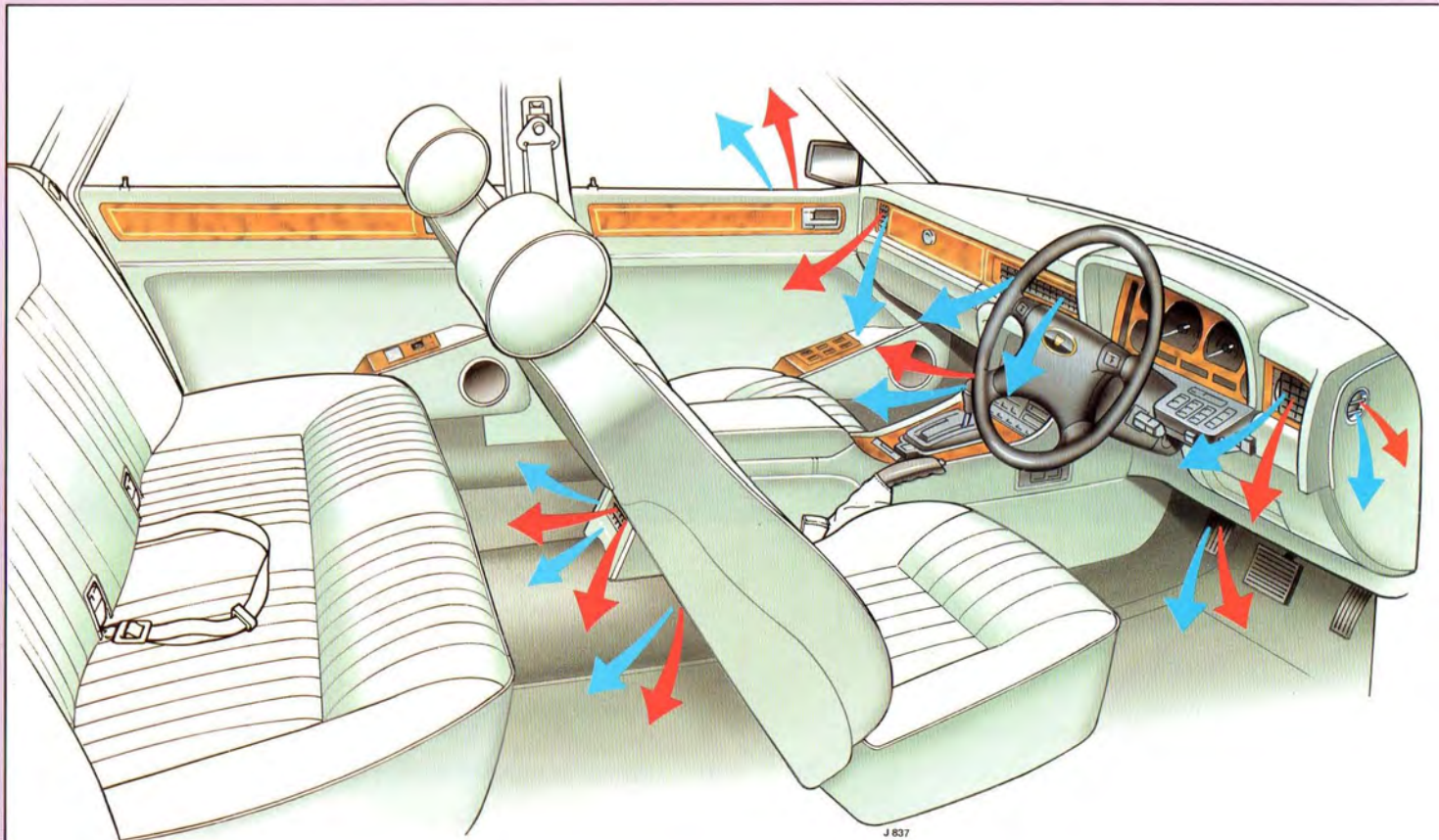


1. On/Off, fan speed and defrost control.
2. Heated front screen button (where fitted).
3. Demist button.
4. Face level temperature control.
5. Temperature control.
6. A/C (refrigeration) buttons.
7. Manual button.
8. Recirculation button.

Heater Control Panel



1. On/Off, fan speed and defrost control.
2. Demist button.
3. Face level temperature control.
4. Temperature control.
5. Ram button.
6. Manual button.
7. Recirculation button.


J 837

AIRFLOW DISTRIBUTION

The airflow distribution in this vehicle is fully automatic. Manual control of the airflow can be achieved by controlling the flow of air through the fascia vents. To stop airflow from a vent, move the thumbwheel towards the solid square symbol.

Fascia Centre Vents

Only cool air is supplied through these vents. When heating they are automatically closed off.

Fascia End Vents

The flow and temperature of the air through these vents is automatically controlled. These vents, unless manually closed, always deliver air to the interior.

Front Footwell Vents

The flow and temperature of air through these vents is automatically controlled. These vents, always deliver air to the interior, except in 'Defrost'.

Rear Footwell and Face Vents

The distribution of air to the rear footwells and face vent is controlled by the lever located on the vertical face at the rear of the centre console. The air supply to these vents is cut off in 'Defrost'.

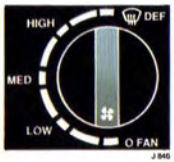
Screen Vents

Air is directed through the screen vents when 'Defrost' or 'Demist' is selected.

CONTROLS

Fan Speed Control (Left–hand rotary knob)

Note: In 'MANUAL' operation 'LOW', 'MEDIUM' and 'HIGH' the fan speeds are at a constant level dependent on the selected position of the temperature control knob.



OFF — Switches off the Climate Control System and seals the vents from incoming air.

LOW — Gives a low but variable programmed fan speed. May be used in mild ambient conditions.

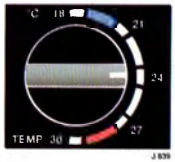
MED — The optimum setting for the system.
RECOMMENDED FOR THE MAJORITY OF DRIVING CONDITIONS.
The initially high fan speed reduces as the interior temperature approaches that selected by the occupants.

HIGH — Constant maximum fan speed.

DEFROST — When 'DEFROST' is selected, the system gives maximum airflow at the highest possible temperature for fast, efficient defrosting. Air is delivered to the front screen, front side windows and fascia end vents. 'DEFROST' overrides all other control panel settings.

Note: After a period of standing, if heating is required, the fans will not operate (except in 'DEFROST') until the engine temperature is sufficient to warm incoming air.

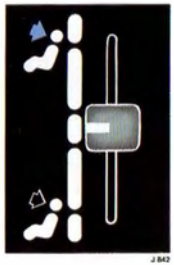
Temperature Selection (Right–hand rotary knob)



In 'AUTOMATIC' mode this control sets the desired interior temperature.

In 'MANUAL' mode it adjusts the vent temperatures from full cold to full heat.

Face Level Control Slider



Moving the slider upwards reduces the temperature of the air delivered through the face level vents compared to the footwell vents.

This is useful in offsetting the warming affects of sunshine on the upper body.

BUTTON FUNCTIONS – AIR CONDITIONING SYSTEM (For heater system turn to page 167)

J 852

Front Screen Heater (Where fitted)

Activates the heated front screen. Useful for rapid DEFROST/DEMIST of the front screen.

Selecting 'Defrost' automatically engages this function.

The front screen heater can be switched on or off during normal vehicle operation.

The screen heater automatically switches off after approximately six minutes of continuous operation.

J 853

Demist

'DEMIST' opens the front screen vents and is useful in overcoming interior misting in cool humid conditions..

Note: In warm humid conditions operating the 'DEMIST' function can result in condensation forming on the exterior of the windscreen with air conditioned vehicles.

J 854

A/C On

Activates the air conditioning (A/C) system. This is the normal running condition for the system.

Switching off this function gives 'ECON' (i.e. improved fuel economy). Econ should only be used in dry temperate conditions.

continued

BUTTON FUNCTIONS – AIR CONDITIONING SYSTEM (continued)

J 865

A/C Max

Produces maximum air conditioning (A/C) performance. Most advantageous in hot weather when the vehicle has been left in the sun.

Note: 'Max' automatically sets the system to high fans and full cooling. The automatic temperature control system is overridden while 'MAX' is selected..

The 'MAX' setting is switched off by pressing the 'MAX' button again or by pressing the 'A/C On' button.

Prolonged usage of the max function should not be necessary.

J 856

Manual Recirculation

Closes fresh air intakes and recirculates existing air within the vehicle. Useful for preventing unpleasant odours from being drawn into the vehicle.

Avoid driving in this condition for prolonged periods as continuous use may result in interior misting.

Avoid use in ambients below freezing point.

J 857

Manual

Overrides the automatic temperature control system.

The manual override selects constant vent temperatures relating to the set position of the temperature control knob.

This may be useful for controlling the climate control system when the vehicle is driven with the windows open.

BUTTON FUNCTIONS – HEATER SYSTEM

J 863

Demist

'DEMIST' opens the front screen vents and is useful in overcoming interior misting in cool humid conditions..

J 886

Manual Recirculation

Closes fresh air intakes and recirculates existing air within the vehicle. Useful for preventing unpleasant odours from being drawn into the vehicle.

Avoid driving in this condition for prolonged periods as continuous use may result in interior misting.

Avoid use in ambients below freezing point.

Selection of 'RECIRCULATION' overrides the selection of 'RAM' function.

J 858

Ram

Switches off the blower fans; ventilation is only provided by the forward motion of the vehicle.

Selection of 'RAM' switches the system into 'MANUAL'.

Selection of 'RAM' overrides the selection of 'RECIRCULATION' function.

J 867

Manual

Overrides the automatic temperature control system.

The manual override selects constant vent temperatures relating to the set position of the temperature control knob.

This may be useful for controlling the climate control system when the vehicle is driven with the windows open.

Rear passenger Control

The slider control is located in the rear face of the centre console. Airflow can be directed as follows:

Adjustable face vent only.

Ajustable face vent and footwell vent.

Footwell vent only.

Cold Weather Driving Tips

Avoid driving the vehicle with the system in the 'OFF' or 'Recirculation' position to prevent humidity build up inside the vehicle.

In cool and/or humid conditions run the system on 'A/C' to avoid misting on the windows and avoid using 'LOW' fans or 'RAM'.

In very cold weather, when the vehicle is started and left to warm up by itself, select 'LOW' fans and move the Face Level Control Slider to the bottom (warmest face level air).

Activate seat heaters (where fitted). Refer to SECTION 2: Front Seat Heaters.

If there is frost on the windscreen the 'DEMIST' button should also be selected.

Normal control settings should be restored prior to driving the vehicle.

For maximum rear heating, do not place articles under the front seats or against the transmission tunnel and select feet only on the Rear Passenger Control.

Hot Weather Driving Tips

If your vehicle has been parked with the windows closed during hot weather (especially under a direct sun), the air conditioning will cool the interior faster if you drive for one or two minutes with the windows open. This forces most of the warm air out of the vehicle. Then close the windows and operate the system as you would normally.

Maximum interior cooling is achieved by selecting 'MAX'. This is useful to quickly cool the interior after the vehicle has been parked in strong direct sunlight. As a comfortable interior temperature is approached normal automatic temperature control should be restored by either pressing 'MAX' again or 'A/C'.

Since the air conditioning removes considerable moisture from the air during operation, it is normal if water drips on to the road from the air conditioning drains after you have stopped the vehicle.

For Economy–Minded Driving

Switch off the air conditioning by de–selecting the 'A/C ON' button in moderate weather when cooled air is not required. In this position warmed or outside temperature air, rather than cooled air, is discharged from the vents.

To ensure proper functioning of the system it is advisable to run the air conditioning for at least 10 minutes each week.

1968 E–TYPE

SECTION 8:

DRIVING

Prior to Starting

Before starting the engine, new owners/drivers should familiarize themselves with the location and operation of the controls and instruments described on preceding pages.

WARNING: Ensure the handbrake is applied and the gear selector (automatic transmission) is in position 'P' or 'N' before attempting to start the engine.

For information on the Anti–lock Braking System (ABS) and notes on engine starting relevant to ABS, refer to page 180.

Attention should also be given to items under 'Regular Checks' detailed in SECTION 9.

Disengage the steering lock and start the engine as detailed in SECTION 2. For information on the Gearshift Interlock (vehicles with automatic transmission), refer to SECTION 4: Gear Selector.

It is also good practice to check the gauges and warning lights before driving off.

An illuminated warning light in the instrument panel should not be ignored.

Seat belts are provided for your safety and it is unwise to commence any journey, however short, without wearing them.

Statistics prove that the use of seat belts can save lives and prevent serious injury.

Warming Up

Do not operate the engine at high rev/min when first started but allow time for the engine to warm up and the oil to circulate. A thermostat is incorporated in the cooling system to assist rapid warming up. In very cold weather it is advisable to run the engine at 1500 rev/min with the vehicle stationary until a rise in temperature is indicated on the gauge.

Emission Control (Vehicles fitted with catalytic converters)

The emission control system fitted to the vehicle is designed to keep emissions within legislated limits.

For further detailed information see SECTION 11: Emission Control.

Use of Headlamps in Daylight

When visibility is reduced for any reason, e.g. heavy rain, snow or fog, the headlamps on dipped beam setting should be switched on to ensure that the vehicle may be seen more easily by other road users. The instrument illumination control can be used to adjust the brightness of the panel lighting.

Use of the Clutch (Where fitted)

It is bad practise to drive with the foot resting on the clutch pedal as this will cause 'Clutch Slip' and excessive wear. Use the footrest.

When the vehicle is stationary with the engine running, the gear lever should be in neutral, the clutch pedal released and the hand brake applied.

Hill Climbing and Engine Braking (Vehicles with automatic transmission)

When driving on mountain roads with long downhill and uphill gradients it is advisable to move the gear selector lever to position '2'.

For further detailed information refer to SECTION 4: Gear Selector.

Roof Rack

Only the Jaguar roof rack should be used. The maximum load including the rack must not exceed 100 kg (221 lb) and MUST be deducted from the maximum luggage load (see SECTION 11: Specification Data). Any load on the roof rack may affect the handling of the vehicle especially in cross winds or when cornering.

Winter Driving

Freeing a Frozen Door Lock

Caution: Do not apply a proprietary lock de–icer through the keyhole.

Should the lock become frozen, gently heat the insertion end of the key before use.

Windscreen Wiper Blade

Before driving away ensure that the wiper blade is not frozen to the windscreen.

Winter wiper blade assembly (where supplied) is designed for use when snow/ice conditions prevail; for further details see SECTION 10: Windscreen Wiper Blade.

WARNING:

1. **Winter wiper blade is to be used in snow/ice conditions only.**
2. **When winter wiper blade is being used, do not exceed 96 km/h (60 mph).**
3. **Remove ice from the windscreen to facilitate unobstructed vision.**

Exhaust Temperature Warning Indicator (Japan only)

Illuminates if the exhaust temperature becomes abnormally high. **It is unsafe to run the engine in an over–heated condition.**

Refer to the instructions given in SECTION 3: Warning Lights for the exhaust temperature over–heating warning system when the warning light is illuminated.

Fuel Tank Filling

The use of either leaded or unleaded fuel depends on the type of emission control system fitted to the engine and the legislative requirements in the country for which the vehicle is manufactured.

Refer to SECTION 11: Fuel Requirements for the recommended fuel grades.

Vehicles with engines fitted with catalytic converters must only be filled with **'Unleaded Fuel'.** The filler neck of the fuel tank on these vehicles is a small diameter to prevent the nozzle of a leaded fuel pump (large diameter) entering.

When filling the fuel tank the dispenser nozzle must be inserted into the filler neck sufficiently to open the trap door for fuel to flow into the fuel tank. Fill the tank until the filler nozzle automatically shuts off. Filling beyond this point could result in fuel spillage.

WARNING:

1. **Fuel vapour is highly flammable and in confined spaces is also explosive and toxic. In the event of inadvertent spillage, and before refuelling always switch off the engine, use no naked flame or light. Do not smoke. Do not inhale fumes.**
2. **Do not fill the tank so that fuel is visible in the fuel filler intake tube. This could cause spillage and danger from exposed fuel. If the tank is inadvertently overfilled and the vehicle is to be parked, park it in the shade.**

General Driving Hints

By adopting the following driving habits, greater fuel economy may be obtained.

- Keep the vehicle properly maintained by following the recommended maintenance schedules.
- Do not pump the accelerator pedal. Move easily to a safe driving speed and try to maintain it.
- Speeds above 80 km/h (50 mph) considerably increase fuel consumption.

When driving in adverse conditions, adopt a driving technique which avoids sudden movements. Abrupt changes of speed or direction may cause the breakdown of tyre to road adhesion thus causing a skid.

To reduce the possibility of skidding avoid heavy braking. Should skidding be experienced, DO NOT apply the brakes, release the accelerator slowly and turn the steering wheel into the direction of the slide. As the skid subsides, straighten the wheels and accelerate slowly.

Some examples of adverse driving conditions are as follows:

Poor Visibility: Fog, mist, heavy rain or snow.

Slippery Surfaces caused by: Ice, rain, snow, mud, leaves or loose road surfaces (road under repair).

Should the vehicle become stuck in mud, sand, snow or slush and the driving wheels start to spin, DO NOT 'rev.' the engine or the vehicle may 'DIG ITSELF IN'. Rock the vehicle quickly but gently, by changing gear from 2nd to Reverse to 2nd (manual gearbox) or from Drive to Reverse to Drive (automatic transmission) until the vehicle eases away from its bogged down area.

Caution: Do not ignore instrument panel warning lights and system malfunction signals displayed by the Vehicle Condition Monitor (V.C.M.).

Running–in

The importance of correct running–in cannot be too strongly emphasized as during the first few thousand kilometres/miles of motoring all working surfaces of the vehicle are 'bedding–in'.

The following rules will, if adhered to during the first 1500 kilometres (1000 miles) improve the bedding–in of mechanical parts in the engine and drive line components:

1. Do not use full throttle or kick down.
2. Do not exceed 3500 rev/min.
3. Do not run a cold engine at high engine speeds in Neutral or Park.
4. Do not allow the engine to 'labour' at low engine speeds.

After 1500 kilometres (1000 miles) engine/road speeds may be gradually increased up to the permissible maximum.

Rear Ride Levelling System (Where fitted)

A vehicle fitted with self levelling suspension, will maintain a constant ride attitude irrespective of vehicle loading whilst the engine is running, and adjusts the height of the rear of the vehicle to maintain a level attitude. Therefore, headlamp beam setting is unaffected by the carried load. The system constantly monitors and adjusts to changing load conditions. The system will adjust the attitude of the vehicle, even after the ignition is switched off if passengers are leaving or luggage is being removed.

To avoid overloading the vehicle the following precautions must be strictly adhered to:

1. Do not exceed the Gross Vehicle Weight. See SECTION 11: Specification Data.
2. DO NOT exceed the maximum permitted rear axle weight. See SECTION 11: Specification Data.
3. The weight of a roof rack and load, when fitted, **must be deducted** from the maximum loading of the vehicle.
4. The maximum loading of the vehicle **must include** all occupants **and** luggage being carried.
5. When towing, the nose weight of the caravan or trailer must be deducted from the maximum loading of the vehicle

Brakes

To ensure that the brake friction linings can 'bed–in' evenly and reach their optimum wear, friction and durability condition, it is important that attention is paid to the following points during the first 1500 kilometres (1000 miles) running of the vehicle.

1. Where possible, avoid heavy braking or rough usage of the brakes as this can result in damage being caused to the friction linings and brake discs.
2. Avoid prolonged use of the brakes, for example, when descending severe gradients.
3. Frequent light applications of the brakes are desirable. This helps to obtain full 'bedding–in' of the brake linings before the normal running–in period is completed and the vehicle is operated at high speeds, when maximum brake efficiency will be required.

The above equally applies when new discs or pads have been fitted to replace worn components.

Safety Note: For optimum parking brake performance burnish the friction elements by the following procedure. With due regard for traffic conditions and safety precautions apply the parking brake with moderate pressure from a speed of 48 km/h (30 mph) to reduce vehicle speed to 24 km/h (15 mph). Repeat at intervals of not less than two kilometres (one mile) or three minutes for a total of 20 times. The repeats need not be continuous but can be performed on any convenient occasion. Do not use excessive pressure which could either cause the rear wheels to lock or alternatively overheat the parking brake.

The front and rear disc brakes are on separate brake circuits. Should one of the brake circuits fail, the other circuit will still operate. However; considerably more effort will have to be **exerted on the brake pedal**. In addition, if the front brake circuit fails **brake pedal travel will increase to near maximum**, the brake pedal should be held down and not pumped. If the rear brake circuit fails, **brake pedal travel will appear shorter**. In this event consult a Jaguar Dealer **immediately.**

Note: If a rear circuit failure occurs, fluid may be lost resulting in unboosted front brakes, the brake failure warning light will be illuminated followed by the anti–lock warning light illuminating as further fluid is lost.

Anti–lock Braking System (ABS)

This system helps to prevent the road wheels from locking and skidding during emergency braking, assisting the driver to maintain full steering and directional stability.

The factor controlling ultimate stopping distance and cornering ability is tyre/road adhesion. The Anti–lock Braking System optimises the use of adhesion under maximum braking conditions though it cannot provide increased cornering ability. The degree of control provided eliminates the need for special braking techniques to achieve optimum braking distances and control on poor or slippery road surfaces. Tyres must of course be in good condition to achieve maximum adhesion.

It still remains the responsibility of the driver to adapt his/her driving style to the prevailing road and weather conditions, especially if there is a risk of aquaplaning (where the tyres are prevented from contacting the road surface by a layer of water) or when braking on loose gravel or snow.

During normal braking the anti–lock system will not be activated. However, if the braking force applied begins to exceed tyre/road adhesion the Anti–lock Braking System will automatically be activated preventing the road wheels from locking. In these circumstances a pulsating effect will be felt from the brake pedal indicating that the system is functioning.

Under severe braking on some road surfaces tyre noise may be apparent even though the wheels will at no time become locked.

The ABS electronics monitor the entire anti–lock electrical system from ignition switch ON to ignition switch OFF. Any malfunction will be indicated by the anti–lock warning light being illuminated.

Should a fault develop in the ABS system, the brake system will still operate conventionally and with the same standard of performance as vehicles not equipped with ABS.

WARNING:

1. **The addition of ABS cannot overcome the consequences of trying to stop in too short a distance, cornering at too high a speed, or the risk of aquaplaning – where the tyres are prevented from contacting the road surface by a layer of water.**
2. **The fact that a vehicle is fitted with ABS must never allow the driver to be tempted into taking risks which could affect his/her safety or that of other road users.**
3. **In all cases it remains the drivers responsibility to drive safely according to the prevailing conditions.**
4. **The driver should always take road conditions into account. A slippery road surface always requires more braking distance for a given speed, even with ABS.**

Possible extensions of stopping distance compared to locked wheels may occur during ABS operation on slushy snow, gravel, sand or certain heavily corrugated or ridged warning sections of road surfaces.

Engine Starting Information relevant to the Anti–lock Braking System

When the ignition is switched ON (position 'I' and 'II') and while driving the vehicle, the electric motor–driven hydraulic pump which forms part of the hydraulics may be heard re–charging the system to the correct operating pressure.

If the driver's foot is on the brake pedal while the ignition is being switched ON small pulses of the pedal may be felt.

Warning light sequence depending on the ignition switch position is as follows:

Position 'I' – The anti–lock failure and the brake system fault warning lights should not be illuminated.

Position 'II' – Anti–lock failure and brake warning lights will be illuminated for approximately five seconds as part of the bulb check procedure.

Note: If the hydraulic braking system is not fully charged, both the anti–lock failure and the brake system warning lights will be illuminated for up to 40 seconds (period dependant on the state of charge).

Position 'III' – During cranking of the engine, no illumination of the warning lights will occur.

Caution: Should the warning lights fail to operate as described above or illuminate while driving, a system failure is indicated, consult a Jaguar Dealer immediately.

In normal circumstances, after leaving the vehicle for a number of hours or overnight, on return to the vehicle the accumulated hydraulic pressure will be reduced. In this case when the ignition switch is turned to position 'II' the brake warning light and anti–lock warning light may remain on after the five seconds lamp check procedure, until the braking system is fully charged. The warning lights may illuminate for up to 40 seconds. Full boost function capability without ABS control function will be given within approximately 5 seconds but only for a limited number of applications. Warning lights going off indicate that the system is charged and fully functional.

If the brake warning light remains illuminated for longer than 40 seconds from start–up then a brake system fault is indicated and the vehicle must not be driven until the fault is rectified. Consult a Jaguar Dealer **immediately**.

If the anti–lock warning light remains illuminated for longer than 40 seconds from start–up then an ABS system fault is indicated. With the vehicle stationary, turn the ignition off (position '0') and then restart the engine. If the warning light continues to illuminate or comes on again while driving, consult a Jaguar Dealer **immediately**.

Electrical System

WARNING:

1. **Avoid contact with battery acid which is both poisonous and corrosive. Acid will cause burns to the skin as well as to the eyes. In the event of skin or eye contamination, drench the affected area with water and seek urgent medical attention when eye contact has occurred.**
2. **Never reverse the battery terminal connections and always disconnect both terminals before battery charging or using arc welding equipment on the vehicle.**
3. **The battery emits combustible gas (hydrogen) particularly when charging. Avoid sparks and short circuits by switching off the charger before making or breaking the terminal connections.**
4. **When disconnecting the battery connections, always disconnect the earth terminal first and reconnect last.**
5. **Fuel is extremely flammable. All fire precautions must be observed when working on or near fuel devices of the vehicle.**

Alternator

To prevent damage to the alternator, do not run the engine while the battery or any of the charging circuit cables are disconnected.

The alternator has polarity–sensitive components that may be irreparably damaged if subjected to incorrect polarity. Ensure that the battery earth lead is always connected to the battery negative terminal.

The earth lead should **always** be disconnected first and connected last.

Battery Charging

When charging the battery in the vehicle from an outside source such as a trickle charger ensure that:

The charge voltage is the same as the nominal voltage of the battery.

The charger positive (+) lead is connected to the positive (+) terminal of the battery.

The charger negative (–) lead is connected to the negative (–) terminal of the battery.

If a high–speed battery charger is used then the battery **must** be completely removed from the vehicle.

If circumstances require the battery to be disconnected, the instrument pack odometer will initially display an erroneous figure, i.e. 48560 when the battery is reconnected and the ignition switch is turned to position 'II'.

This figure will remain displayed until such time as the bulb check sequence has been completed. Coincident with the extinguishing of the warning lamp displays, the odometer display will return to the correct recorded mileage.

This is a normal function of the instrument pack following battery reconnection.

Caution: Under no circumstances should a battery be disconnected whilst the ignition circuit is live, as permanent damage to the instrument pack may occur.

Starting a Vehicle with a Discharged Battery

Rolling Start (Manual gearbox vehicles only)

A rolling start is pushing or towing the vehicle at low speed, in gear (preferably 2nd) with the clutch pedal depressed and the ignition switch in position 'II'.

When sufficient speed is obtained, the clutch pedal is released and the traction force from the wheels starts the engine.

Note: A rolling start cannot be achieved on a vehicle with automatic transmission.

WARNING: Because of the obvious dangers to other road users, extreme caution must be exercised when attempting a rolling start.

Electric Start – Emergency starting using jump leads

Both the booster and the vehicle's discharged battery should be treated with great care when using jump leads. These leads must be of high quality and capable of carrying the starter current of the vehicle to be started.

Before commencing, the following precautions must be taken:

(a) When the battery of another vehicle is being used ensure that the vehicles are not touching, or remove the charged battery and place adjacent to, not on, the vehicle with the discharged battery.

(b) Where the jump leads are of a different colour, usually red and black, use the red for positive. This is purely an aid to identification and helps to avoid crossing positive to negative. Where the cable colours are the same, separate the cables and avoid crossing the polarity.

(c) Ensure that both vehicles have all electrical loads switched off, the handbrake on and the transmission is in Neutral or in the Park position.

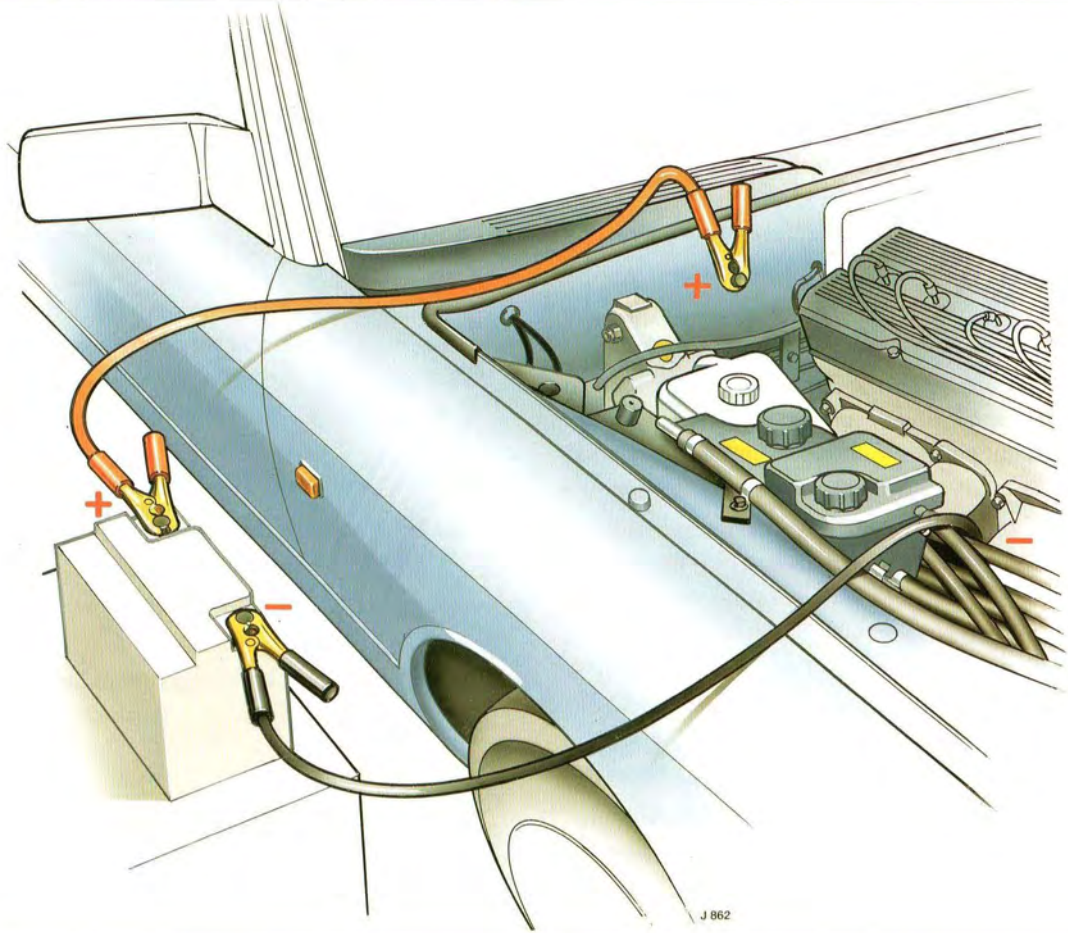
The procedure outlined must be followed **exactly**, being careful not to cause sparks.

1. Apply the handbrake and place the transmission in Neutral or Park. Ensure the lights and other electrical loads are turned off.
2. Identify the positive connection post located on the right–hand side of the engine compartment bulkhead.
3. Withdraw the plastic terminal cover from the connection post.
4. Attach one end of one jump lead to the positive terminal of the **booster battery** and the other end of the same cable to the positive connection post. **Do not allow the vehicles to come into contact with each other.** This could establish an earth connection which may cause sparks and cause damage.
5. Attach one end of the remaining negative cable to the negative terminal of the **booster battery** and the other end to a suitable earth point on the engine of the vehicle being started.
6. When started allow the engine to run at idling speed for five minutes before disconnecting the cables. Disconnect the booster battery in the reverse order to the connecting procedure.

The booster battery voltage must not exceed twelve volts.

Caution:

1. **If using a donor vehicle, under no circumstances should the vehicles come into contact with each other, since this could establish an earth connection, which may cause sparks and damage.**
2. **Do not run the donor vehicle's engine when boost starting a Jaguar vehicle. If the donor vehicle's engine is running and the jump leads are disconnected, damage to the Jaguar vehicle's electrical system will result.**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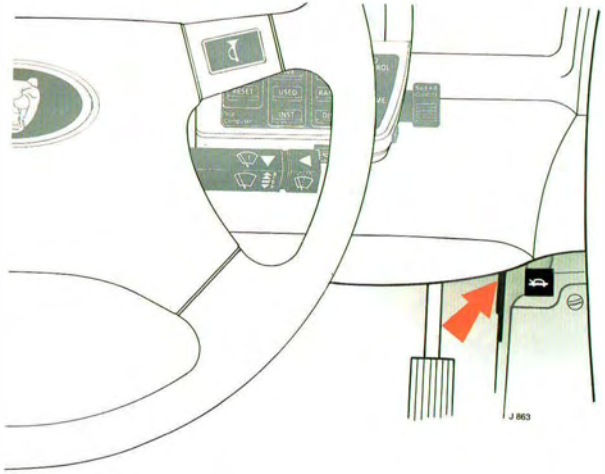
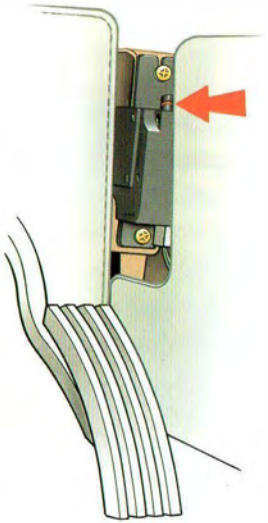




Inertia Switch

Should the vehicle be subjected to a heavy impact, an inertia switch will trip, isolating all ignition controlled circuits including the fuel pump. Simultaneously, all doors will automatically unlock to enable access to and from the vehicle.

Note: The doors will not unlock automatically if the inertia switch is tripped when the ignition is OFF.

The switch is located in the driver's side footwell.

To reset, depress the button which protrudes through the top of the cover.

Vehicle Recovery

The preferred method of vehicle recovery is by suspended tow or flat bed transporter. The front and rear towing loops are primarily for emergency use when towing for SHORT DISTANCES, e.g. removing the vehicle if it is causing an obstruction or winching the vehicle onto a recovery transporter.

When being towed, the vehicle's gear lever (manual gearbox) or the gear selector lever (automatic transmission) must be in neutral or position 'N' with the ignition key turned to position 'II' to release the steering lock and render the indicators, horn and brake lights operational.

Towing Loops

Caution: The towing eyes are not suitable for 'solid bar towing'.

Front loop is attached to the right–hand bumper mounting bracket.

Rear loop is welded to the right–hand side of the luggage compartment underfloor panel.

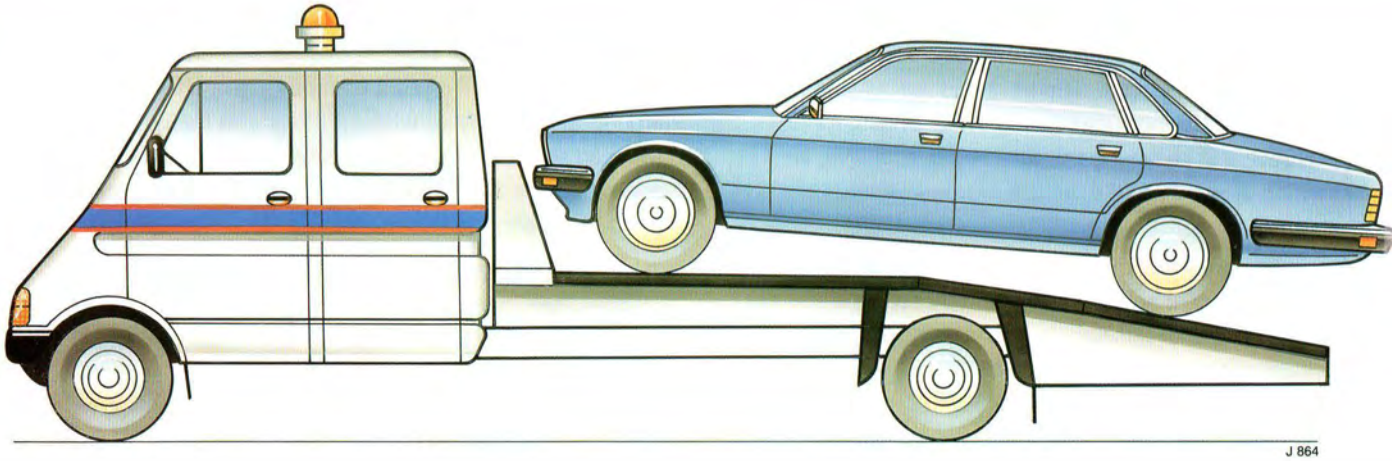
Certain vehicles fitted with energy absorbing bumpers do not have a front tow loop. In this instance the vehicle can be towed SHORT DISTANCES using a rope or chain wrapped around the lower front wishbone rear arm (to run inboard of the road spring). The rope or chain must NOT be wrapped around the front suspension beam. Care must be taken to avoid damaging the front air spoiler.

Towing Recovery

Adhere to towing regulations: In certain countries the registration number of the towing vehicle and an 'ON TOW' sign or warning triangle must be displayed in a prominent position at the rear of the vehicle being towed.

WARNING: When the engine is not running and the ignition switch is not in position 'I' or 'II', the steering and brakes will no longer be power–assisted. Therefore, be prepared for relatively heavy steering and the need for greatly increased brake pedal pressure.

The vehicle may be towed by another for SHORT DISTANCES with the gear lever/gear selector lever in neutral or position 'N' provided a speed of 48 km/h (30 mph) is not exceeded.



Transporting

If the vehicle is being transported on a trailer or vehicle flatbed transporter, the handbrake must be applied, the wheels chocked and (if fitted with automatic transmission) the gear selector lever moved to position 'N' or 'D' but NEVER to 'P'.

There are four transporter tie down brackets on the vehicle underbody. Do not attach tie down hooks to the towing loops.

Vehicles with defective Automatic Transmission

The vehicle must be towed with the rear wheels clear of the ground (see suspended towing) or the propeller shaft disconnected at the final drive input flange. If the propeller shaft is disconnected it must be firmly secured away from the final drive flange.

Suspended Towing

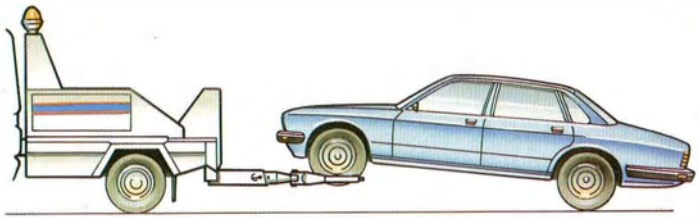
Ensure that the recovery team follow these instructions:

Do not tow with sling–type equipment since damage to the bodywork may result.

Front suspended

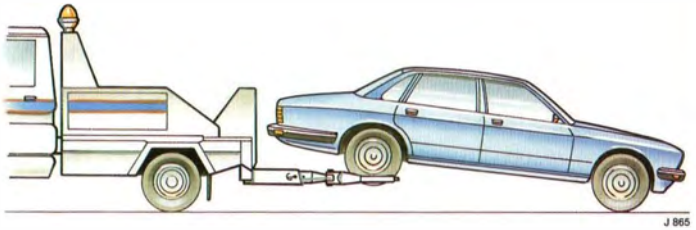
1. Remove the ignition key from the ignition/steering lock.
2. Vehicles with automatic transmission: Disconnect the propeller shaft at the final drive input flange. Ensure the propeller shaft is firmly secured away from the final drive input flange; or alternatively —
   Providing a distance of 48 kilometres (30 miles) is not to be exceeded add an extra 1,7 litres (3 pints) of the recommended fluid to the automatic transmission through the filler tube.

   Before the vehicle is driven again the excess fluid must be drained and the level checked.
3. Raise the vehicle using a 'spectacle frame' type lifting device where a cradle is positioned under each front wheel as indicated.



Rear suspended

1. Remove the ignition key from the ignition/steering lock.
2. Raise the vehicle using a 'spectacle frame' type lifting device where a cradle is positioned under each rear wheel as indicated.



Towing a Caravan or Trailer

The following information is of a general nature and should be used in the light of regulations prevailing in the territories concerned for the type of caravan or trailer being towed. Laws concerning towing vary in different countries and it is advisable to ensure that the vehicle being driven and the vehicle to be towed comply with existing regulations. The main motoring and caravanning organisations can provide such information.

The following information applies to travelling on made–up metalled roads and not on dirt roads or across country.

Safety, stability and comfort are the essentials that must be satisfied when towing is being considered.

The generally accepted formula that the laden caravan or trailer should not exceed 85% of the towing vehicle's kerbside weight provides an adequate margin for good towing performance with a reserve of power for overtaking and hill climbing. Jaguar engineers closely follow this formula and recommend a maximum towing weight of 1500 kg (3307 lb) as a basis for achieving these essentials.

The kerbside weight of the vehicle can be found in SECTION 11: Specification Data.

The unladen weight of the caravan or trailer will be included in the manufacturer's catalogue or handbook together with the gross laden weight, i.e. the unladen weight plus the weight of permissible payload. Owners new to towing should bear in mind the effect on the vehicle's performance when deciding the weight of caravan or trailer to be towed. Provided the maximum recommended weight is not exceeded the influence on handling, hillclimbing, acceleration and fuel consumption, whilst being apparent, should be acceptable. As towing imposes additional strain upon the engine, transmission, suspension, brakes and tyres, owners who constantly tow loads should have their vehicle serviced more frequently.

Avoid heavy brake applications during which the Anti–lock Braking System (ABS) comes into action. Since the overrun brake on the caravan or trailer is of course not connected to the 'ABS' system, excessive caravan or trailer braking could critically affect the stability of the outfit as a whole.

Loading the Vehicle

The maximum loading of the vehicle is 420 kg (926 lb) which includes people and luggage. When towing, the noseweight of the caravan or trailer must be deducted from the permissible maximum load.

Tow Bar

It is essential that only a Jaguar tow bar and Jaguar electrical tow bar kit are fitted. This specially designed tow bar and electrical kit is available from a Jaguar Dealer who will fit the towbar, supply a tow ball and make the necessary electrical connections. However, it is essential that the regulations for lighting requirements for the towed vehicle are checked for the type of caravan or trailer and the territories in which towing is contemplated.

Caution: **The use of an electrical kit not specifically designed for this Jaguar will damage the electrical system of the vehicle.**

Refer to SECTION 11: Electrical Accessories before fitting an electrical kit to the vehicle.

Noseweight (the weight applied to the towbar when stationary)

Whilst the noseweight on most trailers remains fairly constant, it can vary considerably with caravans according to the weight and distribution of the load. All caravan and trailer manufacturer's recommend a maximum nose weight and in the interest of stability it is unwise to exceed this figure. The maximum tow ball noseweight recommended by Jaguar engineers is 50 kg (110 lb).

Most caravan dealers sell noseweight gauges which are simple to use and enable frequent checks to be made. Another method is to ensure that the parking brake is applied for safety, place a stout piece of timber between the coupling and ordinary bathroom scales with the jockey wheel clear of the ground.

Note: When measuring noseweight the caravan/trailer must be level, otherwise the resulting weight may be incorrect.

Vehicles fitted with catalytic converters

The use of catalytic converters increases exhaust system temperatures (particularly under engine malfunction) therefore do not operate or park the vehicle in areas where combustible materials such as dry grass or leaves may come into contact with the exhaust system.

Wheel Changing When Towing

If it becomes necessary to change a road wheel on the towing vehicle ALWAYS uncouple the caravan/trailer from the vehicle before following the wheel changing and jacking procedure detailed in SECTION 9: Wheel Changing.

Touring

Journey Fitness

Fatigue and boredom on long journeys can be overcome by varying the route and breaking the journey in good time. The total journey time should not exceed 10 hours in one driving session and you should not drive more than two hours without having a rest period.

The correct seating position is important for safety reasons and to avoid fatigue. The wrong seating position and excessive periods at the wheel without a break, will lead to stiffness and cramp, poor blood circulation and premature tiredness. Always keep the vehicle interior well ventilated.

Children need plenty of movement and variety. There should be ample space on the rear seat for them and their toys, and these should not be capable of inflicting injury if the vehicle turns or stops suddenly.

Both children and adults can suffer from travel sickness. In such cases, plenty of fresh air, frequent journey breaks and correct eating habits are of particular importance.

Foreign Travel

Far from home, a breakdown can become a major problem. It is advisable to be prepared and to carry some spares. The following list of advisable spare parts could save you time and money.

Set of sparking plugs, rotor arm, distributor cap, ignition coil, high tension lead (longest), headlamp bulb or sealed beam unit (where applicable), fuses, stop/tail bulb, front parking light bulb, flasher bulb, a set of drive belts, a set of hoses, tyre valve cores and insulation tape. There are other proprietary items worth considering, exhaust bandage, coolant leak sealant, etc.

It is a requirement in some countries to carry a spare set of vehicle bulbs.

A touring kit (available in the United Kingdom) containing a convenient selection of basic items is available from the Jaguar accessory range.

International motoring organisations are helpful in all aspects of long distance touring.

Ensure that when driving in other countries that the vehicle lighting conforms to the legal requirements of the countries concerned, check with a motoring organisation for details.

Headlamp Beam Conversion For Continental Touring – United Kingdom Vehicles

When touring on the continent the headlamp beams should be converted even though driving at night may not be envisaged, as most European countries have headlamp use regulations similar to those now in force in the United Kingdom. For instance, those requiring dipped beams to be used in daylight when there is reduced visibility, i.e. rain, fog, snow or smoke, etc.

A headlamp beam converter self–adhesive mask is available from the Jaguar accessory range and should be used on each headlamp.

Most European countries allow tourists to use yellow or white headlamp beams. The use of yellow tinted headlamp bulbs is recommended for vehicles travelling through France, see SECTION 11: Bulb Chart or apply Jaguar amber lamp laquer to the headlamp glass (available from the Jaguar accessory range).

Headlamp Beam Conversion For Vehicles Touring In The United Kingdom

When vehicles from other countries (e.g. Europe) are used for touring in the United Kingdom the headlamps should be converted using self–adhesive masks on each headlamp, contact your local motoring organisation.

The United Kingdom headlamp use regulations require dipped beams to be used in daylight when there is reduced visibility, i.e. rain, fog, snow or smoke, etc.

Where the vehicle is equipped with yellow tinted headlamp bulbs (i.e. vehicles normally driven in France) the yellow tinted bulbs should be replaced with clear headlamp bulbs, see SECTION 11: Bulb Chart.

Petroleum Spirit in Containers

If any petrol is carried in containers across country borders, duty may be payable on the fuel. However, it is forbidden to carry petrol in containers in some countries. Petrol in containers is not allowed on most ferries or hovercraft.

Fire Extinguishers

It is compulsory in several countries for all vehicles to be equipped with a fire extinguisher. A Jaguar fire extinguisher can be supplied and fitted by a Jaguar Dealer.

Jaguar Warning Triangle

A warning triangle is compulsory in many countries. Use it to ensure that following traffic is given clear warning that the vehicle is disabled. It has a dual reflective finish for both day/night use and is erected in seconds. The triangle complies with the latest international standards and is available from a Jaguar Dealer.

Hazard Warning Lights

Although hazard warning lights are normally acceptable, their use can be prevented by accident damage or electrical failure and a warning triangle should always be carried. Therefore, hazard warning lights should not be used instead of the triangle but to complement it.

First Aid Kit

It is compulsory in some countries to be equipped with a first aid kit. A Jaguar first aid kit is available from a Jaguar Dealer.

Cellular Radio Telephones in Tourist's Vehicles Abroad

Many countries exercise controls on the temporary importation and subsequent use of cellular radio telephones. Therefore, if the vehicle contains such equipment, whether fitted or portable, an approach should therefore be made to a motoring organisation for guidance.

Use of Radio–Frequency (R.F.) Transmitters with Tourist's Vehicles Abroad

If the vehicle has the optional radio–frequency key fob transmitter, before attempting to enter a foreign country, an approach should therefore be made to a motoring organisation for guidance. Failure to meet foreign radio transmitter legislation may lead to confiscation of equipment.

It is possible for a Jaguar Dealer to convert the vehicle alarm system, either temporarily or permanently, to passive arming which does not require the use of the RF transmitter, refer to SECTION 2: Security System.

Unleaded Fuel

If the vehicle requires the use of unleaded fuel (see SECTION 11: Fuel Requirements) then it is important to note, that when visiting countries which do not mandate the use of unleaded fuel, it may be difficult to obtain the correct fuel. Check the availability of unleaded fuel with a motoring organisation.

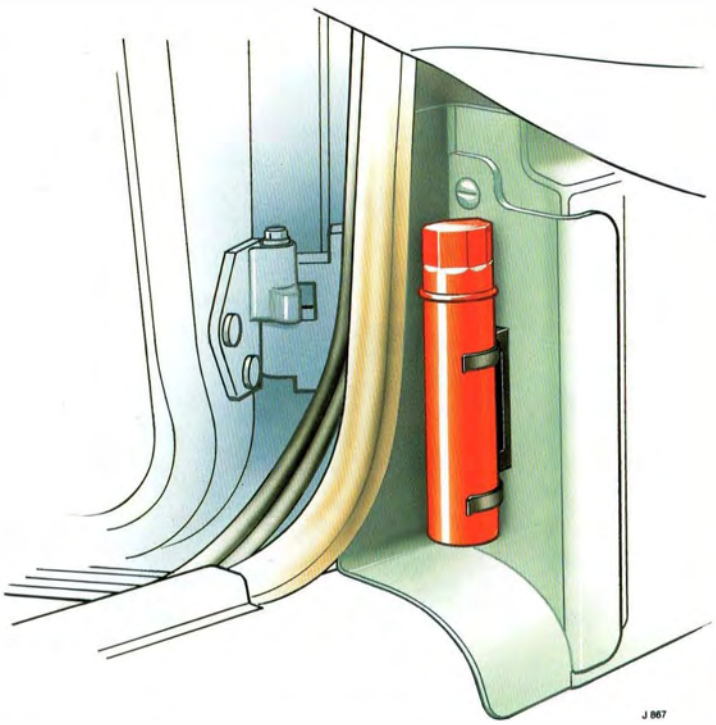
Smoke candle (Flare) (Japan only)

The smoke candle should only be used on express ways and railway crossings in an emergency.

To operate: Remove the smoke candle from the holder which is located on the passenger's door pillar adjacent to the footwell. Twist the body and pull from the holder. Rub the igniting portion and rubbing area together.

WARNING:

1. **The smoke candle should be used only for an emergency signal.**
2. **It may cause burns if directed towards a human face or body when igniting and/or smoking.**
3. **It should be inhibited from use around any inflammable materials, e.g. petrol, etc.**
4. **The operating time is around five minutes. The vehicles hazard warning lights should be used to complement the smoke candle.**
5. **The effective date is indicated on the body, replace when used or if the effective date has expired, with a new smoke candle.**



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SECTION 9:

VEHICLE CARE

Care of the Exterior

Valet Kit

A valet kit containing a convenient selection of Car Care products is available from the Jaguar accessory range.

Washing

Do not use a dry cloth to wipe dust from the paintwork. Dust, dirt and other gritty substances are abrasive and if removed in this way, will scratch the paintwork.

For best results, do not wash the vehicle under strong sunlight. Always allow the vehicle to cool down, especially the bonnet, after the engine has been run, before washing.

Wash the vehicle with cold or lukewarm water, never use hot water, household soap or detergents. The use of Jaguar vehicle shampoo from the Jaguar accessory range will help to remove traffic film, dirt and dead insects.

When using a hose, avoid directing it at full force around door and luggage compartment seals. The use of high pressure water jets on the paintwork is not recommended.

Remove the dirt using a sponge and plenty of water. Rinse off with clean water and dry using a clean, damp chamois leather.

In certain countries, salt mixtures are used on the road during the winter months to melt snow and ice. Under these conditions, it is recommended that the vehicle is washed more frequently, also that the underside and wheel arches are cleaned using a high pressure water jet.

Automatic Car Wash

Regular use of automatic car washes will tend to dull the lustre of the paintwork. Always turn off the radio prior to entering the car wash to enable the aerial to retract.

It is advisable that where a Jaguar telephone antenna (wing mounted type) is fitted that it is removed prior to entering an automatic car wash.

The effectiveness of the windscreen wiper may be reduced after using a car wash that includes wax, therefore immediately after the car wash mechanism has stopped moving operate the wiper blade to remove excess water from the windscreen.

Clean the windscreen with Jaguar Screen Clean Paste to prevent a wax build up.

Removing Grease and Tar

Remove grease or tar with methylated spirit (alcohol). White spirit is also effective, but must not be applied to rubber, particularly the windscreen wiper blade.

Glass Surfaces

To avoid scratching the glass surfaces, **do not** clean dirty glass with **dry** paper or cloth. Use clean, warm water and a chamois leather which is reserved for use on glass only. It is also advisable where possible to remove rings from fingers.

To ensure the windscreen wipe quality is at its best, apply Jaguar Screen Clean Paste to the exterior of the windscreen. For all other glass surfaces use Jaguar Glass cleaner. These products are available in the Jaguar accessory range. Clean the wiper blade with a mild detergent solution when you wash the windscreen.

Note:

1. **Do not apply screen clean paste to interior glass surfaces since the powder residue will make the vehicle interior dusty.**
2. **At every 12000 kilometres (7500 miles) service intervals the wiper blade will be replaced and the exterior of the windscreen cleaned with Jaguar Screen Clean Paste.**

Regular inspection and replacement of the wiper blade at the recommended service intervals will greatly reduce the possibility of the glass becoming scratched.

The use of Jaguar screen wash additive, administered from the windscreen washer reservoir, will help to maintain a clear windscreen.

Additionally, the use of Jaguar de–icer, ice scraper and anti–mist wipe cloth during adverse weather conditions is recommended, all of which are available from the Jaguar accessory range.

Polishing

After a period of time, certain conditions can affect the vehicle paintwork. These include road dust and dirt, tar stains, salts, industrial fallout and other foreign matter. To help to provide maximum protection against these, it is recommended that the vehicle is polished at regular intervals using Jaguar wax polish and polishing cloth available from the Jaguar accessory range.

Paint Chips

Scratches, nicks and chips in the paint surface should be touched in before weathering action can begin. The best time to detect paint chips is immediately after the vehicle has been washed.

A touch–up pencil is supplied in the vehicle's tool box.

Door and Body Sill Drain Holes

Drain holes in the bottom of the doors and sills should be kept clear using suitable tools that will not damage the paint–work.

Chromium Plating

Chromium plate is susceptible to corrosive damage caused by salt air especially near coastlines, industrial smoke, and other urban conditions. It is therefore recommended that frequent washing and thorough drying of all chromium plate is carried out.

Where salt is used on roads for frost or snow dispersal it is important to wash the vehicle as soon as possible after driving under these conditions.

The chromium plate can be polished and protected using Jaguar chrome polish or by coating with Jaguar wax polish available from the Jaguar accessory range.

Aerial Care

When cleaning the radio aerial mast, always wipe it in an upwards direction.

Occasionally lubricate the aerial mast by spraying a cloth with a maintenance spray, and wiping the mast with the cloth.

In freezing conditions check that no ice has formed over the top of the aerial mast, this could prevent it from being raised causing damage to the motor.

A specially formulated aerial cleaner is available from the Jaguar accessory range.

Alloy Road Wheels (Where fitted)

The Teardrop, Radial and Roulette cast alloy road wheels are covered with a protective coating. The Lattice (sports) forged alloy road wheels are protected by an anodised coating. To prevent corrosion it is essential that this coating is not damaged.

To clean the wheels use the Jaguar alloy wheel cleaning kit and carefully follow the instructions included with the kit.

The wheels should be washed at regular intervals (fortnightly) to avoid accumulation of particles, e.g. brake dust which could become embedded in the wheel surface.

In salty conditions the wheels should be cleaned weekly.

To provide further care of the forged alloy wheels, Vaseline should be rubbed into the wheel surface at regular periods (approximately every three months), depending on the operating conditions.

Care of the Interior

Brush and clean the interior of the vehicle each time the exterior is washed. Use a vacuum cleaner where possible and ensure complete removal of all dust from the interior and trim.

Leather Upholstery

Dust and dirt can penetrate the pores and creases of leather upholstery, causing the surface to wear and become brittle. Regular cleaning is essential to maintain the leather in first class condition.

Wipe the leather surfaces using a cloth moistened with warm soapy water; avoid flooding. Repeat using a clean cloth and clean water. Dry the leather and rub with a clean soft cloth.

Only use a mild non–caustic soap. Do not use petrol, detergents or household cleaners, as these could cause damage.

For very dirty areas, the use of Jaguar leather cleaner from the Jaguar accessory range is recommended.

The appearance and durability of the leather will be improved using Jaguar Hide Food from the Jaguar accessory range.

Woollen Upholstery

Regular Cleaning

Weekly light vacuuming is desirable and can extend the life of the fabric.

Cleaning preserves and enhances woollen upholstery. Use Jaguar Upholstery Cleaner from the Jaguar accessory range and follow the instructions exactly.

Test the upholstery cleaner solution on an inconspicuous part of the seat.

Do not over wet and avoid pressing liquids through the fabric.

Caution:

1. **Never use soap, ammonia, bleach or other cleaners intended for use on hard surfaces.**
2. **Do not use upholstery cleaner on electrical equipment, e.g. fascia switches.**

Removing Stains

Should anything be spilt or dropped on the woollen fabric, the golden rule for removing the stain is speed.

Most spots can be removed if treated immediately and are not allowed to 'dry in', keep the necessary cleaning materials together in a convenient place.

First mop up any excess liquid with absorbent tissue (preferably white) or absorbent cloth; scoop up dry solids with a spoon. Most stains can be treated with one of three cleaning fluids, e.g. Jaguar Upholstery Cleaner, dry cleaning fluid or clean water.

Always work inwards from the edge of the stain to prevent spreading. Use small amounts of cleaning liquid at a time and blot between applications.

Avoid pressing liquid through the fabric. Continue until the stain has disappeared. Never rush or panic, work patiently and thoroughly. If the stain cannot be removed, get expert advice from a reputable dry cleaning organisation.

WARNING: Dry cleaning fluids may be toxic or flammable. Precautions should be taken when handling these products.

Headlining

Dust in the headlining should be removed with a vacuum cleaner. Stains may be removed by rubbing briskly, without pressure, with a clean lint free white cloth, moistened with methylated spirit.

Carpets

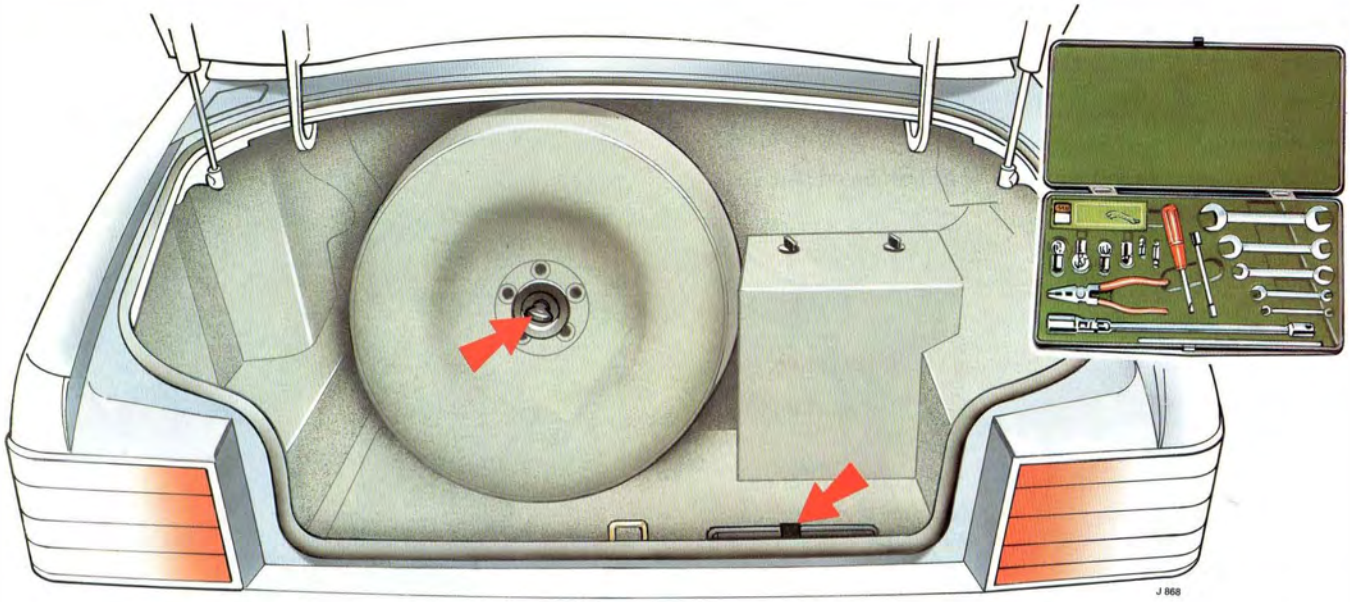
Carpets may be cleaned with a brush or vacuum cleaner. Use Jaguar Upholstery Cleaner or a good quality carpet cleaner to remove stains.

Care of Alloy Road Wheels (Where fitted)

The alloy road wheels are covered with a protective coating. To prevent corrosion it is essential that this coating is not damaged.

When removing or fitting tyres only equipment utilizing spigot or stud hole clamping must be used. The equipment must not have any moving parts which contact the wheel, and tyre levers must not be used.

Always ensure that the wheel nuts are fully seated before finally tightening the nuts in alternate sequence.



Spare Wheel

The spare wheel and tools are housed in the luggage compartment.

The jack and wheel changing tools are located behind the spare wheel.

To remove the spare wheel, remove the carpet cover and unscrew the bolt retaining the spare wheel. Lift out the wheel.

Tool box

The tool box is located in the luggage compartment adjacent to the right–hand tail lamp cluster. It contains a selection of tools and spare bulbs.

Wheel Changing and Jacking

If you have a flat tyre follow all warnings and instructions found in this handbook when changing a wheel.

Stopping the vehicle

Pull completely off the road and clear of all traffic and park on as level ground as is possible.

Activate the hazard warning lights. Apply the handbrake and select a low gear (manual gearbox) or 'P' (automatic transmission) and switch off the engine.

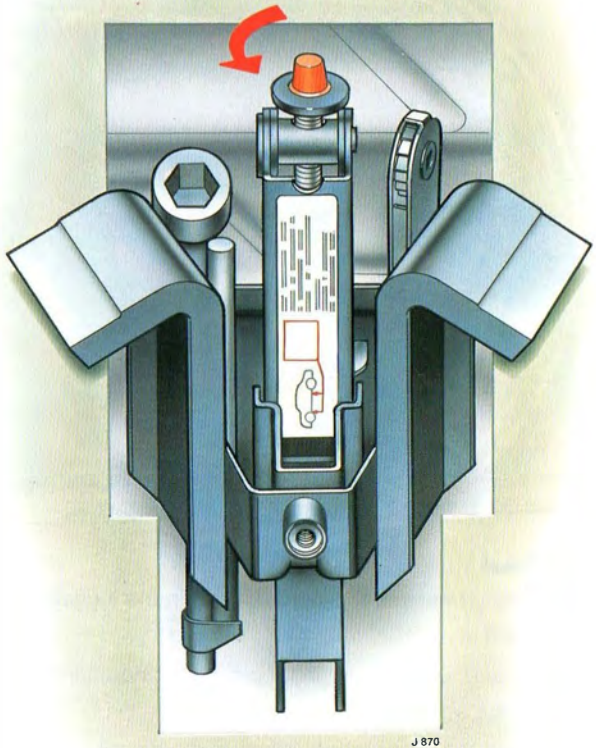
WARNING: It can be dangerous to change a wheel when the vehicle is on a slope or soft uneven ground.

Getting the spare wheel and tools

To prepare yourself for an emergency you should familiarise yourself with the use of the jack, each of the tools and their storage locations.

The spare wheel and tools are housed in the luggage compartment. The jack and wheel changing tools are located behind the spare wheel.

To remove the spare wheel, remove the carpet cover and unscrew the bolt retaining the spare wheel. Lift out the wheel. Access is now available to the jack and wheel changing tools.



Remove the jack from the holder by turning the knurled screw anti–clockwise to loosen (if resistance is encountered use a ratchet).

Loosening the wheel nuts

Always loosen the wheel nuts before raising the vehicle.

To gain access:

'Steel' wheel

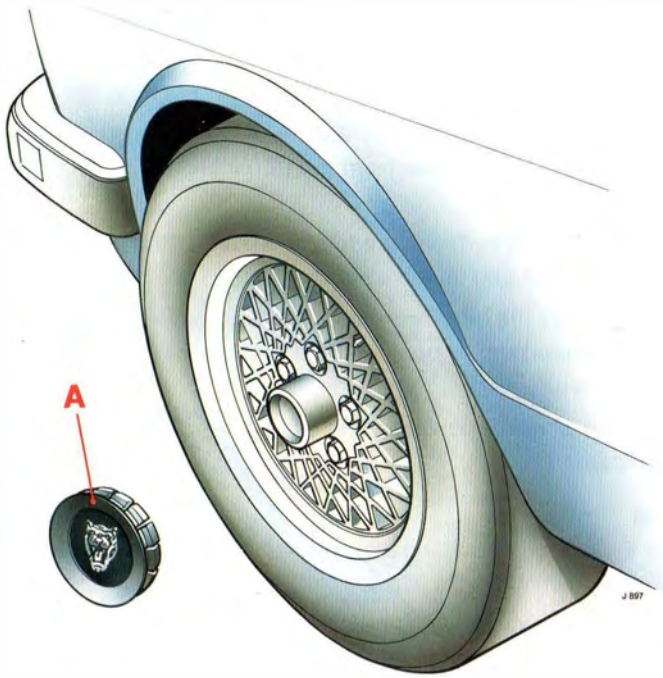
Carefully remove the wheel trim using the screwdriver provided in the vehicle toolbox as a lever.

'Teardrop alloy' and 'Roulette alloy' style wheels

Carefully remove the wheel nut cover using the screwdriver provided in the vehicle toolbox as a lever.

'Lattice (sports) alloy style' wheel

When changing these road wheels, the centre badge (A) must be transferred to the replacement wheel. After removing the road wheel, carefully remove the badge and press fit to the replacement wheel.



Before lifting the vehicle

WARNING: Before attempting to lift the vehicle with the jack use the chocks supplied to chock both sides of a front wheel to prevent the vehicle from rolling when it is jacked up.

Note:

1. Ensure that all passengers are out of the vehicle and are in a safe place, away from the traffic and clear of the vehicle.
2. Ensure that the surface on which the base of the jack is to bear is firm and level.
3. Firmly apply the handbrake and select a low gear (manual gearbox) or position 'P' (Park) (automatic transmission).

Using the wheel brace, slacken but do not remove the wheel nuts.

Jacking

Use the jack only for lifting the vehicle during wheel changing, and only use the jack which is stored in the vehicle.

Read the instruction label which is attached to the jack

WARNING: Never work under the vehicle using only the jack as a support, always use axle stands or other suitable supports under the jacking points

Do not start or run the engine while the vehicle is only supported by a jack.

Note: When one rear wheel is lifted off the ground neither the automatic transmission 'P' (Park) position or the manual transmission '1' (First gear) position will prevent the vehicle from moving and possibly slipping off the jack.

Four jacking points, two per side, are attached to the underside of the floor and provide positive location for the lifting jack.

Caution: **Never use bumpers or any other part of the body to lift the vehicle.**

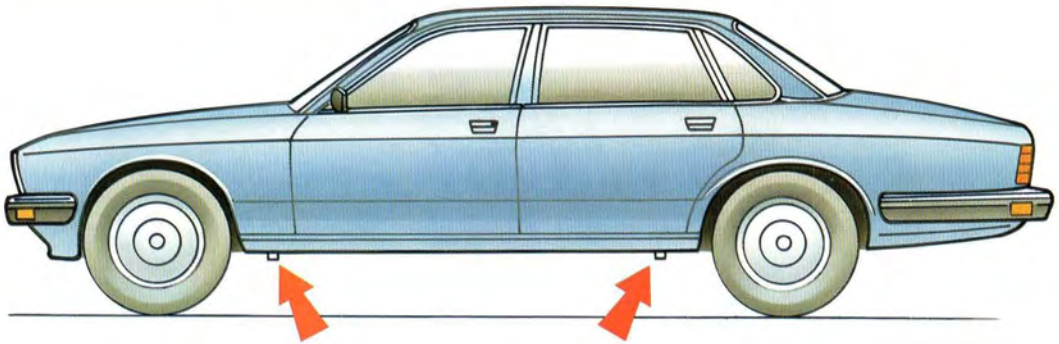
Remove the rubber cover from the end of the jacking point adjacent to the road wheel to be changed.

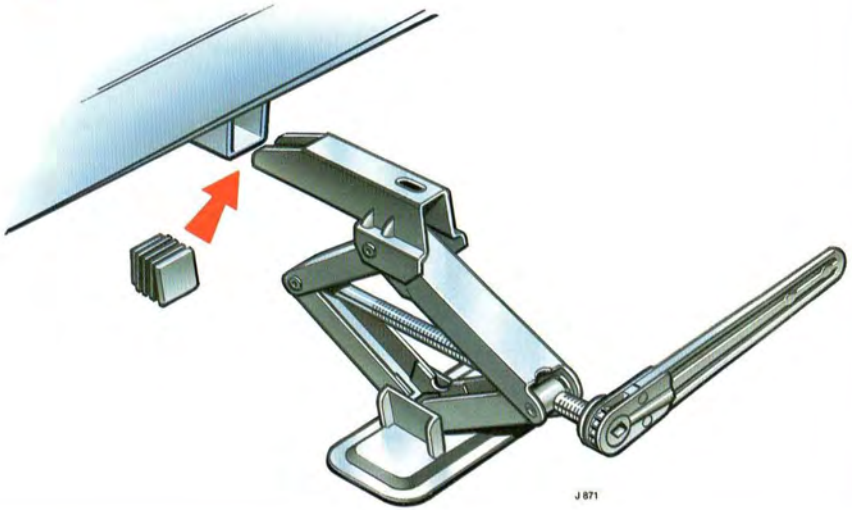
Place the jack squarely beneath the appropriate jacking point and insert the jack arm in the jacking point square socket.

Remove the jack plastic protection cap to allow fitment of the ratchet handle and carefully raise the vehicle using the jack handle.

Raise the vehicle sufficiently for the tyre to clear the ground and remove the wheel nuts and road wheel.

Note: Stop jacking up the vehicle when the tyre just clears the ground. Minimum tyre lift provides maximum vehicle stability.

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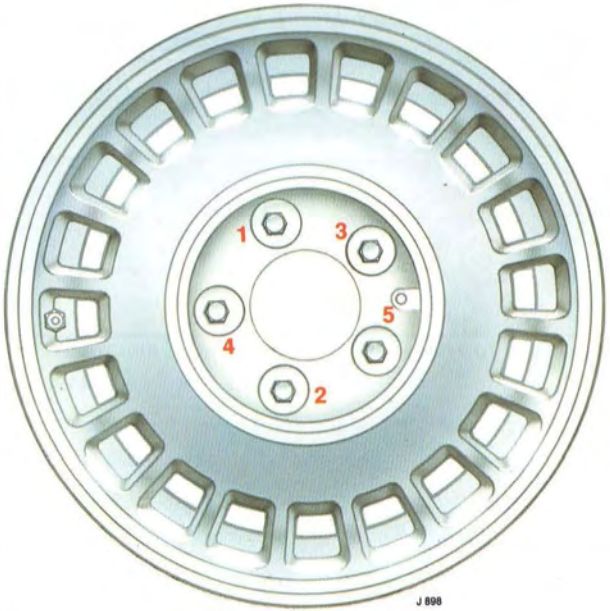
Fit the spare wheel and secure with the wheel nuts.

Using the wheel brace lightly tighten the wheel nuts alternately using the sequence shown in the illustration. Ensure that the taper on the wheel nuts is seated fully onto the taper faces of the wheel disc.

Lower the jack and tighten the wheel nuts alternately (using the sequence shown in the illustration). At the earliest opportunity have the wheel nuts tightened with a torque wrench to 65 – 85 Nm (48 – 63 lbf.ft) for steel wheels, 88 – 102 Nm (65 –75 lbf.ft) for alloy wheels.

Caution: Do not exceed a torque of 85 Nm (63 lbf.ft) where steel wheels are fitted or 102 Nm (75 lbf.ft) where alloy wheels are fitted.

Remove the jack from the vehicle and replace the jacking point rubber cover.



Re–fitting wheel trims

'Steel' wheel

Position the wheel trim on the wheel with the location peg on the back of the wheel trim inserted into the hole adjacent to the tyre valve. Push the wheel trim firmly into position.

'Teardrop alloy' and 'Roulette alloy' style wheels

Push the wheel nut cover firmly into position on the wheel.

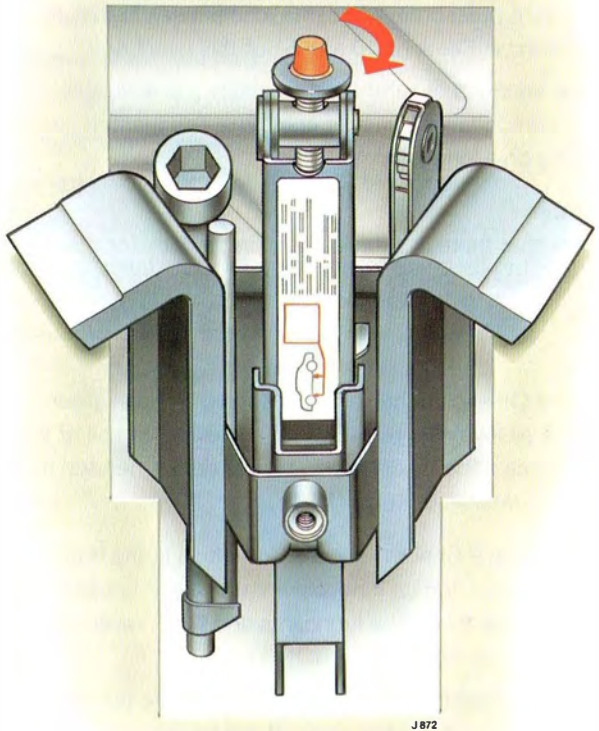
Re–storing equipment

Remove the chocks and securely re–stow with the road wheel and tools in the luggage compartment.

Make sure the jack is firmly re–stowed in the holder by turning the knurled screw clockwise.

Position the road wheel in the luggage compartment, fit and tighten the retaining bolt. Refit the carpet cover.

Note: Neglect of the jack may lead to difficulty in a road side emergency. Examine the jack occasionally, clean and grease the threads to prevent the formation of rust.



Regular Checks

Details of the operations required on this page together with the tyre pressures, lubricants, coolants and other fluids will be found in Sections 10 and 11 of this handbook.

In the interests of safety and reliability it is advisable to carry out the following checks at intervals suggested and prior to starting on a long journey.

Each Day

Check that there is sufficient fuel in the tank for the journey to be undertaken, particularly at night and before entering motorways.

Weekly

Engine Oil – With the vehicle standing on level ground, check the oil level and replenish if necessary with oil of the correct grade. The lubricants and fluids recommended by Jaguar are detailed in SECTION 11.

Brake Fluid – Check the level of the fluid in the brake master cylinder. Top up if necessary with new, unused approved brake fluid. The lubricants and fluids recommended by Jaguar are detailed in SECTION 11.

The brake fluid reservoir is initially nearly full, but the level will drop as the brake pads wear. If the level appears exceptionally low, location of the fluid leakage **must** be found and reported to the nearest Jaguar Dealer.

Clutch Fluid – Check the level of the fluid in the clutch master cylinder (where fitted). Top up if necessary with new, unused approved brake fluid. The lubricants and fluids recommended by Jaguar are detailed in SECTION 11.

Engine Coolant – When the engine is cold, check the level of the coolant in the engine header tank. Any loss of fluid should be investigated and reported to a Jaguar Dealer for rectification.

Power Steering Fluid – Check the level of the fluid in the power steering fluid reservoir. Top up if necessary with fluid of the correct specification. The lubricants and fluids recommended by Jaguar are detailed in SECTION 11. Any loss of fluid should be investigated and reported to a Jaguar Dealer for rectification.

Rear Ride Levelling System Fluid – Check the level of the fluid in the rear ride levelling system fluid reservoir. Top up if necessary with fluid of the correct specification. The lubricants and fluids recommended by Jaguar are detailed in SECTION 11. Any loss of fluid should be investigated and reported to a Jaguar Dealer for rectification.

Monthly

Windscreen Washer – Replenish with recommended windscreen washer fluid/clean soft water. Check the operation of the washer. Use recommended additives to prevent freezing, i.e Jaguar Windscreen Washer Fluid. Refer to SECTION 10: Check/Top up windscreen washer reservoir.

Tyres – Check the tyres, including the spare, for condition and pressure.

Lights – Check that all exterior lights and direction indicators function correctly and that the lenses are clean.

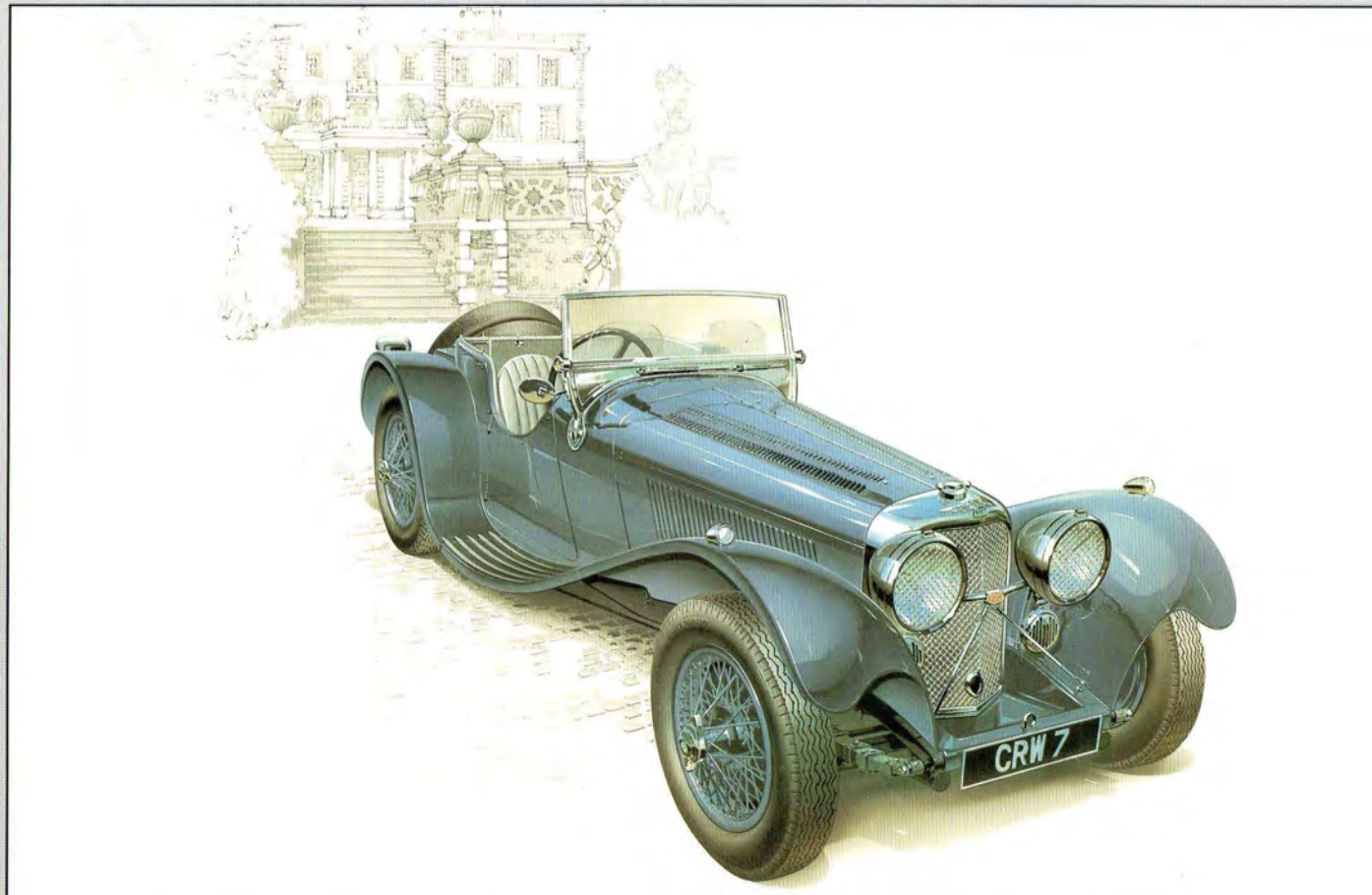
If any of the high mounted stop lamp bulbs (where fitted) have failed they must be replaced to ensure that the correct lamp intensity is maintained.

Engine Oil Consumption

A certain amount of oil consumption is normal. The rate of consumption will depend on the following:

* The quality and viscosity of the oil.
* The amount of oxidation and dilution of the oil.
* Climatic conditions.
* The speed at which the engine is being operated.
* Road conditions.

These variables make it impossible to standardize the rate of consumption, but drivers should expect higher than normal oil consumption when the engine is new, and after 'running–in', should high speeds be sustained.



1937
SS JAGUAR '100' SPORTS

SECTION 10:

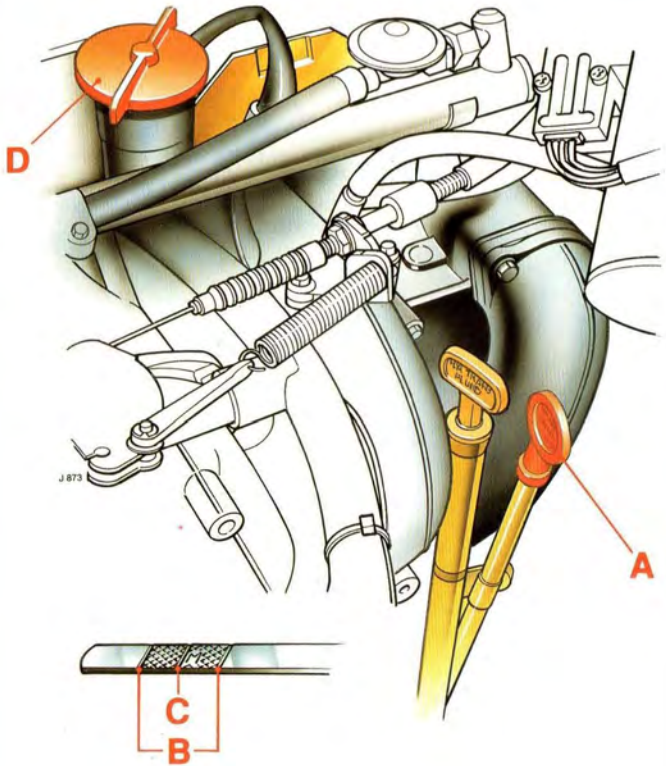
VEHICLE MAINTENANCE

Safety Precautions

WARNING:

1. **Precautions are printed on yellow background labels in the under bonnet area, and also a multi–lingual notice is attached to the underside of the bonnet panel. It is recommended that the owner/driver should familiarize him/herself with these precautions as this will reduce the risk of injury when checking items in the engine bay.**
2. **To avoid possible injury, do not attempt to loosen the nuts securing the front suspension to the engine compartment inner wing valance. This operation requires specialist equipment and should only be entrusted to a Jaguar Dealer. Further details are provided in the Service Manual.**
3. **Prolonged and repeated contact of used engine oil may cause serious skin disorders, including dermatitis and cancer. Avoid contact with the skin as far as possible and wash thoroughly after any contact. Keep oils out of reach of children.**
4. **Do not disconnect any pipes in the air conditioning refrigeration system, unless trained and instructed to do so. A refrigerant is used which can cause blindness if allowed to contact the eyes.**

FIRST AID: If refrigerant should contact the eyes or skin, splash the eyes or affected area with cold water for several minutes. Do not rub. As soon as possible thereafter, obtain treatment from a doctor or eye specialist.



Check/Top Up Engine Oil Level

Check the oil level regularly, i.e. when refuelling. The vehicle should be on a flat, level surface.

Forecourt Check

Stop the engine and wait one minute. Remove the dipstick (A) and wipe clean. Replace and withdraw the dipstick; if the oil level is on the knurled area (B) then no additional oil is required. If the oil level is below the knurled area, remove the oil filler cap (D), add 1 litre (1.7 pints) of the correct specification oil and recheck. The lubricants and fluids recommended by Jaguar are detailed in SECTION 11: Lubricants and Fluids. Refit the filler cap.

Overnight Check

Before starting the engine, remove the dipstick and wipe clean. Replace and withdraw the dipstick; if the oil level is on or above the 'M' line on the dipstick (C) then no oil is required. If the oil level is below the 'M' line, remove the oil filler cap (D), add 1 litre (1.7 pints) of the correct specification oil and recheck. The lubricants and fluids recommended by Jaguar are detailed in SECTION 11: Lubricants and Fluids. Refit the filler cap.

Checking Coolant Level

The coolant level must only be checked when the engine is COLD.

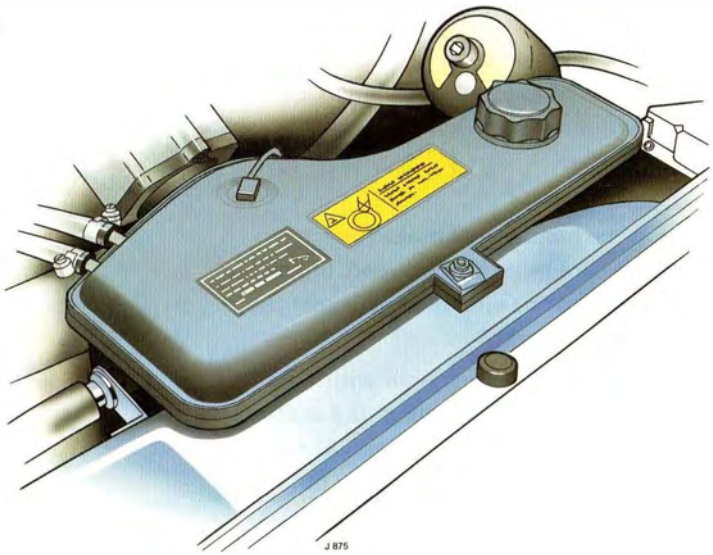
WARNING: Do not remove the coolant header tank filler/pressure cap whilst the engine is hot. If the cap must be removed protect the hands against escaping steam, and slowly turn the cap slightly anti-clockwise to allow excess pressure to escape, then remove completely.

Topping-up

Caution: Anti-freeze will damage paintwork. Avoid spillage.

Replenishment of the coolant should be carried out using only the correct concentration of coolant solution (anti-freeze) previously mixed in a separate container. The lubricants and fluids recommended by Jaguar are detailed in SECTION 11: Lubricants and Fluids.

The coolant level in the header tank should reach the base of the plastic insert which is located in the filler neck. If persistent coolant loss is evident then an immediate investigation must be carried out.

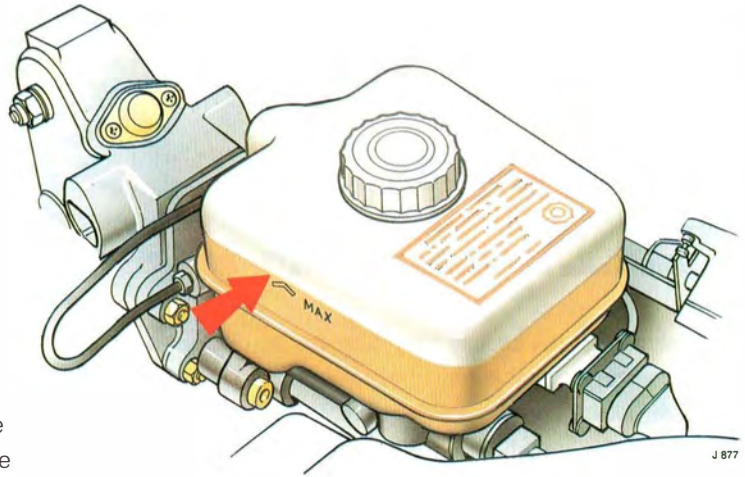


Check/Top Up Brake Fluid Reservoir

WARNING: The brake fluid level will drop as the brake pads wear. If the level is very low report the loss of fluid to the nearest Jaguar Dealer. Do not drive the vehicle until the cause is rectified.

Caution:

1. **During the handling of brake fluid, extreme care must be observed; brake fluid must not be allowed to contact the vehicle paintwork.**
2. **Do not 'top up' the reservoir with fluid which has been bled through the system, as it will have become aerated. Always use fresh, clean fluid from a new tin.**



The fluid is visible through the translucent casing of the reservoir and must be maintained at the 'Max' mark on the reservoir.

In some cases the brake fluid may be above the 'Max' mark, this is dependent upon the charged state of the hydraulic unit. Therefore the following procedure for checking or topping up the brake fluid level must be followed:

Ensure the vehicle is parked on a flat, level surface before checking the brake fluid level.

Pump the brake pedal at least 20 times (ignition OFF), or until pedal travel becomes restricted.

Switch ignition ON (position 'I' or 'II'). Wait until the 'Anti-lock Braking System' pump stops running.

Check that brake fluid level is on the 'Max' mark.

If necessary, top up as follows:

Before removing the cap, clean the reservoir and cap thoroughly with a lint free cloth to ensure that no dirt enters the reservoir.

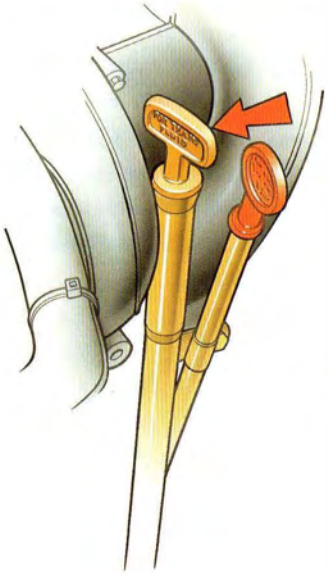
Unscrew the filler cap and top up to the 'Max' level using new, unused approved brake fluid. The lubricants and fluids recommended by Jaguar are detailed in SECTION 11: Lubricants and Fluids. Refit the filler cap.

Should any brake fluid be spilt replace the cap on the reservoir before rinsing it away, to avoid contamination.

Check/Top Up Automatic Transmission Fluid

A combined filler tube and dipstick is located on the rear left–hand side of the engine.

Before checking the fluid level the transmission must at normal operating temperature, e.g. after completing a run of at least 24 kilometres (15 miles).



With the transmission fluid at normal operating temperature, park the vehicle on a flat, level surface, firmly apply the handbrake and position the selector lever in 'P' (Park) and allow the engine to run at idling speed for a few minutes. Apply the footbrake and pass the selector lever through the entire range to ensure that the transmission system is primed. Return the selector lever to 'P' (Park) and allow the engine to idle; withdraw the dipstick. Using a lint free cloth, wipe the dipstick clean and immediately check the fluid level by replacing the dipstick and withdrawing it. If necessary, add the correct specification fluid to bring the level to between the 'MIN and 'MAX' marks on the 'HOT' side of the dipstick. The lubricants and fluids recommended by Jaguar are detailed in SECTION 11: Lubricants and Fluids.

Note: The 'COLD' side of the dipstick is for Jaguar Dealer reference only.

After topping–up (if required), repeat the above procedure. Be careful not to overfill.

Check/Top Up Clutch Fluid Reservoir (Where fitted)

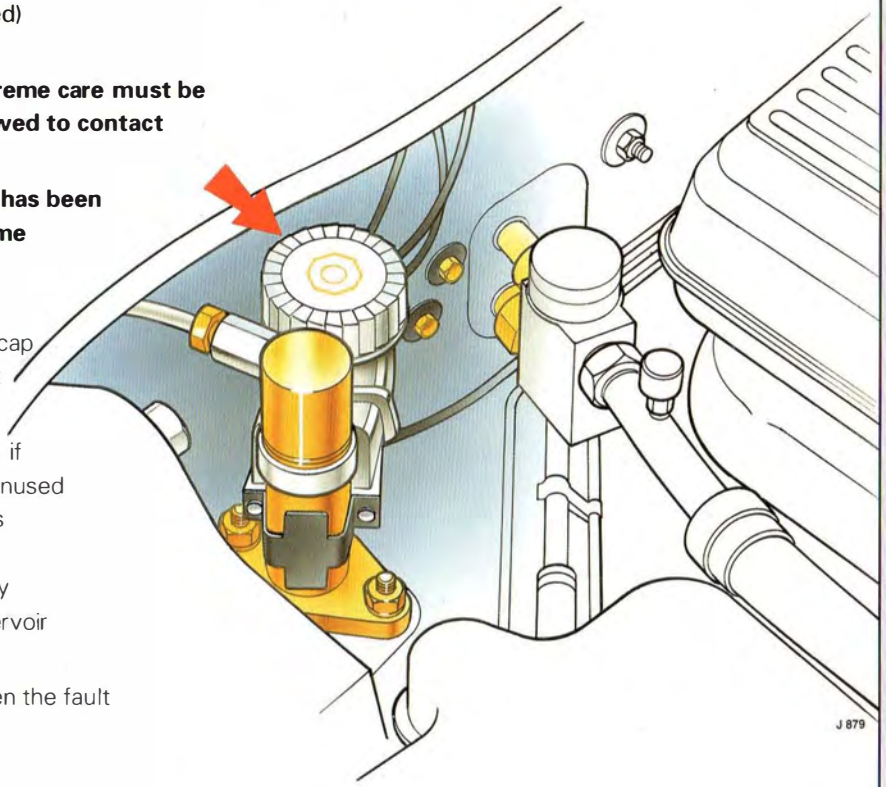
Caution:

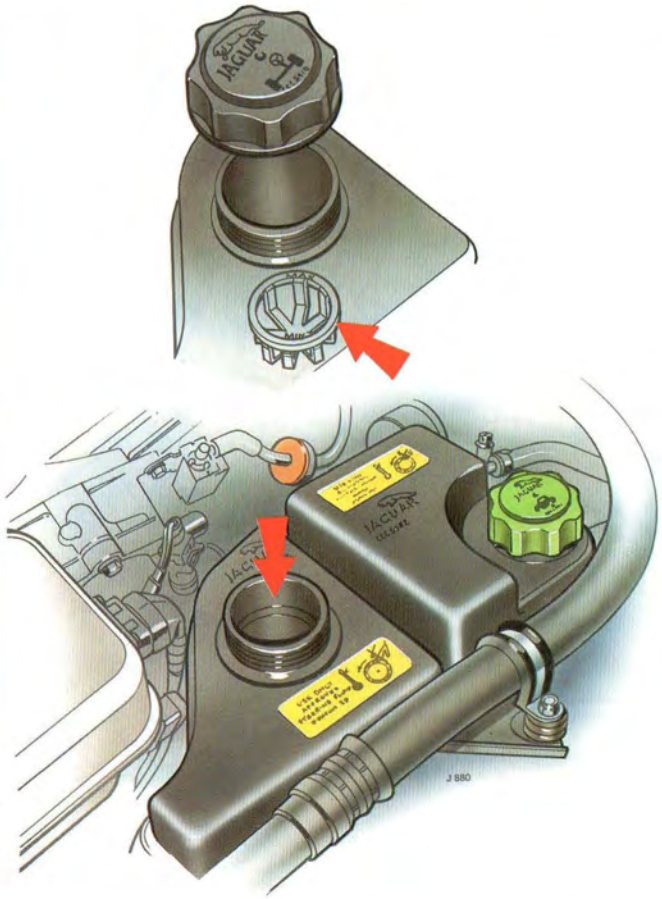
1. **During the handling of brake/clutch fluid, extreme care must be observed; brake/clutch fluid must not be allowed to contact the vehicle paintwork.**
2. **Do not 'top up' the reservoir with fluid which has been bled through the system, as it will have become aerated. Always use fresh, clean fluid from a new tin.**

Before removing the cap, clean the reservoir and cap thoroughly with a lint free cloth to ensure that no dirt enters the reservoir.

Unscrew the filler cap, check the level and top up, if necessary, to the base of the filler neck using new, unused approved brake/clutch fluid. The lubricants and fluids recommended by Jaguar are detailed in SECTION11: Lubricants and Fluids. Refit the filler cap. Should any brake/clutch fluid be spilt replace the cap on the reservoir before rinsing it away, to avoid contamination.

If the level in the reservoir is exceptionally low then the fault should be reported to the nearest Jaguar Dealer.





Check/Top Up Power Steering Fluid Reservoir

The fluid level must only be checked when the engine is COLD and the vehicle is on a flat, level surface.

Wipe clean and remove the filler cap from the fluid reservoir; take great care to prevent any foreign matter from entering.

The fluid level should be visible within the plastic insert (between the maximum and minimum marks) which is located in the filler neck.

If necessary, top up with the correct specification fluid, DO NOT OVERFILL. The lubricants and fluids recommended by Jaguar are detailed in SECTION 11: Lubricants and Fluids.

Should the level be very low report the loss of fluid to the nearest Jaguar Dealer.

Check/Top Up Rear Ride Levelling System Fluid Reservoir

Caution: This system is filled with Jaguar/ *Castrol* Hydraulic System Mineral Oil (HSMO). If any other specification fluid is used the system will become contaminated and will have to be purged.

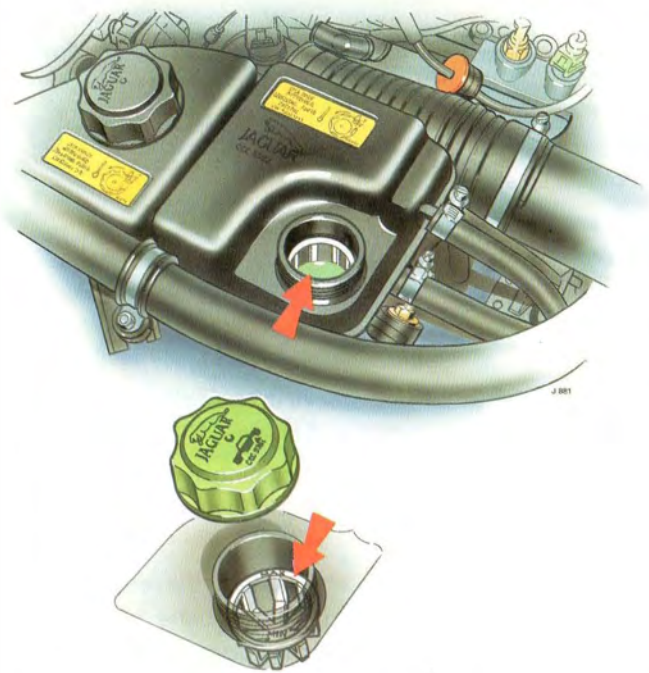
The fluid level must only be checked when the engine is COLD and the vehicle is on a flat, level surface.

Wipe clean and remove the filler cap from the fluid reservoir; take great care to prevent any foreign matter from entering.

The fluid level should be visible within the plastic insert (between the maximum and minimum marks) which is located in the filler neck.

If necessary, top up with the correct specification fluid, DO NOT OVERFILL. The lubricants and fluids recommended by Jaguar are detailed in SECTION 11: Lubricants and Fluids.

Should the level be very low report the loss of fluid to the nearest Jaguar Dealer.



Check/Top Up Windscreen Washer Reservoir

The washer reservoir is located at the front right–hand side of the engine compartment.

It contains the fluid for the windscreen washers and the headlamp power wash system (where fitted).

The reservoir should be filled to just below the filler neck with clean, preferably soft water. Jaguar Windscreen Washer Fluid should be added to assist cleaning.

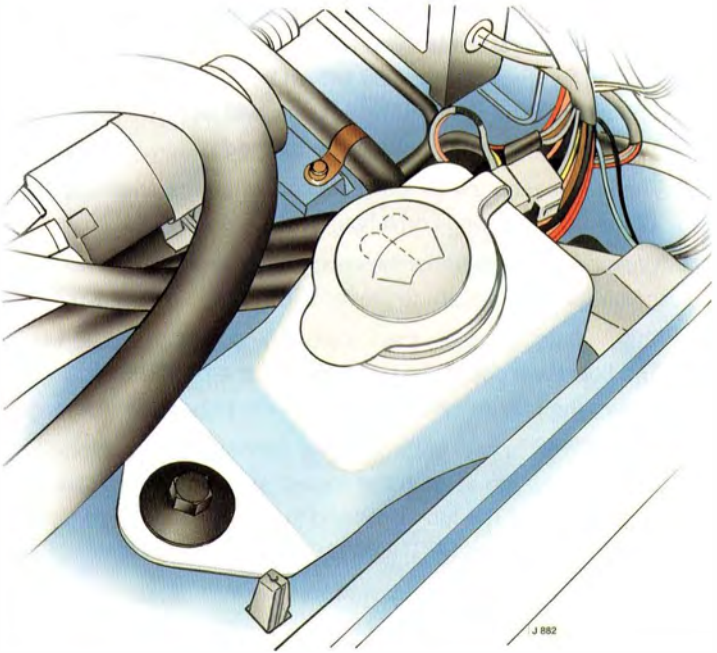
Cold Weather Precautions

To prevent possible damage to the pump under freezing conditions, it is recommended that Jaguar Windscreen Washer Fluid is used.

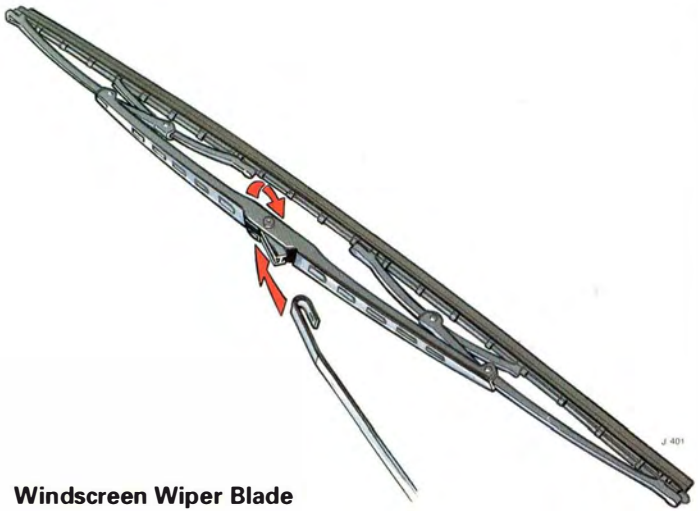
Caution:

1. **Windscreen washer anti–freeze is toxic and in concentrated form is flammable.**
2. **Under no circumstances must cooling system anti–freeze be used, since this will damage the paintwork.**

After adding screen washer anti–freeze to the reservoir, in accordance with the makers instructions, operate the pump until untreated water is purged from the pipes and jets.



Note: At every 12000 kilometres (7500 miles) service intervals the windscreen washer reservoir will be filled with the correct concentration of Jaguar Windscreen Washer Fluid and clean water.



Windscreen Wiper Blade

Poor wipe quality may be caused by a chemically contaminated windscreen. Use Jaguar Screen Clean Paste and wash the wiper blade with a mild detergent solution.

Note: At every 12000 kilometres (7500 miles) service intervals the wiper blade will be replaced.

Windscreen Wiper Blade – Inspect and Clean

Lift the wiper blade clear of the windscreen and wipe with a clean soft cloth moistened with water to which a mild liquid detergent has been added.

Inspect the wiper blade for any signs of wear or damage; replace with a new blade if any deterioration is evident.

Renewing Windscreen Wiper Blade

Move the wiper arm away from the windscreen, depress the retaining clip and withdraw the wiper blade from the arm.

After fitting the new blade, check that it is held firmly in the wiper arm. Return the arm and blade to the windscreen.

The wiper blade is specifically designed for Jaguar and no other type of blade will give the correct result; always use a Jaguar replacement.

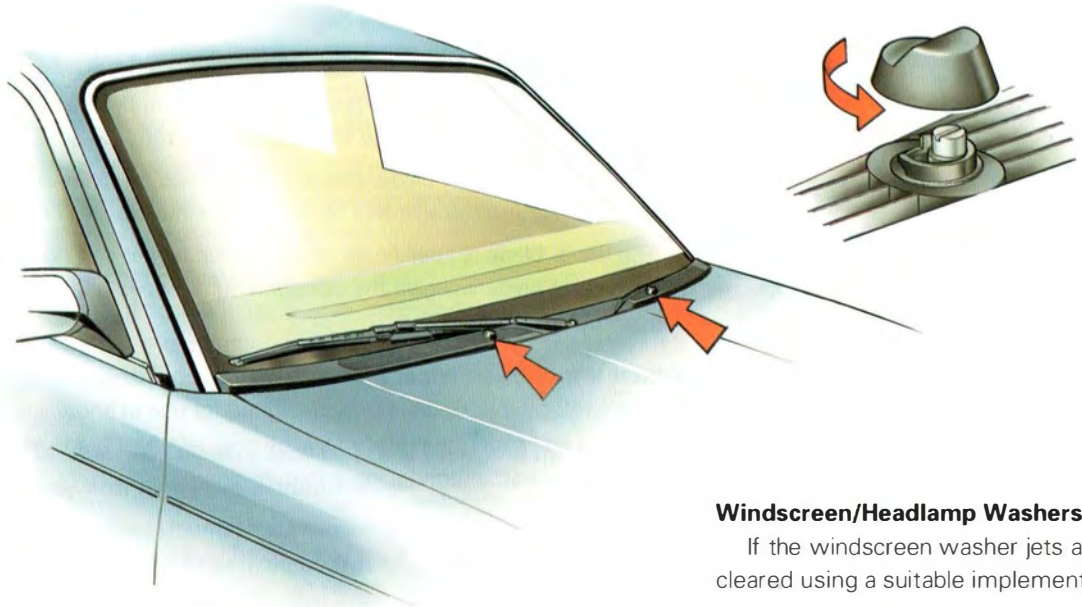
Winter Windscreen Wiper Blade (Where supplied)

The winter wiper blade is **only** designed for use in snow/ice conditions and **must** be replaced by the original wiper blade as soon as the weather conditions improve.

WARNING:

1. **The winter wiper blade is to be used in snow/ice conditions only.**
2. **When the winter wiper blade is being used, do not exceed 96 km/h (60 mph).**

To remove or replace the winter wiper blade follow the instructions given for renewing the windscreen wiper blade.



Windscreen/Headlamp Washers – Clean/Adjust

If the windscreen washer jets are obstructed they can be cleared using a suitable implement.

Note: The headlamp washer jets are factory set. Should they require further adjustment consult your Jaguar Dealer.

To reposition the windscreen washer jets: Rotate the plastic cover anti–clockwise and remove. Insert a screwdriver into the top slot and move the jet to the required position. Reposition the plastic cover and rotate clockwise.

Battery

A low maintenance battery specifically designed for use with this vehicle is fitted in the luggage compartment

WARNING: The cell plugs and vent pipe must be in place at all times when the battery is in the vehicle. Failure to fit, or incorrect fitting of the cell plugs and vent pipe could be potentially hazardous.

Under normal operating conditions the battery requires hardly any maintenance. However in hot weather conditions it is advisable to check the battery electrolyte levels at regular intervals.

The exterior of the battery should be occasionally wiped clean to remove any dirt or grease.

If a new replacement battery is to be fitted to the vehicle, it must be the same type as the original. The use of unapproved batteries is not recommended and could invalidate the vehicle warranty.

The service life of the battery is also dependent on its condition of charge. It must always be sufficiently charged for the battery to last an optimum length of time.

Therefore, we recommend that the battery charge is checked frequently if the vehicle is used mostly for short distance trips, or if it is not used for long periods of time.

WARNING:

1. **To help avoid injury do not use an open flame or cause an electric spark when checking the battery, hydrogen gas generated by the battery is flammable and may explode.**
2. **Do not let battery acid come into contact with skin, eyes, fabric or painted surfaces. If you get electrolyte in your eyes or on your skin, immediately rinse with cold water and consult a doctor.**
3. **Switch off current before disconnecting battery terminals and always disconnect the earth terminal first and reconnect last.**

Clean and grease battery connections.

Disconnect the battery leads as detailed on page 230.

Clean the battery posts and coat with petroleum jelly.

Reconnect the positive lead, tighten the pinch bolt and fit the terminal cover.

Reconnect the negative lead, tighten the pinch bolt and fit the terminal cover.

Check/Top up battery electrolyte

To gain access to the battery, release the two plastic fasteners by turning anti–clockwise and remove the battery cover.

Unscrew the six cell plugs. Inspect the electrolyte level. This should be 4 to 9 mm (0.15 to 0.35 in) above the top of the plates. If necessary, top up with distilled water.

Replace the six cell plugs.

Refit the battery cover, align the two fasteners in the vertical position and turn clockwise to secure.

Battery Lead Disconnection

To gain access to the battery, release the two plastic fasteners by turning anti–clockwise and remove the battery cover.

Ease back battery terminal covers and slacken the pinch bolts (13 mm spanner required). Disconnect the negative battery lead first, then disconnect the positive battery lead.

Caution:

1. **Under no circumstances should a battery be disconnected whilst the ignition circuit is live, as permanent damage to the instrument pack may occur.**
2. **Disconnect the negative lead (earth terminal) first.**

Battery Lead Connection

Reconnect the positive lead, tighten the pinch bolt and fit the terminal cover.

Reconnect the negative lead, tighten the pinch bolt and fit the terminal cover.

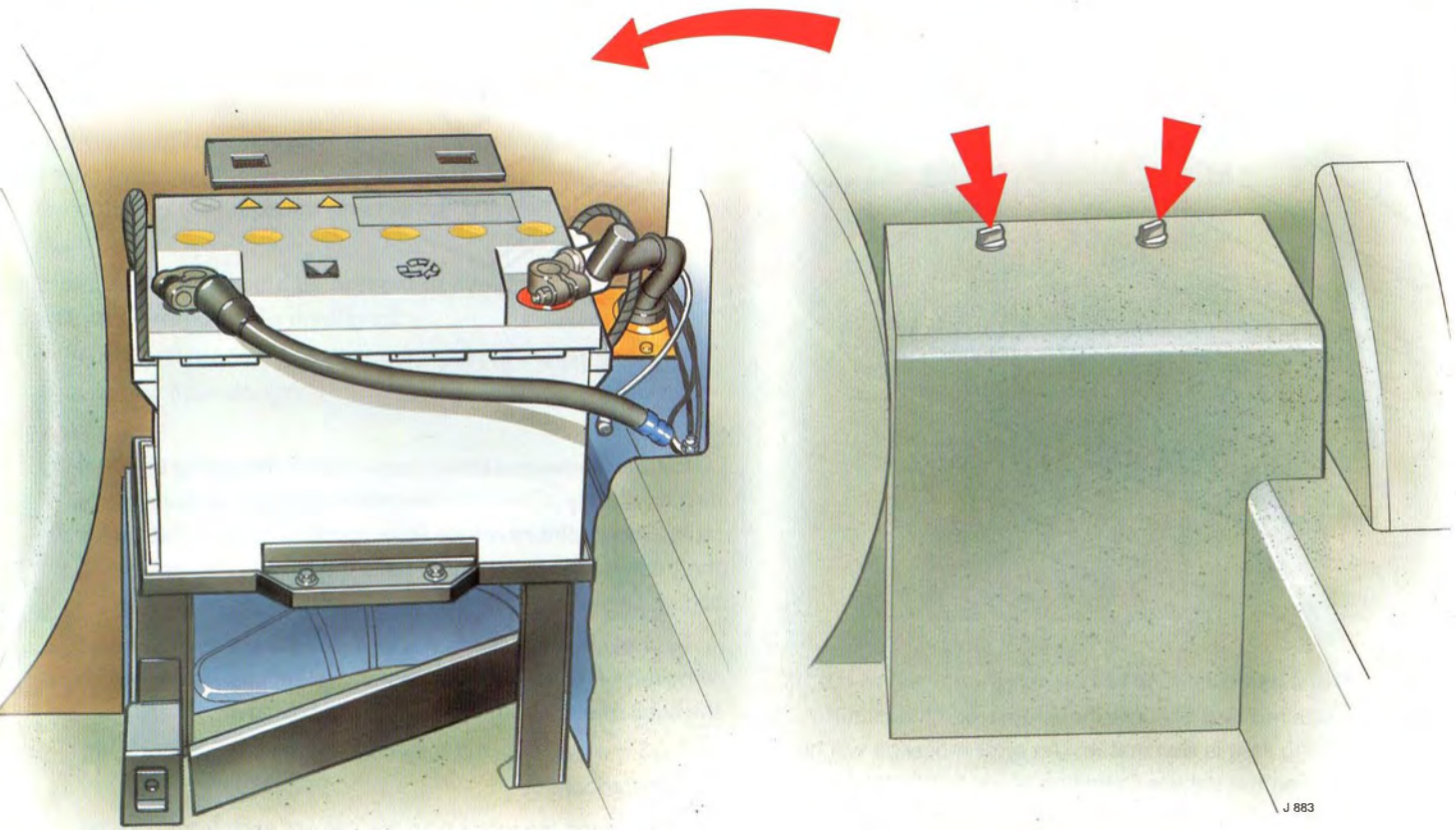
When the battery is reconnected and the ignition switch is turned to position 'II' the instrument pack odometer will initially display an erroneous figure, i.e. 48560 .

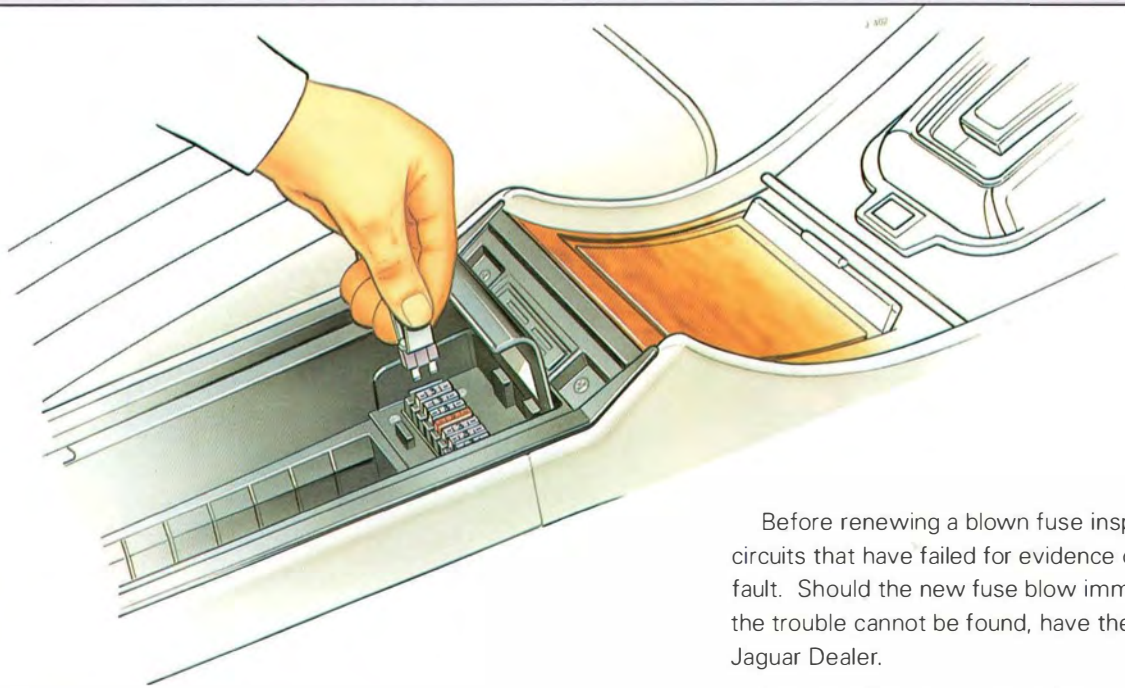
This figure will remain displayed until such time as the bulb check sequence has been completed. Coincident with the extinguishing of the warning lamp displays, the odometer display will return to the correct recorded mileage.

This is a normal function of the instrument pack following battery reconnection.

The radio cassette player display will indicate 'code'. At this point the radio will not operate until you have re–entered the correct security code. Refer to SECTION 5: In Car Entertainment.

Refit the battery cover, align the two fasteners in the vertical position and turn clockwise to secure.


J 883



Fuses

Failure of a particular fuse will be indicated when all the circuits protected by it become inoperative and the circuit failure warning light is illuminated. An error message will be displayed when the Vehicle Condition Monitor (VCM) button, located on the trip computer control panel is depressed.

Before renewing a blown fuse inspect the wiring of the circuits that have failed for evidence of a short–circuit or other fault. Should the new fuse blow immediately and the cause of the trouble cannot be found, have the circuit checked by a Jaguar Dealer.

To check the condition of a fuse, the fuse must first be removed. A special tool for removing the fuses is located on the back of each front door pillar fuse box cover.

Push the tool onto the fuse and withdraw it (as shown in the illustration).

Spare fuses are located on the back of each front door pillar fuse box cover.

If the wire in the fuse is broken, the fuse has blown.

A = Fuse in good condition.

B = Blown fuse.

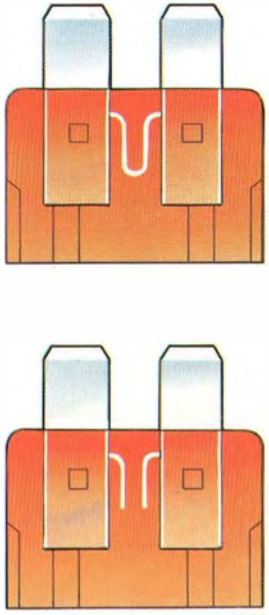
When replacing a fuse, make sure that a fuse of the correct rating (amperage) is used. The fuses are colour coded according to the amperage and the rating is also marked on each fuse.

Note: All fuses should be present to avoid a false fuse failure warning being displayed.

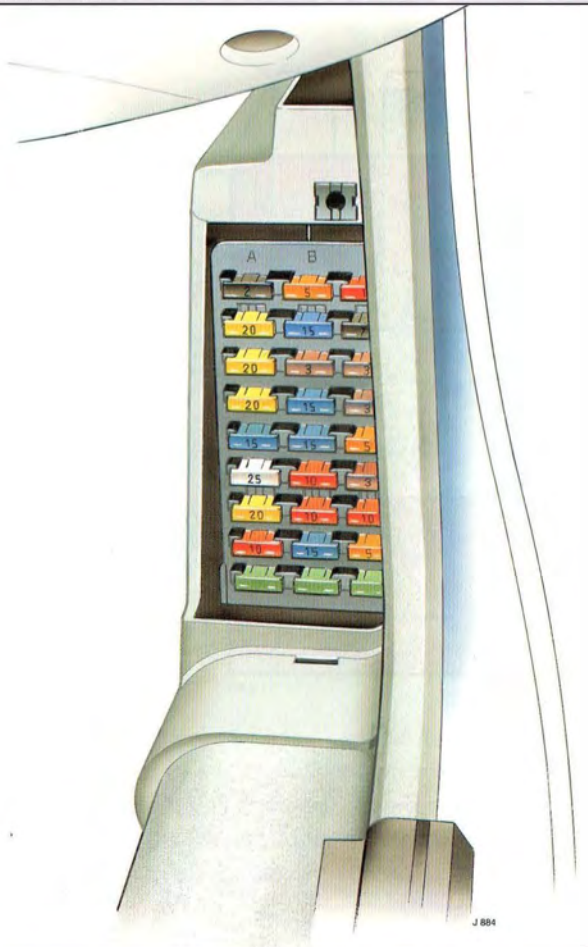
See SECTION 11: Fuse Charts for a list of the protected circuits and fuse ratings.

WARNING:

1. **Do not install a fuse that exceeds the amperage for each location listed on the fuse charts, the electrical circuits may become overloaded with the subsequent possibility of a fire.**
2. **No attempt should be made to repair a fuse that has blown, this may cause a fire hazard or serious damage elsewhere in the electrical circuit.**



J 408



Fuse Boxes

There are three separate fuse boxes fitted to this vehicle, each one containing fuses protecting a different group of circuits.

The Vehicle Condition Monitor gives the location of the fuse box by the group of circuits it is protecting, see table below.

Spare fuses are located on the back of each door pillar fuse box cover.

A list of protected circuits and fuse ratings is given on the back of each fuse box cover. Fuse Chart information is also detailed in SECTION 11 of this handbook.

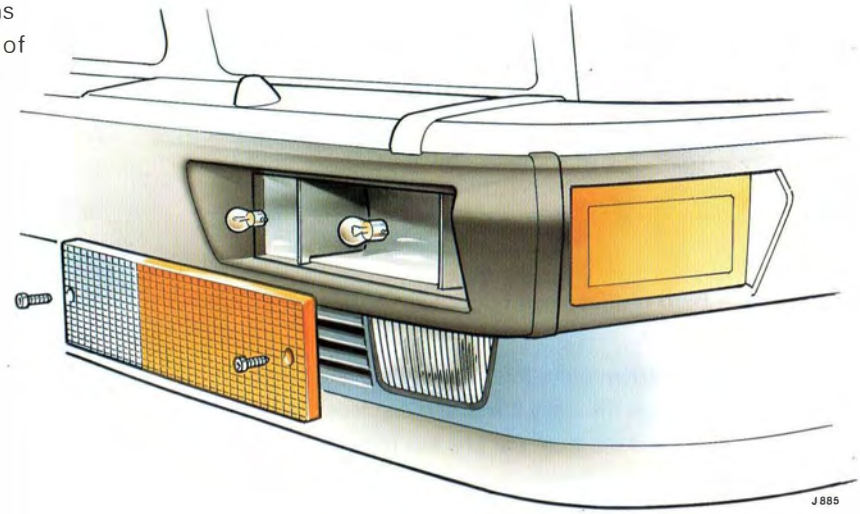
VCM Message	Fuse Box Location
Fuse 1	Bottom of the right–hand side front door pillar. To gain access, remove the setscrew and lift off cover.
Fuse 2	Bottom of the left–hand side front door pillar. To gain access, remove the setscrew and lift off cover.
Fuse 3	Inside the front centre arm rest. To gain access, remove cassette holder from the adhesive tape, lift fuse box cover and hinge upwards.

Bulb Changing

The current used by each bulb is constantly monitored by the vehicle electrical system. In this way it will detect and give warning of bulb failure. It is important that when replacing bulbs only those specified are used as even slight variation in current usage will be interpreted as a fault in the system. It has been noted in tests that bulbs by different manufacturers may not have the same characteristics as the ones supplied for and fitted by Jaguar, even though the nominal characteristics are the same. Use only Jaguar bulbs of the type specified.

Front Parking (Side) Lamp/Front Flasher Lamp – Bulb Replacement

Remove the two retaining screws, detach the lens and remove the appropriate bulb. Replace with one of the correct type. Refit the lens and secure with the two screws.

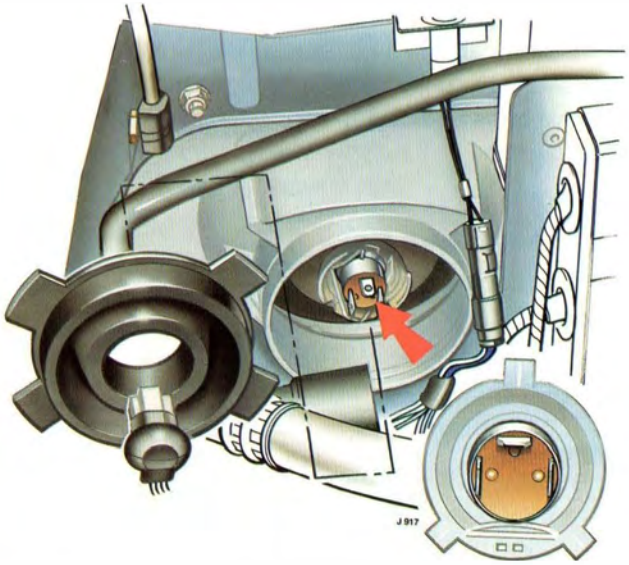


Front Parking (Side) Lamp

VOLTAGE/WATTAGE 12V 5W.
TYPE BAYONET 207.
PART NUMBER JLM 9587.

Front Flasher Lamp

VOLTAGE/WATTAGE 12V 21W.
TYPE BAYONET 382.
PART NUMBER C 9126.



Headlamp – Bulb Replacement

Open the bonnet.

On vehicles fitted with the four headlamp system, it is necessary to remove the relay cover and displace the relay multi–connector sockets from the bracket to improve access when replacing an inner headlamp bulb. The label on the relay cover denotes the position of the relays, the colour of the boxes on the label corresponds to the relevant colour of the individual relay multi–connector socket. Remove the plastic clips securing the rubber curtain and remove the curtain.

Disconnect the multi–connector socket from the bulb and remove the rubber cover. Disconnect the wire clip securing bulb to the headlamp unit and remove the bulb.

The bulb is a halogen type and will be damaged if touched by hand or contaminated with oil or grease. It is important to use clean gloves or cloth when handling a bulb which is to be used again. A contaminated bulb may be cleaned with methylated spirit before refitting.

Fit a new bulb to the headlamp unit and secure with the wire clip as shown.

Always use the correct bulb for the application, as specified in SECTION 11: Bulb Chart.

Refit the rubber cover and reconnect the multi–connector socket.

On vehicles fitted with the four headlamp system, refit the rubber curtain and secure with the plastic clips. Reconnect the relay multi–connector sockets and refit the relay cover.

Close the bonnet.

Headlamp – Light Unit Replacement (Japan only, where fitted)

Open the bonnet.

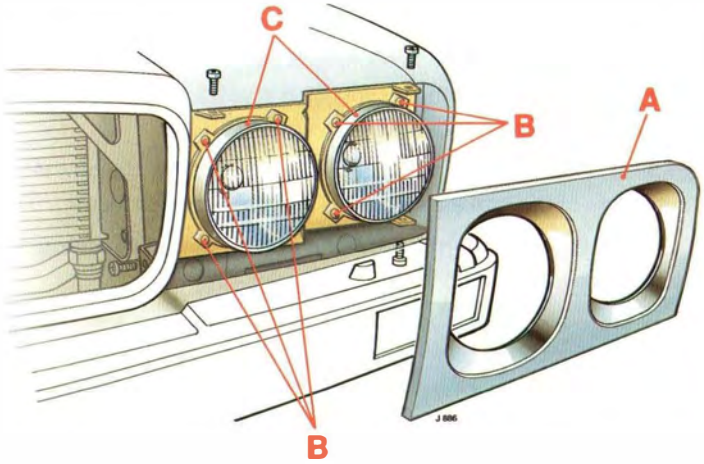
Remove the screws securing the radiator grille surround and displace the surround outwards.

Remove the screws securing the headlamp rim finisher and remove the finisher (A).

Slacken the light unit rim securing screws (B). Turn and remove the rim (C).

Displace the light unit, disconnect the block connector and remove the light unit.

Fitting a new unit is the reversal of the above procedure.



Headlamp – Outer
VOLTAGE/WATTAGE 12V 37.5/60W.
TYPE SEALED BEAM.
PART NUMBER JLM 845.

Headlamp – Inner
VOLTAGE/WATTAGE 12V 50W.
TYPE SEALED BEAM.
PART NUMBER JLM 844.

Front Fog Lamp – Bulb Replacement (Where fitted)

Due to restricted room and access, it is necessary to remove the front fog lamp assembly from the front spoiler.

If a power lift or pit are not available, the front of the vehicle should be raised on a jack and positioned on two axle stands.

Reposition the front wheels to gain access to the rear of the front spoiler. Remove the six retaining screws (A) from the inspection panel (B) and remove the panel.

Slide the harness connector (C) from its location clip on the underside of the brake air duct and separate the connector.

Caution: Ensure that the fog lamp is cool before touching the housing.

Release the lower fixing screw (D), located within a slot in the rear of the fog lamp housing (no more than $^1/_2$ a turn). Release the two quick–release screws (E), located above the fog lamp assembly, at the front of the spoiler. Withdraw the fog lamp forwards from the recess in the spoiler.

Note: All fixings are retained in the fog lamp housing.

The bulb is a halogen type and will be damaged if touched by hand or contaminated with oil or grease. It is important to use clean gloves or cloth when handling a bulb which is to be used again. A contaminated bulb may be cleaned with methylated spirit before refitting.

With the fog lamp on a suitable work surface, remove the rubber boot (F) and disconnect the Lucar connector.

Release the bulb retention spring by pushing down on both ends and closing together to free the spring ends, the bulb can now be removed. Replace with one of the correct type.

Taking care not to touch the bulb with fingers, reposition the bulb ensuring that it is seated correctly and secure with the retaining spring.

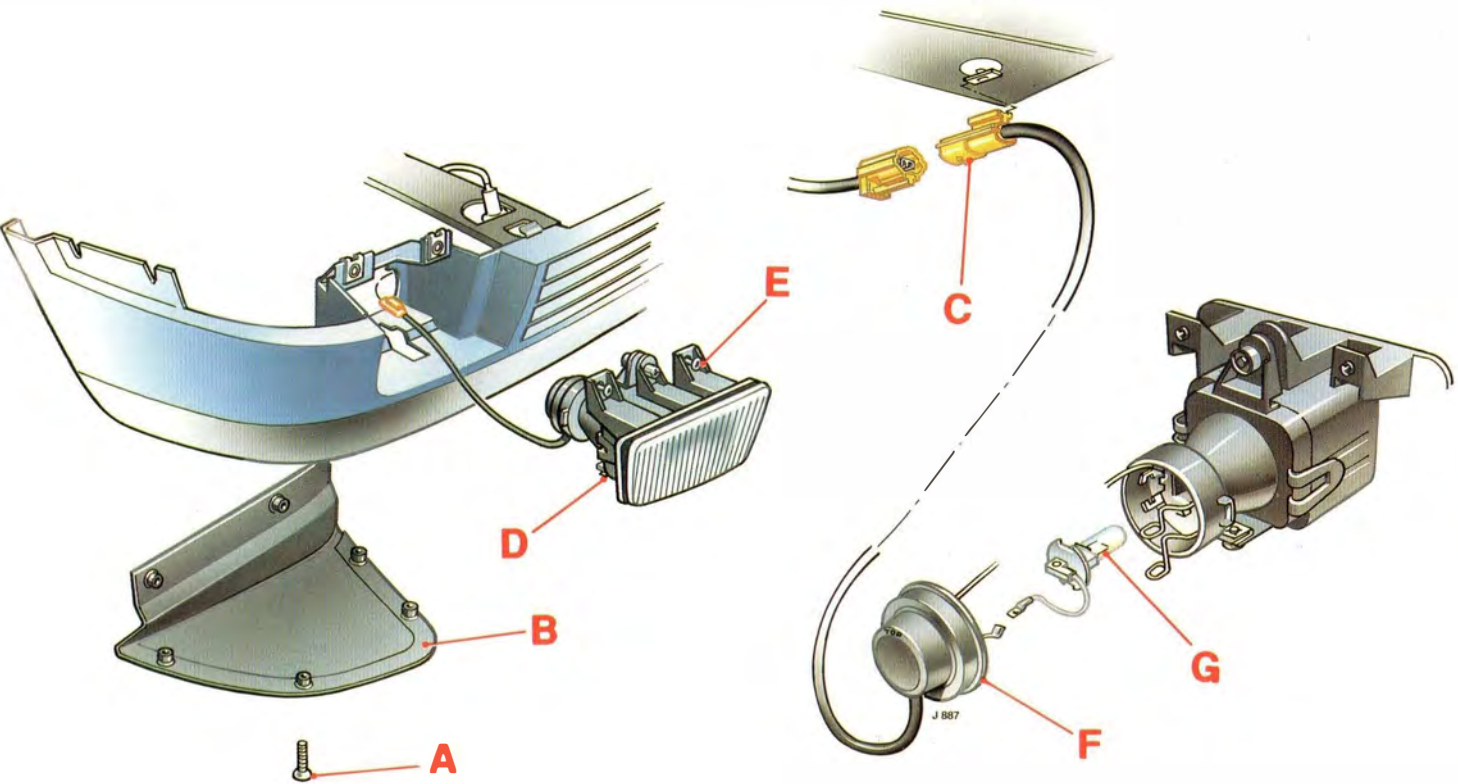
Reconnect the Lucar connector socket and refit the rubber boot. Ensure that the rubber boot is seated correctly.

Refit the fog lamp assembly to the front spoiler and secure with the three screws. Reconnect the harness connector and secure on the location clip.

Position the inspection panel to the rear of the front spoiler and secure with the six retaining screws.

Remove the axle stands, lower the vehicle to the ground and remove the jack.

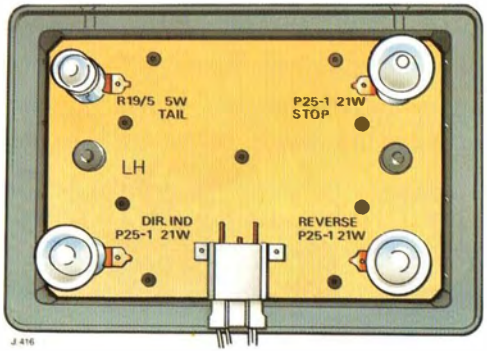
VOLTAGE/WATTAGE 12V 55W.
TYPE HALOGEN 479.
PART NUMBER JLM 9588.


A
B
C
D
E
F
G
J 887

Rear Lamp Assembly – Bulb Replacement

The rear lamp assembly houses the following bulbs:

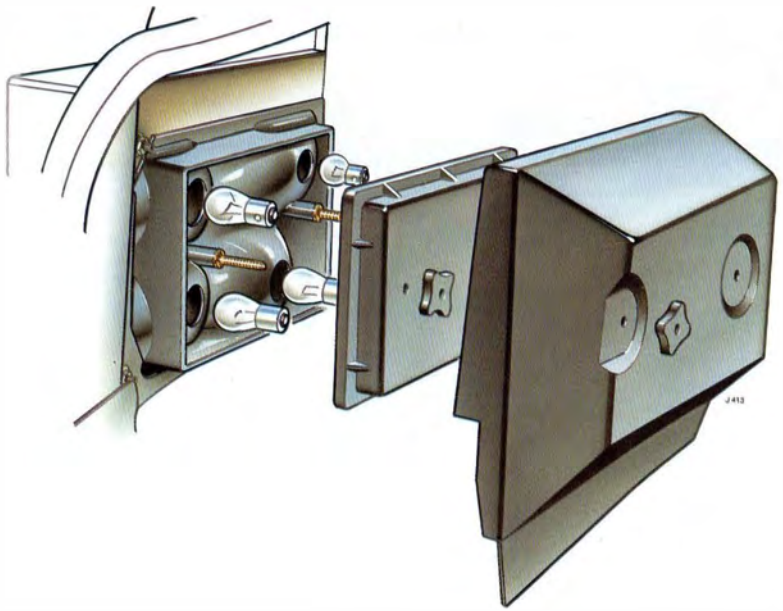
(A) Tail lamp.
(B) Stop lamp.
(C) Reversing lamp.
(D) Direction indicator.



Open the luggage compartment. Remove the two 'star nuts' securing the cover to the rear of the lamp unit and remove the cover. Remove the two 'star nuts' securing the lamp unit to the lens and remove the lamp unit/bulb holder assembly.

Replace the faulty bulb with one of the correct type. Refit the lamp unit/bulb holder assembly and secure with the two 'star nuts'.

Refit the rear cover, ensuring that it is correctly located and secure with the two 'star nuts'.

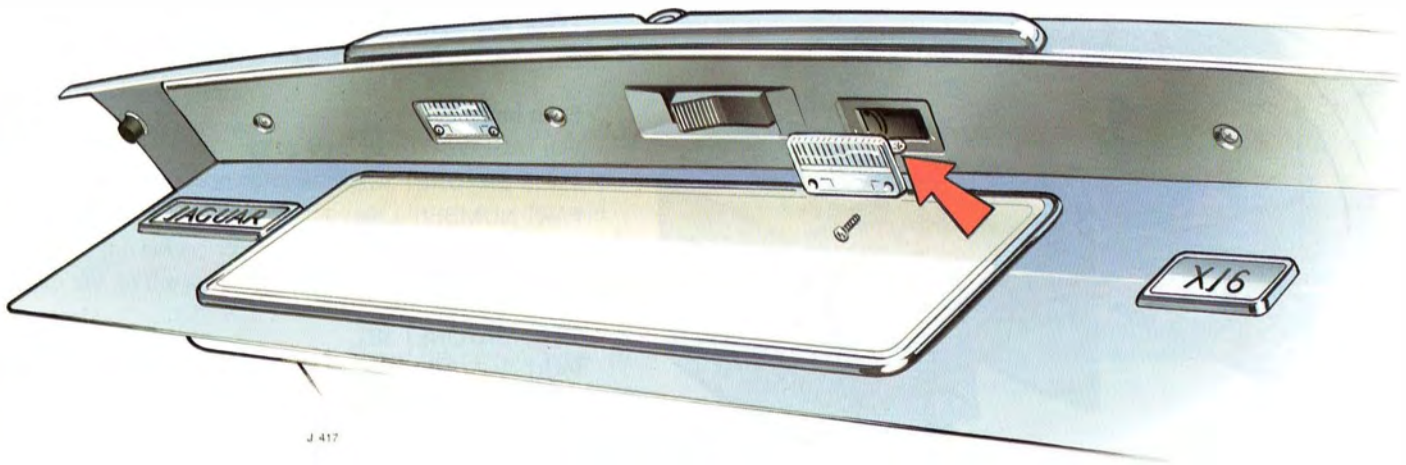


Tail lamp (A)
VOLTAGE/WATTAGE 12V 5W.
TYPE BAYONET 207.
PART NUMBER JLM 9587.

Stop lamp (B)
VOLTAGE/WATTAGE 12V 21W.
TYPE BAYONET 382.
PART NUMBER C 9126.

Reversing lamp (C)
VOLTAGE/WATTAGE 12V 21W.
TYPE BAYONET 382.
PART NUMBER C 9126.

Direction indicator (D)
VOLTAGE/WATTAGE 12V 21W.
TYPE BAYONET 382.
PART NUMBER C 9126.



Number Plate Lamp – Bulb Replacement

Remove the two retaining screws, displace the lamp unit and remove the bulb. Replace with one of the correct type. Refit the lamp unit and secure with the two screws.

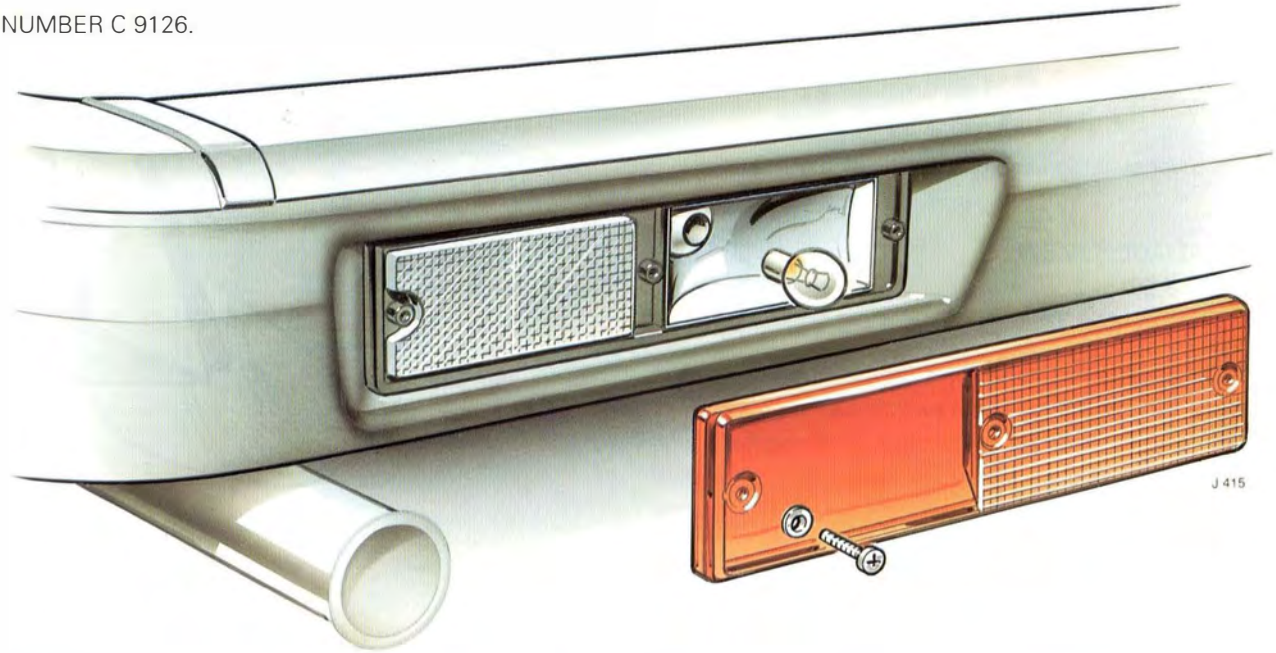
VOLTAGE/WATTAGE 12V 5W.
TYPE FESTOON 239.
PART NUMBER JLM 9590.

Japan only
VOLTAGE/WATTAGE 12V 10W.
TYPE FESTOON 265.
PART NUMBER JLM 9591.

Rear Fog Guard – Bulb Replacement

Remove the three retaining screws, detach the lens and remove the bulb. Replace with one of the correct type. Refit the lamp lens assembly.

VOLTAGE/WATTAGE 12V 21W.
TYPE BAYONET 382.
PART NUMBER C 9126.



High Mounted Stop Lamp – Bulb Replacement (Where fitted)

Depress the two spring clips (A) at the base of the lamp cover (B) and withdraw the cover.

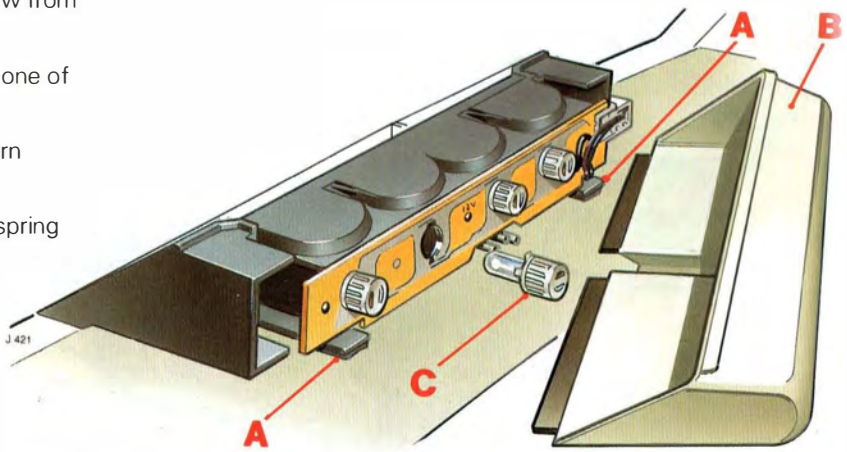
Turn the bulb holder (C) anti–clockwise and withdraw from the lamp unit.

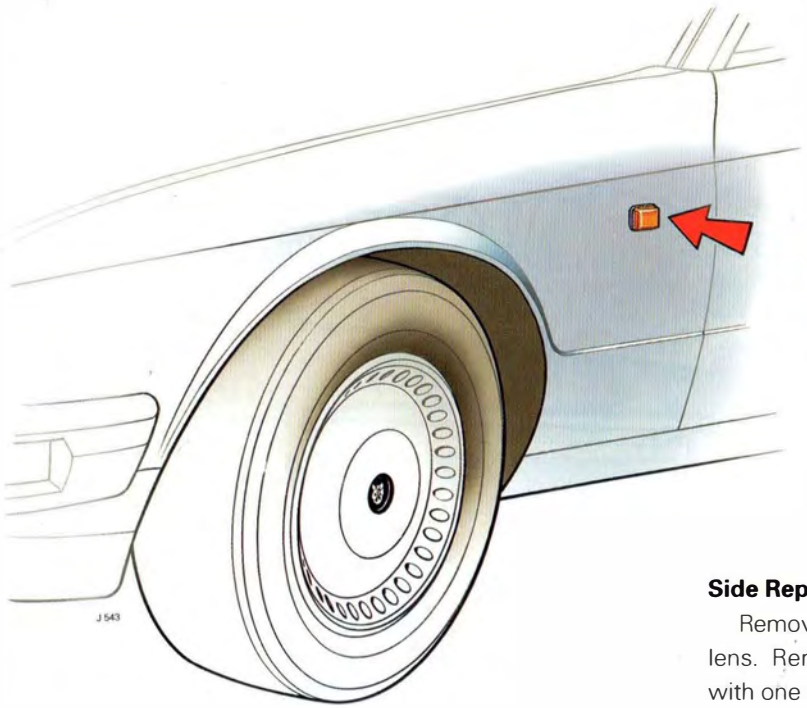
Remove the bulb from the holder and replace with one of the correct type.

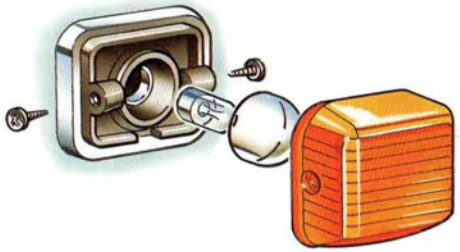
Replace the bulb and holder in the lamp unit and turn clockwise.

Slide the cover over the lamp unit and engage the spring clips.

VOLTAGE/WATTAGE 12V 5W.
TYPE CAPLESS 501.
PART NUMBER JLM 9600.







Side Repeater Flasher – Bulb Replacement

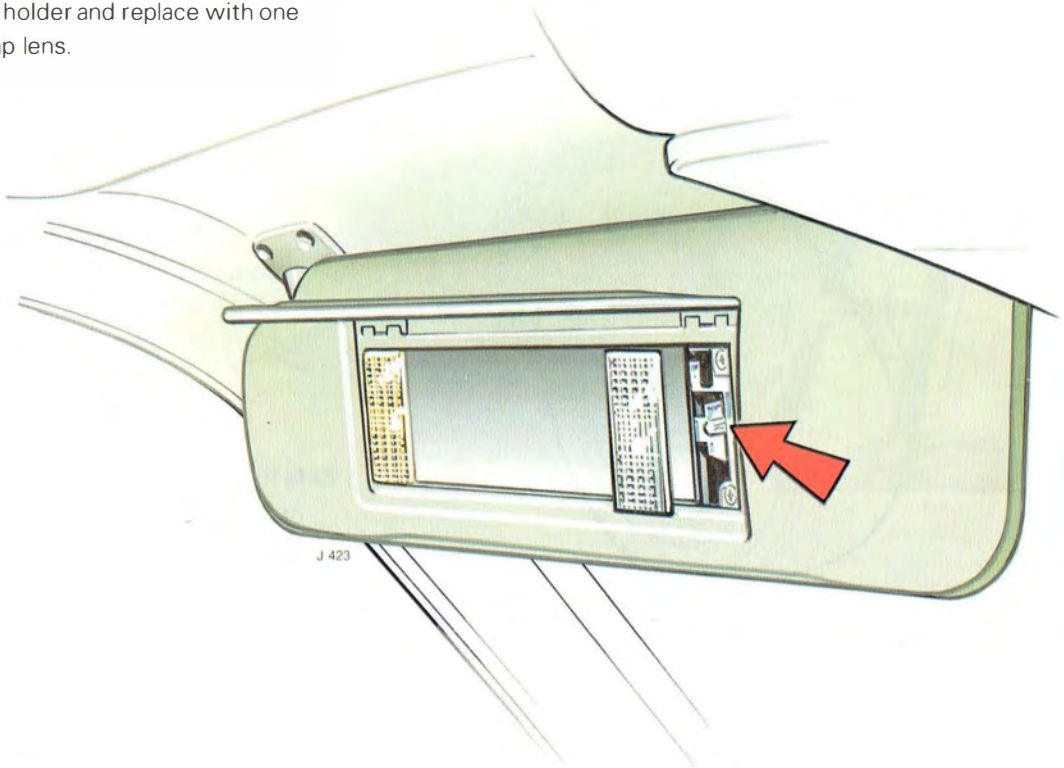
Remove the two screws retaining the lens and remove the lens. Remove the bulb cover and remove the bulb. Replace with one of the correct type. Refit the bulb cover and lens and secure with the two screws.

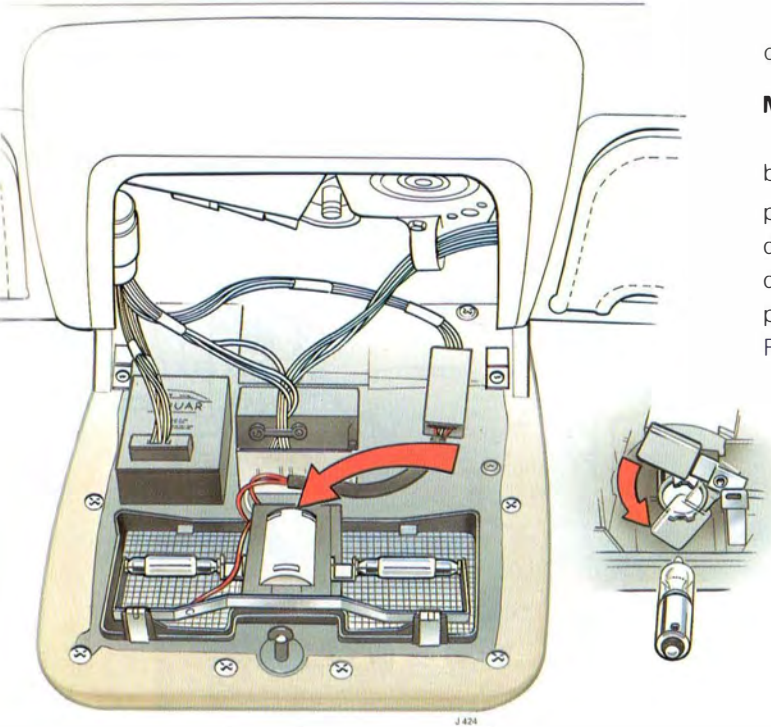
VOLTAGE/WATTAGE 12V 4W.
TYPE BAYONET 233.
PART NUMBER JLM 9589.

Sun Visor Vanity Mirror Light – Bulb Replacement

Swing the sun visor downwards and lift the vanity mirror flap. Using a screwdriver carefully prise the lens from the sun visor. Remove the bulb from the holder and replace with one of the correct type. Refit the lamp lens.

VOLTAGE/WATTAGE 12V 1.2W.
TYPE CAPLESS 286.
PART NUMBER C 38966.





Map/Interior Lights – Bulb Replacement

The map and front interior lights are housed in the roof console.

Map Light

Ensure that the bulb is not touched with the fingers. If the bulb is touched, wipe with methylated spirit to clear finger prints. Release the turn–screw ¼ turn in either direction and displace the console assembly by sliding rearwards to disengage the clips from the location tags. Release the plastic covered bulb retaining lever and remove the bulb. Replace with one of the correct type.

Refit the console assembly, engage the clips at the front of the console with the locating tags. Raise the rear and secure with the turn–screw.

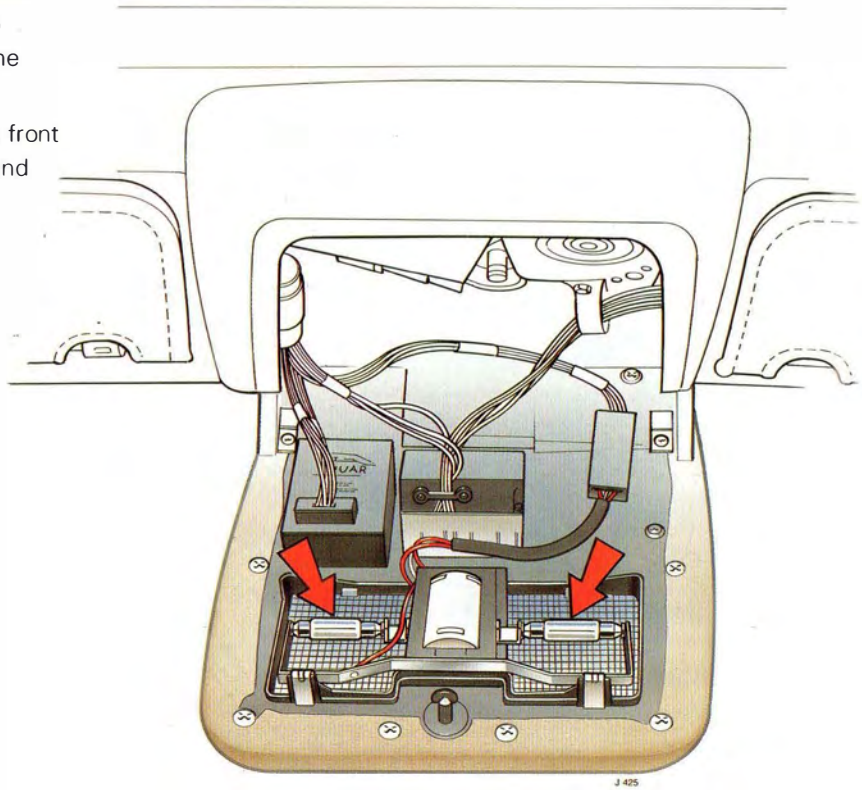
VOLTAGE/WATTAGE 12V 5W.
TYPE HALOGEN 468.
PART NUMBER JLM 846.

Interior Lights – Front – Bulb Replacement

Release the turn–screw ¼ turn in either direction and displace the console assembly by sliding rearwards to disengage the clips from the location tags. Replace the interior light bulb(s) with one of the correct type.

Refit the console assembly, engage the clips at the front of the console with the locating tags. Raise the rear and secure with the turn–screw.

VOLTAGE/WATTAGE 12V 10W.
TYPE FESTOON 265.
PART NUMBER JLM 847.



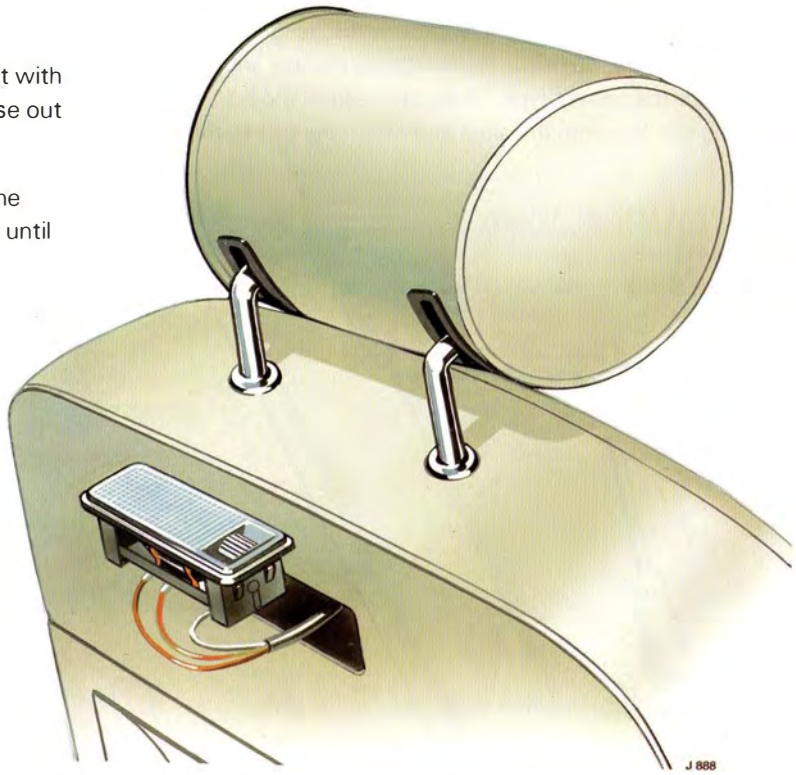
Interior Lights – Rear – Bulb Replacement

Shroud the seat trim or wood veneer (where fitted) surrounding the light unit with stiff card.

Depress the retaining clips at each end of the light unit with a wide blade screwdriver or similar tool, and carefully prise out the light unit from the rear of the front seat.

Replace the bulb with one of the correct type. Refit the light unit into the seat housing using light, even pressure until the clips are engaged.

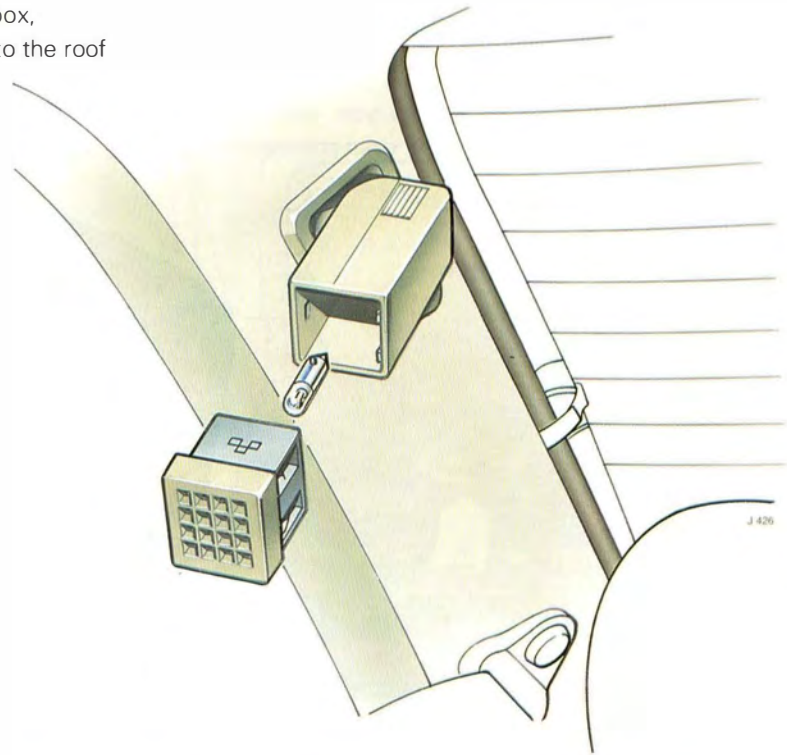
VOLTAGE/WATTAGE 12V 5W.
TYPE FESTOON 239.
PART NUMBER JLM 9590.



Rear Quarter Reading Lamp – Bulb Replacement
(Where fitted)

Depress the spring clip and withdraw the head from the reading lamp box. Remove the bulb from the box and replace with one of the correct type. Refit the head to the box, engaging the clips into the slots and return the box to the roof pillar.

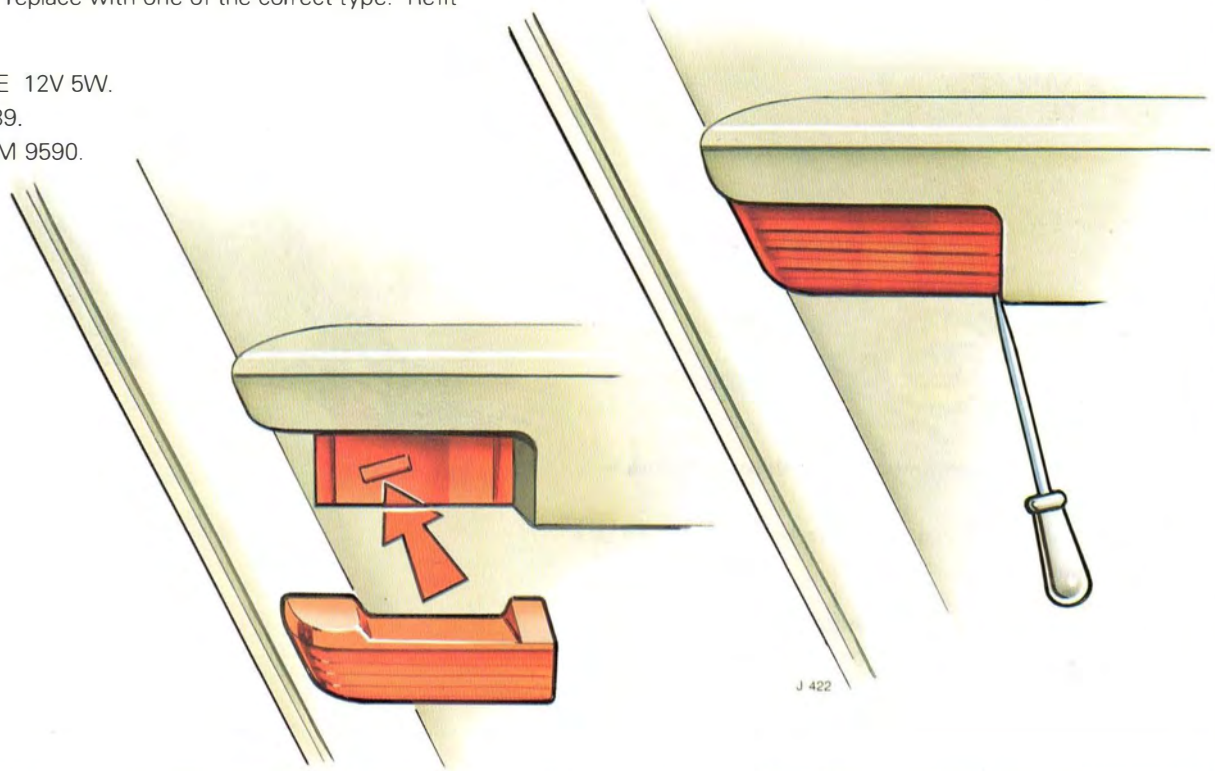
VOLTAGE/WATTAGE 12V 4W.
TYPE BAYONET 233.
PART NUMBER JLM 9589.



Door Guard Lamps – Bulb Replacement

Position a screwdriver as shown and carefully prise the lens from the retaining pin, withdraw the lens. Remove the bulb from the holder and replace with one of the correct type. Refit the lamp lens.

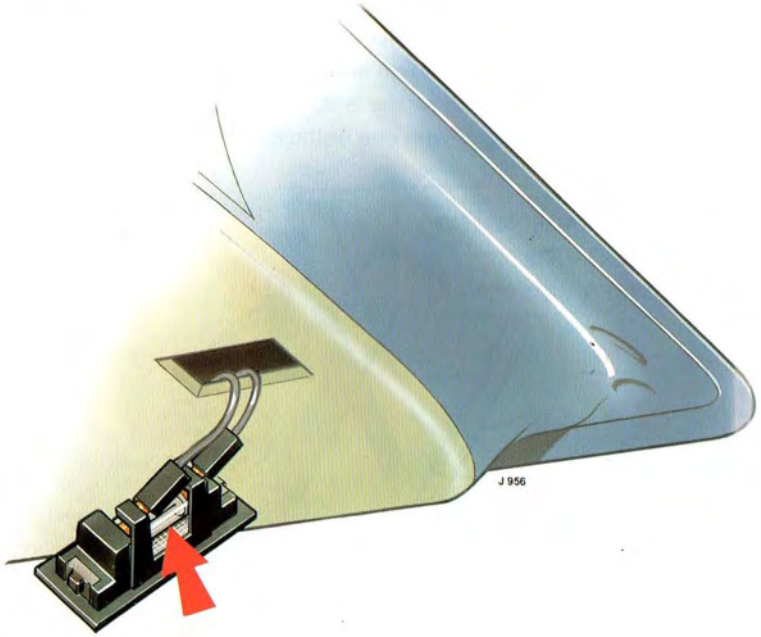
VOLTAGE/WATTAGE 12V 5W.
TYPE FESTOON 239.
PART NUMBER JLM 9590.



Luggage Compartment Illumination – Bulb Replacement

Carefully prise the lamp assembly from the luggage compartment trim panel. Remove the bulb and replace with one of the correct type. Refit the lamp assembly.

VOLTAGE/WATTAGE 12V 5W.
TYPE FESTOON 239.
PART NUMBER JLM 9590.



Instrument Panel Illumination and Warning Lights – Bulb Replacement

It is recommended that this operation is performed by a Jaguar Dealer.

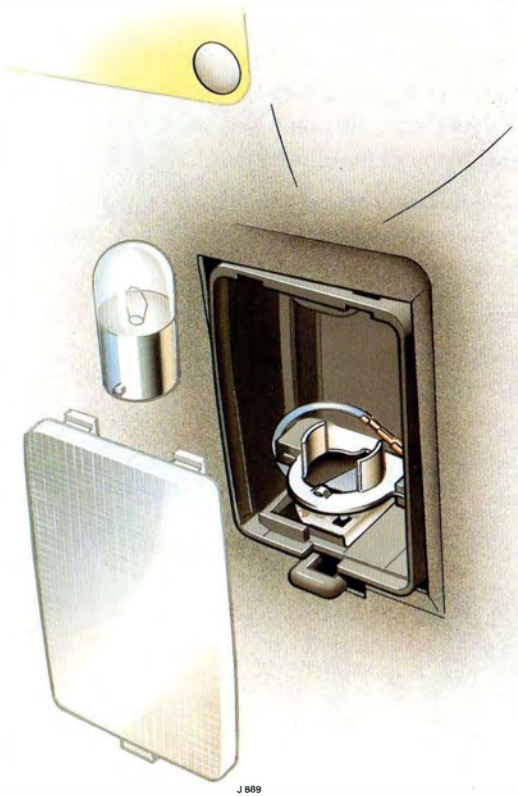
Gear Selector Illumination – Bulb Replacement

It is recommended that this operation is performed by a Jaguar Dealer.

Underbonnet Lamp – Bulb Replacement

Detach the snap–on lamp cover by pressing the plastic retaining clip. Twist and remove the bulb. Replace with one of the correct type. Refit the lamp cover.

VOLTAGE/WATTAGE 12V 5W.
TYPE BAYONET 989.
PART NUMBER JLM 9601.

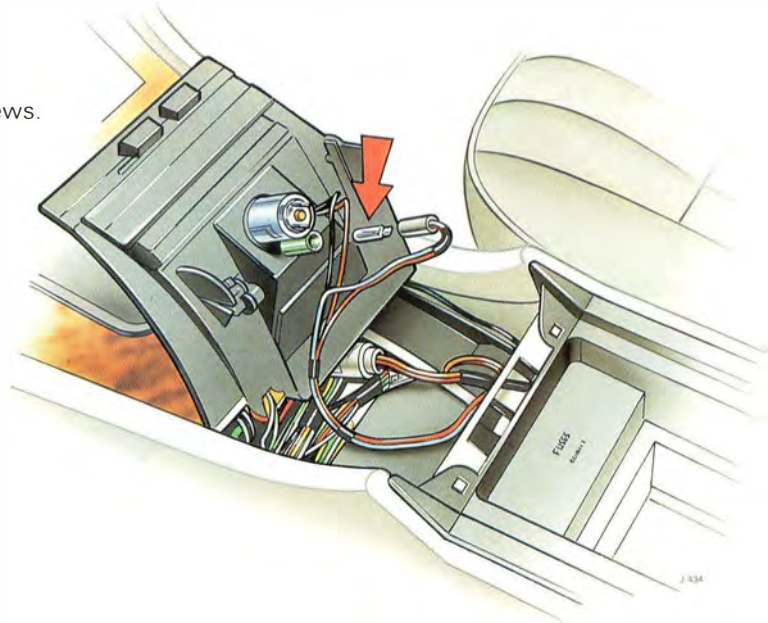


Cigar Lighter Illumination – Front – Bulb Replacement

Open the centre console armrest lid and remove the two screws securing the front ashtray. Raise the ashtray/cigar lighter surround to gain access to the bulb holder. Separate the bulb holder from the green lens and remove the bulb. Replace with one of the correct type.

Refit the bulb and holder into the lens. Replace the ashtray/cigar lighter surround and secure with the two screws. Close the armrest lid.

VOLTAGE/WATTAGE 12V 1.2W.
TYPE CAPLESS 286.
PART NUMBER C 38966.

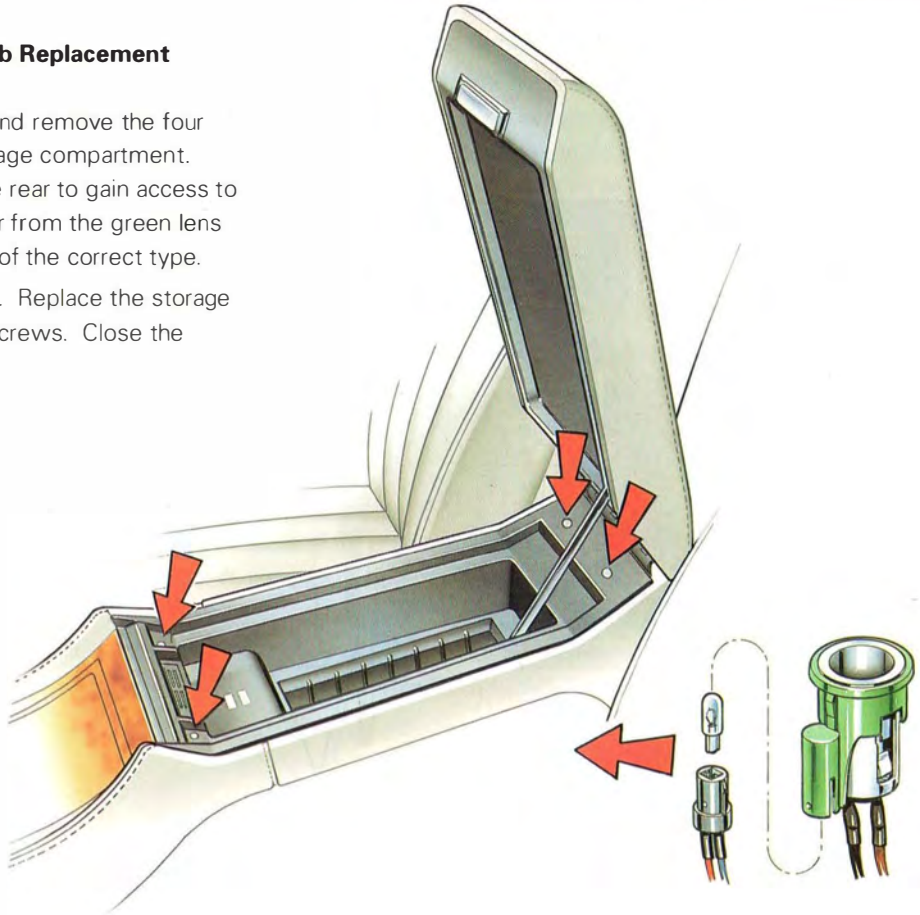


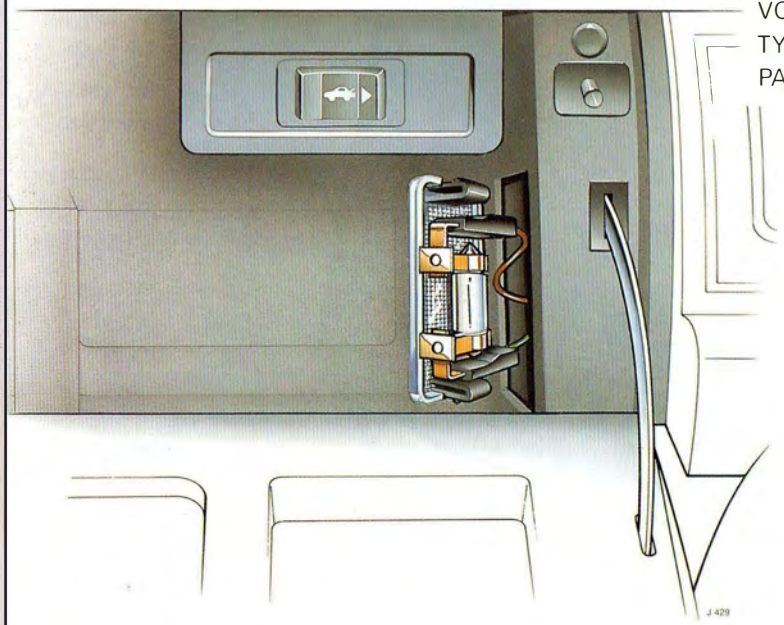
Cigar Lighter Illumination – Rear – Bulb Replacement
(Where fitted)

Open the centre console armrest lid and remove the four screws securing the centre console storage compartment. Raise the storage compartment from the rear to gain access to the bulb holder. Separate the bulb holder from the green lens and remove the bulb. Replace with one of the correct type.

Refit the bulb and holder into the lens. Replace the storage compartment and secure with the four screws. Close the armrest lid.

VOLTAGE/WATTAGE 12V 1.2W.
TYPE CAPLESS 286.
PART NUMBER C 38966.





Glove Compartment Lamp – Bulb Replacement

Open the glove compartment, depress the top and bottom retaining clips and withdraw the light unit. Replace the bulb with one of the correct type. Refit the light unit.

VOLTAGE/WATTAGE 12V 5W.
TYPE FESTOON 239.
PART NUMBER JLM 9590.

Cooling System

The cooling system must never be filled with plain water without the addition of a recommended anti–freeze.

The coolant solution (50 per cent water and 50 per cent Jaguar Anti–freeze/Coolant/Corrosion Inhibitor) together with one 135 ml bottle of 'Jaguar Radiator Leak Sealer' or 'Barrs Leaks' must be added whenever the system is drained and refilled.

The coolant solution prevents freezing in winter and minimises boiling during summer months and incorporates the necessary inhibitors for component protection.

Frost Precautions

The correct concentration of coolant must be maintained at all times when 'topping up' or refilling the cooling system.

Plain water **must not** be used.

Recommended Coolant

Jaguar Anti–freeze/Coolant/Corrosion Inhibitor.

Should this not be available then phosphate free anti–freeze conforming to specification BS 6580 may be used. It is **vital** that under no circumstances must the solution be allowed to fall below the correct concentration. If this is allowed to happen, then the cooling and air conditioning/heater systems could become blocked.

The coolant solution may remain in the cooling system for two years, after which the system should be drained, flushed and refilled using a sealer (one 135 ml bottle of 'Jaguar Radiator Leak Sealer' or 'Barrs Leaks') and fresh coolant solution.

The correct concentration for all vehicles is 50 per cent with a Specific Gravity of 1.079 (taken from the radiator header tank). This mixture is suitable for –36° C (–33° F). Should protection to –40° C (–40° F) be required the coolant concentration must be increased to 55 per cent with a Specific Gravity of 1.086.

It is advisable to have the Specific Gravity checked periodically by a Jaguar Dealer.

Tyres

Tyres of the correct type and dimensions, at the correct cold inflation pressures are an integral part of every vehicle's design and regular maintenance of tyres contributes not only to safety, but to the designed function of the vehicle. Road–holding, steering and braking are especially vulnerable to incorrectly pressurised, badly fitted or worn tyres.

Tyres of the same size and type but of different make have widely varying characteristics. It is therefore recommended that tyres of the same type and make are fitted to all wheels.

TD Wheel and Tyre (Where fitted)

The TD tyre offers the benefits of the traditional radial with an added safety feature, which in the event of deflation, helps prevent the tyre becoming detached from the rim. This can assist in maintaining control, to the nearest point where the wheel can be changed in safety.

The TD road wheel incorporates two grooves running circumferentially around the bead seats. The tyres have specially extended bead toes which fit into these grooves. In the event of deflation, the reinforced bead toes are held firmly in place by these grooves, thereby helping to prevent the tyre from leaving the rim.

Both tyre and road wheel are made to metric dimensions, in section width and wheel diameter. This is a safety precaution to prevent the fitting of a conventional tyre to the TD road wheel and conversely of a TD tyre to a conventional wheel.

In a conventional radial tyre, the bead is designed to fit inside a vertical rim flange; the casing cords are forced to curve outwards above the flange before curving inwards again, thus forming an unnatural 'S' shape.

The secret of the TD principle lies in both the unique radial construction and the rim contour which allow the casing cords to follow a natural 'C' shaped flexing curve. The rim flange is inclined outwards at an angle parallel to the natural line of the casing cords.

The advantages of the new TD tyres stem from their unique construction which distributes the stresses evenly around the casing. The natural flexing curve permits the use of low aspect ratios without the usual penalty of ride harshness.

Tyre Size, Type, Pressures

The tyre pressures recommended (See SECTION 11: Tyre Data) provide optimum ride and handling characteristics for all normal operating conditions. The pressures should be checked, and correctly set, if necessary, once per week. This should be done with the tyres cold. Tyre temperatures and pressures increase when running. Bleeding a warm tyre to the recommended pressure will result in under–inflation which may be dangerous. A slight natural pressure loss occurs with time. If this exceeds 14 kPa (0,14 kg/cm^2 , 0,14 bar, 2 lbf/in^2) per week, the cause should be investigated and rectified.

It should be noted that it is an offence in the United Kingdom to use a motor vehicle if a tyre is not so inflated as to make it fit for the use to which the vehicle is being put.

In compliance with German Road Traffic Law the size of the wheel rims are stamped or cast on all wheels.

When fitted with winter tread tyres, the vehicle should not be driven at speeds in excess of the tyre speed category symbol as moulded on the tyre or in absence thereof, not at high speeds.

Tyre Replacement

When replacement of tyres is necessary it is preferable to fit a complete vehicle set. Should either front or rear tyres only show a necessity for replacement, new tyres must be fitted to replace worn ones. No attempt must be made to interchange tyres from side to side, front to rear or vice versa as tyre wear produces characteristic patterns depending upon their position and, if the position is changed after wear has occurred, the performance of the tyre will be adversely affected. It should be remembered that new tyres need to be dynamically balanced.

The radial ply tyres specified are designed to meet the high speed performance of which this vehicle is capable.

Only tyres of identical specification as shown in SECTION 11: Tyre Data must be fitted as replacements and, if of a different tread pattern, should not be fitted in mixed form.

Tyre Repair

It is recommended that damaged tyres are replaced and not repaired in view of the high performance capability of the vehicle.

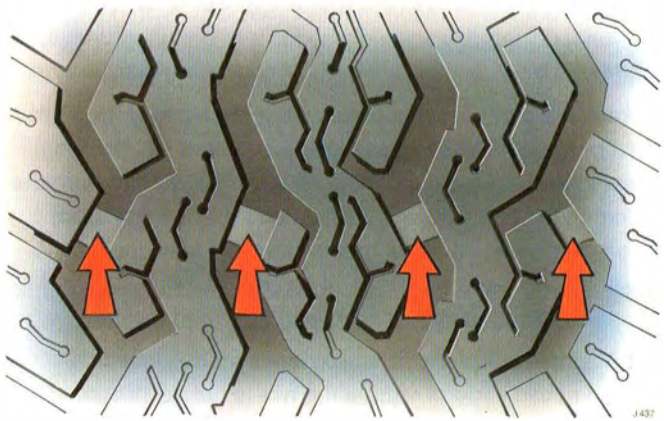
Wear

All tyres fitted as original equipment include tread wear indicators in their tread pattern. When the tread has worn to a remaining depth of 1,6 mm (0.063 in) the indicators appear at the surface as bars which connect the tread pattern across the full width of the tyre.

It is illegal in the United Kingdom and certain other countries to continue to use tyres after the tread has worn to less than 1,6 mm (0.063 in) over the central three quarters of the width and the entire circumference of the tyre.

It should be noted that the properties of many tyres alter progressively with wear. In particular the 'wet grip' and aquaplaning resistance are gradually but substantially reduced. Extra care and speed restriction should therefore be exercised on wet roads as the effective tread depth diminishes.

Incorrect wheel alignment will accelerate tyre wear. Fins on the inner or outer edges of the tread pattern are caused by excessive toe–in or toe–out respectively. As fins may also be caused by high cornering speeds or road camber, it is advantageous to have the cause ascertained by having the wheel alignment checked.



Damage

Excessive local distortion can cause the casing of a tyre to fracture and may lead to premature failure. Tyres should be examined especially for cracked walls, exposed cords, etc. Flints and other sharp objects should be removed from the tyre tread; if neglected they may work through the cover. Any oil or grease which may get onto the tyres should be cleaned off using a suitable cleaner.

Caution: Do not use paraffin (kerosene), which has a detrimental effect on rubber.

Tyre use after vehicle storage

After a long period of a vehicle standing, tyres may become locally distorted with a flat area. This will cause an uneven ride for a few miles until the tyres have warmed up and the 'flat' rounds off.

Winter (Snow) Tyres

The tyres fitted as original equipment are designed with a rubber mixture, tread pattern and width specially suited for high speeds in normal road conditions, but they are less suitable for winter conditions. The use of winter tyres will considerably improve the vehicle's handling.

Winter tyres must be used in vehicle sets, i.e. fitted on all four wheels, see SECTION 11: Tyre Data for recommended tyres and tyre pressures.

Winter tyres may be fitted with studs provided the maximum speed does not exceed 145 km/h (90 mph). Studs must be of the parallel shank type, 10 mm long, 8 mm diameter single flange; the use of studs is not permitted in certain countries.

Snow Chains

Snow chains may be fitted to rear wheels only. Use Jaguar snow chains available from the Jaguar accessory range.

Note: Snow chains must only be used with the recommended winter tyres.

The maximum speed when using snow chains is 48 km/h (30 mph).

Remove the snow chains immediately upon the road being clear of snow.

Ensure the fitting instructions (supplied with the snow chains are kept in a safe place, i.e. the vehicle literature pack.

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SECTION 11:

SPECIFICATION

Fuel Requirements

The use of either leaded or unleaded fuel depends on the type of emission control system fitted to the engine and the legislative requirements in the country for which the vehicle is manufactured.

Vehicles with engines fitted with catalytic converters must only be filled with '**Unleaded Fuel**'. The filler neck of the fuel tank on these vehicles is a small diameter to prevent the nozzle of a leaded fuel pump (large diameter) entering.

Vehicles supplied for use in the United Kingdom and Eire are fitted with catalytic converters which are designed to use 95 RON unleaded fuel.

Note: The 3.2 litre and 4.0 litre engines will also accept the use of 98 RON 'Super Green' Plus unleaded fuel as an alternative to the standard 95 RON unleaded fuel.

If in doubt your local Jaguar Dealer will advise on which fuel **must** be used in the vehicle.

Unleaded Fuel

Engines fitted with catalytic converters in the exhaust system are designed to use only unleaded fuel. Unleaded fuel must be used for the emission control system to operate properly. Its use will also reduce spark plug fouling, exhaust system corrosion and engine oil deterioration.

Using leaded fuel will damage the emission control system and could result in loss of warranty coverage. The effectiveness of the catalyst in the catalytic converter decreases after the use of as little as one tank of leaded fuel. Also, the vehicle is equipped with an electronic fuel injection system, which includes an oxygen sensor. Leaded fuel will damage the sensor, and deteriorate emission control.

Only petrol pumps delivering unleaded fuel have nozzles which fit the filler neck of the vehicle's fuel tank.

Use unleaded fuel with an octane rating of at least 95 RON (Research Octane Number). For specific market applications see pages 269 to 274.

Unleaded Fuel (continued)

Using unleaded fuel with an octane rating lower than recommended can cause persistent, heavy 'spark knock' (a metallic rapping noise). If severe, this can lead to engine damage. If a heavy 'spark knock' is detected even when using fuel of the recommended octane rating, or if you hear steady 'spark knock' while holding a steady speed on level roads, have a Jaguar Dealer correct the problem. Failure to do so is misuse of the vehicle, for which Jaguar Cars Limited, is not responsible. However, occasional light 'spark knock' for a short time while accelerating or driving up hills may occur. Although this noise should not give cause for concern, it may be eliminated by the use of a fuel of a higher octane rating than that recommended.

Leaded Fuel

This fuel can only be used on vehicles which are NOT fitted with a catalytic converter. Use leaded fuel with an octane rating of at least 97 RON (Research Octane Number), if in doubt consult your local Jaguar Dealer. For specific market applications see pages 269 to 274.

Other Fuels Containing Alcohol

Some fuel suppliers sell fuel containing alcohol without advertising its presence. Where uncertainty exists check with the service station operator.

Ethanol

Fuels containing up to 10 per cent ethanol may be used. Ensure the fuel has octane ratings no lower than those recommended for unleaded fuel. Most driver's will not notice any operating difference with fuel containing ethanol, some may, in which case the use of conventional unleaded fuel should be resumed if preferred.

Methanol

Some fuels contain methanol (methyl or wood alcohol). Do not use fuels containing methanol that do not also contain cosolvents and corrosion inhibitors for methanol. Also, do not use fuels that contain more than 3 per cent methanol even if they contain cosolvents and corrosion inhibitors. Fuel system damage or vehicle performance problems resulting from the use of such fuels is not the responsibility of Jaguar Cars Limited, and may not be covered under the warranty.

Methyl Tertiary Butyl Ether (MTBE)

Unleaded fuel containing an oxygenate known as MTBE can be used provided the ratio of MTBE to conventional fuel does not exceed 15 per cent.

MTBE is an ether based compound, derived from petroleum, which has been specified by several refiners as the substance to enhance the octane rating of fuel.

Should driveability problems be encountered when using MTBE blended fuel the use of conventional unleaded fuel should be resumed.

Caution: Take care to not spill fuel during refuelling. Fuel containing alcohol can cause paint damage, which may not be covered under the warranty.

Components of Emission Control Systems

The various components of the emission control system may or may not be fitted to this vehicle. The following cross reference list detailing fuel octanes, countries and engine types will help but, due to the legislative requirements or options available in some markets a Jaguar Dealer should be consulted where any doubt exists. The component with most impact on the running of the vehicle is the catalytic converter which, when fitted, always requires the use of unleaded fuel.

The specifications of vehicles depend on the country legislation and/or option level chosen at the time of purchase. The following cross reference list will help to ascertain the components but refer to a Jaguar Dealer where doubt exists.

Market Specification

Key to system legend

L – Leaded.

U – Unleaded.

H – High compression.

MARKET	Down Pipe Catalyst	Under Floor Catalyst	Compression Ratio	Fuel Evaporative Loss Control System	Fuel Octane
Austria:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Bahamas:					
4.0			H		95 U/97 L
Belgium:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Chile:					
4.0			H		91 L or U
Cyprus:					
4.0			H		95 U/97 L
Denmark:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U

MARKET	Down Pipe Catalyst	Under Floor Catalyst	Compression Ratio	Fuel Evaporative Loss Control System	Fuel Octane
Eire:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Finland:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
France:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Germany:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Greece:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U

MARKET	Down Pipe Catalyst	Under Floor Catalyst	Compression Ratio	Fuel Evaporative Loss Control System	Fuel Octane
Hong Kong:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Italy:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Japan:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Luxembourg:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Malaysia:					
4.0			H		95 U/97 L

MARKET	Down Pipe Catalyst	Under Floor Catalyst	Compression Ratio	Fuel Evaporative Loss Control System	Fuel Octane
Malta:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Middle East::					
4.0			H	X	91/95 L or U
Netherlands:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
New Zealand:					
4.0			H		95 U/97 L
Norway:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Panama:					
4.0			H		91 L or U

MARKET	Down Pipe Catalyst	Under Floor Catalyst	Compression Ratio	Fuel Evaporative Loss Control System	Fuel Octane
Paraguay:					
4.0			H		91 L or U
Portugal:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Singapore:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Spain (including Canaries):					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
South Africa:					
4.0			H		95 U/97 L

MARKET	Down Pipe Catalyst	Under Floor Catalyst	Compression Ratio	Fuel Evaporative Loss Control System	Fuel Octane
Sweden:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Switzerland:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
Taiwan:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U
United Kingdom:					
3.2	X	X	H	X	95 U
4.0	X	X	H	X	95 U

Emission Control

The emission control systems are specifically designed to comply with legislative requirements in the countries for which the vehicles are manufactured. The systems cover the emission of hydrocarbons, carbon monoxide, nitric oxide and the emission of fuel by evaporation.

The electronic fuel injection system supplies accurately metered quantities of fuel to the engine cylinders in all conditions of operation, providing efficient combustion of fuel at all times.

A further improvement in combustion is made by measuring the oxygen content of the exhaust gases and modifying the quantities of the fuel injected to correct the composition of the exhaust. This is known as the 'closed loop feedback system' and is essential to the function of Jaguar emission control systems using catalytic converters.

The oxygen content of the exhaust gases is signalled to the ECU by the oxygen sensor, located in the exhaust downpipe, which generates an electrical voltage dependent on the oxygen content of the exhaust when the gas temperature exceeds 300° C (570° F). The ECU is calibrated to inhibit operation below this temperature, and a delay facility is provided to minimise control oscillations.

Catalytic Converters

Catalytic converters are fitted into the exhaust in order to reduce carbon monoxide, hydrocarbon and oxides of nitrogen emissions. A few precautions on the use of vehicles fitted with catalytic converters are necessary. These are:

1. In order to maintain the efficiency of the emission control system it is essential that unleaded fuel only is used. This fuel minimises spark plug fouling, thereby sustaining engine performance.
2. The engine settings must not be altered; they have been established to ensure that the vehicle will comply with stringent exhaust emission regulations. Incorrect engine settings could cause unusually high catalytic converter temperatures and thus result in damage to the converter and vehicle. If adjustment to the settings is considered necessary; this should be performed by a Jaguar Dealer.

3. A correctly tuned engine optimises exhaust emissions performance and fuel economy and it is recommended that the vehicle is maintained as detailed in the maintenance schedules.

4. **Do not** continue to operate the vehicle if any engine malfunction is evident; malfunctions should be rectified immediately. For instance, misfire, loss of engine performance or engine run–on may lead to unusually high catalytic converter temperatures and may result in damage to the converters and vehicle.

5. **Never** leave the vehicle unattended with the engine running.

6. The use of catalytic converters increases exhaust system temperatures (particularly under engine malfunction) therefore do not operate or park the vehicle in areas where combustible materials such as dry grass or leaves may come into contact with the exhaust system.

7. The vehicle is designed for normal road use. Below are examples of abuse which could damage the catalytic converters and vehicle, these may lead to a dangerous condition due to excessively high catalytic converter temperatures.

   a) Competition use.
   b) Off–roadway use.
   c) Excessive engine speed.
   d) Overloading the vehicle.
   e) Excessive towing loads.
   f) Switching off the engine whilst in gear.

8. **Do not** run the engine with either a spark plug lead disconnected or a spark plug removed. **Do not** use any device that requires an insert into a spark plug hole in order to generate air pressure e.g. tyre pump, paint spray attachment etc., as this could also result in catalytic converter damage.

9. Heavy impact on the converter casings must be avoided as they contain ceramic material which is easily damaged.

Misfiring

If the engine misfires, the cause must be immediately rectified to prevent catalytic converter damage.

The emission control system is designed to keep emissions within legislated limits providing ignition timing and fuel injection settings are correctly maintained and the engine is in sound mechanical condition.

It is essential that routine maintenance operations are carried out by a Jaguar Dealer at the specified intervals.

Exhaust Emission – Testing

In order that exhaust emissions are kept within the legislated limits, an exhaust emission test with the engine running at idling speed must be carried out after any unscheduled service operations which might affect the emission control system.

It is essential that the equipment used for testing purposes is of the correct type. Jaguar Dealers will have, and be fully trained in the use of the correct equipment.

Fuel Requirements

For further information on unleaded fuel see Fuel Requirements on pages 265 and 266.

Maintenance

The emission control system is designed to be maintenance free but the routine maintenance of all engine and fuel related items is important to maintain the engine at the correct working efficiency.

Centre Fuse Box Chart

Fuse No	Fuse Colour Code	Value	Circuit
1	Violet	3 A	Alternator module, right–hand front bulb failure and left–hand rear bulb failure.
2	Violet	3 A	Windscreen wiper relay, CPU lighting, security circuits, driver and passenger seat heaters.
3	Tan	5 A	High mounted stop lamp (where fitted), left–hand front and right–hand rear bulb failure.
4	Violet	3 A	Ride levelling (where fitted).
5	Violet	3 A	Cruise (speed) control ECU and switches.
6	Tan	5 A	Passive reverse relay coil, mode switch illumination, cigar lighter relay, starter relay and catalyst switching module.
7	Violet	3 A	Heated windscreen jets and air conditioning aspirator.
8	Violet	3 A	Anti–lock braking system (ABS) ECU and main relay coil.
9	Violet	3 A	Instrument pack.
10	Tan	5 A	V12 gearbox ECU (where fitted).

Right–Hand Side Fuse Box Chart

Fuse No	Fuse Colour Code	Value	Circuit
A 1	Light blue	15 A	Right–hand and left–hand seat lumbar pumps. Air conditioning clutch.
A 2	Red	10 A	Electronic automatic transmission (4.0 litre).
A 3	Violet	3 A	Fuse failure link.
A 4	Natural (White)	25 A	Right–hand seat movement.
A 5	Light blue	15 A	Door locking.
A 6	Natural (White)	25 A	Caravan/Trailer module. Radio telephone.
A 7	Natural (White)	25 A	Rear screen heaters.
A 8	Red	10 A	Luggage compartment release. Ride levelling. Aerial.
A 9	Violet	3 A	Fuse failure link.

Right–Hand Side Fuse Box Chart (continued)

Fuse No	Fuse Colour Code	Value	Circuit
B 1	Natural (White)	25 A	Right–hand front window lift. Right–hand rear window lift.
B 2	Light blue	15 A	Auxiliary + VE supplies.
B 3	Yellow	20 A	Right–hand front seat passive restraint seat belt (where fitted).
B 4	Yellow	20 A	Right–hand air conditioning blower motor.
B 5	Red	10 A	Petrol injection (P.I.) memory.
B 6	Light blue	15 A	Horns.
B 7	Red	10 A	Windscreen washer pump.
B 8	Light blue	15 A	Right–hand rear signal lamps.
B 9	Natural (White)	25 A	Headlamp power wash.

Right–Hand Side Fuse Box Chart (continued)

Fuse No	Fuse Colour Code	Value	Circuit
C 1	Yellow	20 A	Front and rear cigar lighters.
C 2	Natural (White)	25 A	Right–hand and left–hand seat heaters.
C 3	Natural (White)	25 A	Starter solenoid.
C 4	Red	10 A	Fuel pump coil and lambda heaters.
C 5	Natural (White)	25 A	Right–hand front screen heater (where fitted).
C 6	Natural (White)	25 A	Fuel pump.
C 7	Red	10 A	Right–hand front direction indicator and side lamps and right–hand rear tail lamps.
C 8	Light blue	15 A	Right–hand main beam.
C 9	Light blue	15 A	Right–hand front dip and fog lamps.

Left–Hand Side Fuse Box Chart

Fuse No	Fuse Colour Code	Value	Circuit
A 1	Red	10 A	Driver's seat/door mirror ECU. Door mirror heaters Instrument illumination dimmer
A 2	Light green	30 A	Cooling fans 'A' and 'A + B'.
A 3	Violet	3 A	Fuse failure link.
A 4	Natural (White)	25 A	Left–hand seat movement power.
A 5	Violet	3 A	Lighting logic. Low priority memories.
A 6	Red	10 A	Purge valve, breather heater, PI ancillaries and JDS diagnostics.
A7	Light green	30 A	Cooling fan 'B' and relays.
A 8	Yellow	20 A	Windscreen wiper motor.
A9	Violet	3 A	Fuse failure link.

Left–Hand Side Fuse Box Chart (continued)

Fuse No	Fuse Colour Code	Value	Circuit
B 1	Natural (White)	25 A	Left–hand front window lift. Left–hand rear window lift.
B 2	Yellow	20 A	Sun roof (where fitted).
B 3	Yellow	20 A	Left–hand front seat passive restraint seat belt (where fitted).
B 4	Yellow	20 A	Left–hand air conditioning blower motor.
B 5	Red	10 A	Instrument pack.
B 6	Red	10 A	Security ECU.
B 7	Violet	3 A	Fuse failure link.
B 8	Light blue	15 A	Left–hand rear signal lamps.
B 9	Light green	30 A	Anti–lock braking system (ABS) main feed.

Left–Hand Side Fuse Box Chart (continued)

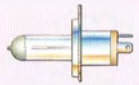
Fuse No	Fuse Colour Code	Value	Circuit
C 1	Yellow	20 A	Petrol injection (P.I.) main relay.
C 2	Red	10 A	Interior lights. Sidelights.
C 3	Red	10 A	Central processor unit (CPU).
C 4	Red	10 A	Gearshift interlock.
C 5	Natural (White)	25 A	Left–hand front screen heater (where fitted).
C 6	Light green	30 A	Anti–lock braking system (ABS) pump motor.
C7	Red	10 A	Left–hand front direction indicator and side lamps. Left–hand rear tail lamps.
C 8	Light blue	15 A	Left–hand main beam.
C 9	Light blue	15 A	Left–hand front dip and fog lamps.

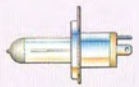
Bulb Chart

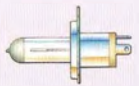
Description	Capacity	Part No.	Type
Cigar lighter illumination	12V 1.2W	C 38966	Capless 286 
Door guard lamp	12V 5W	JLM 9590	Festoon 239 
Flasher side repeater lamp	12V 4W	JLM 9589	Bayonet 233 
Fog lamp – Front	12V 55W	JLM 9588	Halogen 479 
Fog lamp – Rear guard	12V 21W	C 9126	Bayonet 382 
Front flasher lamp	12V 21W	C 9126	Bayonet 382 
Front parking (side) lamp	12V 5W	JLM 9587	Bayonet 207 
Glove compartment lamp	12V 5W	JLM 9590	Festoon 239 

Bulb Chart (continued)

Description	Capacity	Part No.	Type
Headlamp – Quadruple (four)			
– Inner – France only	12V 60W	JLM 9599	Halogen H4 476 yellow
– Outer – France only	12V 60/55W	JLM 9599	Halogen H4 476 yellow
– Inner – Japan only	12V 50W	JLM 844	Sealed beam
– Outer – Japan only	12V 37.5/60W	JLM 845	Sealed beam
– Inner – Rest of World	12V 60W	JLM 9598	Halogen H4 472
– Outer – Rest of World	12V 60/55W	JLM 9598	Halogen H4 472
Headlamp – Rectangular			
– France only	12V 60/55W	JLM 9599	Halogen H4 476 yellow
– Rest of World	12V 60/55W	JLM 9598	Halogen H4 472
High mounted stop lamp (where fitted)	12V 5W	JLM 9600	Capless 501







Bulb Chart (continued)

Description	Capacity	Part No.	Type
Interior lamp – Rear of front seat	12V 5W	JLM 9590	Festoon 239 
Interior lamp – Roof console	12V 10W	JLM 847	Festoon 265 
Luggage compartment lamp	12V 5W	JLM 9590	Festoon 239 
Map lamp – Roof console	12V 5W	JLM 846	Halogen 468
Number plate lamp – Except for Japan	12V 5W	JLM 9590	Festoon 239 
Number plate lamp – Japan only	12V 10W	JLM 9591	Festoon 265 
Rear flasher lamp (Direction indicator)	12V 21W	C 9126	Bayonet 382 
Rear quarter reading lamp	12V 4W	JLM 9589	Bayonet 233 

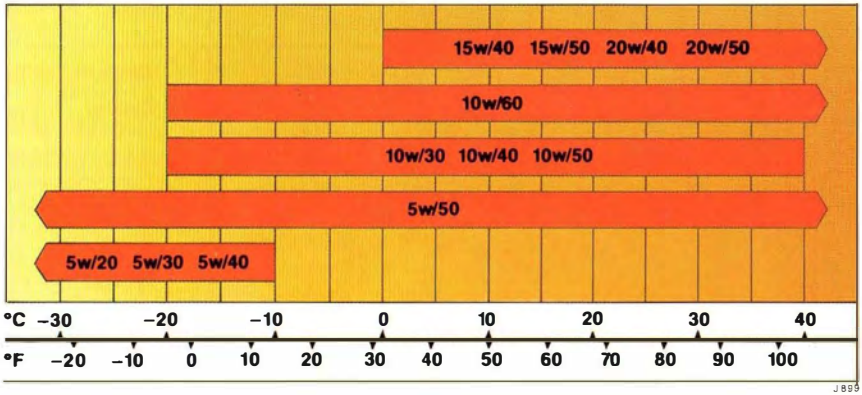
Bulb Chart (continued)

Description	Capacity	Part No.	Type
Reverse lamp	12V 21W	C 9126	Bayonet 382 
Stop lamp	12V 21W	C 9126	Bayonet 382 
Sun visor vanity mirror	12V 1.2W	C 38966	Capless 286 
Tail lamp	12V 5W	JLM 9587	Bayonet 207 
Underbonnet lamp	12V 5W	JLM 9601	Bayonet 989 

Recommended Lubricants and Fluids

The products listed below and on page 290 are preferred for use in the vehicle. Other products which meet the relevant specifications, may also be used if desired.

Engine Oil – Recommended S.A.E. Viscosity Range/Ambient Temperature Scale



Component	Specification	SAE Viscosity Rating	Preferred Brands
Engine Oil Can	A.P.I. SG		Castrol GTX. Castrol GTX2. Castrol Syntron X. Castrol Syntron. Castrol TXT. Castrol TXT Softec. Castrol Formula RS.

Recommended Lubricants and Fluids (continued)

Component	Specification	SAE Viscosity Rating	Preferred Brands
Manual Gearbox	Dexron II D		Castrol TQ Dexron II. Castrol Transmax M.
Automatic Transmission	Dexron II D		Castrol TQ Dexron II. Castrol Transmax M.
Differential – Refill	A.P.I. GL5	90	Shell Spirax Super 90
– Top Up only if above oil is not available.	A.P.I. GL5	EP 90	Castrol EPX 80W/90.
Power Assisted Steering	Dexron II D		Castrol TQ Dexron II. Castrol Transmax M. Castrol TQF.
Rear Ride Levelling System (where fitted)			Castrol Hydraulic System Mineral Oil (HSMO).
Grease Points	Multipurpose Lithium Grease N.L.G.I. Consistency No.2		Castrol LM

Synthetic Engine Oils

When synthetic oils are used, they must conform to A.P.I. SG standards. The ambient temperature/viscosity chart applies equally to synthetic and mineral oils.

Synthetic and mineral oils are completely miscible and may be used separately or mixed.

Used Engine Oil

WARNING: Prolonged and repeated contact may cause serious skin disorders, including dermatitis and cancer.

Avoid contact with the skin as far as possible and wash thoroughly after any contact. Keep oils out of reach of children.

PROTECT THE ENVIRONMENT: It is illegal to pollute drains, water courses and soil. Use authorised waste collection facilities, including civic amenity sites and garages providing facilities for disposal of used oil and used oil filters. If in doubt, contact your local authority for advice on disposal.

Hydraulic Fluid

Braking System

Use only Jaguar Brake Fluid or *Castrol* Girling Universal/Disc.
These are non mineral polyglycol based brake fluids conforming to DOT 4 specification.

Clutch System (Where fitted)

Use only Jaguar Brake/Clutch Fluid or *Castrol* Girling Universal/Disc.
These are non mineral polyglycol based brake fluids conforming to DOT 4 specification.

Rear Ride Levelling System (Where fitted)

Use only Jaguar Hydraulic System Mineral Oil (HSMO) or *Castrol* Hydraulic System Mineral Oil.

WARNING: These are mineral fluids and must not be mixed or added to brake fluid.

Cooling System

Always top up the cooling system with recommended type and strength of coolant, **never** with water only. The correct concentration for all vehicles is 50 per cent, for further information see SECTION 10: Cooling System.

Additive	'Jaguar Radiator Leak Sealer' or 'Barrs Leaks'. One 135ml bottle per vehicle.
Coolant	Jaguar Anti–freeze/Coolant/Corrosion Inhibitor. Should this not be available then phosphate free anti–freeze conforming to specification BS 6580 may be used.

Capacities

	Litres	Imperial Pints	U.S. Quarts
Engine refill – including filter.	8,0	14.1	8.5
– excluding filter.	7,45	13.1	7.9
Automatic transmission: – Drain and refill – 3.2 litre.	3,0	5.3	3.2
– Drain and refill – 4.0 litre.	4 to 5	7.0 to 8.8	4.2 to 5.3
– Top up min–max – 3.2 litre.	0,25	0.4	0.26
– Top up min–max – 4.0 litre.	0,60	1.0	0.60
Manual gearbox: – Drain and refill.	1,4	2.5	1.5
Rear axle (Final drive unit).	2,1	3.7	2.2
Cooling system, including reservoir and air conditioning or heater: – Initial fill from dry.	12,3	21.7	13.0
– Drain and refill.	9,2	16.2	9.7
Windscreen washer system:			
– Total system capacity including reservoir and filler neck.	6,3	11.0	6.7
– Reservoir capacity only.	5,0	8.8	5.3

	Litres	Imperial Gallons	U.S. Gallons
Fuel tank – Approximate capacity from vehicle run dry to first click on the fuel delivery filler nozzle gun.	86,4	19.0	22.8

Data

Note: Always refer to underbonnet labels.

Engine	**XJ6 3.2 litre**	**XJ6 4.0 litre**
Type	Double overhead camshaft (DOHC) 4 valves/cylinder.	Double overhead camshaft (DOHC) 4 valves/cylinder.
Capacity	3239 cm^3 (178 in^3).	3980 cm^3 (243 in^3).
Bore	91 mm (3.558 in).	91 mm (3.558 in).
Stroke	83 mm (3.27 in).	102 mm (4.02 in).
Firing order: No. 1 cylinder at front of engine	1–5–3–6–2–4.	1–5–3–6–2–4.
Compression ratio	9.75:1.	9.5:1.
Combustion chambers	Pent roof.	Pent roof.
Valve clearances (Inlet and exhaust)	0,31 to 0,36 mm (0.012 to 0.014 in).	0,31 to 0,36 mm (0.012 to 0.014 in).
Idle speed – Automatic transmission (gear selector in 'N' and engine warm)	700 ± 50 rev/min.	700 ± 50 rev/min.
Idle speed – Manual gearbox (engine warm)	800 ± 50 rev/min.	800 ± 50 rev/min.
Spark plugs: – Make/type	Champion RC9 YC.	Champion RC9 YC.
– Electrode gap	0,9 mm (0.035 in).	0,9 mm (0.035 in).

Transmission		XJ6 3.2 litre	XJ6 4.0 litre
Manual gearbox:	– Type	Getrag 290 5 speed.	Getrag 290 5 speed.
	– Top gear ratio (5th)	0.76:1.	0.76:1.
	– Speed per 1000 rev/min in top gear (5th)	42,8 km/h (26.6 mph).	45 km/h (28 mph).
Automatic transmission:	–Type	ZF 4 speed automatic.	ZF 4 speed electronic automatic.
	– Top gear ratio (4th)	0.73:1.	0.73:1.
	– Speed per 1000 rev/min in top gear (4th)	41 km/h (25.5 mph).	47 km/h (29 mph).
Final drive type	– XJ 6	Non Powr–Lok or Powr–Lok.	Non Powr–Lok or Powr–Lok.
	–Sovereign/Daimler	Powr–Lok	Powr–Lok
Final drive – Optional sports suspension (Except Korea)		Powr–Lok.	Powr–Lok.
Final drive ratio:	– Manual gearbox	3.77:1.	3.58:1.
	– Automatic transmission	4.09:1.	3.58:1.

Dimensions

	Metric (mm)	Imperial (in)
Overall length	4988	196.5
Overall width including mirrors	2015	79.4
Overall width without mirrors	1798	70.8
Overall height (at kerb weight):		
– XJ6/Sovereign without self levelling suspension	1380	54.4
– Sovereign/Daimler with self levelling suspension	1358	53.5
– Optional sports suspension (Except Korea)	1353	53.3
Wheelbase	2870	113.0
Track – front	1500	59.1
– rear	1498	59.0
Ground clearance – kerb weight	175	6.9
Ground clearance (G.V.W.):		
– XJ6/Sovereign without self levelling suspension	120	4.7
– Sovereign/Daimler with self levelling suspension	130	5.1
– Optional sports suspension (Except Korea)	125	4.9
Turning circle – wall to wall	12,9 metre	42 ft 4 in
– kerb to kerb	12,4 metre	40 ft 8 in

Weights

	3.2 litre models		4.0 litre models	
	kg	(lb)	kg	(lb)
Kerb weight	1825	(4024)	1865	(4112)
Front axle kerb weight	949	(2092)	981	(2163)
Rear axle kerb weight	876	(1931)	884	(1949)
Gross vehicle weight (G.V.W.)	2245	(4950)	2285	(5038)
Gross front axle weight (maximum)	1043	(2299)	1075	(2370)
Gross rear axle weight (maximum)	1202	(2650)	1210	(2668)
Gross vehicle combination weight	3745	(8257)	3785	(8345)
* Gross combination weight is the gross vehicle weight plus maximum recommended trailer weight.				
Roof Rack capacity including weight of rack	100	(220)	100	(220)
Maximum permitted luggage compartment load with five passengers	70	(154)	70	(154)
Maximum loading – including people and luggage (deduct roof rack capacity if fitted)	420	(926)	420	(926)
Trailer weight – Braked (maximum)	1500	(3307)	1500	(3307)
– Unbraked (maximum)	750	(1653)	750	(1653)

Wheel/Tyre Data

Jaguar original equipment and recommended wheels and tyres.

Caution: Do not mix tyre size or make.

Steel roadwheel:

– Roadwheel size	7 J x 15.
– Tyre type/size	Pirelli P4000 E 225/65 ZR 15.
– Alternative tyre type/size ...	Pirelli P5 225/65 R 15 99V.

Roulette cast alloy roadwheel:

– Roadwheel size	7J x 15.
– Tyre type/size	Pirelli P4000 E 225/65 ZR 15.
– Alternative tyre type/size ...	Pirelli P5 225/65 R 15 99V.

Teardrop cast alloy roadwheel:

– Roadwheel size	7J x 15.
– Tyre type/size	Pirelli P4000 E 225/65 ZR 15.
– Alternative tyre type/size ...	Pirelli P5 225/65 R 15 99V.

continued

Wheel/Tyre Data (continued)


J 901

Teardrop cast alloy roadwheel (TD type):

– Roadwheel size	180 x 390 TD.
–Tyre type/size	Dunlop SP Super Sport 100 TD, 220/65 R 390 97V.


J 904

Lattice (sports) forged alloy roadwheel:

– Roadwheel size	8J x 16.
–Tyre type/size	Pirelli P 600 225/55 ZR 16.
– Alternative tyre type/size ...	Dunlop Performa 2000 225/55 ZR 16.

Recommended Tyre Pressures

Tyres recommended on pages 297 and 298 must be inflated to the following pressures:

225/65 R 15 99V, 225/65 ZR 15 and 220/65 VR 390 TD size tyres:

Cold inflation pressures at all load conditions.

- Front ..... 220 kPa (2,24 kg/cm^2 , 2,21 bar, 32 lbf/in^2).
- Rear ..... 234 kPa (2,38 kg/cm^2 , 2,34 bar, 34 lbf/in^2).

Comfort pressures (all load conditions).

Cold inflation pressures may be reduced by 41 kPa (0,42 kg/cm^2 , 0,41 bar, 6 lbf/in^2) on front and rear tyres to obtain maximum comfort provided the speed does not exceed 160 km/h (100 mph).

225/55 ZR 16 size tyres:

Cold inflation pressures at all load conditions.

- Front ..... 227 kPa (2,31 kg/cm^2 , 2,28 bar, 33 lbf/in^2).
- Rear ..... 268 kPa (2,73 kg/cm^2 , 2,69 bar, 39 lbf/in^2).

Comfort pressures (all load conditions).

Cold inflation pressures may be reduced by 48 kPa (0,49 kg/cm^2 , 0,48 bar, 7 lbf/in^2) on front tyres and 75 kPa (0,77 kg/cm^2 , 0,76 bar, 11 lbf/in^2) to obtain maximum comfort provided the speed does not exceed 160 km/h (100 mph).

Tyre Pressures – Tyres without Jaguar approval

Tyres other than those recommended on pages 297 and 298 must be inflated to the following cold inflation pressure:

- Front and Rear ..... 299 kPa (3,04 kg/cm^2 , 3,0 bar, 44 lbf/in^2).

Winter (Snow) Tyres

Jaguar original equipment and recommended wheels and tyres.

Type/size (complete sets only) ..... Pirelli Winter 210 215/65 R 15.

Type/size (complete sets only) for
TD roadwheels ..... Dunlop TD SP 88 220/65 R 390 97T or Michelin TDX 220/65 HR 390.

Snow chains may be fitted to rear wheels only. Use Jaguar snow chains available from the Jaguar accessory range. Remove the snow chains immediately upon the road being clear of snow.

Maximum speed with snow chains fitted – 48 km/h (30 mph).

Tyres may be fitted with studs provided maximum speed does not exceed 145 km/h (90 mph). Studs must be of the parallel shank type, 10 mm long, 8 mm diameter single flange; the use of studs is not permitted in certain countries.

Tyre Pressures – Winter (Snow) Tyres

215/65 R 15, 220/65 390 97T and 220/65 HR 390 size tyres:

Cold inflation pressures at all load conditions.

– Front ..... 234 kPa, (2,38 kg/cm^2 , 2,34 bar, 34 lbf/in^2).
– Rear ..... 234 kPa, (2,38 kg/cm^2 , 2,34 bar, 34 lbf/in^2).

Comfort pressures (all load conditions).

Cold inflation pressures may be reduced by 41 kPa (0,42 kg/cm^2 , 0,41 bar, 6 lbf/in^2) on front and rear tyres to obtain maximum comfort provided the speed does not exceed 160 km/h (100 mph).

Electrical Accessories

The fitting of any permanent electrical accessory and fuses should only be entrusted to a Jaguar Dealer.

Caution:

1. **The use of any accessories not specifically designed for this Jaguar will damage the electrical circuits and systems of the vehicle.**
2. **Under no circumstances must the power supply be obtained direct from either battery terminal.**

The cigar lighter socket can be used for accessories which are fitted with an accessories plug and are only temporarily connected to the vehicle (i.e. car vacuum cleaner).

Earth Points

If an accessory requires to be connected to an earth point, consult a Jaguar Dealer.

Caution: Under no circumstances must holes be drilled in the bodywork to accept earth terminals.

Fuel Consumption

The results shown are the officially approved tests as required by the Passenger Car Fuel Consumption Order 1983 S.I. 1486 for this range of models and do not express or imply any guarantee of the fuel consumption of the particular vehicle with which this information is supplied. The vehicle itself has not been tested and there are inevitably differences between individual vehicles of the same model. In addition, this vehicle may incorporate particular modifications. Furthermore the drivers style and road and traffic conditions, as well as the extent to which the vehicle has been driven and the standard of maintenance, will all affect its fuel consumption.

Market/Fuel Consumption	3.2 Manual	3.2 Automatic	4.0 Manual	4.0 Automatic
Austria:				
Dual Catalyst.				
L/100 km				
Simulated Urban.	15,8	14,4		15,0
Constant speed 90 km/h.	7,8	7,9		8,4
Constant speed 120 km/h.	9,7	9,6		9,6
EEC (Common Market:):				
Dual Catalyst.				
L/100 km				
Simulated Urban.	15,8	14,4	16,3	15,0
Constant speed 90 km/h.	7,8	7,9	8,0	8,4
Constant speed 120 km/h.	9,7	9,6	9,8	9,6

Market/Fuel Consumption	3.2 Manual	3.2 Automatic	4.0 Manual	4.0 Automatic
EEC (Common Market:):				
Non–Catalyst.				
L/100 km				
Simulated Urban.			16,4	15,2
Constant speed 90 km/h.			7,8	7,8
Constant speed 120 km/h.			9,4	9,4
Europe:				
Non–Catalyst.				
L/100 km (mpg)				
Simulated Urban.	15,8 (17.9)	14,4 (19.6)	16,4 (17.2)	15,5 (18.6)
Constant speed 90 km/h. (56 mph)	7,8 (36.2)	7,9 (35.8)	7,8 (36.2)	7,8 (36.2)
Constant speed 120 km/h. (75 mph)	9,7 (29.1)	9,6 (29.4)	9,4 (30.3)	9,4 (30.3)
Germany:				
Dual Catalyst.				
L/100 km				
Simulated Urban.	15,8	14,4	16,3	15,0
Constant speed 90 km/h.	7,8	7,9	8,0	8,4
Constant speed 120 km/h.	9,7	9,6	9,6	9,6

Market/Fuel Consumption	3.2 Manual	3.2 Automatic	4.0 Manual	4.0 Automatic
Middle East:				
Non–Catalyst.				
L/100 km				
Simulated Urban.				15,5
Constant speed 90 km/h.				8,5
Constant speed 120 km/h.				9,8
Norway:				
Dual Catalyst.				
L/100 km				
Simulated Urban.	15,8	14,4		15,0
Constant speed 90 km/h.	7,8	7,9		8,4
Constant speed 120 km/h.	9,7	9,6		9,6
Sweden:				
Dual Catalyst.				
L/100 km				
City.				12,8
Highway.				8,4
Combined.				10,8

Market/Fuel Consumption	3.2 Manual	3.2 Automatic	4.0 Manual	4.0 Automatic
Switzerland:				
Dual Catalyst.				
L/100 km				
City.				12,8
Highway.				8,4
Combined.				10,8
United Kingdom and Eire:				
Dual Catalyst.				
L/100 km (mpg)				
Simulated Urban.	15,8 (17.9)	14,4 (19.6)	16,3 (17.4)	15,0 (18.8)
Constant speed 90 km/h. (56 mph)	7,8 (36.2)	7,9 (35.8)	8,0 (35.1)	8,4 (33.7)
Constant speed 120 km/h. (75 mph)	9,7 (29.1)	9,6 (29.4)	9,8 (28.8)	9,6 (29.4)

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SECTION 12:

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