

4 Relative values

– which model for you?



Models

There are many X300/308 models but, apart from the 3.2 and manual models (not imported to America/Canada), price depends more on condition and specification. In most markets there are five engines plus two supercharged versions, three main trim levels (XJ, Sovereign and Daimler/Vanden Plas) plus Sport and limited editions.



Sporting, comfortable long-legged XJR.

a Sovereign or Daimler/VDP. The XJR6 and XJR8 are popular with sporting drivers, and Double Sixes or Super V8s combine fast engines with luxurious trim, albeit with softer handling than an XJR.



At home on the byways too.

build and component quality than earlier Jaguars. The sporting X300/308s are better drivers' cars, but the 'touring' models handle well enough. Jaguar's 'CATS' suspension rides softly until speed and cornering forces increase, whereupon the dampers firm up.

Jaguar used the Vanden Plas name rather than Daimler in North America for top of the range models. These were 'fully loaded' with most accessories, and often

If you are new to Jaguars a base model may well offer the refinement and toys you need at a lower price and running cost compared to a higher spec or larger model. The best option depends on intended use. A 3.2 is not slow, and there are plenty of Sovereigns and Sport models this size, offering cheaper insurance. Daimlers were all 4.0L, and the best value and resale option is

X300s are classic Jaguars inside, with six dials in a typical cluster and straight dash and door wood trim. The V8s have curvy dashboards and door wood and lost two instruments, but they do have other options, such as rain sensing wipers. Some long wheelbase models have separate reclining rear seats – the pinnacle of Jaguar/Daimler luxury at the time and are still first class today.

The later the car, the lower the risk of body and suspension deterioration but few are seriously rusty. All enjoyed far better

the premium Harman Kardon stereo system, heated seats and screens, etc. They feature chromed door handles, mirror backs and rubbing strips, with boxwood inlaid veneers and full leather trim, rather than part leather.

Values

Due to the many variations available these are approximate values only. The dearest models are rated at 100% and others shown as a percentage of that value. Note, however, that the price for a given model depends more on condition than its notional value in this table. A highly-specified car will always sell for more, or more quickly, than a base model.

Supercharged cars are worth more but some buyers are put off by running costs or perceived added complexity. The V12 models are most cost-sensitive, however, and although these last V12s are super-reliable, they're inevitably more complex and thirstier.

The dearest cars originally will fall by the most and the base cars will sell slowest, so mid-range models are the most firmly priced. Avoid hard-used worn examples with mega-mileages, but don't be afraid of well-serviced and clean cars showing, say, 150,000 miles. A good one has many years of life left in it yet.

When new, automatic transmission cost extra and manual transmissions were the base specification. Today, because of rarity and fuel economy benefits, manuals sometimes cost slightly more. All values vary according to condition and market.



V12 the old smoothie. Anything else is less.



No A/C and manual gear-change. Base model 3.2 Sport.

2001/2 XJR100 Limited Edition	100%
2001-2003 Daimler/VDP Super V8	95%
2001-2003 XJR8	90%
2001-2003 Sovereign V8	80%
1996 Daimler Century Special Edition	80%
1994-1997 XJR6	75%
1994-1996 V12 Daimler Double Six/Jaguar XJ12	70%
2001-2003 XJ8	65%
1994-1997 Daimler Six	60%
1997-2000 Sovereign V8	50%
1994-1997 Sovereign	45%
1997-2000 XJ8	45%
1994-1997 XJ6/XJ Sport	40%

2 Cost considerations

– affordable, or a money pit?



Purchase price

An average X300/308 costs the same as a used family car or newer small car. They are, therefore, fantastic value and, because of their size, are very safe. These are probably the best value Jaguars, with only the XJ40 being cheaper (but poorer value). As usual it's wise to buy the best you can afford, especially for main dealer history and lowish mileage. Apart from occasional trade-ins by loyal customers, the X300/X308s are no longer in official Jaguar dealers, though it's still worth asking if they know of any excellent cars locally. Most good cars are with independent Jaguar specialists, so scanning motor magazines will soon reveal which dealers concentrate on the type and price of car you require. Top dealers carry the best cars but at a price.



Jaguar club or specialist classic magazines (or web sites) are another source of good cars from knowledgeable sellers. Private sales vary from those asking foolishly high prices to realistic sellers wishing to dispose of a car that has served them well. To buy a good car privately this book or a knowledgeable friend will be useful to help avoid bad examples.

Affordable to run?

For X300/308s intended for regular use it is important to include fuel, servicing, consumables and insurance costs when deciding whether the car will be affordable. Modern cars depreciate but have low running costs and X300/308s are generally the opposite, apart from post 2000 V8s or rare sports, or special edition models which will still fall in value as their age and mileage

Make every trip a pleasure.



Angle hose to fill up faster.

Instruments and electrics

The first X300s had an analogue oil pressure gauge that can show variable pressure depending on conditions but all others had a 'fake' gauge, run off the oil pressure switch with a fixed resistance always showing mid scale. Check all gauges work but most importantly look for warning lights. See all of them illuminate before cranking the engine (to check none of the bulbs have been removed) and that they all go out once started. Cycle through the computer settings by pressing the left stalk, to see what historic fuel consumption has been (prepare for a surprise!). Try the OBD code scanner in the socket under the dash near the steering wheel and read off any codes (Chapter 7).

If you haven't already done so during road test, try every electrical function listed in the handbook. If fuse covers look recently disturbed, or there is insulating tape or a blown fuse in the ashtray be suspicious of electrical hassles. Look at the general condition of any visible wiring. There should be two remotes and they should open the boot when pressed twice quickly and should shut the windows and roof when pressed for several seconds.

The climate control is tested by switching the car off and holding 'Auto' and 'Recirc' buttons down while you restart it. Every panel display flashes and the system enters diagnostic mode. Press Auto again to see either a zero display or up to five stored error codes



Radiator mounts perish over time.

(retrieved by cycling through using the Demist button). To

clear any code press Demist and heated rear window buttons together. Code 23, low refrigerant pressure, is one of the most common, which prevents the compressor running. Next press Recirc to put the system in self-test mode, then press Face to cycle the



Non-veneered, but all dials work.



Lights get grit-blasted dull.



Auto-dim mirrors can leak.

with age. Wiper blades will also harden eventually, especially at high ambient temperatures or outside in strong UV.

Electrics

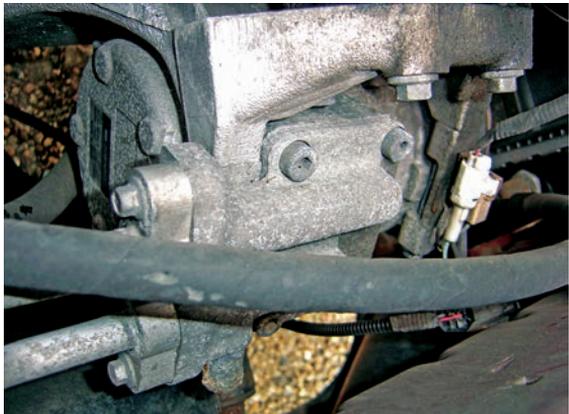
The security system exerts a small current drain as does the clock. Preserving the battery over long periods requires a trickle charger and ideally the battery removed (to prevent corrosive vapours condensing on the boot metalwork). Earthing/grounding problems are common when the connections have corroded. Modern sealed multi-plugs electrical connectors abound on the X300/308, but damp can still affect them and dielectric grease is useful here.

Exhaust

Exhaust fumes contain water and acids, so even the ferritic stainless factory exhausts eventually corrode. This can also be from the inside when the car is not used, or is shut off before totally warmed up. The X300/308 has twin exhausts and the surface area is quite large so condensation is an issue if the system is not high-grade stainless. Rubber hangers deteriorate and can come off.



LPG systems can deteriorate if not used.



Unused AC compressors leak.