



The Pavilion Gardens (187)

Wed, 27th Nov 2019

Lot 10

Estimate: £10000 - £12000 + Fees

1976 Jaguar XJ6 4.2

Registration No: UMH222R

Chassis No: 2T-17995BW

Mot Expiry: July 2020

- Only 18,000 miles with supporting documentation
- 3 former keepers
- Sought after 4.2 automatic with power steering
- Said to have original carpets and seats
- The vendor describes the chrome as superb, and the underside as excellent
- Complete with handbook and spare keys
- Mot to July 2020

Commonly referred to as the "Series II", the XJ line received a facelift in autumn 1973 for the 1974 model year. The 4.2 L XJ6 straight-6 engine (most popular in the United Kingdom) and the 5.3 L V12 XJ12 were continued with an addition of a 3.4 L (3,442 cc (210.0 cu in)) version of the XK engine available from 1975.

Initially the Series II was offered with two wheelbases, but at the 1974 London Motor Show Jaguar announced the withdrawal of the standard wheelbase version: subsequent saloons/sedans all featured the extra 4 inches (10 cm) of passenger cabin length hitherto featured only on the long-wheelbase model. By this time, the first customer deliveries of the two-door coupe, which retained the shorter standard-wheelbase (and which had already been formally launched more than a year earlier) were only months away.

Visually, Series II cars are differentiated from their predecessors by raised front bumpers to meet US crash safety regulations, which necessitated a smaller grille, complemented by a discreet additional inlet directly below the bumper. The interior received a substantial update, including simplified heating and a/c systems to address criticisms of the complex and not very effective Series I systems.

In April 1975, the North American Series II got a slightly revised set of front bumpers which had rubber over-riders covering the full length of the bumper with embedded turn signals at each end. In 1975 V12 XJS / XJ12L / XJ12C cars and in 1978 the 4.2 6 cyl. XJ6L North American cars got the addition of Bosch-Lucas electronic fuel injection in the place of Zenith-Stromberg carburetors.

In May 1977, it was announced that automatic transmission version of the 12-cylinder cars would be fitted with a General

Motors three-speed THM 400 transmission in place of the British-built Borg-Warner units used hitherto..

The 1978 UK model range included the Jaguar XJ 3.4, XJ 4.2, XJ 5.3, Daimler Sovereign 4.2, Double-Six 5.3, Daimler Vanden Plas 4.2 and Double-Six Vanden Plas 5.3