Development of the first engines for the Australian V8 series was ongoing to then be relocated to Melbourne and run from there. After I had completed the in-house design of an all new 4-valve head for the V12 with patterns completed in 1991, this project had been left with TWR's new 220 machine shop to be machined. It was treated as a non priority item as the 220 engine programme took precedence. These 4-valve heads would finally be finished by 1993 and we had fitted a 6.4-litre engine to a V12 XJR-S saloon. When TW drove it as a 490bhp road going car he had actually phoned me at home to say how impressed he was with it. It was all too late now to insert them into the Le Mans /Daytona programmes.

XJR-S 6.4L 48 VALVE V12 SUMMARY

Vehicle Details

XJR-S fitted with:

- 6.4L 48 valve V12 engine
- Modified Getrag 290 5 speed gearbox
- AP Racing twin plate clutch
- 18" × 9" front wheels, 18" × 10" rear wheels fitted with 285/55 × 18" Bridgestone RE71 tyres
- Enhanced suspension
- Non Catalyst exhaust system with fabricated manifold

Engine Performance

Test bed figures, using a simulated vehicle exhaust system running on 98 super unleaded (corrected to SAE standards):

Max power	489.4bhp at 6010rpm
Max torque	490.0 lbft at 4486rpm

Vehicle Performance

Tested two up with full fuel tank, test weight 1920kg. Test conditions 20°C, 997 mb pressure, 7mph windspeed, 86% humidity.

			3rd	*4th*	*5th*
0–60	4.6	50–70	2.5	4.1	6.0
0–100	10.5	30–50	2.9	4.0	5.6
0–150	28.7	30–120	–	18.0	28.0

Estimated top speed 175mph at 6300rpm.

I. M. Harrop
Projects Co-Ordinator

HB Cosworth 'Jaguar' 3.5 V8 and the new Engs designed 4 valves per cylinder 6.4-litre V12 engine, for road use. This 6.4 litre V12 was fitted to a Jaguar XJR-S saloon, and the performance tests are shown above.