

## 2005 Jaguar X-Type: X-Type lineup carried on classic style themes

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Jaguar welcomed a few new models into the X-Type lineup for 2005. A new X-Type 3.0 Sportwagon, as well as an X-Type 3.0 V-6 Sport sedan with distinctive body add-ons and 18-inch wheels, were introduced. The V-6 Sport sedan was available with carbon-fiber trim rather than traditional wood and could be trimmed

half in black leather and half in Alcantara, a special designer fabric from Italy. A luxurious X-Type 3.0 V-6 VDP Edition also joined the lineup, and featured burled walnut trim and contrast piping on its leather seating surfaces.

The 2005 X-Type's classic styling themes were familiar to Jaguar aficionados and included a traditional forward-leaning grille augmented by some sporty modern touches. Elliptical quad halogen headlights were installed, and xenon high-intensity-discharge units were optional. Fog lights were integrated into the lower front fascia.

Proportion and balance were important in the X-Type design. Designers substituted a high tail for the traditional low tail of the past. The 3.0 V-6 Sport got 18-inch wheels, a black upper mesh grille, lower side sills, a sport-tuned suspension and the Dynamic Stability Control stability system.

Five people could fit in the cockpit-style interior, which featured leather and traditional bird's-eye maple wood veneer. Standard equipment included automatic climate control and steering-wheel controls for the stereo. Jaguar's new VDP sedan

included 320-watt Alpine premium sound,

heated front seats and rain-sensing wipers. A navigation system was also available.

The X-Type 3.0 was powered by a 227-horsepower, 3.0-liter V-6 that teamed with either a five-speed manual or five-speed automatic transmission. All-wheel drive normally sent 40 percent of engine power to the front wheels, but it could deliver a split as great as 80/20, front to rear, when necessary.

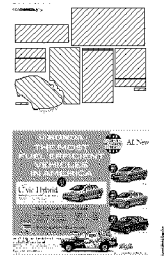
Standard safety features included dual-stage front airbags, seat-mounted side-impact airbags for the front seats, side curtain-type airbags for front and rear occupants and antilock brakes with electronic brake-force distribution.

As mentioned earlier, an X-Type 3.0 Sportwagon joined the Jaguar line for 2005. The Sportwagon was similar to the sedan up front, but the Sportwagon had new rear doors and a new roof. Equipped with the 3.0-liter V-6 engine and automatic transmission, the all-wheel-drive Sportwagon rode on 17-inch wheels and had a rear window that opened. Four luggage tie-downs were installed in the rear cargo area, which included a luggage cover and cargo net. A hidden storage compartment included a 12-volt power outlet and detachable side doors. Silver roof rails were fitted for use with adjustable carrying systems.

On the road, the X-Type was a responsive sedan that was able to carry on the company's illustrious heritage.

On wet, twisty pavement, the X-Type demonstrated its handling skills at every curve. Responding quickly and surely to steering inputs, the sedan was confident and surefooted at all speeds. Even on moderately imperfect surfaces, the ride was sheer pleasure. Rougher patches could produce some jostling, but the car corrected itself crisply without excessive rebounding.

Acceleration with the 3.0-liter V-6 was vigorous, supremely confident and helped by crisp automatic transmission operation. The X-Type was exceptionally quiet and exhibited evidence of solid, careful construction. ■



EPA Fuel Economy —  
City: 18 Highway: 25 – 28  
Kelley Blue Book Retail Value —  
\$21,000 – \$25,800  
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**2005 X-Type 3.0**



**2005 X-Type Sportwagon**