

USED CAR PROFILE

Jaguar XK: 1997-2006

JAGUAR XK BUILT FOR PLEASURE

HISTORY

The first-generation XK series consisted of a four-seat XK8 coupe and a convertible model that arrived as replacements for the long-serving XJS.

Under the XK's sleek body resided a 290-horsepower 4.0-liter V-8, the first engine of its kind in a brand that had popularized inline six-cylinder propulsion. In 2000, the Ford-owned company launched the high-performance XKR that featured a supercharged version of the V-8 that produced 370 horses.

A 2003 makeover included a new 4.2-liter V-8 with either 294 or 390 horsepower (XKR) on tap along with a new six-speed automatic transmission that replaced the original five-speed unit. The original XK8/XKR was retired in 2006 to make way for an all-new 2007 model.

THE GOOD STUFF

One glance at the sensuously styled XK said it all. This cat was more than mere transportation as it was built for pleasure,

whether you were behind the wheel or coveting one. The smooth-running V-8 might have upset Jaguar traditionalists, but it got the job done without fuss or drama. A non-supercharged XK could hit 60 m.p.h. in about seven seconds, while the supercharged variant chopped about two seconds off that time. The wood-trimmed interior featured comfortable leather seats along with plenty of stretch-out space for those in front.

HEADS UP!

It's all fun and games until



something major goes awry, especially after the warranty has expired. Fixing or replacing any major (or even minor) mechanical or structural components could become particularly pricey and, although generally reliable, anyone considering a pre-owned XK must prepare themselves for the inevitable expenses. The rear seat is cramped for all but small children and is not suitable for

long trips. Drivers who enjoy shifting their own gears will be disappointed with the XK's automatic-only policy.

PRICES AT A GLANCE

Jaguars are noted for their rapid depreciation, which is good news for XK shoppers. Expect to pay a slight premium for convertibles and an extra \$7,000-\$10,000 for supercharged XKR models.

- 1997-99 \$12,500-\$17,500
2000-01 \$15,500-\$29,000
2002-03 \$24,500-\$39,500
2004 \$37,000-\$49,500
2005 \$42,500-\$58,500
2006 \$48,000-\$68,000

OVERALL

The first-gen XK is one of the best premium sports cars around and certainly one of the best looking.

The car's classic lines will likely never become dated and their stout powertrains should, with regular maintenance, remain reliable.

The overall popularity of these fancy felines ensures a reasonably wide selection of used prospects.

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