

1990 Jaguar XJ-S

2dr Convertible • 12-cyl. 5343cc/262hp PFI

#1 Concours condition

\$45,000

↗ +113.3%

#2 Excellent condition

\$33,300

↗ +90.3%

#3 Good condition

\$16,200*

↗ +13.3%

#4 Fair condition

\$9,700

↘ -14.9%

Model description

Jaguar released the XJS coupe in 1976 not as a direct replacement for the E-Type, which retired in 1974, but rather as an evolution of the breed. While the third series XKE wasn't exactly the same sporting car that appeared in 1961, it retained much of the original's character. The XJS, meanwhile, was a true grand tourer aimed more at comfort and cruising than spirited driving.

Whereas the E-Type was curvaceous and sinewy, the XJS used aggressive lines, with its most distinguishable feature being its flying buttresses trailing from the roof to the squared-off tail. The model was the first Jaguar not styled by William Lyons and a convertible wasn't available until the model's very end. As such, opinions abounded and sales were steady if somewhat unimpressive.

In a sense, the XJS took inspiration from Mercedes-Benz's 2+2 GT, the 450SLC, a boulevardier capable of comfortably eating up the miles. To that end, the XJS was fitted with Bosch-Lucas fuel injection, a three-speed Borg-Warner automatic transmission, air conditioning, power steering and brakes, and leather upholstery. The Jag used the same 5.3-liter, 244-horsepower V-12 engine found in the final iteration of the XKE to hit a top speed of around 150 mph.

Through the years, the color range was expanded and an H.E (high efficiency) engine was added in 1982, but sales remained between 3,500 and 5,000 cars a year. A sunroof arrived in 1986, as did a Targa top convertible. A genuine convertible was announced for 1988, along with wood trim and heated seats, and anti-lock-brakes were added in 1989.

Ford had taken ownership of Jaguar in 1989, and the range was broadened with a 4-liter 6-cylinder engine option in 1993. By this time the V-12 convertible cost a hefty \$82,550, which was a far cry from the coupe's \$19,000 price tag at launch. When the XJS was discontinued in 1996, it was the longest-running Jaguar model ever, at 20 years.

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Thanks to the production numbers, the XJS is still abundant today. In the XJS pantheon, the later cars (particularly the 6-cylinder convertibles) have the biggest following, mainly due to reduced upkeep costs. The V-12 engine is comparatively difficult to work on, and underhood temperatures are a common issue that impact everything from hose and wiring longevity, to slipping valve seats, to over-pressurized fuel hoses.

Nevertheless, there's considerable cachet to the V-12, which is silky smooth and almost silent at its best. Fuel economy should not be a concern of yours if you are seeking one out, and the wisdom of buying the best you can was never truer than when it was applied to the XJS. Luckily, even very low mileage examples can still be affordably found.

Body styles

2dr Convertible

2dr Coupe

Engine types

12-cyl. 5343cc/262hp PFI

1976-1996 Jaguar XJS stats

Highest sale

\$1,270,000

Most recent sale

\$15,315

Sales

1333

Equipment

Standard Equipment

3 Speed Automatic

AM/FM CASS

Air Conditioning

All Wheel

None

Power Brakes

Power Steering

Power Sun/Moon Roof

Power Windows

Tilt Steering Wheel

Additional Info

Drive Type: RWD

Front Tire Size Code: U

Front Tire Size: Unknown

Manufacturer Code: C134

Manufacturer MSRP: 57000

Market Segmentation: Luxury Sport

Shipping Weight: Indeterminate

Wheel Base Longest - Inches: Indeterminate

Wheel Base Shortest - Inches: Indeterminate

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.