

# 1978 Jaguar XJ-12L

4dr Sedan . 12-cyl. 5343cc/244hp EFI

#1 Concours condition

**\$23,800**

▼ -11.9%

#2 Excellent condition

**\$15,200**

▼ -12.1%

#3 Good condition

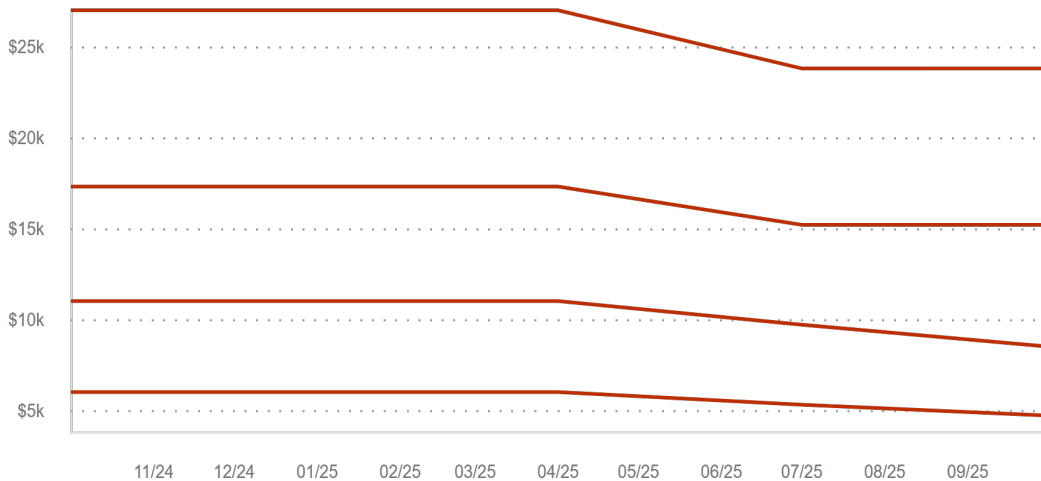
**\$8,500\***

▼ -22.7%

#4 Fair condition

**\$4,700**

▼ -21.7%



NOTE: The chart displays price changes for the last year.

## Model description

Jaguar rewrote its own book in 1968 – the new XJ6 was so good it replaced all the sedans which preceded it. The signature 4.2-liter DOHC six-cylinder engine delivered 180 hp and was matched with anti-dive suspension, power rack-and-pinion steering, automatic transmission or 4-speed with overdrive, power disc brakes and superior handling. Inside there were leather seats, walnut fascias and enough gauges for a light plane. An up-market sibling, the six-cylinder Daimler Sovereign, was introduced in 1969.

The first series XJ12 and Daimler Double Six followed in 1972, using the 5.3 –liter V-12 E-Type motor with four carburetors and standard air-conditioning but, sadly, only automatic transmissions. Fuel injection boosted the V-12's 244 hp to 285 hp in 1975 in the Series II, and the collectible two-door coupe was introduced the same year, in both six-cylinder and V-12 configurations. Neither was very popular and the accompanying Daimler Double Six V-12 coupe is very rare, with only 407 built. There were 1,855 Jaguar XJ12 Coupes, meanwhile. The six-cylinder Jaguar XJ6 and Daimler Sovereign coupes were more successful, with 6,487 XJ6 coupes and 1,677 Daimlers finding owners.

A final redesign occurred in 1979 courtesy of Pininfarina, who raised the Series III Jag XJ6 and XJ12 roof at the rear and added a “kick” to the back fender. Quality control improved significantly at long last. The XJ6 was replaced by the XJ40 in 1987, but the Jaguar XJ12 soldiered on until 1991. Daimler Double Six models were built beside the Jaguars, with bespoke interior and vinyl roofs and the very last V-12 was a Daimler Double Six in 1992.

The 4.2-liter six is easy to work on, though inclined to cylinder head gasket failures, especially with air-conditioning. The Jaguar V-12 engine is more difficult, and the addition of catalytic converters to American cars in 1975 – literally beneath the manifolds – mean that underhood temperatures can be a critical issue. Hose and engine wiring longevity was limited to about two years between replacements. Additionally, the V-12 engine can slip its valve seats in the case of (practically inevitable) overheating, and don't make the mistake of just repairing one cylinder head. Just like the XJS, the biggest single problem appears to involve the fuel system, with fuel vaporizing and over-pressurizing fuel hoses when the car is switched off after a hot drive, leading to engine fires.

The V-12 engine was such a good idea for this excellent design that it's frustrating to deal with constant maintenance issues. Good Jaguar XJ12s are hard to find but avoid bargains like the plague. The XJ6 is almost universally a better bet, provided it is exercised regularly. In all, 352,025 XJ6s and Daimler Sovereigns were built, and all those exported to the U.S. were automatics, so an LHD 4-speed and overdrive car is virtually unknown.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

There's considerable cachet to the V-12, which is silky smooth when it's in good tune, despite getting about 10 mpg. Jaguar XJ12 prices can be pretty low for a flawed example, but the wisdom of "buying the best you can afford" has never been truer.

**Body styles**

4dr Sedan

**Engine types**

12-cyl. 5343cc/244hp EFI

**1974-1979 Jaguar XJ Series II stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$170,000</b>	<b>\$1,331</b>	<b>\$39,309</b>	<b>158</b>

**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.