

Jaguar X-type Saloon

WhatCar? verdict



For:

The X-type is good to drive, well equipped and keenly priced. Massive discounts are available

Against:

Rivals have better refinement and stronger residuals. Headroom is tight and the interior feels dated



On the road verdict

Performance



2.0 turbodiesel makes most sense

The X-type saloon is available with 2.0- or 2.2-litre diesel engines. The smaller version has 128bhp to the 2.2's 153bhp and also falls 23lb ft short for pulling muscle, but it doesn't feel much slower. The 2.0 is available only with a five-speed manual gearbox and prefers to be coaxed rather than worked hard, but it produces plenty of punch. The 2.2 diesel can be specified with an automatic gearbox.

Ride and handling



Growing old gracefully

The X-type is getting on a bit, but its chassis is growing old gracefully. It provides a comfortable ride over most surfaces, although greater body control would be welcome. The steering is usefully light around town and there's enough feedback to give confidence on twisty roads, but it feels disconcertingly vague at motorway speeds.

Refinement



German rivals are quieter

When the X-type was launched, it raised the bar for refinement, yet now it's merely an also-ran. The engines are noisier than those in German rivals, and wind and road noise are also more noticeable. The extremely tight gearbox requires a precise action if you're to swap gears smoothly.

In the cabin verdict

Behind the wheel



You sit too high; touch-screen works well

Even the entry-level S model features part-electric seat

Ownership verdict

Buying



Undercuts the opposition, but residuals are weak

Keen pricing has always been central to the X-type's appeal, and now that it's in its later years there are some massive discounts available. It's affordable to buy and lease, too, and both engines average more than 45mpg. All that needs to be weighed against resale values that are poor for the class, however.

Quality



Sturdy enough, but feels dated

Jaguar has tweaked the X-type's interior more than once, but it still feels dated and rather low-rent. Although everything is solid enough, it doesn't quite have the faultless finish of a BMW 3 Series and some of the switchgear feels rather cheap. On the positive side, the X-type performed well in our last JD Power customer satisfaction survey.

Safety and security



Plenty of safety kit

All versions have stability control and twin front, side and curtain airbags. However, you don't get active anti-whiplash head restraints and there's no option for a driver's knee airbag or rear side airbags. Deadlocks, a visible VIN and locking wheelnuts are all part of the security package.

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Vehicles	Finance	Tracking	Valeting	S.M.A.R.T	Maintenance
New and Used Cars and commercial SuperCars Part Exchange	Contract hire Finance lease Hire purchase Conditional purchase	Live vehicle tracking Timesheets Site reports Mileage	Internal and external Supagard Autoglym DiamondBrite	Dents Scatches Alloy Wheels Repairs	Pay as you go Fixed Fleet support Breakdown recovery

adjustment, but taller drivers may feel that they're perched too high. Sat-nav brings a touch-screen with big, user-friendly on-screen buttons; it's just a shame that the graphics are more ZX Spectrum than PlayStation. Other controls are clearly labelled, but rather haphazardly arranged.

Space and practicality



Space for four but not as practical as many rivals

The X-type has enough space for four people and their luggage, but it's not as spacious as many newer rivals.

There's plenty of legroom, but headroom is at a premium, whether you're in the front or rear seats. The boot has a useful 452-litre capacity - which is only fractionally less than the BMW 3 Series - but it's on the shallow side.

Equipment



Comes with lots of luxuries

Every X-type comes well equipped. Standard equipment on entry-level S models includes climate control, cruise control, Bluetooth connectivity and part-leather upholstery. Move up to SE or above and full-leather trim and a touch-screen satellite-navigation system come as standard.

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