

DATE: OCTOBER 1992

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REF: JD 16/92

ERRATA

Owing to revised information, the torque figure for the coolant temperature transmitter to engine, XJS models, is 14,5 to 19,5 Nm.

The torque figure given in Service Bulletin JD 10/92 and Section 88 of XJS Service Manual, JJM 10 04 06/20, should be ignored and only the revised figure used.

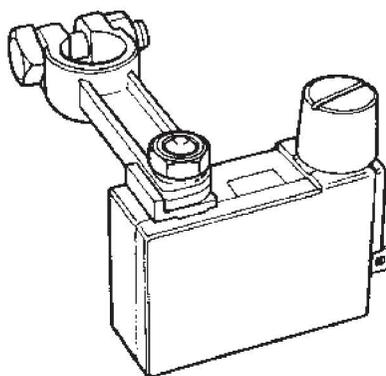
Service Manuals will be amended at the next reprint.

XJ6 93 MY (FROM VIN 667829)

ITEM: 44

BATTERY TRANSIT RELAY – REMOVAL

Owing to the relocation of the battery into the boot at 93 MY, a revised battery transit relay has been introduced, (see Fig 1).



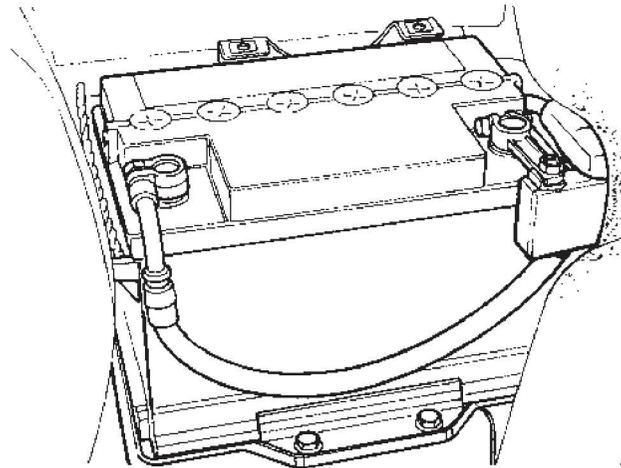
JSF-1773

FIG 1

The procedure for the removal of this new relay is as follows:

WITH THE IGNITION OFF:

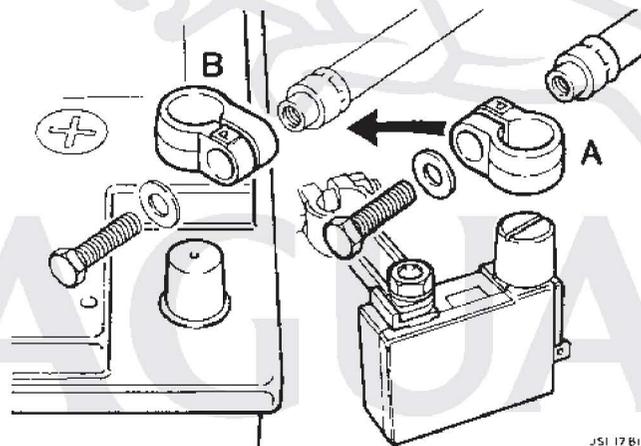
1. Open the boot and remove the battery cover, (see Fig 2).
2. Remove the negative lead from the battery.
3. Disconnect the transit relay from the battery.
4. Remove the white / yellow (W/Y) ignition wire from the transit relay.



J51-177B

FIG 2

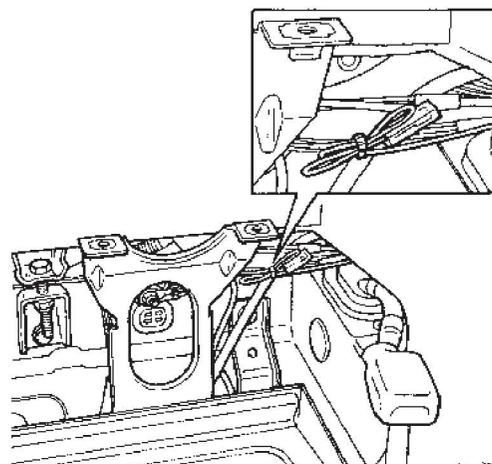
5. Remove the positive lead from the transit relay terminal post, (A, Fig 3).
6. Reverse the positive lead clamp and refit the clamp to the positive lead (B, Fig 3).



J51 1781

FIG 3

7. Displace the battery.
8. Tie back and secure the white / yellow (W/Y) ignition wire, (see Fig 4).



J51 1790

FIG 4

9. Refit the battery.
10. Refit and secure the positive and then negative lead of the battery.
11. Replace the battery cover.

NOTE: ALL UK DEALERS MUST CONTINUE TO RETURN THE DISPLACED TRANSIT RELAYS.

REMOVAL OF THE TRANSIT RELAY SHOULD BE CARRIED OUT NO LONGER THAN 24 HOURS BEFORE THE VEHICLE IS HANDED OVER TO THE CUSTOMER.

THE RADIO AND TIME CLOCK MUST BE RESET AFTER THE RELAY IS REMOVED.

IMPORTANT: UNDER NO CIRCUMSTANCES SHOULD THE RELAY BE USED OR RETAINED AS AN ISOLATION DEVICE FOR ROAD USE.

XJS

ITEM: 45

03 REPAIR OPERATION TIMES

Air Conditioning Blower Motor Assembly

The repair operation times for renewing the air conditioning blower motor assemblies have been re-studied on 1992 MY vehicles.

The new operation times for vehicles from VIN 179737 are as follows:

Right-hand drive vehicles

82-25-13	Blower Assembly – Left-Hand – Renew	0.95 Hrs
82-25-13/09	As 82-25-13 (Less JDS Allowance)	0.60 Hrs
82-25-14	Blower Assembly – Right-Hand – Renew	1.60 Hrs
82-25-14/09	As 82-25-14 (Less JDS Allowance)	1.25 Hrs

Left-hand drive vehicles

82-25-13	Blower Assembly – Left-Hand – Renew	1.60 Hrs
82-25-13/09	As 82-25-13 (Less JDS Allowance)	1.25 Hrs
82-25-14	Blower Assembly – Right-Hand – Renew	0.95 Hrs
82-25-14/09	As 82-25-14 (Less JDS Allowance)	0.60 Hrs

Please amend your repair times accordingly.

No other repair times are affected.

XJ6 / XJS**ITEM: 46****10 BRAKE SYSTEM SERVICE RECOMMENDATIONS**

Note: This bulletin supersedes Item 21 of Service Bulletin JD 03/92.

With the introduction of the ABS brake system, from the following VINs, the brake servicing recommendations have changed:

1. XJ6 from VIN 594576.
2. XJS (5.3 convertible) from VIN 147269.
3. XJS (5.3 coupe) from VIN 148782.
4. XJS (3.6 coupe) from VIN 148945.

No routine replacement of system seals is necessary. The system and components, which are sealed for life, require no maintenance. Repair is by replacement.

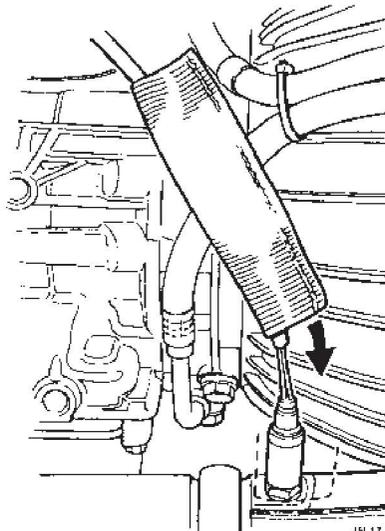
The braking system must still be inspected for satisfactory operation and condition at the regular service intervals.

Because of its hygroscopic nature, brake fluid must be renewed at 2 year or 30 000 mile (48 000 km) intervals, whichever is sooner.

XJ6 ALL MODELS**ITEM: 47****18 LAMBDA SENSOR SPLASH-SHIELD**

Following reports of the intermittent display of "Fuel Failure 44" on the instrument pack, it was found that this symptom could be caused by water penetrating the lambda sensor.

A lambda sensor splash-shield has been introduced from VIN 664941, which can be fitted retrospectively and should be installed whenever a lambda sensor is changed. This will reduce the possibility of water ingress.



SLEEVE
C. 33139/4

The six-inch silver heat-proof sleeve is fitted by sliding it over the sensor, prior to its replacement. After the sensor has been fitted, Dealers should ensure that the sleeve is pushed fully back down to cover the whole sensor.

ALL MODELS

ITEM: 48

18 IGNITION SPARK PLUGS

Spark plugs have been returned under warranty with a yellow / brown stain visible on the insulator housing. Dealers have incorrectly interpreted this as leakage of combustion gases between the insulator and metal housing and the cause for spark plug misfire. The following is an explanation for the staining and the more likely cause for spark plug misfire.

During most atmospheric conditions a form of static discharge, common to high voltage conductors, can occur, which is commonly known as "Corona discharge".

Ignition systems are particularly prone to this effect during wet weather, when the air space surrounding the spark plugs becomes charged with a gas composed of electrons, ions and air particles, forming a state of general ionization. Too much ionization counteracts the spark plug insulation and causes a partial discharge, which in turn gives out a blue light.

Under normal circumstances this will in no way affect the running of the car, providing the spark plug insulators are kept clean.

Running problems would normally only occur if the spark plug insulators were coated in a film of dirt, which would allow high voltage tracking, known as "flashover", between the spark plug terminal stud and earth, thus causing a misfire.

However, protection is provided against this eventuality by the inclusion of "ribs" along the insulator body. To identify whether or not the spark plugs have been subjected to Corona discharge, plugs should be examined in daylight for the presence of a yellow / brown stain at the base of the insulator, next to the metal housing.

The actual stain is caused by oil-contaminated particles, in suspension around the spark plug insulator, receiving the electrostatic charge of ionization and fusing themselves to the plug. The stain is quite harmless and can usually be wiped off easily.

Corona discharge will cause no deterioration in service or malfunction of the spark plug.

Moisture or dirt may cause "flashover" but Corona discharge does not. Cleanliness is vital, therefore, spark plug insulators should be kept clean and dry at all times.

Note: Spark plugs returned under warranty may be rejected as "no fault found" for the reasons given above.

XJ6 ALL MODELS

ITEM: 49

64 REAR SHOCK ABSORBERS

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From VIN 667829, a new rear shock absorber is fitted to all non-ride-levelling vehicles. This new part is fully interchangeable with all previous components when

This new part, number CCC 6923, should be used in all cases where rear shock absorbers are replaced, with immediate effect.

Under no circumstances should this new part be mixed with old condition parts on a vehicle axle.

When failures are identified in service, single shock absorbers only need to be changed if the parts have less than 25,000 miles (40,000km) service use.

The new units, which have a black finish, can be easily distinguished from the previous parts by a new sealed gaiter, which will reduce dirt ingress.

XJS 6CYL / V12 AND SERIES III V12

ITEM: 50

82 RECEIVER DRIER BOTTLE

When replacing the receiver drier bottle, Part Number CAC 1881, it is essential that the receiver drier bottle is mounted with the sight glass vertical. This is to ensure that the pick-up tube inside the drier bottle is always immersed in liquid refrigerant. If the receiver drier bottle is mounted at angles in excess of +/- 20 degrees from the vertical, there is a risk, under certain conditions, that vapour rather than liquid may enter the pick-up tube. Should this occur, erratic air conditioning performance may result.

XJS 4.0L / V12

ITEM: 51

86 LOW COOLANT WARNING LIGHT FAULT DIAGNOSIS

Dealer investigations into low coolant warning light concerns have resulted in a high number of low coolant probes and control units being replaced unnecessarily, as most probes and control units tested by the supplier reveal no faults. In order to reduce this unnecessary replacement, the following electrical checks should be carried out by Dealers before condemning or replacing components where the cause is found to be low coolant level. The checks should include inspection of the coolant system for leaks, which is best achieved by pressure testing the coolant system to locate the source of the leak.

Coolant leaks may be caused by: loose hose clip connections, worn or damaged pressure cap seals, or damaged hoses. Lack of coolant recovery from the atmospheric recovery bottle may be a further reason for low coolant level in the header tank.

Transfer of coolant from the atmospheric recovery bottle relies on the presence of a vacuum, as the coolant contracts when the engine is turned off. Checks should be made to ensure that the recovery bottle and its connections through to the header tank are leak-free and unrestricted. In addition, the vacuum valve in the header tank should be checked to ensure that it operates correctly and does not stick.

ELECTRICAL CHECK PROCEDURE

CIRCUIT / SYSTEM DETAILS

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The system operates by measuring the resistance of the coolant. With resistance below 5,000 Ohm, the warning light is off. The light will illuminate with the resistance