

DATE: NOVEMBER 1991

PAGE: 1 of 5

REF: JD 09/91

ERRATA

Would Dealers please note that in Service Bulletin JD 05/91, Item 31 "Forged Alloy Wheels", the Part No. for the XJS road wheels should be CBC 6175 (not CBC 9175).

XJ6 MODELS

ITEM: 58

44 TRANSMISSION FRONT PUMP ASSEMBLY

A new front pump assembly has been introduced which cannot be retro-fitted to earlier models as the intermediate plate is not compatible.

Should this later type be fitted inadvertently to an earlier transmission unit, the internal pressures created will blow-out the pump seal (this is because the ventilation channel is now in a different position).

Part No.	Qty	Description
2.9, 3.2 & 3.6 Litre Models		
Up to Gearbox Serial No. 1158414:		
JLM 1957	1	Front Pump Assembly
JLM 885	1	Intermediate Plate
From Gearbox Serial No. 1158415:		
JLM 2286	1	Front Pump Assembly
JLM 10715	1	Intermediate Plate
4.0 Litre Models		
Up to Gearbox Serial No. 35365:		
JLM 10441	1	Front Pump Assembly
JLM 10448	1	Intermediate Plate
From Gearbox Serial No. 35366:		
JLM 10716	1	Front Pump Assembly
JLM 10717	1	Intermediate Plate

Jaguar Cars Limited

XJ6 4.0 L**ITEM: 59****44 AUTO TRANSMISSION SHIFT QUALITY 1 – 2**

Whilst modifications have been made to improve the transmission 1 – 2 shift quality, with the introduction of transmission ECU 6162/6328 and further enhancement on current vehicles with ECU DBC 10110, it has been established that claims for this complaint on current models have largely arisen because of incorrect engine management set-up at idle.

This has the effect that the transmission ECU receives an incorrect speed signal from the engine which causes the ECU indirectly to increase the transmission oil line pressure beyond that required to sustain the torque output from the engine.

In order to rectify this problem dealers should set the base idle speed with the help of JDS to establish accurate stepper motor operation, ensuring that the air bypass valve is open and correctly calibrated within the bar graph setting on the JDS screen.

XJ6 3.2 AND 4.0**ITEM: 60****47 DRIVE LINE VIBRATION**

The following improvements have been introduced to help alleviate this concern:-

A. PROPSHAFT CHANGE

A new family of XJ40 propshafts have now been introduced onto production to overcome instances of drive line vibration. These propshafts have a metalastik centre bearing. Introduction VIN 646880.

Models:	4.0L with automatic transmission	EBC 9104
	3.2L with automatic transmission	EBC 9105
	3.2 / 4.0L with manual gearbox	EBC 9106

Note: These propshafts have M8 weld nuts at the centre bearing; however, a small number of vehicles produced initially had 5/16" UNF weld nuts fitted.

These new propshafts should only be fitted if the alignment actions undertaken below do not resolve the problem.

On vehicles prior to VIN 646880, which exhibit drive line vibration in the mid speed range, the following procedure should be carried out:

1. Slacken the two bolts retaining the anti-twist plate.
2. Move the propshaft to the RHS of the vehicle using hand pressure. When maximum travel is reached (and keeping it in this position) push the anti-twist plate to the LHS and retighten the retaining bolts.

B. DIFFERENTIAL STRUT CHANGE

These struts (Part No. CCC 3789) are slightly shorter than those previously used. This ensures that the differential pinion is brought into line with the drive line axis. Whilst these units are interchangeable with earlier struts, there is a remote possibility that

a foul condition could exist due to a tolerance build-up in some body / axle assemblies. In the unlikely event of a foul condition occurring, the struts must be removed and the original equipment struts refitted.

Introduction from VIN 643800, although a 100% introduction was assured from VIN 644283 from axle number 485346 and 485268.

ALL MODELS

ITEM: 61

74 TYRE PRESSURES

Complaints have been received of harsh ride on XJS Sports Pack vehicles. Investigations have established that the tyre pressures were too high for normal urban driving.

Would all Dealers please refer to the comfort settings on tyre pressures in the relevant Service Manual/Driver's Handbook before any attempt is made to investigate possible areas that could contribute to the problem.

XJ6 / XJS / S.III V12

ITEM: 62

82 AIR CONDITIONING/HEATER MICROPROCESSOR

Following investigations into the cause of air conditioning/heater unit rotary flaps 'sticking', a concern has been identified with the servo motor drive ICs retained to the heatsink on the microprocessor unit. On a number of ECUs, the earth points have been found to be electrically poor, causing permanent or intermittent failure of the servo drives. The effect of this, in vehicle, is the 'sticking flaps' problem where the flaps appear to be jammed, although it is the ECU which is at fault.

In the event of a vehicle being returned with either an upper or lower rotary flap problem, i.e. intermittent or permanent sticking, the Dealer should carry-out the following procedure before any further action is taken:-

1. Initially determine in what mode the upper or lower rotary flap is jammed, i.e. cooling or heat mode.
2. Remove the necessary trim items from the right-hand side of the unit to gain access to the microprocessor assembly, Fig 1 (A).
3. Switch-on the ignition and air con/heater system. Select manual override. Having already determined in which mode the rotary flap in question is jammed, rotate the temperature demand control in the opposite direction; i.e. if, for instance, the rotary flap is stuck in the cooling mode, turn the

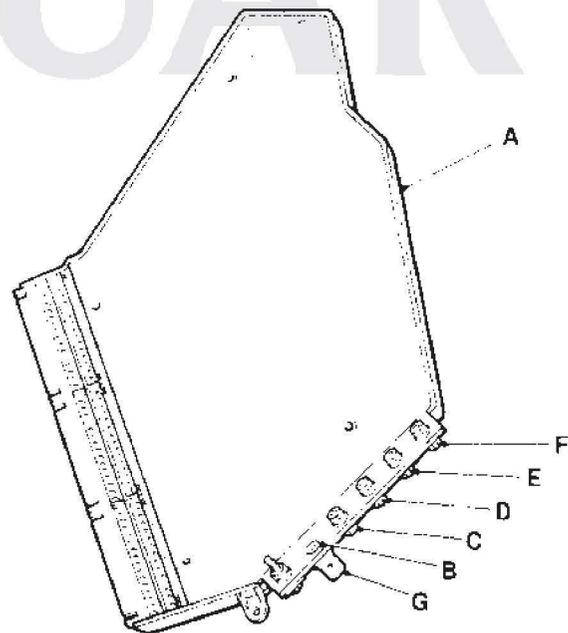


FIG 1

temperature demand control to full heat, or visa versa.

4. Using a digital voltmeter, touch one lead on to the earth rivet Fig 1 (B). Then, in turn, probe each of the four earth connection bolts, Fig 1 (C, D, E and F); if the earth connections are satisfactory, '0' volts will be indicated. If, during probing, any one of the four readings is abnormally higher, this will indicate a poor earth track.
5. If a higher reading is identified, check the tightness of the earth bolt affected. Tighten if necessary and re-check the voltage. (The Dealer may also check the tightness of the other earth bolts as a precaution).
6. If the voltage reading returns to '0' volts, re-check the system operation. (If the fault persists, proceed to point 8).
7. If the voltage reading remains high, turn-off the ignition. Release and remove the earth bolt and check for any signs of contamination, oxidization, etc. Using a very fine abrasive paper (P1000 or above), clean the earth track as shown in Fig 2. Ensure that both the microprocessor heat sink surface (H) and the power transistor bracket surface (J) are cleaned.

IMPORTANT: Do not bend the power transistor away from the heatsink as permanent damage may be caused to the PCB connections. Slide the abrasive paper between the heatsink and the transistor bracket.

Replace the bolt, re-tighten, switch-on the ignition and re-check the voltage reading. If the voltage reading indicates '0' volts, the fault should be corrected. Re-check the system operation.

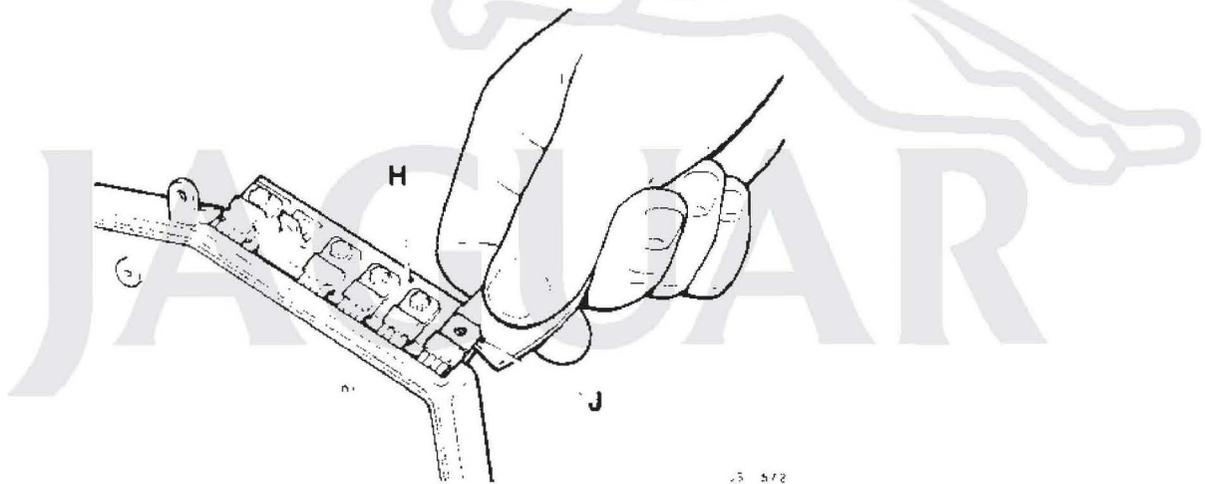


FIG 2

8. It is unlikely that the fault will persist; however, should this occur, the Dealer should then continue with normal diagnostic procedures to determine the cause.
9. In the event that the fault may not be present at the time the vehicle is returned to the Dealer, the following check should be carried-out to determine if a poor earth connection is present.
10. Switch-off the ignition. Disconnect the earth lead from the Lucar connector on the reverse side of the microprocessor earth rivet, Fig 1 (G).
11. Using a digital meter, measure the resistance (Ohms) between the earth rivet, Fig 1 (B) and the four earth connections, Fig 1 (C, D, E and F).

If a good earth connection is present, approximately 0.5 of an Ohm or less should be registered; any abnormally higher resistance reading will indicate a poor earth track.

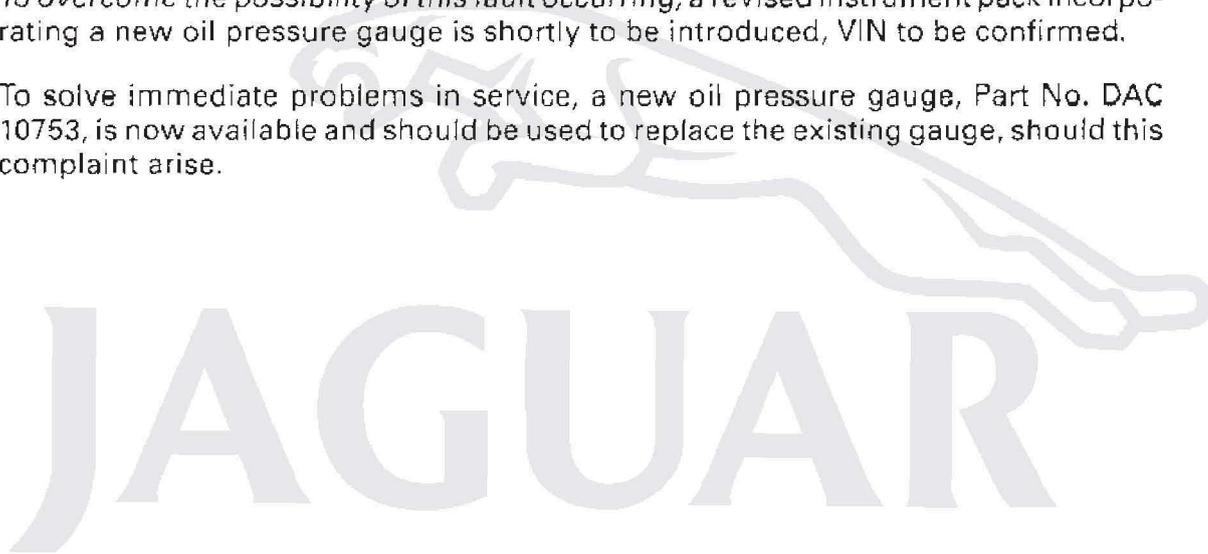
12. If a higher reading is identified, proceed as points 5, 6, 7 and 8, with the exception that all checks should be conducted with the ignition turned-off and measurements taken in resistance (Ohms) mode. Please note that when required in Operations 6 and 7 to check the system, ensure that earth lead Fig 1 (G) is reconnected before commencing the system check.

XJS 92 MY (FACELIFT)**ITEM: 63****88 OIL PRESSURE GAUGE**

Following the launch of XJS 'Facelift' models, complaints may have been received of the oil pressure gauge indicating zero or dropping into the red band at idle speed, although the oil quantity and pressure is correct.

To overcome the possibility of this fault occurring, a revised instrument pack incorporating a new oil pressure gauge is shortly to be introduced, VIN to be confirmed.

To solve immediate problems in service, a new oil pressure gauge, Part No. DAC 10753, is now available and should be used to replace the existing gauge, should this complaint arise.



JAGUAR

DATE: SEPTEMBER 1993

PAGE: 1 of 5

REF: JD 26/93

00 ERRATA

PLEASE NOTE THE FOLLOWING ERRATA IN RECENT SERVICE BULLETINS:

1. JD 17/93 dated August 1993 Page 6 FOURTH DIGITS

The Fourth Digit codes J and V have been duplicated.
Please delete code J, so that in future only code V will be used for "Thread Damage".

2. JD 17/93 dated August 1993 Page 7 Lines 21 & 22

The entry 9YV is duplicated on these lines.
The first entry should read: 9YU - Engine Compartment

3. JD 24/93 dated September 1993 Page 2 Line 12

This line should read: 44-15-39/09 As 44-15-39 (Less JDS .. etc)

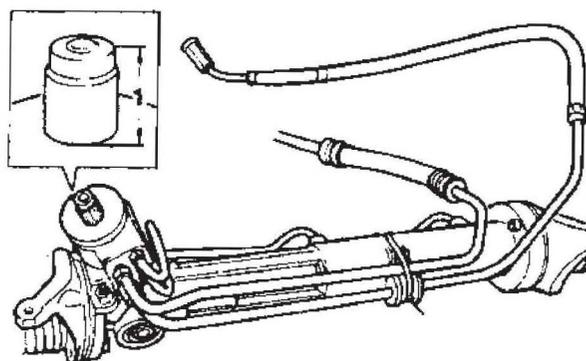
XJ6 AND XJ12 1994 MY ALL VARIANTS

ITEM: 26

00 INFORMATION ADDITIONAL TO THE 94 MY TECHNICAL GUIDE

The 1994 Model Year specification is enhanced by the inclusion of two new features designed to refine both the handling and cosmetic qualities of Jaguar saloons.

INTRODUCTION OF THE ZF PHASE 2 STEERING RACK



J57-259

FIG. 1

The ZF Phase 2 Steering Rack (Fig. 1) is added to the 1994 MY specification. The rack body consists of two aluminium pressure diecastings; the rack mounting is unchanged. The pinion height (1, Fig. 1) is increased by 7mm; the steering column is altered to accommodate this change. The fluid pipe union positions in the valve block are also altered, with the fluid pipes being modified accordingly. The steering rack assembly is a non-serviceable item.

INTRODUCTION OF REAR WHEEL ALIGNMENT ADJUSTMENT

A system of rear wheel alignment adjustment is now incorporated in the rear suspension assembly.

The lower suspension arm has a plate, with a rectangular recess machined in the centre, added to the rear pivot eye (1, Fig. 2). The suspension arm pivot bolt hole (2, Fig. 2) is elongated, horizontally, at this point.

The pivot bolt has an integral eccentric (3, Fig. 2) below the bolt head, which, when in position in the plate, has a slight clearance at the sides but full clearance at the top and bottom. Rotation of the bolt head, with the eccentric constrained between the vertical faces, causes the bolt shank to be moved in the horizontal plane, thus displacing the hub carrier and effecting wheel alignment adjustment.

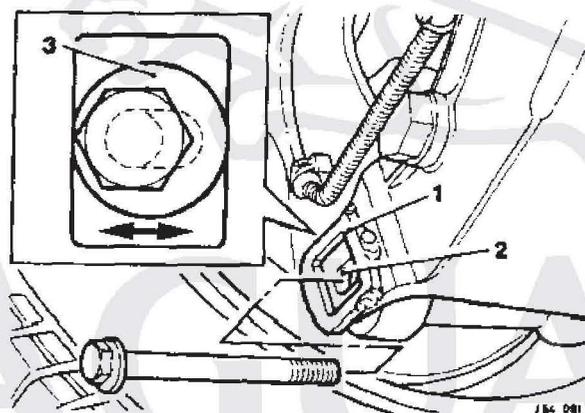


FIG. 2

XJS FROM VIN 187900

ITEM: 27

30 EXHAUST SYSTEM – DETAIL CHANGES

From the above VIN a number of changes, mainly to dimensions, have been introduced to exhaust systems. The object of the changes is to improve clearance between exhaust system components, the seat pan heat shield and the rear axle, thus giving less possibility of fouling. The items affected are:

1. Intermediate pipe – shortened by 10mm.
2. New 'Torca' clamp – tack-welded in production (for ease of assembly) to the rear catalytic convertor, to clamp to the intermediate pipe.

Note that in service the tack-welds may be cut away with a chisel, enabling the clamp to be discarded. New clamps should always be used when the exhaust system is being re-assembled.

3. The rear catalytic convertors (with attached clamps, as above) have a longer outlet pipe. The convertors fit lower in the vehicle than previously, improving clearance between convertors and the seat pan heat shield.

New Part Nos.	Description	Market Application
NMB 6740AA	Intermediate pipe	All markets
EBC 9257/7	Clamp	All markets
EBC 11122	Catalytic Convertor RH	EEC (inc. GB), Middle East, Malta, Cyprus, Poland.
EBC 11123	Catalytic Convertor LH	
EBC 11128	Catalytic Convertor RH	All other markets
EBC 11129	Catalytic Convertor LH	All other markets

XJ6 AND XJ12**ITEM: 28****51 IDENTIFICATION OF FINAL DRIVE UNITS / LIMITED SLIP DIFFERENTIALS**

Dealers may find that certain owners, particularly those who may also drive high-performance vehicles under sporting or competition conditions, express concern that their saloon vehicle appears to have a defective or inoperative limited slip differential unit, or that the final drive appears to be of a "plain" or conventional type.

Some clarification is therefore necessary concerning the performance characteristics and identification of limited slip differential units.

A Powr-Lok differential essentially varies from a conventional bevel gear unit in having the addition of friction plates between the output bevel gears and differential casing; the friction plates are loaded by input torque to the differential unit, in addition to a static pre-load. The mode of operation of such a unit is that the speed of rotation of a slipping road wheel is limited by the braking action of the friction plates, and greater torque is applied to the road wheel having the better grip on the road surface. This principle is common to all friction plate differential units.

The capacity to transfer torque is expressed as the "Bias Ratio", which can be modified to suit the vehicle application. The selection of "Bias Ratio" is a complex process, being a compromise between vehicle handling, refinement, and traction. A HIGH "Bias Ratio" will tend towards a locked differential condition, as may be suited to a high-performance vehicle tuned for competition purposes; a vehicle so fitted will benefit from greater traction capabilities than one fitted with a low "Bias Ratio" unit, but at the expense of refinement and ease of handling.

It is basically in the interests of refinement that the Powr-Lok differential units fitted to current Jaguar Saloon models is of the LOW "Bias Ratio" type, whilst still conferring the benefit of partial locking between the rear wheels under conditions of low tyre adhesion.

Dealers may confirm that a Powr-Lok differential is fitted to a particular vehicle by a BLACK CROSS on the identification label on the rear cover of the differential housing. In addition, from VIN 684618, all Powr-Lok differentials have a metal tag, stamped "P/L", attached to one of the bolts securing the rear cover.

XJS MODELS**ITEM: 29****57 STEERING RACK ASSEMBLY**

Commencing at VIN 188105 a revised pattern of steering rack assembly has been introduced on all XJS models.

These units (identified below) are fully interchangeable with the steering rack assemblies on all earlier XJS derivatives.

In common with the XJ6/XJ12 steering racks supplied through Jaguar Parts Operations, the racks will be supplied with a Centralising Pin installed. Upon fitment of the rack assembly to the vehicle, this pin must be removed and replaced by a screw and special washer, as listed below.

Whilst an Exchange Programme of rack assemblies will be introduced, initial units will all be new. The appropriate suffix, N or E, should be used.

NEW Part No.	REPLACES Part Nos.	Applications
CCC 6012	CCC 5660 & CCC 5666	V12 Sportspack RHD & 3.6/4.0 Litre Coupe RHD
CCC 6013	CCC 5661 & CCC 5667	V12 Sportspack LHD & 3.6/4.0 Litre Coupe LHD
CCC 6014	CCC 5662 & CCC 5668	V12 (Standard Spec.) RHD & 4.0 Litre Convertible RHD
CCC 6015	CCC 5663 & CCC 5669	V12 (Standard Spec.) LHD & 4.0 Litre Convertible LHD
JZS 100046	Screw	All above applications
JZW 100019	Washer	All above applications

In common with XJ6 and XJ12 models, the above assemblies can not be serviced. To assist identification where warranty claims are submitted for the fitment of replacement units, the following NEW warranty codes should be utilised:

5PA	Power Steering Rack & Pinion
5PD	Rubber Gaiter
5PF	Rack Pipes
5PG	Rack Pipe Unions
5PH	Track Rod LH
5PJ	Track Rod RH
5PK	Rack Mounting Bush LH
5PL	Rack Mounting Bush RH
5PM	Rack Mounting Bracket LH
5PN	Rack Mounting Bracket RH
5PQ	Front Wheel Tracking
5PR	Outer Track Rod Ball Joint LH
5PS	Outer Track Rod Ball Joint RH
5PT	Rack Mounting Bracket Fixings

XJ6 1993 MY

ITEM: 30

74 HUB CAP DAMAGE

To prevent distortion to the hub caps, arising from over-tightening of the securing screw, a new plastic "snap on" pattern of hub cap has been introduced from VIN 684705.

The road wheels affected are the 'Rouillet' alloy (Part No. CCC 2708) and the 'Radial' alloy wheel (Part No. CCC 3524).

The new pattern of hub cap is available as Part No. CCC 5281.

**ALL XJ6, XJ12, XJS MODELS
FROM VIN 673299 XJ12, 676725 XJ6, 188105 XJS**

ITEM: 31

74 16 INCH ALLOY WHEELS

A new surface finish is now being applied to 16 inch Alloy wheels which will provide increased protection against corrosion and pitting arising from brake dust.

Dealers should bring to the attention of owners concerned that **ONLY** the Jaguar-approved wheel cleaner should be used; acid-based cleaning products may lead to discoloration of alloy wheels.

The revised-condition wheels are available through Jaguar Parts Operations under Part Number MHB 6115AA.

XJS FROM VIN 187645

ITEM: 32

76 DOOR ARM REST ESCUTCHEON

A re-designed chrome escutcheon (securing screw concealer) for the door arm rests has been introduced from VIN 187645.

This revised item (Part No. BEC 23781) provides an increased clearance between the escutcheon and the trim cover of the arm rest, compared to the previous condition.

XJ6 4.0 & 3.2, XJ12

ITEM: 33

80 HEATER MATRIX – COOLANT LEAKS

Investigations into heater matrix units returned with the complaint of coolant leakage have resulted in design changes. Modifications to the top and bottom tanks and collector plates have been introduced to correct this concern.

Heater units incorporating the modified matrix assemblies were introduced at VIN 680591.

All current stock held by Jaguar Parts Operations is to the revised condition.

XJ6 / XJ12 SERVICE MANUAL

ITEM: 34

82 ERRATUM – SECTION 82 PAGE 82-23

Your attention is drawn to an error in the text on the above page, in Issue 2, dated January 1993. The correct version of the text is included below; a revision bar is placed to the left of the changed text, which is also underlined. Until this section is re-issued, please amend the Service Manual page concerned.

See 82.10.20. 82.10.08 for removal etc.
 ... Reassembly and fitting is the reversal of this procedure noting that special tool JD 164 must be placed over the compressor shaft for seal installation and that the replacement seal must be fitted with the aid of JD 197.