

**FASCIA BOARD****RENEW****RENEW (PASSENGER AIRBAG TYPE)****REMOVE FOR ACCESS**

76.46.01

76.46.01/61

76.46.01/63

Disconnect the vehicle battery ground lead and position the gear control lever fully rearward.

Remove:

Driver side airbag 76.73.36

Steering wheel 57.60.01 or 57.60.01 / 60.

Upper and lower steering column cowls 76.46.02 and 76.46.03.

Underscuttle pad or knee bolster, driver and passenger side 76.46.11 or 76.46.15.

Instrument module 88.20.01

Centre fascia veneer panel 76.47.06

Centre fascia vent outlet 80.15.38

Glove box liner (where applicable) 76.52.30

Through the instrument aperture, remove the upper fascia retaining nut (1 Fig. 1).

Remove RH and LH side fixing, brace to 'A' post (2 Fig. 1).

Through the centre vent aperture, remove the upper fascia retaining tube nut (3 Fig. 1) (Passenger airbag only), or,

through the glove box aperture, remove the upper fascia retaining nut (4 Fig. 1) (non passenger airbag vehicles).

Remove A / C control panel knobs and retaining collars.

Pull the A / C control panel clear to release centre console to fascia fixings.

CAUTION: Take care not to damage fibre optic components when moving control panel.

Remove the RH and LH side 'A' post to fascia trims and fascia mounted interior lamps.

Remove the hazard warning / heated backlight switch and exterior mirror consoles (for access).

Release the switch and trip computer harness from the clips, and pull clear.

Disconnect the fog lamp, trip computer and interior lamp multiplugs.

Remove the fascia assembly from the vehicle and place on a suitably protected work bench.

Remove the trip computer and switch / veneer assembly.

Remove the RH and LH side air vent veneer and vent assembly.

Remove the dimmer control.

Remove the airbag deployment door and fascia brackets (passenger airbag only).

Remove the glove box lid (non passenger airbag).

Remove clips and retainers as required.

Reassembly and fitting is the reversal of this procedure.

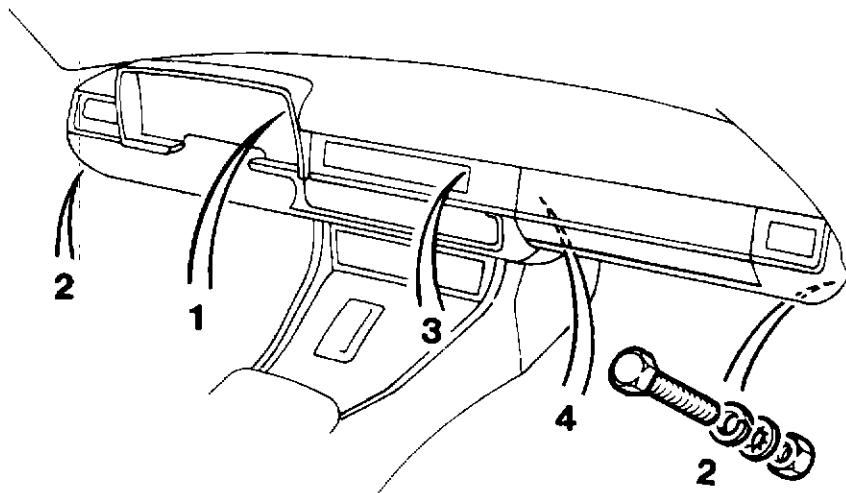


Fig. 1

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SUPPLEMENTARY RESTRAINT SYSTEM INTRODUCTION

General

For the 1994 Model Year, all vehicles are fitted as standard with both driver and passenger side 'Supplementary Restraint System' (SRS), a system introduced at 1993.5 model year. North American and Canadian vehicles will now be fitted with a tear loop seat belt buckle and knee bolster on the driver side to complement those units currently fitted on the passenger side.

The passenger airbag is fitted in the area normally occupied by the glove box and when activated, exits through veneer faced deployment doors on the fascia.

WARNING: THE VEHICLE MAY NOT COMPLY WITH LEGISLATIVE SAFETY STANDARDS IF ANY 'SRS' COMPONENT DOES NOT CONFORM TO THE ORIGINAL MANUFACTURERS SPECIFICATION FOR THAT MARKET.

THE NORTH AMERICAN / CANADIAN STEERING WHEEL AND PASSENGER AIRBAG MODULES ARE NOT INTERCHANGABLE WITH THOSE OF OTHER MARKETS.

Note: To ensure operator safety during removal and handling of airbags, a mechanism is built into each module to allow it to be armed and disarmed.

The airbag modules CANNOT be removed from either the steering wheel or fascia unless that module has been disarmed.

Tear Loop Seat Belt Buckle

This unit is designed to control the rate of forward travel of the occupant towards the deployed airbag.

Knee Bolster

Both the driver and passenger side knee bolsters replace the underscuttle pads found on other market vehicles. Although similar in appearance to the non 'SRS' underscuttle pad, the knee bolster is specifically designed to work as part of the occupant restraint system and comply with USA and Canadian market legislation.

System Recognition

The following features will allow easy identification of an 'SRS' equipped vehicle.

Unique four spoke steering wheel for airbag application only.

'SRS' logo on the steering wheel centre pad.

'SRS' logo on the passenger side fascia veneer (Fig. 1).

Inclusion of an airbag symbol on the VIN plate, located at the lower left hand corner of the windscreen (Fig. 2).

Warning labels located in the vehicle interior.

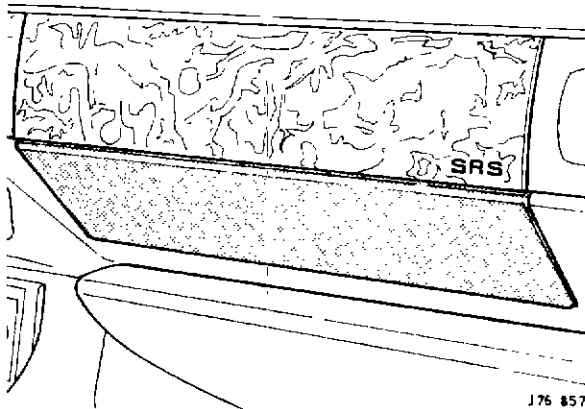


Fig. 1

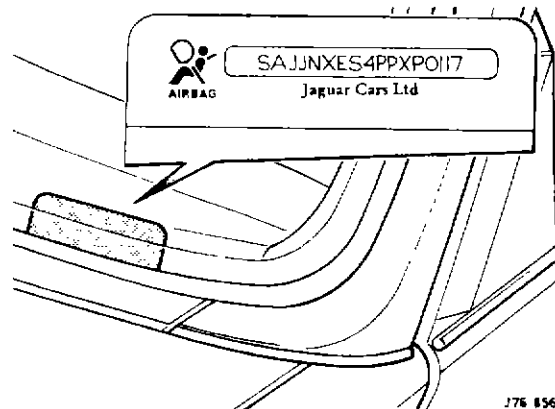
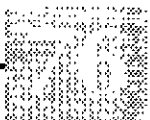


Fig. 2





WORKING PRACTICES: AIRBAG

General

Be aware of, and comply with all health and safety requirements, whether they be legislative or common sense. This applies to conditions set both for the operator and workshop.

Before commencing any repair or service procedure, disconnect the vehicle battery ground connection and protect the vehicle where appropriate, from dirt or damage.

Wherever possible, disarm the airbag module when working in the vicinity of it.

Use only the correct tools and equipment as described in the working text.

Do not transfer an airbag module to another vehicle.

North American / Canadian specification units are NOT compatible with those of other markets and cannot be interchanged.

Handling the Airbag – Undeployed

Always wear eye and ear protection and impervious rubber gloves (Fig. 1).

THE MODULE IS NON-SERVICEABLE; DO NOT TAMPER WITH IT.

Do not subject the airbag module to excessive movement, sharp blows, electricity and heat.

Never carry the module against your body, hold it as shown (Fig. 2).

Note: Driver airbag shown. The passenger module should be held in a similar manner, with the deployment aperture facing either to the front or rear and at the side of the body.

The module should be stored, deployment aperture uppermost, in a secure cabinet: **NEVER** store face down, against a vertical surface, or stacked.

Handling the Airbag – Deployed

Wear eye, nose and mouth protection and impervious rubber gloves at all times. Should the materials from a deployed airbag come into contact with your eyes or skin. Wash the affected area with cool water and seek medical advice. Do not attempt to treat yourself.

Inhalation of airbag propellant residue may cause irritation to your respiratory system.

Seal the deployed module in a plastic bag in preparation for disposal.

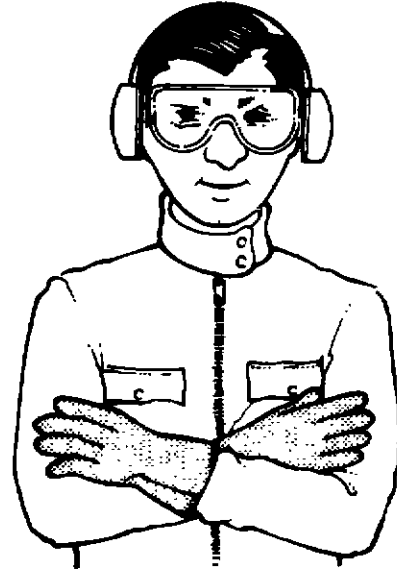


Fig. 1 J76-817

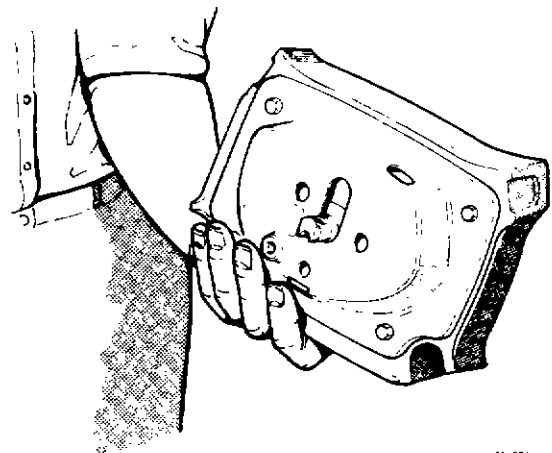


Fig. 2



Disposal

Contact your importer or Jaguar Service for instruction in the disposal of an undeployed module where:

- Service life has been exceeded.
- The module has been removed from a damaged vehicle.
- There is any doubt concerning the condition of the arming mechanism.

If a vehicle is to be scrapped, a deployed module(s) may be disposed of with it and therefore need not be removed from the vehicle.

A deployed module which is to be disposed of separately, should be done so with regard to current local legislative requirements. If in any doubt, contact your local Environmental Agency.

Special Notes

Airbag modules for the North American / Canadian markets differ in calibration to those of other markets and therefore cannot be interchanged. To make identification easy, an airbag module calibrated for full FMVS 208 operation (North America / Canada) is coloured **GOLD**, as opposed to **BLACK** for all other markets. Further, with respect to the passenger side airbag, the mounting brackets are colour coded to match the module. Should an attempt be made to ignore the colour coding, FMVS 208 modules also have unique fixing dimensions and brackets, thus further inhibiting incorrect fitting.

Warning Labels

To emphasize the need for caution and to convey maintenance information, warning labels are located at various points in the vehicle interior and in the case of label 2, under the bonnet (Fig. 1).

- Label 1. Service life data, Passenger and Driver airbag (North American / Canada only).
- Label 2. Service life data, Passenger and Driver airbag (All other markets).
- Label 3. Seat belt / airbag warning, Passenger and Driver airbag only.
- Label 4. Seat belt / airbag warning, Driver airbag only.
- Label 5. Warning of misuse, Driver airbag.
- Label 6. Warning of misuse, Passenger airbag.
- Label 7. Warning, steering column removal.

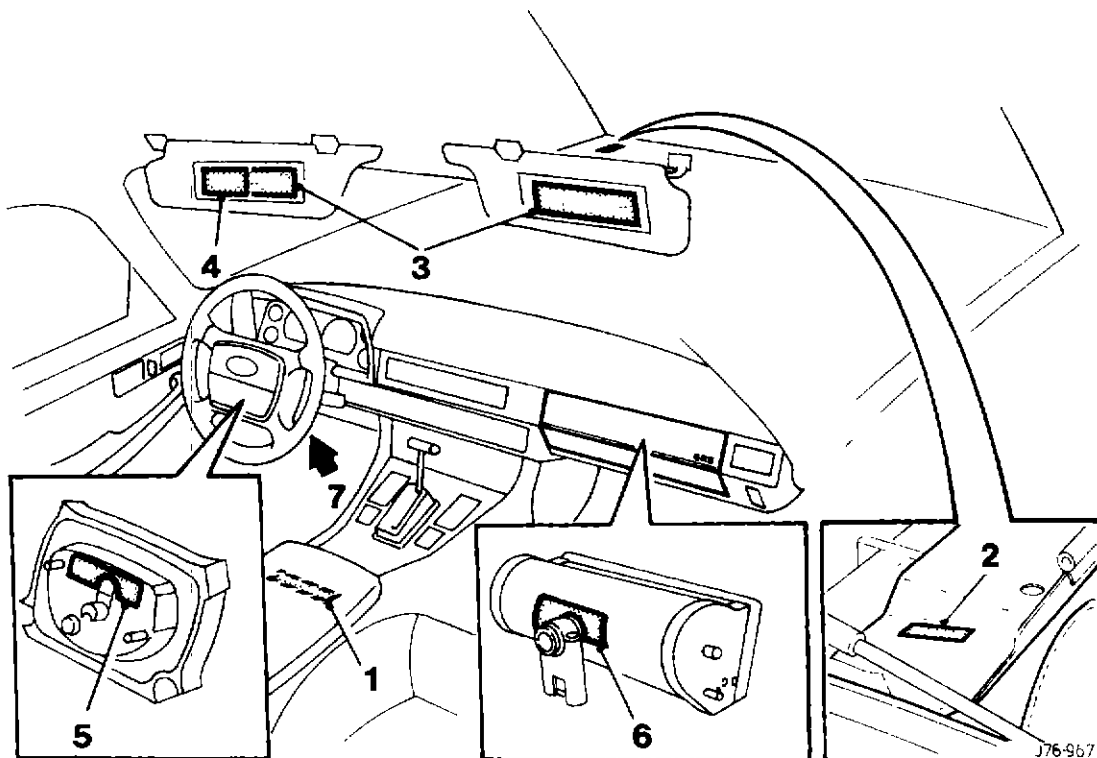
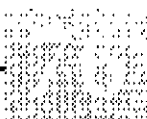


Fig. 1





TEAR LOOP SEAT BELT BUCKLE

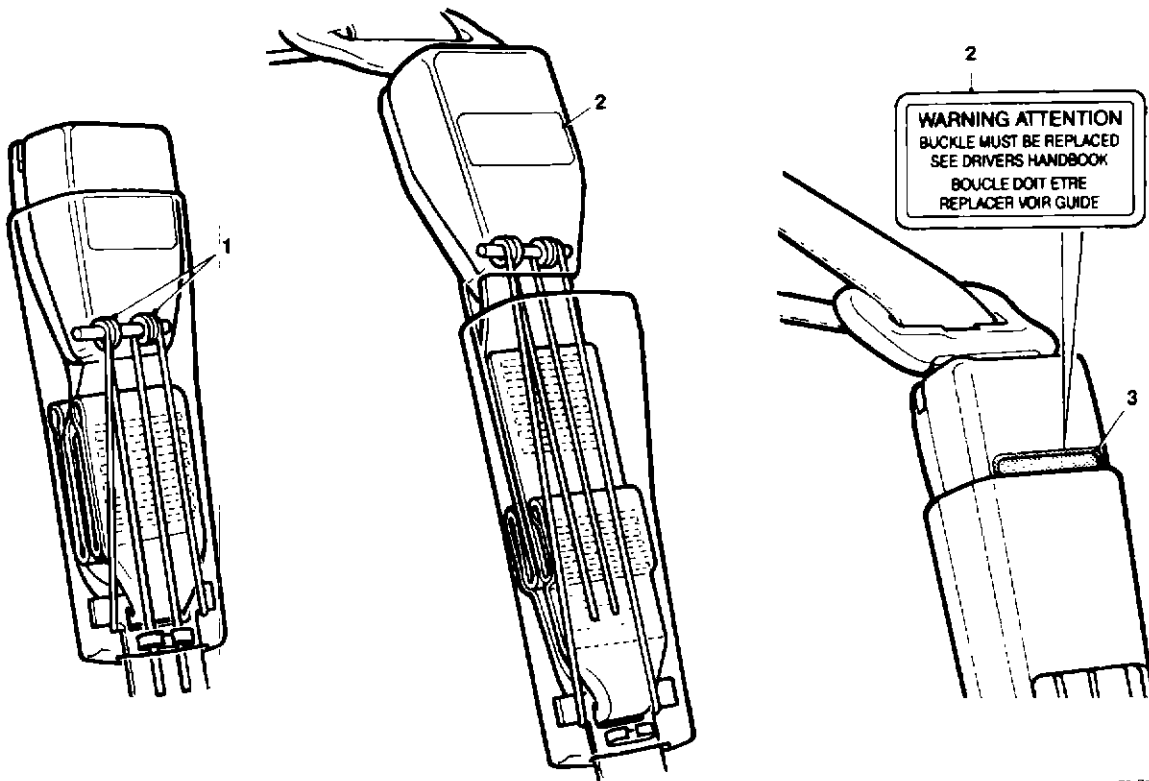
Description

The mechanism within the buckle assembly is designed to release additional webbing when the stitching, which retains the webbing loops, breaks under a predetermined load.

The wires within the buckle (1 Fig. 1) have the following functions:

- Protect the stitching from 'normal' loads such as heavy braking or cornering.
- Control the rate of deployment.
- Support the buckle assembly.

When the unit has been activated the buckle will extend from the shroud and reveal a warning label (2 Fig. 1). The extent of deployment will depend upon the severity of the load.



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Fig. 1

WARNING: IF THE LABEL IS VISIBLE AT ALL (3 FIG. 1), THE COMPLETE ASSEMBLY MUST BE RENEWED, AS MUST ANY SEAT BELT WHICH HAS BEEN WORN IN AN ACCIDENT.



WARNING: PLEASE READ THE SECTION: SUPPLEMENTARY RESTRAINT SYSTEM, BEFORE PROCEEDING WITH ANY AIRBAG RELATED OPERATIONS.

AIRBAG MODULE, DRIVER SIDE

RENEW 76.73.36

Disconnect vehicle battery ground lead.
Tilt the steering wheel fully downwards.
Rotate steering wheel 90 degrees from the straight ahead to remove, airbag nut cover (where fitted) and nut. Repeat for opposite side (Fig. 1).
Rotate steering wheel 180 degrees from the straight ahead to open the cover for the arming screw and third module fixing (1 Fig. 2). Using special tool JD 159, rotate the arming screw anti-clockwise (2 Fig. 2) approximately 12 turns, or until resistance is felt.

Note: This action will also release the slide interlock for access to the third module fixing.
Do not rotate the steering wheel with the cover open.

Release the third module fixing (3 Fig. 2).
Remove the module from the vehicle and observe all safety considerations.

WARNING: ENSURE THAT THE MODULE ARMING PIN IS IN THE DISARMED POSITION (B FIG. 3) IMMEDIATELY THAT THE ASSEMBLY IS REMOVED FROM THE VEHICLE. IF IT IS IN THE ARMED POSITION (A FIG. 3), CAREFULLY PLACE THE MODULE IN A SAFE PLACE AND CONTACT YOUR IMPORTER OR JAGUAR SERVICE.

Fitting is the reversal of this procedure noting that the arming screw and all fixings must be tightened to the specified torque.

TORQUE FIGURES

Driver side

- Airbag to steering wheel – Nut 9.5–12.5 Nm*
- Airbag to steering wheel – Screw 9.5–12.5 Nm*
- Arming screw 1–2 Nm*

Passenger side

- Airbag inner mounting bracket to body 8.5–10.5 Nm*
- Crossbeam to upper dash 23–31 Nm*
- Crossbeam to inner and outer mounting bracket 23–31 Nm*
- Arming mechanism to module 1.7–2.3 Nm*
- Airbag outer mounting bracket to body (nut) . 7.5–10.5 Nm*
- Airbag outer mounting bracket to body (bolt) 23–31 Nm*
- Airbag module to inner and outer bracket (M10) 13.5–18.5 Nm*

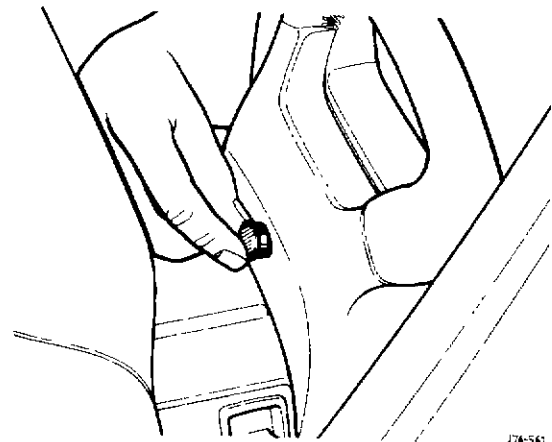


Fig. 1

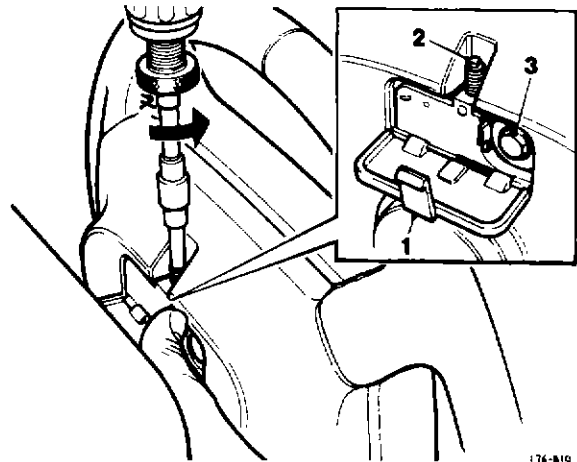


Fig. 2

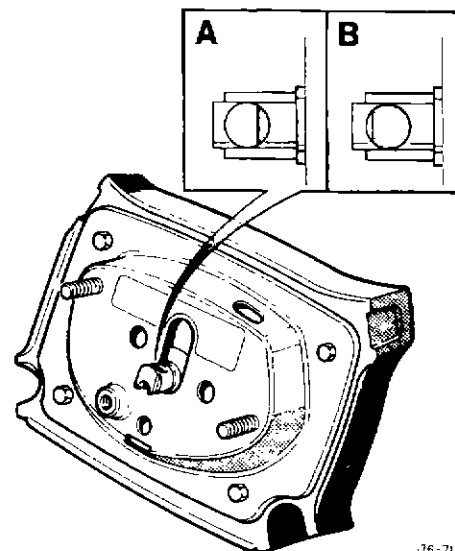
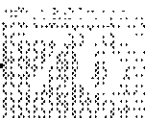


Fig. 3





WARNING: PLEASE READ THE SECTION: SUPPLEMENTARY RESTRAINT SYSTEM, BEFORE PROCEEDING WITH ANY AIRBAG RELATED OPERATIONS.

AIRBAG MODULE, PASSENGER SIDE

RENEW 76.73.37

Remove fascia assembly 76.46.01 / 63.
Slacken airbag upper M10 fixings (1 Fig. 1) and catch plate nuts M6 (2 Fig. 1).
Lift catch plates RH and LH (Fig. 2) and allow the airbag assembly to pivot downwards to the DISARMED position.

CAUTION: As the catches are released the arming mechanism will apply considerable force. Do not allow the airbag assembly to 'snap' down; fully support it with both hands and ease to the disarmed position.

Remove fixings outer bracket to dash rail and crossbeam assembly (3 Fig. 1).
Remove previously slackened fixings, M10 and M6, airbag to inner bracket and remove the airbag / outer bracket assembly from the vehicle.
Check that the arming mechanism slide is fully down in the DISARMED position (1 Fig. 3).
Should the slide NOT be in the disarmed position, carefully place the airbag on a suitable work surface so that a SIDE face is towards your body and the deployment aperture is NOT facing downwards. Pull the slide downwards by finger pressure only, if this cannot be achieved, store the unit and contact your importer or Jaguar Service.
Only on a disarmed assembly, release split cap fixings (2 Fig. 3) and carefully remove the arming mechanism from the airbag module.

WARNING: ENSURE THAT THE MODULE ARMING PIN IS IN THE DISARMED POSITION (B FIG. 4) IMMEDIATELY THAT THE ARMING MECHANISM IS DISENGAGED FROM THE MODULE. IF IT IS IN THE ARMED POSITION (A Fig. 4), CAREFULLY PLACE THE MODULE IN A SAFE PLACE AND CONTACT YOUR IMPORTER OR JAGUAR SERVICE. DO NOT TAMPER WITH THE MODULE.

Remove outer bracket and anti tamper bracket.
Reassembly and fitting is the reversal of this procedure ensuring that:
Upon assembly, the arming mechanism spigot is fully engaged onto the module.

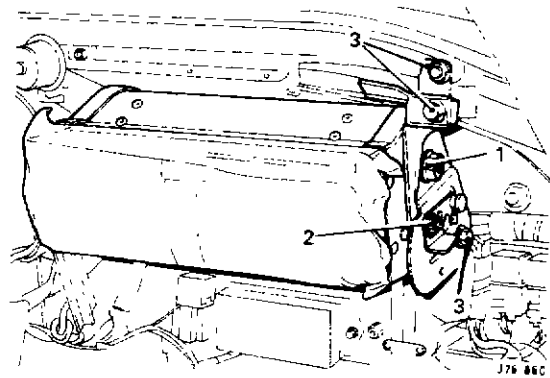


Fig. 1

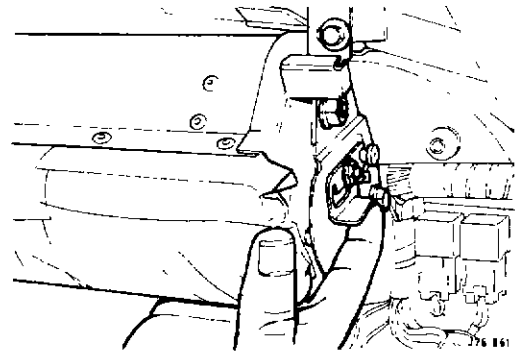


Fig. 2

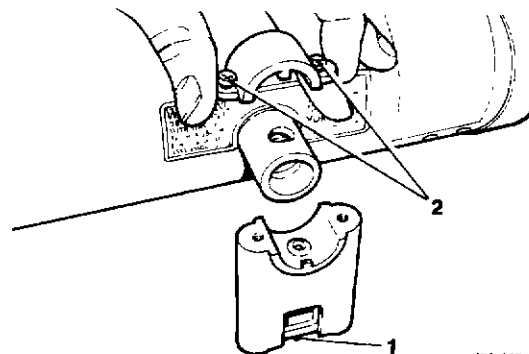


Fig. 3

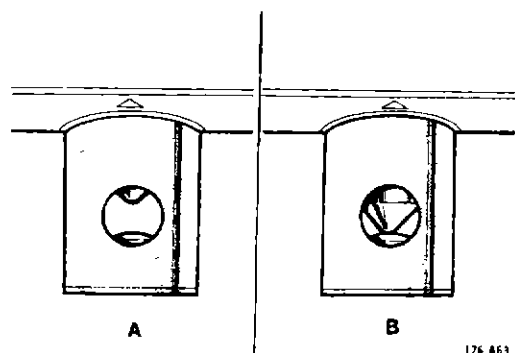


Fig. 4



When located in the vehicle and pivoted back to the armed position, that resistance is felt from the arming mechanism.
 The anti tamper bracket fully obscures the upper outer fixing.
 All fixings must be tightened to the specified torque as detailed on the previous page.

REAR QUARTER GLASS (CONVERTIBLE)

ADJUST 76.81.03

The door glass may be adjusted in two planes:
Vertically – to set or correct, height and front to rear vertical inclination.
Horizontally – to set or correct, angle pressure against seals.
 These adjustments are critical to the prevention of wind noise and water ingress.

As required, disconnect vehicle battery earth lead.
 Remove rear quarter trim 76.13.1270.
 Two people are needed to successfully carry out the glass adjustments; one inside the vehicle to operate the regulator, adjust and secure the stops and the other outside to position and hold the glass.

Lower convertible hood and move the hydraulic selector to MANUAL (in order that that glass may be electrically raised or lowered independent of the hood).
 Slacken glass adjuster locknuts (1 Fig. 1).
 Power the quarter glass upwards and position using the adjuster screws relative to the correctly set door drop glass:

CRITERIA	SET @
Height (Fig. 2)	+ 1mm
Parallel trailing edge gap (A Fig. 3)	2mm
Profile	As door

Secure the adjuster locknuts.
 Cycle the glass two or three times and verify the set position.
 Power the convertible hood closed and recheck seal engagement and door drop glass relationship.

Note: It is important to carry out these last two checks, the action of the hood may alter your initial settings.

Fitting is the reversal of this procedure.

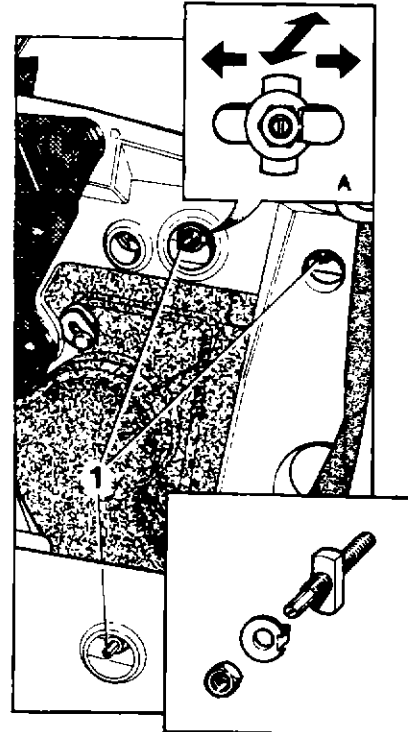


Fig. 1 JSI-1835

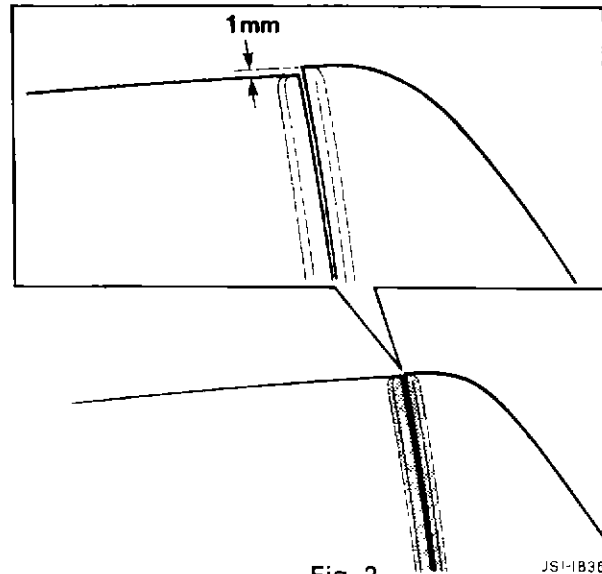


Fig. 2 JSI-1836



Fig. 3 JSI-1837

