

Service Bulletin



JAGUAR

Daimler

DATE: MAY 1994

PAGE 1 OF 4

REF: JD 27/94

XJ6 & XJ12 1993 MY VIN 667579 ONWARDS

ITEM: 23

LEFT HAND DRIVE MODELS ONLY

03 REPAIR OPERATION TIMES - AMENDMENTS

The following Repair Operation Times are amended. They are applicable to Left Hand Drive models only, on which it is necessary to lower the steering column from its mountings to permit removal of the heater matrix. Please amend your Repair Operation Time Schedule accordingly.

80-20-29	Heater matrix - renew	Euro LHD	1.90 hours
		USA LHD	1.95 hours
82-25-10	Heater matrix - renew	Euro LHD	1.90 hours
		USA LHD	1.95 hours

ALL JAGUAR AND DAIMLER MODELS WITH V12 ENGINES

ITEM: 25

12 SEALING OF BOLT THREADS - OIL SUMP SANDWICH PLATE

In the event of oil leakage around the base of the crankcase and the oil sump, the following action should be taken before consideration of any gasket replacement:

1. Check the torque of the securing bolts, oil sump to sandwich plate, and the exposed bolts, sandwich plate to crankcase

Torque Setting: 21 - 27 Nm.

2. Clean the area in which oil leakage has occurred.
3. Road test the vehicle; examine for oil leaks.

ONLY where a fresh oil leak is apparent after the above action should either the sandwich plate to crankcase gasket and/or the oil sump to sandwich plate gasket(s) be replaced.

continued../

Jaguar Cars Limited

In addition to the possibility of oil leakage at either of the above gaskets, oil may also spread upwards along the threads of certain bolts which retain the sandwich plate and baffle tray. The heads of the bolts are in contact with oil, while the tops of the threads in the crankcase are exposed externally. In the event of the oil sump being removed to allow replacement of either gasket, the threads of the bolts concerned should be sealed by the application of 'Loctite 542' sealer.

It is NOT necessary to remove the sandwich plate to undertake the following rectification.

The bolts concerned are identified by shading in Fig. 1 below and in Fig. 2 opposite.

Remove the bolts identified by shading; thoroughly clean and degrease them, using a suitable solvent; wipe or blow them dry.

Note: (9 bolts on XJS V12 engines; 7 bolts on XJ12 engines).

Using a suitable solvent and a 'bottle'-type brush, thoroughly clean out any residual engine oil from the threads in the crankcase; blow out the threads using an airline.

IMPORTANT: BOTH THE THREADS OF THE BOLTS AND THE THREADS INTO WHICH THE BOLTS ARE FITTED MUST BE THOROUGHLY DEGREASED, OTHERWISE THE 'LOCTITE' 542 WILL NOT CURE TO CREATE AN EFFECTIVE SEAL.

Using a clean cloth and/or a 'bottle'-type brush, apply 'Loctite Primer' to the threads in the crankcase. Allow to dry.

When refitting the sandwich plate retaining bolts concerned, apply 'Loctite 542' to the bolt threads.

Torque setting: 21-27 Nm.

Note: Both illustrations show part of the sandwich plate, as viewed from below, with the oil sump having been removed.

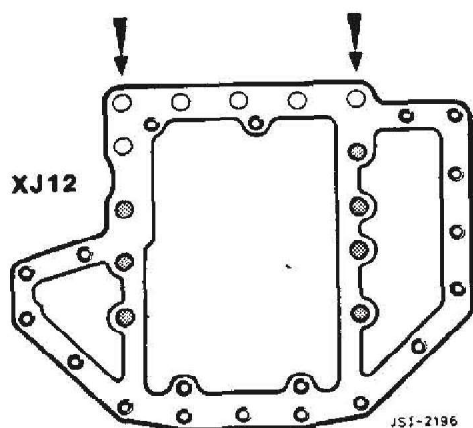


Fig. 1. XJ12 MODELS

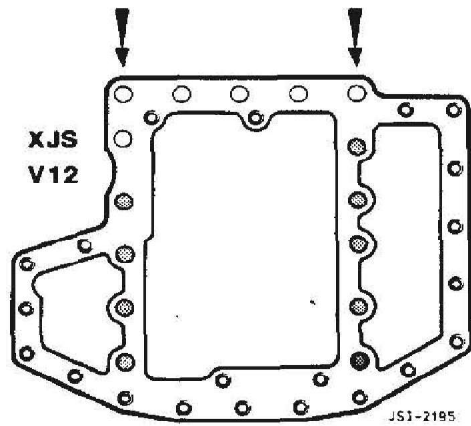


Fig. 2. XJS V12 MODELS

If undertaking repairs on engines earlier than those listed below, refer to Service Bulletin JD 08/92, Item 29, for details of gasket and fastener changes, introduced at those engine numbers, which should be retrofitted to earlier engines.

7P 67281	S.III
8S 86317	XJS V12
8W 10641	XJR-S 6.0L

ALL XJ12 6.0 Litre engines (from 1993.25 MY) and XJS 6.0 Litre engines (from 1993.5 MY) are to the latest condition, and do not require any changes of fasteners.

PARTS INFORMATION

'Loctite 542' sealer should be ordered via Jaguar Parts Operations, under Part Number JLM 1746.

Gasket(s) should be identified from the current Parts microfiche for the vehicle concerned.

XJS 4.0 LITRE VIN RANGE 193616 TO 193853

ITEM: 26

44 DIPSTICK - AUTOMATIC GEARBOX

A small number of vehicles within the above VIN range may have been fitted with a dipstick of incorrect specification.

The total number of vehicles affected is 7.

continued../