

Issue:

| PRESENT ODOMETER READING | FIRST CLEANING PROCEDURE | SUBSEQUENT CLEANING PROCEDURES |
|---|--|--|
| Under 10,000 miles (16,000 Km) | 10,000 mile Routine Service (16,000 Km) | Every 10,000 mile scheduled maintenance there after (16,000 Km) |
| Over 10,000 miles (16,000 Km) | First Service Opportunity | Every 10,000 mile scheduled maintenance there after (16,000 Km) |

Jaguar vehicles with the V8 engine, can experience partial blockage of the restricter in the engine part-load breather during normal service. This blockage would restrict the correct operation of the engine breather system.

Until further notice, Jaguar Cars is introducing a routine cleaning procedure for this restricter. Initially this procedure should be performed at the first service opportunity on any XK8 or V8 XJ Series vehicle, that has already covered more than 10,000 miles (16,000 Km). This cleaning procedure will then be performed at scheduled maintenance intervals of 10,000 miles (16,000 Km). The frequency of this cleaning procedure is listed below.

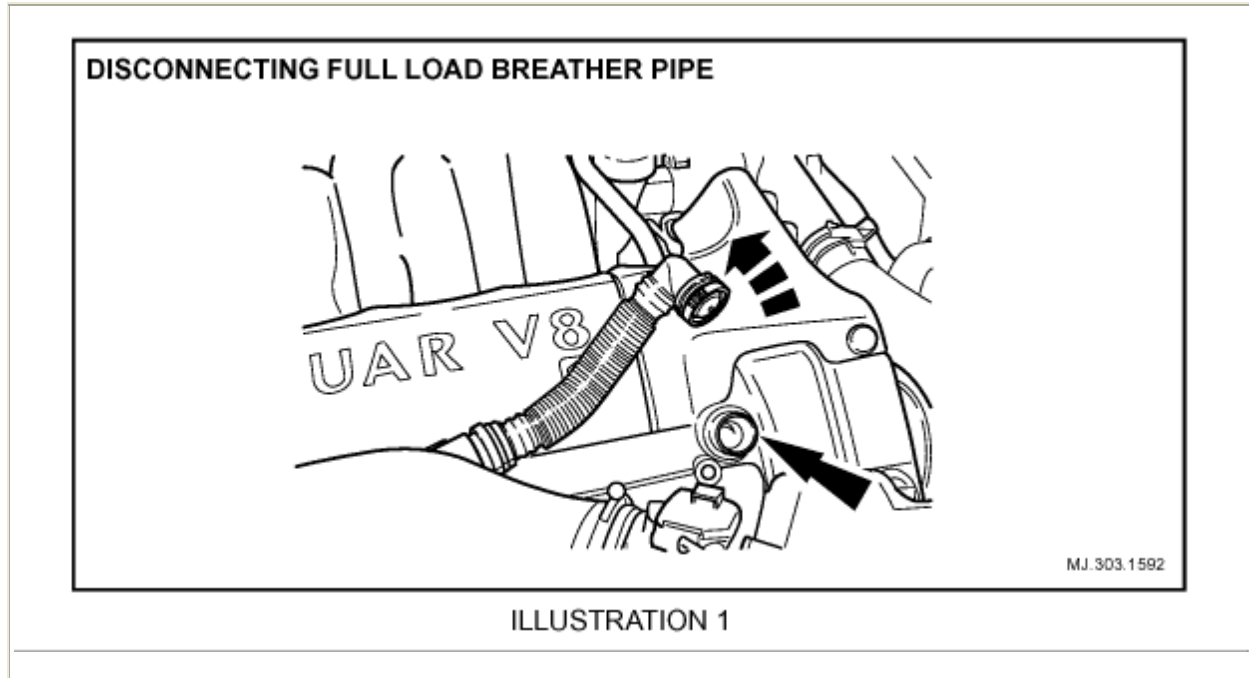
Action:

Ensure that this routine cleaning procedure is put into effect on all Jaguar vehicles within the above VIN ranges equipped with V8 engines.

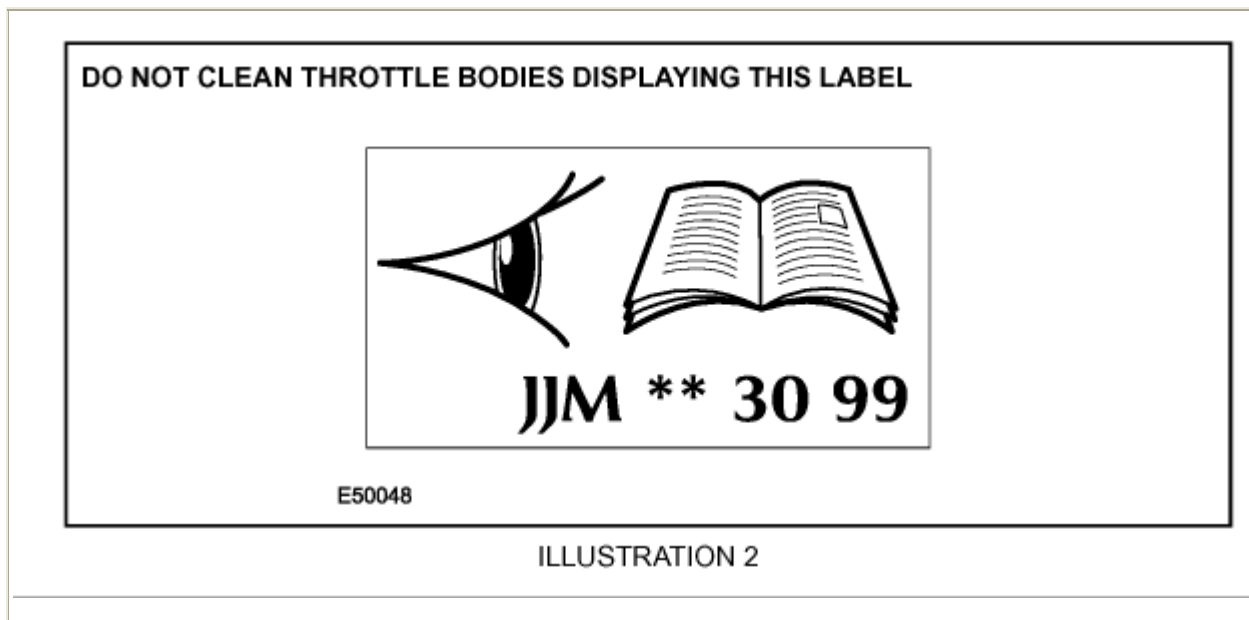
Once the warranty expires on a vehicle covered by this service action, the cleaning procedure should continue to be included in all scheduled maintenance visits at multiples of 16,000 Km (10,000 miles).

PROCEDURE

1. Open the hood. Cover the fenders with protective fender covers.
2. On normally aspirated engines, remove the engine cover from the left cylinder bank.
3. Start the engine.



4. Disconnect the full load breather line on the right camshaft cover, (Illustration 1).



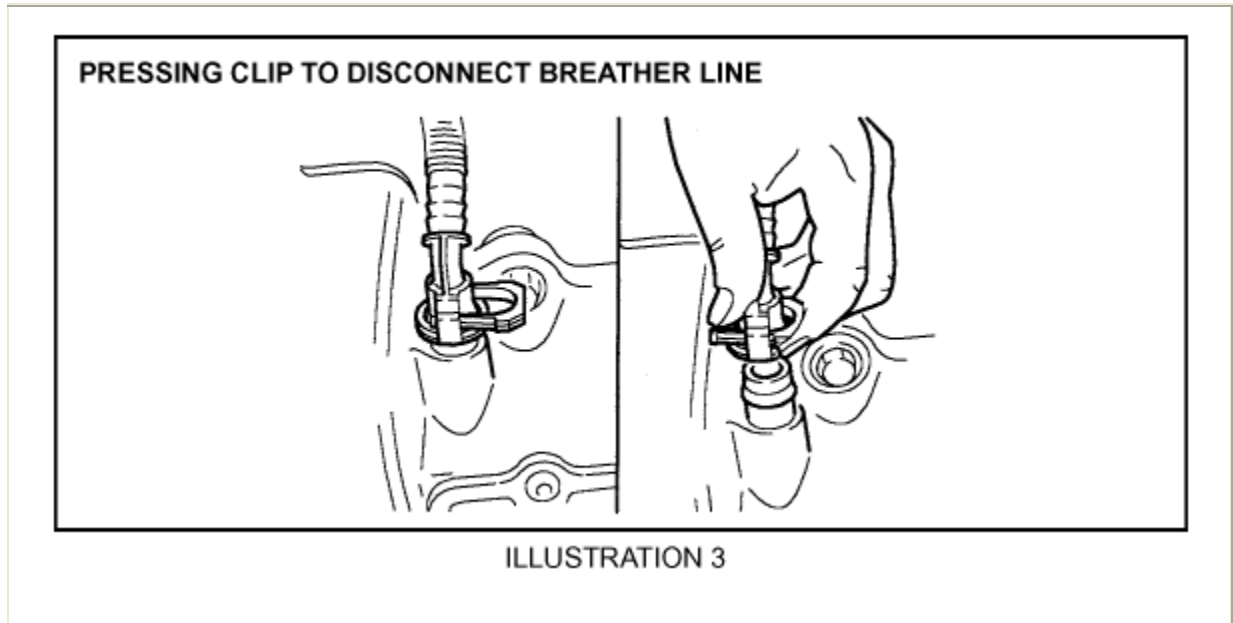
***Caution :** If the [throttle body](#) displays the label shown in Illustration 2, do not clean the throttle body bore and butterfly valve as damage to the vehicle can result.*

5. Hold a small piece of paper (approximately 60 mm x 60 mm) over the breather stub pipe. If the paper

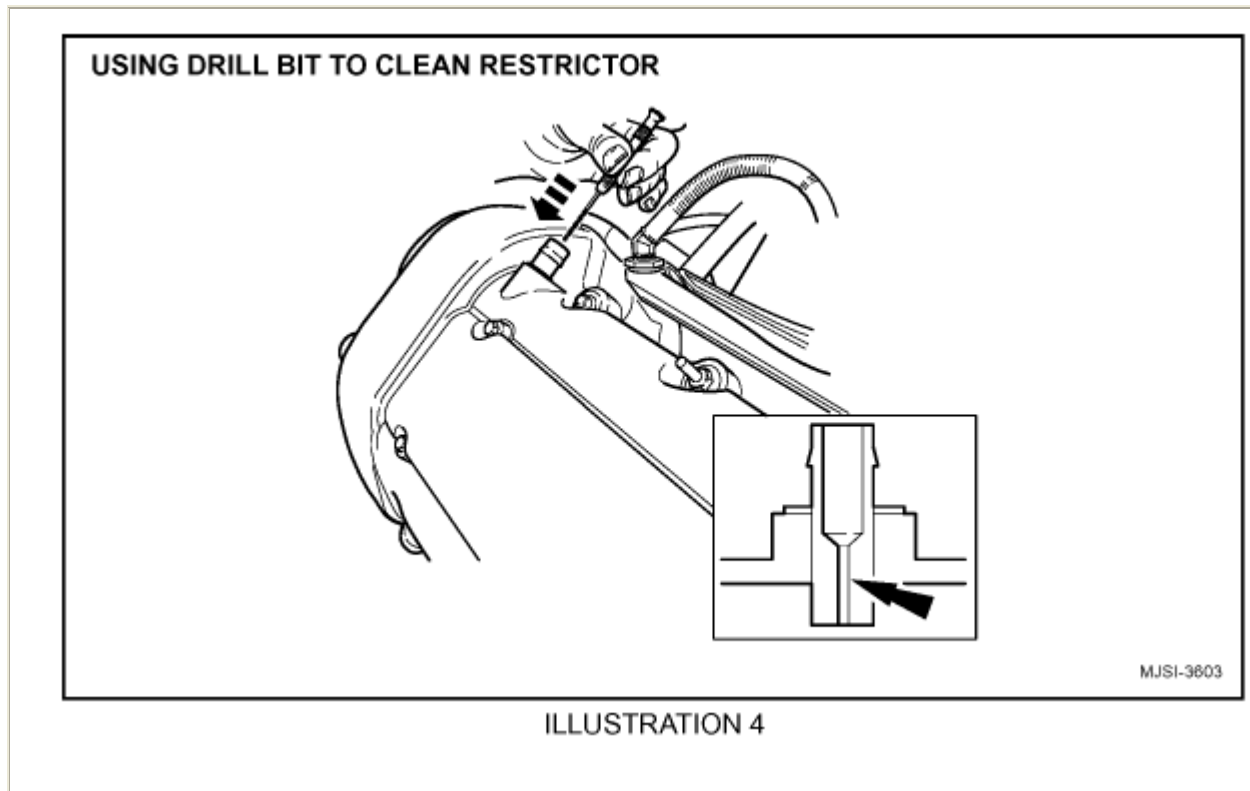
is sucked to the stub pipe proceed to step 6, cleaning the part-load breather.

* However, if the paper is not sucked against the stub pipe, the part load breather still requires cleaning (step 9) together with the throttle butterfly and bore on certain throttles (Refer to Technical Bulletin 310-06, Amended 10100), then proceed to step 6.

***Note** :Failure to clean the throttle butterfly and bore on units without the label may result in engine start/driveability issues.*



6. Depress the retaining clip (Illustration 3) of the connector of the part-load breather line, allowing the line connector to be disconnected from the breather stub on the left camshaft cover.



7. Insert a 3/32" (2.5 mm) diameter drill bit in a hand-held pin chuck such as Snap-on Tools(R) Part No. YA 806 (Illustration 4). Verify that the drill bit does not exceed 3/32" (2.5 mm) diameter.

Caution : Do not use a power drill under any circumstances. The drill bit must always be turned by hand only. Using a power drill can damage the restrictor or the breather stub which needs to provide a good seal to the connector of the flexible breather line.

Caution : Do not allow the diameter of the restrictor to increase. Use a micrometer to verify that the diameter of the drill bit does not exceed 0.098 inch (2.5 mm.).

8. Carefully push the drill tip into the breather stub and through the restrictor while slowly rotating the drill to clear any deposits that may have accumulated inside the restrictor. The top end of the restrictor is approximately 30 mm below the tip of the line stub and extends for an additional 5 mm into the camshaft cover.

As a result, the tip of the drill bit must penetrate into the stub at least 40 mm to ensure penetration through the entire length of the restrictor. No damage will occur if the tip of the drill bit penetrates 45 mm.

If available, use a "long flute" type drill bit. - The additional length of flutes and shank will provide more clearance from surrounding components to ease rotation of the pin chuck and drill.

9. When the drill can be turned freely, all deposits have been cleared from the restrictor.

| Model | Year | VIN Range |
|--------------|---------|-----------------------|
| XK Range | 1997 MY | VC 001001 - VC 018107 |
| XK Range | 1998 MY | WC 018108 - WC 031302 |
| XK Range | 1999 MY | XC 031303 - YC 042775 |
| XK8 | 2000 MY | YN A00001 - YN A11050 |
| XKR | 2000 MY | YP A00001 - YP A11050 |
| XK8 | 2001 MY | 1N A11051 - 1N A13614 |
| XKR | 2001 MY | 1P A11051 - 1P A13614 |
| V8 XJ Series | 1998 MY | WC 812256 - WC 853935 |
| V8 XJ Series | 1999 MY | XC 853936 - XC 878717 |
| V8 XJ NA | 2000 MY | YL F10001 - YL F20644 |
| V8 XJ SC | 2000 MY | YM F10001 - YM F20644 |
| V8 XJ NA | 2001 MY | 1L F20645 - 1L F25708 |
| V8 XJ SC | 2001 MY | 1M F20645 - 1M F25708 |

| Program Code | Option | Description | SRO | Time | Part Number | Part Description | Qty |
|--------------|--------|--|----------|----------|-------------|------------------|-----|
| S474 | P | Clear restrictor in the part load breather | 12.91.96 | 0.1 hrs. | - | - | - |

***Warranty Information:**

A specific SRO and labor time allowance have been introduced that will permit a claim to be submitted for the labor time of this procedure each time it is carried out. Multiple claims covering the first implementation of this procedure followed by repeat claims at subsequent 16,000 Km (10,000 mile) routine Service intervals will be accepted.

Claims should be submitted quoting S474 in place of the normal warranty code, together with SRO 12.91.96. This will result in a labor time allowance of 0.1 hours for cleaning of the restrictor in the part-load breather.

As this operation will always be undertaken in the course of a routine service, or on the occasion of some other service opportunity, there is no allowance for drive in/drive out.*