

TECHNICAL BULLETIN



Poor Starting and Running – XJR-S – Twin Coil Modification

18-54

MODEL 1993 MY XJR-S (6.0L)

DATE 8/00

ISSUE:

A combination of high ambient temperature and traffic conditions can cause underhood temperatures on 1993 XJR-S vehicles with the Zytek EMS, to rise to a level where the consequent electrical overloading of the coil can affect engine starting and running.

The overloading of a coil can be alleviated by the installing of a second coil to reduce loading and so extend coil life.

Once engine starting and running have been affected the coil must be replaced. A procedure and a kit has been developed to replace the affected coil with twin coils.

ACTION:

1. Remove the battery cover and disconnect the battery.
2. Open the hood and install protective wing covers.
3. Disconnect the high tension lead from the distributor cap.
4. Disconnect the positive and negative harness connectors from the coil.
5. Loosen and remove the bolts retaining the coil to the mounting bracket.
6. Remove the coil from the bracket.
7. If the high tension lead will be retained, the heat shrink sleeve must be cut away from the lead and the coil.
8. Install the new heat shrink sleeve over the high tension lead and then install the lead securely on the new coil.
9. When placing the new, (main), coil in position release the bolt retaining the coil mounting bracket and position the coil so that the terminals, and the leads when attached, do not contact any other equipment.
10. Remove the coil and high tension lead from the bracket while maintaining the position of the high tension lead relative to the coil.
11. On a suitable bench area, heat shrink the sleeve securely to the coil and the high tension lead.

⚠ Caution: Do not attempt to heat shrink the sleeve while the coil is in position on the engine.

12. Install the coil on the bracket, recheck the line of the high tension lead and then tighten the bolt to retain the coil.

13. Install the positive and negative harness connectors on the coil.
14. Install the positive and negative connectors of the new link harness on the appropriate unused terminal ends on the coil.
15. Recheck that the terminals and the leads, at the coil, do not contact any other equipment.

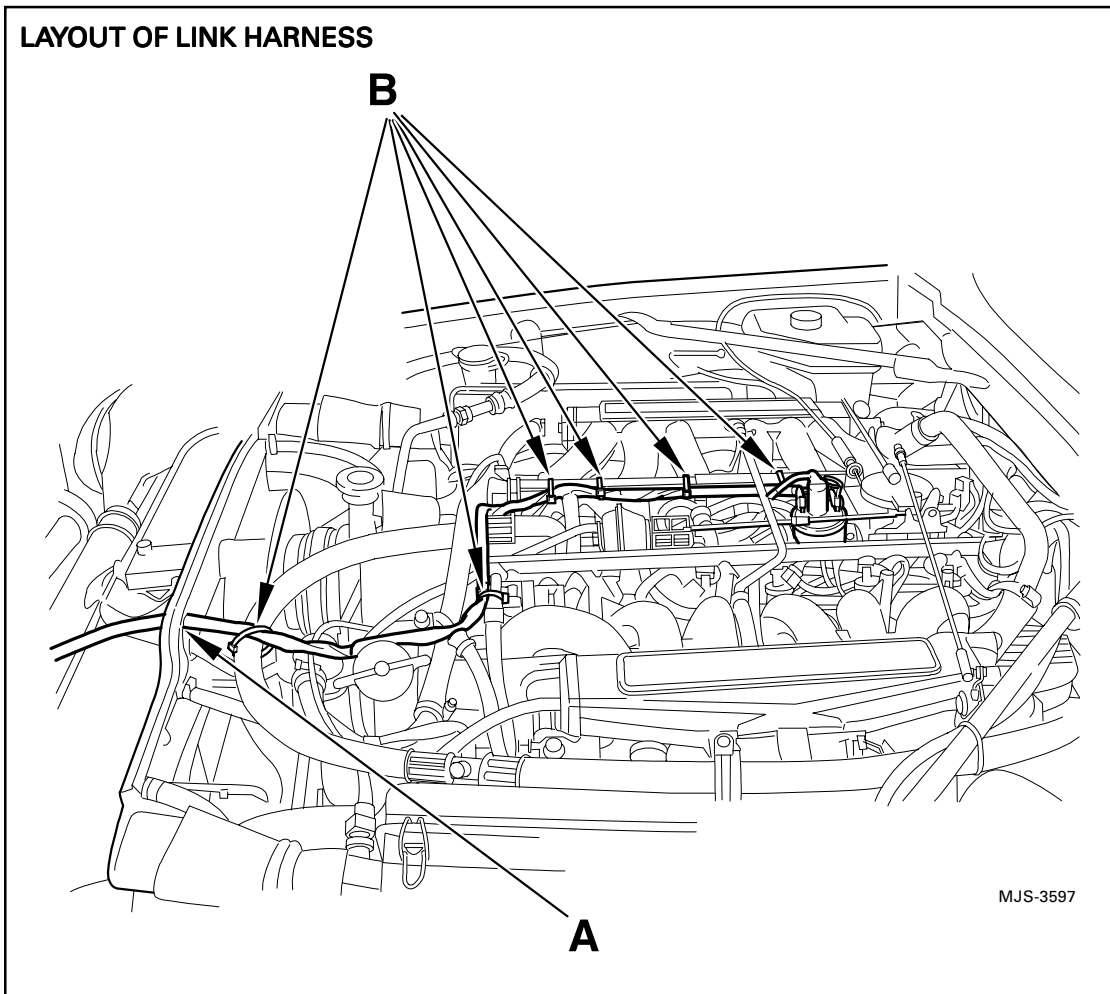


ILLUSTRATION 1

16. Lay the link harness to follow the route shown in Illustration 1 and then through the grommet at A in Illustration 1, in the top radiator cross member.
17. Fit the link harness through the 19mm. hole in the auxiliary coil protective boot.
18. Connect the link lead terminals to the appropriate terminals on the auxiliary coil.
19. Recheck the connections and then place the boot in position on the auxiliary coil.

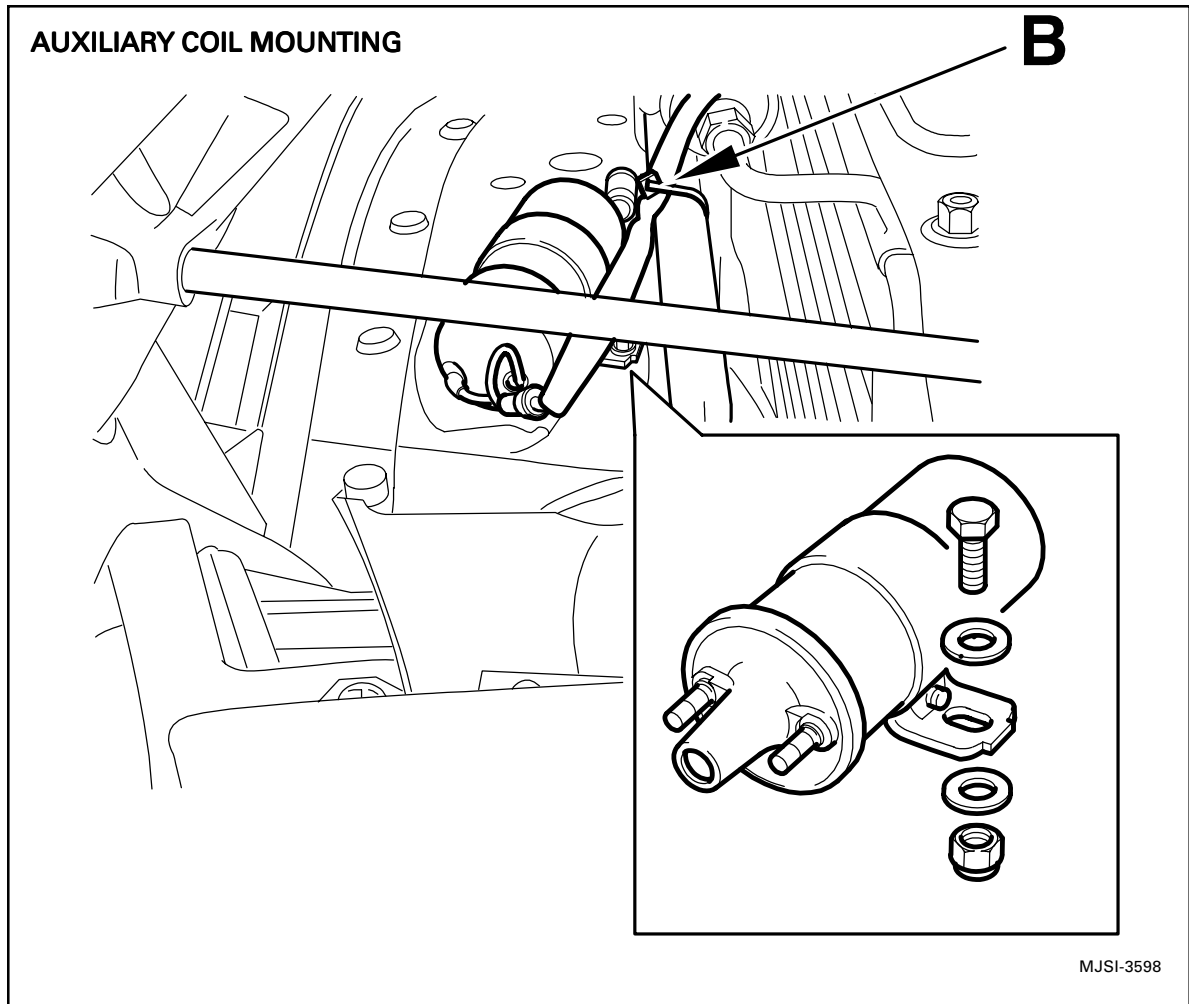


ILLUSTRATION 2

20. Install the auxiliary coil on the existing mounting points on the lower radiator cross member, as shown in Illustration 2.
21. Install plastic ratchet tie straps to the points indicated at B in Illustrations 1 and 2.
22. Do not over tighten the straps and remove all surplus lengths.
23. Remove the protective wing covers and close the hood.
24. Reconnect the battery, reinstall the battery cover and then close the luggage compartment.
25. Reset the clock.

PARTS INFORMATION:

<u>DESCRIPTION</u>	<u>PART NUMBER</u>	<u>QTY</u>
Ignition Coil - Main	DAC 2692	1
Ignition Coil - Auxiliary	DAC 2693	1
Boot - Auxiliary Coil	DAC 2713	1
Link Harness	DAC 2691	1
Heat Shrink Sleeve	DAC 4197	1
Bolt	JLM 9566	2
Washer	WC 106041J	4
Nut	C87371	2
Ratchet Strap	ADU 9028	10 (max.)

LABOR TIME:

The following information is provided as an aid to the calculation of Workshop costs.

<u>R.O.</u>	<u>DESCRIPTION</u>	<u>TIME ALLOWANCE</u>
18.19.21	Twin coil modification	0.70 hrs.