TECHNICAL BULLETIN

S303-21

09/2004

Subject

Contaminated Fuel Injectors

Model: S-TYPE Vehicles

Year: 2002.5 Onwards **VIN M45255 Onwards**

Section: 303-04 **Fuel Charging and Controls**

Summary

This Technical Bulletin has been issued to address customer concerns of hesitation during acceleration or rough idle, with the possibility of the 'Malfunction Indicator Lamp' (MIL) 'ON'.

Action

Should a customer express concern of hesitation during acceleration or rough idle, with the possibility of the MIL 'ON'. Follow the workshop procedure outlined below.

Workshop Procedure

1 Position Worldwide Diagnostic System (WDS) alongside vehicle, switch Portable Test Unit (PTU) 'ON' and allow software to load.

Note: Ensure WDS is loaded with software release JTP 759/34 or later.

2 Connect the PTU to vehicle using diagnostic cable.
3 Enter VIN and navigate to DTC monitor.
4 Record all codes in the Engine Control Module (ECM).

Note: If any of the following fault codes are present: P0300 to P0308, P0171 or P0174, check for loose intake components. Any repairs are to be carried out as a separate Warranty Claim. If no fault is identified with the intake components, suspect contaminated fuel injectors; continue from step 9. If no DTCs logged continue from step 5.

5 Navigate to datalogger.
6 Connect exhaust extraction to the vehicle.
7 Select park and run engine to attain normal operating temperature.
8 Select and view signals for long term fuel trim (LTFT) bank 1 and bank 2.

Note: If a reading of greater than 10% is displayed, check for loose intake components. Any repairs are to be carried out as a separate Warranty Claim. If no fault is identified with the intake components suspect contaminated fuel injectors; continue from step 9.

9 Remove the necessary diode to prevent the operation of the fuel pump. Refer to the electrical guide in Global Technical Reference (GTR) or Owners hand book for diode location.
10 Start and run the engine until it stops (fuel system depressurized).

Note: A DTC will be logged when the engine is run with the fuel pump diode removed.

11 Switch ignition 'OFF'.
12 Displace and reposition the safety spring clip from the fuel supply hose to fuel rail spring lock coupling.
13 Install special tool 310-D005 to the fuel rail supply hose.
14 Using special tool 310-D005 disconnect the fuel rail supply hose from the fuel rail.
15 Remove special tool 310-D005.
16 Install a suitable blanking plug to fuel supply hose.

Using the Wynn's Remote Control Purger (RCP)

CAUTION: ONLY THE RED OUTPUT HOSE FROM THE RCP IS TO BE USED. DO NOT CONNECT THE BLUE RETURN HOSE TO THE VEHICLE.

17 For effective fuel injector cleaning, in this instance, it will be necessary to carry out the cleaning process for a continuous twenty minute period at 3.3 bar ± 0.2 bar. Follow the procedure for a less severely fouled injection system as described in the equipment manufacturers instructions.
18 Remove the blanking plug from the fuel supply hose.
19 Install the fuel supply hose to the fuel rail.
20 Re-install the diode for the fuel pump.
21 With WDS already connected, clear DTCs.

Parts Information

Go to Equipment Solutions Web site <http://www.eqseurope.com> select 'Jaguar Equipment Programme', then your preferred language. Select 'DOWNLOAD' then 'Jaguar/Power Purge' for information on how to purchase the Wynn's RCP.

Warranty Information

Description	Markets	SRO	Labor Time Allowance	Causal Part
Wynn's fuel injector cleaning	All	19 91 67	1.3 Hours	AJ8 2353