

JAGUAR XJ6

1988 thru 1994 □ All models

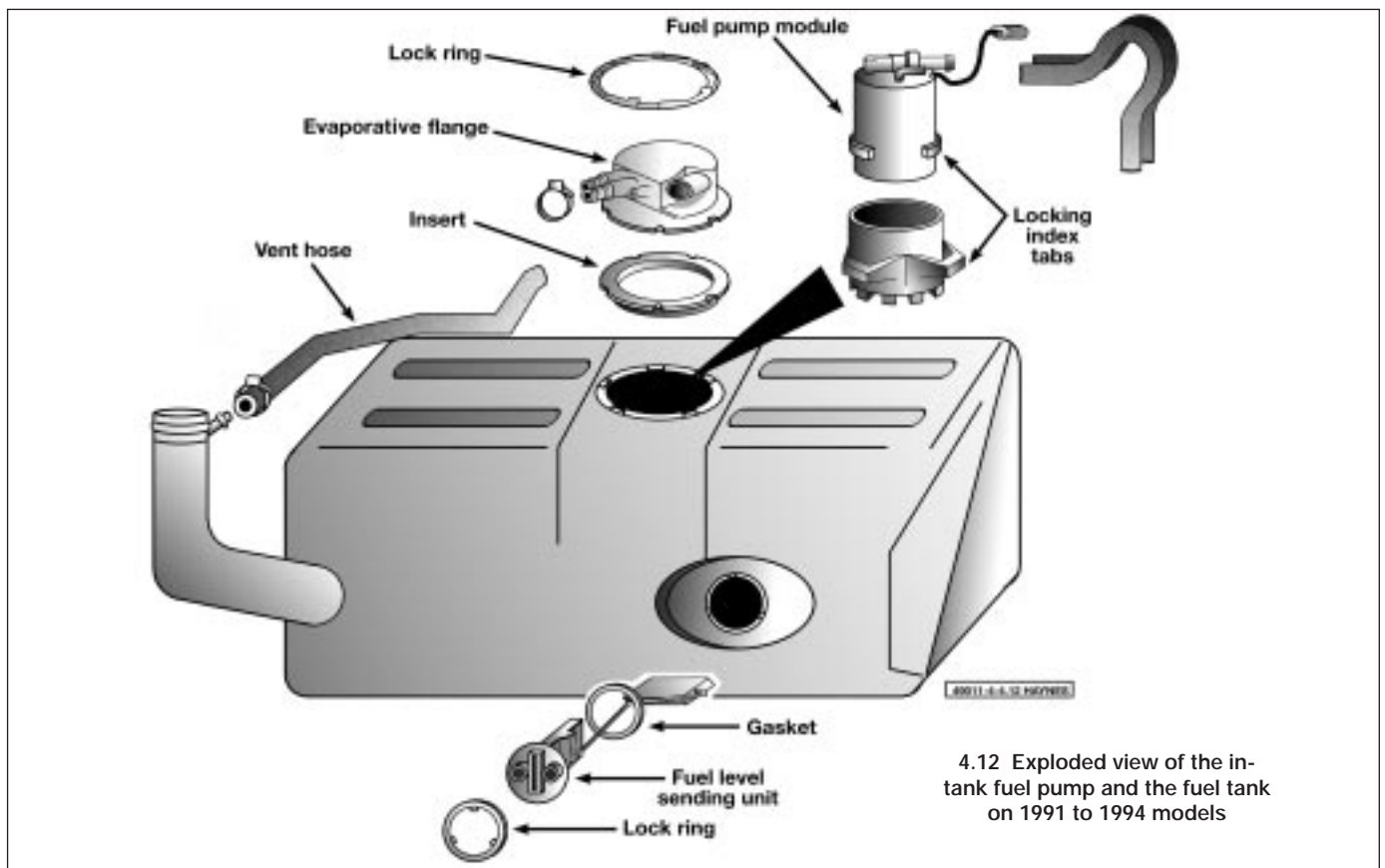
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Automotive Repair Manual



EVERY MANUAL BASED ON A
COMPLETE TEARDOWN
AND REBUILD



4.12 Exploded view of the in-tank fuel pump and the fuel tank on 1991 to 1994 models

indexed near the bottom, therefore it will be necessary to turn the module slightly to unlock it from the rubber holder mounted on the bottom of the fuel tank.

14 Renew the fuel pump module as a single unit.

15 Refitting is the reverse of removal.

5 Fuel level sender unit - check and renewal



Warning: Petrol is highly flammable, so take precautions when you work on any part of the fuel system. See the Warning in Section 2.

Note: Some 1994 models may be equipped with faulty fuel level sender units. A tight float rod bushing may cause the float to stick and indicate high fuel levels while the tank is almost empty.

Check

1 Before performing any tests on the fuel level sender unit, completely fill the tank with fuel.

2 Remove the boot liner (see Chapter 12) to expose the fuel level sender unit access cover.

3 Disconnect the fuel level sender unit electrical connector located on the access

cover. **Note:** 1991 to 1994 models are equipped with a fuel pump module and a sender unit assembly while 1988 and 1989 models are equipped with only the fuel level sender unit inside the tank.

4 Position the ohmmeter probes on the electrical connector terminals (see illustration) and check for resistance. Use the 200 ohm scale on the ohmmeter.

5 With the fuel tank completely full, the resistance should be about 18 to 20 ohms.

6 Reconnect the electrical connector and drive it until the tank is nearly empty.

7 Check the resistance. The resistance of the sender unit should be about 190 to 200 ohms.



5.4 Connect the probes of the ohmmeter to the fuel level sender unit terminals and check the resistance of the float assembly

8 If the readings are incorrect, renew the sender unit. **Note:** The test can also be performed with the fuel level sender unit removed from the fuel tank. Using an ohmmeter, check the resistance of the sender unit with the swing arm completely down (tank empty) and with the arm up (tank full) (see illustration). The resistance should change steadily from 200 ohms to around 18 ohms.

Renewal



Warning: The fuel level in the tank must be less than half full to safely remove the fuel pump/sender unit assembly from the fuel



5.8 An accurate check of the sender unit can be made by removing it from the fuel tank and observing the resistance with the float down (empty) and then extended (full)



5.10 Use a brass punch and remove the lock ring by tapping on it in an anti-clockwise direction



5.11 Lift the fuel level sender unit assembly from the fuel tank at an angle so as not to damage the float or arm

tank. If there is any doubt about the amount of fuel in the tank, drain the fuel tank completely before attempting this procedure (Section 7, paragraph 1).

9 Disconnect the cable from the negative terminal of the battery. Disconnect the fuel level sender unit/fuel pump electrical connector.

Caution: If the stereo in your vehicle is equipped with an anti-theft system, make sure you have the correct activation code before disconnecting the battery.

10 Using a brass punch, tap on the lock ring anti-clockwise (see illustration) until the tabs align with the indentations in the fuel tank.

11 Carefully angle the sender unit out of the opening without damaging the fuel level float (see illustration).

12 Refitting is the reverse of removal.

4 Verify all hose clamps attaching rubber hoses to metal fuel lines or pipes are a tight fit between the hoses and pipes.

Renewal

5 If you must renew any damaged sections, use hoses or pipes constructed from exactly the same material as the section you are replacing. Do not refit substitutes constructed from inferior or inappropriate material or you could cause a fuel leak or a fire.

6 Always, before detaching or disassembling any part of the fuel line system, note the routing of all hoses and pipes and the orientation of all clamps and clips to assure that new sections are identically installed.

7 Before detaching any part of the fuel system, be sure to relieve the pressure in the tank by removing the fuel tank cap, then relieve the fuel system pressure (Section 2). Cover the fitting being disconnected with a rag to absorb any fuel that may leak out.

any part of the fuel system. See the Warning in Section 2.

1 This procedure is much easier to perform if the fuel tank is empty. Some models may have a drain plug for this purpose. If for some reason the drain plug can't be removed, postpone the job until the tank is empty or siphon the fuel into an approved container using a siphoning kit (available at most motor factors).



Warning: Do not start the siphoning action by mouth!

2 Remove the fuel filler cap to relieve fuel tank pressure.

3 Detach the battery negative cable.

Caution: If the stereo in your vehicle is equipped with an anti-theft system, make sure you have the correct activation code before disconnecting the battery.

4 If the tank is full or nearly full, drain the fuel into an approved container.

5 Raise the vehicle and place it securely on axle stands.

6 Remove the filler neck vent tube clamp (see illustration) and separate the tube from the fuel filler neck.

7 Remove the fuel filler assembly bolts (see illustration) and slide the large rubber boot down the neck of the fuel tank. **Note: These vehicles are susceptible to clogging of the fuel overflow line. If this happens, excess fuel or**

6 Fuel lines and fittings - inspection and renewal



Warning: Petrol is extremely flammable, so take extra precautions when you work on any part of the fuel system. See the Warning in Section 2.

Note: If there is a distinct knocking noise coming from the dash when the engine is idling, the fuel feed hose may have hardened, restricting fuel flow and causing abnormal sounds. Replace the fuel inlet (feed) hose with a new one.

Inspection

1 Once in a while, you will have to raise the vehicle to service or renew some component (an exhaust pipe hanger, for example). Whenever you work under the vehicle, always inspect fuel lines and all fittings and connections for damage or deterioration.

2 Check all hoses and pipes for cracks, kinks, deformation or obstructions.

3 Make sure all hoses and pipe clips attach their associated hoses or pipes securely to the underside of the vehicle.

7 Fuel tank - removal and refitting



Warning: Petrol is extremely flammable, so take extra precautions when you work on



7.6 Remove the clamp that retains the fuel filler assembly to the filler neck



7.7a Remove bolts (arrowed) that retain the fuel filler assembly to the body and slide the assembly down the filler neck of fuel tank