

## **Security System**

### **System Arming/Disarming**

A sounder for the security system is installed in production. The tone sounds when locking and unlocking the vehicle. Unlocking the vehicle causes the direction indicators to flash twice and a tone to sound. Locking the vehicle causes the direction indicators to flash once and a tone to sound.

## **Engine Immobilization**

In Canada, Mexico and USA, engine immobilization is introduced. The engine immobilizer ensures the engine can only be started using a valid ignition key.

A key transponder control module (KTCM) installed in the fascia (illustration 9) is linked to the BPM, the ECM and a reader/exciter coil around the ignition switch. The KTCM is programmed to recognize a uniquely coded transponder in the head of each key supplied with the vehicle.

When a key is installed in the ignition switch and turned to position "I" (auxiliary), the KTCM uses the reader/exciter coil to read the transponder code.

When the key is turned to position "II" (ignition), the KTCM exchanges signals with the BPM and ECM and, if the key is valid, fuelling, ignition and cranking functions are enabled to allow the engine to start when the key is turned to position "III" (crank).

If the key is invalid, the fuelling, ignition and cranking functions are inhibited and the engine cannot be started.

## **Exhaust Camshafts**

New exhaust camshafts are introduced to improve engine idle refinement. With the new camshafts, the exhaust valves close 10° earlier, eliminating valve overlap when the intake camshaft is in the retarded position. The exhaust valve lift is reduced to 8.4 mm (from 9 mm).

## **Spark Plug Gap**

As part of the improvement to engine idle refinement, the spark plug gap setting is increased to 1.3 mm (0.051 in). This change applies retroactively to 1997 MY M-V8 should the spark plugs need to be replaced.

## **Throttle Body**

Already introduced as a running change is a new throttle body with additional strengthening webs to reduce internal vibration levels. A further modification at this Model Year introduces an increased diameter securing pin for the throttle position sensor.

## **EGR SYSTEM**

The EGR system was deleted from VIN 011462 during the 1997 MY.

The EGR system has been deleted on NAS XK8 models beginning with VIN 011462. Vehicles with or without EGR can be equipped with the latest ECM part no. LJA \*1410CA/\*\*\*, which replaces LJA 1410AN/\*\*\*.

\*\*\*=010 for USA,  
\*\*\*=012 for Canada

### **ECM**

Software changes are introduced to support the revisions to the exhaust camshafts. On NAS vehicles, additional software changes are introduced to operate the leak check of the fuel tank and evaporative loss system. As a result, the 1998 ECM cannot be installed in a 1997 MY XK8