



Heat Shield Installation/Hydraulic Hose Routing

Bulletin Type:	RECALL
Recall #s:	19V-705 US 2019-504 CN
Job Code:	9903440
Flat Rate:	RC024 Inspt for <u>Heat Shield</u> and Damages .2hr RC025 Inspt & <u>Install Heat Shield</u> 1.5hr RC026 Inspt for <u>Hose Routing</u> and Damages .2hr RC027 Inspt & <u>reroute Hoses</u> 1hr

Publication Date:	November 2019
Make:	Jayco
Model:	Precept
Model Year(s):	2014-2018

Damage caused by a missing Heat Shield and/or by incorrect routing of the Hydraulic hoses, requires Pre-Authorization from Service Group prior to starting the repair.

Affected Units:	2014 E1UL0051-0258 2015 F1UL0051-0356 UP0051-0086 2016 G1UL0051-0395 UP0051-0082 2017 H1UL0051-0210 UP0051-0061 UT0051-0053 2018 J1UL0051-0288 US0051-0154 UT0051-0168 UU0051-0176 UV0051-0146
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<u>Heat Shield Installation</u>	Inspect for heat shield above the catalytic converter and install as required.
Parts Kit A:	Parts Kit #: 19V-705/706A
	Parts Kit Contents: (1) Heat Shield (1) 1x1.5.30.875 angle bracket (1) 1x1.5x37.75 angle bracket (4) Heat shield Z brackets (8) Lock washers .31 (8) Hex bolt .31-18x1.00 GR 5 (8) Hex nuts .31-18
Misc. Tools & Supplies:	Metal Cutter ½" socket & ratchet wrench ½" closed end wrench Impact wrench

<p><u>Hydraulic hose routing for leveling system</u></p>	<p>Excess hydraulic hoses for the leveling system are coiled and located in an area that may allow damage to a hose/s. (i.e. kinks, restrictions scuffed, melted, etc.) Inspect Hoses (3) and reroute as required.</p>
<p>Parts Kit B:</p>	<p>Parts Kit #: 19V-705/706B</p>
	<p>Parts Kit Contents: 12 – 15” UV mounting hole cable zip ties</p>

INSPECTION STEPS

TURN OFF ENGINE & ALLOW ENGINE EXHAUST TO COOL COMPLETELY PRIOR TO INSPECTIONS

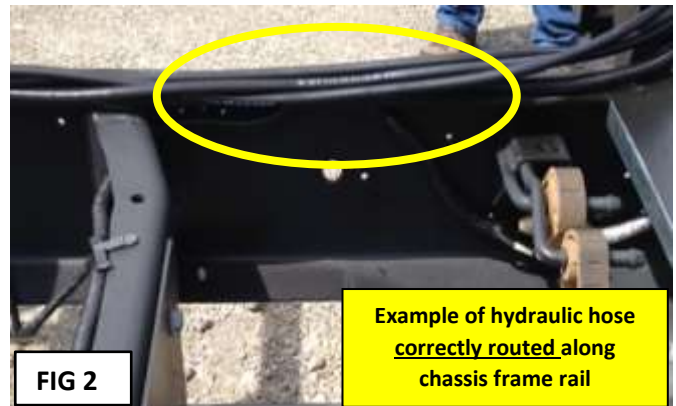
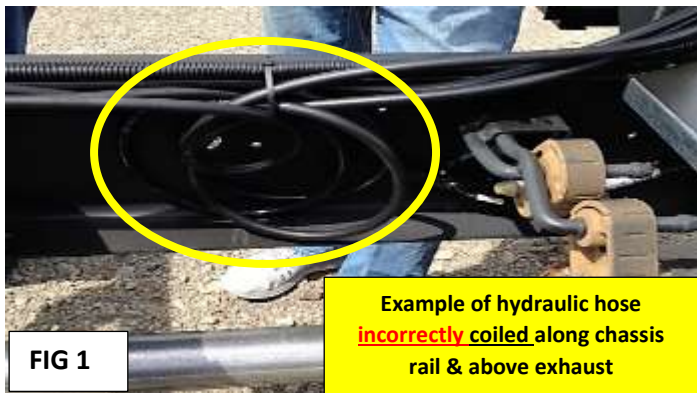
Inspection A Heat Shield above Catalytic Converter

Inspect to confirm if a heat shield is present above the catalytic converter.
If heat shield is in place above the catalytic converter, move to Inspection B.
If heat shield is missing, inspect for any damage caused by the missing shield.
Contact Customer Service for Pre-authorization to repair damages noted.
Proceed with Heat Shield installation instructions.

While you are under the vehicle, proceed with the Hydraulic Hose Routing inspection.

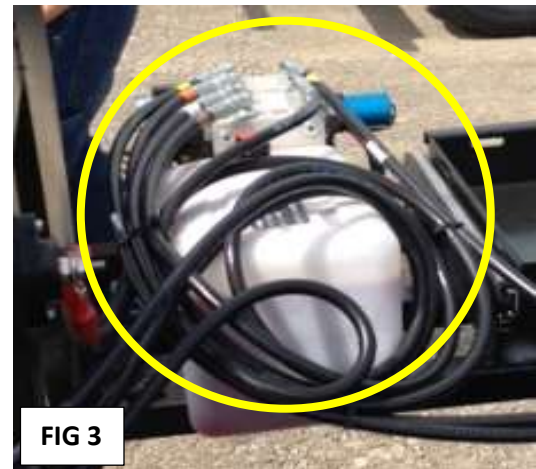
Inspection B Hydraulic Hose Routing

Inspect the routing of the hydraulic hoses for the leveling system along the passenger side frame rail.



Step 1 - Locate the hydraulic hose for the leveling system secured to the underbody, routed along the passenger-side frame rail. If there was excess hose during the build process, it will be bundled at a point approximately 3-5 feet forward of the pump box as shown in (Fig 1). After locating the hydraulic hosing, inspect the area where the hose coil is located and/or secured to the frame. If the hydraulic hose is positioned without slack along the frame rail with coil located at reservoir tank (Fig 2 and Fig 3), the hose coil is positioned correctly and no repair is necessary. If the hydraulic hose coil is confirmed to be **incorrectly** positioned on the frame side rail (Fig 1), proceed to inspection Step #2.

Step 2 – If the hydraulic hose coil has fallen or is lacking the factory installed zip ties, carefully examine the hoses (3) for any signs of wear or damage. If signs of hose damage are visible, a replacement hose is necessary before proceeding to the **Hydraulic Hose repair instructions**. If the hoses are damaged, contact Customer Service for pre-authorization of hose replacement. If no signs of hose damage are visible, proceed with the **Hydraulic Hose repair instructions**.



Example of hydraulic hose coil **correctly** located **at the hydraulic oil reservoir tank**

INSTRUCTIONS - HEAT SHIELD INSTALLATION

TURN OFF ENGINE & ALLOW EXHAUST SYSTEM AND CATALYTIC CONVERTER TO COOL BEFORE STARTING THE PROCESS TO AVOID RISK OF SERIOUS BURNS.

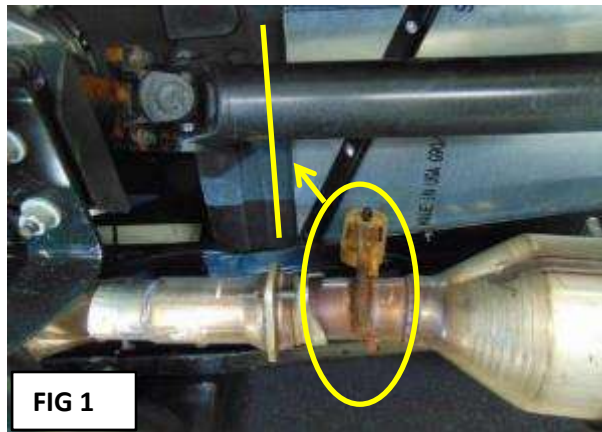


FIG 1:

- Locate the catalytic converter. Install the heat shield above the catalytic converter with the (front) edge of the shield lined up with the exhaust brackets (circled) on the converter.

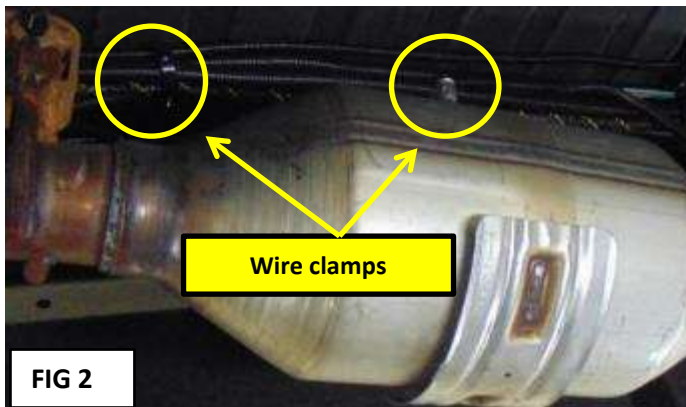


FIG 2

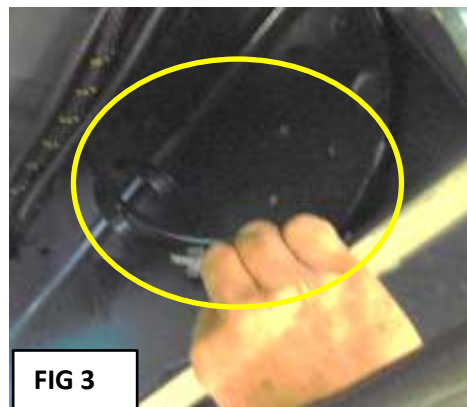


FIG 3

FIG 2 & 3:

- The heat shield will need to sit on top of the frame rail. To allow for this, locate any wire ties/straps (P-clamps) in the heat shield area that may prevent the heat shield from resting on the frame rail, and cut the wire ties/straps and remove them.



FIG 4



FIG 5

FIG 4 & 5:

- Push any wires/cables hanging at the side of the frame rail on top of the frame to allow for the heat shield.

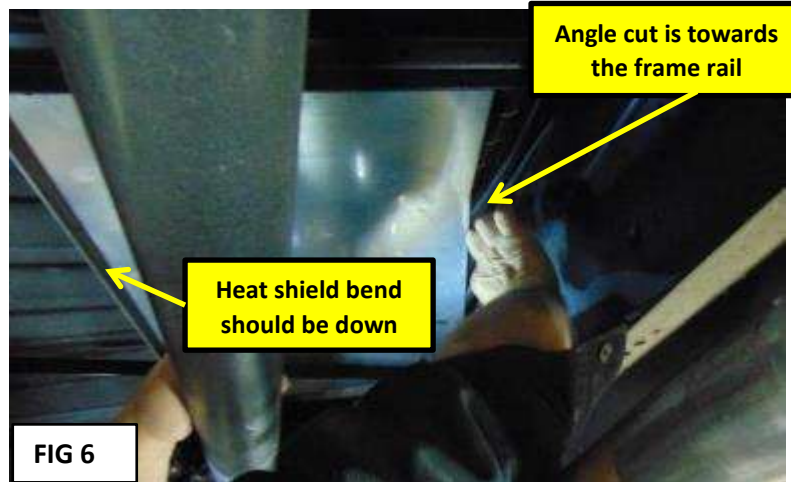


FIG 6:

- Install the heat shield by inserting it over the drive shaft (with the flat side against the floor of the unit). The angle cut of the heat shield should face towards the frame rail, the bend of the shield should face downward.

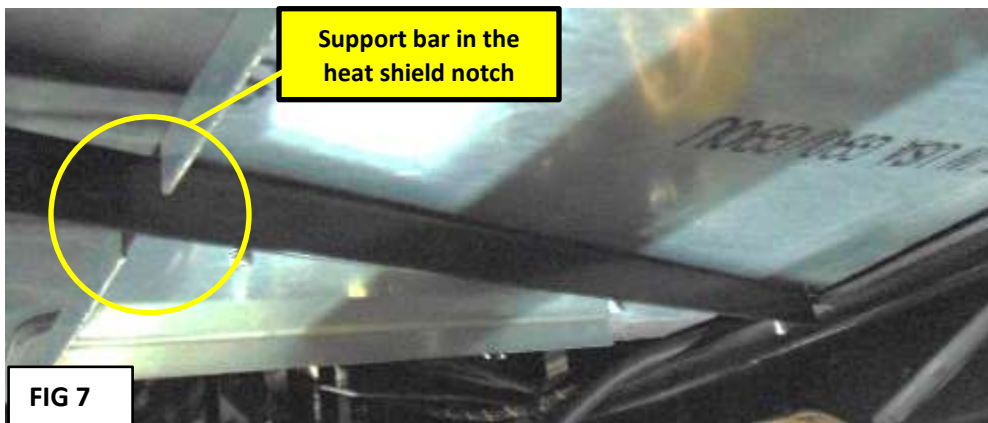


FIG 7:

- Place both support bars in place between the heat shield and the drive shaft. The support bars will fit into the notches on the heat shield. The shield and the support bars will set on top of the frame rail.
- Put the (hex) bolt in the heat shield pre-drilled holes. The bolt head should be on the top of the heat shield. You may need to pull the heat shield back to get the bolt into place. Pushing up on the trunk box bottom will help you with the clearance to install the bolts.

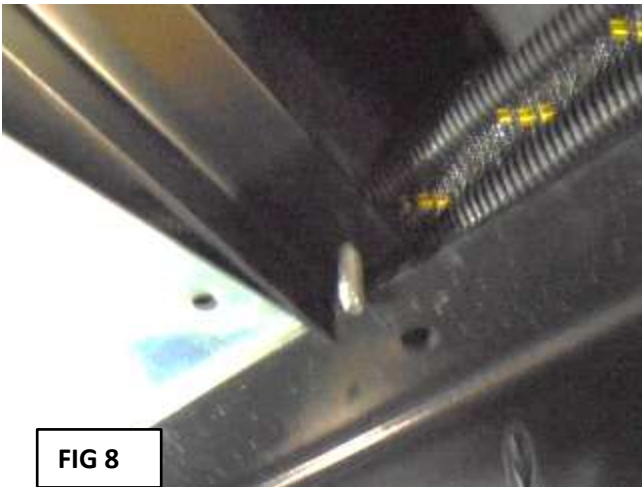
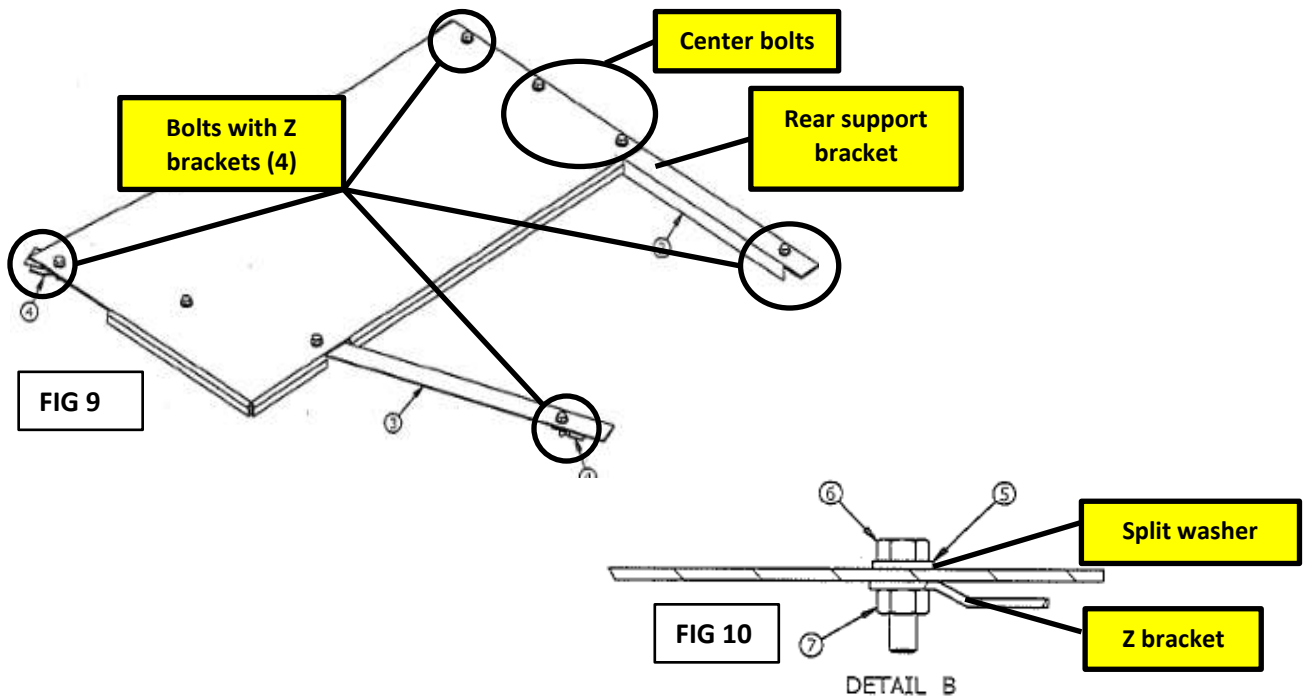


FIG 8 & 9:

- Starting with the rear support bracket, attach the bracket to the heat shield using the (2) center hex bolts (refer to drawing below), split washers and hex nuts. Match the pre-drilled holes in the heat shield and bracket.
Install the split washers with the hex nuts. **DO NOT TIGHTEN THE BOLTS YET.**

FIG 9 & 10:

- Refer to the drawings below for bolt and "Z" bracket locations.
- Install the bolts on the two outside pre-drilled holes adding a "Z" bracket between the heat shield and the hex nut (**Fig 10 - Detail B**). **DO NOT TIGHTEN THE BOLTS WITH THE "Z" BRACKETS YET.**
- Repeat this process on the rear support, starting with the 2 center bolts and ending with the bolts with the "Z" brackets.



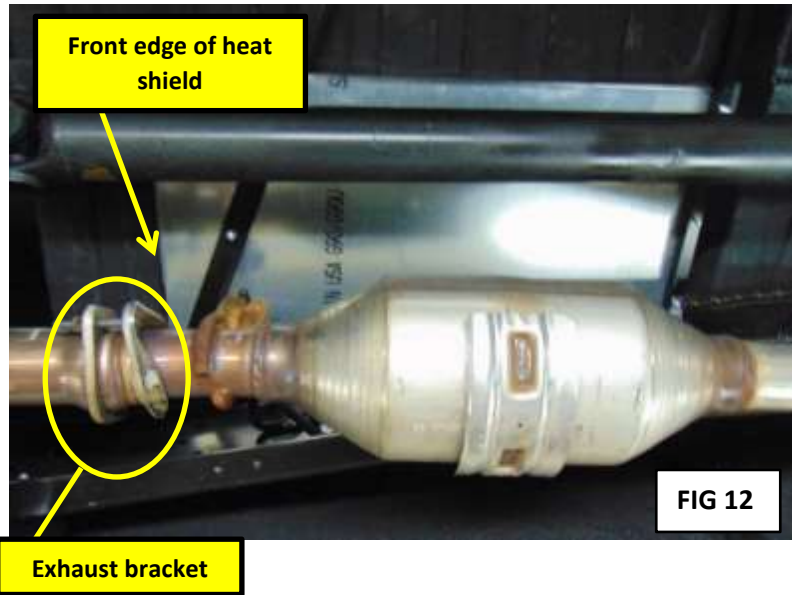
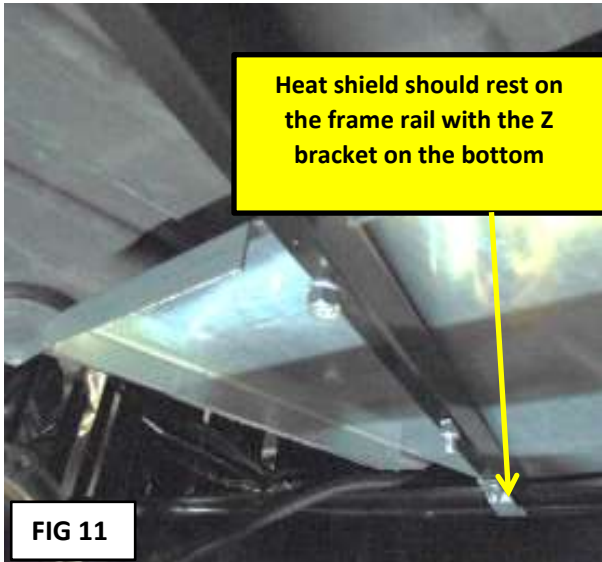


FIG 11:

- Put the heat shield back in place. The flat edge of the heat shield (without the bend) should rest on the frame rail.

FIG 12:

- Position the shield with the front edge of the shield over the bracket area of the exhaust.

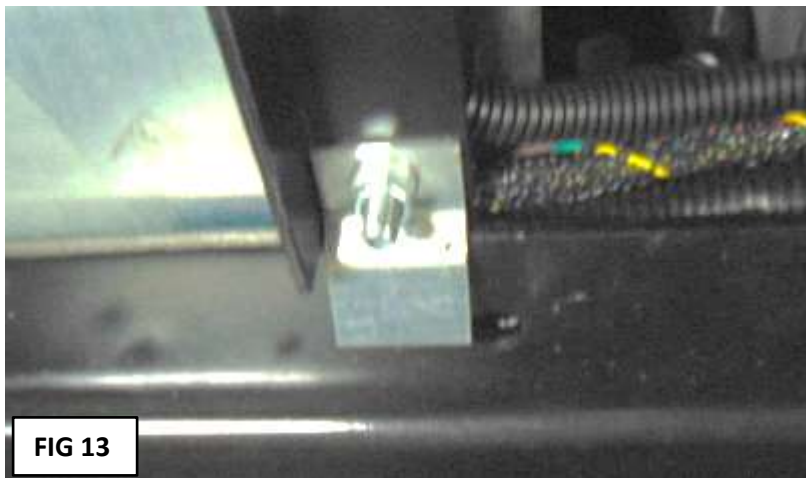


FIG 13:

- Position the heat shield on top of the frame rail with the “Z” bracket directly below to secure the shield in place. Tighten the nut enough to hold the support bracket in place.

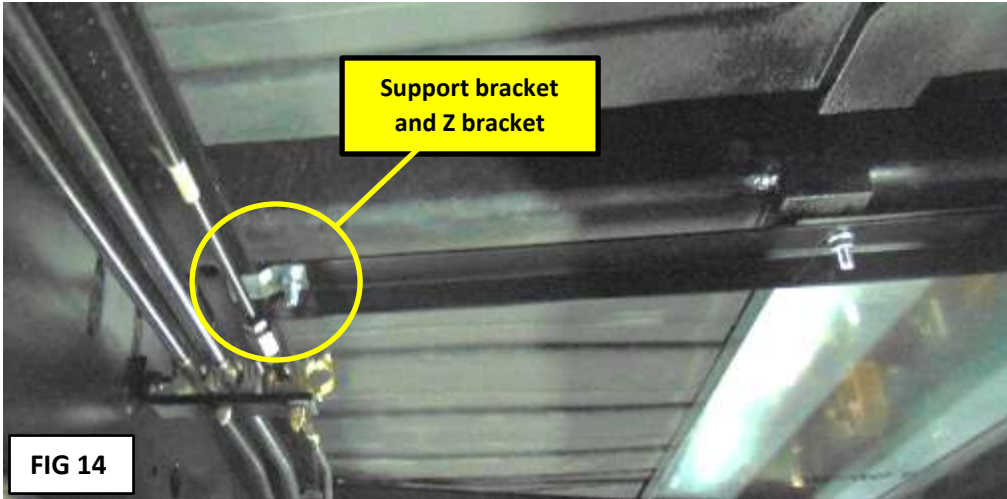


FIG 14:

- Position the other end of the support bracket on top of the frame rail with the “Z” bracket under the rail. Tighten the nut enough to hold the bracket in place.

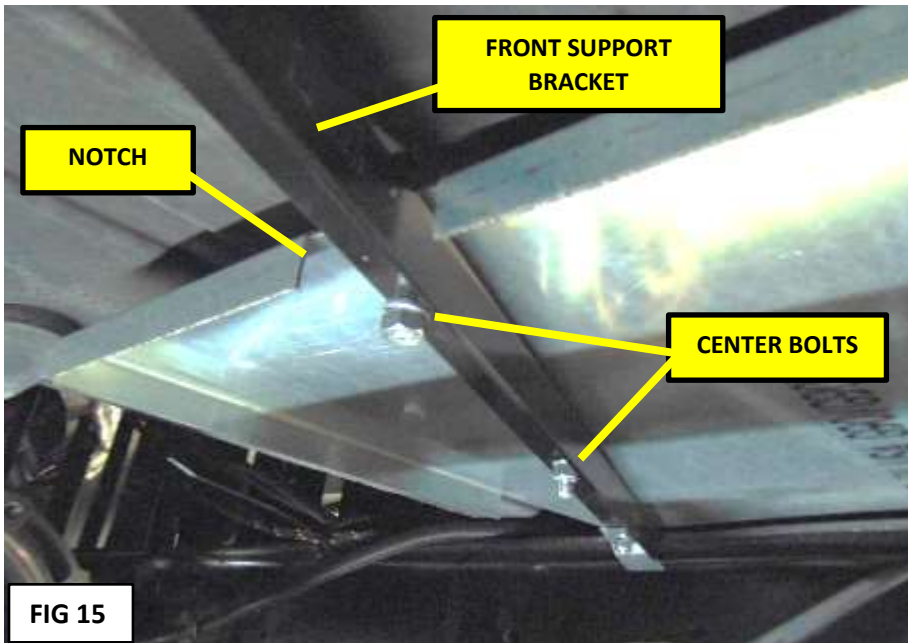


FIG 15:

- Repeat this process for the front bracket. The bracket should fit in the notch on the heat shield. The front support bracket will cross the heat shield at an angle.
- Fasten the bracket to the heat shield starting with the 2 center bolts. The split washer should be next to the nut. **DO NOT TIGHTEN YET.**
- The heat shield should already be resting on the frame rail. Install the “Z” bracket below the rail. Tighten the nut enough to hold the heat shield in place. Install the bolt and the “Z” bracket on the other end of the support bracket.



FIG 16

FIG 16:

- When all bolts, nuts and “Z” brackets are in place, and with the front of the heat shield lined up with the exhaust brackets, tighten the nuts starting at the ends with the “Z” brackets.
- Use either a ½ “socket and ratchet wrench, a ½” box end wrench, or an impact driver.
- Secure ALL nuts tightly.

INSTRUCTIONS – HYDRAULIC HOSE ROUTING

TURN OFF ENGINE & ALLOW ENGINE EXHAUST TO COOL COMPLETELY

Cut the zip tie and correctly re-route the hose coil (Fig 1) to the hydraulic oil reservoir pump tank (Fig 3).



FIG 1

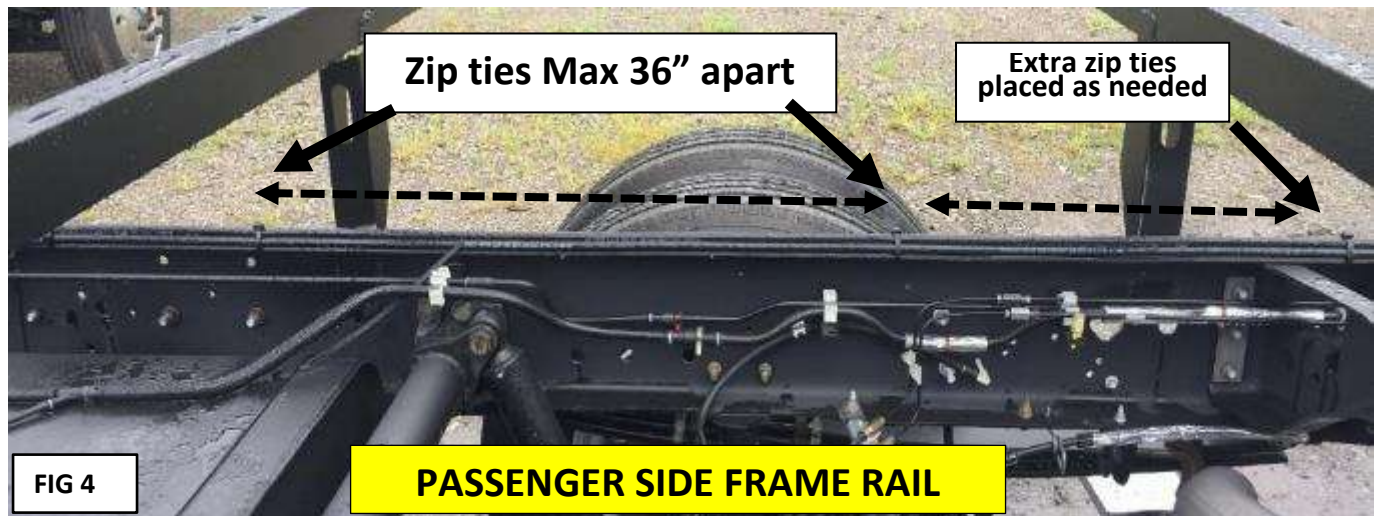
Example of hydraulic hose incorrectly coiled along chassis rail & above exhaust



FIG 3

Example of hydraulic hose coil correctly located at hydraulic oil reservoir tank

Straighten and secure the hose along the passenger side frame rail with zip ties, at a maximum distance of 36", or as needed, to prevent any slack in the hose line (Fig 4).



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