

XK150 boot-lid mounted high brake light replacement

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Having just had my "new to me" 2011 XK 5.0 Portfolio serviced by the friendly folk at Archibald & Shorter Greenlane, I noted their observation that half the rear spoiler LED brake lights had failed. At \$650 + GST, I felt my first attempt at fixing a "modern" Jag was justified. After all, how hard could it be...to paraphrase a certain Top Gear buffoon!??



i) Failing boot spoiler mounted LED brake light.

First I ordered part no. C2P14783 from SNG Barratt in the UK. A special order was required and they promised it would be with me in three weeks. Cost \$275 incl. shipping. They under promised and over delivered as pleasingly, the new LED arrived two weeks later.

Having previously removed the red cover clips (see photo ii) that hide the pair of fixing screws and identified the simple pair of Torx/Star head screws holding the lamp unit onto the plastic composite bootlid spoiler, I knew this was going to be a 10 minute job between other commitments!



ii) Easily removed cover clip over torx screw.



iii) Two Torx/star head screws easily removed with the correct screw bit.



iv) removing LED unit fixing screws with torx ratchet



v) That went well and the lamp unit released after a gentle pull. Note the red and black cables

After releasing the old LED, (see photos iii), iv) & v) it all got rather more complicated. There was no quick release cable plug I had hoped would be visible and easy to uncouple. The red and black cables disappeared off into a cavity below the composite spoiler into the alloy boot

lid. I looked inside the boot lid and it became clear that the inner trim panel was going to have to come off too. Working around the edges I found there were a pair of attachment points on each side. (photos vi & vii). I was able to gently pry these off with my fingers without any damage to me or the panel.



vi) Left hand side trim clips removed.



vii) Right hand side trim clips removed.

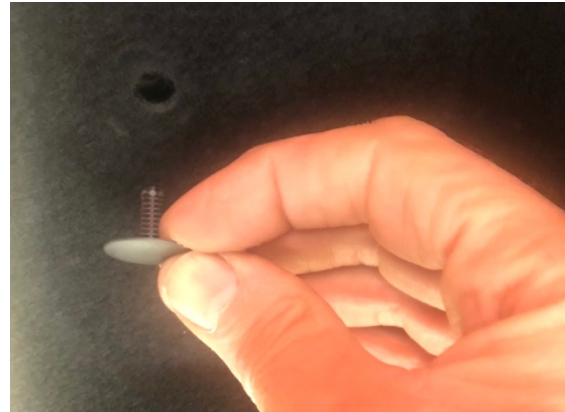
However, there are two more clips that are of the visible type which release the rear centre section of the trim panel. These are a mushroom shape with serrated shanks that press into two holes in the inner alloy boot lid panel. (see photo ix).



Photo viii) trim removal tool

With the help of a plastic trim clip remover (photo viii) available from Repco or Supercheap, these popped off to release the

trim panel sufficiently for me to access the wiring within the boot lid.



ix) mushroom clip fixings for rear centre trim panel



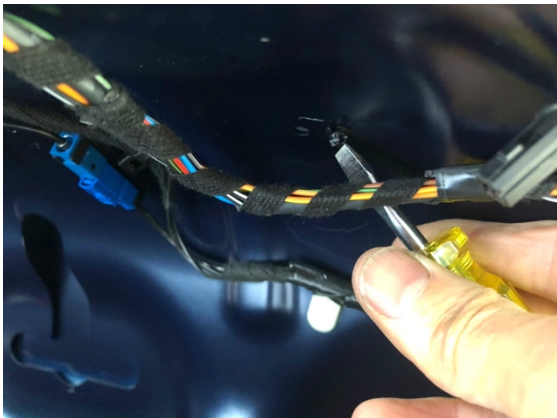
x) rear centre clips removed

I fully expected to find a readily visible “plug and play” set up to release the LED from inside the boot panel, but this was not to be. Instead, I found an intermediate cable connection that links the two cables from the LED unit to the rest of the main boot loom. This intermediate cable was attached to the inner alloy panel of the boot lid with another mushroom clip and zip tie. See photo xi). The only way I could release the intermediate loom was to gently

press the end of the mushroom clip back through the inner boot lid panel using a small stubby screw driver. See photos xi) and xii)



xii) end of mushroom clip holding intermediate loom



xii) Pressing end of end of mushroom clip holding intermediate loom, back through boot lid inner panel



xiii) released mushroom clip and intermediate loom (foam wrapped). Note cable connector clip at top right of frame.

With the intermediate cable released from the bootlid, I could now access the cable connector and release this from the main loom. I also detached the earth cable fixed to the bootlid via an 8mm set screw. See Photos xiii), xiv), xv).

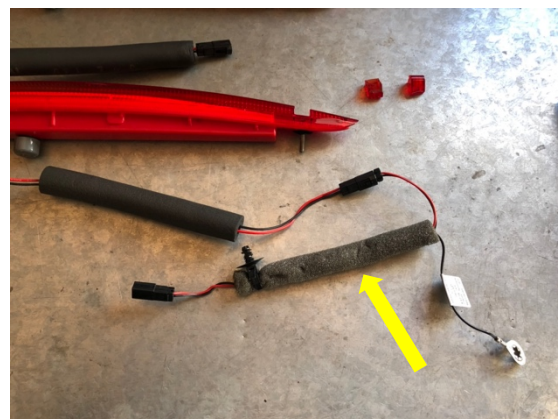


xiv) cable connector releasing intermediate loom



xv) releasing earth cable of intermediate loom

With all cables released the LED could finally be removed by pulling the loose cabling up through the composite spoiler on the outside of the boot lid.



xvi) old LED removed with intermediate cable (arrowed)

The next step was to remove the intermediate cable from the old LED unit and reconnect it to the new one. (See Photo xvii).



xvii) new LED unit connected to intermediate & earth cables.

I then fed the intermediate cable connected to the new LED back through the boot lid spoiler into the boot lid cavity below. (See Photo xviii)



xviii) new LED cables fed back through boot spoiler

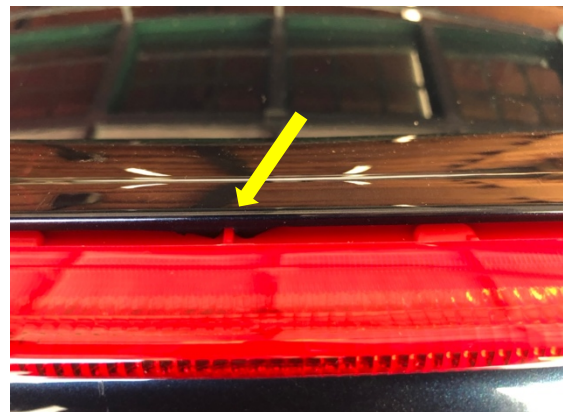
I reconnected the intermediate cable to the main boot lid loom and refitted the mushroom



xvix) intermediate loom reconnected to main boot loom

loom retaining clip into the inner boot lid panel. This was quite finger punishing to get my hand in between the inner and outer alloy panels of the boot lid so as to press the head of the mushroom clip back in. Then followed the reconnection of the earth cable and 8mm set screw.

I semi closed the boot lid without latching it so as to refit the LED unit to the spoiler lip. This was not quite as straightforward either! There is a tiny acrylic alignment peg on the inside of the LED unit (see arrowed photo xx) that aligns with a small slot in the composite spoiler moulding. These two alignment points need to be positioned correctly as the two star head screws are re-tightened to bring the LED up tight onto the spoiler. This needs to be done with real care to avoid damaging paintwork or the plastic parts. I used some masking tape on the paint around where the fixing screws are located to ensure any slips did not cause damage.



xx) alignment peg on new LED

With the LED and cabling back in place, I tested it before reinstalling the boot lid inner trim. All worked as it should and I replaced the boot trim clips in the reverse order of removing them.

Job done, but not in the 10 minutes I originally allocated myself. It was 4 hours by the time all was back together, so unsurprising that A&S wanted such a good chunk of change to do the job. However, with a \$400+GST saving, a cleaning ale was justified...