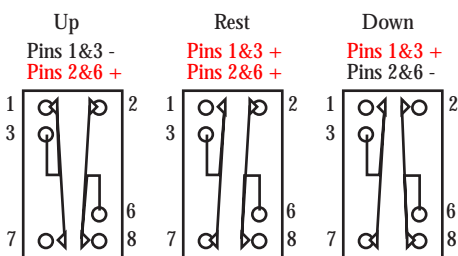
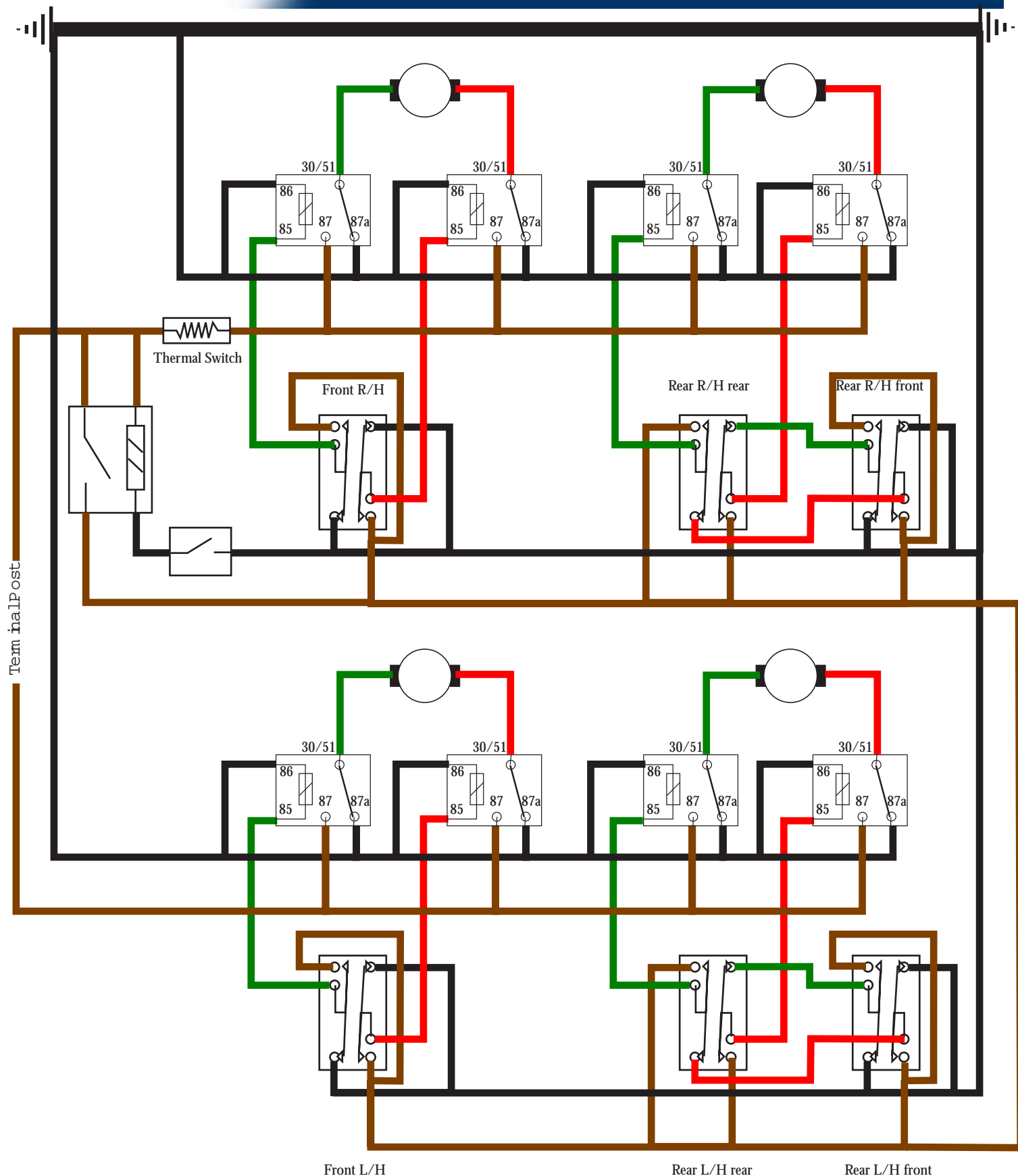


Switch motion and yes for some bizarre reason known only to the engineers at Lucas the motor is live on both sides at rest.

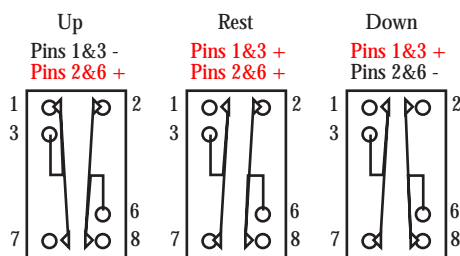


Window lift relay circuit

This schematic requires that you mount 8 relays (2 each) in the A post and B Posts and cut into the motor control wires. You will also need to run a brown wire from the terminal post to each relay and we would recommend that this goes via a thermal breaker rather than additional or using the one from the existing circuit, remembering to include a fuse to the + side of the switches. Please ensure that a copy of this circuit is inserted into your car's literature and that you attach a label to the switch harness so that the next owner or garage know that this car is non standard. As to why Jaguar decided to wire this for constant positive! Its any ones guess, one short and its game over.



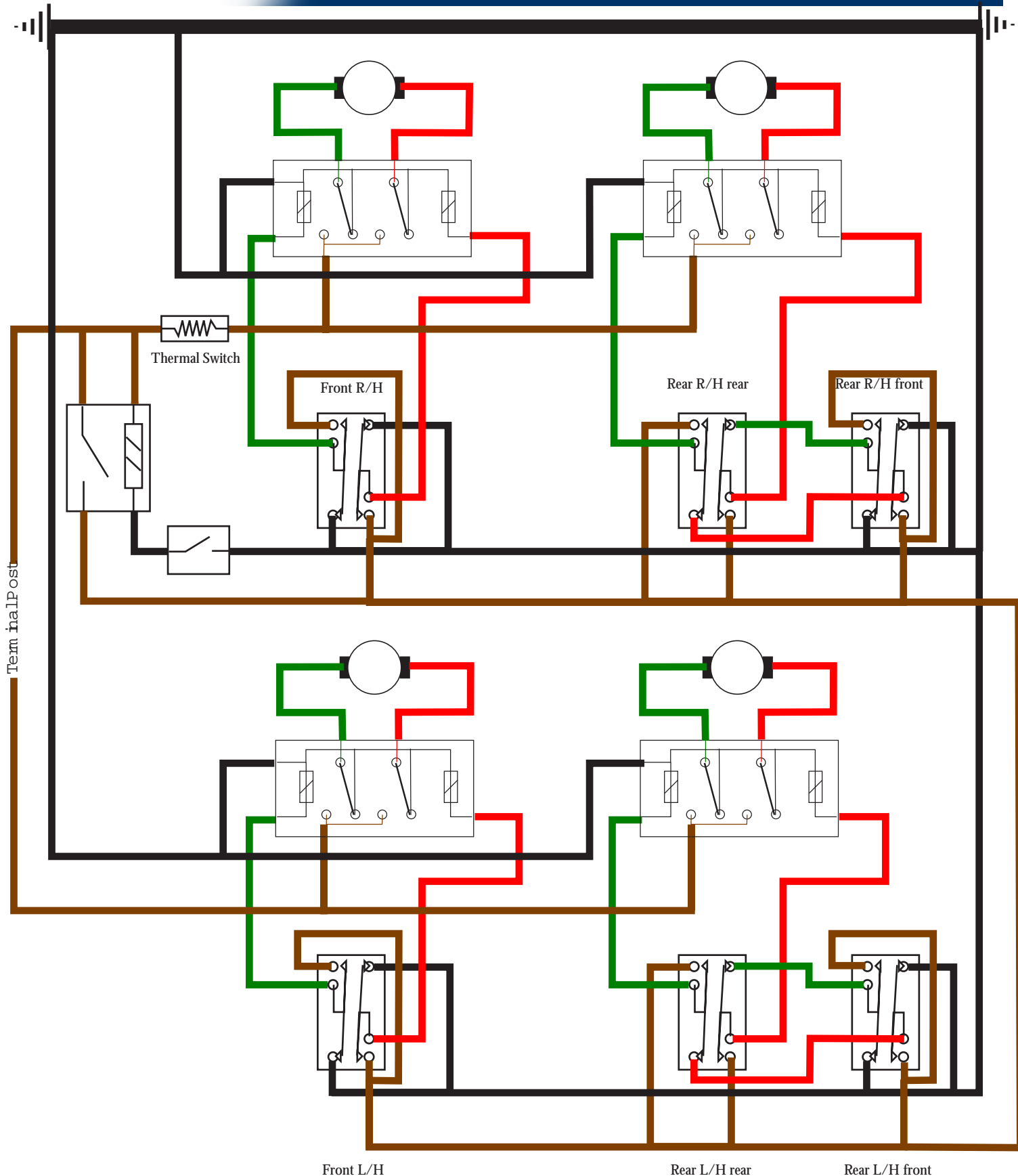
Switch motion and yes for some bizarre reason known only to the engineers at Lucas the motor is live on both sides at rest.



Alternative circuit

This schematic requires a little more work and involves swapping the Positive and Negative terminals on the back of the switch. This results in the relays and motors lying at negative when to action is requested from the switch and should be given reasonable consideration as the correct method.

Please ensure that a copy of this circuit is inserted into your car's literature and that you attach a label to the switch harness so that the next owner or garage knows that this car is non-standard. As to why Jaguar decided to wire this for constant positive! It's anyone's guess, one short and it's game over.

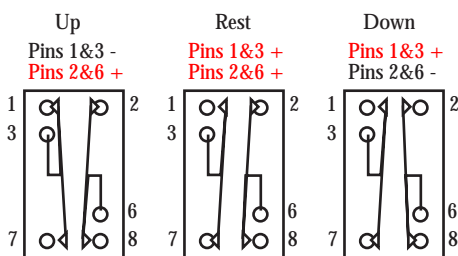


Front L/H

Rear L/H rear

Rear L/H front

Switch motion and yes for some bizarre reason known only to the engineers at Lucas the motor is live on both sides at rest.



Alternative circuit

This schematic uses special relays that requires only 4 packs instead of the eight required in the other two diagrams and greatly reduces the amount of wiring required. Please note that this is wired for negative at rest but is essentially the same for positive at rest as only the relay part of the circuit is changed.

Please ensure that a copy of this circuit is inserted into your car's literature and that you attach a label to the switch harness so that the next owner or garage know that this car is non standard.