



TheRock's-Jaguar F-Type Rear Wing Spoiler Info - DIY

As always, this is how I did things and not suggesting you do it this way or any other specific way. Do so at your own risk and in any fashion you choose to do it. This guide is simply in the spirit of offering a method that worked for me. **This is on an F-Type R AWD 5.0L S/C. Others will be similar....**

About this Document:

I put this document together as a DIY for disabling the rear deployable spoiler as well as just general information and options. I realize there are many aftermarket options, as well as an SVR Active Wing (if you want to blow some big \$\$). Hopefully the information is helpful, for what it is and realizing there are infinite other possibilities including this 😊...



1. **First – A review of the deployable wing/spoiler we are talking about:** (Also the info here is on a coupe). Do not have access to a cabriolet/convertible, but many concepts will be similar. I personally like the convertible wing much better. The coupe version seems more like a Bugatti Air Brake!

Coupe Wing: (This thing...)



Bugatti Veyron Wing/Brake for reference:

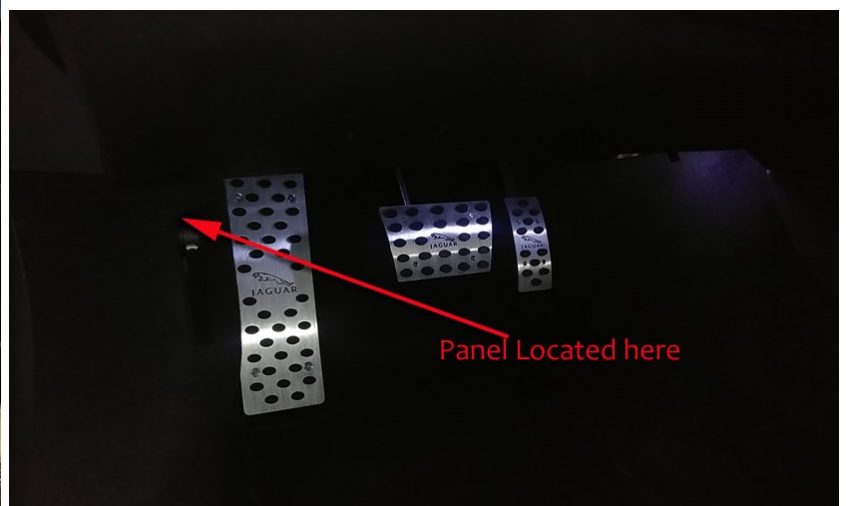


So if you love this deployable feature....Then read no more....do nothing to your car....be happy!

2. **How to physically disable the spoiler/wing from raising at speed** – If you want to stop the wing from raising at ~70 MPH, there are a few ways. Note: just disabling the wing will cause an error on the dash at about ~100 MPH and will supposedly limit the top speed to ~135 MPH. Two solutions for that, below as well (I know some may have more ideas...great!)

Make a toggle switch to open and close the active power loop to the deploy module. To do this You simply, cut the wire indicated and install a toggle (on/off) switch in the loop as shown. Switch Can go wherever you like....I put it here. When the switch/circuit is open, the wing will NOT activate/deploy when it is closed (ON) it works as normal.

Splice wire:



Install Toggle/Switch:



Another option is to unplug the motor that raises the wing. You can see where it is below. You need to remove about 11 Security Pentalobe bolts (Pentalobes look like Torx, but only have 5 points, thus the name....You can find them at most tool shops or online. The "Security" versions have the holes in the center to accommodate the security/block pin), and then remove the plate to access it. There are also two plastic cover panels on the underside of the hatch that need to be removed. (See Below) You can just pull the whole base plate up hard, or fiddle with the little plastic clips on them in place:



Security Pentalobes

Remove this plate: Note: [A couple of options here](#). If you lift the wing to get to these bolts and unplug the motor connector, when you reassemble the wing will be permanently (UP). So as I mentioned above, it is easier to take those 2 vent covers off, after the base/mounting plate is removed, but here are **TWO** options for steps here: (Mainly order of operations)

Option 1 – Lift wing - remove base plate and pull up and out – this exposes the two small panels under hatch (they come out with plate and easier to unclip then) – Remove the two panels – Remove Wing (4 Torx under caps) Close Wing Arms (Wing is no longer attached) – Unplug motor(while in closed position) - Re-attach to car – Place Wing back on Base Plate – Lift hatch slightly – Re-attach Wing through access holes (where you removed the two panels) – replace two cover panels.

Option 2- Lift Wing and remove the two plastic caps on bottom side of Wing that cover the 4 Bolts that mount wing to lift mechanism – Close Wing – Lift hatch and remove the two plastic cover panels on underside of hatch – Remove Wing - Now you can remove the 11 Pentalobes – pull plate up and unplug motor - Re-attach plate – Re-attach Wing from under hatch (Two panels are still off) – place two cover panels back on bottom of inside hatch/liftgate.



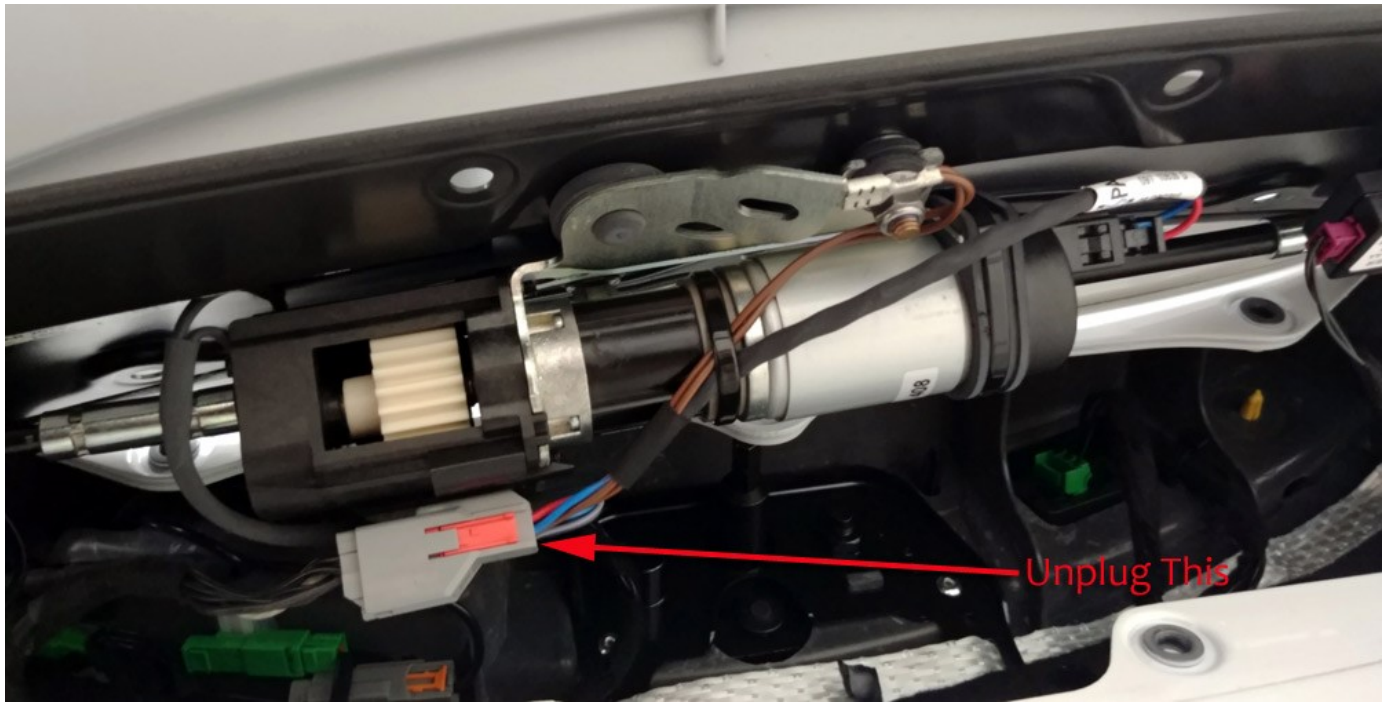
Additional images/Info: Two cover panels underneath: You can try to pop them out, or when you pull the plate up, they will pull through. The surround is rubber. Once in the open, they are easier to unclip.



After removing these you can access the 4 mounting bolts for wing (after you remove the caps that cover them)

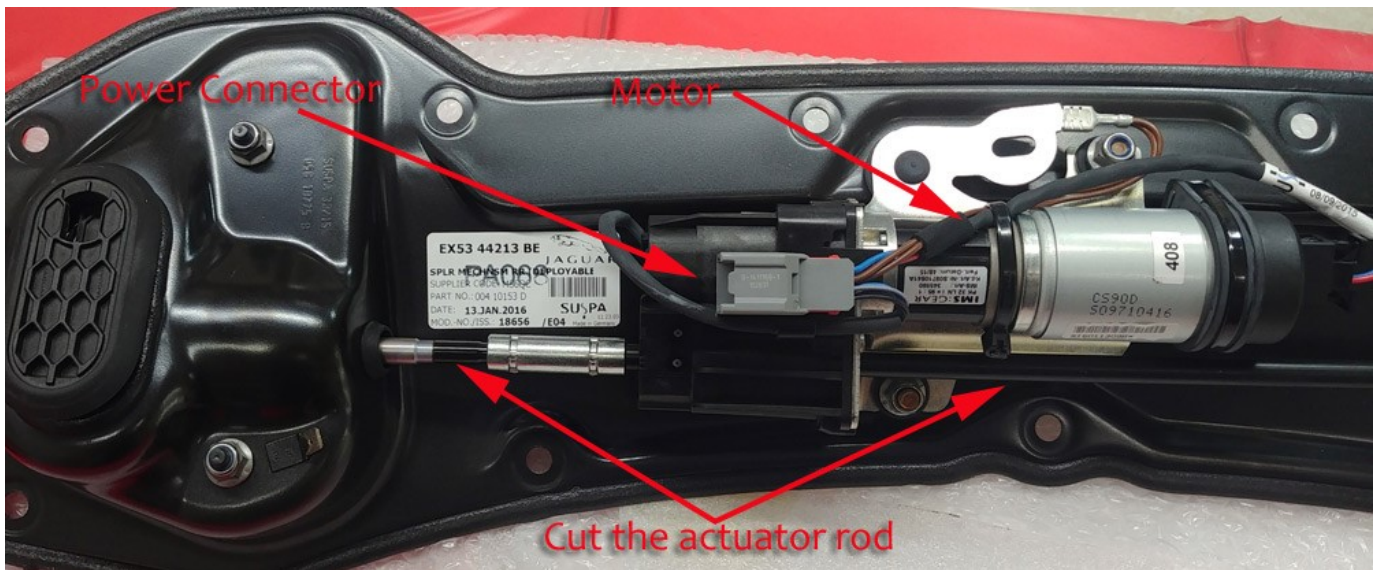


Lift Plate up and out a bit(May take a good tug): And unplug connector – Note Option 1 or 2 above for doing this...maybe you have an option 3...If so go for it! **The main thing here** is to open the Wing, remove all of the panels that block the access to the 4 Torx Wing mount bolts. Close the Wing Mechanism/arms – Then unplug the motor and replace everything with motor/mechanisms/arms in the down position. As you look at yours it will make more sense.



Reassemble and the wing will no longer deploy.

The final, and most drastic approach is to cut the actuator rods from the motor. This is in the instructions for Piecha wings...No kidding. You can see the pic below. You cut the rods, and later if you want to undo it, you get them welded back.



For the error after disabling with a switch or unplugging. You can use this fixed wing module, which tricks the car in to thinking spoiler is working as intended....Not sure where to buy, but likely Jag dealer could assist (These do come with the fixed wings BTW).



Another way (and the way I did it prior to installing a JLR Fixed wing, is by using JLR Diagnostic Software – SDD – Symptom Driven Diagnostics with a Drew Technologies Mongoose OBDII Cable. Many are not comfortable with this and are concerned about bricking the DME... So only do this as your comfort allows and at your own risk.

With this method, you essentially program the car to assume it has a fixed, or NO wing. You connect the OBDII to your F-Type, launch the application, start a session and allow it to read your vehicle information. Then go to Service Functions (various paths) and follow flow to disable spoiler/wing function. A few screen shots below. When done, be sure to “Close Session” so the battery will not drain and will go back to sleep when locked.

JAGUAR SDD TOPIx

Vehicle Settings Sessions

Session Selected Symptoms DTCS Recommendations Extras Service Functions

Service Functions

To ensure all screen options are available when running any set-up applications please select full screen view via the F11 button.

Service Functions

Body, Accessories, Security

Type	Description	Status	Options
	Add/remove accessories - Auxiliary driving lamps.	Not run	Run
	Add/remove accessories - Customer personalisation features	Not run	Run
	Add/remove accessories - Deployable spoiler - Rear	Not run	Run
	Add/remove accessories - In2digi D-JLR series digital radio	Not run	Run
	Add/remove accessories - Tire size (rolling circumference)	Not run	Run
	Body systems - Driver's side - Door glass window calibration	Not run	Run
	Body systems - Lock steering tune to vehicle	Not run	Run
	Body systems - Passenger's side - Door glass window calibration	Not run	Run
	Body systems - Power steering soft-lock end stops reset routine	Not run	Run
	Body systems - Rain sensor calibration	Not run	Run
	Body systems - Steering column calibration	Not run	Run

K35387 : Jaguar X152

Operator question

Diagnostic Tool applications will be disabled if the vehicle battery voltage is below: 12.50 Volts.
 Current measured battery voltage:
 0.00 V

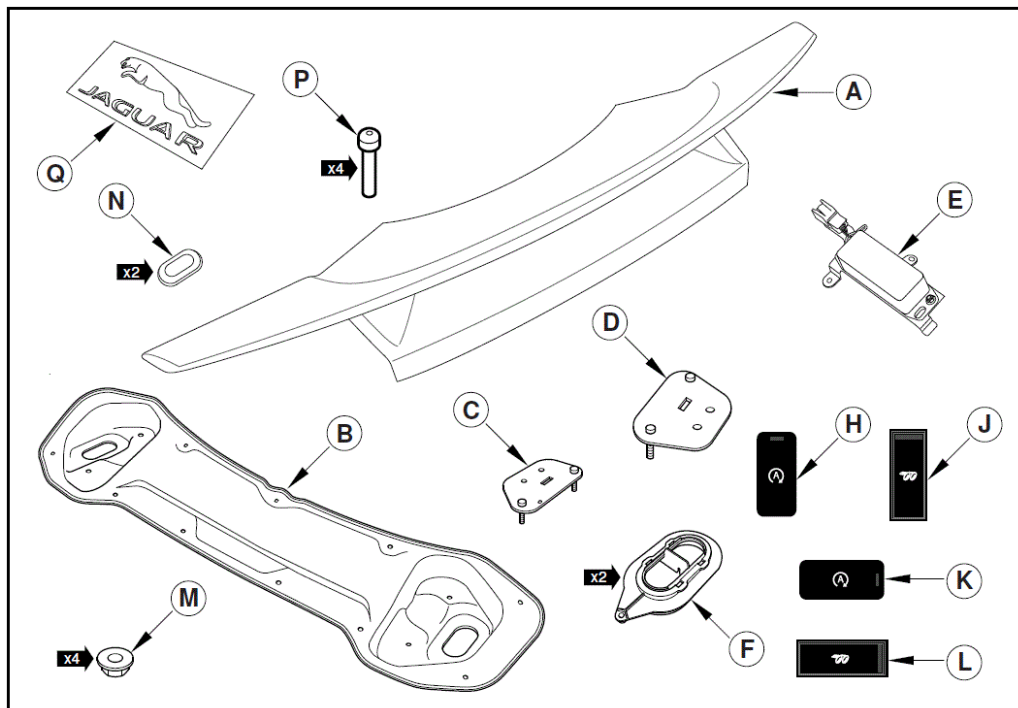
Ensure an approved battery charger is connected.

Press tick to continue
 Press the cross to exit.

That is about it for disabling OEM deployable wing/spoiler and dealing with errors and speed limiting from my perspective.

- Another option is replacing with a fixed wing.** I know there are a ton of options...I will only be focusing on the OEM JLR Fixed wing option. There is also an option to install a SVR wing, but given the costs and complexities involved, I am not going to discuss it here.

So you can order part number for rear fixed wing kit: **T2R19419LML** and it comes with the following items. It comes prefinished in a very high quality, smooth, and shiny primer gray. Very nice item. Also has all parts needed to install. You will re-use a few small parts from the factory/OEM wing.



As you can see, it even comes with badges and new switches if needed (depending on car options).

You raise the wing, remove the bolts and plate unplug the OEM wing, and replace with the items above. Instructions are available if/when you purchase a fixed wind, so I will not go through step by step and duplicate, Will just share some of the photos and steps below. The module (E) is what replaces the motor and disables any error or speed limiting.

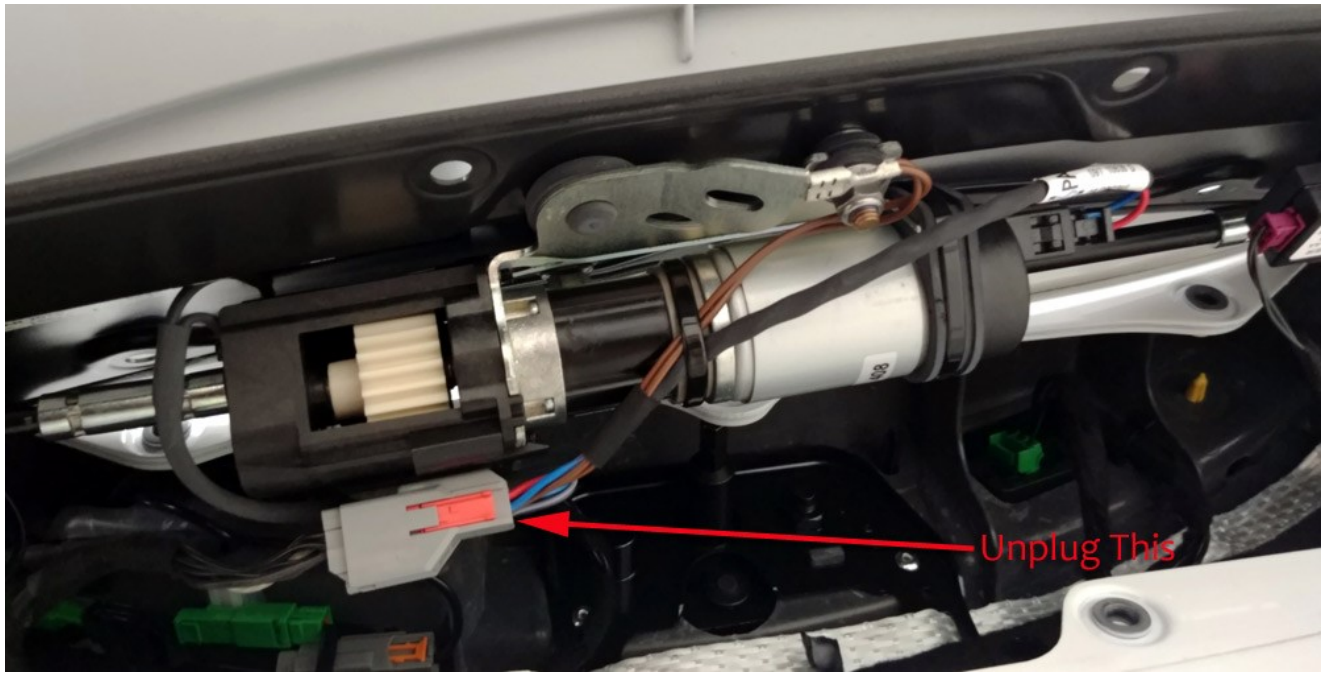
Obviously – You will need to get wing painted and cleared to match your car.

Raise OEM Wing:



Remove Plate: And unplug connectors (several)





Place several pieces from OEM and some new hardware on new mounting base and re-install:
Below are many of the parts included...







The newly painted wing mounts with 4 bolts that are installed from those vent holes (not covered yet) under the lift gate/hatch.

Bolts are under these covers:



Finished product (I painted my Leaper Gloss Black, but it is OEM):



4. **One last item to cover** as an option is the Maxton or Piecha Lip Spoiler, whether spoiler is disabled or not. These attach with 3M Molding tape to the Lift Gate. They can be painted to match, painted black, or left in the black finish they come with...





This information is provided just as a reference to help those considering options.
Do what makes you happy and what you like.