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1989-1996 Jaguar XJS convertible motor pump installation instructions

Step 1: Take note of the position of your pump in the car as well as where each of your 4 hoses connects to the manual bypass valve that sit just on top of your motor pump. This is exactly how your new pump will be mounted, and exactly how the hoses will need to be reconnected. It is recommended to place rags around your pump and hoses as some fluid may drip during this process.

Step 2: Remove your old motor pump and bypass valve. First, disconnect your convertible top motor at the electrical plug. Then, disconnect the 4 hoses from the bypass valve, leaving only what is pictured in diagram. Using a razor knife cut the 4 rubber mounting grommets at the mounting bracket to remove the motor pump and bypass valve from the car.

Step 3: Remove the manual bypass valve from your old pump. Disconnect the valve from the fittings connecting it to the pump by using a wrench to loosen fittings "A" and "B". After the valve is off the "T" style fittings can be disconnected from the pump.

Step 4: Attach manual bypass valve to new pump.

Insert provided fittings into the hose port on either side of the pump (the silver band). Performing step two in reverse, insert the "T" style fittings into the provided fittings in the hose ports, then connect the bypass valve back to the "T" fittings with the metal lines bowing out toward the reservoir can.

Step 5: Install the new motor pump with manual bypass valve. Press the mounting grommets on the new motor pump into their respective holes in the exact position of your old pump. Attach each of your four hoses to their respective place on the bypass valve. Plug in the wire harness and bleed any air out if the system (see bleeding instructions).



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How to install top cylinders and pumps

Do not use silicone brake fluid in top or window systems. Use of silicone brake fluid voids all guarantees!!! Silicone brake fluid has been known to cause system failure!

Pumps are not guaranteed if they are burned up or used excessively. Cylinders are not guaranteed against bent rods or physical damage to the tube.

Tools and supplies:

3 quarts of fluid. Cars older than 1953 use DOT-3 brake fluid. Cars 1953 and up use brake fluid or automatic transmission fluid. Cars prior to 1953 may use ATF if all new hoses have been installed. Caution- brake fluid destroys paint! A turkey baster is a great tool to fill pumps with a filler plug.

Caution: Never totally fill a reservoir with fluid. Cars with a filler plug should remain at least 25% empty. The air gap is required to prevent system damage or failure. Firewall pump reservoirs should remain 10% empty.

If you are installing just 1 cylinder, the rod on the new cylinder must be either in or out- the same as the unit remaining in the car. All cylinders are shipped with the rod retracted. To extend, put 50-60 pounds of air pressure into the bottom fitting of the cylinder to extend the rod.

You will use your motor/pump to fill the cylinders. Do not force any hydraulic parts. Forcing will damage!

1) Install all new parts in the car. Do not connect the rod ends to the top. If only 1 cylinder is being replaced, disconnect the rod of the remaining cylinder from the top. You are going to run the rods in and out without having to wrestle with the top. You are going to be „shooting blanks“.

Caution: As rods go up and down, make sure no harm comes to either the rods or to the top or top frame.

- 2) Fill the reservoir 3/4 full with fluid. Do not bother to replace the plug. Put a rag under the hole to catch overflow that will occur as system fills.
- 3) Run the pump for 10-20 seconds. You are emptying the reservoir into the cylinder. The rods will start moving as fluid fills the cylinders. One rod will always go up and down first. This is normal.
- 4) Repeat step 2 and 3 until rods have traveled all the way into or out of the cylinders. If rods are all the way out, do not run the pump too long as the cylinders are not built with stops in them. Running the pump too long will eventually pull the cylinders apart.
- 5) Run the rods all the way in and out several times. At the end of each cycle, check the fluid level. Fill as required, leaving reservoir 25% empty.
- 6) When you are no longer able to add fluid, retract the rods into the cylinders. Check the fluid level one last time filling if required but leaving the reservoir 25% empty. Put plug into reservoir.
- 7) Using the pump, run the rods out so they can be attached to the top. Bolt the rods to the top. Assuming there are no other problems, your top will now work.