

Jag Series 2 Window Wiring Explained.

This is derived from hand drawn scribbles I did many years ago, and upon request, I dug them out to assist. The mice, and spiders, beat me to it. Sprayed, and dried, and deciphered as best I could, they are a MESS, and then went to my memory, to complete the request.

The window wiring is based on my RHD Series 2 cars, and will suit the Coupe version as well, although I doubt the Coupe has switches in the rear, or maybe it does, dunno.

If you have LHD, no problems, you are a Jaguar owner, so superior in thinking to others, and will decipher the changes very easily. If there are any.

The switch layout, and therefore the wiring to and between them, is what is known as a Daisy Chain circuit. So if any, or all switches “downstream” of a specific switch are inoperable, the Daisy Chain is broken AT the last working switch.

The Drivers switch is the most used, and the most failed, in all that I have dealt with.

Sooooo, if the Drivers window works, and the others do not, 99% the issue is the Drivers switch.

The S2 switches are LUCAS, and fickle, right out of the box. Lots of aftermarket out there, and they are “rubbish” at best. OE is hard to find, and well worth the exercise. S/hand, in ALL except the Drivers switch works well also.

Colour codes are at the bottom, for those that have not memorized Jaguar wiring colours by now.

The layout:

REMEMBER, THIS FOR RHD, AND I REFUSE TO USE “DRIVERS/PASSENGER” TERMINOLOGY, ITS JUST WRONG IN SO MANY WAYS.

- 1) **Power IN** = RN colour wire. This goes to terminal #4 of the RHF switch.
- 2) This passes through that switch, via a terminal adjacent to #4, and becomes a RP colour wire, and goes to terminal #4 of the LHF switch.
- 3) This passes through that switch, via a terminal adjacent to #4, and becomes a RW colour wire, and goes to terminal #4 of the RHR switch.
- 4) This passes through that switch, via a terminal adjacent to #4, and becomes a RB colour wire, and goes to terminal #4 of the LHR switch.
- 5) This passes through that switch, via a terminal adjacent to #4, and becomes a RK colour wire, and goes to terminal #4 of the RHRR switch.
- 6) This passes through that switch, via a terminal adjacent to #4, and becomes a RIG colour wire, and goes to #4 of the LHRR switch, and STOPS.

EARTH path:

I will state this as it tracks, back to Earth.

ALL the earth wires go via terminal #3 of each switch, with another terminal adjacent to provide the pass through.

- 1) LHRR to RHRR, LG colour wire.
- 2) RHRR to LHR, GK colour wire.
- 3) LHR to RHR, GB colour wire.
- 4) RHR to LHF, GW colour wire.
- 5) LHF to RHF, GP colour wire.
- 6) RHF to a loom connector as a G wire, then a B to earth.

Switch terminal layout, they are all the same layout, there is NO specific switch for ANY specific position. Lucas kept it simple.

This is a hand drawing of the layout of the terminals on the window switch.

RHF =Right Hand Front, Console switch

LHF = Left Hand Front, console switch

RHR = Right Hand Rear, console switch

LHR =Left Hand Rear, console switch

RHRR =Right Hand Rear Rear, as in the switch in the rear of the car.

LHRR + Left Hand Rear Rear, as in the switch in the rear of the car.

Colours:

N = Brown

U = Blue

R = Red

K = Pink

P = Purple

G = Green

L = Light of any colour

S = Slate

W = White

Y = Yellow

B = Black

O = Orange



