

Jaguar Ignition Switch Cleaning.

The electrical section of this switch is now reeking havoc. It is simply age related, and the factory grease is dry and crusty.

To remove this electrical section, you will need to get under the dash, and look at the back of the switch assembly, and you will see a SMALL philips headed screw, in from the side, that holds this section to the lock assembly. This mostly at the 4 o'clock position, but I have seen them at 7, 10, 2, so just look carefully. There is only ONE screw. This can be fun A) to find, B) to remove, C) to not lose the damn thing.

Once out, and unplugged from the dash loom, take it the CLEAN work bench.

Look around the joint of the White plastic, and the Tin end cap, you will notice 3 tabs. These need to be CAREFULLY prised free of their grip on the plastic section. The 2 sections of this switch are keyed by these tabs, and it will only reassemble one way, so please pay attention, and DO NOT force things.

I suggest placing this thing inside a freezer bag, and separate it inside that bag. There is a small spring and pawl inside. It rarely flies out, but it can happen, and it will be lost forever on an open bench.

Once opened, you will see the gooey mess, and dried and crusty grease. Clean all this carefully with electrical cleaner, and a tooth brush. Once satisfied, reassemble the 2 sections, noting the keying, and you may possible have to rotate the contact plate carefully until it all drops together.

You can test the continuity prior to installing.

The wiring colour codes are:

Brown = Battery Hot.

White/Pink = Pos 1 (Accessories)

White = Pos 2 (Ignition)

White/ Yellow = Pos 3 (Start)

Refit the switch, paying attention to drive adapter, AGAIN, do not force things, just look and maybe “fiddle” it around a bit, line up that small screw hole, fit the screw, plug the loom together, and give it a try.

There are snaps below which are self explanatory.



Jaguar Ignition Switch as removed from the car.



Switch separated, showing the grubby contacts in the top section, and the grubby switch plate points in the lower section.

NOTE: This is my “spare” switch. It is from my 1985 XJS HE, and was giving issues. I had a NEW switch on hand so fitted that 20 years ago. I cannot get this switch to “behave” so it used for tutorial snaps only.

Any questions, you will find me on the Forums, ask away, always happy to help.