Lagondaforum: supplier for Lagonda wiring looms

supplier for Lagonda wiring looms

Written by Peter S30 at Jun 13, 2008 2:36 pm

Remanufactured wiring looms and prices for some Lagondas (M45, LG45, LG6, V12, DB cars). reevsy supplied this info, thank you.

Attachments:

wiring-looms.pdf (filesize: 8.83 KB)

Re: supplier for Lagonda wiring looms

Written by Colin M34 at Jun 16, 2008 6:35 am

Hi Folks,

The Autosparks lomm for the M45 is not exactly correct but good enough and if you are restoring an M45 you might like to use the attached dagram of the underside of the control box. I found this very useful.

By the way, the 16/80 and M45 both used what I call a 'half loom' -the wiring from the dash to the control box was a loom but the wiring beyound that still used armoured cable, as supplied by Paul Beck (Vintage Supplies). The LG 45 onwards used a full loom and I have rewired one of these cars. It took ages and was not an easy job, but as an electrical engineer I enjoy wiring.

Of course over the years, many cars have been rewired and so there are going to be variations and much non-originality. I feel even if someone has just paid 200,000 Euros for an M45, the wiring may not have been done particularly well or authentically.

I hope the diagrams helps.

Colin M34 (M45 owner)

Attachments:

Slide1.JPG (filesize: 87.29 KB)

Re: supplier for Lagonda wiring looms

Written by DavidLG45 at Jun 16, 2008 3:19 pm

I bought one of their looms some time ago for my LG45. After spending a long time trying to work out how it went I realised it was substantially wrong and I ended up taking it apart and remaking it to match my original loom. This did give me the opportunity to add circuits for bits i wanted to add that I hadn't thought of when I ordered the loom.

David Eldred

Re: supplier for Lagonda wiring looms

Written by Colin M34 at Jun 20, 2008 7:51 am

Thanks David for confirming my experience! I fully concur with the approach of taking an original loom and then remaking one to suit, with extra wires. For my LG 45, I also made my own loom because at least it could then be what I wanted. I used the authentic cotton covered wire from Vintage Supplies and I carefully followed the latest ISO recommended colour codes. I used a lot of heat shrink sleeving and where it could not be seen, the woven plastic wiring sleeving. I don’t really like this plastic version but it works really well, particularly when tightened with heat shrink sleeving. For a purist, one could design your own loom and then get it bound in the proper cotton material – I think Autosparks would be willing to do this. For this reason I have carefully preserved my old looms.

It was a ghastly job to rewire an LG45 and if someone wants me to do one professionally, they better have deep pockets!

Colin M34

Re: supplier for Lagonda wiring looms
Written by DavidLG45 at Jun 20, 2008 9:06 am

Hi Colin,

What I did was make a colour version of the original wiring diagram. I scanned it and used Adobe Illustrator and redrew it using the correct wire colours for each circuit on separate layers. I could then print out A3 sheets of whichever circuit or combination of circuits I wanted. It took ages but it did make the task much easier. I made the new loom as the original where it varied from the diagram.
I have now got the loom how I want - and as original as possible. I have to confess i went for plastic covered wire as none of it will be visible (unless you peer behind the dashboard).
I too went for lots of heat shrink and have some of the woven plastic wiring sleeving (I think you have the same stuff - expandable and frays a lot at the ends?).
I've not yet done the final covering and am not sure I like the woven plastic. I was told by a restorer that Autosparks will put the cotton covering on for you, confirming your comment. Will probably do that but maybe only a partial cover as its going to get wet/dirty along the chassis and be hard to clean, is it not?

Do you still have the LG45?

David Eldred

Re: supplier for Lagonda wiring looms
Written by Colin M34 at Jun 20, 2008 2:52 pm

Sounds like we both had the same experience!

I do not still have the LG45, which was a pillarless saloon. I swapped it for my current M45 with member S 68,who still has it. At least it remains asa saloon and has not been broken up to make another boy racer or fake Rapide.

Colin M34

Re: supplier for Lagonda wiring looms
Written by DavidLG45 at Jul 07, 2008 11:03 am

Further to previous comments Autosparks (http://www.autosparks.co.uk/) are now advertising on their website that they will braid your old loom or a new one you have made up. Cost is £1.45 per foot plus return postage and VAT.

Any existing braid must be removed before sending to them and all wires need to be taped and an indication of where to start and stop the braid.

I plan to cover the parts that go along the chassis rails with something more waterproof and easier to clean and they say they are happy to do a partial braid - the only limitation is they can't braid single wires. Not sure why but can't see a problem.

David

Re: supplier for Lagonda wiring looms
Written by Dick Jones at Jul 29, 2008 10:40 pm

Nice website Colin.

With reference to your layout of the M45 Control Box please be aware that this is only one version so it is very specific.

The looms for the M45, LGs and V12s that Autosparks supply are the ones I designed for VC many years ago and there are several flavours. Roger will modify them to your own specification if you ask him nicely.

Best Wishes.

Re: supplier for Lagonda wiring looms

Written by Colin M34 at Aug 04, 2008 10:49 pm

Hi Dick,

You are right!

I did the diagram for my own use when I wired my M45, and was very aware that different configurations and versions of accessories were used on the same model. That's why I did it.

It is really useful to know that if asked, Autosparks will modify a standard loom.

Colin M34

Re: supplier for Lagonda wiring looms

Written by Dick Jones at Aug 26, 2008 9:56 am

Wrt to David's comments we also used plastic wires when adding additional circuits on V12s and LGs, the main reason being the restriction with chassis and bulkhead holes. I was never in favour of enlarging the holes and always kept the correct rubber grommets and clips. This was also a problem especially in the Jaguar fraternity according to Roger.

Replacement was always the best policy despite numerous requests to 'cut off the broken ends' and add a piece on...

On the cotton braiding considering it was a £1 per foot 20 years ago so that's not bad.
