

# TVR



## TVR 3000S

### Wiring Diagrams

These wiring diagrams were drawn during the restoration of my 1979 3000S (chassis number 4712FM) between 2010 and 2014 with the scope of recording the original connections of the electrical circuits. I had owned the car since 1980 so I am fairly confident that this represents how it left the factory (except where noted on each sheet).

Other M-series models may differ from these diagrams so use them as a basis for fault-finding at your own risk. Always ask for expert advice if you are unsure of any aspect of your car's electrical system.

The car was then completely re-wired during the restoration using additional fuses and relays (and coloured wires!) and these schematics are available separately.

# Index

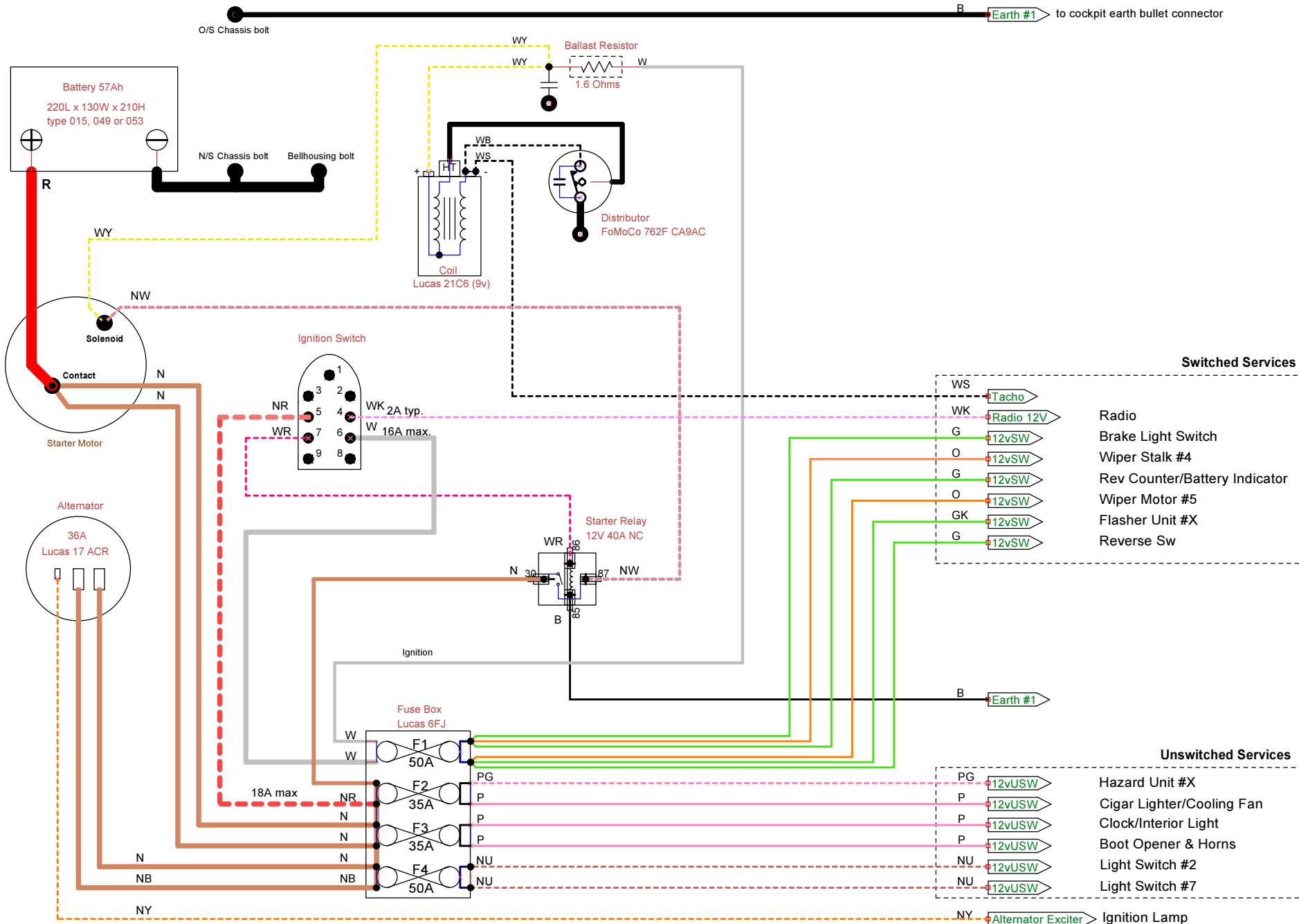
The circuits have been divided into functional groups to make each system easier to understand. The diagrams attempt to follow the physical layout of the circuits rather than just the electrical connections, hopefully making it easier to chase each circuit.

Each functional group prints out on an A4 sheet as follows:-

<i>Sheet 1</i>	12V Distribution	Battery, Starter Motor and Relay, Alternator, Fuse Box, Ignition Switch, Coil, Distributor & Ballast Resistor
<i>Sheet 2</i>	Lighting Circuits	Main, Dip, Side, Brake, Reverse, Indicators, Panel and Warning Lamps
<i>Sheet 3</i>	Column Switches	Ignition Switch, Lighting Switch and Wiper Switch
<i>Sheet 4</i>	Dashboard	Gauges, Clock, Tacho, Speedo, Voltage Regulator, Heater Control and Warning Lamps
<i>Sheet 5</i>	Switch Panel	Cigar Lighter, Light Switch, Hazard Switch, Dimmer
<i>Sheet 6</i>	Radio System	Radio, Speakers and Electric Aerial
<i>Sheet 7</i>	Wiper & Door Sw.	Wiper, Washer, Door Switches and Interior Light
<i>Sheet 8</i>	Ancillaries	Boot Opener, Boot Earthing, Fuel Gauge, Temp Gauge, Heater Blower, Cooling Fan, Horns, Brake Warning Lamp, Screen Washer

Colours shown are in accordance with BS-AU7 but may differ from the coloured sleeves used originally by TVR.

Standard thickness lines (e.g. — ) denote low current-carrying requirement so that 32/0.2 wire would be fine. Thicker lines (e.g. ——— ) denote medium current circuits requiring at least 28/0.3 whilst the thickest lines (e.g. ————— ) denote high current circuits requiring at least 44/0.3. Dotted lines (e.g. - - - ) are used to denote wires with a coloured stripe with the first letter denoting the main colour and the second letter denoting the stripe colour.

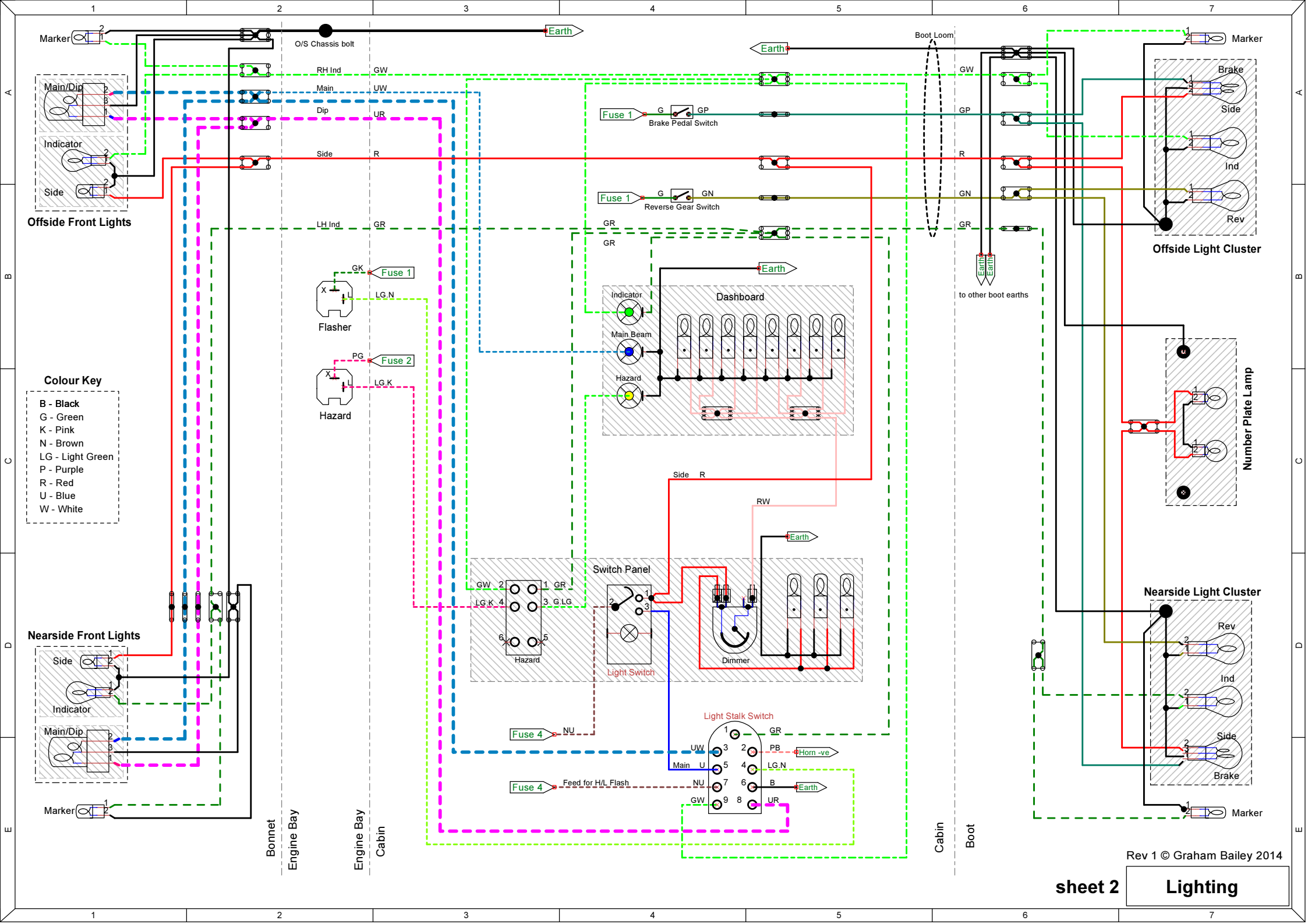


**Colour Key**

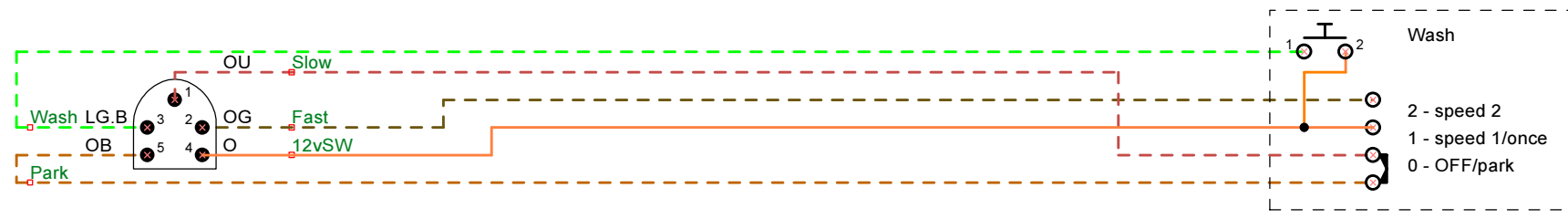
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The fusebox layout differs from that shown in the 3000M handbook (from chassis nr 3668) which shows the light circuits not fused and fuse F4 feeding the Radio (2A fuse)  
 The layout shown here is as my car left the factory with the following provisos:-  
 - the circuits fed from F1 are correct but they may not all have been connected directly to the fusebox terminal i.e. joined via bullet connectors elsewhere in the car  
 - the circuits fed from F2 and F3 are correct but may have been connected to F3 rather than F2 and vice versa

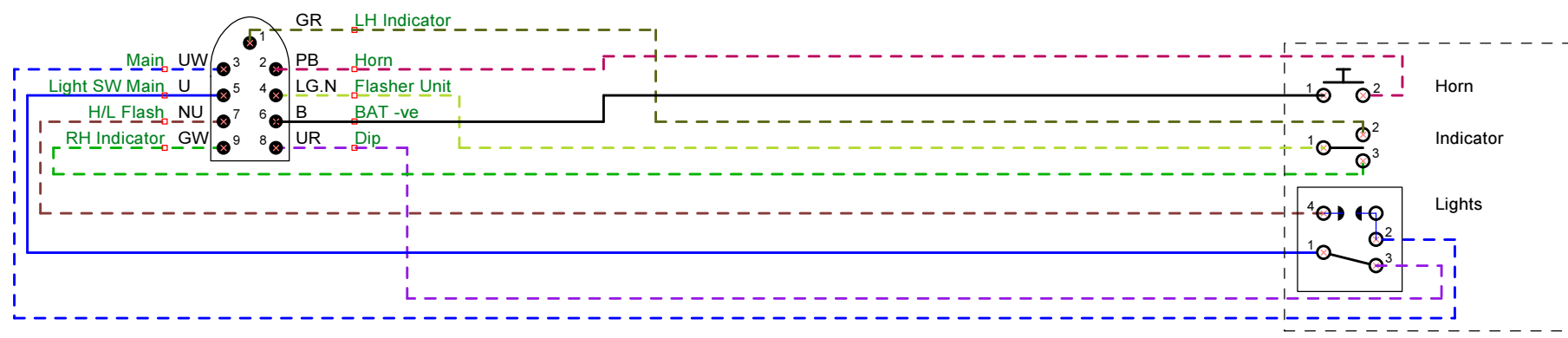
Rev 1 © Graham Bailey 2014



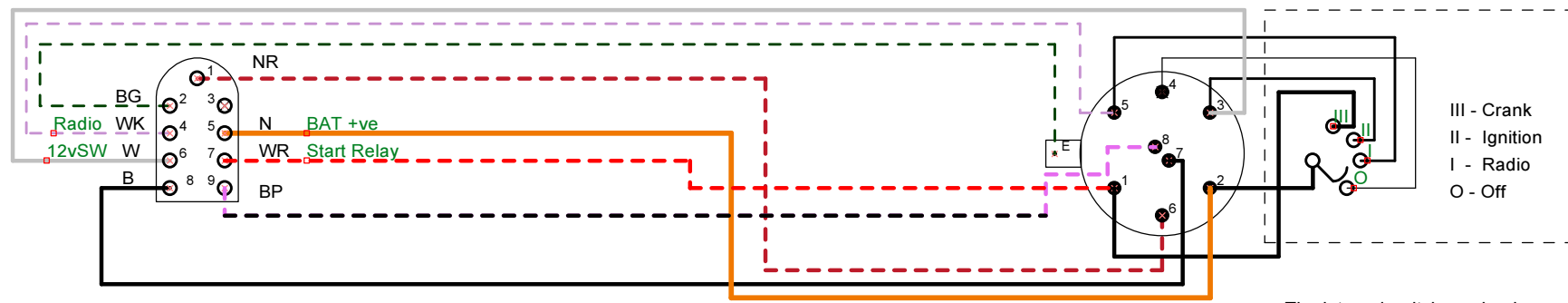
Rev 1 © Graham Bailey 2014



**Right Hand Stalk**  
Spitfire late 1500



**Left Hand Stalk**  
Spitfire late 1500

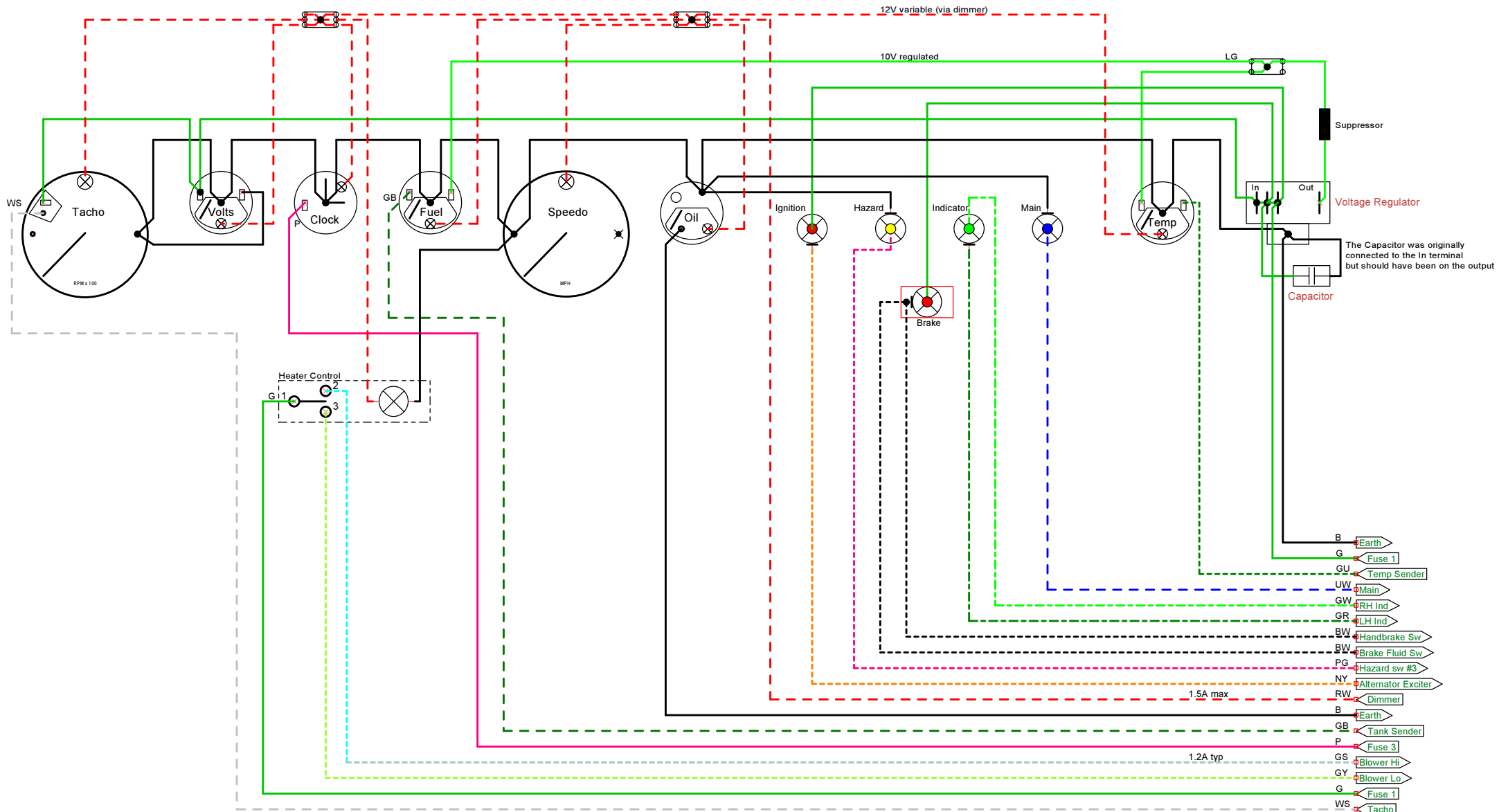


**Ignition Switch**  
Spitfire late 1500  
Rimmer 218959

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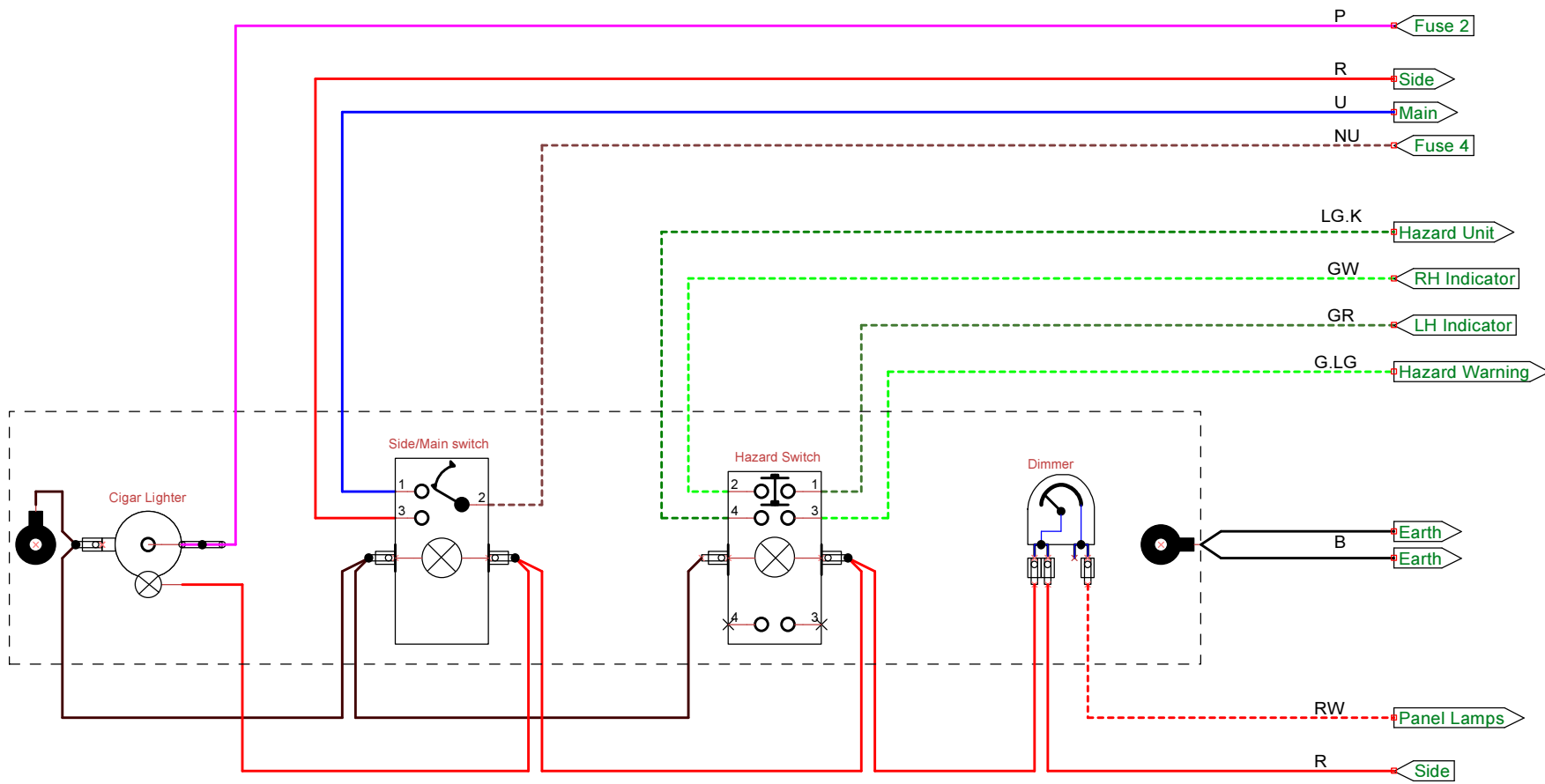
There are 8 wires from the ignition switch to the connector but only 4 are used by TVR on UK spec cars  
Thus the mating connector for the vehicle loom only has wires connected to pins 4, 5, 6 & 7

The internal switch mechanism connects pin #2 to the other pins as follows:-  
III - #2 => #3 & #1  
II - #2 => #5 & #3  
I - #2 => #5  
O - #2 => #4



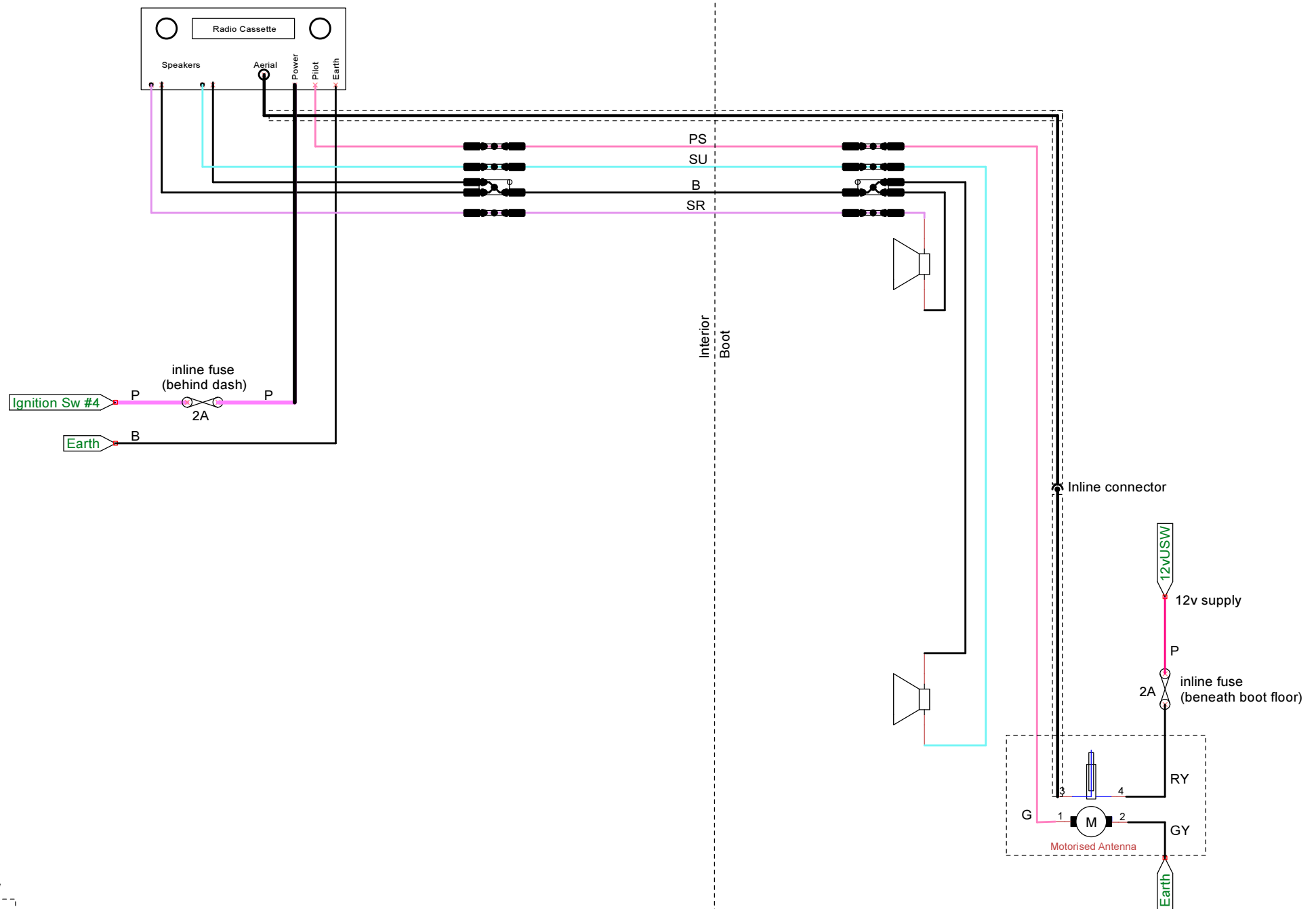
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**Colour Key**

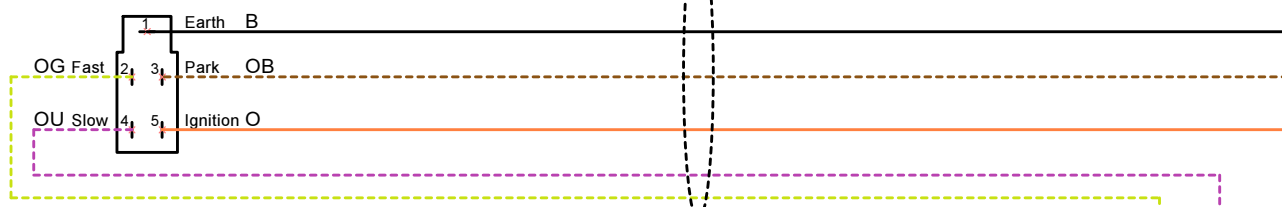
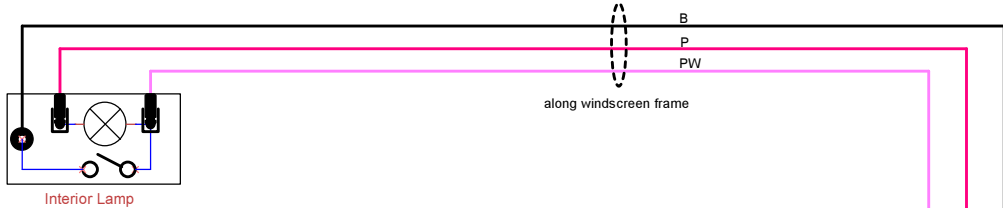
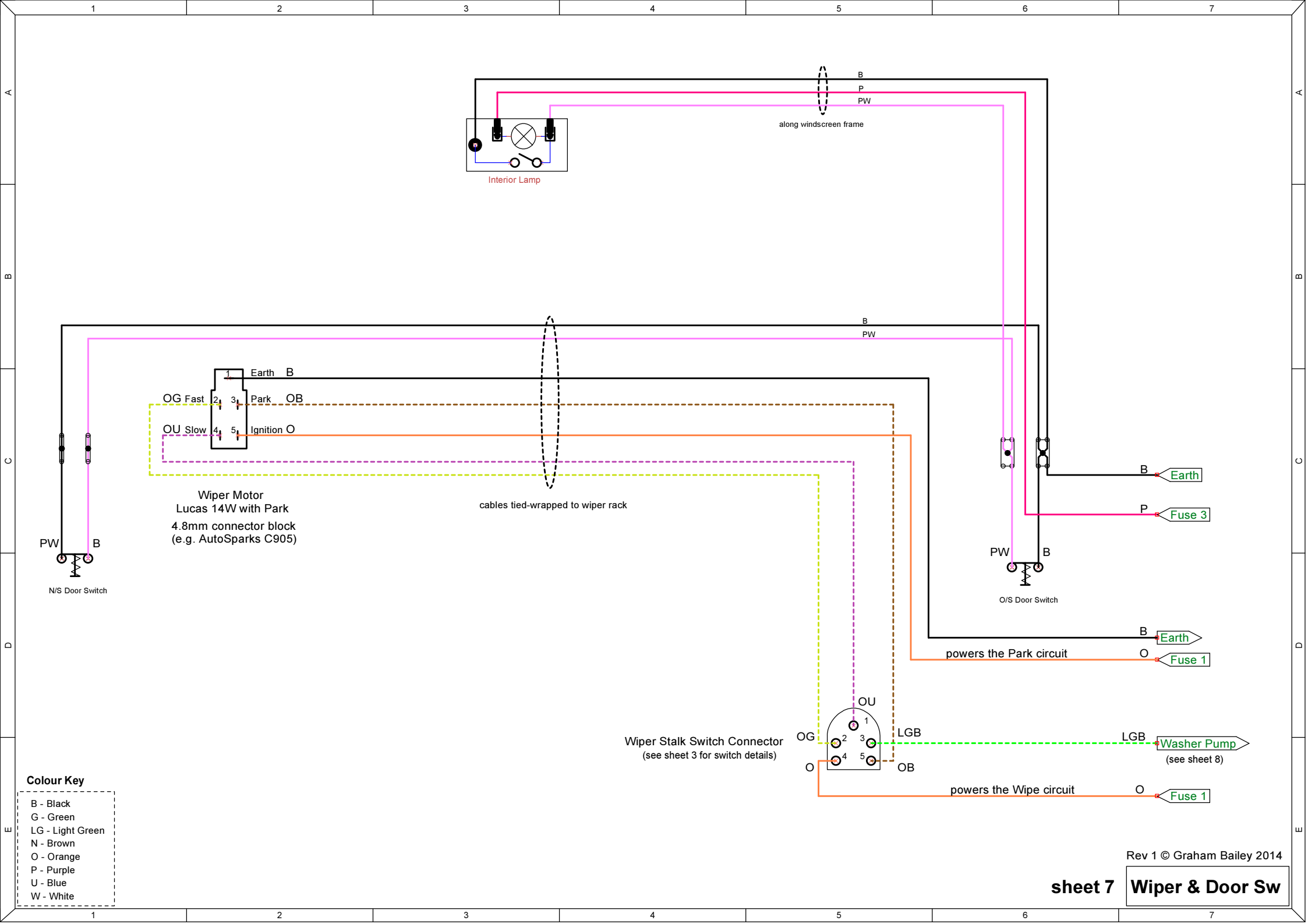
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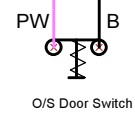
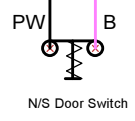
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Wiper Motor  
Lucas 14W with Park  
4.8mm connector block  
(e.g. AutoSparks C905)

cables tied-wrapped to wiper rack



B Earth

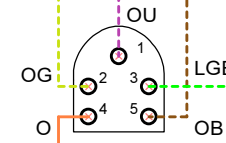
P Fuse 3

B Earth

O Fuse 1

powers the Park circuit

Wiper Stalk Switch Connector  
(see sheet 3 for switch details)

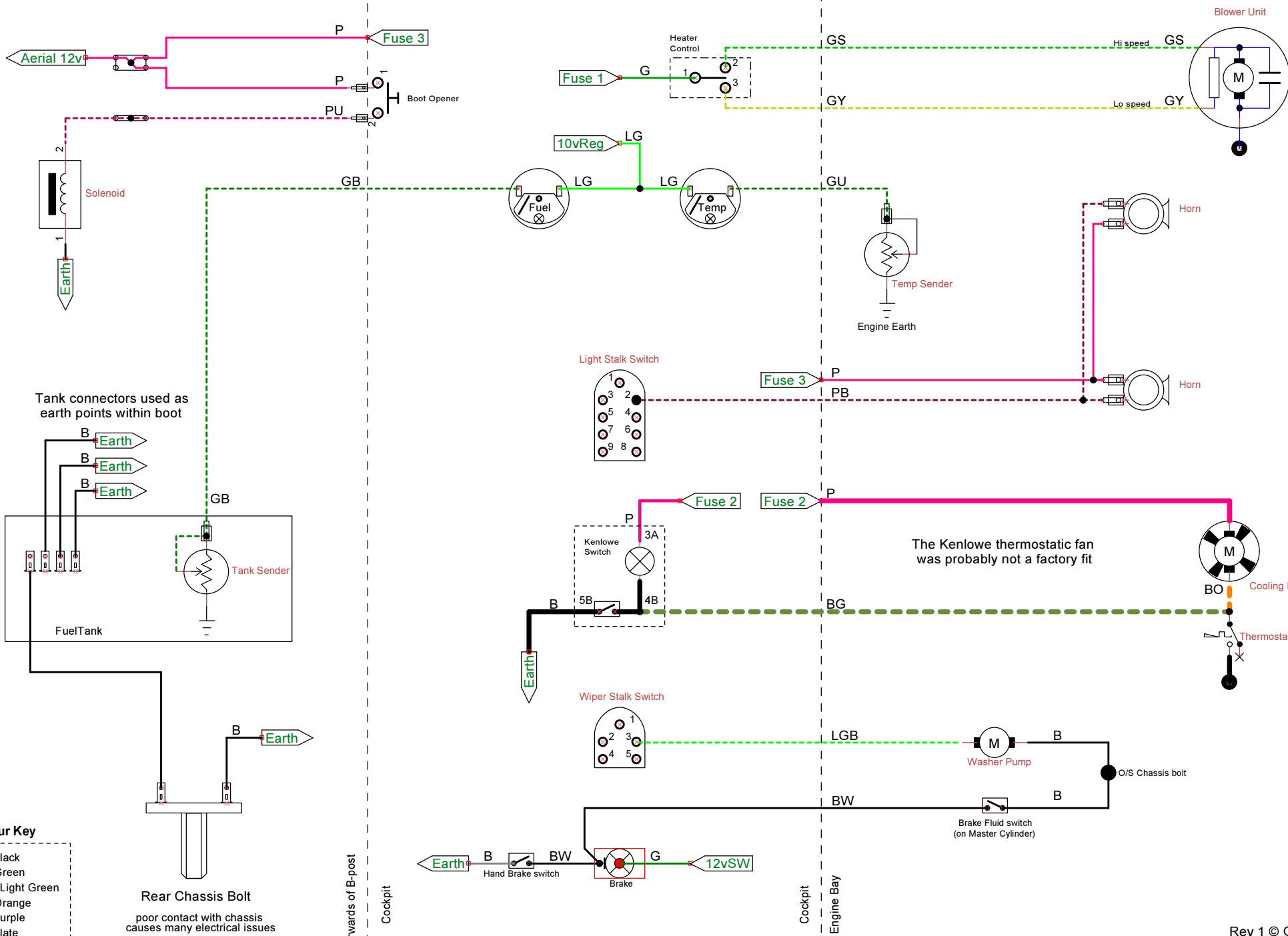


LGB Washer Pump  
(see sheet 8)

O Fuse 1

powers the Wipe circuit

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**Rear Chassis Bolt**  
poor contact with chassis causes many electrical issues