

Gen 2 Seat Heating to Gen1 Car Wiring

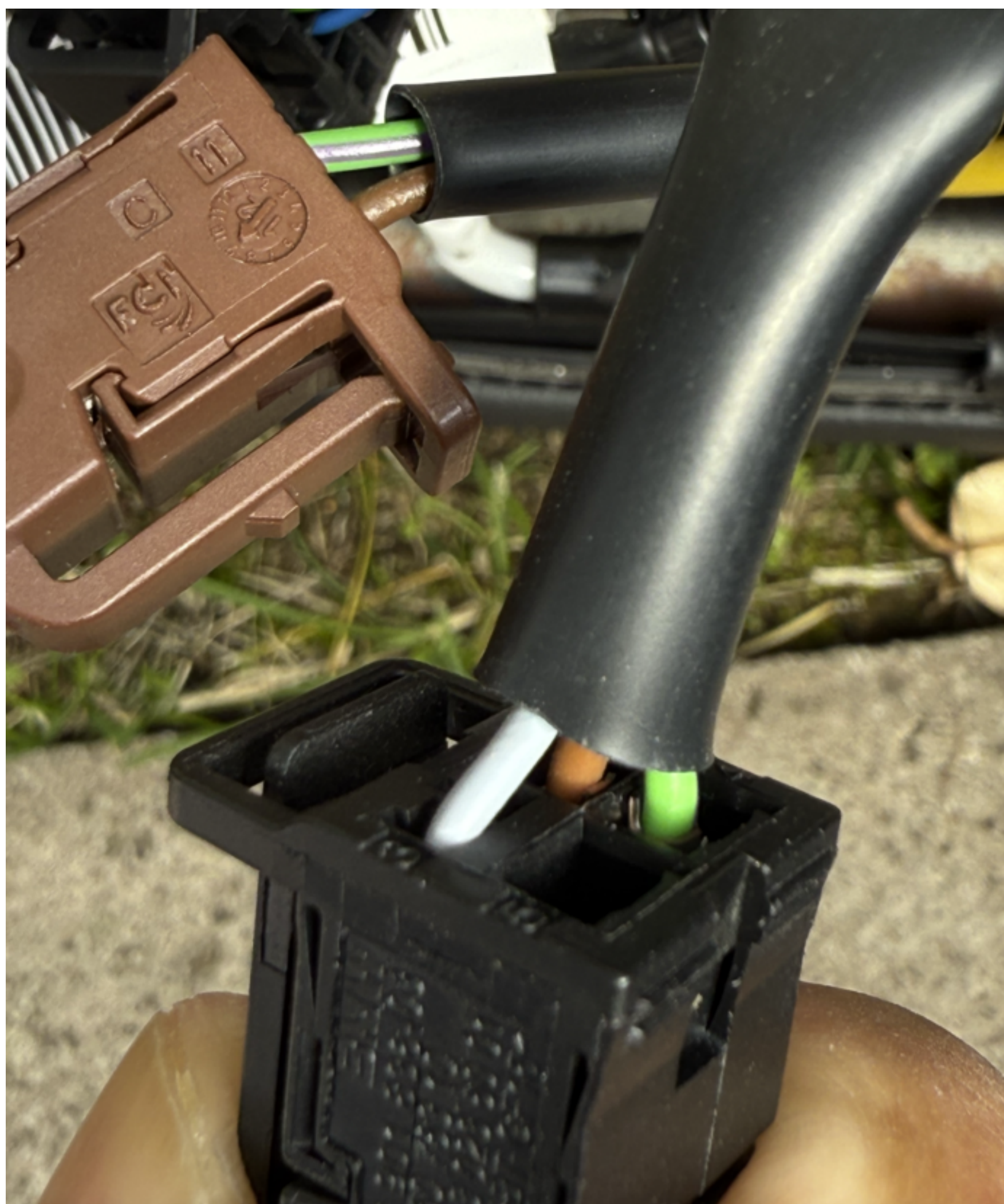
Gen 2 Wiring



This is the Gen 2 seat heater control module, found on the underside of the seat. It is built into the seat on the Gen 2 cars, and built into the button module on the Gen 1's.

There are three connectors. Two black. One brown. We need to adapt the smaller black connector and also the brown one. These are the two connectors that go directly to the seat heating pads embedded in the seat.

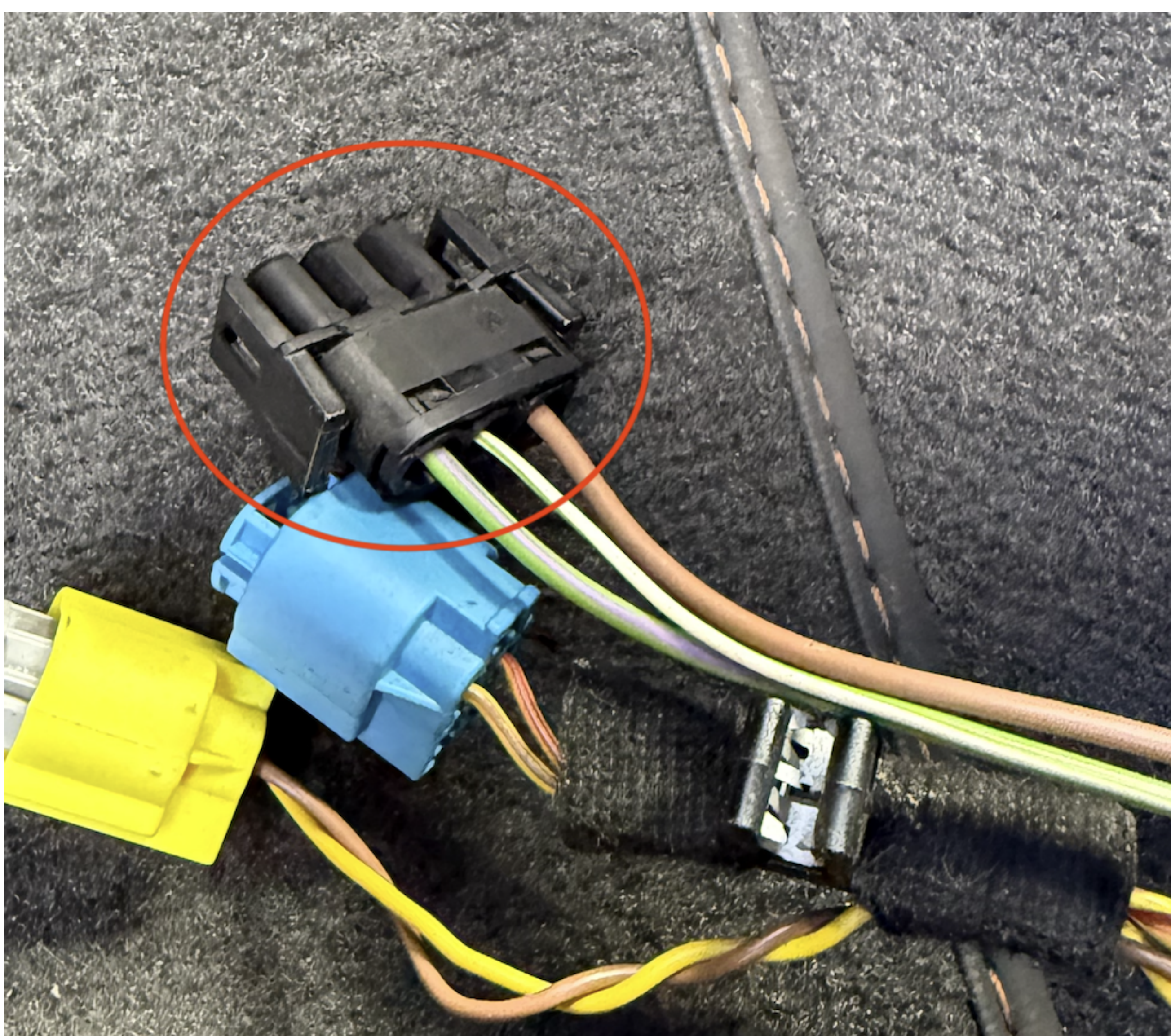
The larger black connector and its wiring can be removed from the seat. Either discard it or put it away for safe keeping in case you plan to sell the seats on in the future and want to restore it back to Gen 2 wiring.



When the seat heater module has been removed from the Gen 2 seat, these are the two important connectors that we need to adapt. How you adapt them is up to you. You may wish to find the matching opposite connectors for the Gen 1 and Gen 2 wiring so that you can make a harness, or you can simply cut the connectors off for soldering.

If you don't want to build a harness or solder, you can consider Wago connectors. That might be a controversial suggestion, but if they're good enough for wiring the 240v mains on your house, then they're good enough to wire up a seat heater - in my humble opinion.

Gen 1 Wiring



This is the connector coming from the car. It's the black connector, circled in red. Nice and simple, eh?

If you want to avoid modifying the wiring on your car, you can leave this stock and easily create a harness by buying the opposite connector. If you're discarding your original Gen 1 seats then ideally you can just cut the opposite connector from your old seat (be sure to leave a few inches of cable to work with!).

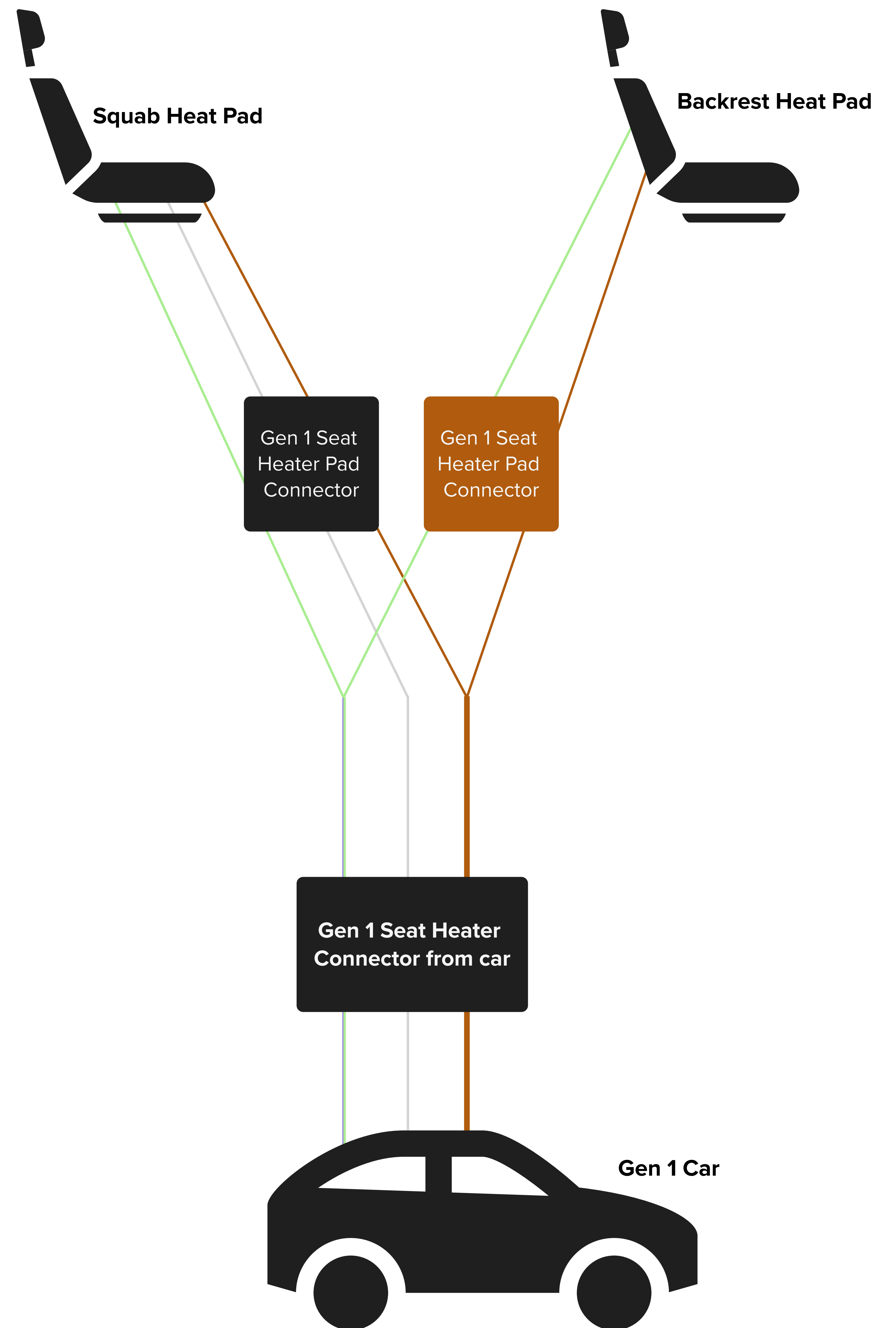
Alternatively, I found that an L322 Range Rover's heater blower fan motor (part number: 9461252017) uses the same connector and gauge wiring. They can be found on eBay for as little as £8 each.

NOTE: The cable colours are used differently on the L322 motor, so don't just colour match the cables or you're going to have a bad time with your electrics. Pay attention to the orientation of the connectors to match the cables up, they only allow one orientation - don't get tunnel vision due to the cables being different colours!

How to connect the Gen 1 and Gen 2 cables together

I'm not going to give a straight how-to here as your approach may differ slightly, depending on how exactly you plan to adapt the cables.

Here's a diagram to show you how the cables need to match up. *How you connect the wires together is up to you.*



Obligatory Disclaimer

I take no responsibility for any damage that you do to your car, and cannot be held liable for it. This worked for me, and I'm simply sharing the knowledge for others who might want to do the same.