

Rover Mini Central Locking Installation Instructions

DISCONNECT THE BATTERY BEFORE STARTING THE INSTALLATION.

INSTALLATION

The following instructions and photographs are for the right hand door and should be repeated on the opposite door. Reverse the templates on the passengers door.

REMOVE THE DOOR TRIMS. Unscrew the door handle and window winder handle (1 screw). Remove the grab handle (2 screws). Pull off the lock button surround (plastic clips) and then carefully unclip the trim panel (plastic clips)

DRILL HOLES IN THE PILLAR AND DOOR FOR CABLES. Drill a 14mm hole in the pillar just below the pin switch and another in the leading edge of the door frame just below the hinge. To gain access to drill remove the check strap clevis pin and open the door to its full extent. Paint and rustproof these holes. These holes should be offset so that the cable will not fold and fracture over time. Check for clearance behind before drilling, particularly for the window channel in the door.

EXAMINE THE KIT. The operating parts are bagged separately and you should select the bag for the drivers door. (R.H.D.) Identify the parts shown in photograph 1.

DRILL THE MOUNTING HOLES FOR THE PIVOT STRIP. Cut out the paper template for the pivot strip and carefully align it as shown in photograph 2. Drill 9 mm diameter holes at position „A“ and „B“. Whilst drilling place a piece of wood (or similar solid material) in the door to prevent the outer skin from being damaged by the drill bit.

FIT THE ASSEMBLY. Position the assembly as shown in photograph 3. Note that the assembly's operating lever rests in front of the factory locking lever. Bolt the pivot strip in place the correct way up.

DRILL THE MOUNTING HOLES FOR THE ACTUATOR. Cut out the paper template for the actuator and carefully align it as shown in photograph 2. Drill 6 mm holes at position „C“ and „D“. Whilst drilling place a piece of wood (or similar solid material) in the door to prevent the outer skin from being damaged by the drill bit.

LIMORA
Erhalten, was bewegt.

Limora Zentrallager
Industriepark Nord 21
D - 53567 Buchholz
Tel: +49 (0) 26 83 - 97 99 0
E-Mail: Limora@Limora.com
Internet: www.Limora.com

FIT THE ACTUATOR. The actuator fits in the door with the motor part facing upwards and the spacers pointing towards you (see photo 1). Hook it onto the connecting rod and then attach it to the door using the self tapping screws. Do not overtighten these screws and do not use a powered screwdriver

DRILL AND BOLT THE CONNECTION TO THE CARS LOCK. Make sure that the door is unlocked and that the locking arm is pushed fully towards the front of the car. Fully extend the actuator piston towards the rear of the car.

The small hole on the operating lever should now align with the factory locking lever at approximately the point where it bends into the door. The operating lever should be parallel with the pivot strip. Drill a 3.2mm hole into the factory locking lever through the aligning hole. Bolt the two together using the small bolt, washers and lock nut provided.

REPEAT THE INSTALLATION IN THE OPPOSITE DOOR. Reverse the templates and install the passenger door as a mirror image of the drivers door.

RUN THE CABLES AND FIT THE MODULE

Mount the keyless entry control module behind the instrument pod. Refer to its instructions for installation details and wiring.

Run the two core door lock motor harness into each door fitting the grommets as needed. Cable tie all wires away from any parts that will move when the vehicle is in use.

Connect the actuators to the two core cable. Connect the motors blue wire to the harness blue wire. Connect the motors red wire to the harness brown wire.

TESTING

Carefully check all connections and cable runs. Particularly be sure that all wires are secured in place and will not rub or catch on any moving parts such as the Redals, window mechanism and door hinge.

Release the door catches by pulling the inner door handle. Remove the ignition keys from the car and close the doors. Now re-connect the battery. Both doors should now lock and unlock using the remote key fob.

FAULT FINDING

Check all wiring again and that no fuse has blown. If a fuse has failed you check for the cause before replacing the fuse.

Check that the pivot arm is not over tightened and causing the system to bind. Remember that the doors must be closed for everything to function.

If the door lock motors lock when you press 'unlock' on the remote key, and unlock when you press 'lock' you should reverse the connection of the green wire and yellow wire from the keyless entry module.

MINI WIRING DETAILS

Wiring varied in complexity from the earliest cars to the last. However you should be able to find these wires on most Minis.

12 Volt Positive Permanent Power.

This is a BROWN wire found at the ignition switch and steering column. This is typically not fused. Connections to this wire must have a line fuse fitted.

12 Volt Positive only when Ignition ON

These are GREEN wires found at the fusebox.

Indicator Wires, found at the steering column.

Left hand lights, GREEN with WHITE STRIPE

Right hand lights, GREEN with RED STRIPE

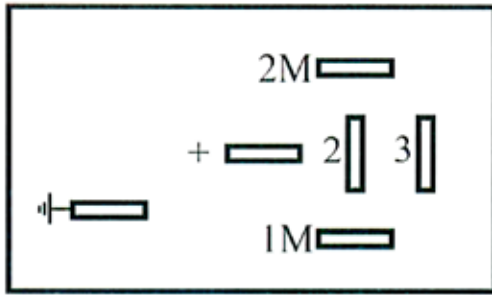
Courtesy Lamp Pin Switch Wires Test these switches are properly earthed and do work.

PURPLE with WHITE STRIPE, run from the switches to the light. Earths Usually a SOLID BLACK wire.

Earths Usually a black wire

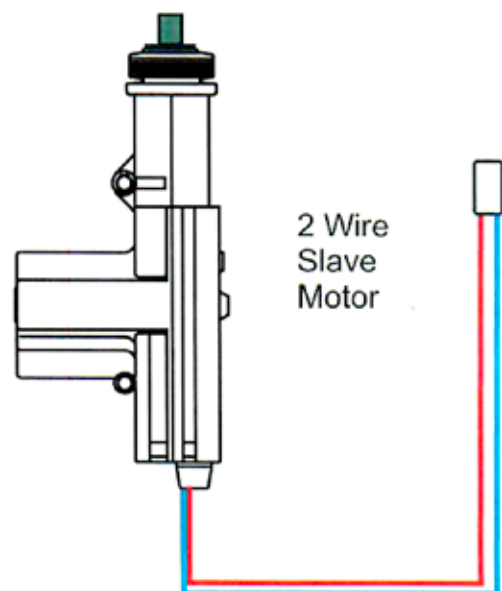
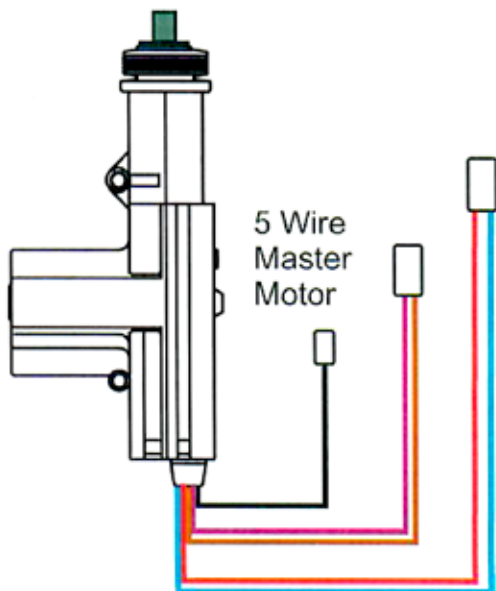
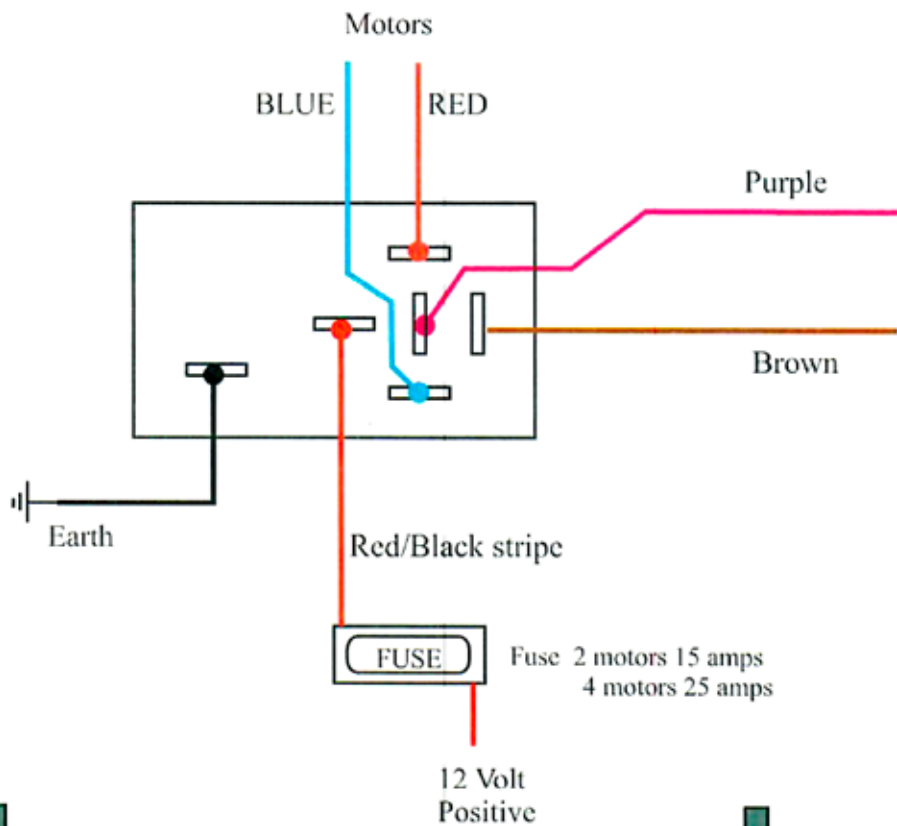
Power Lock Control Relay Wiring Instructions

Wolf Part W120
MES 98031 Blue relay module

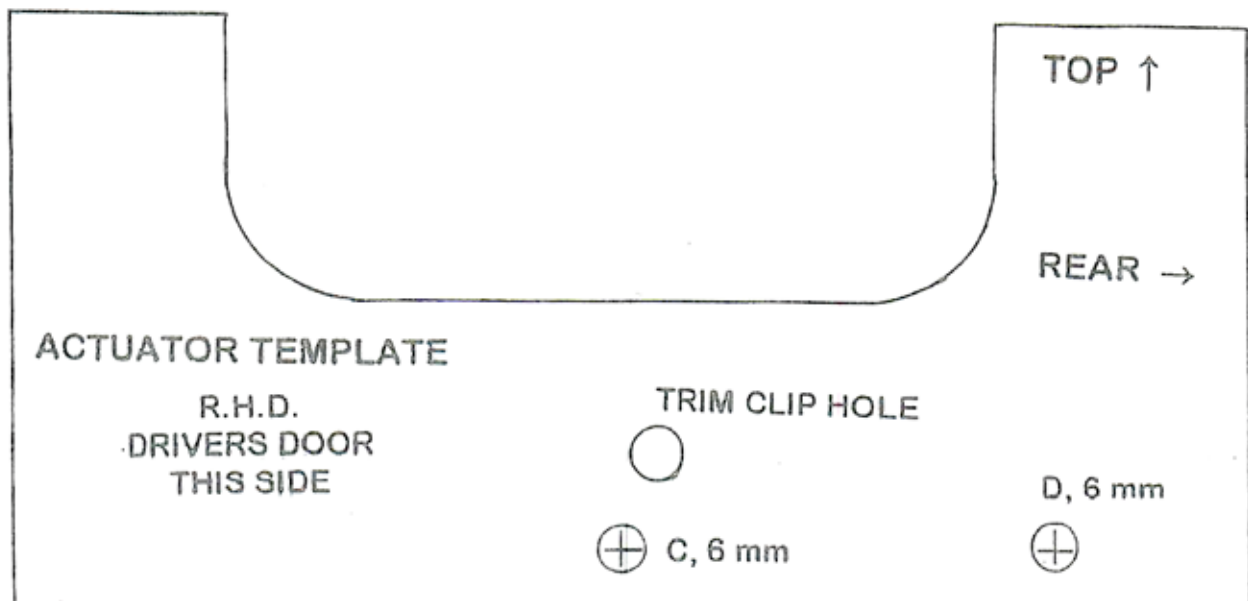


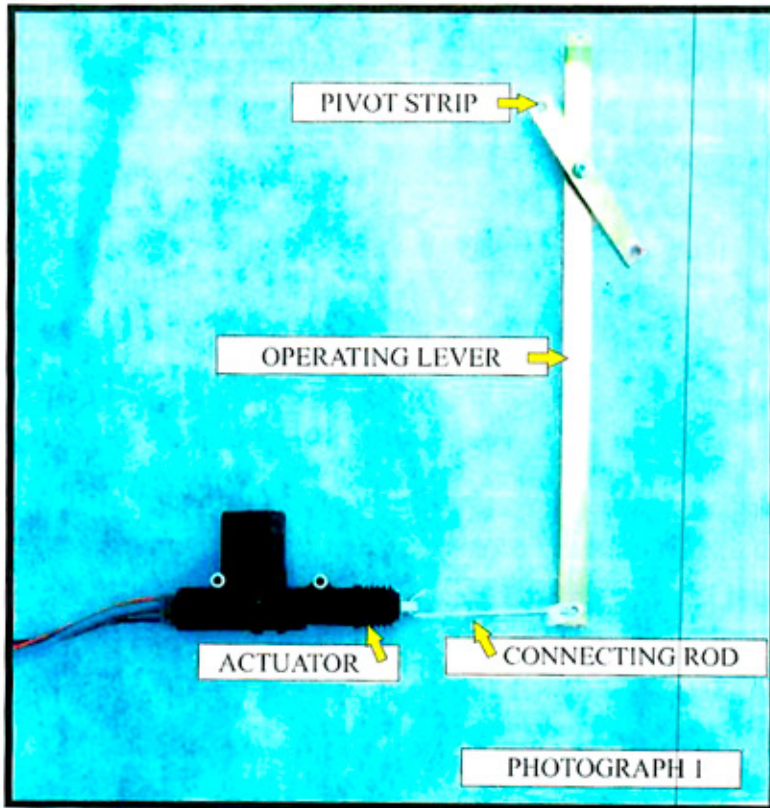
- + 12 Volt Positive
- ⊥ Earth / Ground
- 2M** Motor - Red Wire
- 1M** Motor - Blue Wire
- 2** Negative trigger to retract motor
- 3** Negative Trigger to extend motor

In this configuration the module gives a positive output pulse to the red and negative to blue to extend motor



Rover Mini Central Locking Templates





Rover Mini Central Locking Photographs

