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### Fitting central locking to an MGBGTV8

Martin Ashby (Bracken 1346) from Coventry says after owning many modern cars all fitted with remote central locking, he decided to retro fit remote central locking to his MGBGTV8. He had fitted the same style of kit to other classic cars he had owned including a previous MGB with great success. Here he describes the kit you will need to get and how to carry out the conversion. (Feb 11)

First a Universal Remote Central Locking kit must be sourced. A quick search on the Internet will bring up a number of different kits from about £25. They should come with everything needed to fit to your car, except for maybe a couple of scotch lock connectors. It is not essential that a 2 door kit is used, as a 4 door kit is easier to source and then you just leave off the 2 rear actuators then cut off the rear wiring loom if desired.

I selected a Universal Kit from HAWK although I have also used a MICROSCAN kit in the past. The kits were almost identical and fitting was exactly the same procedure.



Fig.1. Hawk Remote locking kit

#### Installation

The first thing to do is to disconnect the batteries then carefully remove both door casings to gain access to the inner door area, taking care not to damage any fixings. Next the lock rod linking the internal door lock to the lock mechanism needs to be located. This can be found by operating the door lock to see which rod moves as there are two - the second lower rod is for the internal release lever. Once the locking rod has been located, the actuator motor will need to be fixed to the door so that it is exactly parallel to it and below the release rod. (See Fig.2 & 3). It is important to note that the driver side actuator will have 5 wires but the passenger side will often only have 2 wires. It is essential to fit these correctly. A good tip for positioning the actuator is to hold it against the door, parallel to the lock rod then mark the fixing screw holes with a bradawl.

The next step is to connect the actuator to the locking rod. To do this measure the distance in height between the lock rod and the centre of the actuator pin. A metal link rod (supplied with the kit) will then need to be bent into an L shape with the vertical section the height difference measured and the horizontal section about 50mm long. (See Fig.4 right)

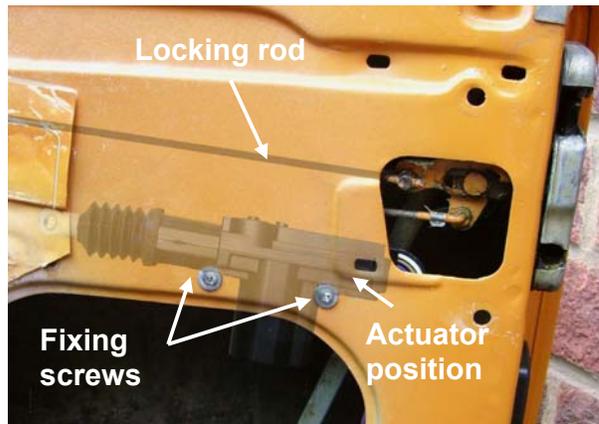


Fig.2. Actuator and Locking rod positions

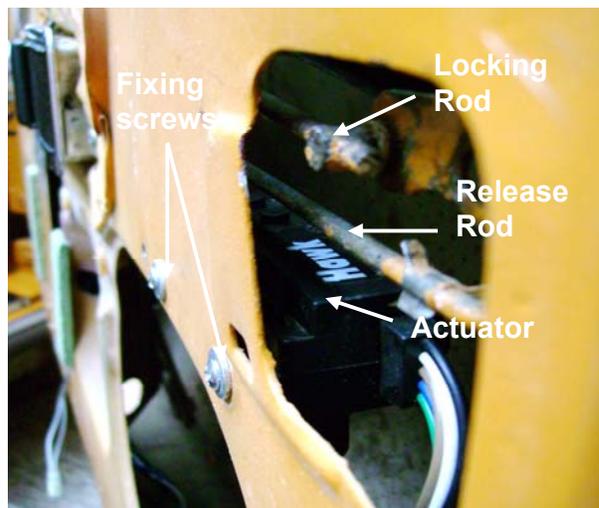


Fig.3. Door internal showing actuator position

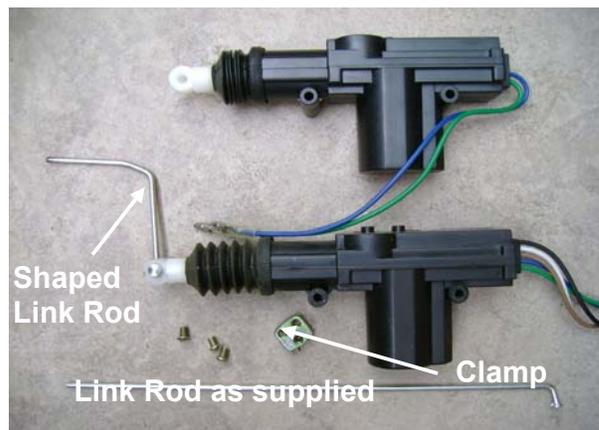


Fig.4. Picture showing Link rods

Fit the link rod to the actuator as shown in Fig.4 above. The link rod and locking rod are now ready to connect together. To set the correct location of the link rod and clamp, set the actuator to its mid position and also set the internal lock lever to its mid position. The link rod can then be connected to the lock rod with the clamp provided. (See Fig.5). Small hands are needed as space is very tight inside the door! Operate the lock manually to ensure that the clamp does not foul any window mechanism. Repeat this process on the opposite door

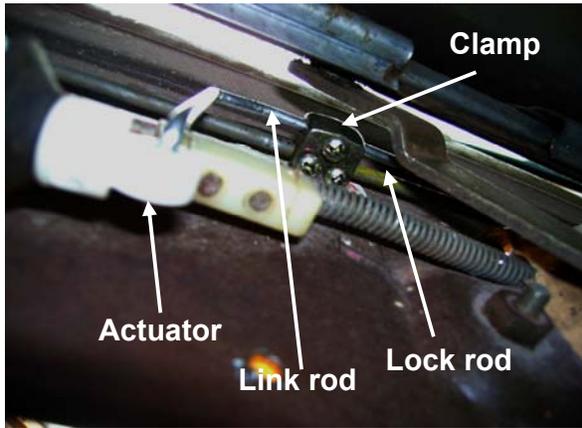


Fig.5. Actuator connected to lock rod (inside of door)

before moving on to the wiring stage.

### Wiring

Wiring the central locking is relatively simple and a neat and professional installation should be possible. Before starting the wiring, both front footwell side trims will need to be removed to enable the wiring to be fed through to the doors. Next a suitable mounting location for the control module is needed. I mounted this behind the radio console using the supplied double sided sticky pad. This is a convenient location for connecting to the existing wiring loom and is a dry safe area.

To enable the wiring to be routed through from the door to the a-pillar, three holes (approximately 10mm) will need to be drilled per side, one in the door, one in the a-pillar and another behind the side trim panel. On my car these holes were already present as it has previously been fitted with speakers in the doors. The holes on the door and a-pillar will need to be offset by about 60mm in height to allow the wiring to bend when the door is opened and closed. Suitable rubber grommets with a small hole in will be needed for each hole to protect the wiring. (See Fig.6 & 7)

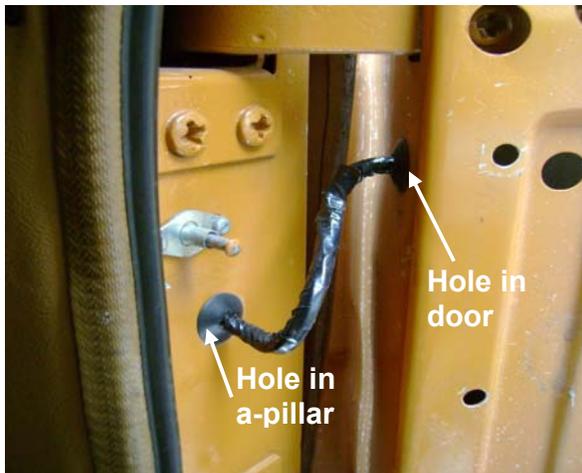


Fig.6. Wiring routed through a-pillar

Routing the wiring harness must be started from the control module as this is where the harness splits for each door. The wiring should pass along the cross car beam behind the fascia and secured with tape or ties. The

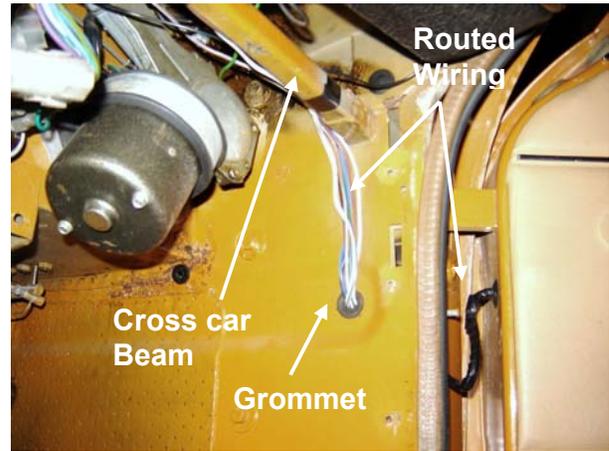


Fig.7. Wiring routed along cross car beam through side panel

wiring is then fed behind the side footwell panels removed previously and through the rubber grommets as shown in Fig. 6 & 7.

The wiring should then be wrapped with insulating tape to protect from damage and to look tidy. Inside the door, connect each actuator to the harness and fix wiring away from any window winding mechanisms. Repeat this wiring process on the opposite door.

There are only two wires to connect to the existing car wiring, a permanent live feed and an earth connection. The cigarette lighter is a convenient source for the live feed and any existing earth connection behind the dash can be used. A Scotch Lock connector was used to connect to the live feed from the cigarette lighter and a ring connector crimped to the earth wire allowing connection to an existing earth point. The multi-plug connector on the central locking harness can now be connected to the control module before finally reconnecting the batteries ready for testing.

### Testing

Make sure both doors are shut prior to operating. Press the Lock Button on the remote and make sure that both door locks operate. If either of the door locks does not operate correctly, they will need adjusting. This is probably just the positioning of a link rod and clamp that will need adjusting. Slacken the clamp and move it along the locking rod slightly and retighten. Recheck the operation. If both locks work perfectly the door casings and footwell trims can be refitted and any wiring tidied up. Fitting should be achievable by most competent DIY owners although an understanding of the MGB locking system is useful. It should take less than a day to install.

