

PREPARATION

Note: It is recommended that the battery be disconnected whilst the installation is being made. Please refer to the vehicle's handbook for instructions.

- 1) Read these instructions fully and examine and identify the components of the kit.
- 2) If also fitting our central locking kit you should fit the power window mechanisms first.
- 3) Remove the window winder handles and door trim panels.

REMOVE THE MANUAL MECHANISMS

- 4) Using a 7/16" spanner or socket loosen bolts 1, 2, 3, 4, 5, 6, and 7 shown in photograph 1.
- 5) Support the glass and remove the bolts. Now push the hexagonal drive into the door and pull the entire mechanism towards the rear of the door. The mechanism will slide off the runners on the bottom of the glass and can be removed through the larger access hole.
- 6) Wedge the glass in place at the top of the door and secure with masking tape if needed.

DRILL THE MOUNTING HOLE

- 7) Cut out the paper template and precisely stick it in place as shown in photograph 2.
- 8) Drill a 7mm diameter hole at point "9". We recommend placing a piece of wood behind the panel whilst drilling to protect the outer skin.
- 9) If you are also installing the central locking kit now is a good time to drill the 6mm hole at point "10" and 5mm holes at points "11" and "12".
- 10) Paint or rustproof these holes.

INSTALL THE ELECTRIC MECHANISM

- 11) Remove the fitting bolts from the mounting plate. Note that the bolt in position "5" is shorter than the others and must later be refitted in the same place.
- 12) Note the position of the slider on the mechanism and then remove it.
- 13) Ensure you have the correct mechanism and then carefully manipulate it into the door. The electric motor goes in first with the two grey nylon slides at the top and the single nylon slide at the bottom.
- 14) Push the grey nylon slides into the channel on the lower edge of the glass. This is easiest if the glass is lowered about 3" and then the forward nylon slide will fit into the channel near the centre of the glass. Now ease the mechanism towards the front of the car to fit the remaining slide into the rear channel on the glass. These are a tight fit and must be carefully aligned.
- 15) Fit the short bolt and a washer to position "5" as shown in photo 3. Loosely fit bolts and washers to positions "2, 4, & 8". Due to varying tolerances in different years of manufacture it may be necessary to enlarge some of these holes. Please also note that the bolts removed from the manual mechanism cannot be used on the electric systems, as they are not metric.
- 16) Refit the slide channel and bolt it in place in position "6" and "9" as shown in photograph 3. The bolt used at position "9" should have a countersunk head.

FIT THE SWITCHES AND WIRING

17) The switch pods fit over the existing holes in the door trim (photograph 4) where the window winder handle previously fitted. They are held in place by screws going through the trim panel from the back of the door trim. The pod with two switches fits the driver's door.

18) Run the harness. The four-wire part of the harness runs to the driver's side and the three-wire part to the passenger's side. Run the cables through the grommets and plastic tubing where needed.

19) Fit the terminals into the plastic covers so that they will match colour to colour with the connectors on the switch pods.

20) The remaining twin wires join the switches to the motors.

CONNECT POWER AND EARTH

21) Connect the fused wire to a 12-volt supply that is live when the ignition is on. On our car this was a white wire and a bullet connector plug was found near the back of the ignition switch.

22) Connect the remaining wire to a good earth.

23) Cable tie all wires away from any moving parts particularly the pedals and window mechanism.

TESTING

24) Test the power windows with the engine running.
If they are slow or uneven loosen and adjust bolts "13" and "14" as shown in photograph 3.

25) If a window travels in the wrong direction reverse the two wires at the motor.

26) If the window does not travel it's full distance or if there is any noise from a moving part rubbing another part then first check that washers were fitted to bolts 2,4,5, & 8 and if needed fit extra washers.

27) For technical assistance telephone 01279 411014 or fax 01279 450352.

COMPLETION

28) Ensure all wires are carefully insulated and secured by cable ties.
Particularly check that they will not catch on the steering column, pedals or the window mechanism.

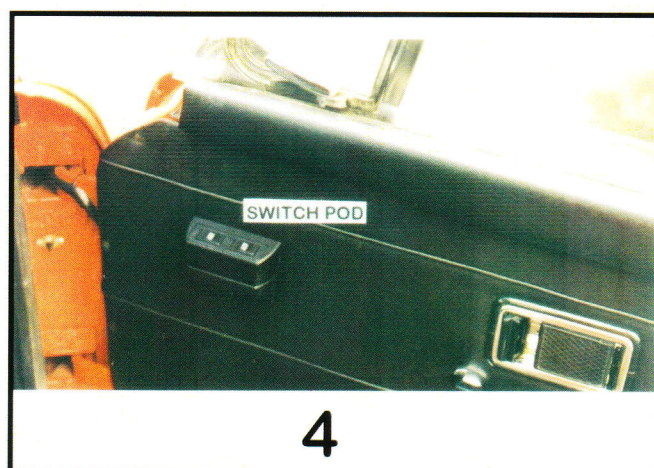
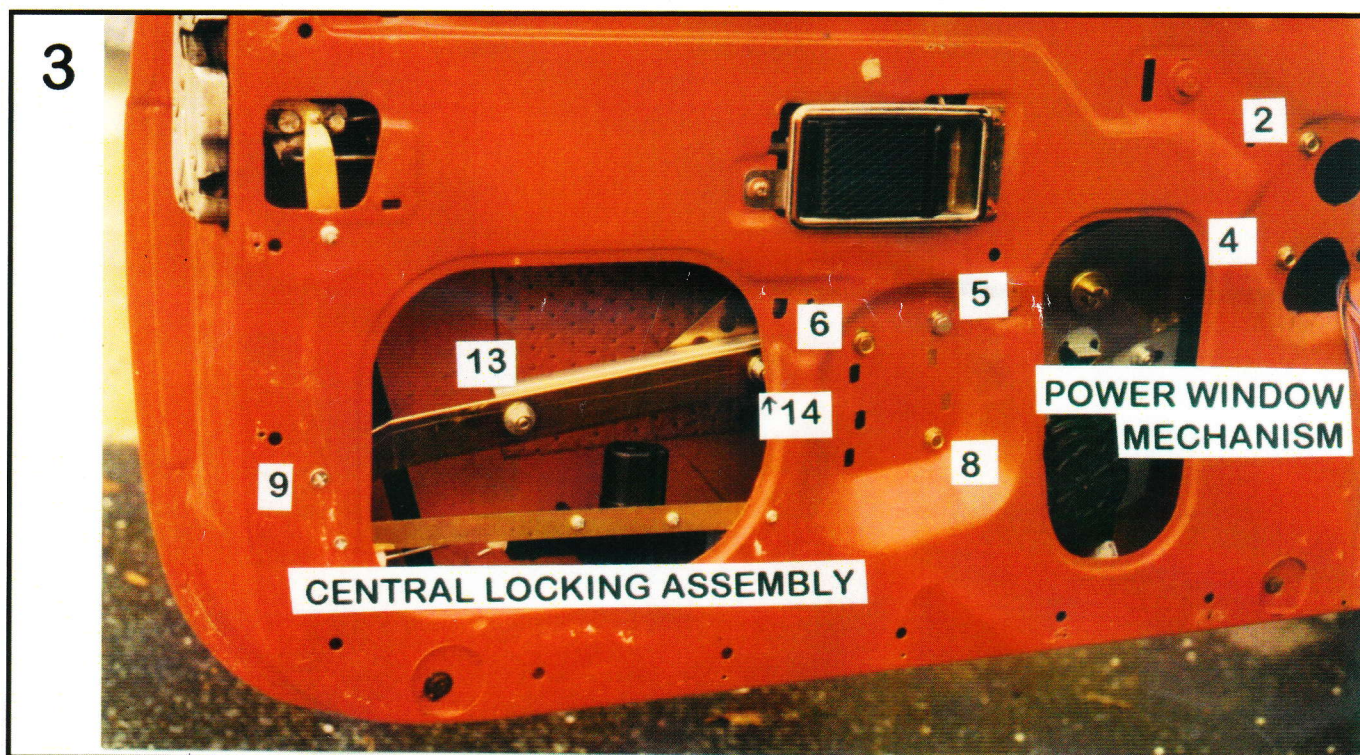
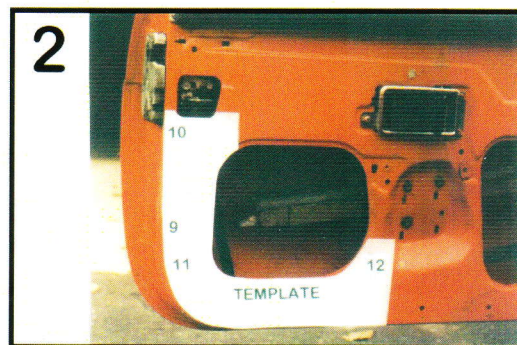
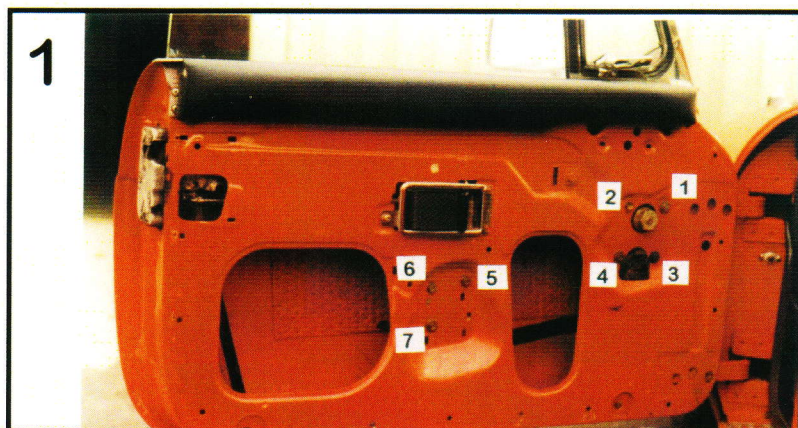
Refit all panels and test again.

Minimum Tools Required:

Power Drill
7/16" Spanner
10 mm Spanner
90 X Point Screwdriver
7mm Drill Bit
X Point Screwdriver
Tape Measure
Masking Tape

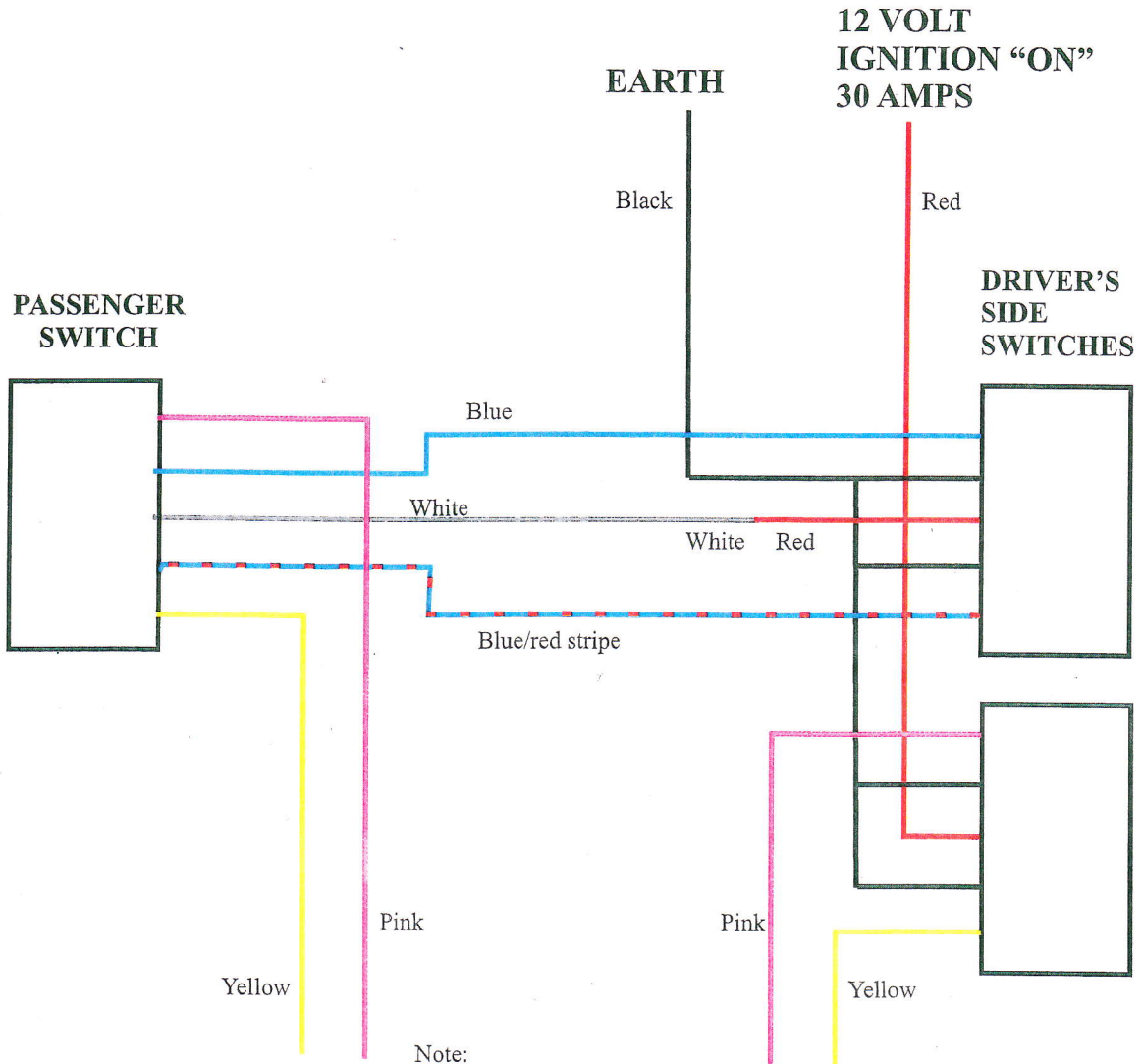
MGB GT & Roadster

Power Window Installation Photographs



POWER WINDOW SWITCH WIRING

TWO SWITCHES ON DRIVER'S DOOR
ONE SWITCH ON PASSENGER'S DOOR



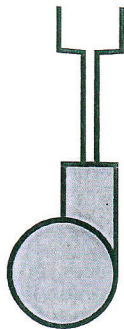
Note:

Connect the pink wire and the yellow wire to the two wires from the motor.

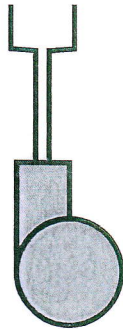
The motor wires may be different colours. This does not matter.

Test the switches and windows. If the window goes 'up' when you pressed the switch 'down' you should reverse the connection of the two wires on that motor.

Passenger's Window Motor



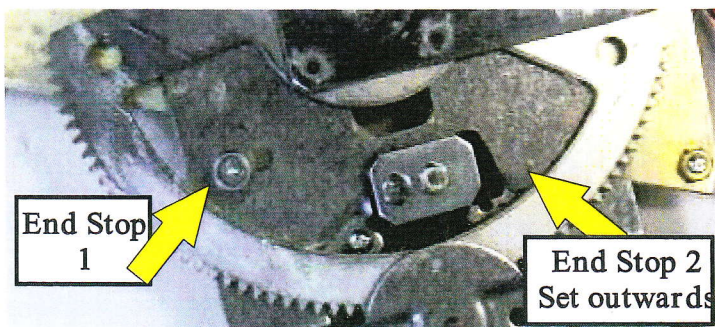
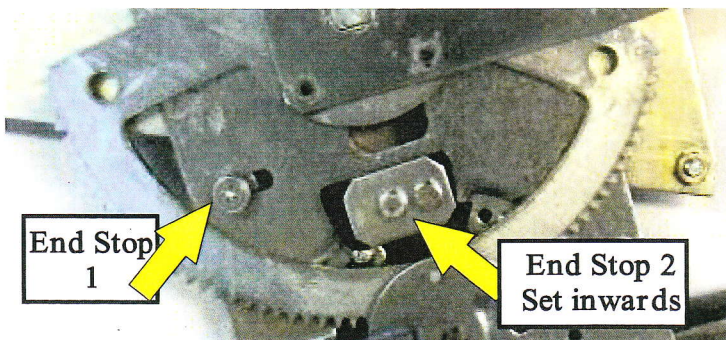
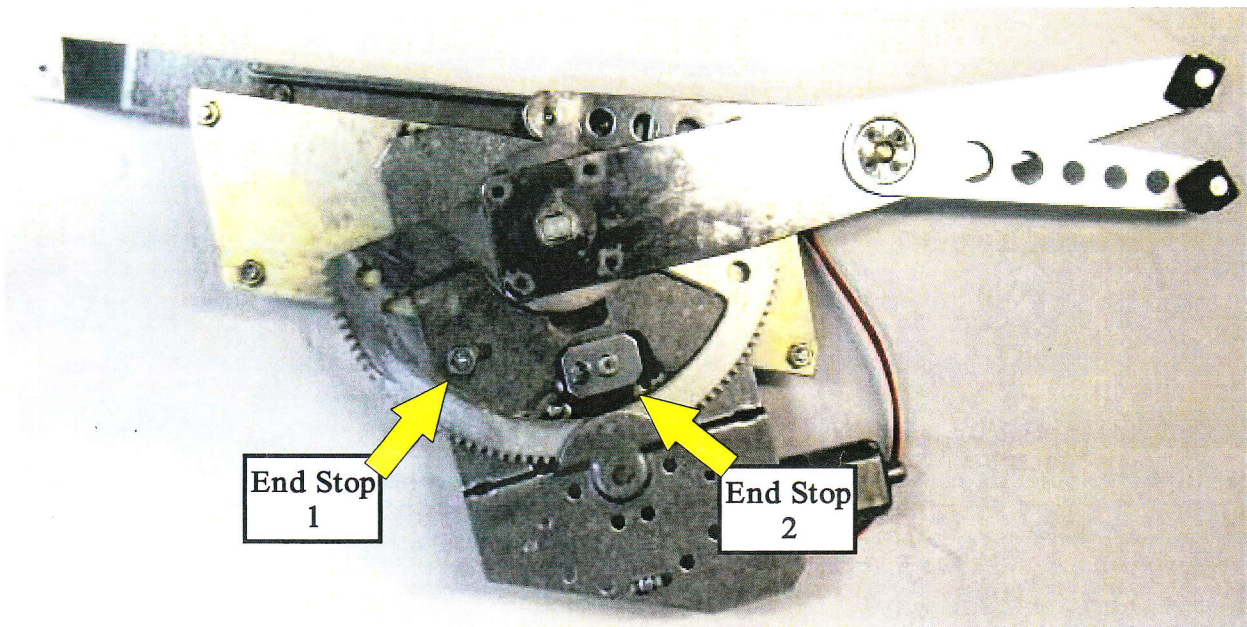
Driver's Window Motor



MGB Electric Window End Stop Adjustment

Due to varying tolerances in MGB doors and also differences in the glass travel between the Roadster and the GT you may have to adjust the end stop to get the correct travel on the glass.

It is usually only necessary to adjust the rubber end stop marked 'end stop 2' in the photographs below.



To adjust end stop 2

Remove the two bolts.
Turn over the rubber spacer
Turn over the metal plate
Refit bolts