Classic mini coil wiring diagram

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Jump to content. You currently have javascript disabled. Several functions may not work. Please re-enable javascript to access full functionality. Posted 08 February - PM. Posted 09 February - AM. Posted 09 February - PM. Community Forum Software by IP. Javascript Disabled Detected You currently have javascript disabled. Page 1 of 2 1 2 Next. Posted 08 February - PM Hi All, I have just fitted my engine and got it running, after getting oil pressure, fitting the plugs, it fired up, got it running sweet as a nut! Started it up this morning, no problems, warmed up and ticked over really cleanly and rev'ed with no issues. Then as we me and dad fitted the Lucas electronic ignition, we fired it up, was perfect. There was one wire coming out of the loom which was black and white with a male connector, which has lost its masking tape label and dont know where it goes, If i touch it on the coil - it illuminated the oil pressure and battery light with the ignition off? Also I think this wire is for the Rev Counter as this is not working. We tried it on the body to see if it was earth and it just sparked and got hot.. My coil.. Posted 09 February - AM The white wire with a black trace line should, as you say, be the tacho wire which should be connected to a double spade connector on the negative side of the coil. My Haynes wiring diagram shows there are two such wires connected to the negative side of the coil - the other shows as going to the distributor. Where does that black wire go? It may be a replacement for the above mentioned dizzy wire. You could reconnect the tacho wire with a 'piggy back' spade terminal this is a standard flat female terminal with a tang on the back to push another terminal on to it. The tacho wire looks like it has insulating tape covering some sort of connector. Does this join the same colour wire which disappears into the loom. if so, then has the wiring behind the dash been tampered with? Edited by Brigbeale, 09 February - AM. Posted 09 February - AM Can anyone shed any light? Hopefully sort this problem today :. Posted 09 February - AM Right.. Should my coil only have 3 terminals or 4 2 on each. Posted 09 February - AM Yes that wire Is black abd white, that tape it just to stop it touching the body, it has a male connector and all the wiring is un-tampered as far as I see, no joins etc.. As Irostoke pointed out, seems that wire has a 12v feed, how can I fix this? Thanks for your advice, really helps. Posted 09 February - AM I've no experience with the Lucas electronic ignition so not sure how it wires. Posted 09 February - AM First, as far as I know there is no Lucas brand electronic ignition conversion kit designed for Minis so what have you fitted? Or if it is a Lucas kit can you post a link so we can see it? Coil terminals are loose and only fixed by small nuts. New coils come with a selection and you can fit whatever you need. Your coil as standard would have had 5 connections, some may have been doubled into single connectors though. It needs ballasted supply, ballast cranking bypass, dizzy LT connection, tacho LT connection and a suppressor all hooked up to it. Without knowing exactly what model of electronic ignition you have it's not possible to say what should be kept or how it should be changed. Your wiring is a terrible mess there, you need to sort it out a bit. What colours are connected where? It's hard to see in the photo. Test that cable, it shouldn't be sparking if earthed if it's not connected to the coil. It should not be live, if it is trace it. It is important, the colour codes are all very specific. Posted 09 February - AM The wiring has been opened up to check for damage, I know it needs sorting but I am trying to sort this first.. No wires have been split, the tape round the middle of that wire is to protect it where it's open a bit till I sort it.. I appreciate the advice you give me but electrics is not my strong point.. You say trace it, how do I do this? Just left with no tacho, and a live wire that shouldnt be by the sounds of it. Posted 09 February - AM I think my best option is get back to the mini this week and get more photos that are clearer.. And check what colour wires I have.. I don't know what ballast and non ballast is, what does it mean? Edited by myredmini, 09 February - AM. Posted 09 February - AM Ballast coil system.. Uses a lower voltage coil around 9v, But on starting a byepass wire kicks in which supplies more voltage which gives a better spark. Thats the simple version Non Ballast is a 12v coil no boost for starting :. Posted 09 February - PM I think it's the Accuspark actually but packaged with a decent Distributor Doctor red rotor arm rather than a garbage Lucas black one. I say that because this is a proper 59D4 unit which Britpart don't offer but Accuspark do and it looks exactly like that. I don't know who Lucas Online are but they probably aren't part of Lucas. Lucas remains a large international parts supplier, now part of ELTA lighting I think, and don't trade by an e-bay shop. Did the instructions that came with it say it could be powered by ballasted ignition or did they say it needs 12v? As for your coil terminals, the kit should have come with an extra one. Coil terminals are only fixed by some small nuts and can be swapped at will. Sign In Need an account? Register now! I've forgotten my password. Remember me This is not recommended for shared computers. Sign in anonymously Don't add me to the active users list. Jump to content. You currently have javascript disabled. Several functions may not work. Please re-enable javascript to access full functionality. Posted 27 November - PM. There are 3- and 4-terminal solenoids. The 3-terminal type is used for standard ignition systems and the 4-terminal type is used with ballast ignition systems. Looking at your first picture top down view of the solenoid the wire from the ignition

switch or starter relay will go on the small spade terminal to the left. The main battery cable from the back of the car goes to the top threaded post. All the brown wires go to the spade terminals that are also on that post. The cable going to the starter motor itself is connected to the bottom threaded post. The mounting foot of the solenoid MUST have a good, clean earth connection to its mounting surface. If the mounting surface does not provide a good earth path, the solenoid will not work. IF you have a ballast ignition system you need a 4-terminal solenoid. The 4th terminal a spade lug terminal will be on the right side of the solenoid. IF this were a ballast ignition system the wiring is a bit different. With MOST aftermarket electronic ignitions the wires are red and black. For ballast ignition systems, the black wire still connects to coil - but the red wire should be connected to a switched 12V supply such as the fuse box. Your color codes don't look like what I was expecting so read through my list above for each point to point connection and compare this to what your car has. Posted 28 November - PM. Let's start with the solenoid. The threaded posts are NOT positive or negative as such. If you car is negative earth The solenoid is nothing more than a giant relay. It is a switch where one threaded battery cable terminal is "in" from the battery, the other is "out" to the starter motor. In my first post I identified which Lucas color code wires go where but your wires may not be stock so I also indicated where each wire comes from. The image below was posted by board member "Mars red mike" back in It should answer your remaining questions. Obviously you are dealing with the stand-alone solenoid shown on the right. It is the wire coming from the start position on the ignition switch. As explained there are no differences in the solenoid posts. It's usual to use the one furthest from the mounting to the inner wing as the battery terminal as it gives more room for the connections to the alternator etc. Do you mean turning the ignition on - or turning the key all the way to engage the starter makes smoke? You'd need a substantial short to make a battery cable smoke, which would have to be via some much more vulnerable, thinner, wires if it was via the ignition switch. A shorted or stalled starter motor would be more probable if it's with the key all the way. Posted 29 November - AM. Posted 29 November - PM. As Ethel said, it will take a substantial short for a battery cable to smoke. You haven't accidentally connected an earth cable to a threaded post on the solenoid have you? See the link below for more pictures and a general overview of the starter motor wiring. Posted 30 November - AM. There are a couple of methods to test starter motors. I assume that since you have the stand-alone solenoid you have an inertia starter so my comments below apply to that type. First make sure your starter motor is not jammed. The inertia starters have a square drive shaft coming out of the exposed end pointing towards the distributor. Put a wrench on that and make sure the motor can turn. If it will not turn, place the car in gear and rock the car back and forth then try the wrench again. If the jammed motor can now be turned with a wrench, try the ignition key to see if the motor will turn over properly. If the starter motor was free to turn when you first tried the wrench, remove the starter motor from the car and take it around to the boot. Step on the starter motor or better yet, have a heavy friend step on it to hold it to the ground. Touch the clamp on the red battery jumper cable to the big lug on the starter motor where the big cable from the solenoid usually connects. There will be a big spark but if the motor is free and operational, the motor will spin up to speed very quickly. If the motor does not turn or if it is slow or jerky there are problems inside the motor. Coils do not make sparks until the points inside the distributor open and close. Until you get the engine turning over on the starter That will make a coil warm to hot. This is not a problem or something to worry about. Posted 02 December - PM. Posted 07 December - PM. Rather than repeat a lot of information in this thread, please see the page linked below and download my PDF on Lucas Point Ignition Systems. Read it through to get an understanding of how the spark is supposed to be generated. Community Forum Software by IP. Javascript Disabled Detected You currently have javascript disabled. Please log in to reply. Posted 27 November - PM Hi guys in building my engine up again after rebuild and I'm tryin to wire up the solenoid but not sure what goes where or which is negative and posotive and also tryin to wire up my coil to the aldon distributor with points. I turned the ignition on and smoke started coming off the battery lead on the solenoid can anyone help me where I've gone wrong? Posted 27 November - PM Let's start with the solenoid. Posted 28 November - PM Let's start with the solenoid. Posted 28 November - PM thanks for that how do I know which threaded post is posotive and negative and does the wire from the ingnition go to the spade connection on the right of the solenoid and not the middle? Posted 28 November - PM As explained there are no differences in the solenoid posts. Posted 28 November - PM Yes when I turn the key all the way to start it the battery cable starts to smoke. Posted 29 November - AM As Ethel said, it will take a substantial short for a battery cable to smoke. 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s Ethel said, it will take a substantial short for a battery cable to smoke. And on the - of the coil is a wire connected to the points in the distributor. The coil is getting warm but not producing any spark. I'm lost and havent a clue anyone got any ideas what the problem mite be? Posted 29 November - PM Do you know if the starter motor works. Posted 30 November - AM Do you know if the starter motor works it was working before the rebuild but how do I test or know if it is working? Posted 30 November - AM There are a couple of methods to test starter motors. Edited by dklawson, 30 November - AM. Posted 02 December - PM There are a couple of methods to test starter motors. Posted 07 December - PM Are you saying that the starter motor now works without smoking the cables? Sign In Need an account? Register now! I've forgotten my password. Remember me This is not recommended for shared computers. Sign in anonymously Don't add me to the active users list. James 30 Nov Quinlan minor 22 Nov