

Mini R56 Sport button retrofit cable from www.mdbdiagnostics.co.uk

The sport button is a popular retrofit that is relatively simple to carry out. A new button cluster as shown in the picture below is required.



Remove the original 'non sport button' switch cluster and replace it with an item similar to that above.

There are a number of different styles of button cluster. The above one is part number 345417501. They can be purchased new from a dealership or used from eBay/parts supplier.

Changing the button cluster is a straightforward job and is detailed on a number of Internet forums. Remove the centre console screws and lift the console up. The torx screws holding the buttons in place can be removed to free the buttons, and the connector shown in Diagram 1 can be disconnected – this is a bit fiddly to do, but basically two tabs at the side have to be pressed to allow the connector to be pulled free.

The old button assembly can then be swapped over for the new one.

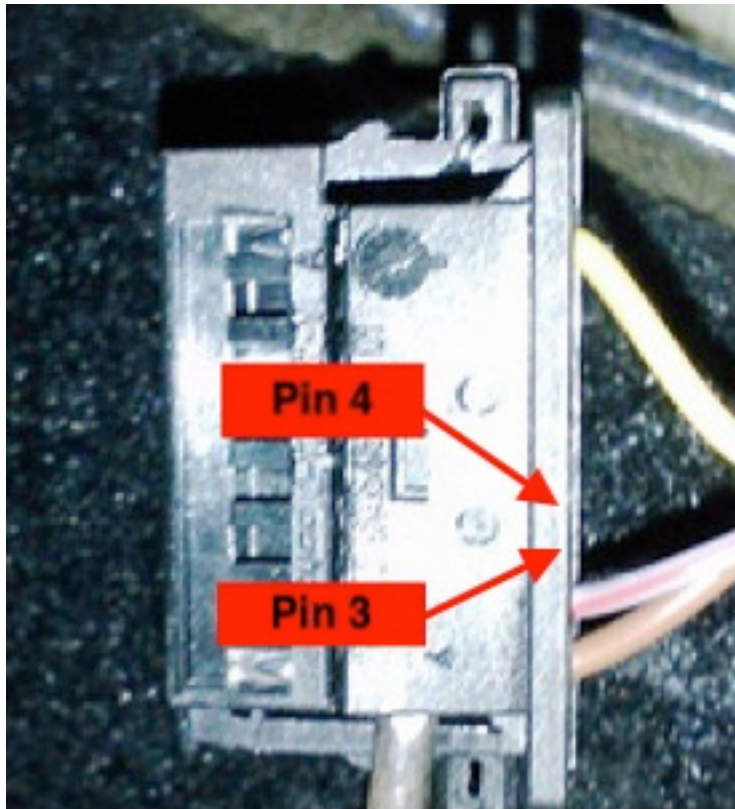


Diagram 1 - Connector for Sport button assembly

An additional cable is required to run from the sport button connector plug (Diagram 1) to the fuse box/power distribution board connector in the footwell (right hand side).

Don't forget to 'open' the socket housing prior to pushing in the connectors by levering it open at the edges (see image of open housing below – in the R56 it is black).



Once the connectors have been inserted then close the socket housing up again.

Diagram 2 below shows a euro spec car, but the fuse box position remains the same for right hand drive vehicles.

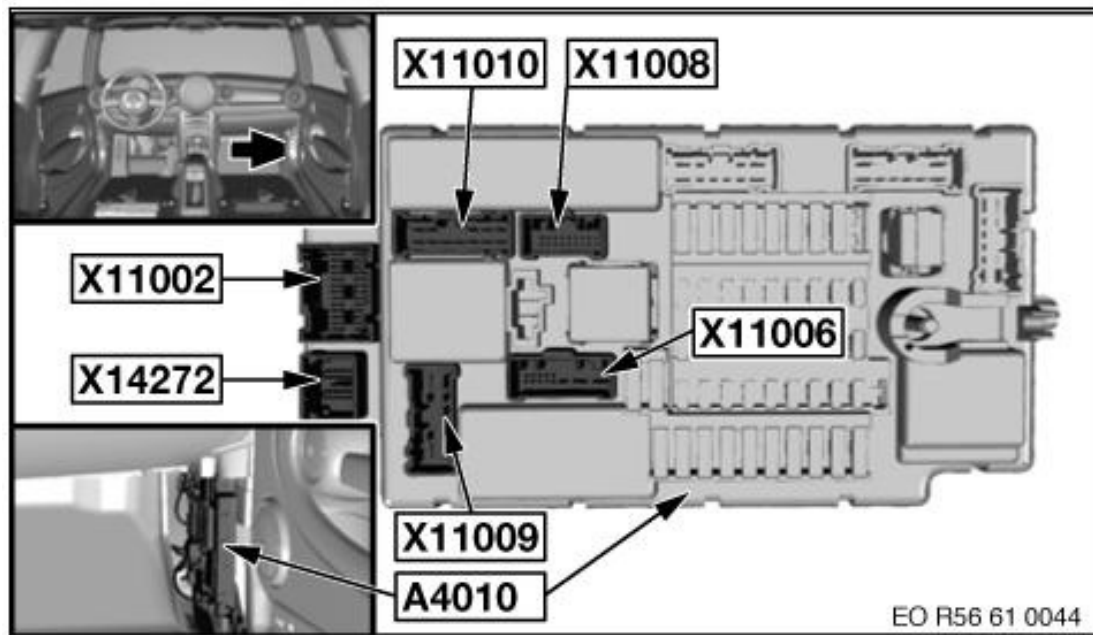


Diagram 2

Connector X14272 –plugs into the side of the fuse box unit is where the retrofit cable connects. X14272 holds two separate multi connectors. Remove the connecting block from the fuse box, and then press the small tab to allow the two multi connectors to slide out of the connector block housing. Diagram 3 shows the pin arrangements for the two connectors, the pin numbers are helpfully stamped onto the ends of each connector block. Look for the block with 19 and 24 on it.

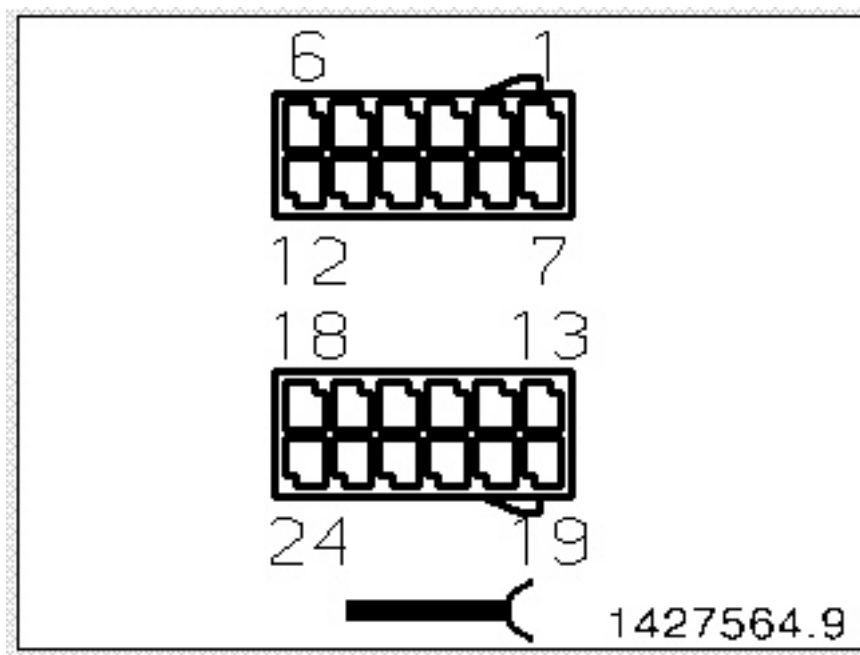


Diagram 3

The retrofit cable should then be connected into pin numbers 19 (blue) and 22 (green) of this fuse box connector - See Diagram 4.

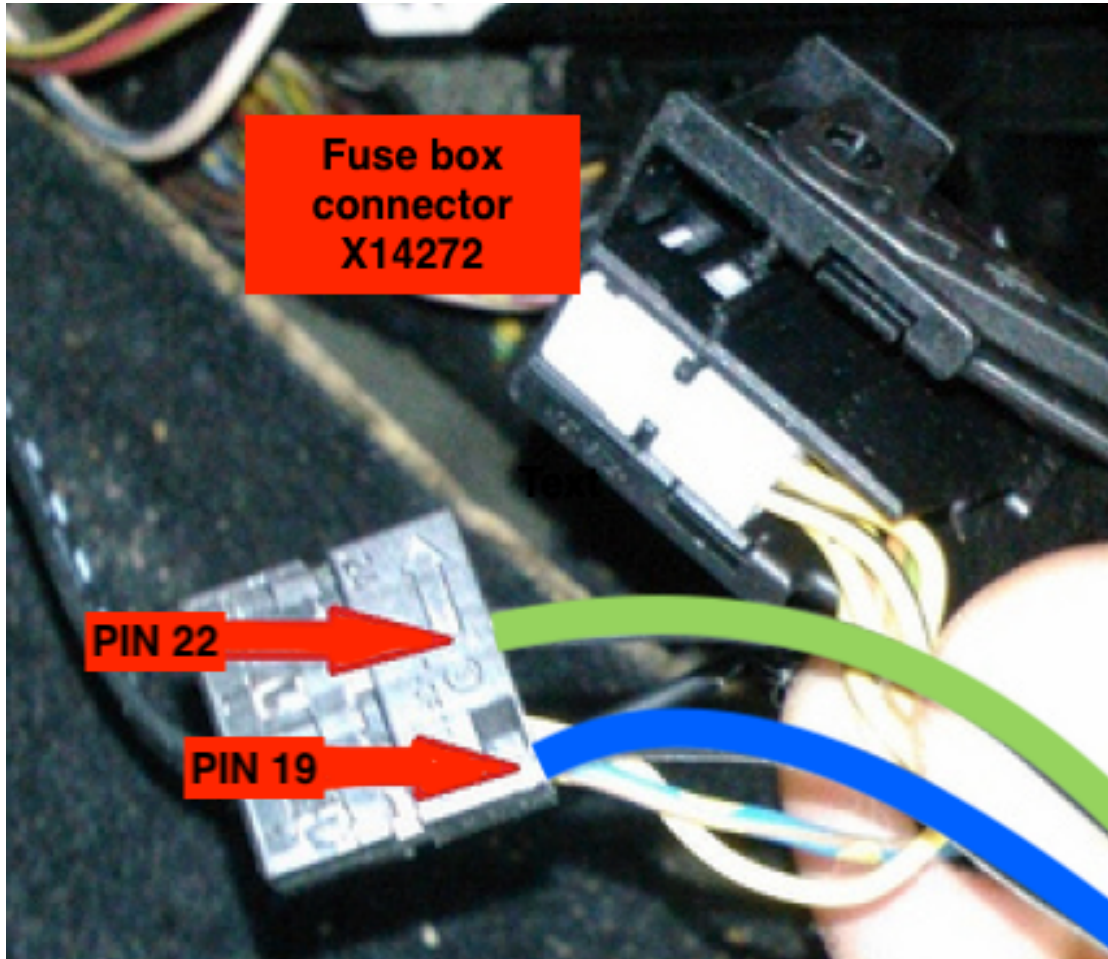


Diagram 4

The other end of the retrofit cable should be routed round the footwell area of the vehicle in a safe position and secured where it will not cause any obstructions or be visible. It can then be connected to the sport button/traction control connector. With the blue wire going into pin 3, and the green wire going into pin 4 (as per diagram 1).

Diagram 5 shows the wiring diagram for this part of the vehicle – please be aware that this is for a 2006 Mini cooper R56 - your vehicle may have a different wiring diagram you should always check your vehicle's wiring diagram to be sure.

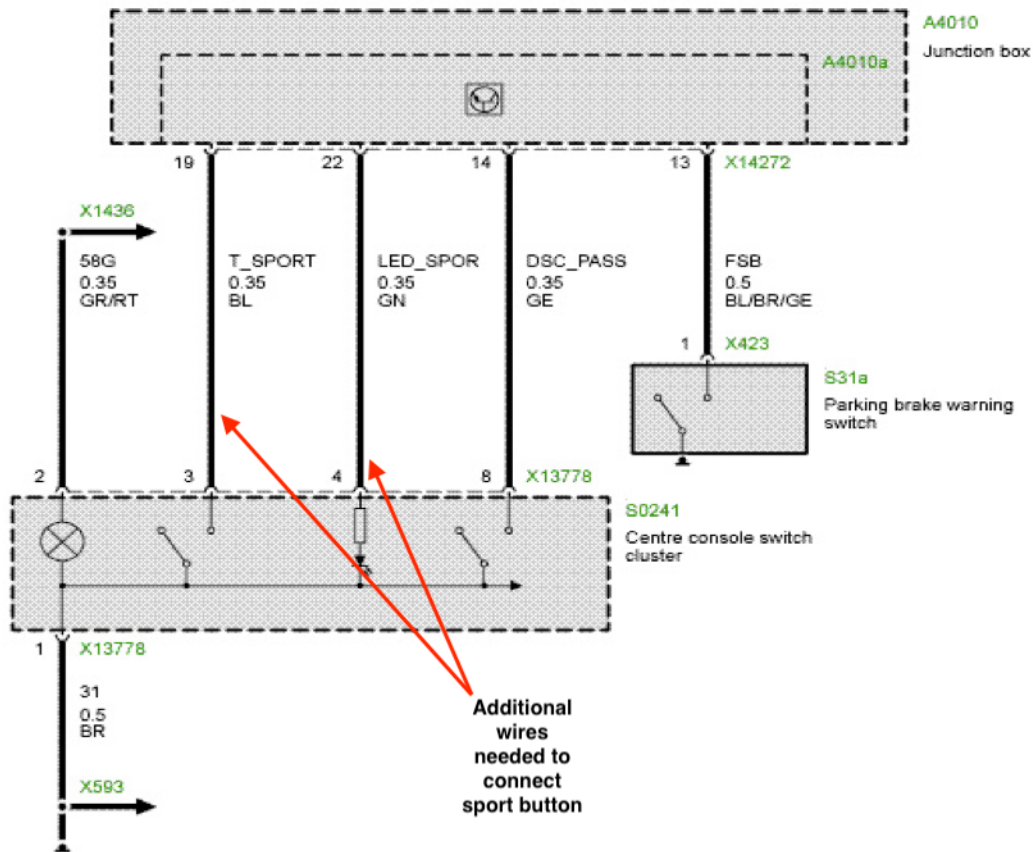


Diagram 5

Once the cable is connected, you should notice that the buttons illumination will work when the ignition and lights are on.

For the functionality of the sport button to work the vehicle will need to be coded correctly.

The easiest way to do this, is to use of suitable diagnostic equipment that can change the vehicle order (VO) to include the \$4UF function.

There are numerous pieces of software such as NCS expert, Arbrites AVDI etc that will do it. But please be aware that changing the vehicle order involves changing the content of the cars ECU's, not taking the appropriate care in doing so can corrupt the ECU's functionality and in the worst-case scenario make them inoperative.

There are a number of forums and websites that can advise how coding is done, and the software/hardware required to do it.