

## Peugeot 406 Coupe: Delocking your boot

### V.1 April 2005

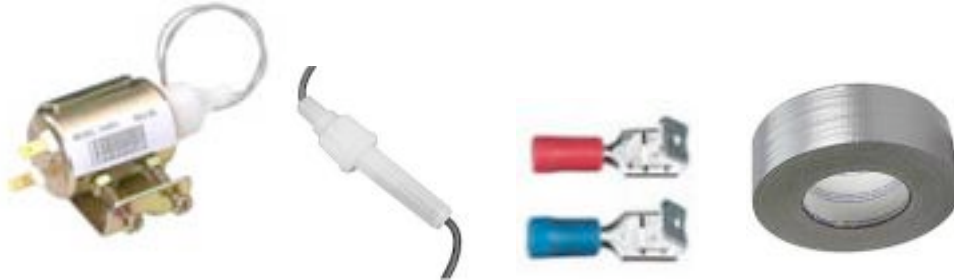
This is a first stab at a DIY guide to de-locking your 406 Coupe. It isn't a hard modification to do yourself, but you do need to be confident working on your cars electrics and removing and refitting parts of the interior trim. **I don't take responsibility if you do damage to yourself or your car!**

Advantages: Looks great and removing the lock and latch brings the rear end closer to the original Pininfarina concept.

Disadvantages: You have to get used to opening your boot from inside the car.



## What you need



**Solenoid or boot (trunk) release kit.** This is the device that will electrically release the catch to open your boot. You can pick this up from electrical suppliers but I bought mine online as part of a dedicated boot release kit which cost me around 14.00 pounds

**A small reel of single core electrical cable.** I bought mine from Halfords for about 3 pounds

**A pack of auto-electrical crimp connectors.** Don't be tempted to use nylon block connectors. They corrode, put stress on the cable and don't stand up well to vibrations. You can get a pack of mixed size crimps for a couple of pounds at most tool shops including Halfords

**A 3 amp inline fuse.** Better to be safe than sorry.

**Gaffer tape.** (the strong silver colored cloth tape with 1000 and 1 uses)

**Replacement badge.** I used a self adhesive badge from a Peugeot 607. The size is right and unlike a lot of other Peugeot lion badges, only a slight curve

**Boot Release Switch.** These are usually included in the boot release kit but I didn't bother with it. I wanted to use a proper switch like those used in the rest of the car and bought and modified a switch on Ebay. (More on that later)

## Tools



**Electrical crimp tool.** You need this to attach the connectors, cut and strip the cable. They are only a few pounds and you may well have some in the bottom of your toolbox already.

**Set of Torx wrenches.** If you have done any work on your coupe you will have a set.

### **Removing the existing lock**

Remove the liner from the underside of the boot lid so the lock mechanism is exposed and take a look at how it works. As you can see it's a pretty simple affair. Pushing the boot release button on the back of the car simply pulls a little bar to release the catch, which in turn, opens the boot.

Don't be thrown by the electrical device that connects to the mechanism. It is simply part of the central locking system and has no use once you remove the lock . We will be getting rid of it anyway.

The lock is secured by 3 Torx bolts. Remove them and with a bit of a wiggle the lock should simply fall apart allowing you to unhook the lock rods from the release catch and the central locking mechanism.

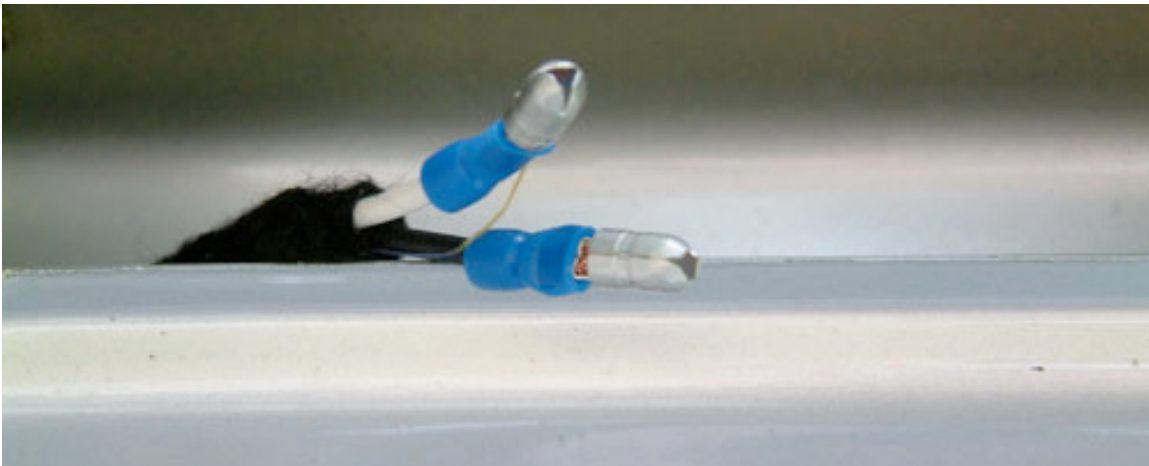




**All you are left with now is a big hole where the lock used to be!**

The central locking mechanism, can be removed by unplugging the cable from the back and unscrewing the bolts holding it in place.

We are going to reuse the now redundant central locking cable to connect the solenoid to our new switch so snip off the connector block and add a couple of bullet connectors (see below).

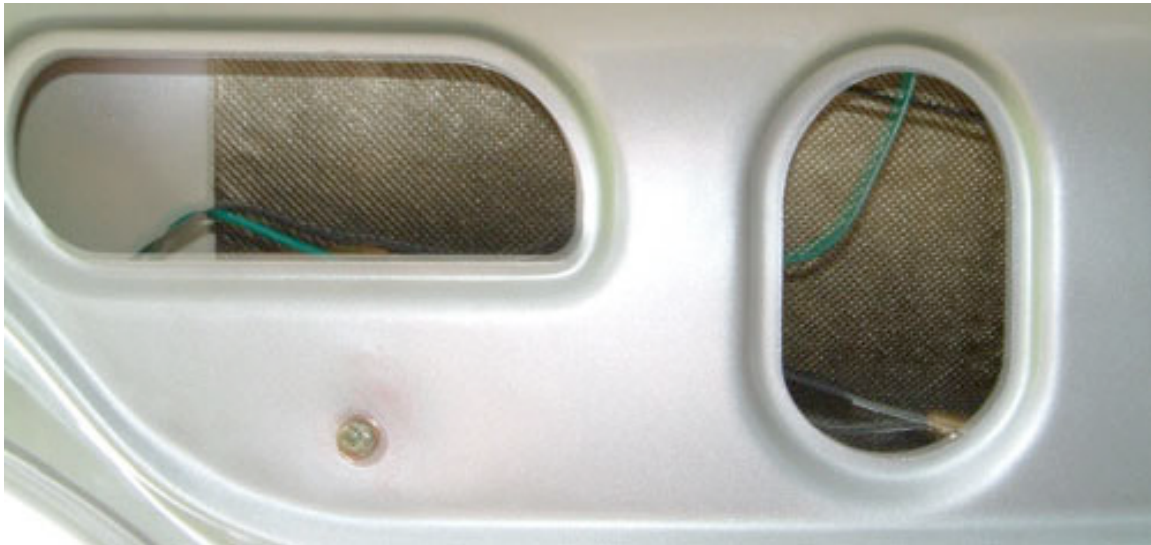


**The reason we have reused this cable is that already been feed through to the boot, and properly fixed. You wont have to worry about waterproof seals or protecting the cable as it makes it way to the boot lid.**

## Connecting the Solenoid

The solenoid needs to be positioned to the right (driver side) of the catch. It is easier to attach the wires to the solenoid before you secure it to the boot lid so cut a couple of lengths of cable of an appropriate length and using some crimp connectors hook up the solenoid.

The positioning of the solenoid does not have to too be precise so drill a couple of holes and fix it in place. Most boot release kits have everything you need to secure the solenoid to any sort of surface. I used a little nut-locking compound just to keep everything tight.



**The solenoid is positioned behind the frame in the lower left of this picture. You can see the fixing screw and make out the puller cable through oval shaped hole**

As we could see by examining the mechanism, the boot is opened by pulling a bar that connects to the release latch. All the solenoid does is pull this little bar electrically so what we have to do is connect the solenoids puller cable to that bar. This is a simple matter - all you have to do is 'loop' the cable around hook and secure it with the grip.



Connect the solenoid wires to the central locking cable, and use some gaffer tape to secure them to the underside of the boot lid and you are ready for the next step.

### **Laying the cable**

Its up to you where you put the switch I chose the small console to the lower right of the steering wheel simply because it seems the logical location. it is neat and can only be accessed by the driver. So the process Ill describe is based on fitting the switch in this position. We will be laying the cable from the **front** to the **back** of the car – that is switch to solenoid.

*Note: I know some models have a different configuration here – I'm afraid I cant comment on that. If you cant position the switch here you will have to find another way to route the cables – but the principles are the same*

Pop out one of the blanks (being careful not to scratch the plastic plate) and pass the end of the cable up past the fuse box and out of the hole (see below). You may find it easier to drop the fuse box cover.



### **Removing the switch blank**

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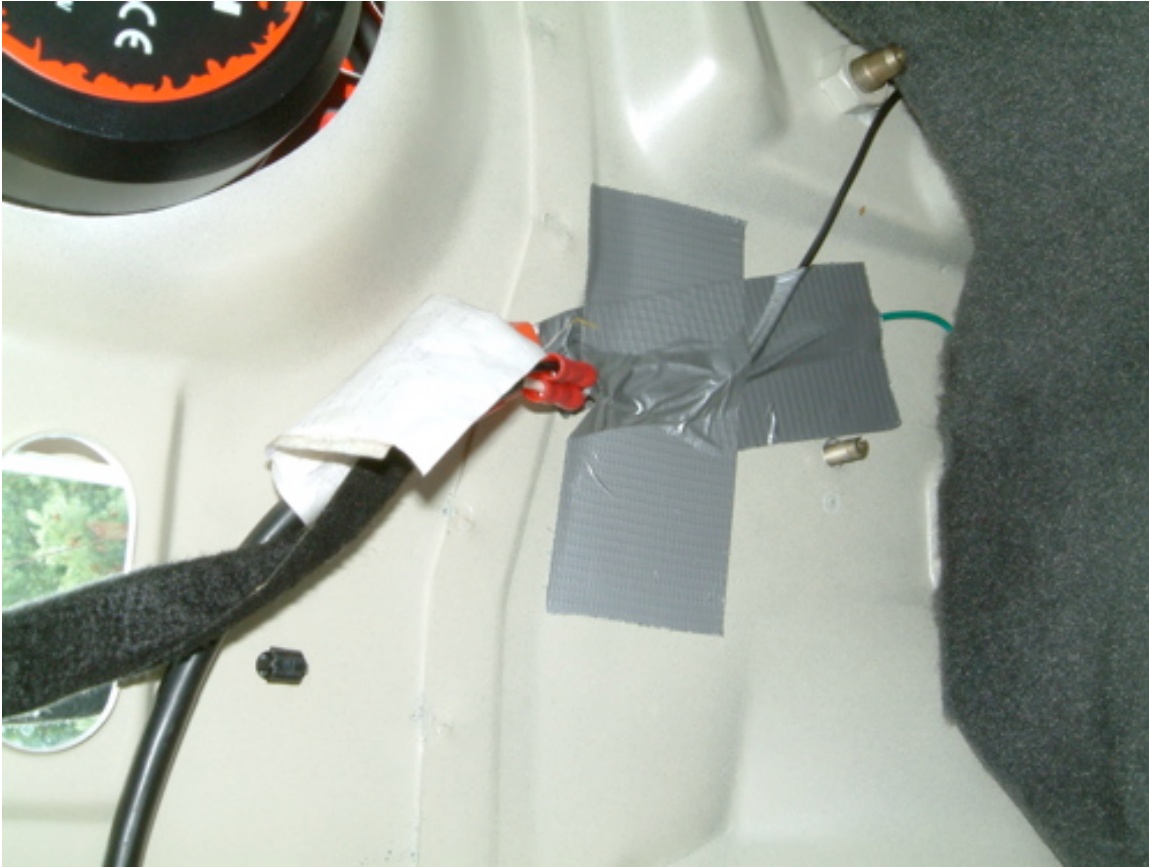
It's a good idea to loosely tie the cable end to the steering wheel to prevent you from inadvertently pulling the cable back through the hole when you are fidgeting around in the back of the car (which you will be doing shortly).

Remove the plastic trim that runs parallel to the sill by removing the Torx bolts and wiggling it free (there are extra catches where it connect the under the dashboard). Lay the cable in the void under the trim (see below), feed it up and under the back seat (take the back seat out if you can) so that it emerges under the parcel shelf on the passenger side of the car.

How you get there is simple a matter of convenience. Once I had laid the cable under the seat I found it easier to drop the seats-backs forward and feed it up through the carpeted trim. For the last little bit I took out the parcel shelf (2 clips and a Philips screw under the hatch), which made routing the cable much easier.



**Routing the cable with the trim removed**



**It's a funny angle but you are essentially looking 'up' at the bottom of the parcel shelf from inside the boot. The thin black wire is the wire we have brought through from the switch. The green wire is the earth wire and you can see how they connect to the 'repurposed' central locking cable that leads to the boot lid.**

What we are aiming for is to get the switch wire to the old central locking cable who's other end we have already wired to the solenoid. It will be obvious which wire it is because we can clearly trace its route to the boot lid At present this plugs into the loom under the parcel shelf on the inside of the boot but now we can disconnect it, snip off the connector block and connect the switch cable to one of the two wires.

The unused wire will become the earth lead for the solenoid so we need to find a suitable earth. I took earth directly from the rear light cluster simply because it was the most convenient place. Feed a new length of cable between the light cluster and central locking cable, under the boot liner, past the CD changer and make the appropriate connections.

Make sure everything is tidy, that your connections are secure and use some gaffer tape to keep everything in place. We now have a dedicated feed for the solenoid on the boot.

### **The final step: Wiring the boot release switch**

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I bought my switch on ebay. It was a hazard warning switch complete with the red triangle but that doesn't really matter because the front of these switches are interchangeable (they simply pull off) so I simply replace it with the fake switch blank I had to remove to make space for the new switch (the blanks are simple switch fronts with out a switch behind so this is not as daft as it sounds).

I took the live feed for the switch from an unused connector behind the switch panel, making sure it was only live when the ignition was on, and wired the fuse inline (between the live point and the switch). My fuse holder came as part of the boot release kit and contained a 3 amp fuse, but if you do need to buy one separately they only cost a few pence.

You will need to determine the appropriate connection points of the switch. Mine had 6 possible connection points but with aid of a couple of bits of cable and a bulb it was easy to figure out which wire connects where. Once you have determined the appropriate connection points, all that's required is a couple more crimp connectors – one on the live feed one on the switch wire and push them into place. You should now have a working boot release switch.

Test your work and if everything is OK put your car back together.

All you are left with now is a hole in your boot. How you fill it in is up to you. I took the car down to my local body shop who welded a plate over the back of the hole, filled and repainted the boot lid and stuck the badge on for me. I got it back the next day with a bill for 50 pounds.

*If you have a comment to make on this guide, if there is an omission or oversight, please let us know : <http://www.peugeot406coupe.com/phpBB2/index.php>*