

M7 R56 Under-Strut System Installation Guide

M7 Speed engineers and manufactures the highest quality and best fitting Mini Cooper accessories and performance parts available anywhere on Planet Earth! Please inspect your parts when you receive them to verify everything is included and no damage has happened during shipment.

NOTE: Professional installation highly recommended. The use of a lift makes the installation process much easier.



Figure 1- Under Strut System Kit

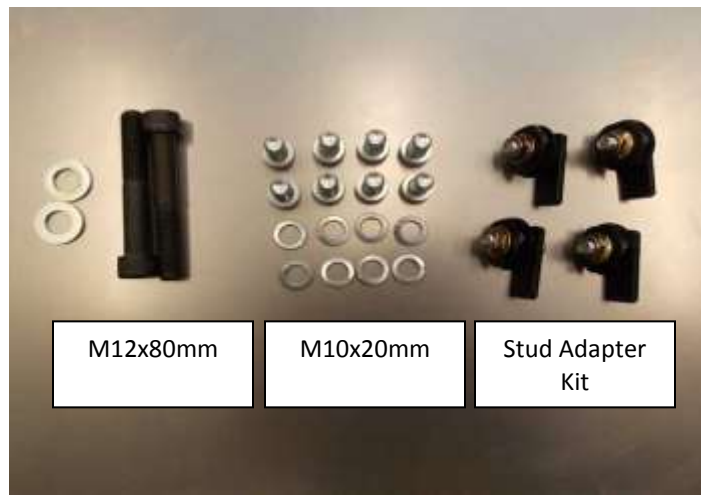


Figure 1A Hardware Kit

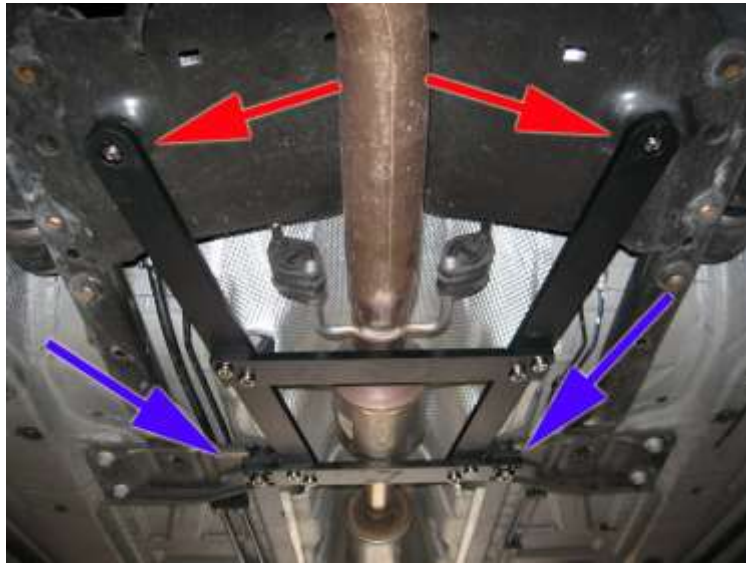


Figure 2

STEP 1 Mid Car Brace aka "A-Ladder"

1. Assemble the "A-ladder" brace as seen in Figure #2 above.
 - a. Use the (8) M10-1.0x20mm lg SHCS and split lock washers. Hand tighten only.

FRONT OF CAR



REAR OF CAR

Figure 3

2. Install the 2 supplied **Stud Adapter Kits** 2 places located at the **RED ARROWS** figure #3.

Locate the (2) 1" holes in located in the floor pan at near the back of the transmission. Unscrew the large black nut from the bolt and slide the rectangular tab with the bolt attached to it into the pre-existing 1" dia hole and center. Screw the large black nut onto the bolt, center it into the hole and **tighten to 20 ft-lb.** (27Nm) *Figures #4 & 5 below.*



Figure 4



Figure 5



Figure 6

3. Remove the two OEM bolts (16mm head) that the **BLUE ARROWS** indicate in *Figure #3 & Figure #6*



Figure 7

4. Install the "ladder" brace onto the car as shown in the image to the right. *Figure #7*.
Use the supplied M12x80mm black SHCS bolts and flat washers at the back of the brace and the M6 flange nuts that came with the **Stud Adapter Kits** at the front of the brace.



Figure 8

5. If necessary use heavy flat washers to space the rear of the "A-Ladder" brace down the and clear the exhaust. *Figure #8*

6. Tighten the front M6 brace-to-car nuts to 20 ft-lbs (27 Nm)

7. Tighten the rear M2 SHCS to 40 ft-lbs (54 Nm)

8. Tighten the 8 M10 A-Ladder bolts to 30 ft-lbs (40 Nm)

STEP 2 Front Cross Brace

9. Remove the blocks from each end of the cross bar.
10. At the front of the car, remove the triangular plastic splash shields on either side of the car using a Philips head screwdriver. *See Figure #9*

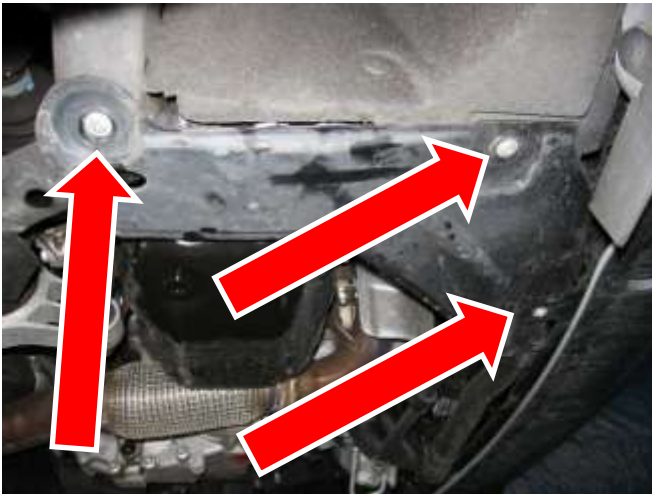


Figure 9

11. Remove the 2 bolts on each side at the sub-frame | bumper support connection point. Place the cross member blocks over the holes on each side and reinstall the factory bolts as seen in *Figure #9*. **Torque to 75 ft-lbs. (100Nm)**



Figure 10

of
2



Figure 11



Figure 12

12. Take the plastic splash guards and position them up against the two installed blocks. Trace the outline of these two blocks with a marker onto the splash guards. Using a Dremel or similar cutting tool, cut the outline of the blocks out of the splash guards. Re-install the two splash guards so they surround the newly installed blocks. *See Figure #11 & 12*
13. Install the front cross bar to match up with the two attachment blocks.

Torque to 30 ft-lbs (40Nm) each. *See Figure #13*



Figure 11

STEP 3 Rear Cross Brace



Figure 12-RS of car shown

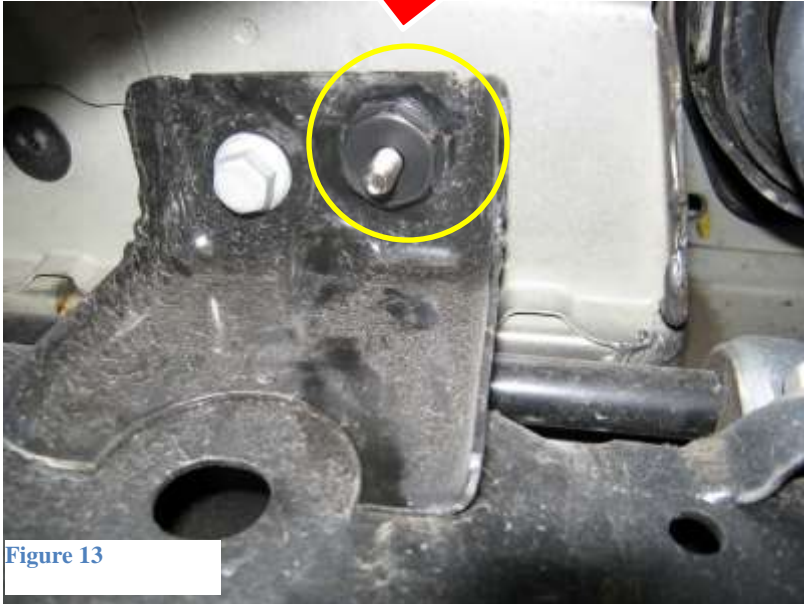


Figure 13

14. At the rear of the car, locate the rear brace attachment points. The attachment hardware installs the same way as the front of the “A-Ladder” brace using the 2 remaining **Stud Adapter Kits**. (Refer to Step #2) Disassemble the attachment hardware and slide the rectangular part into the holes closest to the rear springs. Center it in the hole and screw the black nut as shown in the images. **Torque the large Black nut to 30 ft-lbs. (31Nm)**

15. With the notches of the cross bar facing the front of the car, install the bar over the studs and fasten using M6 nuts provided with the mounting hardware. **Tighten these M6 nuts to 20 ft-lbs. (27Nm)**

16. Final Check torque (tightness) of ALL installed hardware to the specifications listed in this manual.