

## **M7 R53 Splitter for Factory Aero Bumper (Carbon Fiber or Tegriss)**

### **Installation Guide**

M7 Tuning engineers and manufactures the highest quality MINI accessories and performance parts available anywhere on the planet! Please read these instructions completely BEFORE attempting to install this product. If you are not confident you can do the work described or do not have the tools necessary please contact a local M7 dealer (listed on or website [www.m7tuning.com](http://www.m7tuning.com)) or a local accessory installation center to perform this work. NOTE: The Aero Bumper for the R53 was not a factory installed part. Therefore this Splitter installation procedure may need to be revised by the installer to compensate for various bumper cover installation methods.

#### **CONTENTS: Hardware Kit # 90-1022**

Qty	M7 P/N	Description
11	95-9006	#12 Truss Head Self Tapping Screw (1 extra)
11	95-4001	Expanding Retainer-Black Plastic (1 extra)
1	95-9005	AVK Insert Tool #10-32
3	95-5001	#10-32 Expanding NutSert Sherex
2	95-9007	APR Strut Rod
4	95-3005-SS	#10-32 x5/8" SHCS SS
6	95-7001-SS	#10 x 3/4" OD Flat fender washer
2	95-8013	#10-32 Standard Nyloc Nut
8	95-9009	Rubber washer 1" OD
1	95-2008-SS	#10-32 x 1 1/4" Button Head Screw-SS
2	95-7002	#10 x 1" OD Fender Washer-SS

#### **RECOMMENDED TOOLS & SUPPLIES:**

- #2 Phillips screw driver
- Power nut driver if available
- Electric drill
- 1/8" drill bit
- 1/4" drill bit
- 3/8" drill bit
- 3/8" combination wrench
- 5/32" Allen wrench
- A friend to help
- Red Loctite
- Masking tape
- Silver Sharpie
- Tape Measure



**CAUTION:**

**WHEN WORKING UNDER YOUR CAR ALWAYS USE THE RIGHT EQUIPMENT FOR THE JOB. DON'T BE TEMPTED TO TAKE SHORT CUTS OR USE INAPPROPRIATE ITEMS. NEVER WORK UNDERNEATH A VEHICLE THAT IS ONLY SUPPORTED BY A JACK; USE AXLE STANDS OR CAR RAMPS THAT ARE IN GOOD CONDITION AND PROPERLY RATED FOR YOUR VEHICLE'S WEIGHT.**

**INSTALLATION:**

1. Raise your car onto axle-stands or ramps that so you can easily work under the front bumper of your vehicle.
2. Clean the underside of the bumper to remove any loose dirt or damaged hanging plastic bits caused by run-ins with parking lot curbs. A smooth surface is desired.
3. Place a piece of masking tape on your bumper nose at the point it wraps and goes underneath. Measure the grill opening and determine the centerline of the bumper. (Grill width/2) Mark this point on the masking tape.
4. Determine the centerline of your splitter and mark the centerline to align with the bumper centerline.
5. Remove all the factory fasteners from the bottom face of your bumper cover.
6. Place the M7 Carbon Fiber Splitter up to the bottom side of your bumper, aligning the back edge of the splitter with the rear vertical lip on your bumper and the centerline marks on the bumper and splitter. Position the splitter so there is no gap between the splitter and the back edge on the underside of your bumper. (A friend is very helpful at this point). If you want more overhang then simply slide the splitter forward, keeping it centered. When it is positioned where you want it, mark its location.

NOTE: If you position the splitter so the rear six (6) holes in the splitter align with the factory holes/screws you will only need to drill and install plastic inserts into the 4 forward holes. (Double **RED** circles in Figure #1)

7. Using a ¼" drill bit or silver Sharpie® and the splitter as a guide, mark the bottom of your bumper cover at the ten (10) **RED** locations and one (1) **YELLOW** location shown in Figure #1. **Check three (3) times that the marks and the splitter are aligned correctly before drilling!**

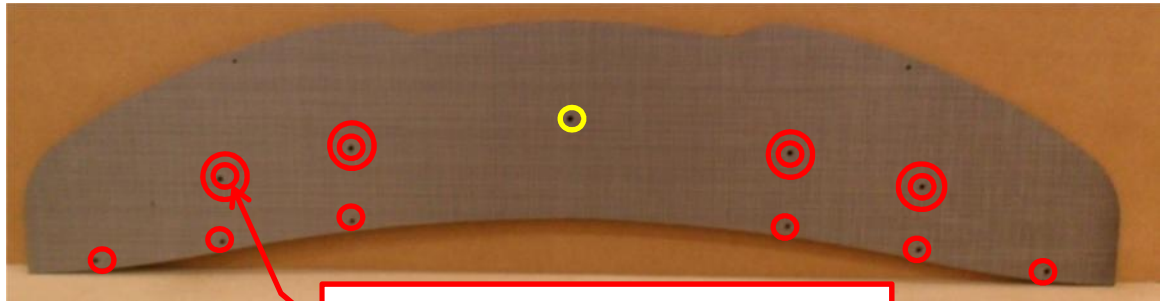


Figure 1

USE THESE 10 HOLES AS A GUILD TO  
DRILL FOR RETAINER CLIPS



**CAUTION: STOP AS SOON AS THE DRILL BREAKS THROUGH. THERE IS LIMITED CLEARANCE ABOVE THE BUMPER COVER.**

8. Remove the splitter and set it to the side.
9. Drill the eleven (11) marked holes with a 1/8" or 1/4" drill first. Then final drill using a 3/8" drill bit to enlarge the ten (10) holes you just drilled to 3/8" diameter. Do not make the holes any larger than 3/8". Clean away any remaining burrs.



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10. Insert the ten (10) plastic retainers into the **RED** 3/8" diameter holes. Push the retainers into the holes until they snap in and are flush with the bottom side of the bumper. It is a tight fit by design. Do not make the holes any larger than 3/8".
11. At the center **YELLOW** hole location, drill one single 1/4" diameter hole through the bumper cover. Do not make the holes any larger than 1/4".



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12. Install one metal threaded insert into the **YELLOW** 1/4" hole flush with the bumper cover surface. Follow the instructions included with the installation tool and tighten to seat the insert in the hole.

### **ATTACH THE SPLITTER:**

13. Remove the masking tape from the splitter and bumper. Place the splitter to the underside of you bumper.
14. Align all the holes and install the supplied Black Truss Head screws in the ten (10) plastic retaining clips at the **RED** locations. If using the 6 rearward factory holes use new screw.
15. Tighten all the fasteners once you are satisfied with the splitter position.



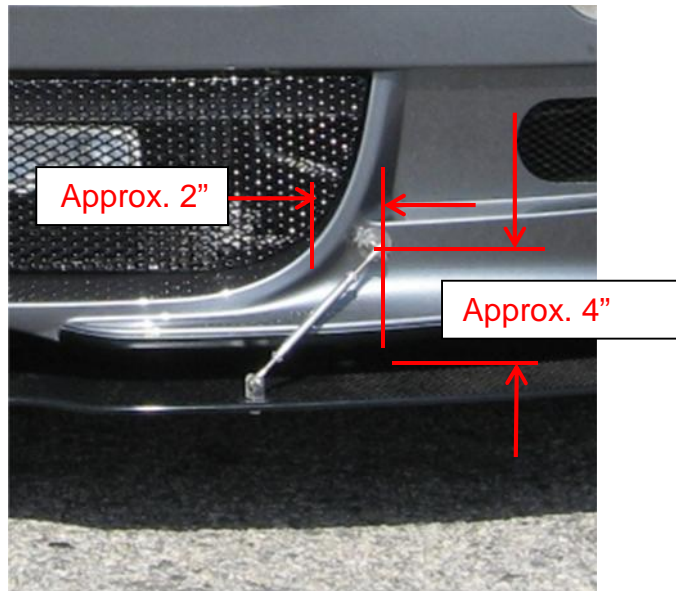
**CAUTION: DO NOT OVER TIGHTEN. USE A HAND SCREW DRIVER TO FINAL TIGHTEN. REMEMBER-----YOUR ARE WORKING WITH PLASTIC MATERIALS!**

### **SPLITTER CENTER SUPPORT:**

16. At the center of the bumper/splitter measure the gap between the top of the splitter and the bottom of the bumper lip at the splitter center hole (Ref: YELLOW hole in Figure #1). Create a stack of rubber washers and (2) SS fender washers to match (fill) the measured gap.
17. Install this pre-measured stack of rubber washers and (2) SS flat washers over the center hole in the splitter (Ref: YELLOW hole in Figure #1). Insert the #10 x 1 ½" lg. button head SS screw and (1) #10 flat washer through the bottom of the splitter, through the washer stack and into the installed threaded insert. A drop of RED Loctite is highly recommended on this #10 screw to keep the screw secure.

### **STRUT ROD INSTALLATION:**

18. Plan where you want your adjustable rod links to connect to your bumper. General placement is approximately 2" either side of the lower grill, approximately 4" up from the splitter. We advise you apply masking tape in the general area where your attachment points will be on bumper cover to mark this location before drilling any holes. The strut rod holes are pre-drilled in the splitter for you.



**Figure 2**

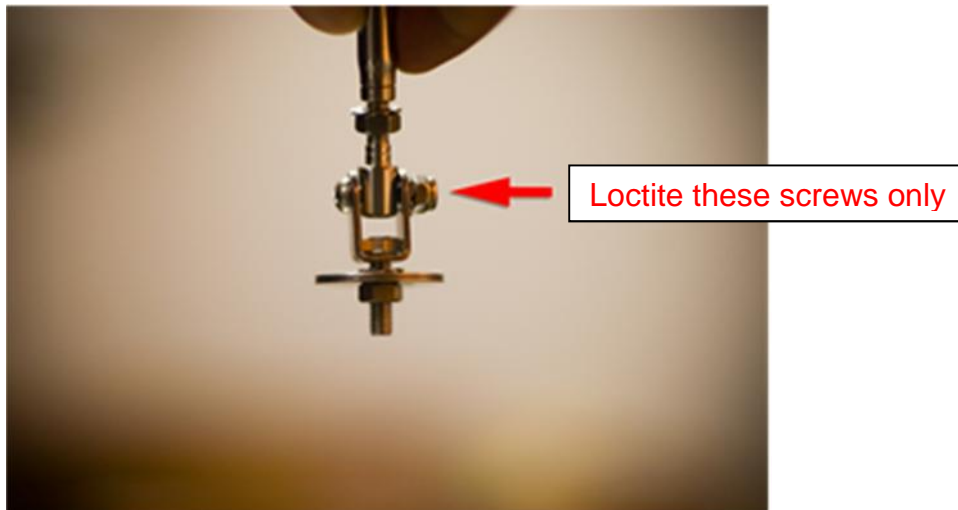
19. Place one end of the strut rod into the pre-drilled hole in the splitter and locate where the top of the strut rod will attach to your bumper. (2" & 4" dimensions) See Figure #2.
20. Mark this spot on the masking tape. Before drilling any holes mock up the rod to make sure you have enough available strut rod length. Verify the clevis is screwed into each end of the rod at least 1/2" so you have adjustment available when completed. Once everything is as you want it final mark the LS and RS hole locations. Keep the RS and LS symmetrical. **REMEMBER...MEASURE 3 TIMES.....DRILL ONCE**
21. Using a 1/4" drill bit, drill one single hole at each of the 2 spots you marked on the bumper in the prior step. Do not make the holes any larger than 1/4".



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22. Install the threaded insert into each 1/4" hole flush with the bumper cover. Follow the instructions included with the tool and tighten to seat the insert in each LS & RS hole.

23. Install the strut rods. On the splitter end of the strut rod sandwich the splitter with one (1) flat washer on top and one (1) flat washer on the bottom. On the bumper end use one (1) stainless steel flat washer between the strut rod u-bracket and the threaded insert you installed in the bumper. Once everything is aligned tighten all hardware and jam nuts. Tighter the screws holding the strut rod to the bumper and splitter to 20 in-lbs (2.2Nm) MAX
24. It is advised you Loctite the four 5mm screws on the rotating joint nuts. If you Loctite any other nuts you will lose the ability to adjust or remove the strut rods in the future. See Figure #3



**Figure 3**

25. Final align the splitter by shortening or lengthening the strut rods so that it sits horizontal with the ground when your car is on a flat level surface and no free play is noticeable.
26. Check all hardware for tightness and you are Done!

Enjoy the Ride and stay **M7 Tuned**.....

Thank you  
Team M7