

### M7 Rear Diffuser Tunnels Installation Guidelines



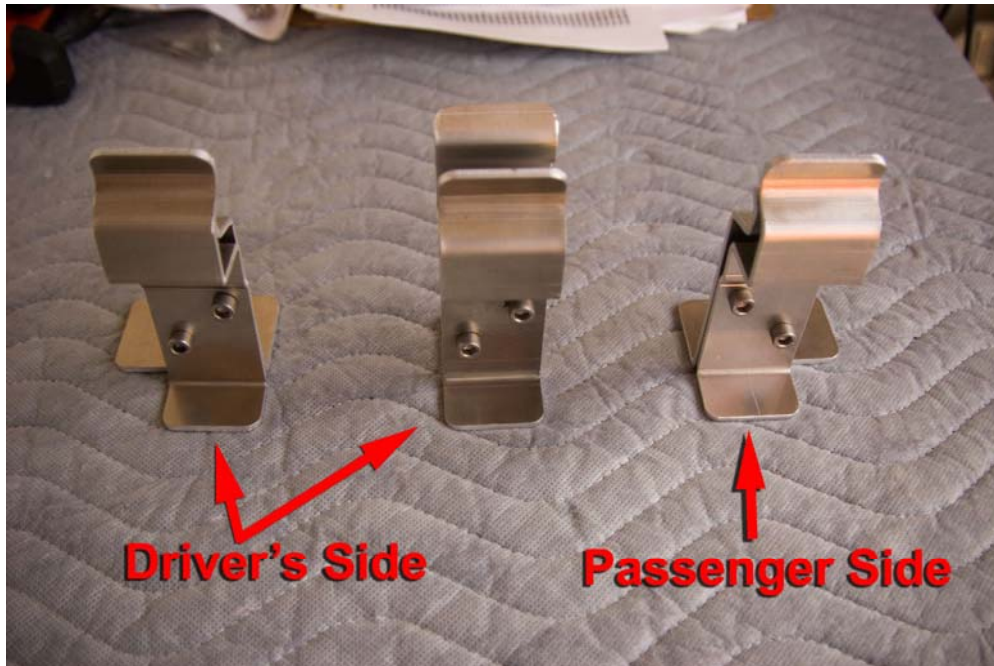
**PLEASE READ INSTALLATION MANUAL BEFORE INSTALLING PRODUCT.**  
Every M7 product is packed with pride and care. Please see the checklist below of every part that is included for this product.

- 2 Main Tunnels
  - Driver's Side
  - Passenger Side
- 2 Front Tunnels
  - Driver's Side
  - Passenger Side
- 1 Aluminum Center Wing (Black Anodized)
- 3 Bumper Brackets
  - Passenger Side Clamp
  - Outer Driver's Side Clamp
  - Inner Driver's Side Clamp
- 2 Main Tunnel Brackets
  - Passenger Side
  - Driver's Side
- 2 Front Tunnel Brackets
  - Passenger Side
  - Driver's Side
- 11 M6 Screws
- 11 Flat Washers
- 4 M8 Screws

**PLEASE NOTE:** The M7 Rear Lower Diffuser Tunnels are meant to be painted (unless fitted with the Carbon Fiber option). It is best to follow this installation guide BEFORE getting your tunnels prepped and painted as there may be marking and cutting involved that may damage paint jobs on the tunnels.

**If you have already painted your tunnels or if you have the Carbon Fiber option,** we suggest the use of painter's tape to cover any part of the tunnels that may be subject to cutting or marking in order to protect the finish.

Identify the mounting brackets included with your M7 Rear Diffuser Tunnels:  
**Rear Brackets**



**Exhaust Hanger Brackets**



**Front Brackets**



Note that the driver's side front bracket has a notch on one side.



Identify the different diffuser tunnels. The straight edge on the main tunnels goes along the outside of the car (red in picture to the left). The shaped edge of the tunnels point inward and accommodate the exhaust system (blue in picture to the left). Another way to differentiate the tunnels is that the passenger side

tunnel has an indented mounting area that corresponds to a factory mounting bracket.

In the photo to the right (viewed as if looking up from the bottom of the car), note that the front diffuser tunnels correspond with the angled cut of the main diffuser tunnels. The edges are meant to be parallel to each other allowing the lower control arms of the car to cut between them without interference.



**Jack up the rear of the car or drive the rear up onto ramps.** Using ramps is ideal as it will keep the suspension compressed and you can clearly see where the lower control arms sit.

**Remove the rear apron from the car.**

In the rear wheel wells, remove the plastic screws holding the fender liner to the body. Open the rear hatch. Unscrew the two screws attaching the top of the rear apron to the back of the car (these screws may also be holding in rubber door stops).



From the wheel well, release the plastic peg holding the fender flare to the rear bumper (see photo, connection point circled in blue). Carefully pop off the rear half of the fender flares from either side of the rear bumper. **You do not have to remove the fender flare completely.** Gently pull the fender flare towards the rear of the car then out away from the car. This will



reveal another screw attaching the rear apron to the body of the car that will have to be undone (see photo, circled in red). Unplug any electrical connections that may be connected to the rear apron (optional fog lights, etc). Gently pull the apron backwards away from the car.

**Install the front brackets.**

*Since you have to use the brackets as templates for drilling mounting holes in the tunnels, attach the brackets until they are flush with the mounting surface but do not torque them down at this time.*



The longer portion of each bracket points towards the outside of the steel beam. The shorter portion points inward. Recall that the driver's side bracket has a notch at the long side of the bracket. Screw these in until the bracket is flush with the steel beam. Do not torque these down at this time.

**Install the exhaust hanger brackets.**



Place a jack stand under the exhaust. Disconnect the rear exhaust hangers from the body of the car. Slide the passenger side exhaust hanger into the passenger side bracket as shown in the image. Screw this into place but do not torque it down at this time. Do the same for the other side.

**Install the rear bumper brackets.** Refer to the image below to see how the rear brackets look when installed. These can be slid from side-to-side in order to get the best mounting possible.



The single passenger side rear bracket is roughly 4.5 inches (11.4 cm) away from the pre-existing mounting bracket and about 10 inches (25.4 cm) away from the passenger side end of the steel bumper.





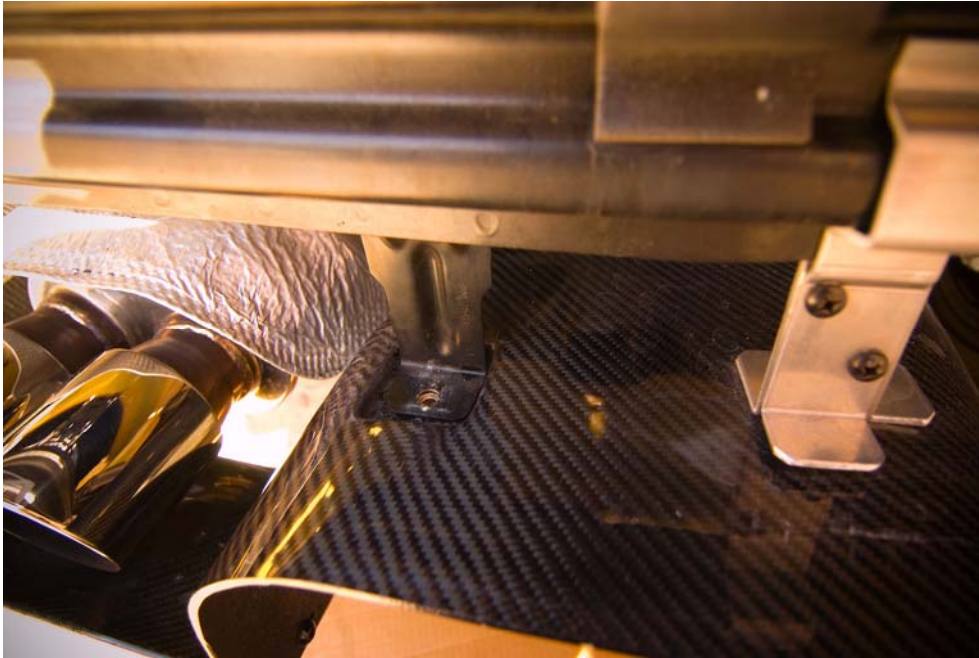
The outer driver's side bracket and inner driver's side bracket are about 10.5 inches (26.7 cm) and 15 inches (38.1 cm), respectively, away from the driver's side end of the steel bumper. These can be adjusted from side to side in order to line up with the pilot holes of the tunnels.

Clamp these rear brackets in so that they do not move, but do not torque them into place just yet. Keep in mind that the middle wing will affect where the tunnels should sit. Be prepared to loosen and move the brackets as needed.

**Verify the drilling points for passenger side.** You will start by doing the passenger side first. Have someone help you by holding the tunnels up to the brackets. Keep in mind that there should be at least 1 inch (2.5 cm) of clearance in either direction of the lower control arm.



The main tunnel should be easy to position as it must line up with the factory attachment point.



You can move the rear bracket along the bumper by loosening the bolts and sliding the clamp. Make sure that the clamps line up with the pre-drilled pilot holes (use a small drill bit to see if it passes through both the tunnel and the bracket). Verify that the pilot holes line up with the holes on the brackets (as long as some part of the hole lines up this will work out since you have to open up the holes on the tunnels regardless). If the holes line up, skip to drilling the tunnels, otherwise follow the next step.

**Optional:** If for some reason the exhaust hanger brackets or the front brackets do not line up with the pre-drilled pilot holes at all, you will need to mark where the brackets sit on the tunnels and mark out new drilling points. Trace the outline of the brackets onto the diffuser tunnels. Be sure to do this for the front and rear tunnel. **If you have the Carbon Fiber option or if you have already painted your tunnels, use painter's tape before making any marks.** If you have to make



new drilling holes for the rear clamps, mark the point where the clamping bumper bracket sits on the steel bumper before removal.

Remove all of the brackets from the passenger side and place them over the marked diffusers, marking out where the attachment holes are.

**Drill the passenger side tunnels.** Use a 3/8" forstner bit to open up all of the pilot holes (or to drill the ones you marked out). Note that the hole will be slightly larger than the M6 hardware provided. This will make it easier for you to install the tunnels and reduce some stress at the attachment points (the provided washers will ensure proper attachment).



**Re-Install the Brackets.** If you had to mark out new drilling points for your tunnels, follow the previous instructions to re-install the passenger side brackets. Tighten them all down until they are hand tight.

**Install the drilled passenger side tunnels.** Use the provided M6 hardware to install the front and rear tunnel to the passenger side of the car.

**Verify drilling points for the driver's side.** Similar to the install of the passenger side tunnels, have someone help you by holding the tunnels of the driver's side up to the brackets. Take the wing and use this to measure the distance of the gap between the driver's side and passenger side main tunnels. Use a straight edge or similar tool to make sure that the passenger side and driver's side main tunnels protrude from the rear of the car by the same amount. Verify that the pilot holes line up with the brackets of the driver's side. If the holes line up, skip to verifying the drilling points for the middle wing.

**Optional:** If the holes do not line up correctly, you will have to mark out new drilling points. **If you have the Carbon Fiber option or if you have already painted your tunnels, use painter's tape before making any marks.** When you are satisfied with your attachment points, trace the outline of the brackets onto the diffuser tunnels. Be sure to do this for the front and rear tunnels as necessary. Mark the points where the bumper bracket clamps sit on the steel bumper before removal. Remove all of the brackets from the driver's side and place them over the marked diffusers, marking out where the attachment holes are.

**Verify the drilling points for the middle wing.** The two main tunnels have pilot holes drilled for the middle wing. Verify that these holes line up with the threaded holes on the wing. If the holes line up, skip to drilling.

**Optional:** If for some reason the holes on the tunnel and the middle wing do not line up you will have to mark out new drilling holes. **If you have the Carbon Fiber option or if you have already painted your tunnels, use painter's tape before making any marks.** Trace where the middle wing contacts both the passenger and driver's side main tunnel. Remove both main tunnels. Use white lithium grease on the outside edges of the wing's threaded holes and place them down over the traces you made on the tunnels. The lithium grease will make marks onto the tunnels indicating where to drill. This method can also be used to change the angle of the middle wing however we have found this to be unnecessary.

**Drill the wing attachment points.** Use the 3/8" forstner bit to drill out the pilot-holes or the holes you marked out.

**Drill the driver's side tunnels.** Use the 3/8" forstner bit again to drill out all of the holes for the brackets (either the holes you marked, or the pre-drilled pilot holes).

**Re-Install the brackets, all tunnels, and the middle wing.** Use the provided M6 hardware to install the front and rear tunnels to the car. Do not bolt down the factory passenger side bracket at this point (it is also used to hold in the rear apron). Install the wing using the provided M8 hardware.

**Shape the rear apron.** Use a Dremel tool (or similar tool) with a plastic cutting wheel to cut out the lower portion of the rear apron in the shape of the two tunnels. Patience and marking out your path will ensure a good fit. Be sure to use painter's tape to mark out your cutting path and to protect the rest of the apron as you cut.



**Re-Install the rear apron.**

Installation is reverse of removal (See first steps). The rear apron has a threaded metal clip. This clip sits over the factory bracket attached to the steel bumper. Make sure that this clip is in place before re-installing the apron.

Be sure to bolt down the final passenger side attachment point (factory mounting point).



**Final work.** The M7 Rear Lower Diffuser Tunnels are meant to be painted (unless fitted with the Carbon Fiber option). The tunnels can now be easily removed to be prepped and painted.

This completes the installation of the M7 R56 Rear Diffuser Tunnels. For further technical support, please e-mail [techsupport@m7tuning.com](mailto:techsupport@m7tuning.com) or call our office at +1-562-608-8123 Monday – Friday, 9:00am – 6:pm PST.

Thank you again for your purchase – we appreciate your business.

Enjoy the Ride,

Team M7