

## 2" (50mm) & 2 1/2" (63mm) Lift Kit - Installation Guide Gen 2 MINI R55 through R61

*R60 Countryman | R61 Paceman*

M7 Speed engineers and manufactures the highest quality MINI Cooper performance products and accessories available on planet Earth! 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 our website [www.m7tuning.com](http://www.m7tuning.com)) or a local accessory installation center to perform this work.

This installation requires moderate mechanical skills, complete knowledge of strut type suspensions and some specialized tools.

### **Kit Includes:**

- Qty-(2) M7 Front Riser Blocks with studs installed
- Qty-(2) M7 Rear Riser Blocks
- Qty-(1) Installation Kit p/n 90-1046 (2") 90-1070 (2 1/2")

**NOTE:** The front and rear lift blocks are designed to be different thicknesses. When installed your vehicle will be lifted equally front and rear.

We highly recommend a set of shorter MAXX-G HD Adjustable Front Sway Bar Links (PN 10-510400) be installed at the same time you are adding this lift kit. It will eliminate any chance of the front anti-roll bar and front suspension from binding and help ease reassembly of the vehicle. These are included in all Stage 1, 2, 3 & 4 kits

### **TOOLS NEEDED:**

- MINI Service Manual with a detailed suspension repair section
- Coil spring compressor tools
- Complete metric wrench & 3/8" drive metric socket set
- 1/2" drive 18MM, 20MM, 22MM socket and breaker bar
- T30 TORX socket
- 1/2" drive (lb-ft & Nm) torque wrench
- Blue Loctite



Figure 1

The following instructions are only an outline of the installation procedure. The actual disassembly of the stock suspension components is better defined in a service manual written for your specific vehicle.



### **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. THIS MAY CAUSE SEVERE INJURY AND EVEN DEATH.**



### **CAUTION:**

**SUPPORT YOUR CAR BY USING STABLE AND QUALITY AXLE STANDS THAT ARE IN GOOD CONDITION AND PROPERLY RATED FOR YOUR VEHICLE'S WEIGHT. THIS INSTALLATION IS BEST ACCOMPLISHED USING AN AUTOMOTIVE SERVICE LIFT.**

DISASSEMBLY NOTES: Experience has proven that removal of the strut/spring/front spindle upright as one assembly is a preferred method for the installation of this kit. This method requires special tools and advanced knowledge of MINI front suspension assembly. This kit can be installed by removing only the strut/spring assembly from the spindle upright but requires compressing the spring and creative mechanical skills.

- a) If you choose to leave the upright on the vehicle and remove only the strut/spring assembly it is advised to remove the two piece inner wheel well liners from the each of the front wheel wells before suspension disassembly. This will give added room to work.
- b) BE CAREFULL of the CV joint, CV joint boot and wheel sensors as these are easily damaged if not disassembled properly and protected from damage during the disassembly and reassembly process.
- c) Removal of the spring from the strut is not necessary.

### **FRONT INSTALLATION:**

- 1) Remove wheels from the car.
- 2) Disconnect **BOTH RH & LH** sway bar links from the strut mounting points. This is necessary for both RH & LH suspension to go into full droop.

#### ***Work on one corner of the car at a time.***

- 3) Locate the wheel sensors and sensor cables going to each wheel. Remove the sensors and cables from their mounting points. Move these sensors out of the way to protect them from damage.
- 4) Remove the complete front strut assembly from the vehicle per the service manual instructions.
- 5) Once the strut assembly is off the vehicle remove the plastic index pin from the top OE strut plate.
- 6) Install the M7 front lift block onto the top of the OE strut plate. Fasten it using the three (3) OE M8 Hex Nuts and tighten. Torque to 30 lb-ft [40 Nm]. Use a drop of Blue Loctite if available.
- 7) Using a white or silver marker draw index lines at the top and bottom of the spring and rubber isolators to use as reference index marks to verify all parts are indexed correctly at re-assembly.

- 8) Reinstall the strut/spring back onto the vehicle following the service manual instructions. Torque all fasteners to factory specifications.
- 9) Use the kit supplied three (3) M8 locking flange nuts on the top studs when fastening the top of the strut lift block to the body. Torque to 12 lb-ft [16.2Nm] **DO NOT USE AN IMPACT GUN! HAND TIGHTEN ONLY!**
- 10) Verify the spring is indexed properly on the top and bottom spring rubber isolators. See Figure #2
- 11) Reinstall the wheel sensors and cables into their original location.
- 12) Repeat the process for the opposite front suspension.
- 13) Reinstall the wheel well liners if removed.
- 14) Reinstall the wheels/tires. Torque wheels to 100 lb-ft [135 Nm]
- 15) Safety check all components for proper installation and fasteners for proper torque.

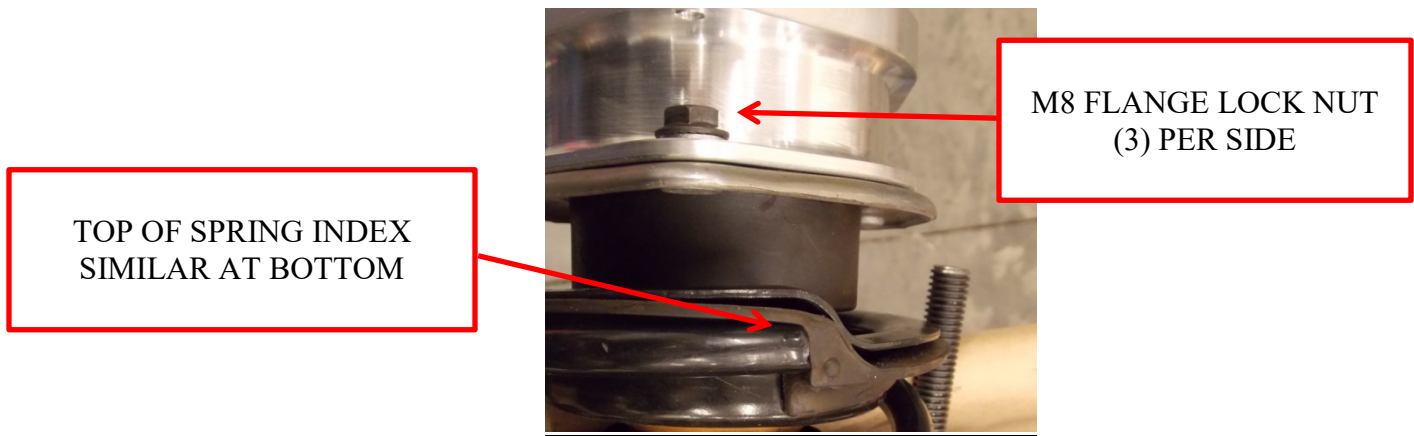


Figure 2

### **REAR INSTALLATION:**

- 1) Remove both wheels from the car.
- 2) Disconnect BOTH RH & LH sway bar links from the sway bar. This is necessary for the suspension to go into full droop.
- 3) Remove the rear spring-over-shock assemblies per the service manual instructions. (2 bolts at the top and one at the bottom)
- 4) Remove ring gasket from the top mounting plate.  
**NOTE: Removal of the spring off the shock is not necessary to install the lift block.**  
**NOTE: If installing a larger rear anti-roll bar now is the time to do it.**
- 5) Place the M7 rear lift block onto the top of the spring-over-shock assembly.
- 6) Using (2) supplied M10x60mm long bolts per side fasten the top of the spring-over-shock unit with the riser block onto the car. Use Blue Loctite on the bolt threads. Do not install the ring gasket removed in step 4. Torque to 35 lb-ft [47 Nm]
- 7) Once the top bolts are installed align the bottom bolt with the lower swing arm by compressing the shock using an upward push from the bottom.
- 8) Reinstall the lower spring-over-shock bolt. Use Anti-seize or grease on the bolt threads to prevent galling. Torque all fasteners to factory specifications.
- 9) Verify the spring is indexed properly on the top and bottom spring seats-BOTH SIDES.

10) Reinstall the rear sway bar links. Torque all fasteners to factory specifications.

11) Reinstall the rear wheels/tires.



a) With 28.0" diameter or larger tires the tire will interfere with the front lower edge of the plastic rocker cover. Slight trimming may be necessary to eliminate this interference. See Figure #3

Trim this area for added tire clearance

Figure 3

b) If installing a 22mm or larger rear anti-roll bar 12mm wheel spacers may be necessary for added wheel to anti-roll bar clearance.

c) Torque wheels to 100 lb-ft [135 Nm]

12) Safety check all components for proper installation and fasteners for proper torque.



**YOUR MINI IS NOW 2" HIGHER THAN THE FACTORY RIDE HEIGHT. THIS GIVES YOU ADDED CLEARANCE WHEN USING YOUR CAR FOR OFF-HIGHWAY AND ALL-TERRAIN SITUATIONS. IT ALSO MEANS YOUR MINI'S CENTER OF GRAVITY IS 2" HIGHER. CORNERING AND HANDLING WILL BE AFFECTED AND ROLL-OVER SITUATIONS MAY OCCUR. BE CAREFUL TO SLOWLY GET RE-ACCUSTOMED WITH YOUR CAR'S HANDLING AND ROAD BEHAVIOR CHARACTERISTICS.**

**M7 OFFERS A NUMBER OF LARGER REAR ANTI-ROLL BARS TO HELP COMBAT ADDED BODY ROLL. IF THE KIT YOU PURCHASED DID NOT INCLUDE A LARGER REAR ANTI-ROLL BAR AND YOU WANT TO ADD THIS PLEASE CALL OR VISIT OUR WEB SITE TO ORDER.**

**AFTER INSTALLATION OF THIS KIT AND YOUR FINAL TIRES & WHEELS ARE INSTALLED A COMPLETE 4 WHEEL ALIGNMENT IS HIGHLY RECOMMENDED.**

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