

R60 Countryman | R61 Paceman

## 2" (50mm) Lift Kit - Installation Guide

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-p/n 96-1082
- Qty-(2) M7 Rear Riser Blocks-p/n 96-1081
- Qty-(1) Installation Kit p/n 90-1046
  - Qty-(4) M10-1.0 x 60 mm lg. Hex Head Flanged Bolts (for rear)
  - Qty-(6) M8-1.25 Flange Lock Nuts (for front)

**NOTE:** The front and rear lift blocks are designed to be different thicknesses than the rear. When installed your vehicle will be equally lifted 2" (50mm) 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.

### **TOOLS NEEDED:**

- R60 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 to be able to install this lift kit 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.

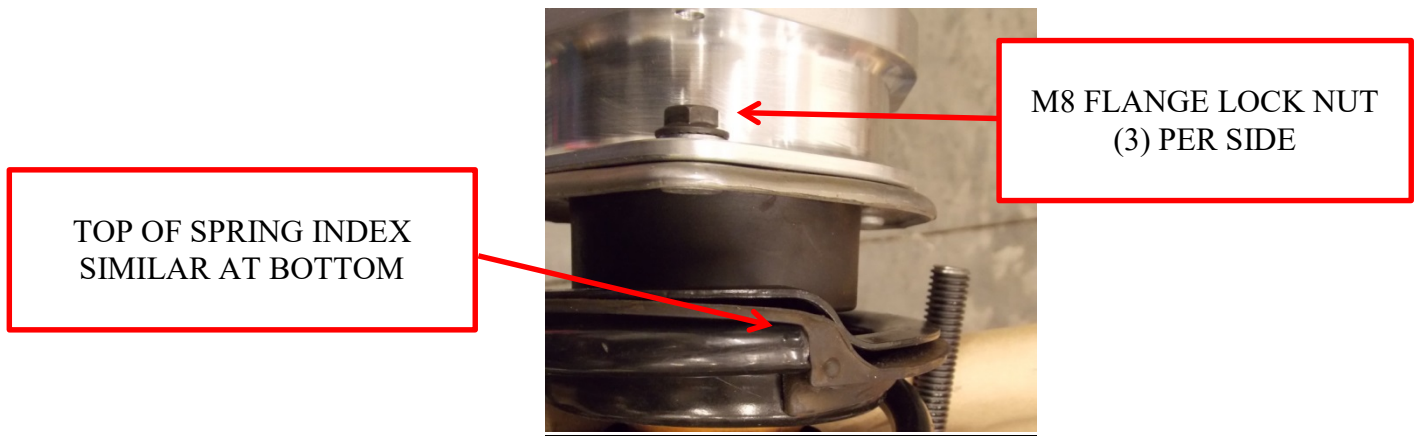


Figure 2

### **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**.....

## Sway Bar Links Installation Notes

Part Numbers: 10-510100 through 10-510800




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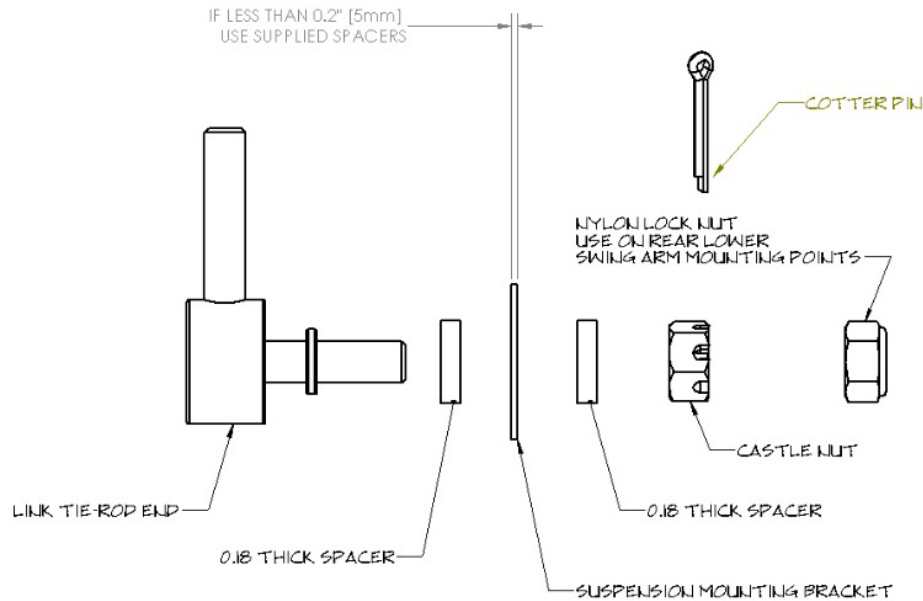


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**INSTALLATION NOTES:**

1. The length of the links have not been preset and the jam nuts are not tight. Set the length of each link for your specific application and tighten the jam nuts at each end against the aluminum center body. Each link has a left hand and right hand thread for easy length adjustment. Make sure bolt links are the same length.
2. When attaching the sway bar tie-rod end to thin ( 0.2" or 5mm) stock suspension brackets use the supplied 0.18" thick hardened flat washers so that the nut tightens fully on the threads.
  - a. If access to install the cotter pin is not available use the supplied nylon lock nuts.
3. Torque to 35 lb-ft (47n-m)
4. Align the castle nut hole and the hole in the stud to properly install the cotter pin.
5. Install the supplied cotter pin.

If you have any questions or concerns, don't hesitate to call our office Monday – Friday, 9am—4pm Eastern Time. Or e-mail us [techsupport@m7speed.com](mailto:techsupport@m7speed.com).

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***Team M7***



**MAXX-G Rear Anti Roll Bar**  
**2011-2016 R60 Countryman & R61 Pacemen**  
**Part # 60-520100, 60-520200, 60-520300**  
**Installation Guide**



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**This installation is classified as a MODERATE to HIGH skill level task.**



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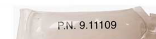


Figure 1: MAXX-G RARB w/Bushings

Figure 2: Supplied Hardware Kit

## INSTALLATION OUTLINE:

The following procedure is only an outline.

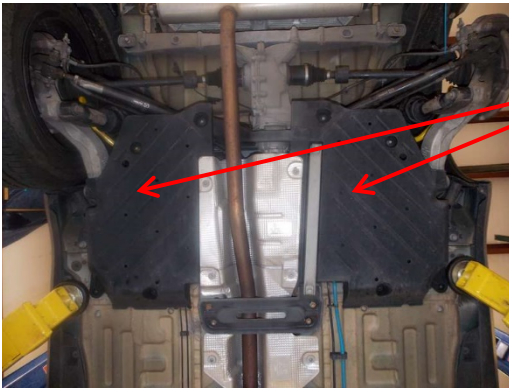


**CAUTION: BE AWARE OF AND NOTE THE LOCATION OF ALL THE BRAKE LINES AND SENSOR WIRES DURING THE INSTALLATION PROCESS. USE CAUTION NOT TO DAMAGE THESE DURING THE INSTALLATION PROCESS.**

**NOTE: The rear wheels must be un-supported and in full droop for this installation.**

**NOTE: A two post automotive lift is highly recommended. If one is not available then support the vehicle on jack stands.**

1. Raise the car off the ground with the rear suspension unsupported and in full droop (extension)
2. Remove the rear wheels.

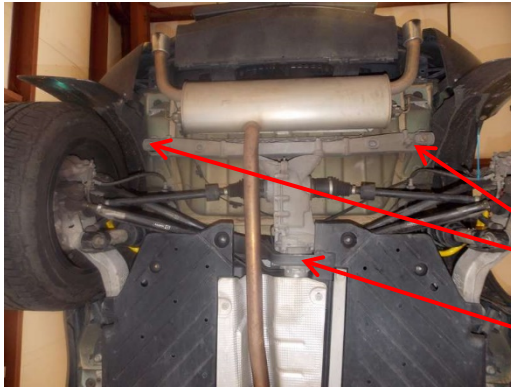


3. Remove the two (left hand and right hand) plastic underbelly panels located before the front axle.

**Figure 1: Plastic Underbelly Panels**

4. Remove the left and right hand rear spring/shock assemblies by removing the two (2) upper bolts attaching the spring/shock to the body structure and the one (1) lower bolt attaching it to the suspension swing arm (21mm socket). **NOTE: The spring is mounted to the shock and will stay in-place if the assembly is removed as a complete unit.**
5. Disconnect the RH & LH rear sway bar links from the OE rear sway bar.





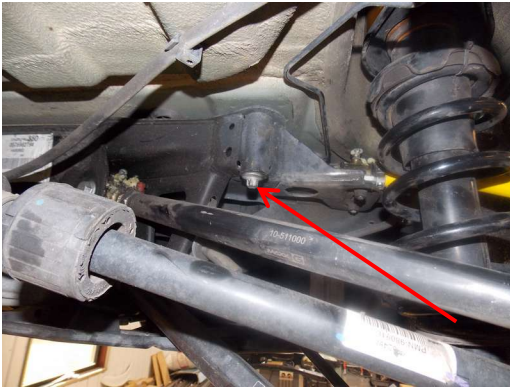
**Figure 2: ALL4 Rear Cross member bolts**

6. **4WD VEHICLES ONLY:** Remove the two bolts attaching the aluminum rear cross member to the main body structure. (16mm socket). This cross member is located at the very rear section of the vehicle behind the rear axle and is used on ALL4 Countryman only.

ALL4 cross member bolts

Place jack here

7. Place a floor jack under the center of the rear sub-frame assembly and raise it until it touches the sub-frame.



**Figure 3: Sub-Frame Bolt (4 total)**



**Figure 4: Sub-Frame Bolt (4 total)**

8. Remove the four (4) bolts holding the rear sub-frame to the main body structure. E14 Inverted Torx Socket required.
9. Using the floor jack, slowly lower the rear sub-frame away from the vehicle until it is approximately 1.5" below the main structure and you have enough gap between the sub-frame and the body to slide the OE sway bay out and the new bar in.
10. Remove the factory rear anti-roll bar bushings and clamps that mount the sway bar to the sub-frame.
11. Slide the OE sway bar out through the gap between the sub-frame and the main body structure.  
**NOTE: BE CAREFUL NOT TO DAMAGE ANY BRAKE LINES OR SENSOR WIRES DURING THE REMOVAL AND INSTALLATION.**
12. Slide your new MAXX-G rear bar into its approximate operational location.

13. Coat the inside bore of each of the black urethane bushings with a liberal amount of silicone grease supplied with your kit.



14. Slip the greased black urethane bushing onto the MAXX-G sway bar. The bushings sit on the bar at the outside edge of the location rings, one each side.

Locating Ring

15. Place the metal bushing clamps over the urethane bushing with the grease fittings pointing to the rear of the car. Make sure the grease port on the urethane bushing aligns properly with the grease port on the metal clamp. Bolt the clamps to the sub-frame using the original bolts.

16. Connect the sway bar links to the MAXX-G rear sway bar.

**ASSEMBLY NOTE: We strongly recommend that all the chassis and suspension bolts be cleaned and the threads coated with anti-seize before assembly.**

17. Jack up the rear cross member until it contacts the body structure and install the four (4) cross member bolts.
18. Finalize the installation by reversing the disassembly process from this point
19. Safety check each bolt that was removed and installed for proper tightness.

If anything seems unclear, please don't hesitate to call our office Monday – Friday, 9am—4pm EST. Or e-mail us [techsupport@m7tuning.com](mailto:techsupport@m7tuning.com).

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

**M7 MONSTER Strut Tower Brace**  
**P/N 60-5M7101**  
**Fits Countryman (R60) & Paceman (R61)**  
**Installation Guide**



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**Tools (not included):**

- 13 mm Socket
- 8mm male hex socket
- Torque Wrench

**Estimated Time (Actual time may vary):**

10 – 30 minutes

**Package Contents checklist:**

- 2 Strut Reinforcement Mounting Plates
- 1 Cross Bar
- 4 Short Hex Drive Bolts
- 4 Lock Washers
- 1 8mm Allen Wrench

**CAUTION:**



**DO NOT JACK UP YOUR CAR!  
THIS INSTALLATION MUST BE DONE WITH WEIGHT ON THE WHEELS-DO NOT  
ATTEMPT TO DO IT WITH THE CAR JACKED UP AND NO WEIGHT ON THE WHEELS.  
THIS WILL CAUSE MAJOR MISALIGNMENT OF YOUR CAR'S FRONT SUSPENSION.**

- 1) Remove the hood weather strip seal in the area behind the strut towers on both the right and left sides. This is done by gently pulling FORWARD at the bottom of the seal. It will slide off the sheet metal edge. It is only necessary to remove this in the area of the tops of the strut towers Lay them out of the way so you can work.
- 2) Complete one side at a time. Using a 13mm socket, remove the 3 nuts at the top of the strut towers. Place the appropriate Strut Reinforcement Plate (SRPs) over the strut tower studs. Evenly screw down all 3 nuts until no gap appears. Torque each nut to **25 lb-ft (34 Nm)** Repeat on the opposite side.

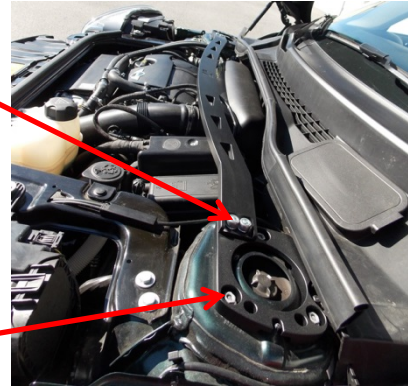
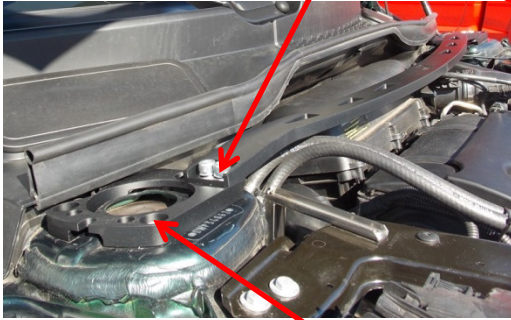
**Please note:** There is a small plastic locator stud on both strut towers. If the stud prevents the plate from being installed correctly, the stud may be cut with a pair of diagonal cutters (wire cutters). Cutting this stud off will not affect the way the vehicle behaves.

- 3) Slide the weather strip seal back onto the sheet metal lip until it is fully seated.



Pull this weather seal strip forward both sides to expose the top of the strut tower. Replace after the SRPs are installed

10mm crossbar bolts and lock washers.



SRP hold down nuts (13mm socket)  
3 per side

- 4) Using the supplied four short bolts and four lock washers attach the cross bar to the base plates. Center the strut bar and screw the four bolts down until they are hand-tight.
- 5) Torque all four (4) bolts to 30 ft-lbs (41 Nm).
- 6) Recheck all nuts and bolts to verify they are tight and properly torqued. Verify the weather strip is placed back onto its locating lip.

You are done!

*Enjoy the ride & Stay M7 Tuned.....!*

*Team M7  
Ultimate Mini Performance Products  
Engineered...Tested...Proven*





## R60 Skid Plate 60-540100 Installation Guide



**Figure 1**

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### **CONTENTS:**

- 1 – HEAVY DUTY ALUMINUM SKID PLATE, FORMED & WELDED
- 1 – 90-1069 HARDWARE KIT
  - 2 - 96-1155 MOUNTING SPACER 1.25"
  - 2 - 7/16-14 X 3/4" LG CARRIAGE BOLT
  - 2 - 7/16-14 X 1" LG FLANGE HEAD HEX BOLT
  - 3 - M6-1.0 X 25MM LG BUTTON HEAD SCREWS-SS
  - 3 - M6 FLAT FENDER WASHERS-SS
  - 3 - M6 U-NUTS

### Tools Required

- 10 mm wrench
- #2 or #3 Phillips screwdriver
- 5/8" wrench or socket & ratchet
- 1" wrench or medium adjustable (Crescent) wrench
- 3mm hex (Allen) wrench





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1. Safely raise car up and support it so you have adequate room to work underneath the front bumper cover and front part of the front frame assembly. It is recommended to use service ramps, jack stands or an automotive lift.



**Figure 2: AC Pump Shield**

2. Using a Philips head screw driver remove the triangular shaped AC pump shield located on the bottom right front corner of the car. The screws are quarter turn style. Reserve this shield for a later use. See Figure #2.



**Figure 3**

3. Remove any clips that are installed in the three (3) middle 1/4" holes along the rear bottom edge of the radiator support. Figure #3



4. Install the supplied M6-1.0 U-nuts at these 3 hole locations. NOTE: The threaded part of the clip points UP. See Figure #3, #4 & #5



Figure 4



Figure 5

5. At the rear of the front frame section locate the two (2) large 2" diameter holes on the RH & LH side of the frame and then locate the square hole directly in front of these 2" holes. See Figure #6



Figure 6



Figure 7

6. Insert a supplied carriage bolt up into the 2" hole and drop it down through the square hole. Verify the square shank of the carriage bolt is aligned with the square hole. Figure #7

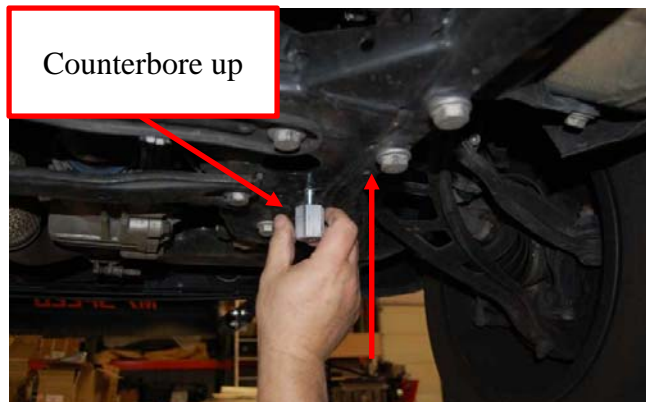


Figure 8

7. Carefully thread the supplied aluminum spacer onto each of the two (2) carriage bolts ensuring the squares stay engaged. NOTE: The counterbored end on each spacer points up and threads onto the carriage bolts. Tighten each spacer to 40 lb-ft [54 Nm] using a 1" socket or wrench. A drop of Loctite is recommended if available. Figure #8

8. Place the skid plate under the car and lift it into place. (Help from a friend is strongly recommended) Thread the supplied 7/16 flange head bolts through the two rear slotted holes at the back of the skid plate and into the aluminum spacers installed in the previous step. Hand tighten only for now to allow for final alignment. Figure #9



Figure 9



Figure 10

9. Lift the front of the skid plate up to the bottom of the radiator support and align the three (3) slotted holes with the threaded U-nuts installed in step #4. Thread the three (3) supplied M6-1.0 x 25mm long button head screws with one flat washer on each through the skid plate and into the U-nuts. Figure #10

- 10. Tighten the M6 bolts to 7 lb-ft (84 lb-in) [10Nm]
- 11. Tighten the rear 7/16 flange bolts to 40 lb-ft [54 Nm]

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

## Installation Guide

### Countryman/Paceman Bull Bar Kit 60-540200 | 60-540300 | 60-540400



**Figure 1**

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**KIT CONTENTS:**

- [1] Bull Bar Hoop with 2 light bracket
- [2] Frame Brackets (RH & LH)
- [2] Adapter Brackets (RH & LH)

**[1] Hardware Kit #90-1057**

- [2] 3/8" x 4 1/2" square u-bolts
- [8] 3/8" x 1" lg hex head bolts
- [12] 3/8" hex head lock nut
- [20] 3/8" flat washers

**TOOLS NEEDED:**

- 9/16" SOCKET & RACHET AND WRENCHES
- PHILLIPS SCREW
- FLAT SCREWDRIVER
- 10MM SOCKET & RACHET AND COMBINATION WRENCH
- TORQUE WRENCH (ft-lbs)
- 5/8" OR 16MM SOCKET
- SIDE CUTTERS
- TAPE MEASURE
- SMALL BUBLE LEVEL

**PREPARATION:**

1. Safely raise car up and support it so you have adequate room to work underneath the front bumper cover and front part of the front frame assembly.



2. Using a Philips head screw driver remove the triangular shaped AC pump shield located on the right front corner of the car. The screws are quarter turn style. Reserve this shield for a later use. See Figure #2.

**Figure 2: AC Pump Shield**



**Figure 3: Wire Clip-Right Side of Car**

3. Locate the wires clipped to the right side outer frame rail. Using a screw driver or side cutters remove the clip from the frame rail. It is a plastic christmas tree style clip and can easily be removed. See Figure #3

4. Remove the two 1" x 12" support straps by removing the two 5/8" [16mm] frame connector bolts and the front two 10mm screws. Reinstall the large bolts removed from the rear and torque to 80 ft-lbs (110 Nm) each. Reserve the brackets and 10mm bolts for a later use. See Figure #4



**Figure 4: Support Strap**

### **MOUNTING THE FRAME BRACKETS**

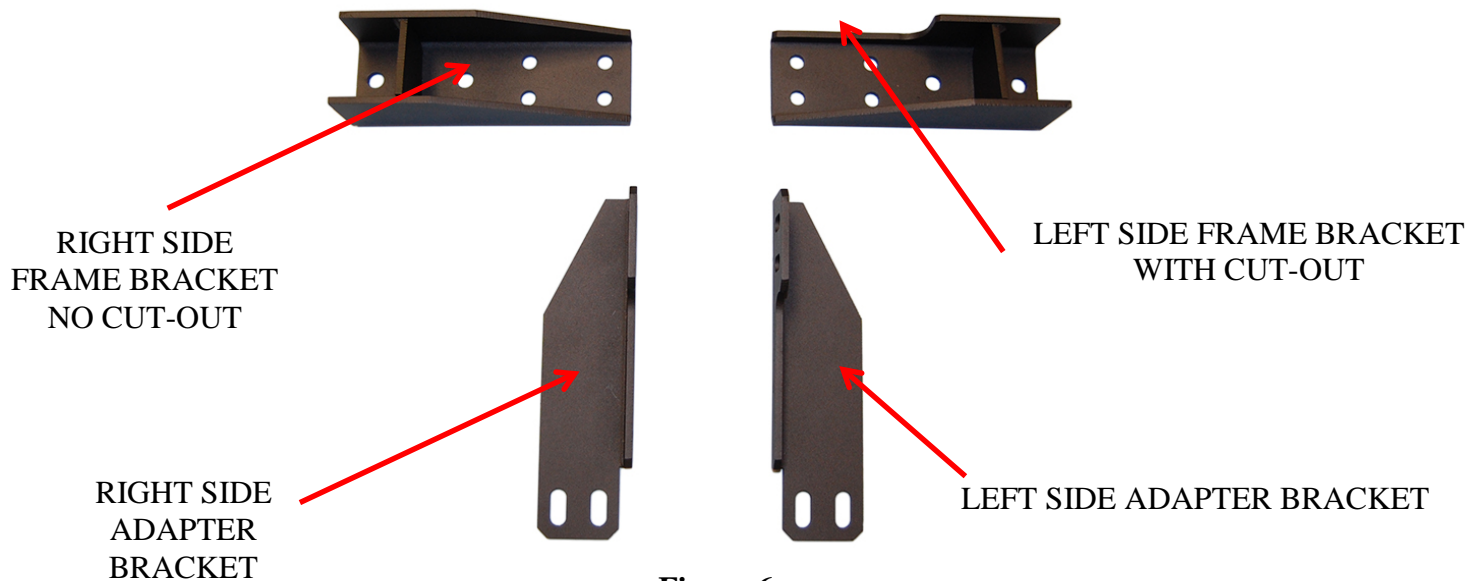
5. Place one square u-bolt over the top of each right side and left side frame rail. The threaded portion should be pointing down. Slide the u-bolts full forward on each rail. **CAUTION:** Do not capture the wires removed in step #3 between the frame rail and the u-bolt. The wires should be outside of the u-bolt when assembled.



**Figure 5**



6. Locate the left & right side frame brackets. The left side bracket is identified by a cutout on the rear gusset leg to clear the AC lines located in the mounting location. See Figure #6.



**Figure 6**



**Figure 7**

7. Place each bracket with the open side UP on the appropriate side of the car and slide the u-bolt through the holes. Place one 3/8" flat washer and one 3/8" nylok nut onto each threaded stud. Slide the u-bolts forward until the brackets are full forward on the frame rails and the u-bolt sits in a factory provided groove located on top of each frame horn. Snug each nut but **DO NOT TIGHTEN** at this time. The u-bolts should be approximately perpendicular to the frame brackets and the bottom of the brackets should be approximately parallel with the bottom of the bumper cover. Figure #7



## **BULL BAR ASSEMBLY**

8. Locate the left & right side adapter brackets. See Figure #6 for hand identification.
9. Using the supplied hardware loosely bolt the adapter brackets to the main bull bar hoop. Each of the four holes uses (1) 3/8" x 1" lg hex bolt, (2) 3/8" flat washers and (1) 3/8" nylok hex nut. Snug each nut but **DO NOT TIGHTEN** at this time.



**Figure 8**

## **FINAL ASSEMBLY**



**Figure 9**

10. Bolt the bull bar and adapter bracket sub-assembly to the frame brackets installed in step #7. Using the supplied hardware loosely bolt the adapter brackets to the outer set of holes in the frame brackets. Each of the four holes uses (1) 3/8" x 1" lg. hex bolt, (2) 3/8" flat washers and (1) 3/8" nylok hex nut. Snug each nut but **DO NOT TIGHTEN** at this time.

11. Align the bull bar hoop at the desired vertical angle when viewed from the side of the car and to the center of the car when viewed from the front of the car. The slots in all the mounting brackets allow for easy alignment.



12. Tighten all the 3/8" hardware to 25 ft-lbs (35 Nm) checking the alignment as you progressively tighten bolts.
13. Check to see that the AC line assembly on the left side of the car is not rubbing the LS frame bracket. If it is gently bend the line to gain adequate clearance and prevent rubbing. See Figure #8
14. Using a zip tie fasten the wire removed in step #3 to the frame
15. Review the install and check that all hardware is tightened to the specified tightness, no parts are rubbing and no wires are pinched.
16. Safely lower your car to the ground.
17. Mount your lights and HAVE FUN!

The light bar welded to the bull bar hoop allows for two 8" driving lamps to be mounted. Additional holes can be drilled to mount 3 or 4 smaller lamps to the bar.

You can also purchase optional M7 3 light (PN 96-1136-05) or 4 light (PN 96-1136-06) bars that bolt onto the two light mount to accept additional 8" lamps.

If anything seems unclear, please don't hesitate to call our office Monday – Friday, 9am—4pm EST. Or e-mail us [techsupport@m7speed.com](mailto:techsupport@m7speed.com).

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