

MINI COOPER S

R56 REAR FOG LIGHT RETROFIT

I started this endeavor because I was unable to include the rear fog lights when I ordered my R56. There were many naysayers from the beginning. Nevertheless, because I had previously retrofitted my 2004 (R53) MINI Cooper S with rear fog lights too, I had a good feeling from the start that it could work. I did not picture, but I do describe, the fitting of the rear fog light assemblies.

One word of caution, although the R53 retrofit was relatively easy, the R56 is a completely different beast. Accordingly, **this guide is not designed for the faint of heart**. There were many moments when I wasn't sure whether I should go on after I hit a few roadblocks. If you are at all nervous about removing many parts (and possibly breaking them in the process) do not attempt this retrofit. Consequently, I do not take any responsibility for any omissions, errors, or any other mistakes in this guide. This is merely a documentation of the process I used to retrofit the lights and toggle—your experience (and vehicle) may differ.

Total retail part cost should be about \$128—but parts may be found more cheaply. If you do not care about having the icon above the toggle, you could simply remove the blank from the toggle panel...but I suspect that if you are going through the trouble, you are going to spring for a new toggle cover.

The Rear Fog Light Assemblies and Wiring

Parts & Numbers:

Right Rear Fog Light Assembly (the assemblies come with the sockets and bulbs): [63242751708](#)

Left Rear Fog Light Assembly: [63242751707](#)

Total Approximate Cost of the Light Assemblies: \$60

Tools Needed:

No specific tools required, but a flathead screwdriver or even a 5-in-1 may be helpful

Process:

I'm sure that if you are at all interested in retrofitting the rear fog lights, you have noticed the blanks in the rear bumper. These blanks simply pop out (perhaps with some struggle) and the new assemblies pop in. The light assemblies only go in one way.

The difficult for me was locating the wiring harness for the lights. When you crawl under the rear bumper and look up, you will notice that there is a foam piece wedged between the structural bumper and body. Working on one side at a time, pull down the foam just enough where you should see the respective wiring harness taped above the foam. There is no need to pull the foam piece completely out, you can work around it one side at a time.

Once you have the assemblies in place, the wires pulled down, and the foam replaced, plug in the harnesses to the light assemblies. At this point, the rear work is done.

Toggle Install

Parts & Numbers:

Switch Cover¹: [64113442608](#) (Assumes seat heaters, front & rear fog lights) — \$60

Toggle: 64113452459 — \$8



Tools Needed:

Flathead Screwdriver (for prying)

Torx Bit Screwdriver

T20 Torx Bit

T25 Torx Bit (it may be a T30 Bit) (Used Once)

Process:

If your MINI is like mine, here is what it looks like:



You can see the blank spot where the rear fog light toggle is located. Yuck!

¹ Your switch cover may be different depending on your MINI's configuration. Check [RealOEM](#) for the correct part number.

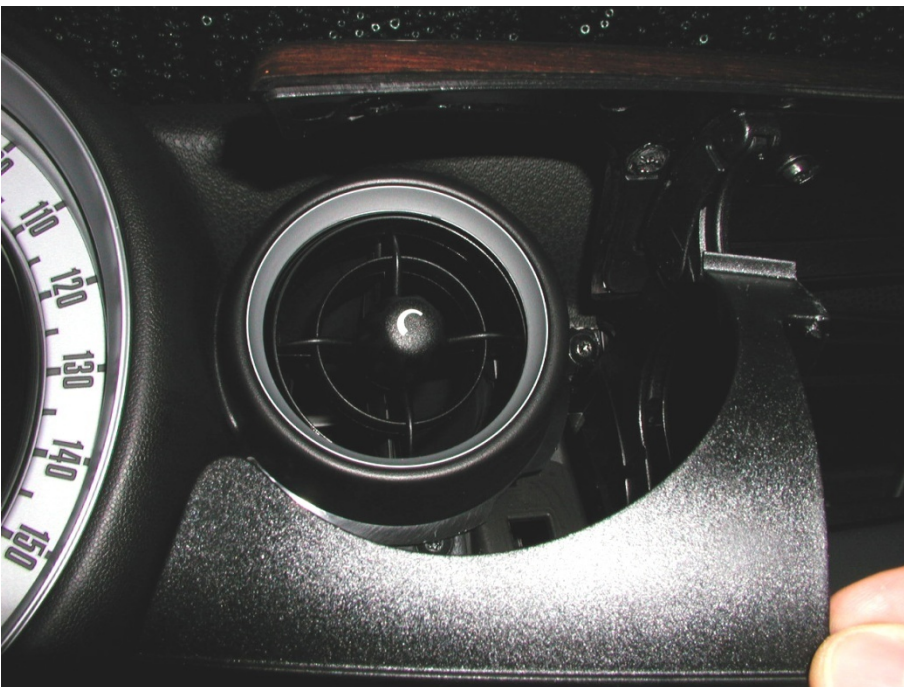
Before beginning, it is a good idea to have a place handy to store the screws and other removed bits. Begin by prying out the two fins closest to the speedometer on the center dash vent. Don't make the same mistake as me and pry up the entire center vent (pictured directly below). Once removed, set the fins aside and remove the two screws (pictured below).



Now remove the plastic or wood trim located behind the steering wheel and tachometer. To do this, I lowered the steering wheel all the way down and then I was able to get my fingers behind the trim and simply pull it off. With some creative maneuvering, it should slide out.

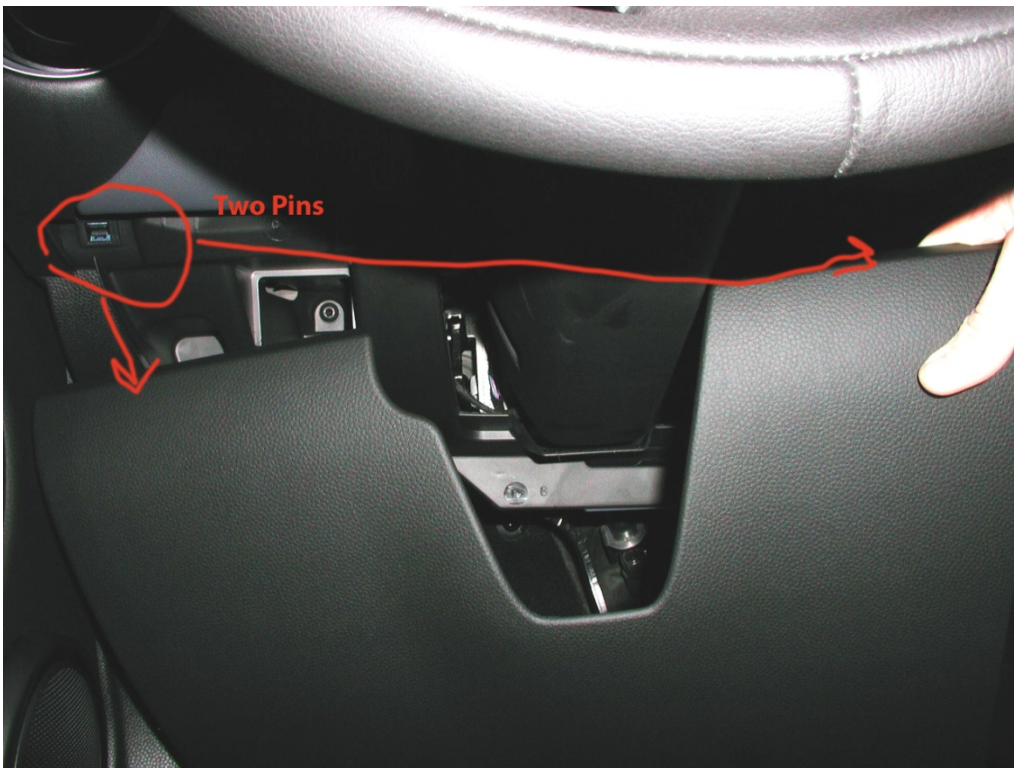


On the passenger side, open the secret compartment and pry out the plastic covers on either side (covering the vent screws).

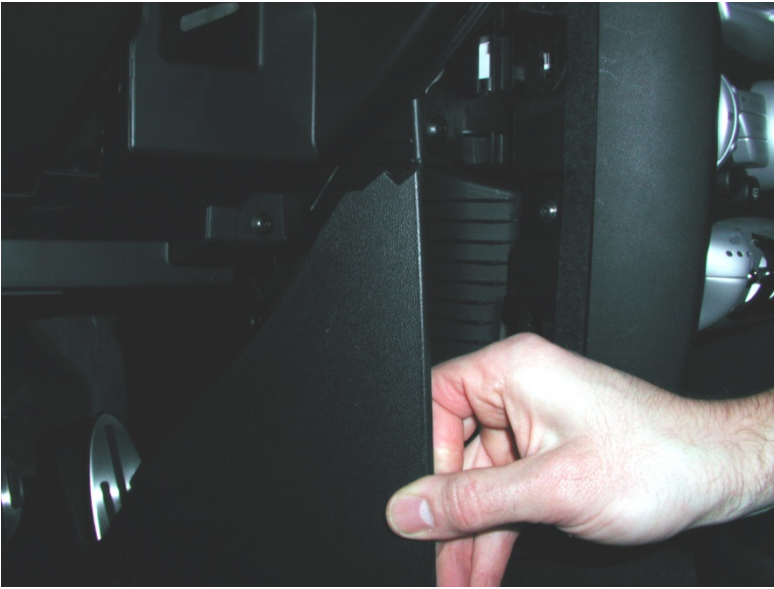


The vents are each held in with two screws.

Next, remove the bolster under the steering wheel by removing three screws and then pulling the top part down, releasing the two pins.

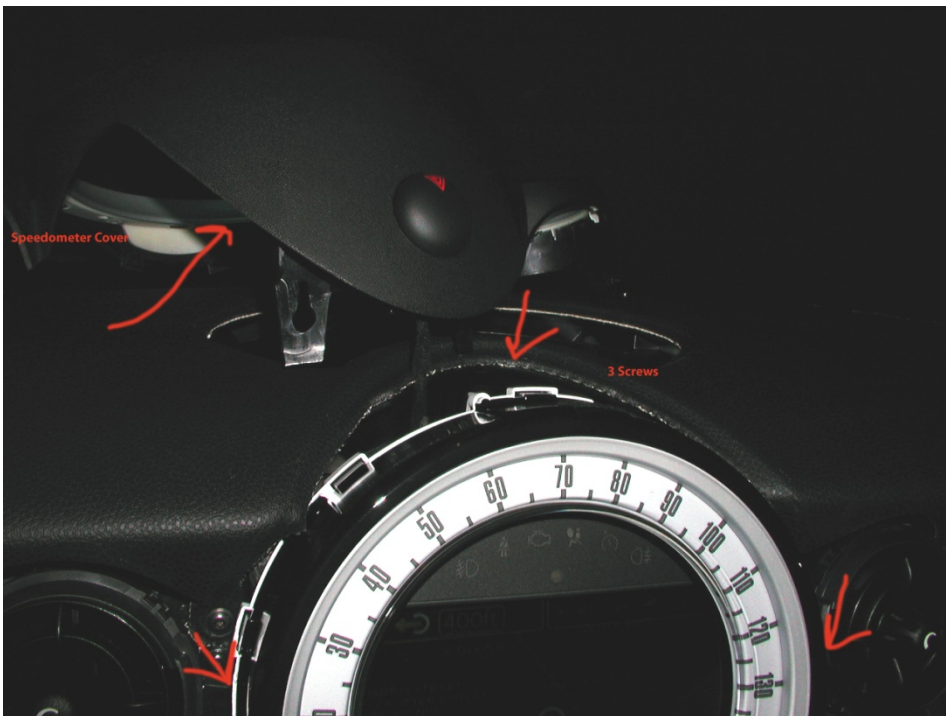


At this point, you will be able to remove the side bolsters on either side of the center console. Start with the driver's side by pulling from the bottom to release the pins all the way up. Now do it on the passenger side. Note that you will need to open the glove compartment to work the piece out—it's tight, but it will come. Then remove two screws on either side of the console.



Now you will need remove the screws holding in the section of dash where your key inserts (4 screws) and the dash above the glove compartment (where the release button is—5 screws). The dash where the key inserts should just hang by the wire and the dash above the glove compartment does not need to come out completely, you just need to access the screws holding in the speedometer.

Remove the speedometer cover and slide it out of the way. There is no need to remove the hazard button or wire.



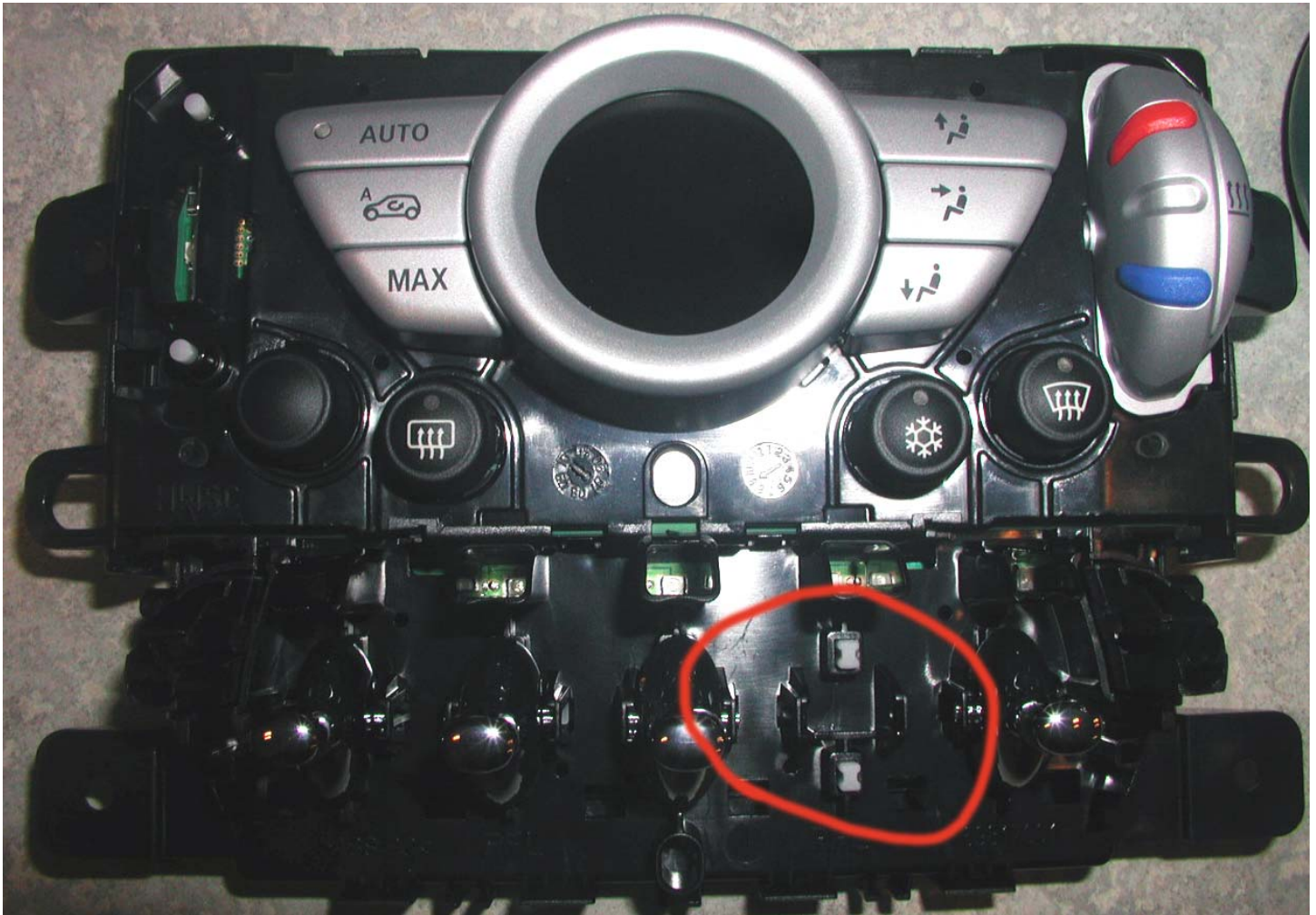
Remove the three screws holding the speedometer in place. Again, there is no need to remove the wires, you just need to be able to wiggle it.

On the lower part of the console (where the tray is located), there is a cover piece attached with pins. Remove this cover piece to access the T25 (or T30) Torx screw (now is the time to use that big bit!) and remove one screw.

At this point, the center console should come out with some finesse. If it doesn't come out easily, check to make sure all the screws are removed.

Once you remove the center console, unhook two wiring harnesses connected to the A/C control unit and the Aux control box. The Aux box pushes out first and then comes back through sideways.

After the center console is removed, remove four screws to remove the control unit. Then pop the toggle cover off and insert the missing toggle.



If you've made it this far, replacing everything should be easy!

Now it's time to make a trip to the dealer for programming.