

This is a short "how to" on the installation of front (P/N 82162338565) and rear (P/N 82162338566) mud flaps for the 2014+ Mini Cooper F56 Hardtop. It applies to both Cooper and Cooper S, but Mini indicates these are not compatible if your vehicle has the JCW Aerodynamics Package.



The first photo shows what arrived in the box from Mini. While this is far from a sophisticated installation, I am surprised at the complete lack of documentation. There wasn't even a list of what should be included in the kit. My rear mud flaps came missing one of the metal clips and included a two piece, self-adhesive, foam block that I still have no idea where it might have gone. The front kit didn't have any cleaner or adhesion promoter packets like the rear kit contained, yet both kits use the 3M trim tape. Isopropyl alcohol is a reasonable substitute for the cleaner, having some extra adhesion promoter on hand might not be a bad idea. For tools you'll need an 8mm socket or nut driver to remove/replace the necessary fasteners, a large flat blade screwdriver for the panel clips, and an electric drill with a #2 Philips bit to install the self-tapping screws included for the front flap.

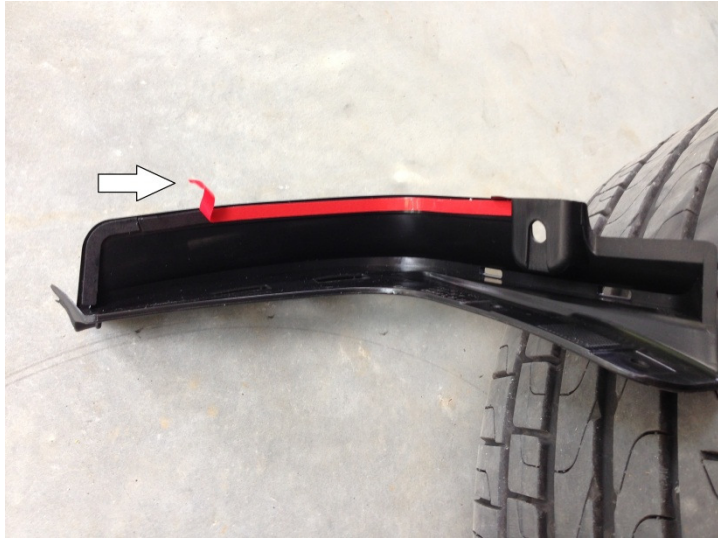
Rear Installation:



This picture is looking rearward into the passenger side rear wheel well. The arrow indicates which screw needs to be removed. Set the screw aside as it is reused when assembling the mud flap.



This picture is looking up under the same wheel opening. Again remove the indicated screw and set aside for assembly. Now use the cleaner first then the adhesion promoter on the area where the mud flap will go.



This picture shows a mud flap with the red release tape partially removed just prior to installation. Make sure the tape is hanging to the outside of the part as you position it on the car. I don't recommend peeling off the entire protective tape at this point as it sticks so well that unless you get it perfectly positioned you will have difficulty moving the flap. Then reinstall the two screws removed earlier, but do not tighten them at this point, just catch a few threads. With the mud flap held firmly in its position, peel off the remainder of the tape. While still holding the mud flap in position, go ahead and tighten the screws. Do not over-torque the screws as they are only threading into plastic which can easily be stripped if killer torque is applied.



This picture shows the three clips in place on the front flap and shows the screws installed also. They clamp the mud flap to the flange of the wheel opening. I found this to be the most difficult part of the assembly. The clips are very strong and their opening is small. Here is where the large flat blade screwdriver comes in handy to push these into position using the flat side of the blade, not the end.



This is a shot of the completed rear mud flap install. These look adequate to the task, but there's not much back here that needs protecting. At least the guy on the motorcycle behind me will be safe from flying debris!

Front Installation:



This is a photo of the front mud flap location, looking aft on the driver's side. The arrow indicates which screw has to be removed. Again set the screw aside as it is reused when assembling as before. Next install the clips in the same manner as done on the rear flaps.



Last step is to install the self-tapping screws. If you have a right angle drill or battery powered driver it would make access easier, otherwise turn the steering in the direction of the side you're installing to get the most working room. The screws thread into the plastic of the wheel well trim and are the variety that drills their hole as well. A little force will get them started, but again no killer torque or you can strip them.



This is a photo of the finished front installation. I sure wish they were just a bit larger, as this is where the car needs coverage the most. Don't forget to torque your lug nuts to the proper torque (105 ft. lbs.) when reinstalling the wheels.

Motor On!