

## Modified for R52 Convertible

### MINI COOPER S Fuel Cap Assembly Instructions for the COOPER

The MINI COOPER S cap kit comes in three main components: 1) The chrome filler cap, 2) the unpainted trim ring, and 3) the main hinge. The S gas cap works essentially the same way as your OEM Cooper cap - but you will need to have your trim piece painted to match your MINI body color as it is somewhat exposed.

There are two ways to install your S gas cap kit. Each way instructed here is somewhat difficult and does require some muscle power to get things locked into place, so be careful at all times about scratching your paint and damaging your gas lid area. It is recommended that you start with a gas tank 1/2 full or less. Remember that you are working near the gas filler area - **do not have any open flame or items that will react with gasoline**. Most importantly - **READ THESE INSTRUCTIONS THOROUGHLY BEFORE STARTING!**

**Step 1:** Start with opening your OEM gas cap (Figure 1a). Get a good grip around the edges and while standing behind it (Figure 1b), turn the lid clockwise to unlock it from the OEM hinge (Figure 1c).

**STOP, see note below on 1b or you may break the cap**

**Step 1a:** After installing a few S Caps, we have found it easier to loosen the filler neck and then proceed to Step 2. This allows you to have easier access in removing the OEM hinge and liner. If you would like to go this route, please proceed with Steps 5-14, then come back to Step 2.



There is a tab that must be pushed so that the cap will rotate and come off.



You must remove the automatic gas cap lock before proceeding any further, if you do not, you may break the green locking finger. See picture 2c on next page

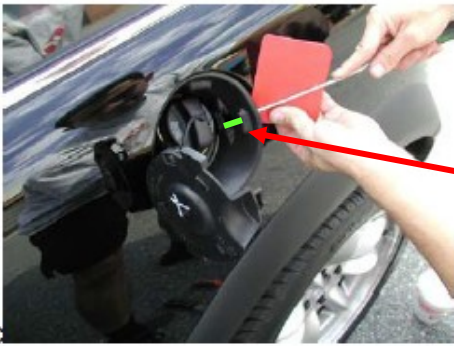
The R52 has plastic locking tabs at approximately 2 and 4 o'clock. If you pry in any other places you will break the plastic part of this insert. Trust me.

**Step 2:** Now with the lid off (Figure 2a), take a soft guard (credit card, small stack of index cards, etc) and insert it between the body of the car and the OEM hinge assembly (Figure 2b). Take a small flat blade screw driver and work your way around carefully prying up and out the OEM splash guard as shown (Figure 2c) by keeping the protective item under your blade at all times. As your work your way around, the liner will start to come out - gently pull as you do this. (Figure 2d)

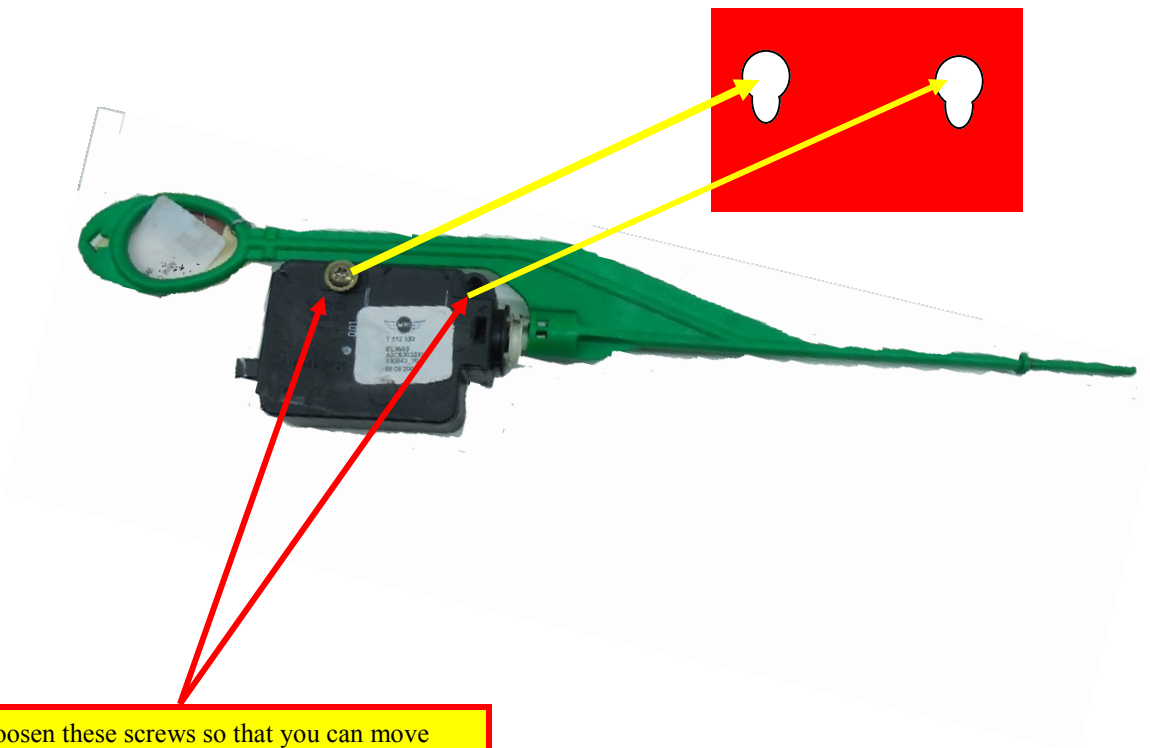
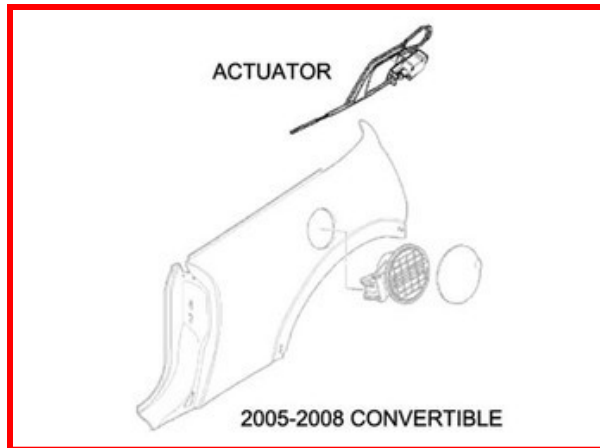


You want to use some type of plastic pry, could be a credit card, I used a fiberglass working tool and a plastic putty knife, to keep the screw driver from the painted surface. Insert at 2 and 4 o'clock points and find the tabs, push in and pry out softly. Once both tabs are pushed in and popped free, the cap will come out BUT you need to have the gas metal filler removed, more to come.

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The green locking finger is operated by a small actuator (see below) that you access from the back tail light. You need to access the back of the tail light by removing the small access panel that is inside the car. I made a wood prop to hold the top up while I was working on loosening the nut. If you don't have a prop, you will need a second person to help. The access panel provides you access to the tail light and the actuator. You will need to loosen the two screws that hold the actuator in place, lifting the actuator up so the screws move into the larger opening, then you can push out and then pull back to remove the actuator. The tail light nut is a pain to access as the convertible top limits your vision. **Push and Pry only at 2 and 4 o'clock.**



Loosen these screws so that you can move them up into the larger opening

**Step 3:** Now gently work around the filler neck by prying the rubber liner away from filler neck (Figure 3a). You may need to put your gas cap in the holding hole as you do this (Figure 3b). It may also be a bit easier to squirt some WD40 between the rubber liner and filler neck as it will need some work to get it loose (Figure 3c). Keep in mind that it will take a bit of gentle pulling to get the liner and bracket (it is one complete unit) detached from your filler neck, but it will pop loose with some additional prying and gentle tugging (Figure 3d). Be careful that when the liner releases, that you do not bend this latch - if so, bend back into place (Figure 3e). If paint starts to chip from this small latch, cover it with some clear nail polish to seal it up as it will be completely hidden with the new S cap in place.



I pulled the metal gas filler piece into the body before I removed the fuel door. Use lots of WD40. See STEP 5. Once the fuel door is back inplace, reverse the procedure and push the metal gas filler piece back into place. Re WD40 before doing so.

Just remember you are working around highly flammable gas vapors. Tell Joe Camel to stay away.