

“Howard” gets a set of mud flaps. FRONT RE: ADAMSALTAMINI

Hey folks,

Having not seen these on a car other than online I was uncertain how they were going to look. Once I had test fit them I was instantaneously aware how kool they made the body lines look, as well as additional protection both for Howard and my fellow motorists.

I wasn't going to write a how-to on these mudflaps until I got the instructions in hand. WOW! From the dealer they are more than 15 pages! FIFTEEN Pages for MUDFLAPS! As I read through them and again as I was actually performing the installation I was amazed at how unclear the supplied instructions were and how complicated the installation actually was. So I have written my own. As always proceed at your own risk and use your head to prevent injury to your previous MINI and to yourself!

Starting with the front:

The instructions swear you can do this with out removing the wheels or raising the car. I wasn't able to.

Raise the car onto jack stands. Never work on a car solely supported by a jack. Ramps won't work here as you will need to turn the wheels or remove them to access the inner fender liners:

Then pick a side to start on. (I chose the right side hence the photos below.)

Remove the plastic pop-it screw.



Then clean the entire area with prep-sol or similar to promote adhesion of the double sided tape later on.

Dry fit the flap and mark the holes for the screws to secure it to the inner fender. While this sounds easy, I couldn't find anything that I could see after making the mark. A sharpie blended in, both in black and silver. SO...I used a bent all to actually poke holes in the liner. Worked great! See photo:



Then using the retaining clips as a guide, carefully trim the fender liner enough to allow each one to slip onto the liner and align with the holes made previously. I used a utility knife to make the necessary cuts. You don't have to be TOO particular as long as you don't cut a TON extra. Note below I have the upper installed and the lower trimmed.



Next tuck the fender liner back into the fender. Then take the red adhesive release tape down and up approx. 1-2" each direction. DO NOT REMOVE all of it at this time!



Then place the flap over the body. Then being sure the alignment is correct place the black split clips over the flap and the plastic fender trim. While this sounds easy I can assure you it is NOT. I ended up using a combination of my bent awl, pliers and a shop rag to get them on and located properly. Thankfully all of the plastic is pretty durable and mar resistant.





Pull the tabs of the release tape working out from the start point. The manual says use 5kg of pressure. I just pushed REAL hard and it seemed to stick. Then install the two screws to secure the inner fender liner to the flap.

Finally install the serrated pop-it thingy through the base of the flap and into the hole vacated by the original pop-it in above. Now rinse and repeat (sorry that is shampoo), now go and do the other side. When complete use suitable methods to lower the vehicle from the jack stands.

When you are done they look sharp! A nice and inexpensive modification, that increases function and beauty of the car! (You will see more of what I mean when we lower it later today!) Hope this how-to is a good supplement to the OEM printed ones.



Now on to the REAR!