

“Howard” gets flapping. Mud flaps REAR RE: ADAMSALTAMINI

Hey folks,

(If you already read my Front Instructions located here:

<http://www.northamericanmotoring.com/forums/showthread.php?p=1567369#post1567369> some of this is a repeat. My apologies!)

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!

On to the rear:

Thankfully the factory mentions you are required to not only place the car on stands, but you need to remove both rear wheels to properly access the mounting screws. (Oddly enough having done this entire thing now front and rear, I think I could have done the rear on the ground with a 90 deg screwdriver ;-)

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 remove the wheels 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. It is the inner one in the photo closest to the muffler. It will reveal a nice hole through both the fiber liner and the body. Leave the other one in the photo alone.



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

Dry fit the flap. Using the hole revealed above, place one of the supplied screws through the flap, liner and body. While holding the inner clip with one hand, turn the screw with your other hand, all while rubbing your tummy and patting your head. I found it best to lay on the ground and attack it from that angle. Otherwise my arms and hands simply didn't fit any other way. Don't tighten all the way.



While holding the flap up and in position, use your bent awl to poke the other screw hole through the fender liner. Now again standing on your head, chewing gum and rubbing your belly attach the other screw. Like above don't tighten all the way.

Here is where it gets tricky.



As with the front, split the red tape release from the adhesive tape pulling about 1" in both directions. DO NOT REMOVE ALL OF IT AT THIS TIME. (More on that later and see why for me it didn't make any difference.)



Then while simultaneously checking the alignment of the flap (and then when this side is done BOTH sides for symmetry) slide the retaining clips into the flap and over the fender trim (as like the front). This is best performed with a bent awl or flathead screwdriver, pliers and shop rags to prevent marring the surfaces.



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 NEVER seemed to stick. I first thought this was a result of not prepping the panels properly. However, since I used the same chemical on the front and it worked, that must not be it. I was able to eventually determine that on my set, the adhesive tape is not thick enough to extend past the lip of the plastic mud flap and reach the body. I didn't have any tape at home so they are secured currently only with the screws, clips and whatever tape did touch the body. They certainly aren't going anywhere. But I will be using my own thicker tape from work later this week. Yours may be just fine, but something to consider before starting in.

Now rinse and repeat (sorry that is shampoo), now go and do the other side. When complete re-attach the wheels, torque the bolts and using suitable and safe 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.

