

FMIC INSTALLATION GUIDE FOR R56 w/ JCW AEROKIT AND DRIVING LIGHTS

I JOINED A GROUP BUY SOMETIME IN DECEMBER, 2011 AND I RECEIVED MY FMIC FROM HELIX TODAY, FEBRUARY 8, 2012. I WAS GOING TO WAIT TO HAVE IT INSTALLED BY A MINI PROFESSIONAL BUT DIDN'T WANT TO WASTE \$150. AFTER GETTING ADVISE FROM FELLOW MINI CLUB MEMBERS AND READING SEVERAL HOW-TO'S, I DECIDED TO GIVE IT A GO. FIGURED, I'D GET TO LEARN ABOUT TAKING OFF MY OWN BUMPER AND MORE ABOUT THE CAR. HOW HARD COULD IT BE?

AS NOTED ABOVE, I'VE READ A FEW HOW-TO'S BUT I COULDN'T FIND ONE THAT SHOWED HOW TO TAKE OFF A BUMPER WITH THE JCW AEROKIT. NOT MUCH DIFFERENCE FROM THE STOCK BUMPER BUT I DECIDED MAKE A HOW-TO.

PARTS LIST

1 FMIC

TOOLS USED

SOCKET/RATCHET
T20 & T25 TOX BIT
SMALL & MEDIUM FLAT HEAD SCREWDRIVER
PHILIPS SCREWDRIVER
PLASTIC INTERIOR REMOVAL TOOL
ZIP TIE
JACK STANDS

1. LOCATE HOOD LATCH IN DRIVER'S SIDE AND OPEN HOOD.

2. RAISE FRONT OF CAR WITH A FLOOR JACK AND SUPPORT ON JACK STANDS.



3. REMOVE (X4) UPPER GRILL FASTENERS.



4. UNPLUG THE DRIVING LIGHT HARNESS AND CUT THE ZIP TIE THAT IS HOLDING IT IN PLACE ON THE DRIVING LIGHT BRACKET (REPEAT ON OPPOSITE SIDE).



5. UNSCREW THE DRIVING LIGHTS FROM THE BRACKET (REPEAT ON OPPOSITE SIDE).



6. REMOVE THE DRIVING LIGHTS ALONG WITH THE LOWER SECTION OF THE GRILL FROM THE BUMPER BY GENTLY PULLING AWAY FROM THE CAR.

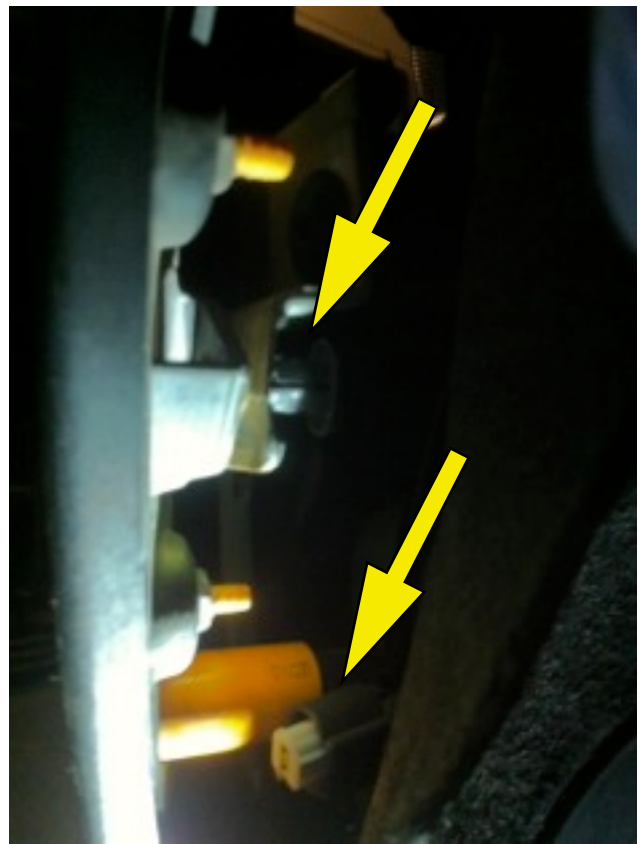


7. ONCE THE DRIVING LIGHTS AND GRILL ARE REMOVED, YOU CAN START TAKING OFF THE BUMPER. REMOVE THE PHILIPS SCREW IN THE FENDER LINER (REPEAT ON OPPOSITE SIDE).



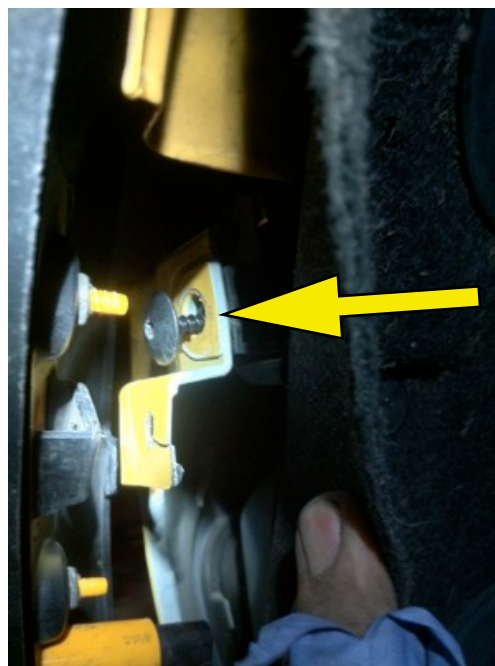
YOU WILL NOW HAVE ACCESS INSIDE THE FENDER LINER (BEHIND YOUR FRONT BUMPER...)

8. LOCATE FASTENERS (x2) AND REMOVE (REPEAT ON OPPOSITE SIDE).



DISCONNECT THE WHEEL ARCH LIGHT. SEPARATE THE TOP AND BOTTOM WHEEL ARCHES THEN GENTLY PULL THE TOP WHEEL ARCH AWAY FROM THE CAR.

9. UNSCREW THE BOLT HOLDING THAT IS HOLDING THE SIDE OF THE BUMPER TO THE CAR (REPEAT ON OPPOSITE SIDE).



10. PROCEED BY REMOVING THE FASTENERS (x3) AND BOLTS (x2) UNDER THE BUMPER.



11. LOOSEN THE DRIVING LIGHT BRACKET NUT (REPEAT ON OPPOSITE SIDE).



12. REMOVE THE BOLT HOLDING THE TOP BUMPER FROM THE BODY (REPEAT ON OPPOSITE SIDE).



MAKE SURE YOU DISCONNECT THE PARKING LIGHTS, FOGS LIGHTS HARNESS ON BOTH SIDES AND UNPLUG THE OUTSIDE AIR TEMPERATURE SENSOR ON THE PASSENGER SIDE.

13. GENTLY RAISE THE DRIVING LIGHT BRACKET (REPEAT ON OPPOSITE SIDE), THEN GENTLY REMOVE THE FRONT BUMPER.



14. UNSCREWING THE BOLTS ON BOTH SIDES OF THE INTERCOOLER THEN LOOSEN THE HOSE CLAMPS ON BOTH SIDES FROM UNDER THE CAR.



15. TAKE OUT YOUR NEW INTERCOOLER FROM THE BOX AND INSPECT FOR ANY DEFECTS. TAKE YOUR TIME TO ADMIRE THE BUILD QUALITY!



HERE IS THE HELIX INTERCOOLER AND THE OEM INTERCOOLER...



15. MOUNT THE NEW INTERCOOLER IN PLACE OF THE OEM INTERCOOLER. CONNECT THE BOOST/CHARGE TUBES TO THE INTERCOOLER. MAKE SURE THE INTERCOOLER IS POSITIONED PROPERLY THEN TIGHTEN THE HOSE CLAMPS...



START CAR AND MAKE SURE THERE IS NO CHECK ENGINE LIGHT. PUT THE BUMPER BACK, TAKE CAR OFF THE JACK STANDS, AND TAKE CAR FOR A TEST DRIVE.

NOTE: WHEN PUTTING THE DRIVING LIGHTS BACK, MAKE SURE YOU ZIP TIE THE HARNESS/PLUG ONTO THE BRACKET.

I DID THIS IN THE EVENING BECAUSE I COULDN'T WAIT TO HAVE THE INTERCOOLER ON THE CAR. MINUS THE PICTURE TAKING AND DINNER, IT TOOK ME 3 AND A 1/2 HOURS TO INSTALL.

THANKS! HOPE THIS HELPED!

CHRIS M.