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Thread: BC Coilovers installed (how-to & feedback)

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#1 

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Join Date: Nov 2003
Location: Concord, California
Posts: 1,646


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BC Coilovers installed (how-to & feedback)

I have installed the new BC (BR series) coilovers.

here is a short how-to with photos of the units and the install.

The BR series are 30 way adjustable compression / rebound adjustable.
Have ride height adjustability both Front and Rear.
AND come with adjustable front camber plates.

All 3 of these features were what I was looking for in doing a upgrade.

An additional feature is flexible adjuster extensions for the rears that I wanted to install to be able to use the adjustability feature WITHOUT having to remove the unit or even lay on the ground

These coilovers are well known in other market applications.

HERE THEY ARE...(as delivered)



Tools and extenders included

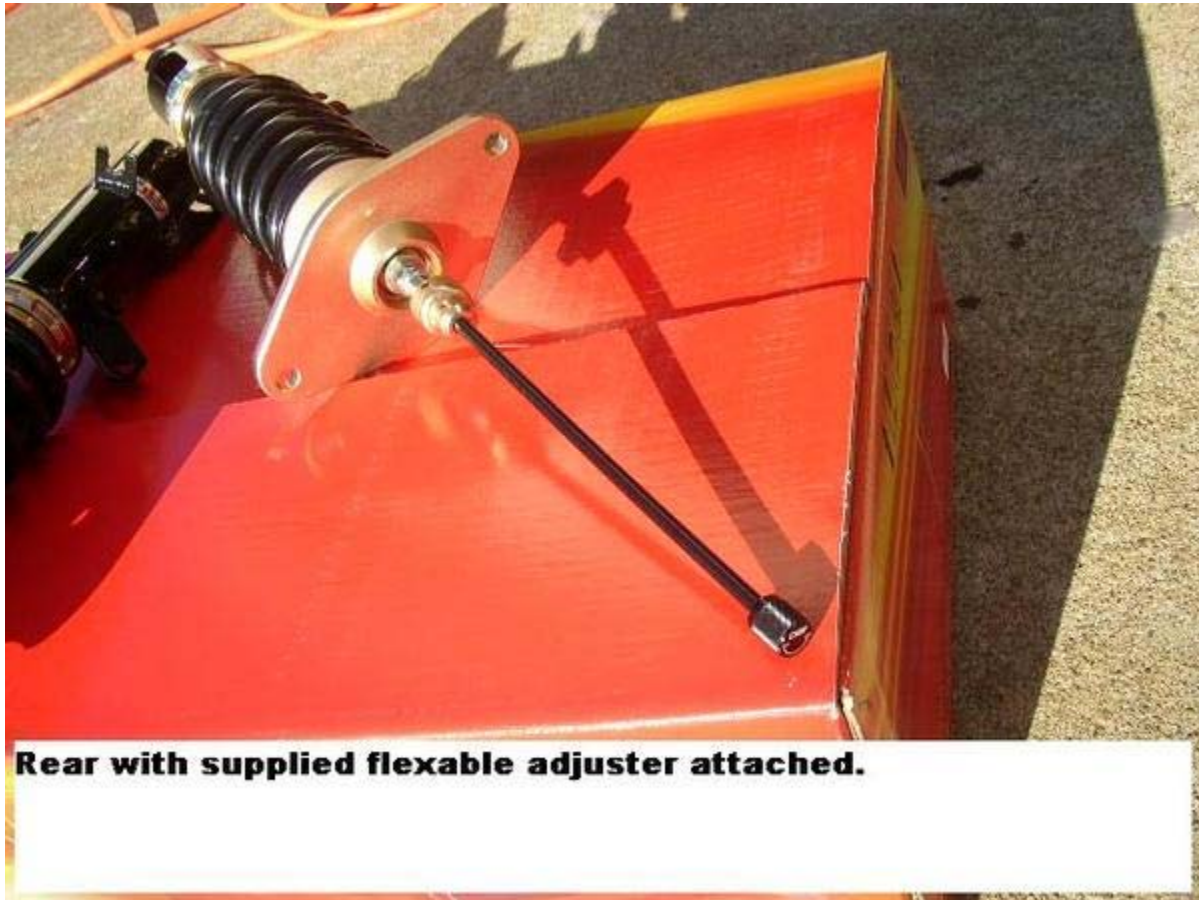




Front camber adjuster view



Rear top view. 30 way adjustable compression / rebound



Here is a short HOW-TO

Again I installed to be able to adjust from above. They can be set and then installed, but to then adjust the rears they would need to be partially removed to reach the knob on the TOP of the rear.

The main point of the install is to show the MODIFICATIONS needed to do the install.

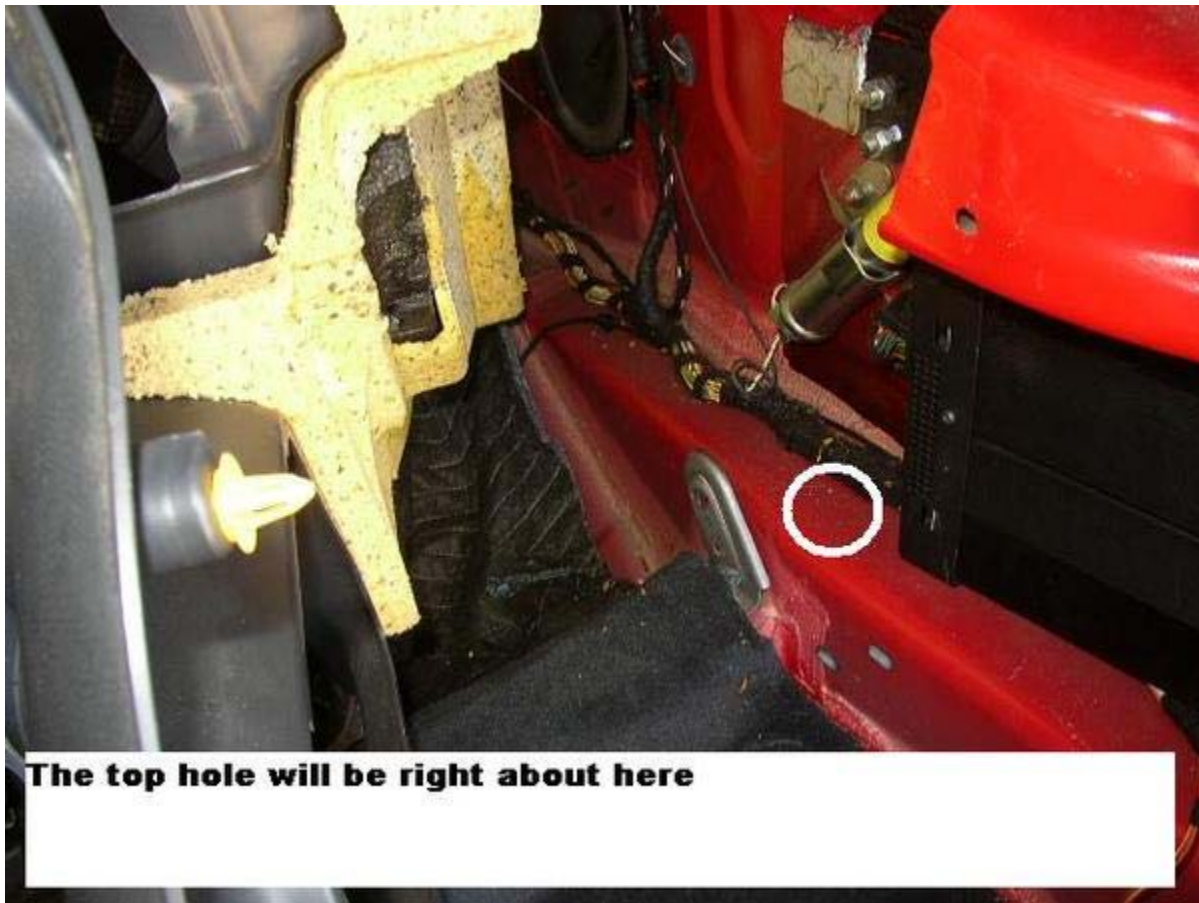
Jack up the vehicle and use jack stands

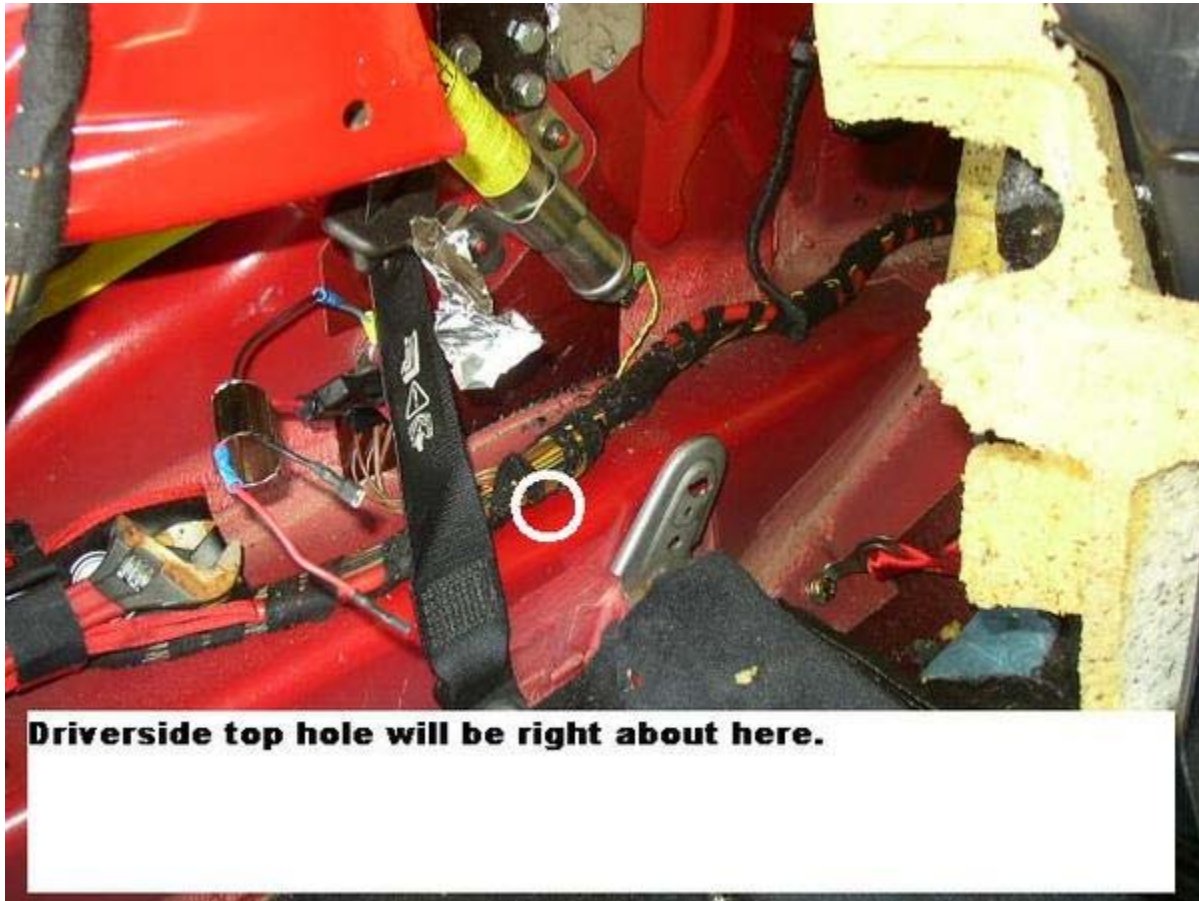




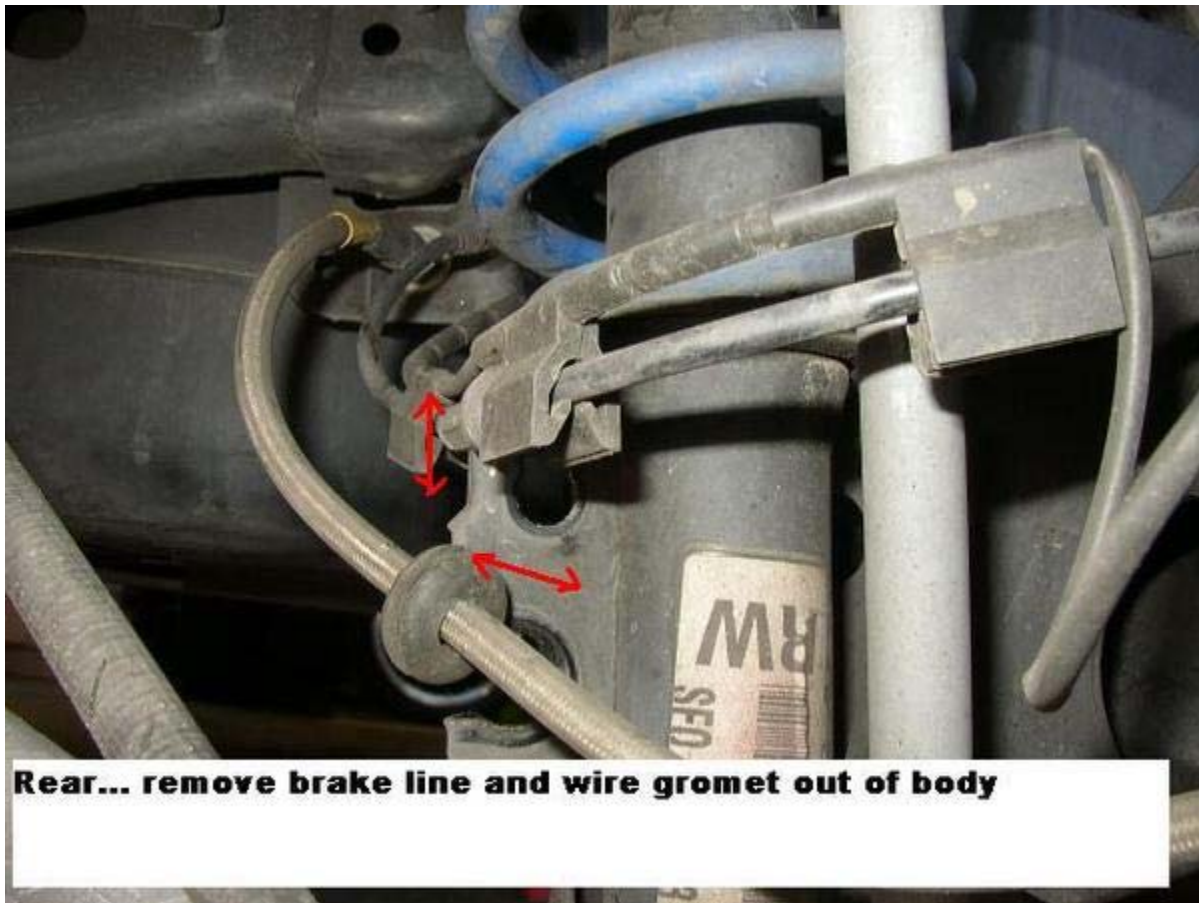


I have a rollbar and removal of the panels is difficult. Here I have unclipped them and moved them out of the way.





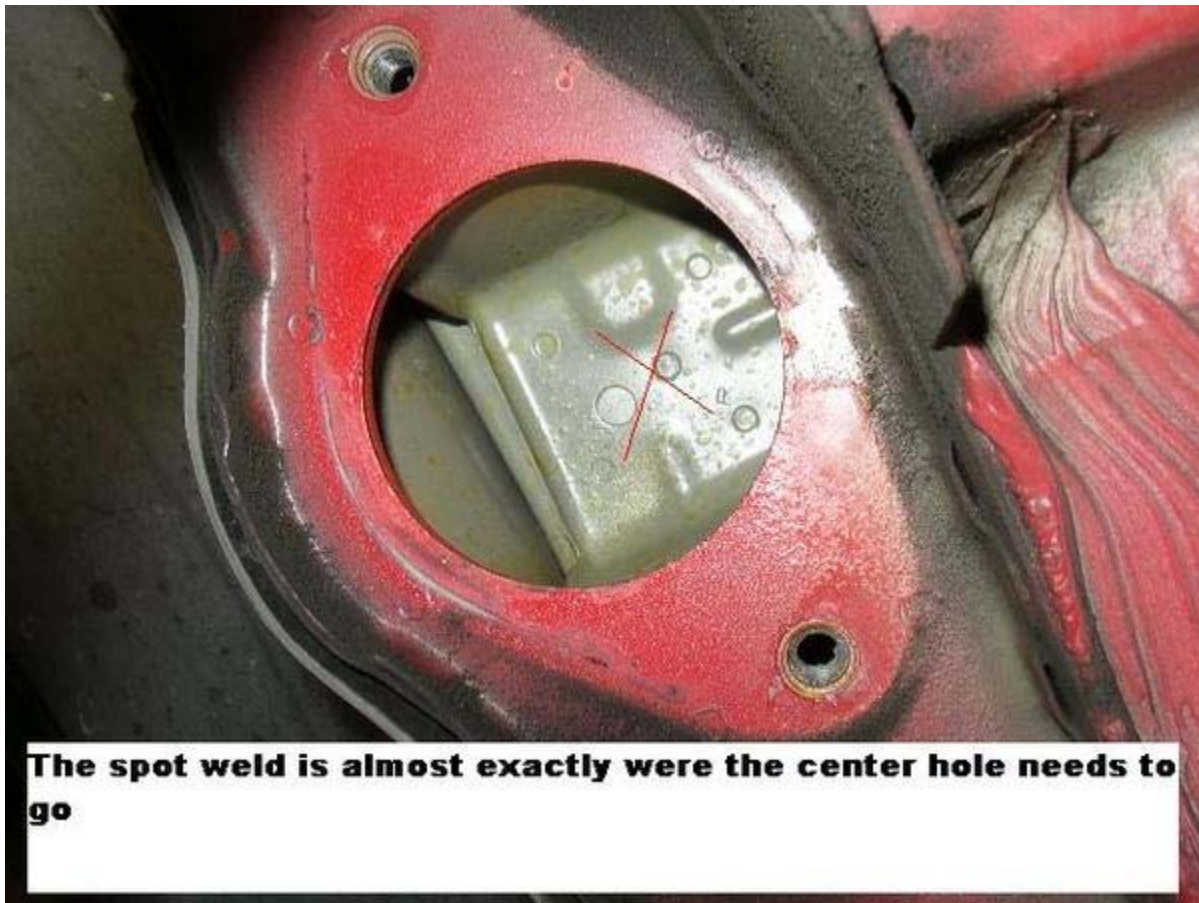


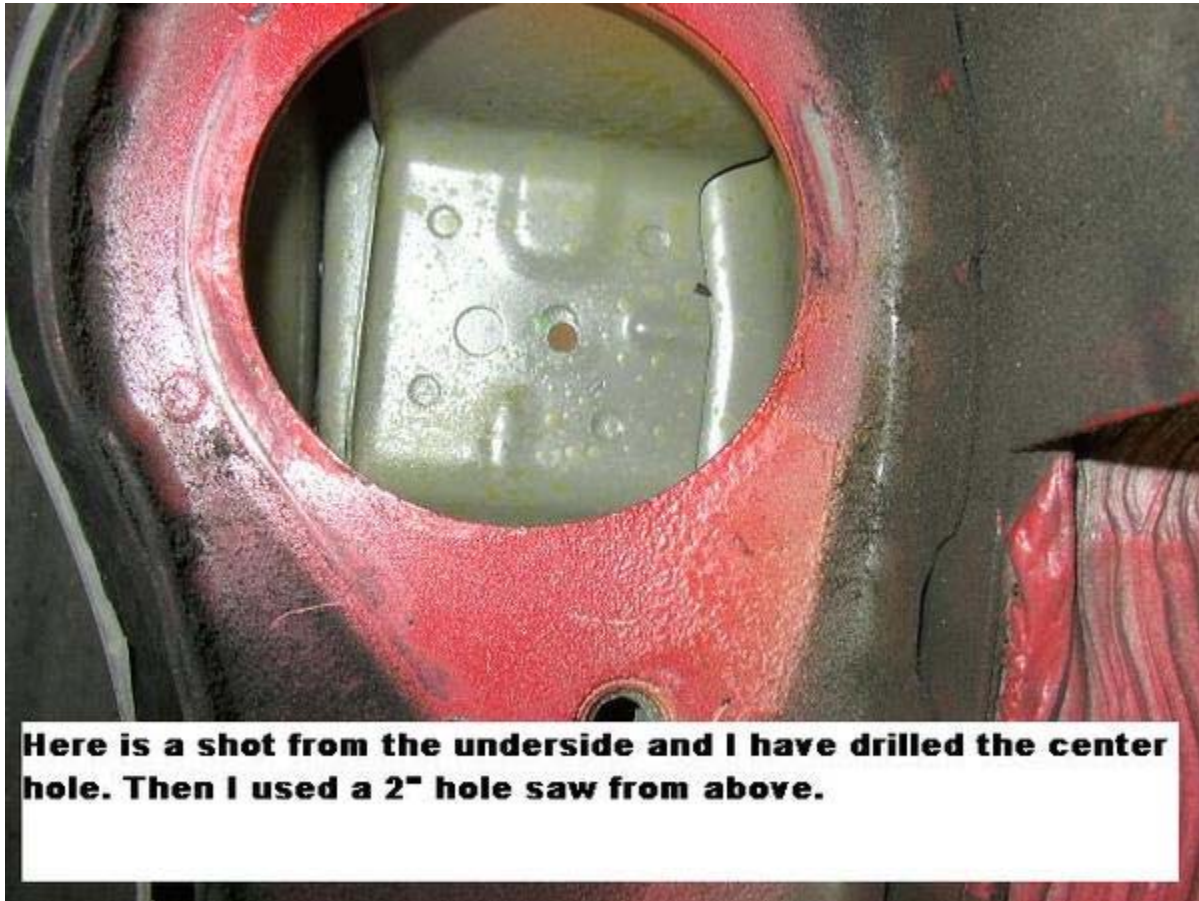


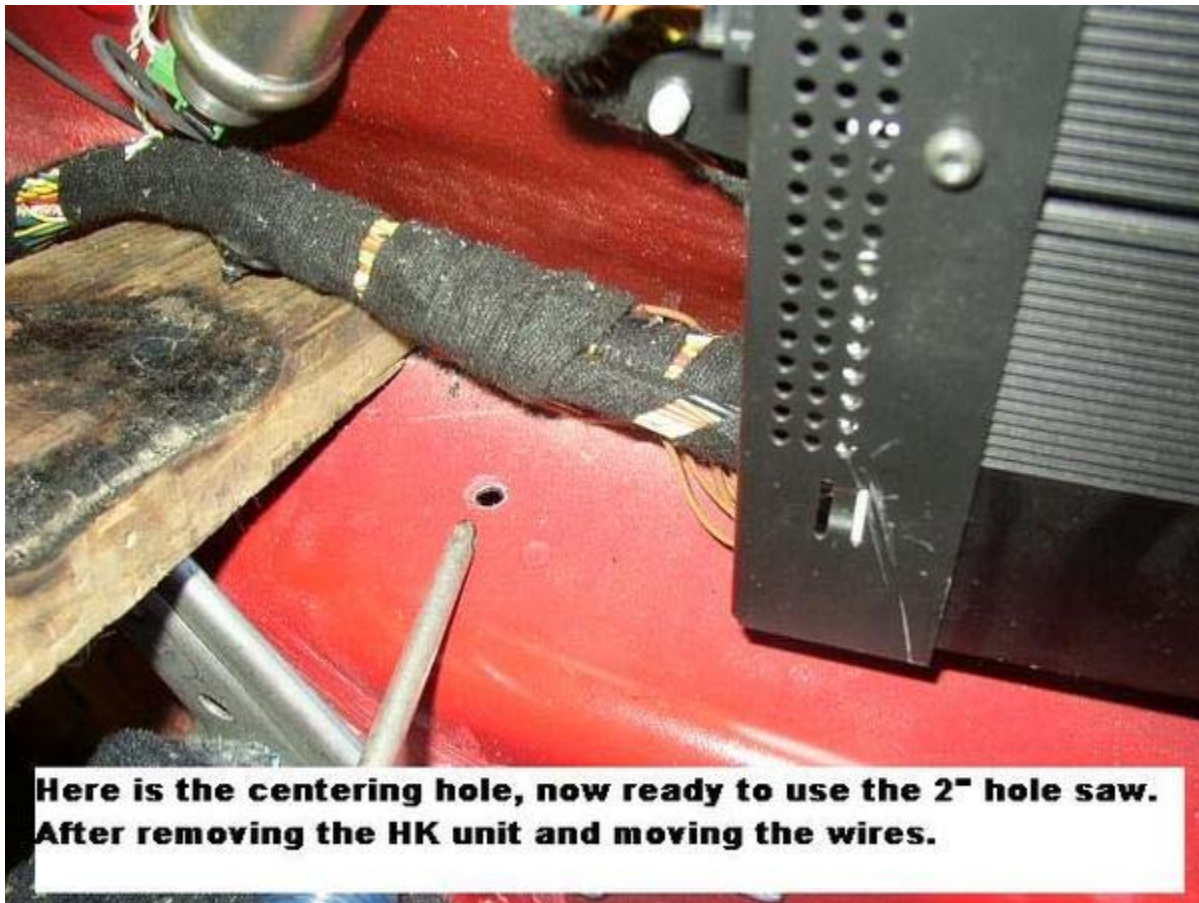
Rear... remove brake line and wire grommet out of body

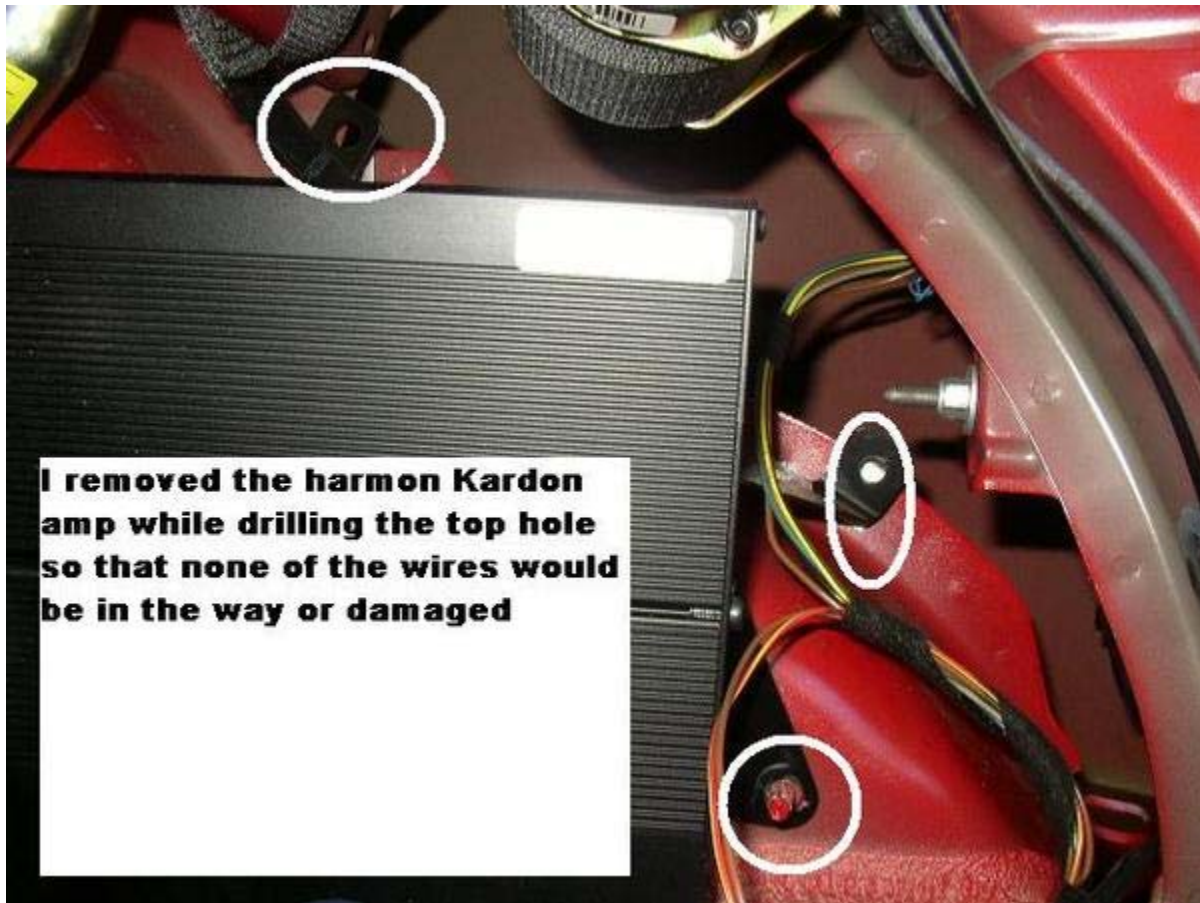


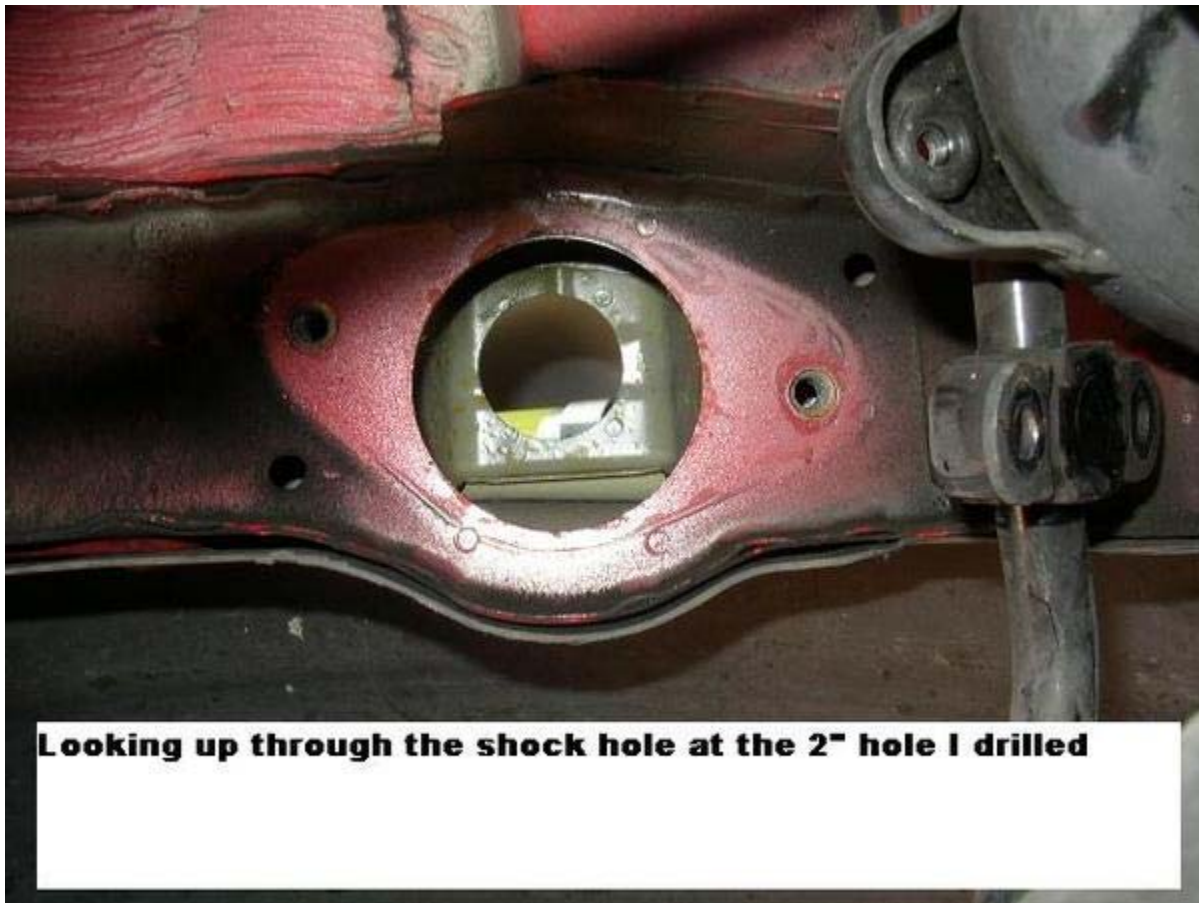
Rear shock top mount bolt.

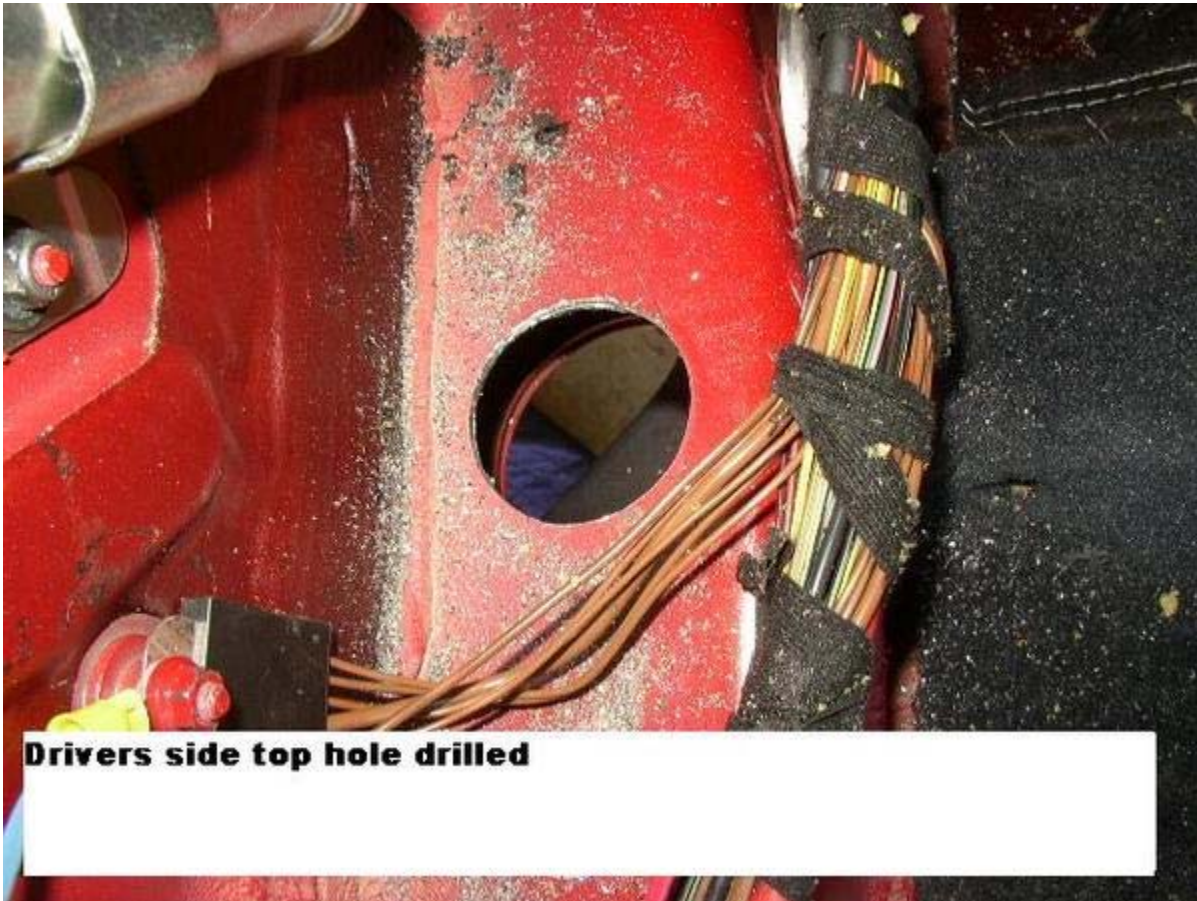




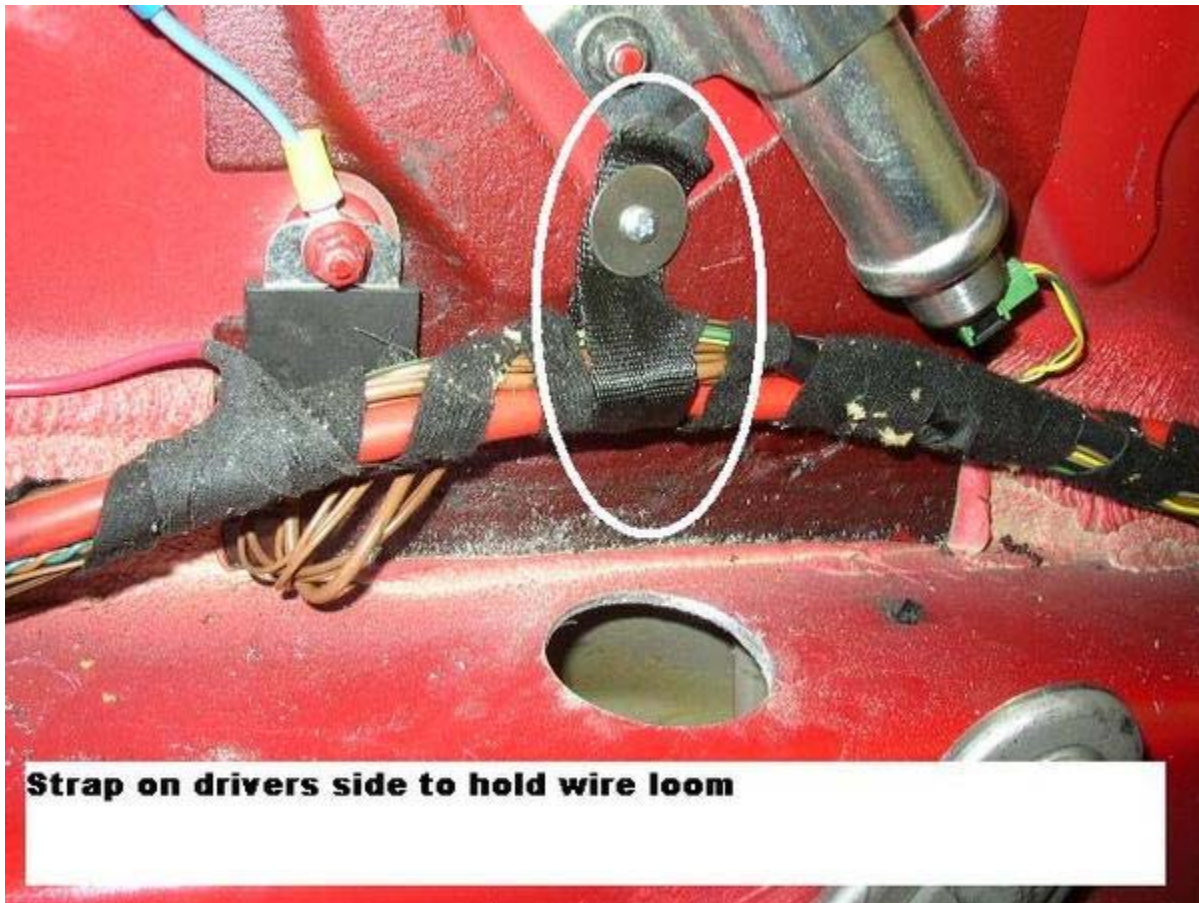


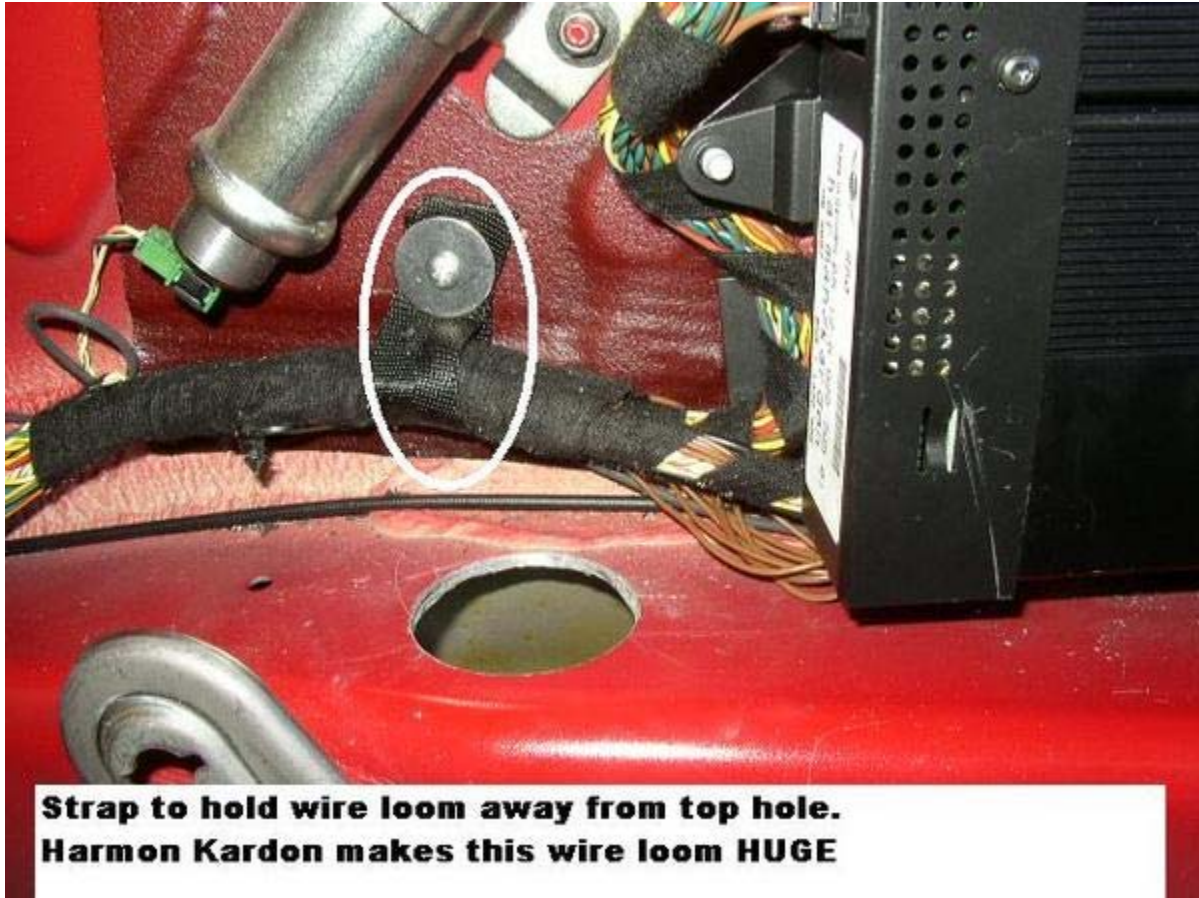






Drivers side top hole drilled

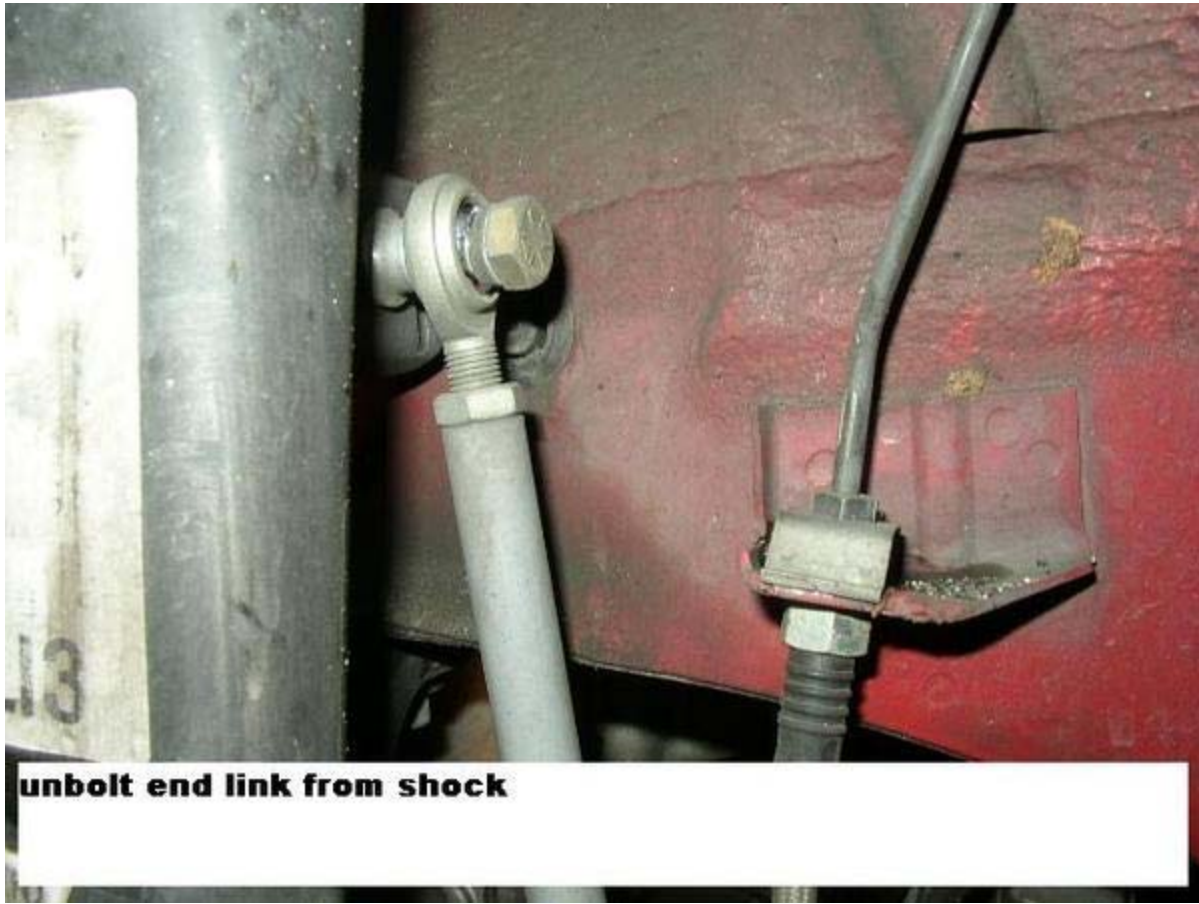




NOW to remove the fronts ... then do all the install



Front - remove brake line and wire from shock

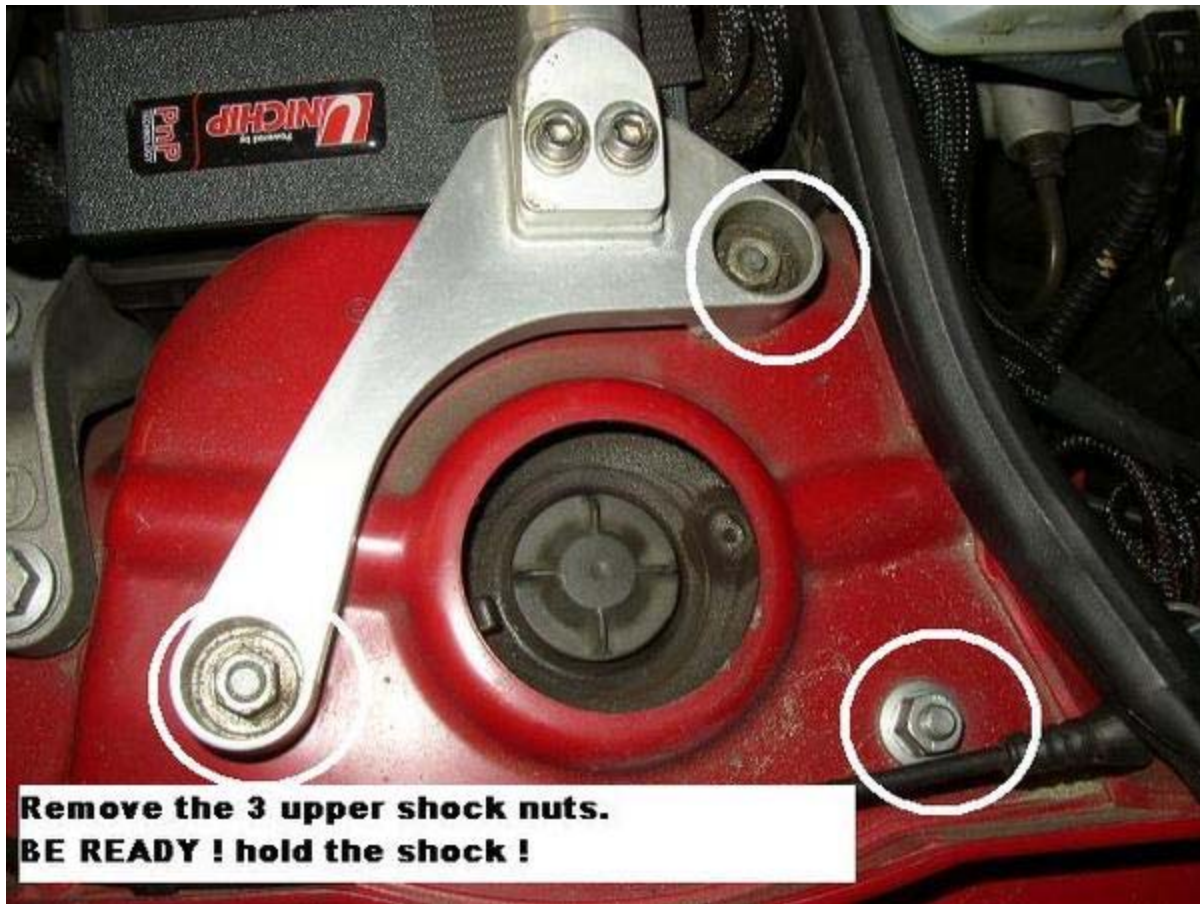


unbolt end link from shock





Spray the bottom of the shock at the pinch bolt with some penetrating oil. If you compress the spring, even a bit or just use the jack and block to hold the bottom of the shock at the spring perch, you can use a rubber hammer on the A arm. Pushing up with the jack was all I needed to do to separate the parts.



TIME TO INSTALL

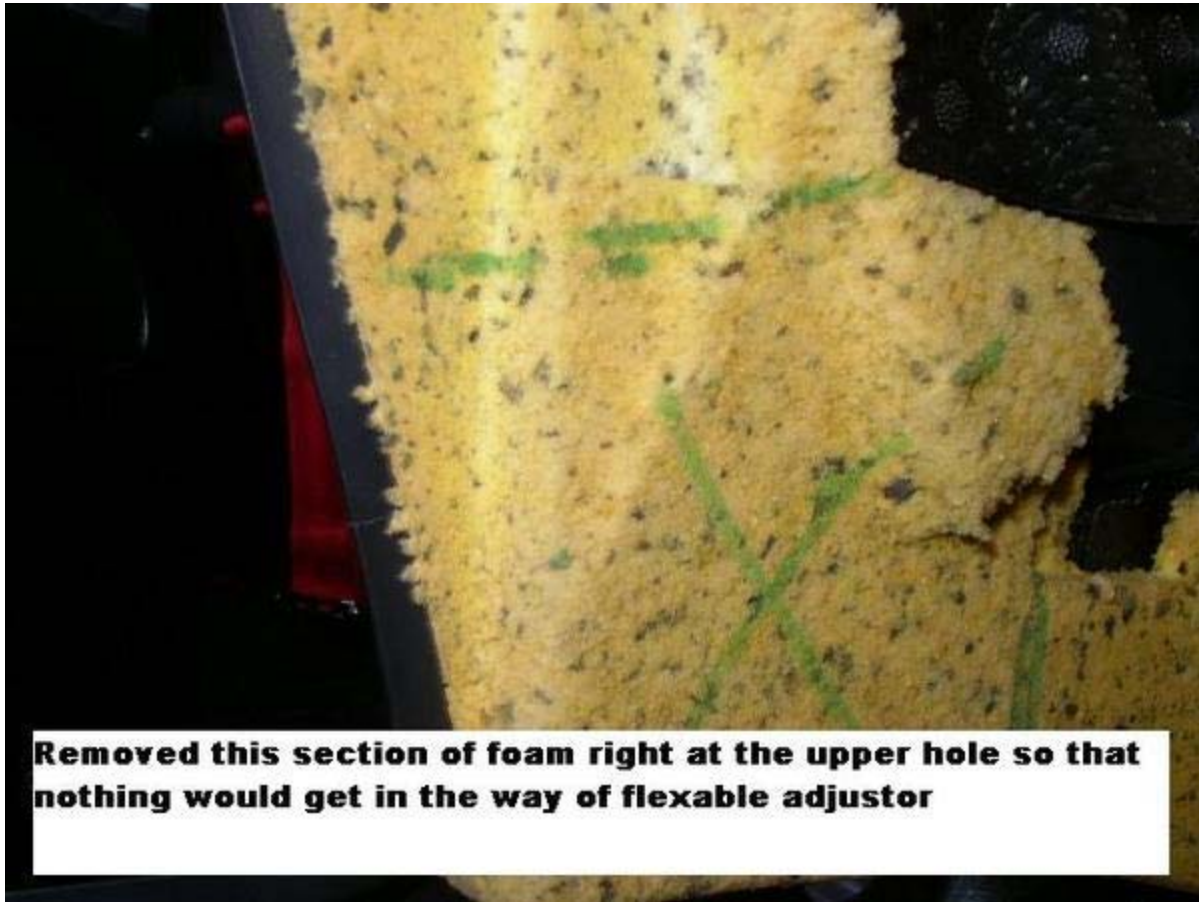


**Install rear unit. Be sure that the brake line and wire are positioned in the right place.
Bolt the top in place first, then bolt the bottom.**



**Flexible extension attached to the adjustor.
You DO NOT ! HAVE to run this.**

I jacked up the rear so as to be sure that in the normal position AND under load the adjuster clears the hole. As the suspension works the top does move.





Install the front using the top nuts. This is being done to check fitment. Note I raised the coilover ride height here for 1 1/2 lift from lowest.

... about stock height.

My final setting is 1+" lower then this.

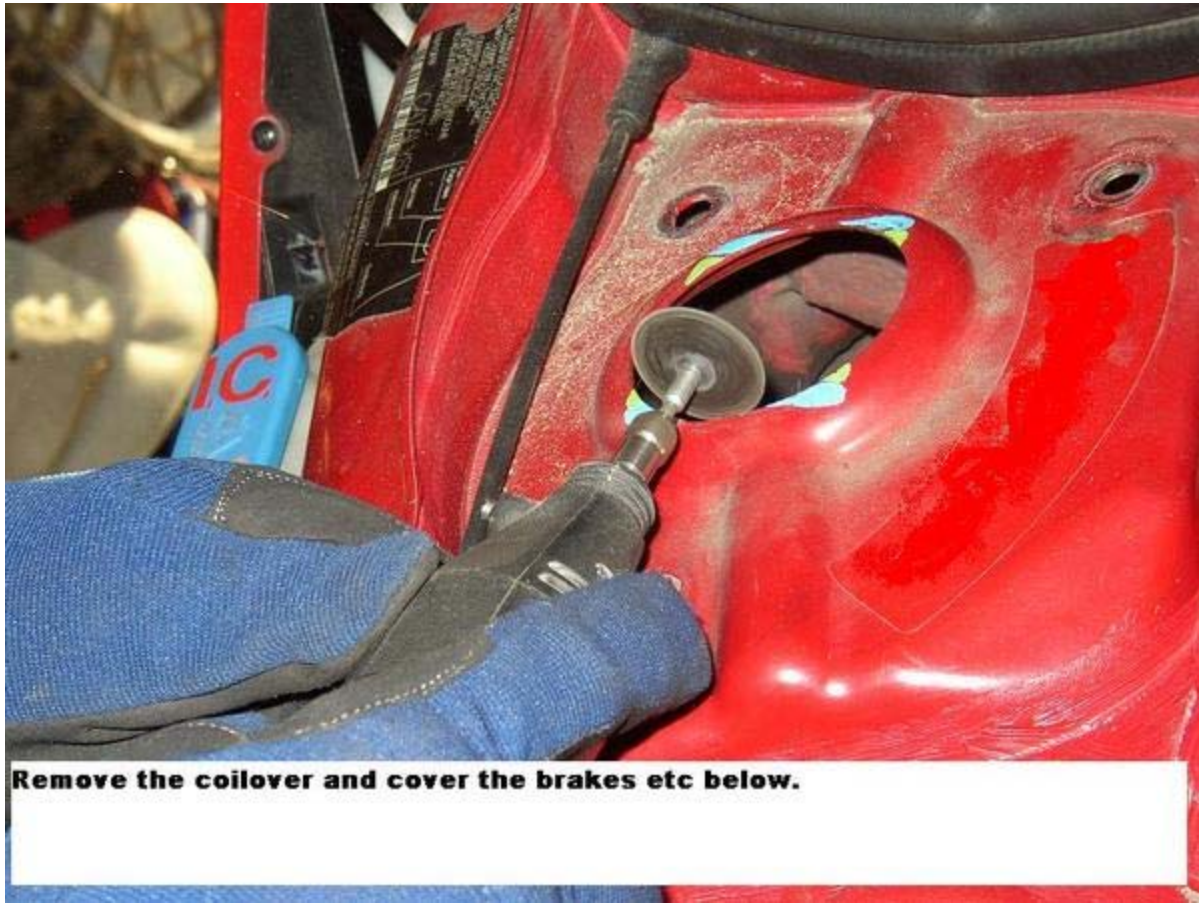
I set the rear were I wanted it THEN adjusted the front.



The top of the tower will need to be modified to be able to adjust the camber. Here mine is with the area needed to be removed marked



Only need to remove enough to reach the 4 allen head bolts







install front coilover and replace brake line and wire in bracket.

The ride height would be about stock with thr front set here.

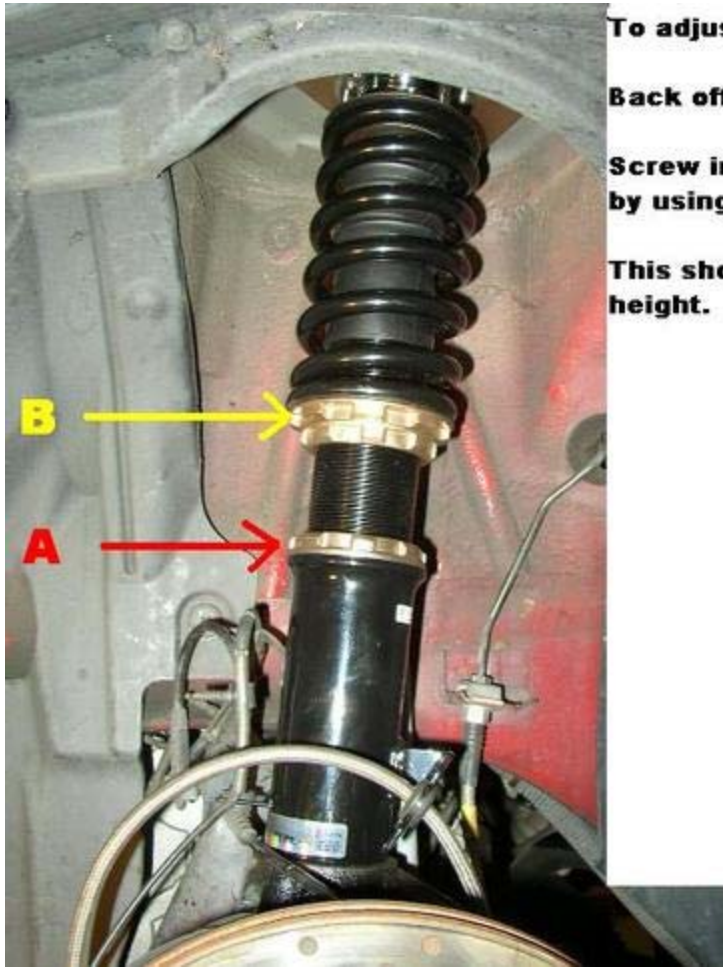


Top of front showing modification



Front - Stock (with different springs) and NEW.

NOTE: the front and rear came ride height adjusted for LOWEST possible



To adjust ride height

Back off "A"

**Screw inner body UP or DOWN
by using supplied tool at "B"**

**This shot here would be at about stock
height.**



To adjust ride height on the rear.

Back off the lack ring "A"

Screw the bottom inner body UP or DOWN by holding the spring preload jam nuts "B"



Final shot of panel reinstalled and the flexable adjuster on.

This is about a "straight shot" up from the coilover.

I was going to put at the "cubbie" door in the back but the more than 90 deg. bend... just didn't feel quite right.

I could feel the indent position but not as "clearly" as the straight position.

MORE photos to come of vehicle shots as soon as weather permits.

I have now had the coilovers on for just 2 days (the car will be having a full alignment and corner balancing this weekend).

My first impressions are GREAT !

Firm and good road feel.

Still trying different settings on the compression / rebound.

The adjustment stiffens up the compression.

OR adjusting the other way softens compression.

You can feel the difference.

I started in the middle (setting 15) and today reset to 5 and could feel the softer ride.

The springs are stiff... they feel stiffer then the H sport (with stock shocks) that were on before.

When ALL adjustmenta are made I will put them through more testing and adjusting.

All in all the quality looks good and the features are great.

The price point is excelent.

Camber plates, shocks and springs OR camberplates and coilovers elsewhere are more \$.

Nice to see other manufacturers and vendors supporting the MINI crowd.

We now have more choices.



Last edited by COR BLMY : 02-28-2007 at 12:53 AM. Reason: 1 more photo



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