

M7 R56 Strut Tower Brace (J-Brace Model) Installation Guide



THIS PRODUCT **DOES NOT FIT** ON THE BASE MODEL COOPER
(Non 'S', Non-Turbo)

Tools (not included):

- 13 mm Socket
- 15 mm Socket or wrench
- Socket Wrench
- Torque Wrench
- (Optional) Wood 2"x4"
- (Optional) Hammer

Estimated Time (Actual time may vary):
15 – 30 minutes

Package Contents checklist:

- ☐ 2 Mounting Plates (Strut Re-Enforcement Plates)
- ☐ 2 Mounting Brackets,
Passenger/ Driver (based on intake installed)
- ☐ 1 Cross Bar
- ☐ 4 Short Hex Drive Bolts
- ☐ 4 Lock Washers
- ☐ 2 Long Hex Drive Bolts
- ☐ 2 Flange Nuts
- ☐ 1 Allen Wrench

- 1) Inspect the top of each strut tower using a short 6" straight edge inspect the tops of your strut towers. If you notice any mushrooming (curvature) where the straight edge does not lay flat against the steel, continue with step 2. Search [YouTube.com](https://www.youtube.com/results?search_query=R53+mini+cooper+strut+tower+mushrooming) for "**R53 mini cooper strut tower mushrooming**" for some good how-to videos.

If your strut towers are flat, move to step 4.

- 2) Jack up the front end of your car to relieve pressure on the strut towers. Do one side at a time.



CAUTION: DO NOT HAMMER ON THE STEEL WITHOUT THE WOOD BLOCK.

- 3) Place a wood block (a short scrap of 2"x4" will work) over the mushroomed portion of the strut tower. Using one hard blow at a time, hammer until the strut tower becomes flat again. Move around the top of the tower and continue to straighten with hammer blows until the steel structure returns to flat. When you are satisfied the strut towers are flat, bring the car back onto the ground and move on to step 4.



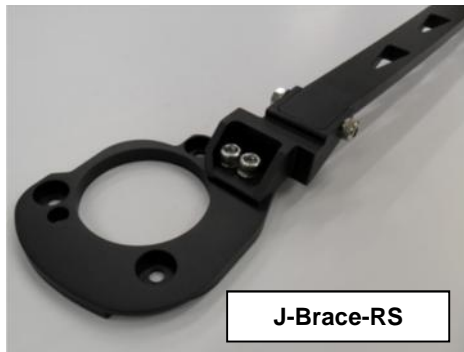
CAUTION:

STEPS 4 and 5 MUST BE DONE WITH WEIGHT ON THE WHEELS-DO NOT ATTEMPT TO DO IT WITH THE CAR JACKED UP AND NO WEIGHT ON THE WHEELS. THIS WILL CAUSE MAJOR MISALIGNMENT OF YOUR FRONT SUSPENSION.

- 4) Using the 13mm socket, remove the 6 nuts at the top of the strut towers (3 on each side). Place the base plates (SRPs) for the brace over the strut towers and begin to screw down all 6 nuts. Torque each nut to **25 lb-ft (34 Nm)**

Please note: There is a small plastic locator stud on both strut towers. If the stud prevents the plate from being installed correctly, the stud may be cut with a pair of diagonal cutters (wire cutters). Cutting this stud off will not affect the way the vehicle behaves.





- 5) Slide the end brackets onto the J Bar. These are designed as a tight fit. Using the two long bolts and corresponding nuts, attach the cross bar to the brackets as shown in the image. Note that with the brackets in the correct position, the bar will be sitting more towards the front of the car. The bolts can only go from the front to the back. The back hole is threaded. Do not tighten.

Using the four short bolts and four lock washers attach the cross bar/ bracket assembly to the base plates. Screw the four bolts down until they are hand-tight. Position and center the strut bar assembly to make sure it clears the MAF sensor connector on the intake air pipe.

- 6) Tighten all six bolts.
- Base plates: tighten to the body of the car at 25 ft-lb (34 Nm) per nut.
 - Bracket connection points: tighten to 30 ft-lbs (41 Nm).
 - Cross bar: With the nut loose, tighten the bolt to 30 ft-lbs (41 Nm). Then holding the bolt with an Allen so it doesn't turn, tighten the nut to 30 ft-lbs (41 Nm).

You are done!

Enjoy the ride.....!

Team M7
Ultimate Mini Performance Products
Engineered...Tested...Proven