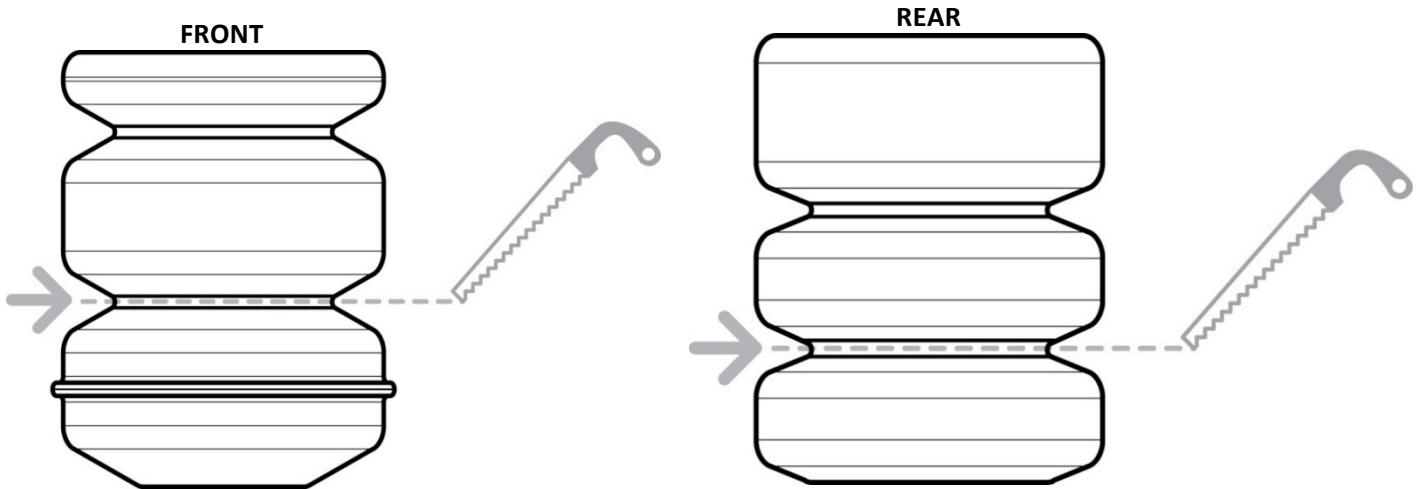




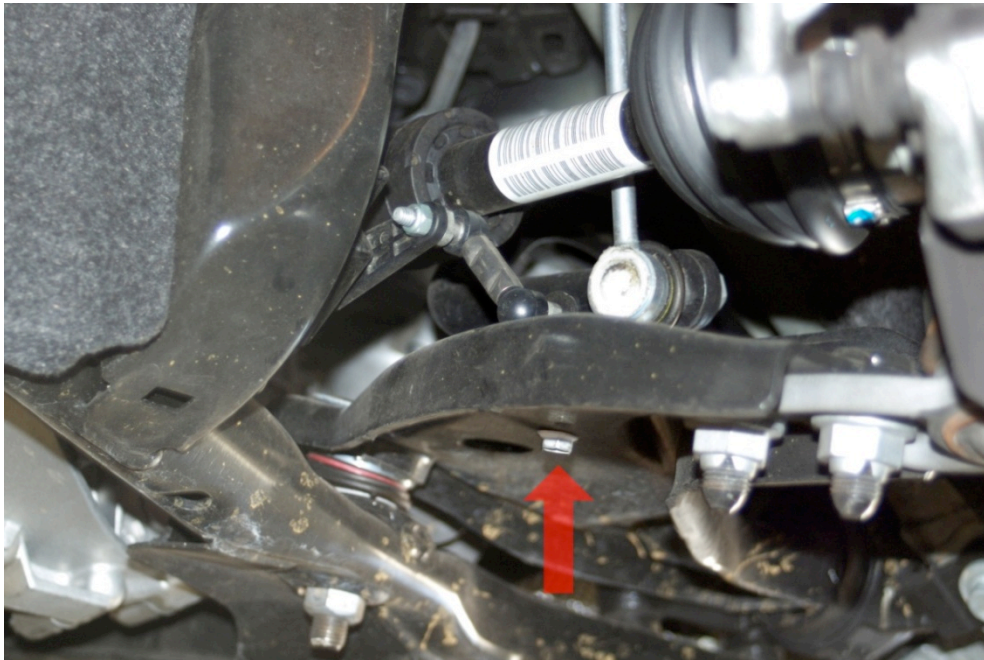
## GENERAL INSTALLATION INSTRUCTIONS NM RS- $\alpha$ SPRING KITS

- ❖ NM Engineering RS- $\alpha$  Spring kits should be installed by a qualified technician experienced in the installation and removal of vehicle suspension systems. Installation by a dealer with experience in the care, service and repair of MINI vehicles is highly recommended. A factory service manual is required to obtain torque specifications for nuts and bolts when reassembling suspension.
- ❖ When installing NM RS- $\alpha$  Springs, make sure vehicle is supported by jack stands. NEVER WORK UNDER A VEHICLE SUPPORTED WITH ONLY A JACK! All parts used for installation should be cleaned, examined and replaced as necessary. Upon completion, the factory torque settings of all nuts, bolts and overall installation should be re-checked.
- ❖ Removal and installation of suspension springs can be dangerous if you do not observe all the OEM recommended safety precautions and use the proper tools. This process should be performed by a qualified technician experienced in the installation and removal of vehicle suspension systems. Springs under compression contain stored energy that may cause severe property damage and/or bodily harm if not handled properly.
- ❖ Your MINI may have certain accessories or features which require inspection or adjustment after installation of your RS- $\alpha$  Spring kit. The technician performing installation should also inspect and where necessary adjust:
  - Aftermarket tire and/or wheel clearance
  - Brake line clearance and attachment
  - Sensors for anti-lock brake, anti-skid and stability controls systems
- ❖ Upon installation, a 4-wheel alignment is required and should be performed within 500 miles to reduce unintended tire wear. NM Engineering recommends the following setups as a general guideline. Use the one that fits your needs and motoring style:
  - For performance minded motoring – may cause accelerated tire wear:
    - FRONT
      - **Camber** – Not adjustable
      - **Toe** – Set total toe to  $-0.10^{\circ}$  (toe out)
    - REAR
      - **Camber** – Adjust to  $-1.75^{\circ}$  to  $-2.00^{\circ}$
      - **Toe** – Set total toe in  $0.20^{\circ}$  (toe in)
  - For prudent minded motoring – for best tire wear:
    - FRONT
      - **Camber** – Not adjustable
      - **Toe** – Set total toe to  $0.20^{\circ}$  (toe in)
    - REAR
      - **Camber** – Adjust to  $-1.50^{\circ}$  to  $-1.70^{\circ}$
      - **Toe** – Set total toe to  $0.40^{\circ}$  (toe in)

# NOTICE



For proper ride and handling characteristics, the original factory bump stops must be trimmed. Trim the front bump stop (shown above left) and the rear bump stop (shown above right) as indicated in the illustration.



**For cars equipped with HID headlamps ONLY:** Prior to disassembly of front suspension, you must unbolt front/left ride height sensor as shown above. Once suspension is reassembled, reconnect ride front left ride height sensor.