



# ALUMINUM ADJUSTABLE CONTROL ARMS – NM.328846

[F56] MINI Cooper & Cooper S 2014-UP

## PARTS INCLUDED:

- [2] Aluminum Control Arms      [4] Narrow Stainless Steel Spacers      [4] Wider Stainless Steel Spacers  
 [4] ½" Ball Joint                      [4] Jam Nut

## TOOLS REQUIRED:

- [1] Ratchet                      [1] Marking Pen                      [1] Torque Wrench  
 [1] 8mm Nut Driver              [1] 18mm Socket                      [1] 18mm Wrench                      [1] E14 External Torx or 11mm Wrench/Socket

1. Park car on a flat and level surface capable of supporting the vehicle's weight on a jack and jack stands. Using the manufacturer's recommended lifting point(s), raise rear of vehicle and support with jack stands. **NEVER WORK ON A VEHICLE SUPPORTED ONLY WITH A JACK!**



2. Remove the (3) 8mm hex screws retaining trailing arm splash guard.



3. Mark existing location of factory adjusting plate to trailing arm on outer control arm bolt with marking pen.



4. Unbolt and remove outer control arm adjusting bolt. Hold bolt head with E14 Torx or 11mm box end wrench and turn nut with 18mm socket.



5. Unbolt and remove inner control arm bolt using E14 Torx or 11mm socket and 18mm wrench.



6. Remove control arm.



7. **NOTE:** Use wider stainless spacers on inside ball joint that attaches to sub-frame and the narrower stainless steel spacers on ball joint that attaches to outer suspension housing. The NM Control Arms have been pre-set to the factory length of 518mm (20.39").



8. Install and tighten NM Control Arm into inner sub-frame mount using original bolt and nut. Torque to 100Nm (74ft.lbs).



9. Now install outer NM Control Arm to trailing arm using factory bolt and adjusting plate. Line-up previous made pen mark before tightening. Torque to 100Nm (74ft.lbs).



10. Repeat for other side.

11. Double check complete installation and tightness of all nuts and bolts.

12. Reinstall trailing arm slash guards.

13. At your earliest opportunity, visit a vehicle alignment shop. **Note:** You must have a wheel alignment performed before driving more than 250 miles to prevent permanent uneven wear of your tires. After wheel alignment and adjustment of control arms, make sure that the technician aligns ball joint centered on axis with the suspension loaded.

14. **Camber Adjustment:** 1 full revolution of the bar is equal to about 1° of camber adjustment. **Note:** Bar has both left hand and right hand thread; disassembly is not required for adjustment.

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