

There is some prep work in order to remove the stock rear bumper. In this DIY I've attached extracts from the BMW TIS for reference as I could not take pics at certain stages. You should have a full kit of plastic push pins and various types of screws with your M kit. Basically you need new plastic push pins, as these will be in bad shape after removal. There are some new types of screws with the M rear bumper, as for the other screws, you can use the old ones..BTW, no hoisting up the car/taking off wheels was necessary for me..



2 large torx screws on each side of the car (inner)

Various bolts & pushpins on the inside rear of the wheel arch

There is a combination of catches and pushpins under here.

Plastic cover for the battery section under here. Various bolts & pushpins to be removed.

Go ahead and familiarize yourself with the location of these bolts, pushpins & catches.



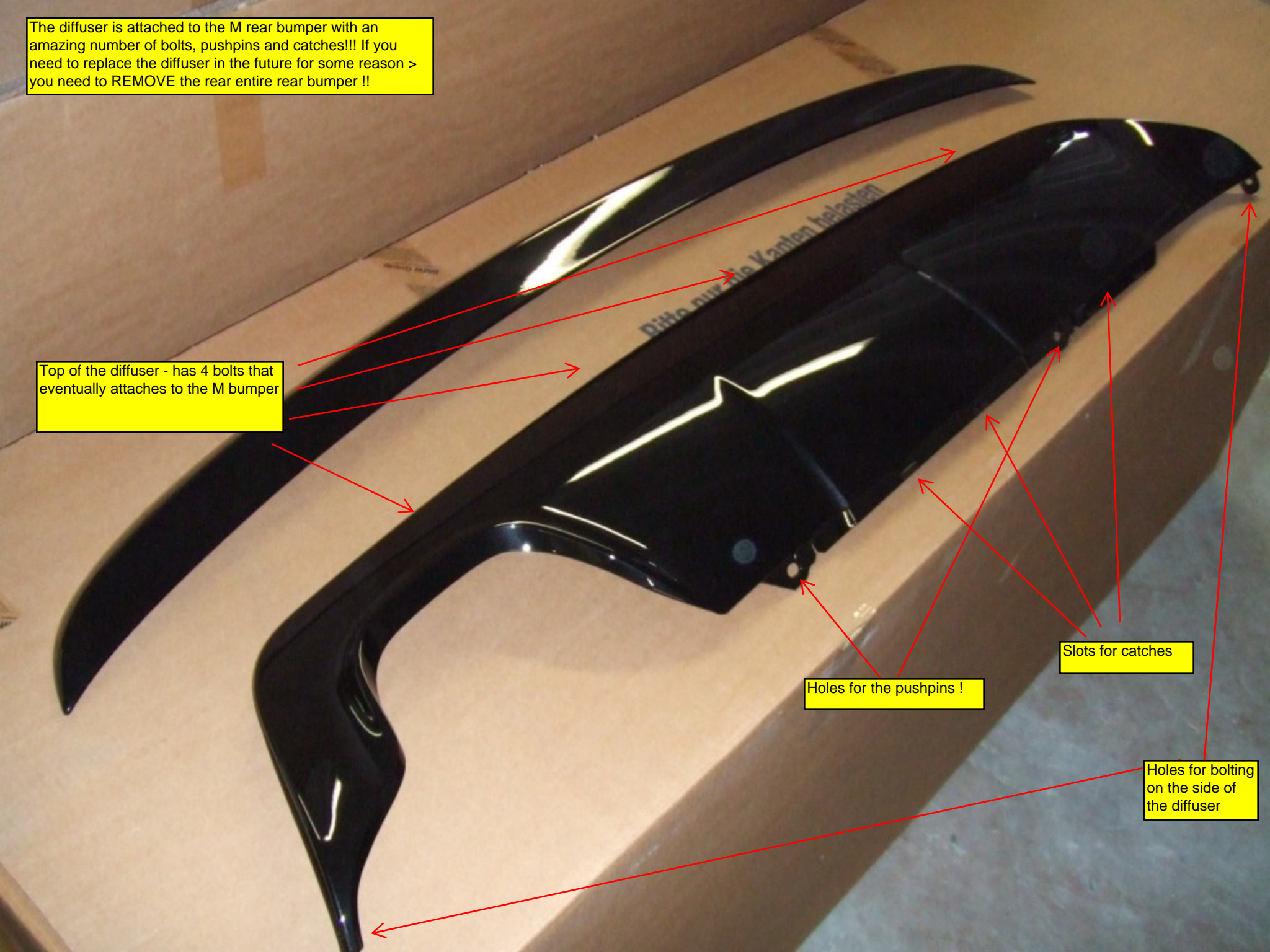
The diffuser is attached to the M rear bumper with an amazing number of bolts, pushpins and catches!!! If you need to replace the diffuser in the future for some reason > you need to REMOVE the rear entire rear bumper !!

Top of the diffuser - has 4 bolts that eventually attaches to the M bumper

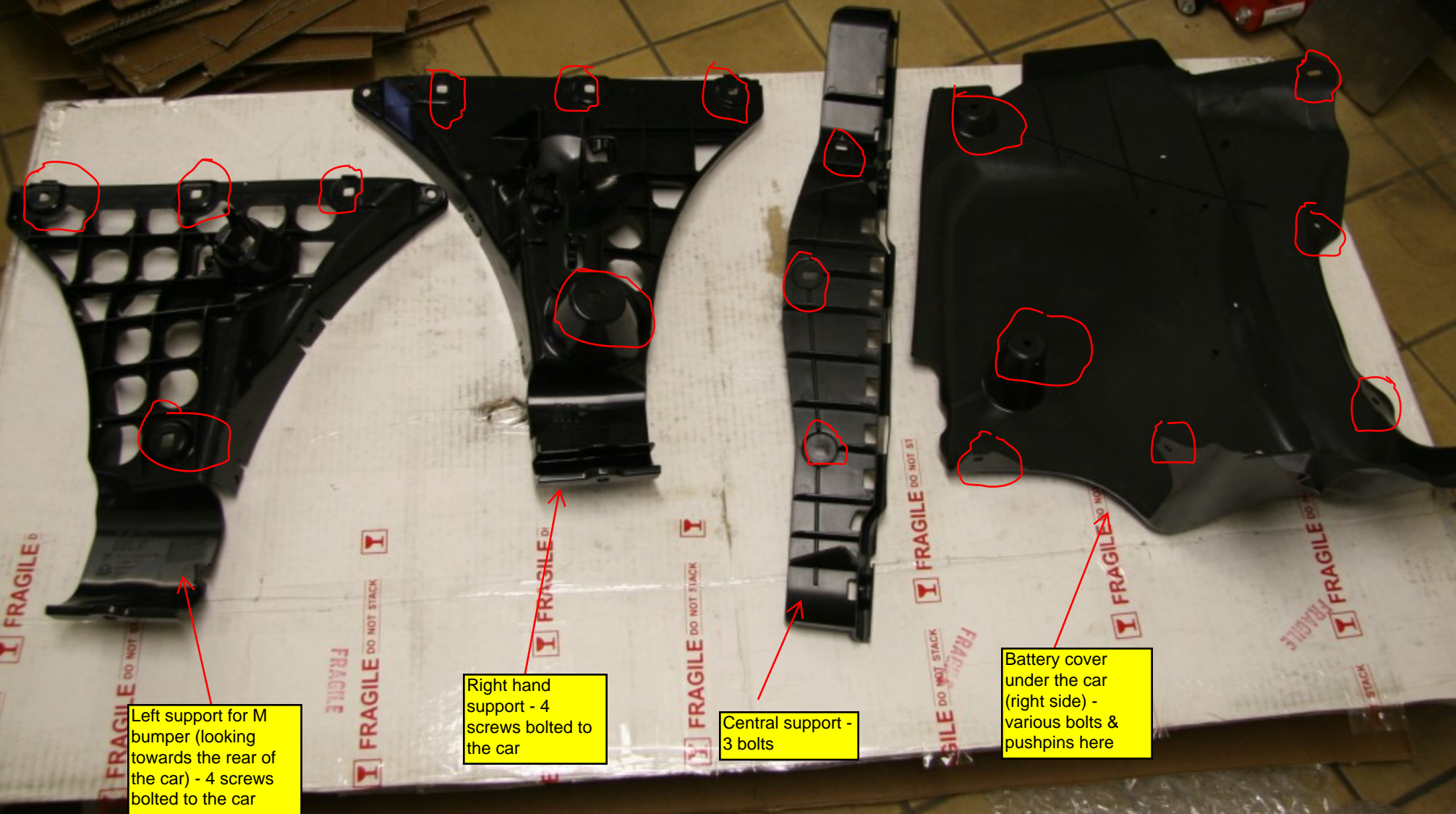
Holes for the pushpins !

Slots for catches

Holes for bolting on the side of the diffuser



Along with your M bumper/diffuser you will receive supporting items. These are basically the interface of the bumper to your car. These items are bolted on the car, allowing an easy and secure way to attach the M bumper. I circled areas where screws/bolts/pushpins are necessary.



Left support for M bumper (looking towards the rear of the car) - 4 screws bolted to the car

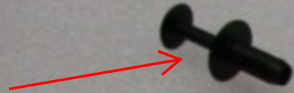
Right hand support - 4 screws bolted to the car

Central support - 3 bolts

Battery cover under the car (right side) - various bolts & pushpins here



You need heaps of these !  
Old ones are a bugger to get  
off, you will soon loose  
patience and force them off !!  
don't worry as you have  
replacements.



New metallic clips - why  
not ? use the new ones !



What a waste ! All I needed  
is 4 of these large torx  
screws (located in the rear  
boot) and I ended up using  
the old ones!!!

...conclusion : I had a lot of leftover screws and bolts ! as I used the old  
ones.



OK. Go ahead and remove the carpet from the rear boot. Deck & sides. TIS reference further slides down !

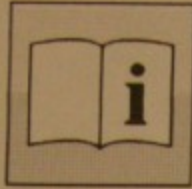






Battery, fuses, cables , amplifiers : the usual suspects in ones boot !!

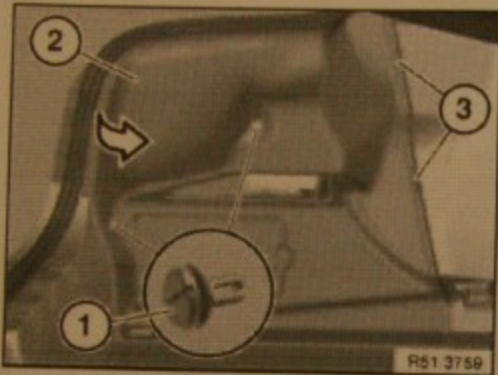




*Necessary preliminary tasks:*

- Remove luggage compartment floor trim panel.

# STEP 1.

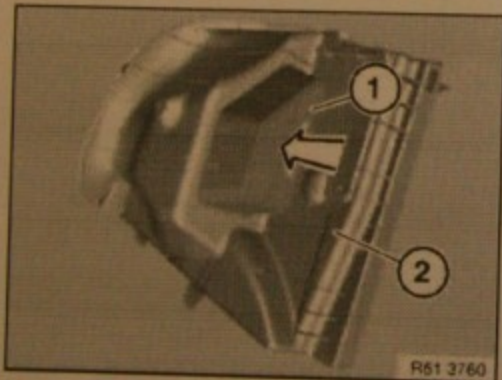


Open rotary clips (1) and remove.

Feed out luggage compartment trim on left side panel (2) in direction of arrow and remove.

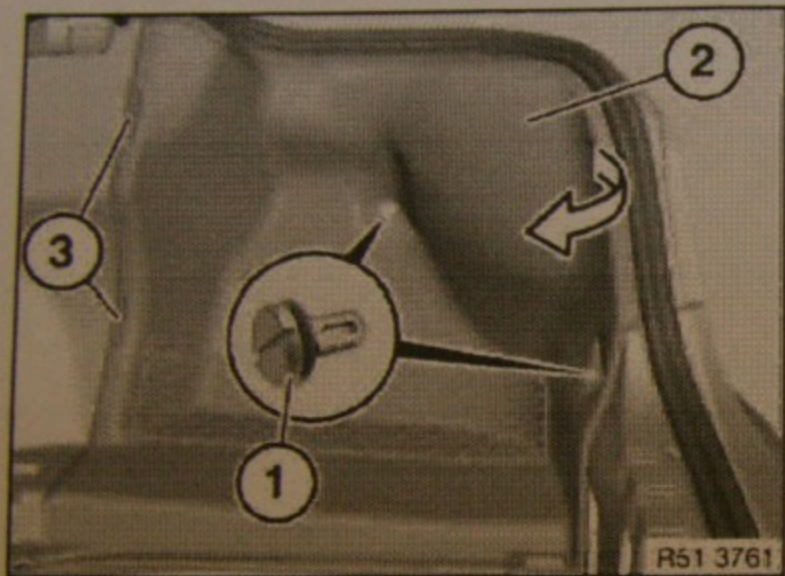
*Installation:*

Correctly feed in guides (3) of luggage compartment trim on left side panel (2).



*Replacement:*

If necessary, unclip storage compartment (1) all round and remove in direction of arrow from luggage compartment trim on left side panel (2).



Open rotary clips (1) and remove.

Feed out luggage compartment trim on right side panel (2) in direction of arrow and remove.

*Installation:*

Correctly feed in guides (3) of luggage compartment trim on right side panel (2).



OK. time to visit the wheel arch. Various bolts & pushpins here. They basically hold the bumper supports on the side of the car where the bumper attaches.

With the right tool you can get to these bolts without removing your wheel !

Right ! ..a pushpin - extracting the pin, releases the pressure and out it slides - so goes the theory - some are a bugger to remove - have the WD-40 handy - I ended up ripping some out !







Some more on the other side - there is a different setup (positioning) of the bolts - but you'll get the message - further down is the BMW TIS reference !



An example of a "catch" on the trim. For the rear stock bumper in this case...

Pushpin !



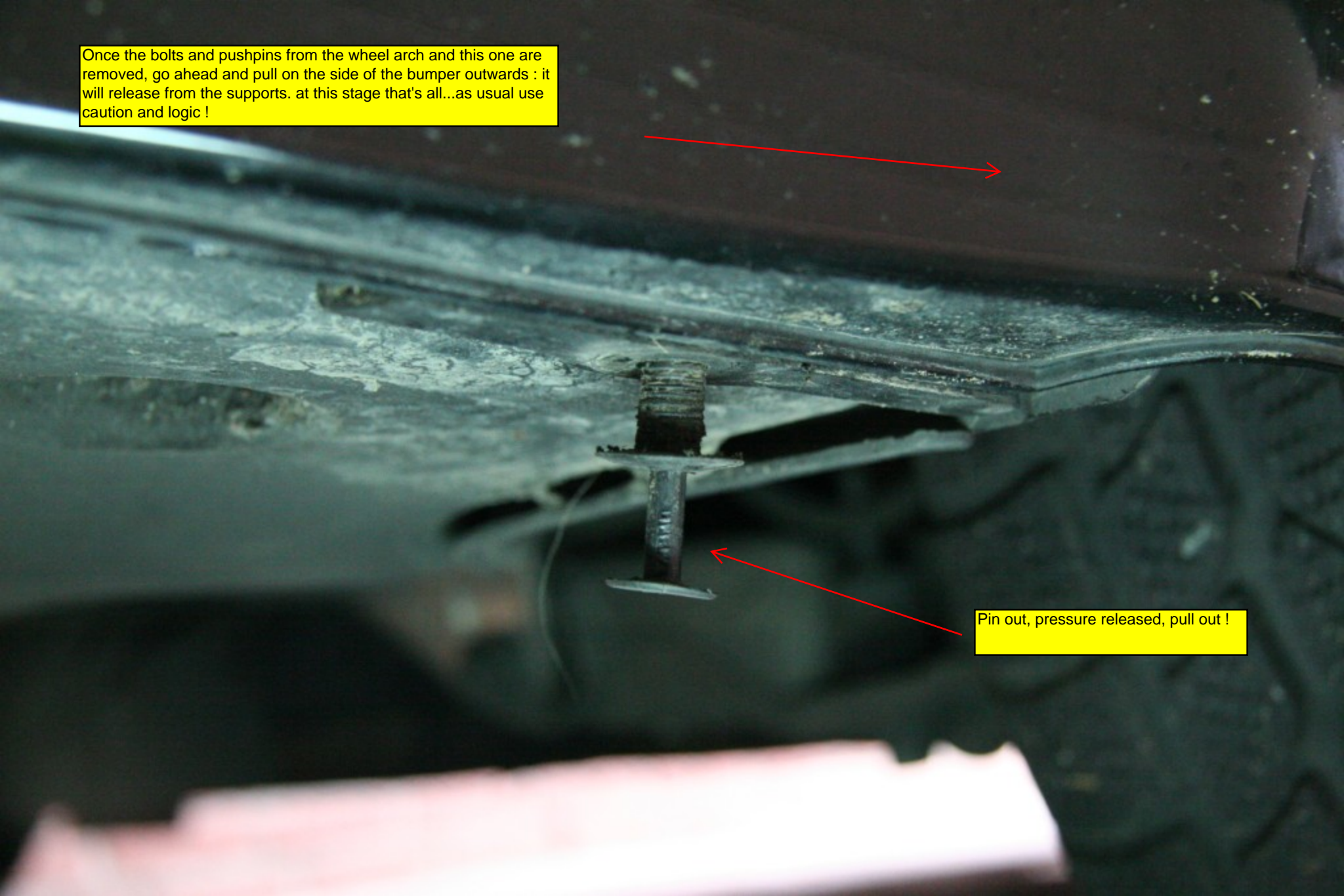
Yep ! here we are under the car, battery cover in view. Plenty to unbolt here. >>> Obviously reverse the procedure to screw back the M battery cover, as no other mentioning will take place on this straightforward item !





Your right - it's a pushpin ! Located under the side of your rear bumper. This one actually prevents from your bumper flexing outwards. Remove it !

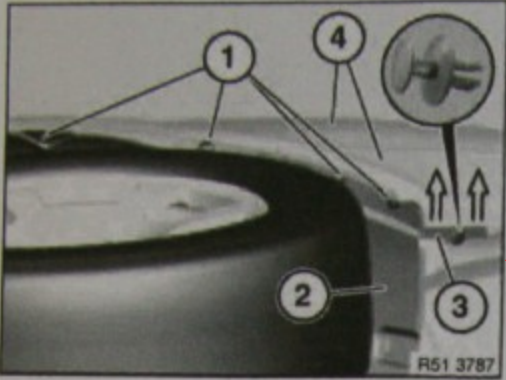
Once the bolts and pushpins from the wheel arch and this one are removed, go ahead and pull on the side of the bumper outwards : it will release from the supports. at this stage that's all...as usual use caution and logic !



Pin out, pressure released, pull out !



ZOOM to view detail !

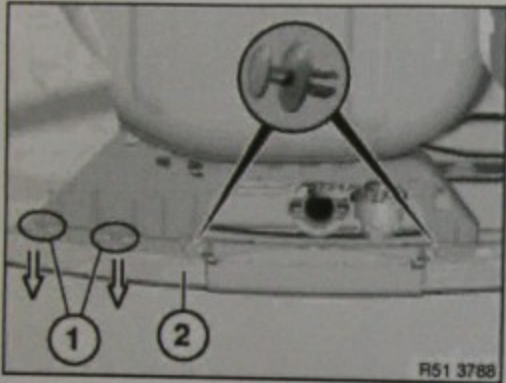


Release screws (1) from wheel arch cover (2) on left/right.  
Release expansion rivet on left/right.  
Pull bumper trim (4) out of mounting (3).

*Installation:*

Make sure bumper trim (4) is correctly positioned in relation to mounting (3).

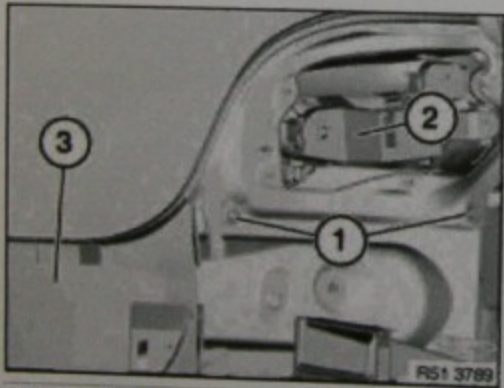
Bolts & pushpins from the wheel arch area !



**Not M5**

Release expansion rivets on bottom middle guide.  
Release bumper trim (2) from catches (1).

Pushpins & catches for under the rear bumper.

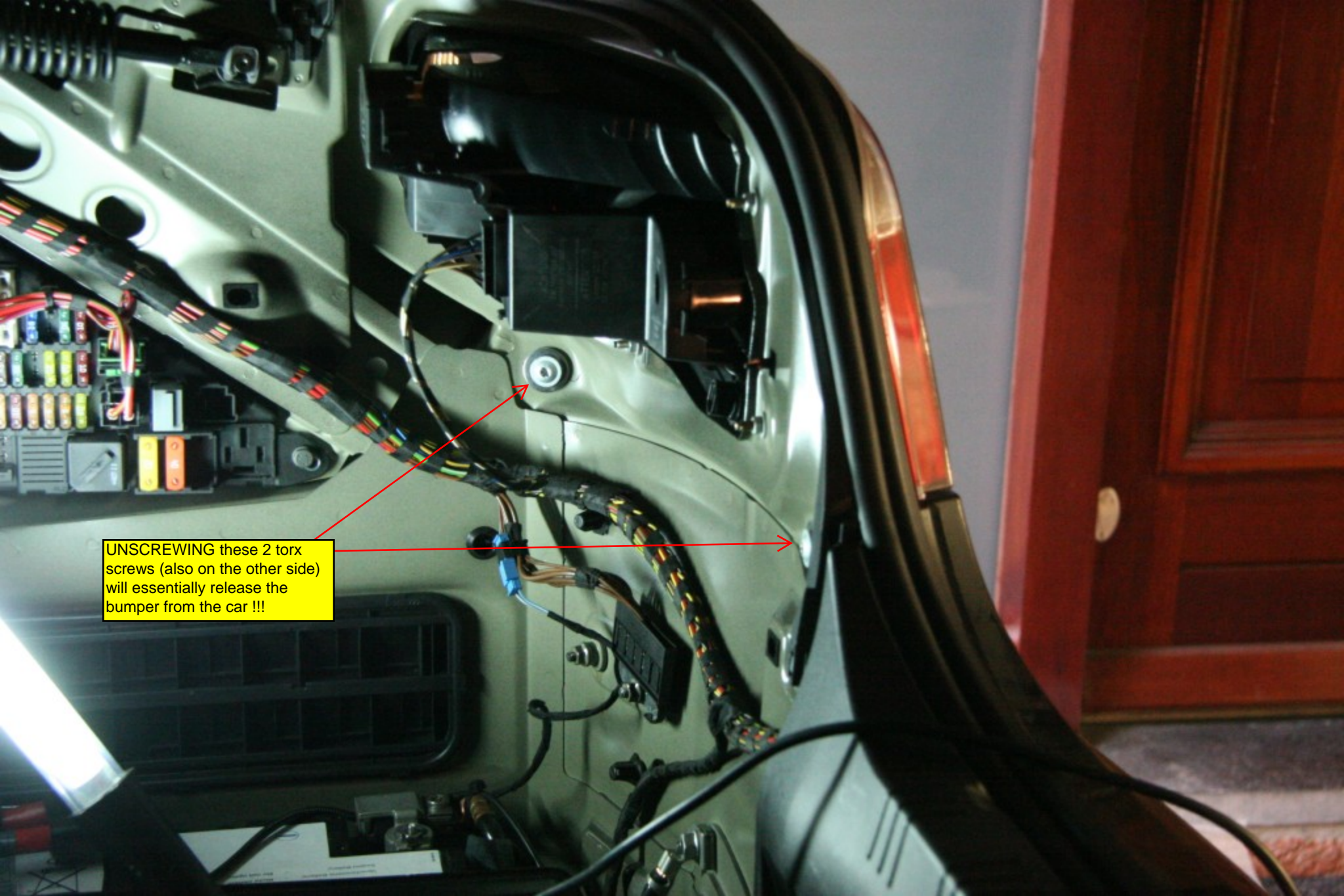


Release screws (1) with sealing washers on left/right.  
2 Tail light  
3 Trim, rear apron

*Installation:*

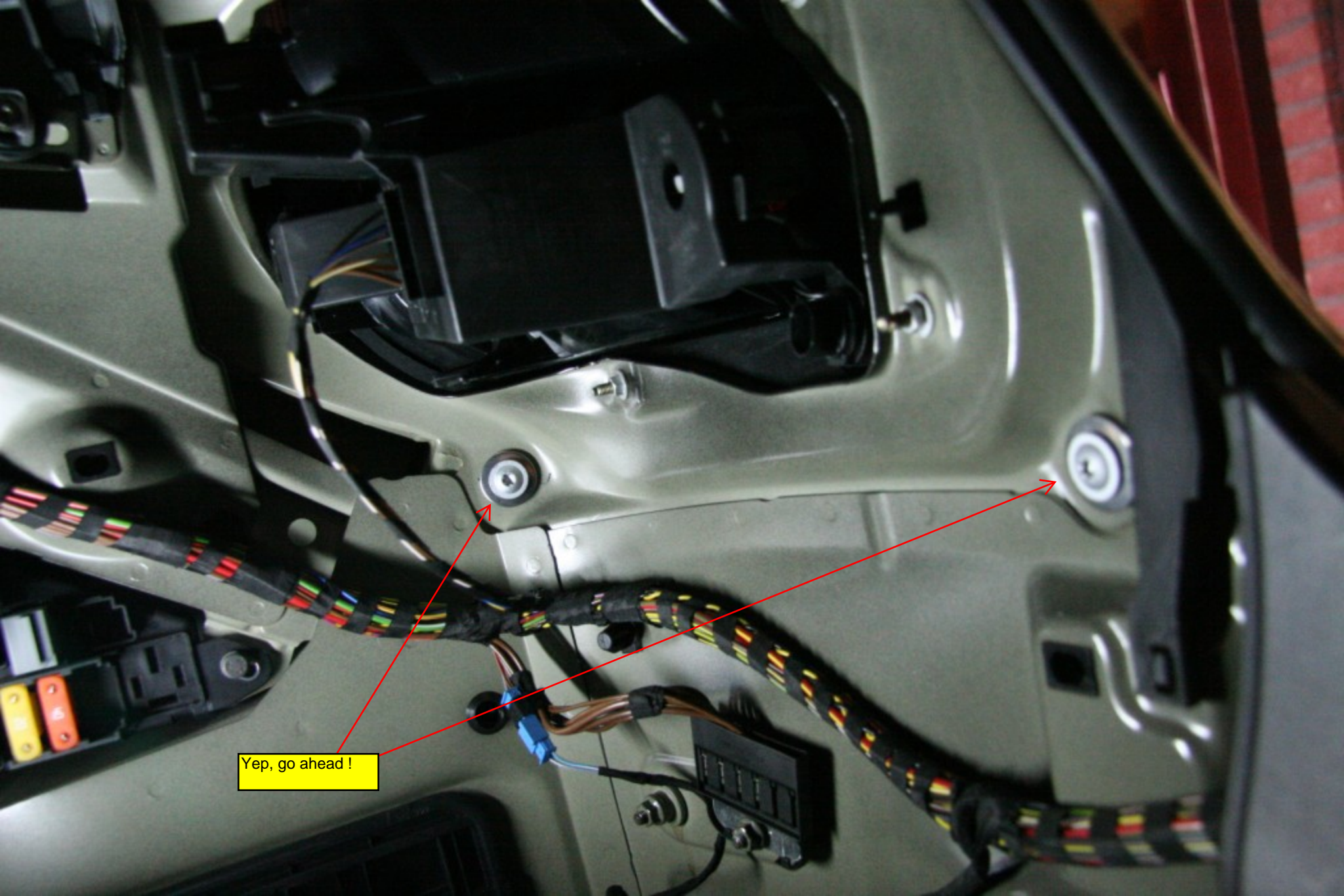
Replace screws (1) with sealing washers.  
Tightening torque 51 16 8AZ

2 torx screws for each side, next slide for foto of this !

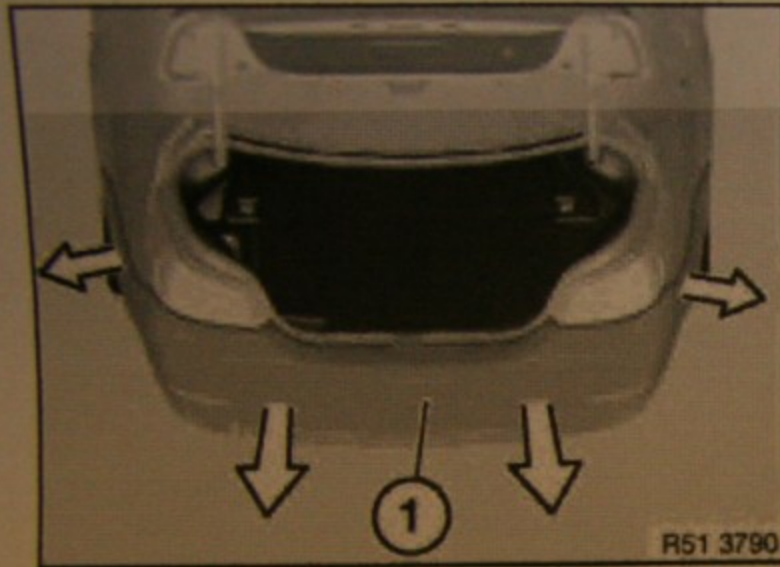


UNSCREWING these 2 torx screws (also on the other side) will essentially release the bumper from the car !!!





Yep, go ahead !



Unclip bumper trim (1) to side panel (1) on left/right outwards.

Remove bumper trim (1) in direction of arrow towards rear.

With optional extra PDC:


Disconnect plug connection (wiring harness) of ultrasonic transducers.

A picture is a thousand words. You get the message !

Once the rear stock bumper is off the car, lay it down and proceed to unclip the 4 PDC sensors. It's relatively easy, just don't use a lot of force ! - the wiring harness is also fastened nicely in clips, just remove this as well and lay carefully on the ground ...take away your stock bumper and store it ! The BMW TIS reference for PDC removal is 2 slides down !

PAY ATTENTION at this stage how you remove the stock bumper, or rather, HOW the rear stock bumper IS removed to increase your situational awareness and UNDERSTAND how the M bumper will attach back to the supports. It's by no means hard, but there is a bit of sliding and pushing to get into place. 2 persons is not a luxury !



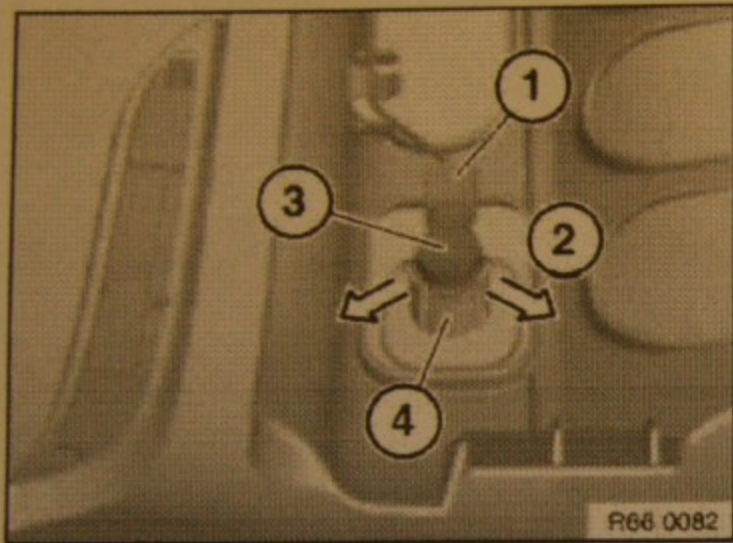


Hmm...Don't look as good without a bumper, does it ?!

Central stock support. Unscrew 3 bolts and it's gone !  
Details few slides down !

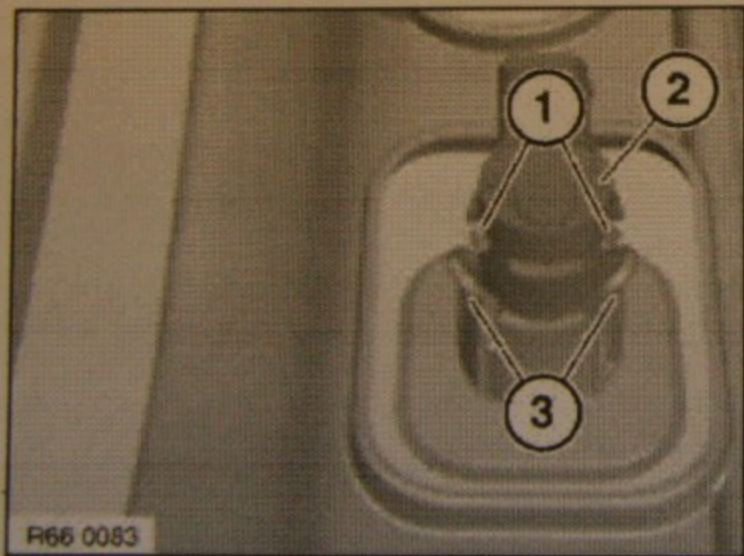


Unfasten plug connection (1) and disconnect.  
Unlock catches (2) in direction of arrow and pull ultrasonic transducer (3) out of bracket (4).



*Installation:*

Retaining hooks (1) of ultrasonic transducer (2) must engage exactly in mountings (3).

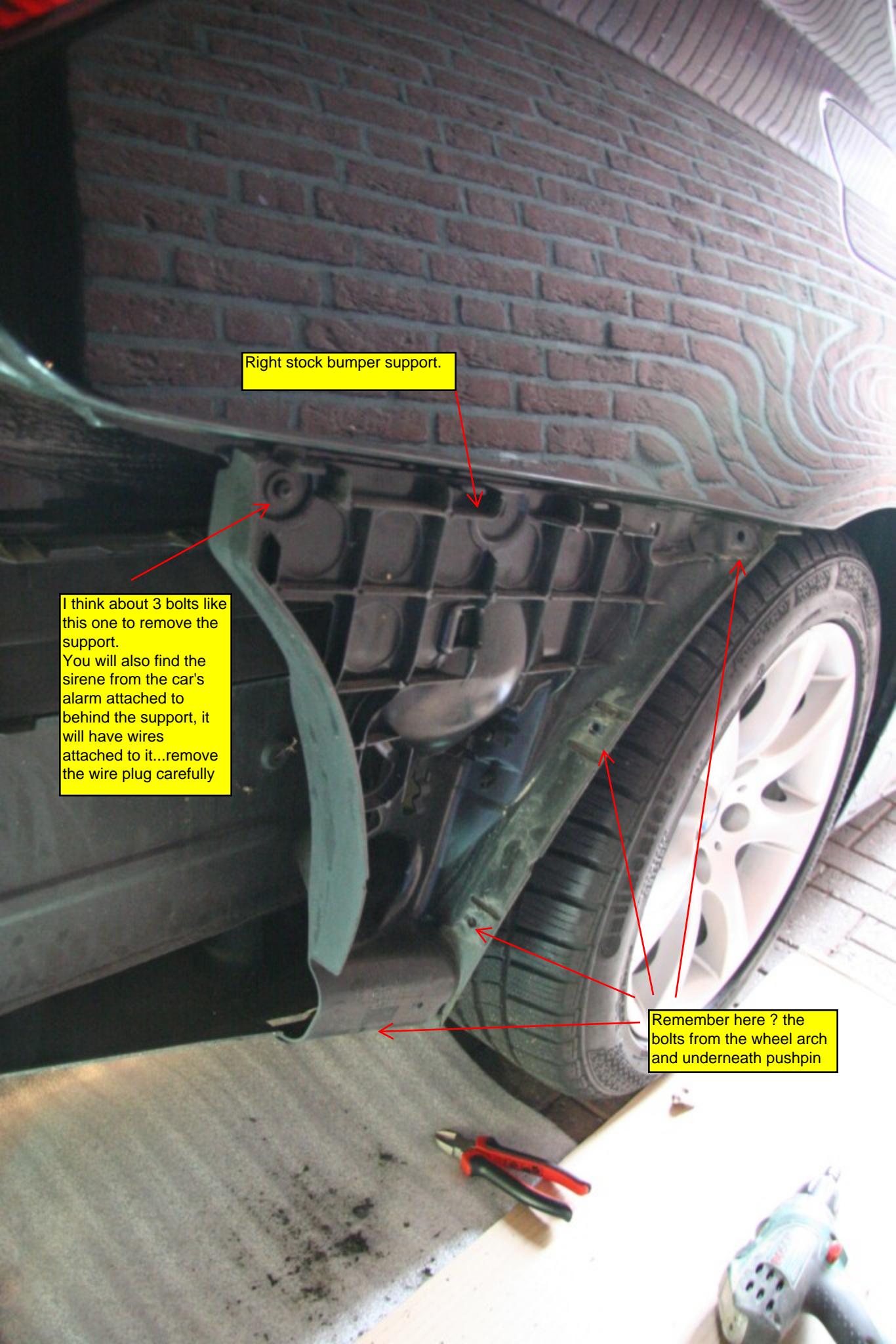





Right stock bumper support.

I think about 3 bolts like this one to remove the support.  
You will also find the sirene from the car's alarm attached to behind the support, it will have wires attached to it...remove the wire plug carefully

Remember here ? the bolts from the wheel arch and underneath pushpin





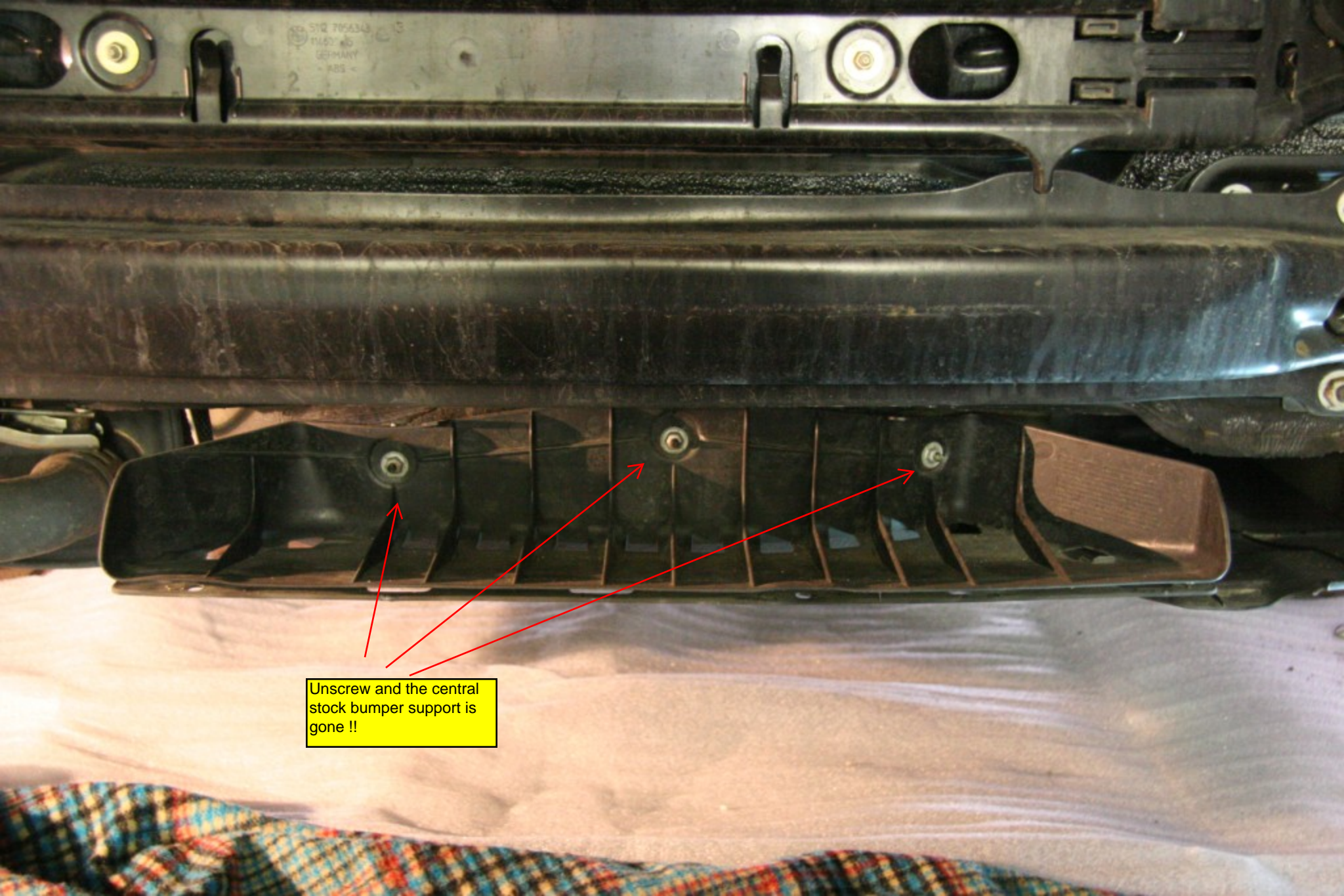
A close-up photograph of the front left bumper area of a car. The image shows the plastic bumper cover, the metal grille, and the underlying metal frame. A red arrow points to a small hole in the metal frame. Another red arrow points to a vertical metal bar. A third red arrow points to a hole in the metal frame. The car is parked on a brick wall. Three yellow text boxes with black borders provide instructions and warnings. The first box is at the top, the second is on the right, and the third is at the bottom left.

Left side bumper stock support, same story, unscrew the bolts and remove - eh, no, you won't find another sirene here !

Don't cut through or destroy this hole (it is not needed for M bumper) as you will need it if you ever installed your stock bumper again...

see this plastic section? you will need to cut a 13cm piece off it because the M bumper is sportier ! and doesn't come out as the stock bumper did ! Cut on the line - exact measurments are provided in the pdf I attached in this post - download it and go to Section 7 !!





Unscrew and the central stock bumper support is gone !!



Remember the right side support ? It has the sirene attached to it. 1 bolt and releasing a clip later and it's off the stock mount !

Select now the M bumper right support and reverse the procedure > attach the sirene to the M support ! attach the alarm wire plug again and bolt the support back on the right side of the car !





On the left side, go ahead and attach the M bumper left support 3 or 4 screws I think...



Remember this section ? we cut it using this, although a cutter will also suffice I guess. Please refer to the BMW M kit Installation pdf Section 7 for details



Installing the M bumper right support !  
Same cutting procedure on this side as well  
guys !! We ended up cutting a bit more as it's  
not that straight as you can see..







That's it basically. After the previous steps, grab hold of your M bumper (with diffuser ATTACHED and READY) and reverse the de-installation procedure. Bring the M bumper close to the car and attach the PDC sensors and run the wire harness nicely through the wire channels - you can't go wrong really, it's designed nicely ! Slide/line up the M bumper onto the car and push on the sides of the bumper to click into place. While the second person is holding it in place, screw back the 4 torx screws (2 on each side) in the boot - remember ? - they are the main screws that hold the bumper ! Go to the wheel arch and screw back the bolts and pushpins earlier mentioned...some holes have become redundant and may be left empty.




Catches & pushpins for the under side of the diffuser. A bit awkward here, but you'll manage !

Pushpin for the battery cover.





Catches on the left side of the diffuser. As stated, there are 2 catches & 2 pushpins along with the 2 screws right on the edge tips of the diffuser. This tightens the bond of the diffuser with the rest of the bumper. See below.

A close-up photograph of a black plastic diffuser tip. A single Torx screw is visible, secured into a hole on the side of the tip. A red arrow points from a yellow text box to the screw. The background is dark and out of focus.

Torx screw, 1 on each side, right on the tip of the diffuser.



CONGRATS !!

4 torx screws  
tightened : CHECK !

Various catches,  
pushpins & edge  
torx screws under  
here attached :  
CHECK !

M battery cover installed :  
CHECK !

Bolts & pushpins in  
wheel arch area re  
attached: CHECK !  
(same on other side)

