

BMW G87 M2 CS FRONT SPOILER

Installation on a Standard G87 M2

Installation method consolidated from the Bimmerpost M2 CS Front Spoiler thread

1. Executive Summary

The OEM BMW M2 CS front spoiler/lip (identified in the thread as BMW part 51 11 7 874 202) can be fitted to a standard G87 M2 without replacing the standard M2 bumper. The standard bumper already provides the principal mounting points.

The installation supported by the later posts in the thread uses the eight existing 10 mm fasteners and two existing push-pins. For additional mechanical support at the front edge, the spoiler can then be drilled through its additional mounting holes and secured with plastic BMW push-rivets.

2. Recommended Method

For a durable installation on a road car, the preferred method is the mechanically secured installation rather than relying primarily on adhesive tape.

- Reuse the 8 existing 10 mm screws.
- Reuse the 2 existing push-pins/clips.
- Align the CS spoiler carefully before drilling.
- Drill the 8 additional mounting holes through the spoiler's existing holes, using approximately an 8 mm drill.
- Fit BMW plastic push-rivets, identified in the thread as part 07 14 7 401 727.
- Check alignment and security before final tightening.

3. Parts and Tools

Item	Requirement / Notes
BMW M2 CS front spoiler	BMW 51 11 7 874 202 (as identified in the thread)
Existing 10 mm fasteners	8 required; removed from the standard M2 bumper and reused
Existing push-pins	2 required; removed and reused
Additional push-rivets	BMW 07 14 7 401 727 identified in later thread posts
Drill	Approximately 8 mm; drill carefully through the spoiler's mounting holes
Cleaning materials	Clean underside of bumper and mounting surfaces before installation
Ramps / safe access	Recommended to provide access underneath the front bumper

4. Step-by-Step Installation

Preparation: Raise the front of the car safely using suitable ramps or other approved support. The work is carried out from underneath the front bumper.

Remove the existing fasteners: Remove the 8 existing 10 mm screws and the 2 existing push-pins from the standard M2 bumper. Keep all ten fasteners for reuse.

Offer up the CS spoiler: Position the CS spoiler against the underside of the standard M2 bumper. Engage the existing mounting points but leave the fasteners loose.

Align the spoiler: Centre the spoiler carefully. Check both ends, the curvature of the lip and its relationship to the bumper. Do not drill anything until the spoiler is correctly positioned.

Secure the original mounting points: Once alignment is satisfactory, tighten the 8 existing 10 mm screws and refit the 2 existing push-pins. Recheck the position of the spoiler.

Drill the additional holes: Using the additional mounting holes already present in the CS spoiler as templates, drill through into the standard bumper. Later thread contributors used approximately 8 mm holes. Drill slowly and carefully to avoid damaging anything behind the bumper.

Install the additional push-rivets: Clean away drilling debris and install the BMW 07 14 7 401 727 plastic push-rivets in the newly drilled holes.

Final inspection: Check that the spoiler is uniformly seated against the bumper, that both ends are properly aligned and that all original screws, original clips and new push-rivets are secure.

5. Alternative: VHB Tape Installation

A number of owners reported successfully installing the spoiler using the eight existing screws and two existing push-pins, with 3M Scotch 5952 VHB tape providing additional support along the leading edge.

However, later posts reported that removing 3M 5952F could pull paint from the bumper. Consequently, VHB should not be regarded as a completely reversible attachment method. It is also less mechanically positive than drilling and installing additional push-rivets.

If tape is nevertheless used, proper cleaning and surface preparation are important. The thread also discusses the use of adhesive promoter.

6. Comparison of Installation Methods

Method	8 existing screws	Additional holes	VHB	Comments
Basic	Yes	No	No	Simple, but less support at the front edge
VHB-assisted	Yes	No	Yes	Easy installation; adhesive removal may damage paint
Drilled / mechanical	Yes	8	Optional	Strong mechanical attachment; recommended
Factory CS arrangement	Not fully established	Yes	No	Thread does not conclusively establish every factory fastener detail

7. Important Points from the Thread

- The standard G87 M2 bumper does not need to be replaced by an M2 CS bumper.

- The standard bumper already has eight 10 mm fastener locations and two push-pin locations that can be reused.
- The additional holes provide better mechanical support for the leading edge of the spoiler.
- Later owners reported drilling approximately 8 mm holes with the spoiler fitted and correctly aligned.
- BMW 07 14 7 401 727 is the push-rivet part number identified in the later discussion.
- An earlier discussion suggested VHB tape could be readily removed, but later experience showed that paint could be lifted during removal.
- The thread contains some uncertainty over the exact hardware arrangement used on the factory M2 CS; therefore the drilled/push-rivet method should be regarded as the practical G87 M2 installation method rather than necessarily an exact reproduction of every factory CS fixing.

8. Recommended Installation for a Standard G87 M2

Use the mechanical installation: 8 existing 10 mm screws + 2 existing push-pins, followed by 8 additional approximately 8 mm holes and BMW 07 14 7 401 727 push-rivets. This avoids making VHB tape the primary means of securing the spoiler and provides positive mechanical support along the leading edge.

9. Source

Bimmerpost G87 M2 forum — “M2 CS front spoiler” thread. The installation method in this document consolidates the fitting experiences and later corrections/discussion in the thread.

Thread: <https://g87.bimmerpost.com/forums/showthread/2185924/m2-cs-front-spoiler/>