



FS Performance Engineering

Ford Mustang Gen 6 2018+ Front Splitter Chassis Mounted Installation Instructions
(non performance package)

PROFESSIONAL INSTALLATION RECOMMENDED

Tools Needed:

- Flat head screwdriver
- Ratchet wrench
- 7/32" socket/wrench
- 5/16" socket/wrench
- 7mm socket/wrench
- 10mm socket & wrench
- 13mm socket/wrench
- Exacto Knife or Box Cutter

Included in Kit:

- (1) Splitter
- (8) M6-1.0 x 20mm bolts
- (5) M6-1.0 x 30mm bolts
- (2) M6-1.0 x 40mm bolts
- (2) M6-1.0 x 55mm bolts
- (2) M6-1.0 x 60mm bolts
- (5) 15mm spacers
- (2) 20mm spacers
- (30) 1" OD, 1/4" ID washers
- (8) 5/16" ID, 1.25" OD washers
- (23) M6 Nyloc nuts

(1) Pair of 10.25-12" splitter rods if ordered - comes with associated hardware. Tools for this are shown on separate instructions.

(1) Blue threadlocker if rods were ordered

Steps:

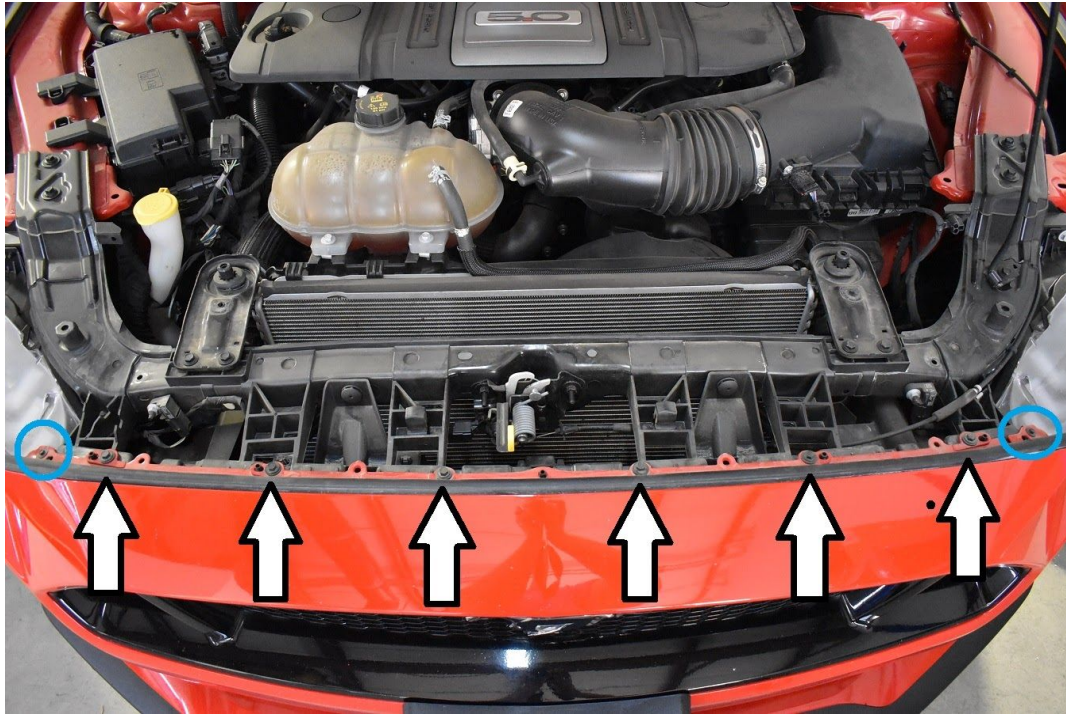
- 1.) Raise the front of the car and secure it on jack stands. Pop the hood.
- 2.) To install this splitter properly, the front bumper needs to be removed. Begin by opening the hood. Remove the plastic tray sitting just above the radiator - it is held on by 8 clips circled in green. Use your flat head screwdriver.



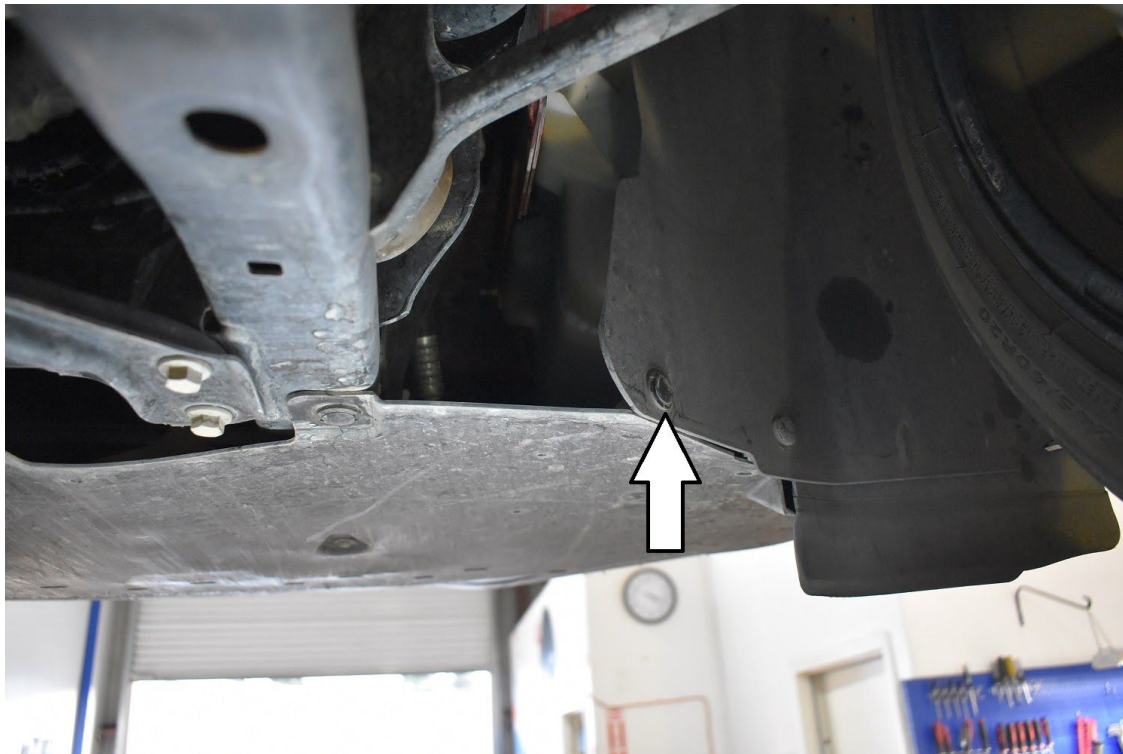
REMOVED:



3.) Remove the screws along the front bumper between the headlights. The outer 2 (blue circles) use a 7/32" socket, and the inner 6 (arrows) use a 5/16" socket.



4.) Remove the skid plate. The skid plate is held on with 21 screws (7mm head) and 4 clips (use your flat head screwdriver). The screws are circled in red. Two of the clips at the rear (arrow) and two are found at the fender well (1 on each side, arrow).



5.) Once the skid plate is removed you need to remove the 4 clips found on the inside of the front wheel well. They are just in front of the wheels and have a “+” on them. Feel free to turn the wheels for better access. They’re very hard to remove. We actually pushed them out from the inside of the wheel well from under the car. Here is what they look like.

LOWER CLIP:



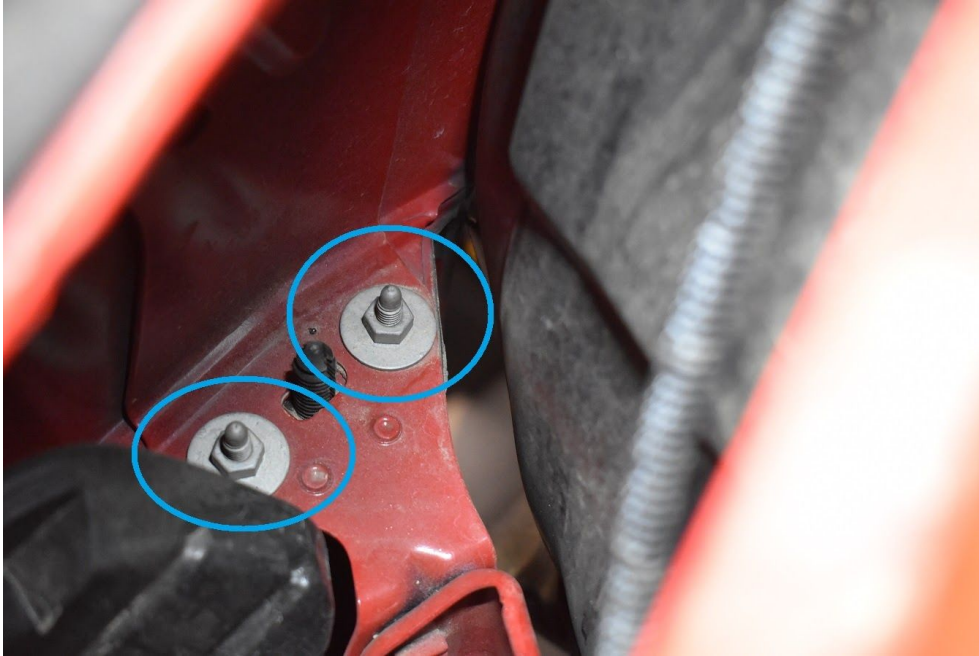
UPPER CLIP:



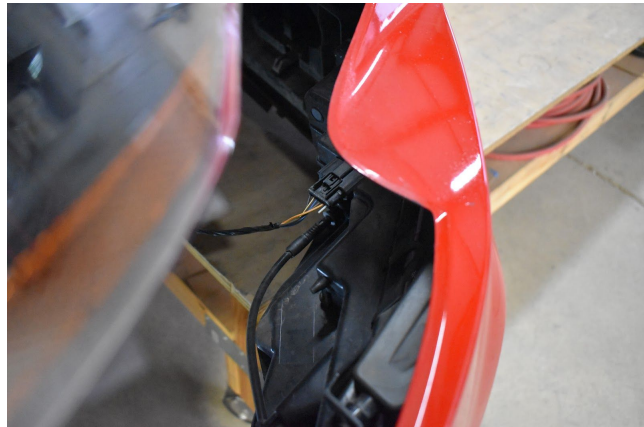
6.) Now you must remove the 13mm bolt found on each side of the car. It is located just inside of the fender well.



7.) From the top of the engine bay remove the two 10mm bolts on each side of the car that hold the fender to the bumper.



8.) The bumper can now be pulled off with help from a friend. The outer edges need to be pulled outward away from the fender and headlight, and the center lifted over the pins that hold it. While pulling it off unplug the fog light electrical clips. We placed our bumper on our table while doing this.



9.) Lay your bumper down on a blanket on a flat surface. Use your flat head screwdriver to remove the seven speed clips found along the front of the bumper.



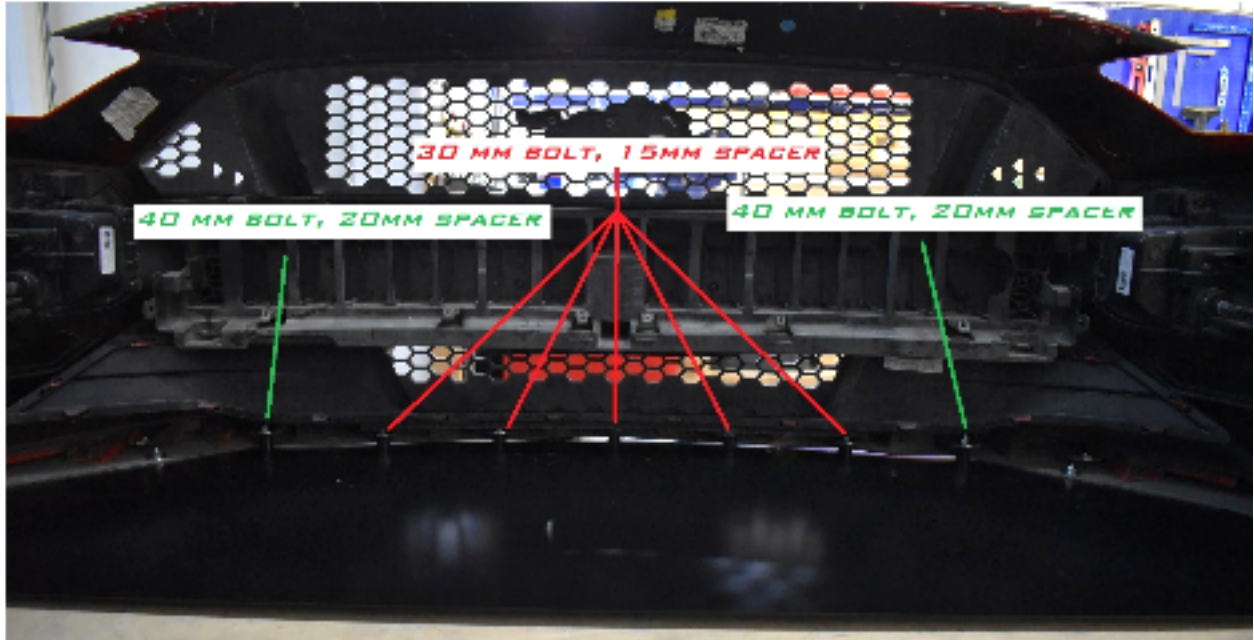
10.) Use your box cutter or exacto knife to cut off some of the black plastic. We recommend cutting right at the fold point. We are doing this to make room for our fingers above the holes when installing the splitter.

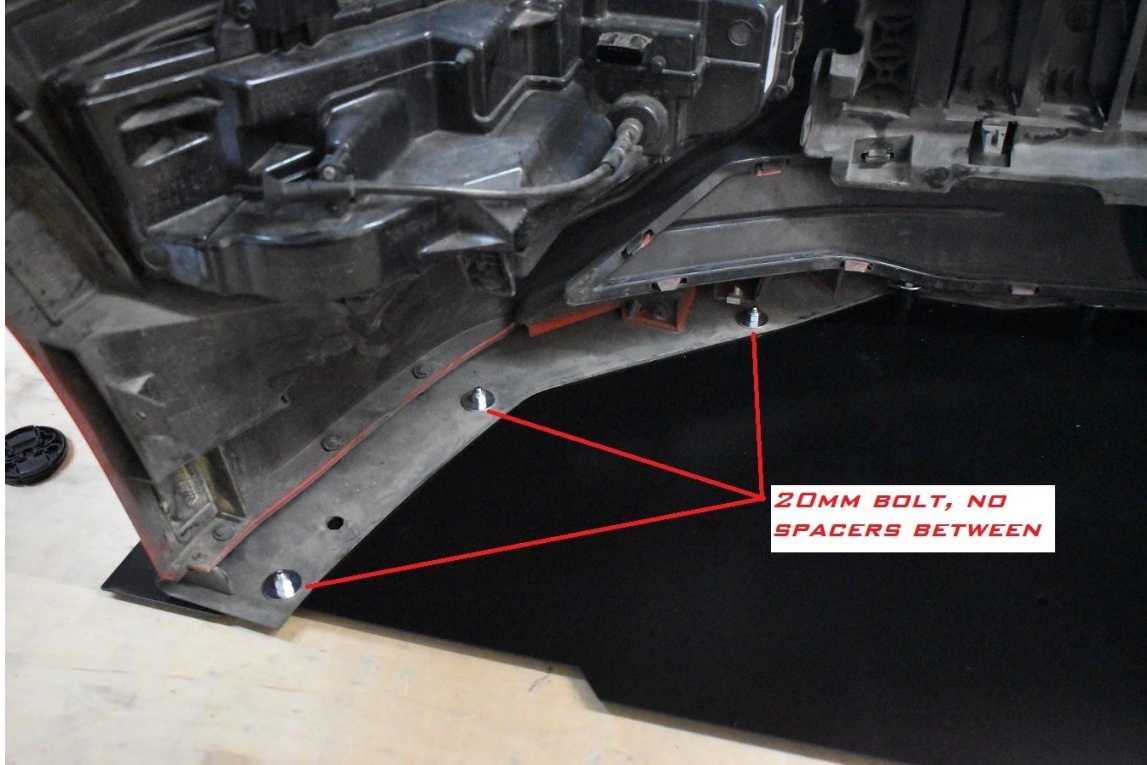


OURS BROKE IN HALF. Here is what remains.



11.) Your splitter can now be installed onto the bumper. Make sure it is right side up. It utilizes the 7 holes from step (9.) with long bolts and spacers. It utilizes the outer 3 holes on each side with shorter bolts. Use 1" diameter spacers under the splitter, and on the inside of the bumper. Use M6 nyloc nuts to secure tightly. Here are the bolts and their relative spacers and locations.





12.) Your splitter is now installed onto the bumper. If you have splitter rods determine where you would like them to go and follow the supplied installation tips that come with them. Here is where we installed ours.





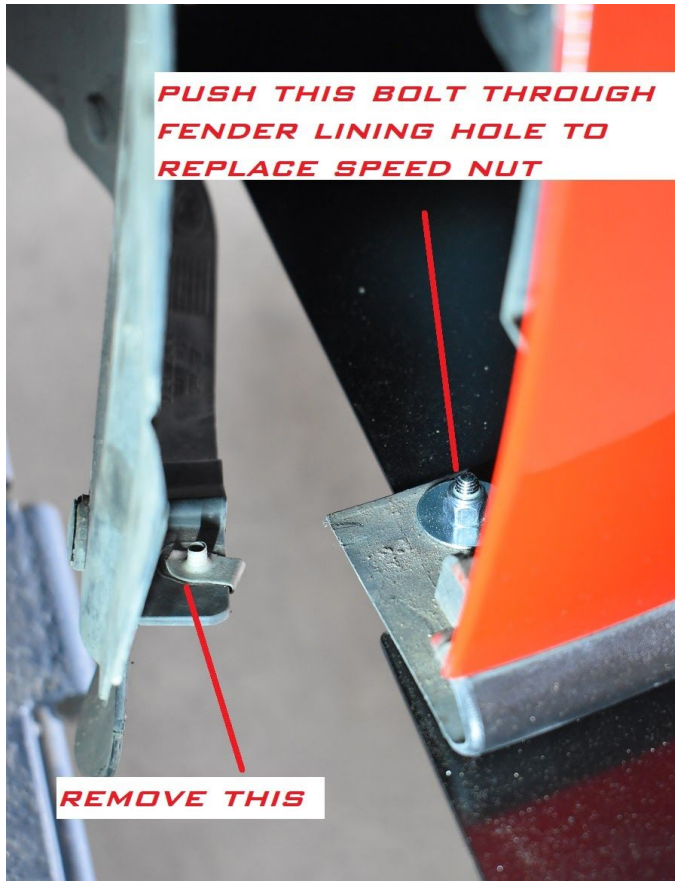
13.) Reinstall your bumper. You no longer use the OEM skid plate. After it is installed you will need to bolt it to the frame. We supplied long bolts and washers to do so. Use the M6-1.0 x 55mm long bolts toward the front of the car (green circles) and M6-1.0 x 60mm bolts (red circles) toward the back. Use the 1.25 outer diameter washers on top and bottom, and nyloc nuts on top. It will be a tight squeeze. See pictures.



EXAMPLE OF BOLT INSIDE:



14.) Finally, identify the 4 speed nuts on the fender lining that held the lining to the OEM skid plate. Remove them with your flat head screwdriver. Remove the bolts you installed for the splitter at the rear back edges, and install the bolts into the outer holes. Then do the same for the inner fender holes with the two additional M6-1.0 x 20mm long bolts you have left over. Securely tighten (sorry if this is confusing - see pics).





REMOVE THIS



**PUT BOLT / WASHERS /
NUTS IN ITS PLACE**



15.) Make sure everything is buttoned up and secure. Close the hood. THEN ENJOY YOUR NEW AERO.



For questions email costas@fspeinc.com or jim@fspeinc.com
Or call/text us at (661) 809-0954