



## FS Performance Engineering

### Subaru WRX (2015-19) Front Splitter Spats Installation Instructions

#### **Tools Needed:**

- 10mm socket and wrench
- 12mm socket
- Ratchet wrench w/ various extensions
- Blue painter's (masking) tape
- Sharpie, pen, possibly something pointy and thin
- Cordless drill
- 1/4" diameter drill bit, 5/16" diameter drill bit if you have rods
- Torx 25 (T25) wrench/bit
- Flat head screwdriver
- 9/16" allen wrench

#### **Included in Kit:**

(2) Front Splitter Spats

(2) 27mm spacers

(2) 30mm spacers

(2) 33mm spacers

(2) 40mm spacers

(4) M6-1.0 x 20mm bolts

(2) M6-1.0 x 50mm bolts

(2) M6-1.0 x 55mm bolts

(2) M6-1.0 x 60mm bolts

(2) M6-1.0 x 70mm bolts

(12) Small 1/4" ID x 5/8" OD washers

(12) Large 1/4" ID x 1-1/2" OD washers

(12) Nyloc nuts

(3) Wiznuts (provided for ease of installation)

#### **Optionally Included in Kit:**

(2) Support rods w/ hardware (includes four 5/16" ID, 1"OD washers just in case for spacing)

(1) Threadlocker

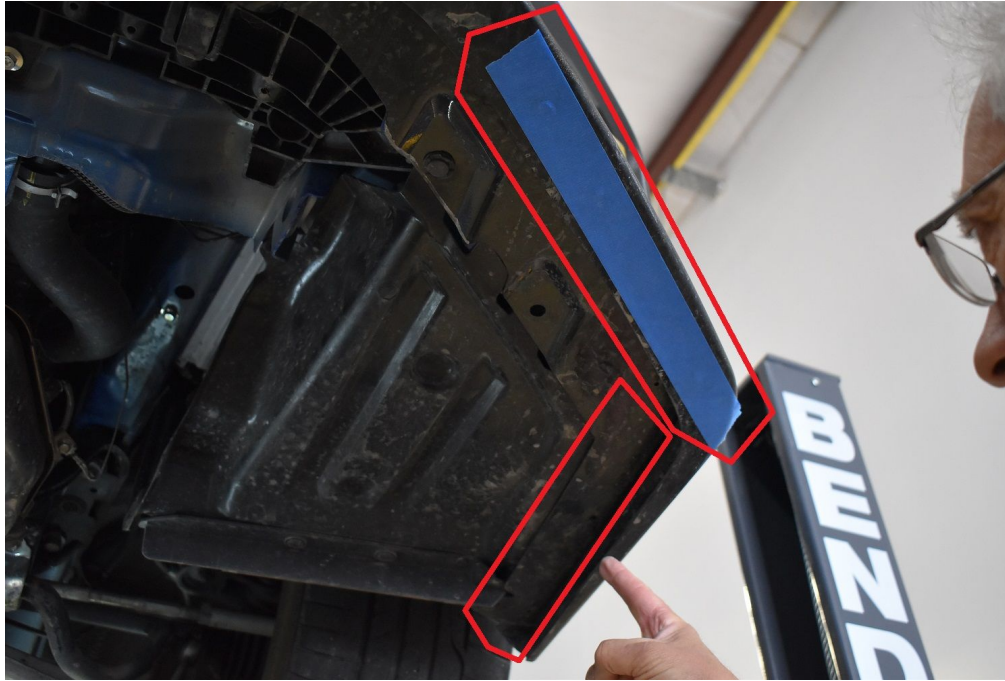
*Before we start please note that these installation instructions show how we attached the spats to a WRX with a lip purchased from Ebay. Your lip may differ so the lip attachment points may slightly differ. The three OEM attachment locations should remain the same. Also note that we were able to install the support rods AFTER we installed the spats. Depending on where you install yours you may have to change the order in which the spats and rods are installed.*

**Steps:**

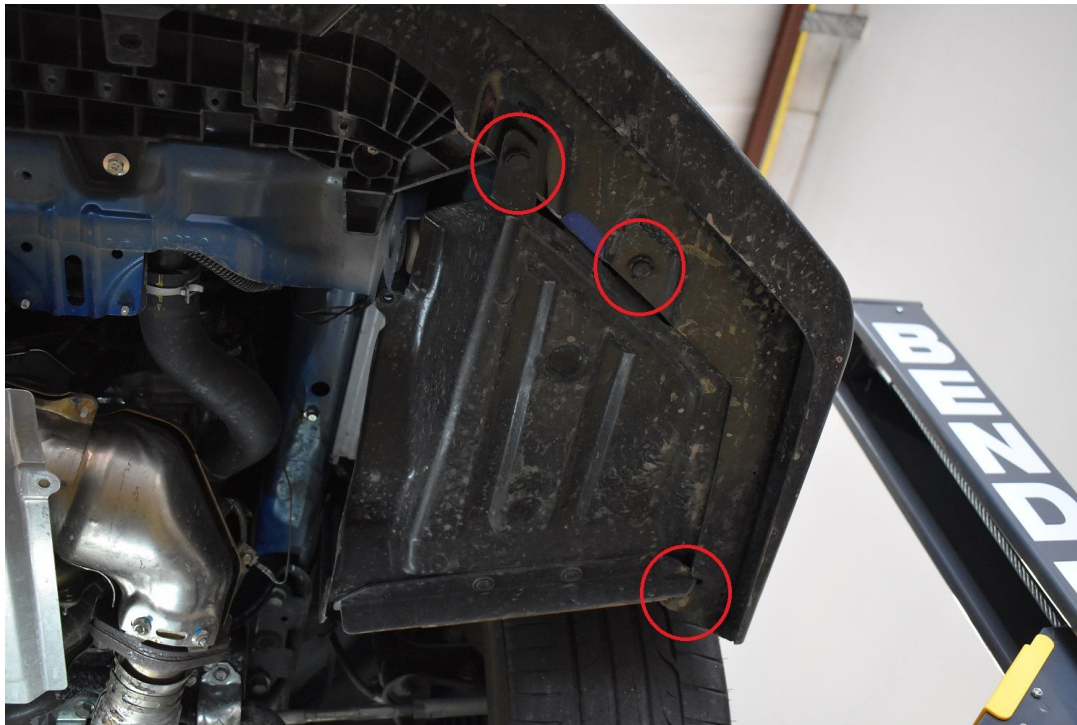
1. Raise car and secure with jack stands.
2. Remove the black splash tray covering the underside of the engine. We haven't explained how to do it here but it shouldn't be too hard to figure out. There will be several clips, two 12mm bolts, and two 10mm bolts that need to be removed. Use your flat head screwdriver for the clips.



3 Starting on the driver's side place painter's tape on your lip in the locations boxed in red. Your lip may differ and if it does, place tape nearly everywhere under the lip where the spat will touch. Note: Our pictures won't have much tape because we already knew where the holes go.



4. Identify and remove the three OEM clips holding the small plastic tray just under the bumper. Use your flat head screwdriver. You will later use these spots to attach your spat. Note: our lip was hanging after we removed the clips. (3 pics)





5. Reach your hand through the top of the small plastic tray (it may require moving plastic out of the way) and place a 55mm long bolt + small washer on top facing downward through the hole toward the back of the bumper. Install your driver's side spat loosely with a 30mm spacer, fender washer, and wiznut. (2 pics)

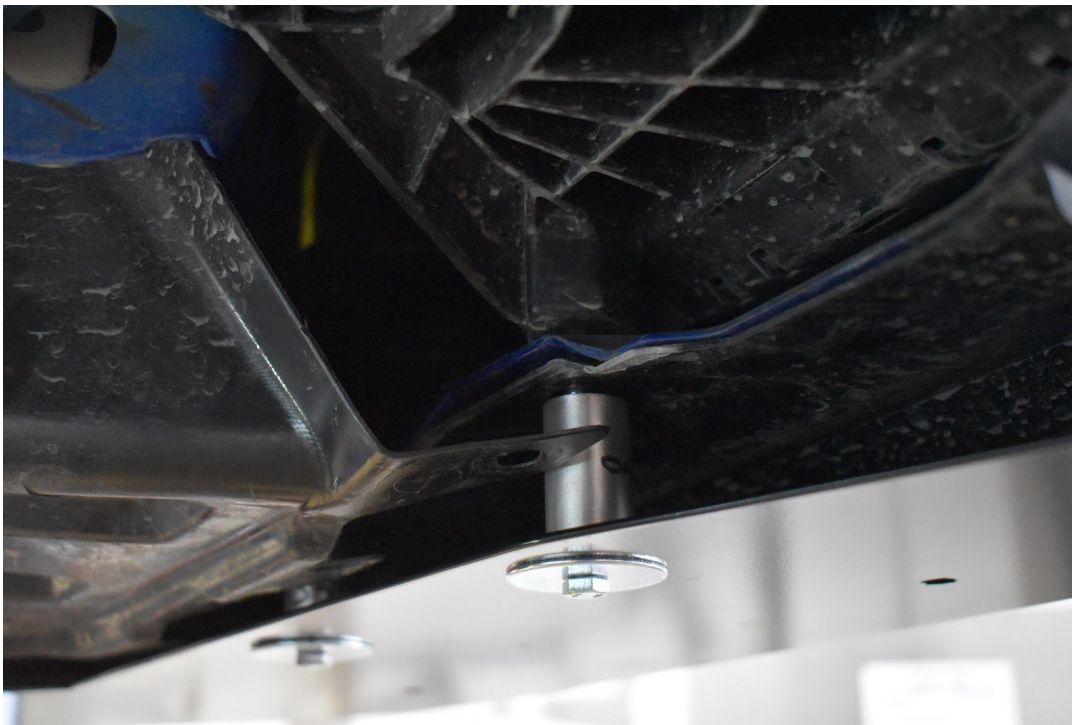




6. Do the same thing for the the next hole toward the inside of the spat this using a 33mm spacer and 65mm bolt with a small washer on top and fender washer on bottom. Feel free to point the bolt upward if you'd like but remember to place a small washer inside of the bumper.



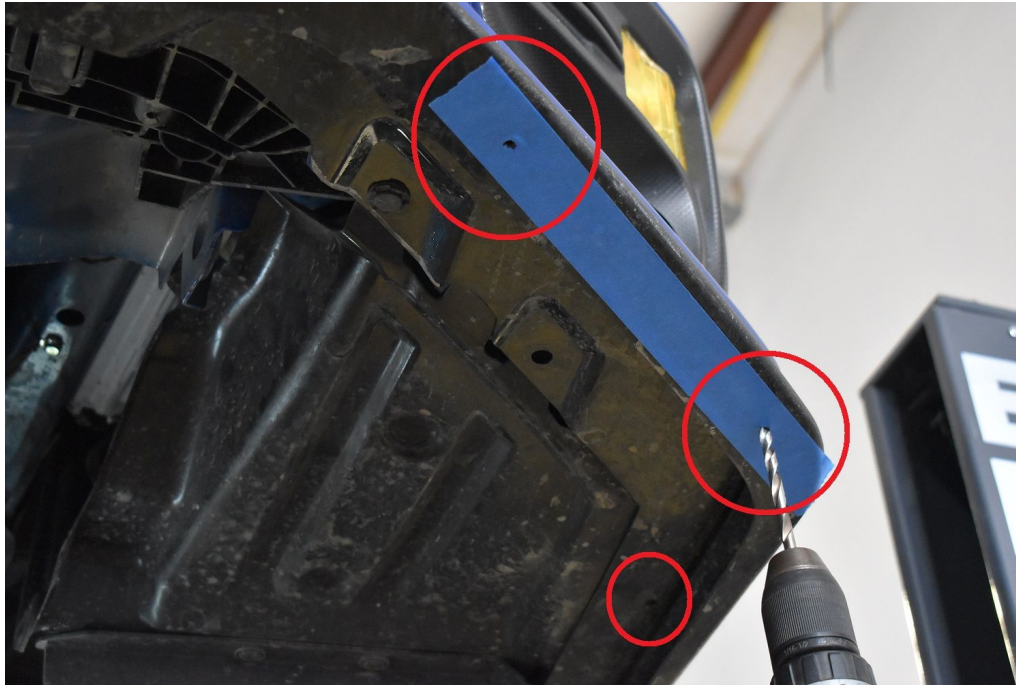
7. Do this again for the next hole toward the inside of the spat at the front of the car using a 40mm spacer and 70mm bolt. (2 pics)



8. Align your spat so it is flush with the rear of the lip/bumper and looks right on the car. Getting it exactly where it needs to be is under your discretion. Hold it steady and mark through the holes in the spat onto the lip using your sharpie, pencil, or pointy object. For us the two holes at the front of the car were against the lip and the rearward one had a gap (later to be filled by a spacer).



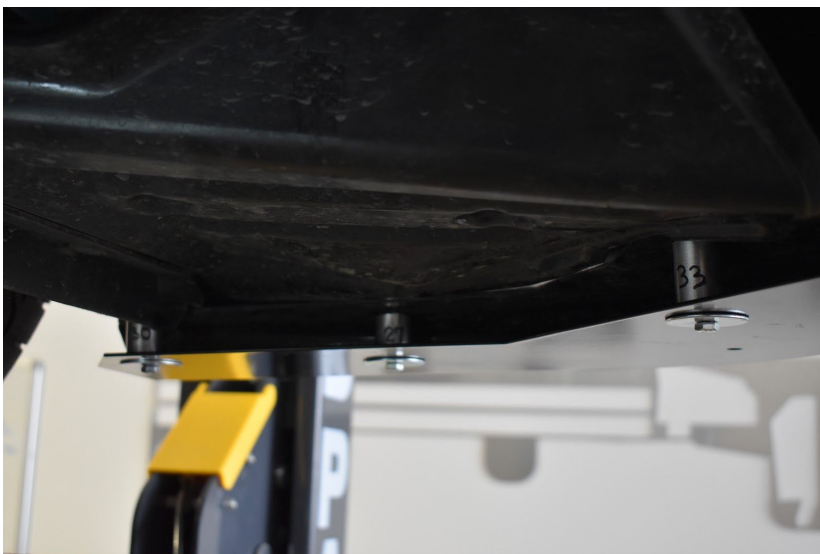
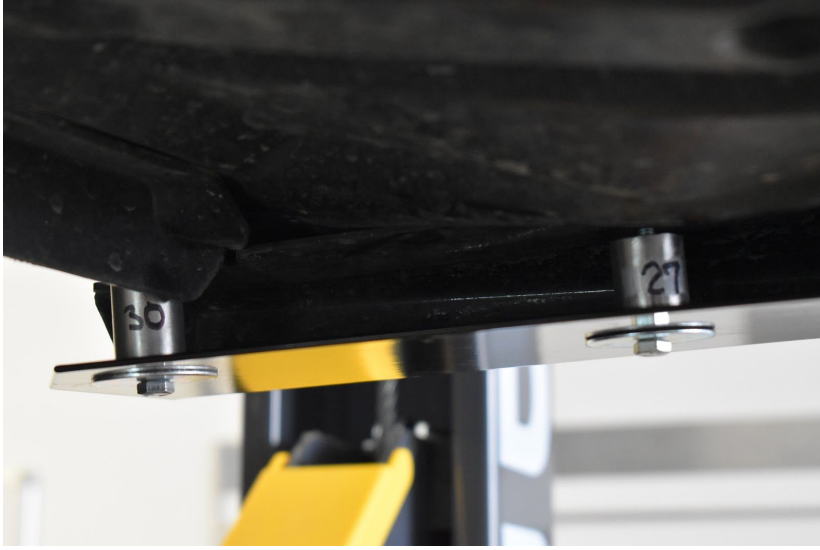
9. Remove the spat and drill ¼” diameter holes in the marked locations.



10. *Loosely* reinstall your spat now using **nyloc nuts** instead of the wiznuts. You’ll find they are harder to install but are much stronger. Point all bolts upward with a fender washer on the bottom and smaller washer on top. You will use a 27mm spacer + 50mm bolt for the bottom hole in step nine. Here are several pictures to help:

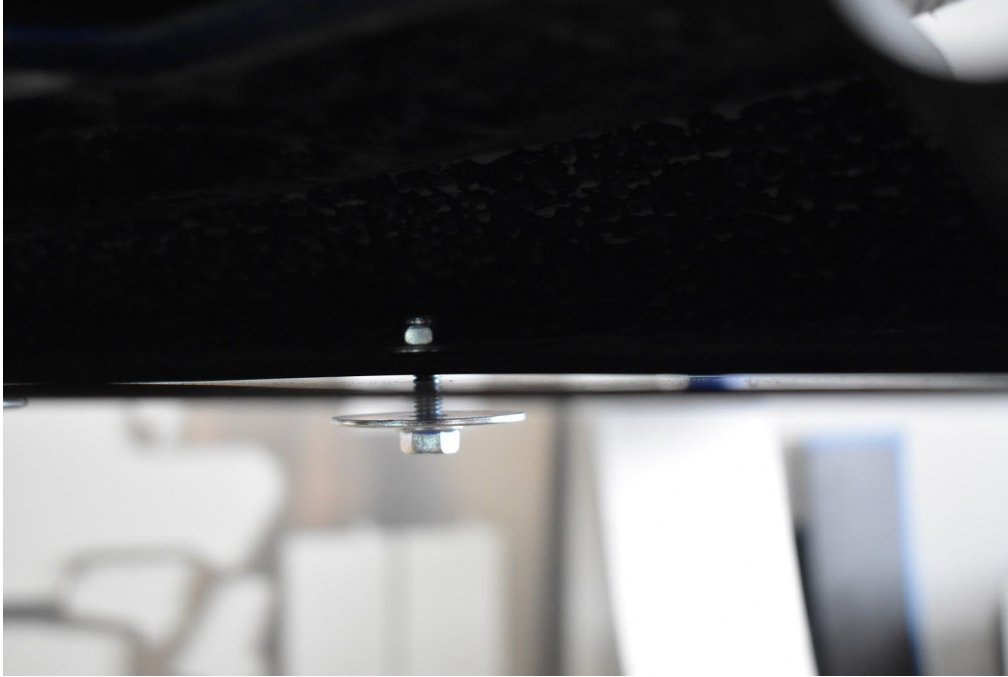








11. Install two 20mm long bolts + fender washers pointing upward into the two holes at the front of the lip using a smaller washer and nyloc nut on top.



12. Tighten securely all bolts/nuts using a 10mm wrench on top and 10mm socket/ratchet wrench on the bottom.

13. We recommend professional installation when it comes to rods, but if you are handy you can figure it out!

Our customer wanted us to place their rods at the front edge of the spat, and in the black plastic on the bumper. Feel free to place your rods where ever you feel is best. Because we were able to get behind the black plastic, we installed the rods after the spats. Drill 5/16" holes in the spat and in the car where you want the rods to go. We drilled into the spat first, loosley installed the rod, then found a good spot for the bumper mounting location. When installing the rods for the final go-around be sure to use threadlocker on the bolt threads and a 1" OD fender washer if necessary for spacing. The spacing may be necessary because the bolt might thread through and touch the hinge with the ball bearing and we want to avoid that.



14. REPEAT INSTALLATION ON THE PASSENGER SIDE then REINSTALL YOUR SPLASH TRAY.



15. Enjoy your new FS Performance Engineering spats! Don't forget to send us pictures once they are installed.



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Or call/text us at (661) 809-0954