



FS Performance Engineering

Volkswagen MK7 Golf GTI 3-Piece Front Splitter Installation Instructions

We recommend professional installation for our splitters... but here are some hard-to-explain instructions if you DIY'ers want them.

Tools Needed:

- 10mm socket and wrench
- Ratchet wrench
- Blue painter's (masking) tape
- Sharpie or pen
- Cordless drill
- 1/4" diameter drill bit
- 5/16" diameter drill bit
- Torx 25 (T25) wrench/bit
- Short 3/16" allen wrench
- A helper/friend

Included in Kit:

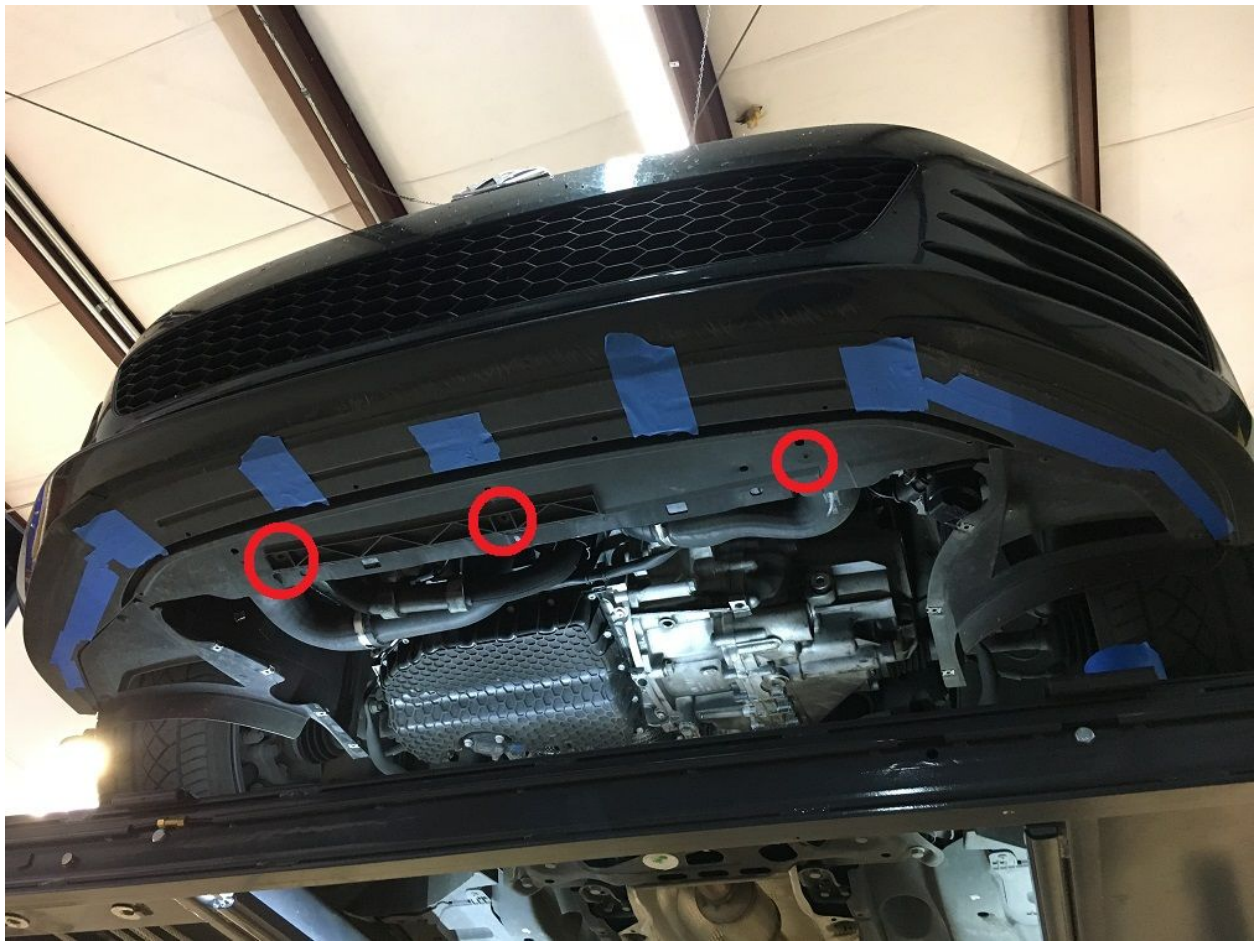
- (1) Splitter Center Section
- (2) Splitter Outer Sections
- (14) M6-1.0 x 20 mm hex flange bolts
- (14) M6-1.0 Nyloc Nuts
- (14) Small M6 Washers
- (14) 1" OD Fender Washers
- (2) Splitter Rods w/ Hardware:
 - (4) Countersunk washers
 - (4) Countersunk bolts
 - (4) 1" OD, 5/16" ID Fender washers (you may not need these)
- (1) Threadlocker

Additionally provided to help with install:

- (2) M6-1.0 wiznuts

Steps:

1. Raise car and secure with jack stands.
2. Remove the OEM splash tray using your T25 wrench. You will find several screws around the perimeter.
3. Remove the 3 screws (found in the red circles in picture) under the front of the bumper with your T25 wrench. This give you access above the front most plastic. Then place painter's tape in the following places shown in the illustration. We placed ours in the center, then 9" out from the center, then on the angled down portion, and finally on the left and right sides.

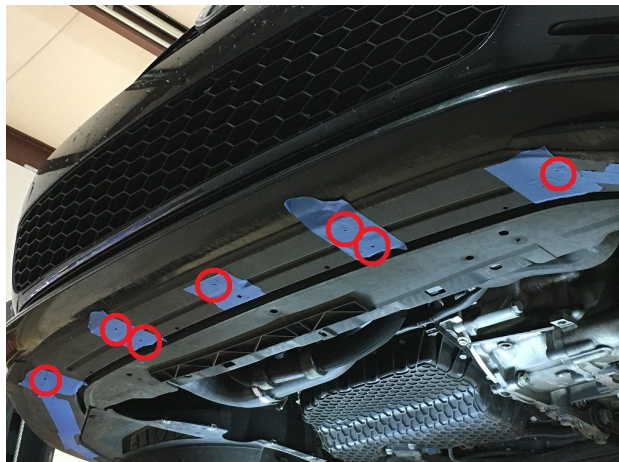


3. With help from a friend, center your splitter section up against the extrusion on the front tray just like in the picture. The end folds should be pointing down. Mark the center hole toward the back of the car with a sharpie/pen onto the painter's tape. Remove the splitter and drill a 1/4" hole with your drill into the plastic. Then temporarily install the splitter using one M6-1.0 x 20mm bolt and a handy wiznut. Doing it this way allows you to rotate the splitter on an axis so you can mount it perfectly.



4. Rotate the splitter so it is even left-to-right and mark the holes with a sharpie/pen. Make sure to hold the splitter steady. If you are not confident you can hold the splitter steady the entire time, feel free to only mark and drill one hole, attach an additional bolt/wiznut, then come back and do the rest. Drill out the holes with a 1/4" drill bit. Note: the 2 holes toward the front of the car DO NOT sit against the car. They are for the splitter rods.

Holes drilled in this step:



5. Install the center section with six M6-1.0 x 20mm bolts + six fender washers on bottom, and six M6 washers + nyloc nuts on top. You'll need your 10mm wrench, and the ratchet wrench with a 10mm socket. Tighten securely.



6. This step takes some thought but we'll describe how we did it. Locate where you would like your rods. Be sure there is nothing behind the bumper where you are planning to attach the rods, and confirm that the length from the splitter to the bumper is correct. We drilled a 5/16" hole for the rods in the location in the picture on either side of the bumper. Attach the rods to the bumper (in pics) using our supplied countersunk washers, bolts, and fender washer under the countersunk washer for spacing. Use supplied threadlocker and point the rods toward the holes in the splitter. Tighten securely. (more pics on next page)



Bolt pointing out of hole with blue threadlocker on it:



7. Hold one of the outer pieces up to the car. We started with the passenger side. Use a bolt/wiznut to hold the center section, outer section, and plastic bumper together. Rotate the piece so the back end is flush with the back of the front bumper AND the holes for the rods line up on both splitter pieces. Then mark the holes with a sharpie/pen onto the painter's tape. Remove the outer section, drill out the holes with your 1/4" drill bit, and install the outer section with four M6-1.0 x 20mm bolts + 1" OD fender washers on bottom, and four small washers + nyloc nuts on top. Do the same thing on the driver's side of the car. (see step 8 illustration to understand how it all mounts)





8. Install the rods onto the splitter pieces (the center and outer pieces are sandwiched) using your remaining countersunk washers, fender washers, and countersunk bolts. Don't forget to use threadlocker on the bolts.



9. Finally, reinstall the 3 screws removed in step 3, and the splash tray removed in step 2.

10. Enjoy your new FS Performance Engineering splitter! Be sure to send us pictures once it is installed.



For questions email costas@fspeinc.com or jim@fspeinc.com



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