



FS Performance Engineering

Volkswagen MK3 (1994-1998) Golf / Golf GTI Front Splitter Installation Instructions

READ ALL INSTRUCTIONS BEFORE INSTALLING THE SPLITTER PLEASE

(professional installation recommended)

Tools/items needed:

- 10mm wrench/socket + ratchet wrench
- 12mm wrench/socket + ratchet wrench
- ½” wrench/socket + small ratchet wrench
- 3/16” allen wrench
- Cordless drill
- 5/16” drill bit
- Channel locks (possibly)
- A FRIEND OR HELPER
- A LIFT (preferred) or jack/jack stands
- Painter’s blue tape

Included in Kit (additional nuts/bolts may be left over):

(1) Front splitter

(2) Connecting support rods (6.75-8.5”)

(6) 5/16” ID x 1.25” washers

(2) 5/16” - 18 Stainless Steel hex bolts (¾” long thread)

(2) 5/16” - 18 Stainless Steel buttonhead bolts (¾” long thread)

(2) M6-1.0 x 20mm hex bolts

(2) M6 nyloc nuts

(2) ¼”x1” washers

(2) M8-1.25 x70mm Hex Bolts

(2) M8 nyloc nuts

(8) 5/16” ID x 1.25” washers

(2) 50mm spacers

(1) Threadlocker



Steps:

1. Raise car and secure with jack stands.
2. Identify where you would like to place your splitter rods. We placed ours in existing holes in the car where we thought they would best support the splitter. These instructions show how to install them in the same way we did.
3. Here is where we placed our rods. Not entirely sure if there were bolts in these spots before (probably 10mm if there were) but we drilled out these holes (which are metal holes, not just the plastic bumper) to 5/16" diameter using our cordless drill. We also removed some plastic panels in the spaces between the vertical fins so we could reach our fingers on top of those holes.



4. Slip two 5/16"-18 stainless steel HEX head bolts down into the holes just drilled. It will be tight.



5. Place a 5/16" diameter (1.25" OD) fender washer over the bolts and thread your connecting support rods onto the bolts. You are installing the support rods temporarily to locate where to drill your holes in the splitter.





6. Locate the two holes in the car's frame identified in the picture. Make sure the holes are parallel to the ground. Ours were slightly tweaked upward. If they are not perpendicular, use your channel locks to level them out a bit. No need to go crazy here, we just want the bolts to line up with our holes.

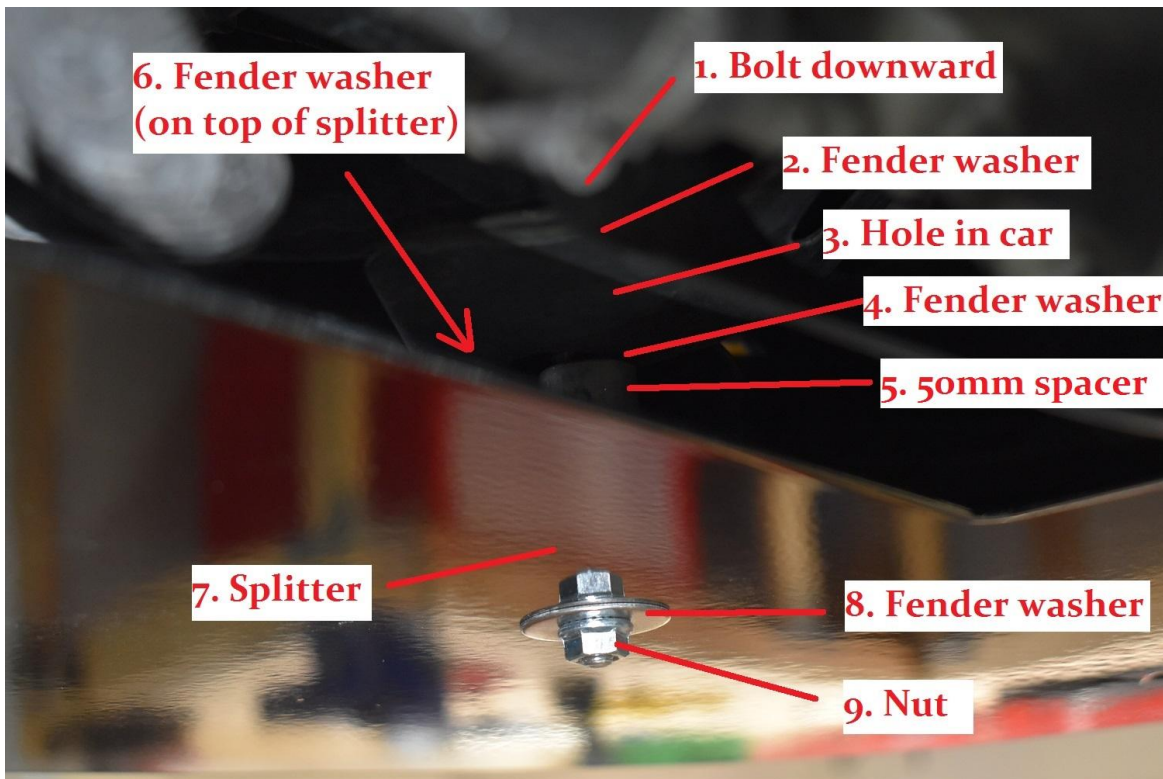
Drop your longest supplied bolts (M8-1.25 x 70mm), with M8 fender washers, into the holes.



(Pictures continue onto next page)



7. HERE'S WHERE IT GETS A BIT TRICKY. GRAB A FRIEND/HELPER. We will try to explain what we did as best as we can then show you the few pictures we have. To install the splitter we first taped up the rods out of the way using painter's tape. We then removed the bolt/washer from the driver's side from step (6.). Next we installed the splitter at this hole by pointing the the bolt UPWARD instead. The order starting from the ground upward goes: Long bolt, fender washer, SPLITTER, fender washer, 50mm spacer, fender washer, HOLE IN CAR, fender washer, M8 nut. We then installed the bolt facing DOWNWARD into the hole on the passenger side in the same order described previously. Then we later went back to the other bolt and made sure it was pointed downward. We pointed our bolts downward because we wanted to later put threadlocker on them. Here are some pictures:







8. Identify the outer holes in the splitter. They should line up (OR BE REALLY CLOSE) to the holes in the lip that are for undertrays that may or may not exist. On both sides of the car, install a M6-1.0 x 20mm bolt and M6 fender washer upward through the splitter and OEM lip with a M6 nut on top. Hand tighten.



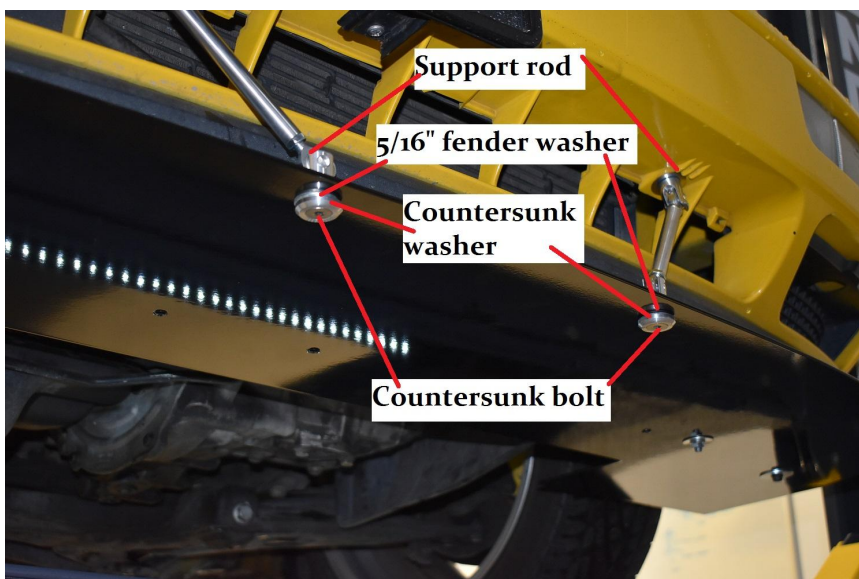


9. Now that you've gotten your splitter installed, tape up the top of the splitter a tad. Then remove the tape holding the rods and locate them in the desired spot on the splitter. . Mark the hole locations and drill two 5/16" diameter holes for the rods. You will likely have to remove the splitter to drill these holes unless you drill from underneath (be careful). Our locations are in the picture.



10. SO. After this we removed the splitter and installed the rods onto the car with threadlocker. Then we reinstalled the splitter pointing the long, 70mm bolts downward, and using thread locker on these bolts and using thread locker where the rods attach to the splitter. This is how the rods should install onto the splitter:

NOTE: we now supply button head bolts and washers instead of countersunk hardware.





12. Make sure all bolts/nuts have been installed on the splitter and threadlocker was used on the connecting support rods + center two 70mm long bolts. Securely tighten everything.

13. Enjoy your new FSPE front splitter!



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

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