



FS Performance Engineering

Volkswagen MK6 Golf GTI Splitter V2 Installation Instructions

There are a lot to these instructions but it's not a hard splitter to install :) don't be discouraged.

Tools Needed:

- Painter's tape
- Phillip's head screwdriver (possibly)
- 7mm socket/wrench (possibly)
- Torx 25 (T25) screwdriver
- 10mm wrench
- 10mm socket
- Ratchet wrench
- Sharpie/pen
- Drill
- ¼" drill bit
- 5/16" drill bit (IF YOU HAVE RODS)
- 3/16" allen wrench (IF YOU HAVE RODS)
- ½" wrench (IF YOU HAVE RODS & NEED TO TIGHTEN THEM)
- 5/32" (4mm) allen wrench
- Small file or sandpaper (POSSIBLY IF YOU HAVE RODS)
- Helper/friend

Included in Kit:

- (1) Center Splitter Piece
- (1) Passenger Side Splitter Piece
- (1) Driver Side Splitter Piece
- (3) Tapered washers
- (3) 5mm washers
- (3) M6-1.0 x 40mm bolts
- (7) M6-1.0 x 20mm bolts
- (10) 1" OD fender washers
- (10) ¼" small washers
- (10) M6-1.0 nyloc nuts

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If you ordered rods:

- (1) Pair of splitter rods (6.75-8.5")
- (4) 3/16" allen button head (3/4" long) stainless steel bolts
- (2) 1.25" OD stainless steel washers
- (2) 5/32" (4mm) allen countersunk (3/4" long) stainless steel bolts
- (2) M6 black countersunk washers
- (2) 1/4" small washers
- (2) M6-1.0 nyloc nuts
- (1) Threadlocker

If you didn't order rods:

- (4) 5/32" (4mm) allen countersunk (3/4" long) stainless steel bolts
- (4) M6 black countersunk washers
- (4) 1/4" small washers
- (4) M6-1.0 nyloc nuts

Additionally provided to help with install:

- (3) M6-1.0 Wiznuts



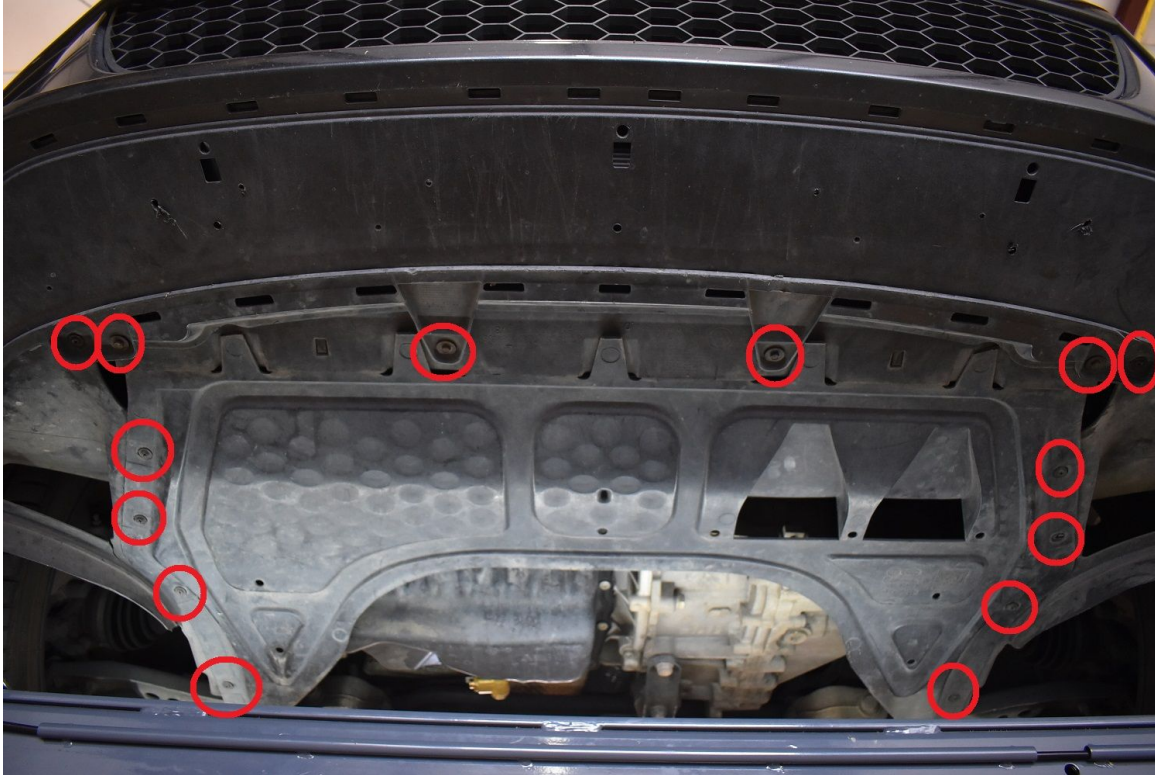
Steps:

NOTE BEFORE INSTALLATION: DON'T FULLY TIGHTEN ANY BOLTS/NUTS UNTIL THE SPLITTER IS INSTALLED, BUT BEFORE THE SPLASH TRAY IS REINSTALLED.

1. Raise car and secure with jack stands.
2. Place painter's tape in the area shown just under the front bumper.

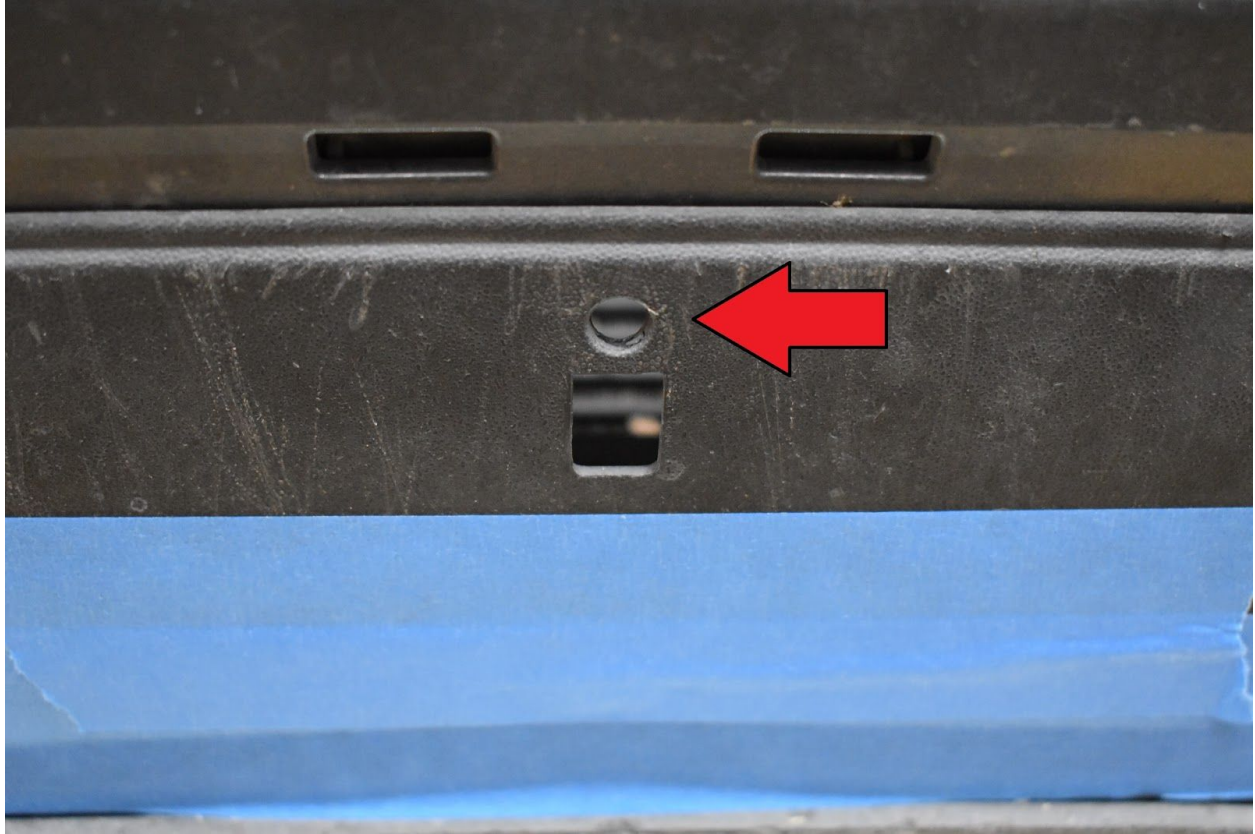


3. Remove your splash tray. We found 8 phillip's head screws holding it. Yours may be T25 screws. Also remove the 6 additional screws shown in the picture. They were phillip's heads and 7mm heads. Again, yours may be T25. You want to gain access under the bumper. (2 PICS)



4. Slightly pull down on the tabs holding the front tray to the front bumper. Slip three M6-1.0 x 40mm bolts down through the OEM holes in the tray. They are found just in front of the rectangular holes. (3 PICS)





5. Temporarily install your center splitter piece using the tapered washers and wiznuts as shown. The wiznuts are only here for quick threading and will not be used on the final installation. The tapered washers can only point one way - with the tall end toward the front of the car. (1 PIC)



6. Push up and back on the splitter so the back end sits against the lip on the tray. Then mark the second row of holes with your pen. (1 PIC)



7. Remove the center splitter piece and drill the holes you just marked with a drill & 1/4" bit. Then install the center splitter piece into these THREE holes using M6-1.0 x 20mm bolts & fender washers on the bottom, 5mm washers in between, and 1/4" washers + nyloc nuts on top. Remember not to fully tighten down - wait until the entire splitter is installed. (3 PICS)





8. Install the M6-1.0 x 40mm bolts + fender washers into the front three holes. Point upward. Use the tapered washers in between and 1/4" small washers + nyloc nuts on top. (3 PICS)

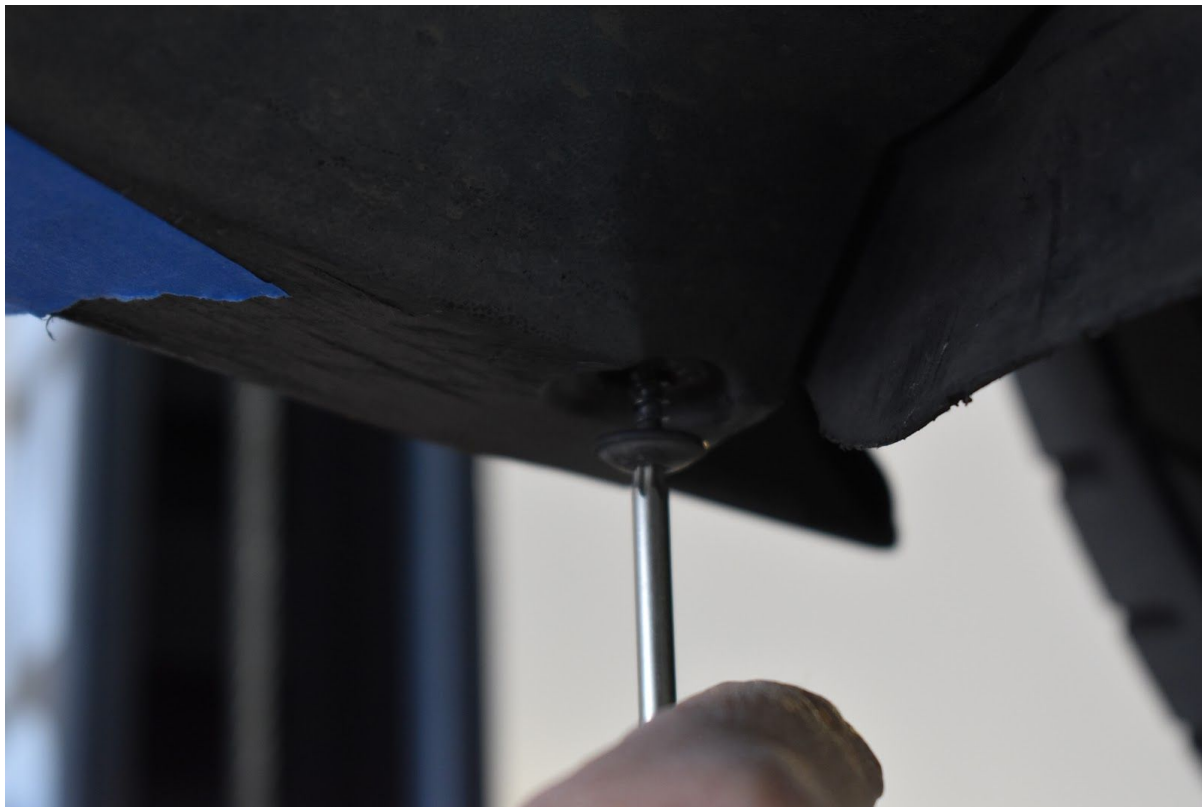




Inside view:



9. Place tape on both sides of the car in the location shown and remove the T25 screw at the rear.
(2 PICS)



10. Temporarily install the passenger and driver side splitter pieces. You may do one side at a time if you please. The rear holes at the back of the front bumper will use the OEM T25 screws/locations. The front two holes will attach to your center splitter piece. Use M6-1.0 x 20mm bolts & washers to temporarily hold it all together. (4 PICS)





11. Mark the holes in the splitter side pieces onto the car with your pen. (1 PIC)



12. Remove the splitter side pieces and drill the holes just marked with your drill and ¼” drill bit. Remove the tape.



13. Install your splitter side pieces. If you have no rods, use the M6 countersunk bolts/washers on the splitter connecting holes pointing them downward with ¼" small washers + nyloc nuts on bottom. (FIRST 2 PICS)



If you have rods push the 5/16" button head bolt in from the bottom into the front most hole and use the M6 countersunk bolts/washers in the rear hole that connects the center piece and side pieces. You may need to clean out the hole for the button head bolt with your file or sandpaper. It's a very tight fit - something you want! Use M6-1.0 x 20mm bolts in the holes from step (12) with fender washers, and 1/4" small washers + nyloc nuts on top. (1 PIC)



14. SKIP STEP IF YOU DON'T HAVE RODS. This is a tad of an open ended task: If you have rods thread a splitter connecting rod onto the bolt in the splitter, and locate where you want the hole in the bumper for the other end of the splitter connecting rod. Assure there is nothing behind where you would like to drill into the bumper, and that it is an ideal place for the rod on the bumper. Use a 5/16" drill bit to make the hole(s). Take a look where we located ours. Then, when they're ready to be fully installed make sure there is the same amount of thread on either end of the rod exposed and ***use threadlocker*** on the bolts when installing the rods. **TURN THE BOLTS & HOLD THE ROD ENDS WHEN INSTALLING.** Use your 1/2" wrench to tighten the nuts on the rod up against the barrel.

NOTE: it's hard to get behind the bumper - long arms / small hands help a lot







15. Securely tighten all screws/bolts/nuts used for installation. There is no torque specification. The nyloc nuts are nice because they are very unlikely to come undone. Remember that you are not going to use the wiznuts. Make sure to install both side pieces ;) then reinstall the splash shield. You are done. GIVE US A CALL IF YOU HAVE QUESTIONS.



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



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