



FS Performance Engineering

Volkswagen MK6 Golf R Front Splitter Installation Instructions

Tools Needed:

- 10mm wrench
- 10mm socket
- Ratchet wrench
- T25 Torx driver (possibly if you are removing undertrays)
- Drill
- 1/4" drill bit
- 5/16" drill bit
- Blue painter's tape
- Marker, pen, or pencil
- Helper/friend

- 7/16" wrench
- 1/2" wrench
- 3/4" wrench
- 3/16" allen head wrench

Included in Kit:

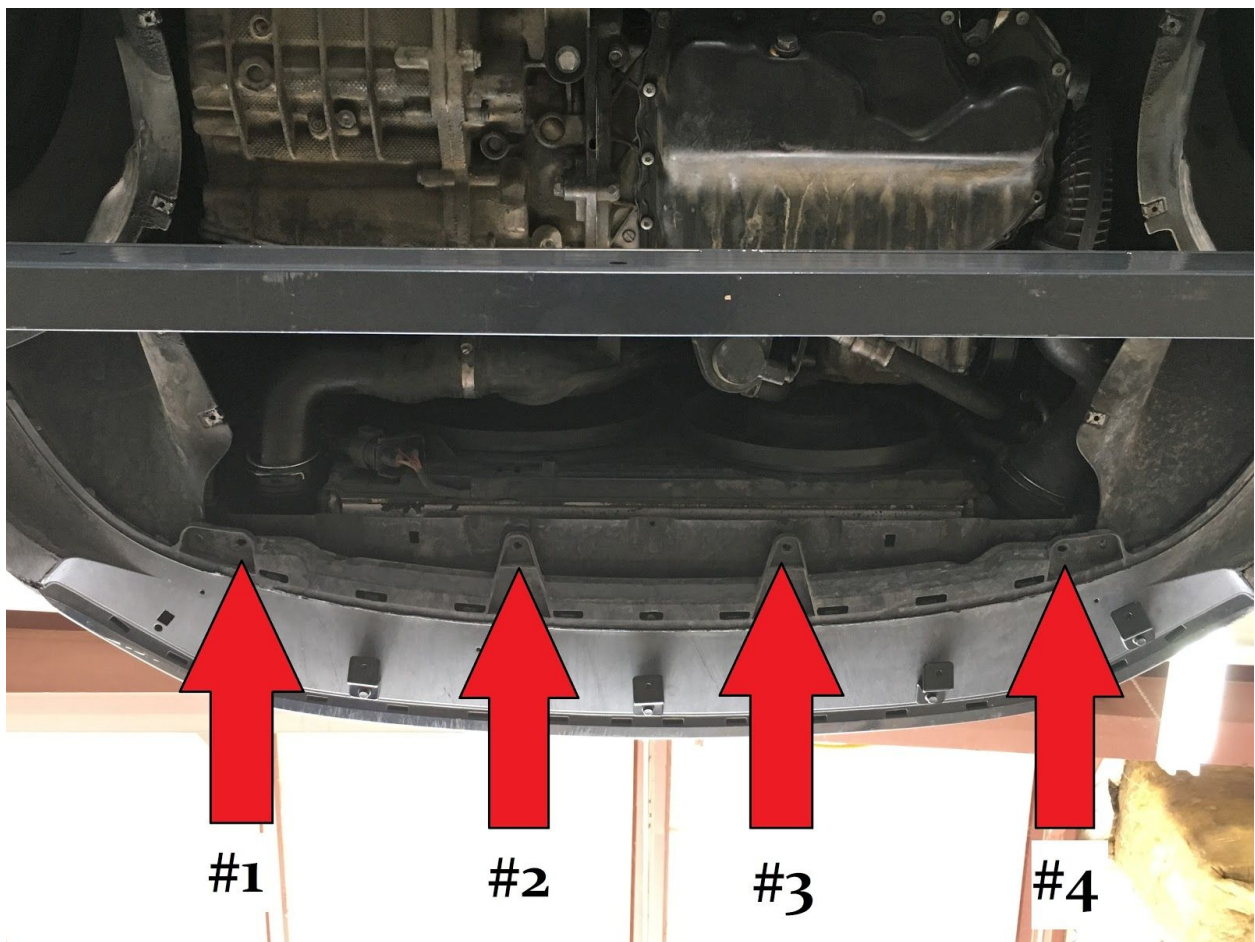
- (1) 3-piece splitter
- (4) M6-1.0 x 12mm bolts
- (15) M6-1.0 x 20mm bolts
- (2) M6-1.0 x 60mm bolts
- (2) 30mm spacers
- (21) M6 nyloc nuts
- (21) 1/4" small washers
- (17) 1" OD fender washers

- (8) Wiznuts (to help with installation)

- (1) Pair of 8.5-10.25" rods
- (2) Stainless steel 1.25" OD fender washers
- (4) Stainless steel 5/16"-18 (3/4" long) button head bolts
- (1) Blue threadlocker

Steps:

- 1.) Raise front of car and secure with jack stands.
- 2.) Our splitter was designed on a car without undertrays. However, we believe the splitter is compatible with a car that does have undertrays.
- 3.) The first thing you will need to do is remove the splash tray located under the engine. We believe you will need a T25 driver as the GTI version utilizes those bolts - our picture [in this step only](#) will reflect the GTI. Upon removal take note of the four holes that lead to the plastic radiator support. Drill out (bore out) holes [#1 and #4](#) with your 1/4" drill bit. We will be utilizing these locations to attach the splitter.



4.) We recommend temporarily bolting the 3-piece splitter together with the various M6 bolts supplied in the kit. Use wiznuts, not nyloc nuts, to temporarily hold it together. Point the bolts downward in these locations **on both sides** to temporarily hold the splitter together.



5.) Apply blue painter's tape underneath the perimeter of the bumper outlined in red. You will be marking this tape to figure out where to drill holes in the bumper for the splitter.



6.) Use something like a table, blocks, or a friend to hold the splitter up to the car. Temporarily install the splitter onto the car through the bored out holes made from step 3. Use your 60mm long bolts + 1" OD washers on bottom, 30mm spacers between the splitter and car, and **wiznuts** on top.



7.) Make sure the splitter is centered and even on both sides of the bumper. Making sure the splitter is supported at the left, right, and center, make marks onto the blue painter's tape through each hole in the splitter around the perimeter. After making those marks remove the splitter entirely and drill $\frac{1}{4}$ " diameter holes into the bumper at each mark. There should be 15 holes.



8.) Take this time to locate where you would like the rods installed on the bumper. This is an open-ended assignment so here are a few tips: a $\frac{5}{16}$ " drill bit should be used for the allen head bolts; the rods should probably be tested fitted first; use loctite on the allen head bolt threads upon final installation; use the washers on the inside of the bumper under the allen head bolts.

9.) Remove the splitter entirely, as well as the blue painter's tape. Reinstall the splitter using M6-1.0 x 12mm bolts pointing upward to hold the splitter together - use $\frac{1}{4}$ " small washers and nyloc nuts on the top. Leave the two holes toward the front open for the rods. Install the 60mm bolts in the same fashion but use $\frac{1}{4}$ " small washers + nyloc nuts on top.

Then install the rest of the splitter using M6-1.0 x 20mm bolts and 1" OD fender washers on bottom, and $\frac{1}{4}$ " small washers + nyloc nuts on top.

For the rods on the splitter - they hold the splitter together. Use the allen bolts with thread locker. Be sure to read the supplied instructions with the rods for installation.





10.) You are done!!! Enjoy your new FS Performance Engineering front splitter! Be sure to use #FSPerformanceEngineering in the online world.



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