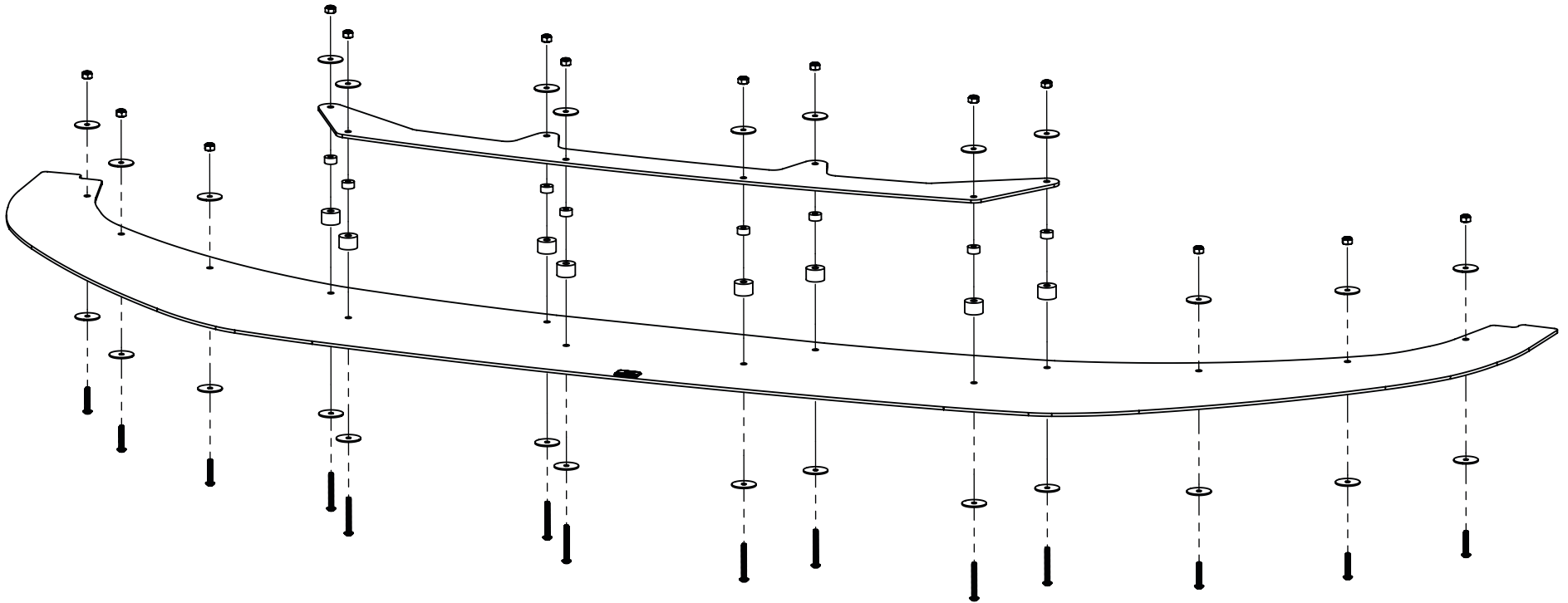


RENNWAGEN

INSTALL GUIDE

VW-MK7-GTI-FRTSPLT



RENNWAGEN

INCLUDED IN YOUR KIT:

QTY	DESCRIPTION
1	RENNWAGEN FRONT SPLITTER
1	SUPPORT BRACKET
8	STAINLESS STEEL BOLTS (LONG)
6	STAINLESS STEEL BOLTS (SHORT)
28	STAINLESS STEEL FENDER WASHERS
14	STAINLESS STEEL NYLON LOCK NUTS
8	LDPE UNTHREADED SPACERS (SHORT)
8	LDPE UNTHREADED SPACERS (LONG)

TOOLS:

	T25 TORX DRIVER
	DRILL
	DRILL BIT (1/4")
	3/8" WRENCH

PLEASE NOTE: YOU MAY NEED TO LIFT YOUR CAR OFF OF THE GROUND IN ORDER TO GIVE YOURSELF ENOUGH ROOM TO WORK. PLEASE TAKE PROPER SAFETY PRECAUTIONS WHILE DOING SO!



BEFORE YOU BEGIN:

- READ THROUGH THE INSTALLATION GUIDE ENTIRELY PRIOR TO INSTALLING THIS PRODUCT.
- CHECK TO MAKE SURE NOTHING IS MISSING FROM YOUR ORDER.
- DO NOT USE POWER TOOLS ON HARDWARE!
- DO NOT OVERTIGHTEN HARDWARE!

NOTE: PROFESSIONAL INSTALLATION IS RECOMMENDED. RENNWAGEN, LLC IS NOT RESPONSIBLE FOR DAMAGE TO YOU OR YOUR VEHICLE WHILE INSTALLING RENNWAGEN PRODUCTS.

IMPORTANT: WE SUPPLY STAINLESS STEEL HARDWARE FOR CORROSION RESISTANCE AND TO ENSURE A LONG LIFE SPAN. HOWEVER, STAINLESS STEEL THREADS CAN BE SENSITIVE TO NYLON LOCK NUTS. WE RECOMMEND USING ANTI-SEIZE THREAD LUBRICANT WHILE INSTALLING THE HARDWARE TO PREVENT THE THREADS FROM GALLING. ADDITIONALLY, SLOWING DOWN INSTALL SPEED AND KEEPING BOLTS STATIONARY WHILE TIGHTENING DOWN THE NUTS WILL HELP TO PREVENT THREAD GALLING.

STEP 1.1 - REMOVE UPPER GRILL

OPEN THE FRONT HOOD AND USING A T25 TORX DRIVER, REMOVE THE (X2) SCREWS ON THE UPPER GRILL (CIRCLED IN YELLOW). NOW GENTLY PULL THE TOP EDGE OF THE UPPER GRILL (GREEN LINE) TOWARD THE FRONT OF THE CAR. ONCE IT IS RELEASED FROM TENSION, LIFT THE UPPER GRILL UP TO RELEASE THE TABS THAT CONNECT IT TO THE FRONT BUMPER.

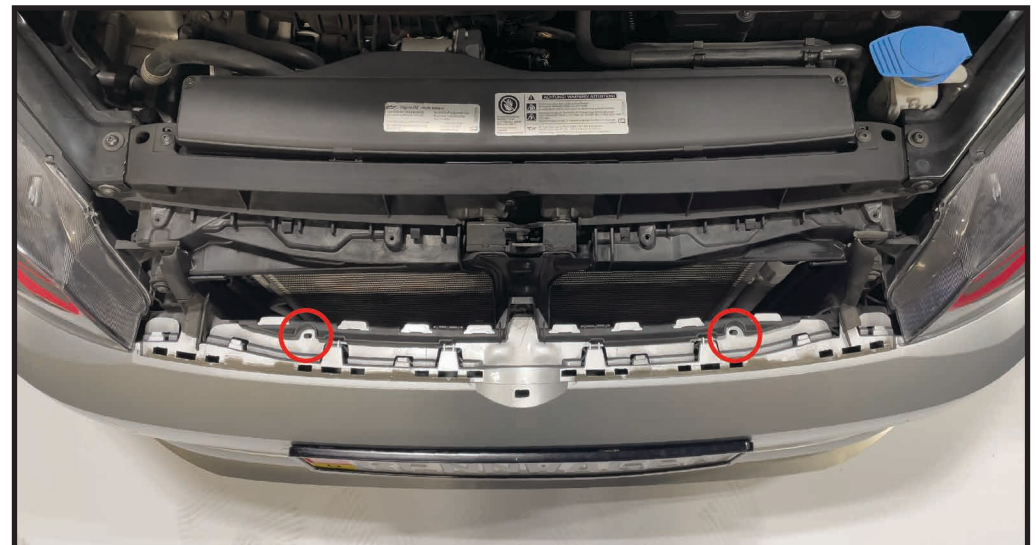
 **SAVE THESE SCREWS, THEY WILL BE REUSED.**



STEP 1.1 - UPPER GRILL BEFORE REMOVAL

STEP 1.2 - REMOVE UPPER GRILL

IF YOUR CAR IS EQUIPPED WITH SCREWS IN THE LOCATIONS SHOWN IN IMAGE 1.2 (CIRCLED IN RED), REMOVE THEM AND SAVE FOR REINSTALLATION.

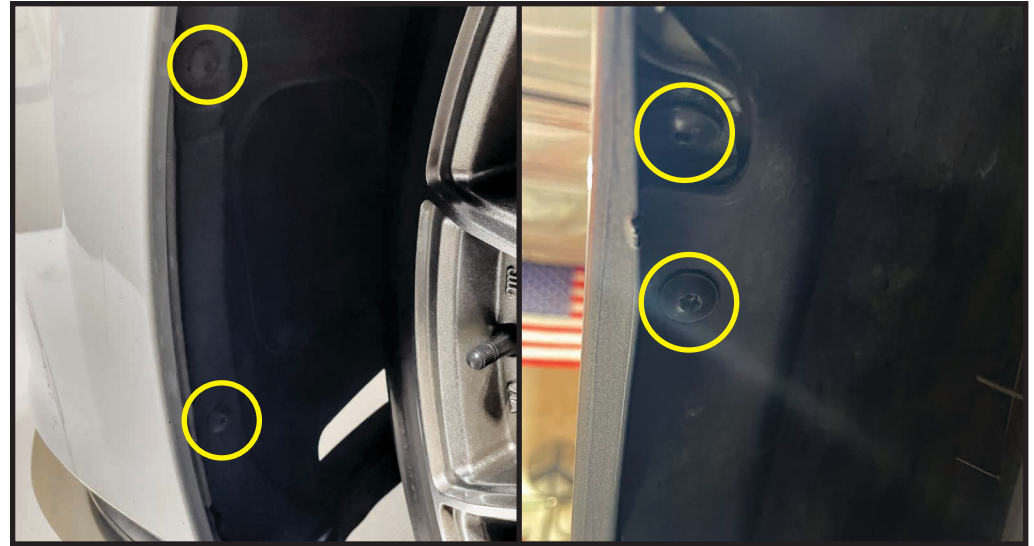


STEP 1.2 - UPPER GRILL REMOVED

STEP 2 - REMOVE FENDER LINER SCREWS

TURN ON YOUR CAR AND TURN THE STEERING WHEEL ALL THE WAY TO THE RIGHT-HAND SIDE. THEN, USING A T25 TORX DRIVER, REMOVE THE (X4) SCREWS IN THE DRIVER'S SIDE FENDER WELL (CIRCLED IN YELLOW). THEN TURN THE STEERING WHEEL ALL THE WAY TO THE LEFT-HAND SIDE AND REPEAT THE PROCESS TO REMOVE THE (X4) SCREWS IN THE PASSENGER SIDE FENDER WELL.

 *SAVE THESE SCREWS, THEY WILL BE REUSED*



STEP 2 - FENDER LINER SCREWS

STEP 3 - REMOVE SPLASH TRAY SCREWS

FROM UNDERNEATH THE FRONT BUMPER, USE A T25 TORX DRIVER AND REMOVE THE (X7) SCREWS ON THE FRONT BUMPER SPLASH TRAY (CIRCLED IN RED).

 *SAVE THESE SCREWS, THEY WILL BE REUSED*



STEP 3 - SPLASH TRAY SCREWS

STEP 4 - FRONT BUMPER REMOVAL

STARTING AT EITHER THE DRIVER OR PASSENGER SIDE WHERE THE FRONT BUMPER MEETS UP WITH THE FENDER, PULL THE BUMPER AWAY FROM THE CAR. THIS WILL REQUIRE SOME FORCE, BE CAREFUL NOT TO BREAK ANY TABS. ONCE FREE, REPEAT THIS STEP ON THE OPPOSITE SIDE OF THE CAR. ONCE BOTH SIDES ARE FREE, PULL THE ENTIRE FRONT BUMPER AWAY TOWARD THE FRONT OF THE CAR.



DO NOT USE TOO MUCH FORCE WHEN PULLING THE ENTIRE FRONT BUMPER FORWARD, THERE MAY BE WIRING STILL ATTACHED TO IT.

STEP 5 - DISCONNECT ALL ACCESSORIES

IF YOUR CAR IS EQUIPPED WITH FOG LIGHTS, RADAR SENSORS, OR HEADLIGHT SPRAYERS, DISCONNECT THEM BEFORE CONTINUING.



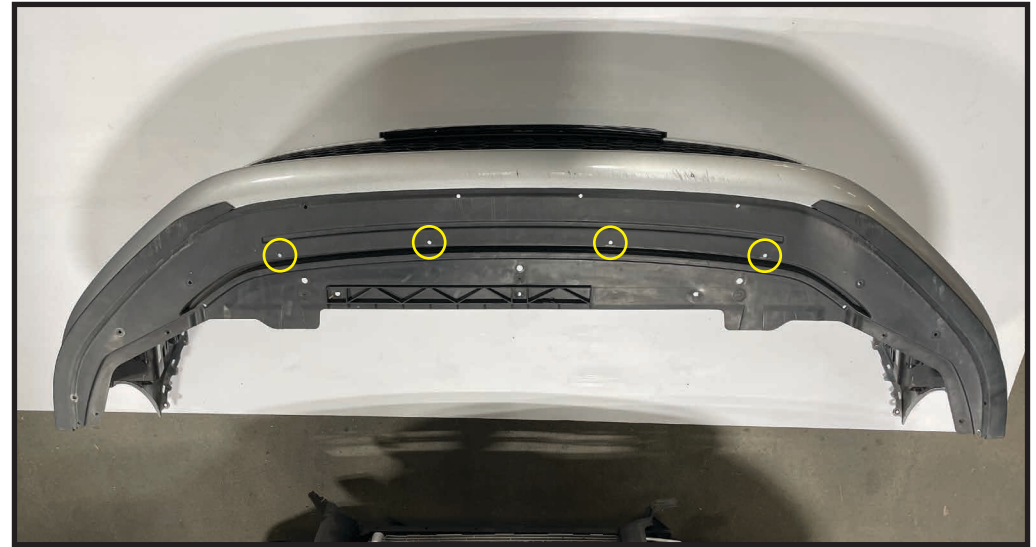
STEP 4 - PULLING FRONT BUMPER AWAY FROM CAR



STEP 5 - DISCONNECTING FOG LIGHT

STEP 6 - ALIGN AND DRILL

PLACE THE FRONT BUMPER UPSIDE DOWN ONTO A SOFT SURFACE (THAT WON'T SCRATCH IT). THEN, GENTLY PLACE THE FRONT SPLITTER ON TOP. USE (X4) OF THE SUPPLIED TORX HEAD BOLTS (LONG) AND FENDER WASHERS TO HELP ALIGN THE FRONT SPLITTER BY PLACING THEM THROUGH THE (X4) PRE-EXISTING HOLES ON THE FRONT BUMPER (CIRCLED IN YELLOW). THEN, USING THE FRONT SPLITTER AS A DRILL GUIDE, USE A 1/4" DRILL BIT TO DRILL OUT THE (X4) HOLES (CIRCLED IN RED).



STEP 6 - PRE-EXISTING HOLES



STEP 6 - BOLTS PLACED TO HELP ALIGN FRONT SPLITTER, DRILL HOLES CIRCLED IN RED



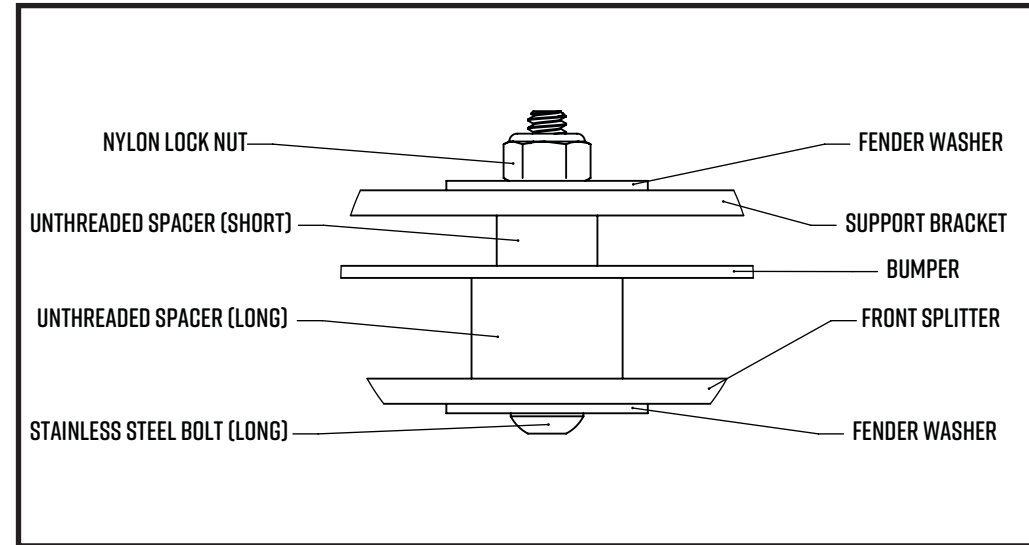
THE FRONT SPLITTER WILL HAVE A SLIGHTLY LOOSE FIT TO ALLOW FOR SOME ADJUSTMENT, MAKE SURE THE FRONT SPLITTER IS EVENLY SPACED BEFORE YOU BEGIN DRILLING (A SECOND SET OF HANDS MAKES THIS EASIER).



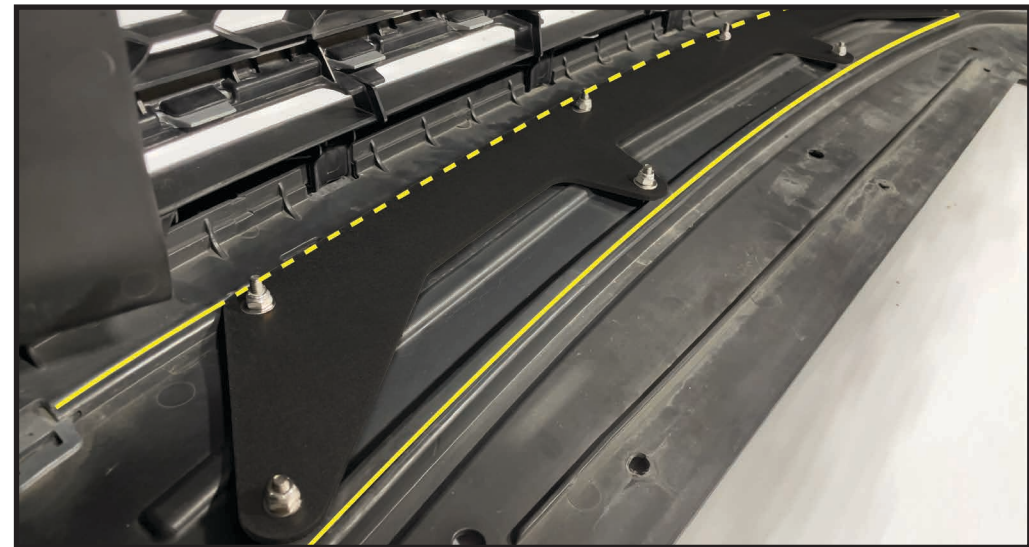
DO NOT DRILL ANY OTHER HOLES DURING THIS STEP (THEY WILL BE DRILLED OUT LATER).

STEP 7 - INSTALL SUPPORT BRACKET

BEGIN BY LOOSELY INSTALLING THE HARDWARE FOR THE SUPPORT BRACKET (REFERENCE THE “SUPPORT BRACKET HARDWARE DIAGRAM”). ONCE ALL (X8) SETS OF HARDWARE ARE LOOSELY INSTALLED, CHECK TO MAKE SURE THAT THE SUPPORT BRACKET IS LANDING ON THE RAISED “LIPS” ON THE INSIDE OF THE FRONT BUMPER (YELLOW LINES IN “SUPPORT BRACKET INSTALLED” PICTURE). NOW, TIGHTEN DOWN THE HARDWARE USING A T25 TORX DRIVER AND A 3/8” WRENCH.



STEP 7 - SUPPORT BRACKET HARDWARE DIAGRAM



STEP 7 - SUPPORT BRACKET INSTALLED

STEP 8 - DRILL REMAINING HOLES

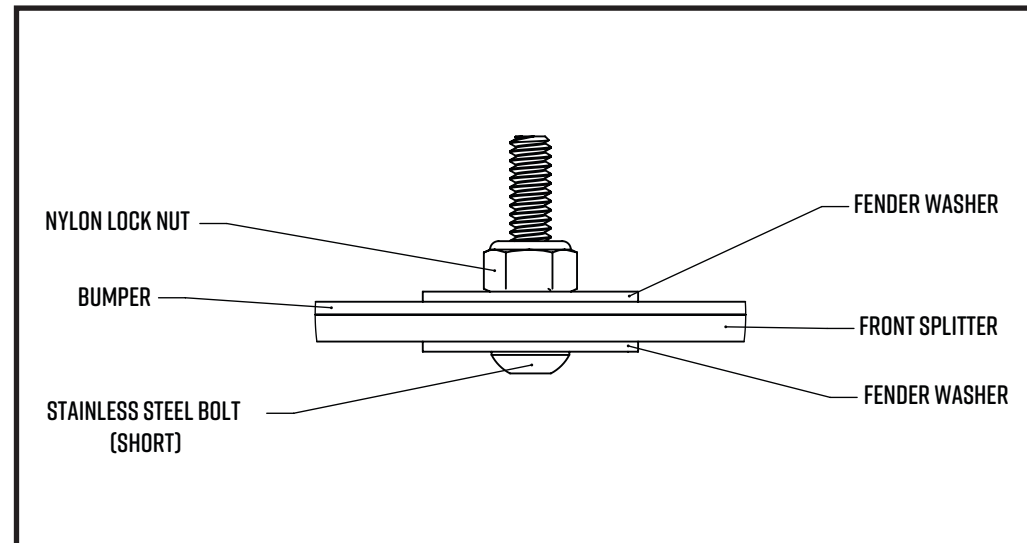
NOW THAT THE SUPPORT BRACKET IS INSTALLED, USE THE FRONT SPLITTER AS A DRILL GUIDE AGAIN TO DRILL OUT THE REMAINING (X6) HOLES (CIRCLED IN YELLOW).



STEP 8 - HOLES TO BE DRILLED

STEP 9 - FINISH INSTALLING HARDWARE

INSTALL THE REMAINING HARDWARE THROUGH THE HOLES YOU JUST DRILLED (REFERENCE THE "FRONT SPLITTER HARDWARE DIAGRAM").



STEP 9 - FRONT SPLITTER HARDWARE DIAGRAM

STEP 10 - RE-INSTALL FRONT BUMPER

NOW THAT THE FRONT SPLITTER IS INSTALLED INTO THE FRONT BUMPER, RE-INSTALL THE FRONT BUMPER BY REVERSING STEP 1 - STEP 5.



INSTALL COMPLETE!

WE LOVE TO SEE WHAT OUR CUSTOMERS DRIVE AND SHARE THEIR AWESOME BUILDS ON OUR SOCIAL MEDIA CHANNELS. TAG [@RENNWAGEN_USA](#) ON INSTAGRAM FOR A SHOUTOUT!