Tunnel Cover

Installation Manual

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Document Revisions

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01	03/29/2016	E. Hazen	Issued for Release
02	08/08/2017	P. Lucas	New Template, Company name changed from Velox to Verus

CONTENTS

1. Overview:
   Detailed instructions on installing the tunnel cover kit for the FR-S/BRZ/GT86

2. Difficulty:
   Beginner to Novice

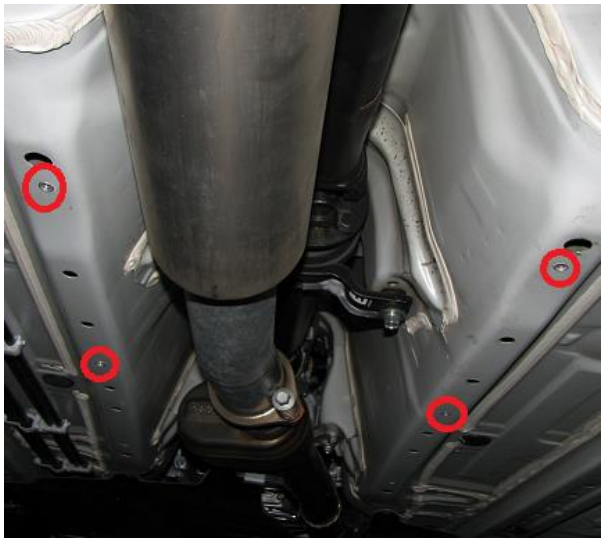
3. Time Required:
   60-90 minutes

4. Tools Needed:
   - Drill
   - 3/8” drill bit
   - 10mm socket
   - Ratchet
   - 4mm allen wrench/socket
   - 9/16 wrench
   - Screwdriver

5. Assembly Parts:
   - (2) Underbody Panels
   - (4) M6x1.0 x 45mm Stainless Button Head Cap Screw
   - (4) M6x1.0 x 60mm Stainless Button Head Cap Screw
   - (8) M6 Stainless Washers
   - (1) M6x1.0 Rivet Nut Installer
   - (4) M6x1.0 Rivet Nuts
   - Large assortment of Nylon Spacers

6. Installation:
   6.1. We are not responsible for damage to your vehicle by following this manual.
   6.2. Begin by jacking the vehicle up enough to allow you to comfortably work underneath the middle portion of the car using jack stands to support the vehicle.
   6.3. Remove any plastic covers that bolt/plastic rivet onto the underbody of the tunnel area. A USDM car only has a cover on the driver's side which is bolted and plastic riveted on. Use a screwdriver on the plastic rivets and a 10mm wrench on the bolts to remove the plastic cover. Plastic cover is showed installed below but with most fasteners removed in the below picture.

   6.4. With the cover removed, locate the below marked holes. These holes typically have plastic rivets in them in an OEM application. We're going to open these up to 3/8" and rivet on rivet nuts for bolting panels to! Note: The holes marked below already have rivet nuts installed in them, they will be open holes on a new car.

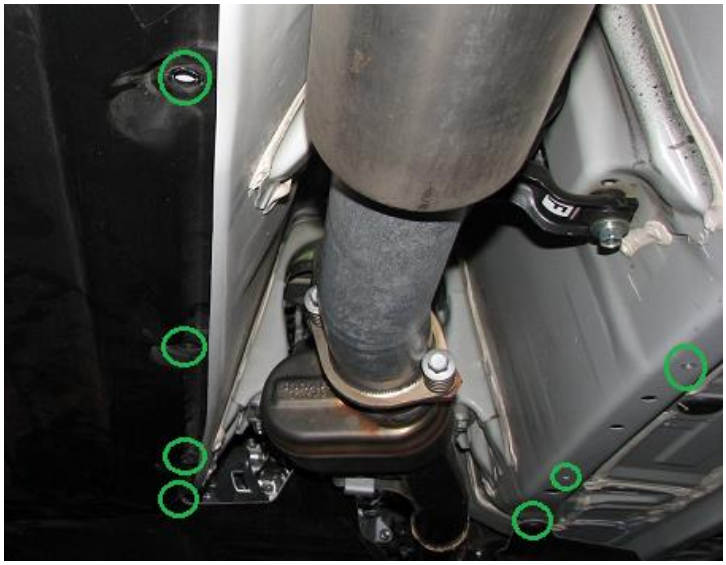


6.5. Using the drill and 3/8” drill bit, open these (4) holes up to 0.375” diameter.

6.6. It is recommended to clean out as many shavings as you can with a shop vac. We then dressed the holes with touch up paint we had laying around to reduce the chance of rust forming. Another option is a dab of sealant around the hole, anything to reduce condensation and water getting to exposed metal helps.

6.7. With everything cleaned out, we can install the rivet nuts. These are aluminum units so they will not rust in the body. Using the supplied rivet nut installation tool, the 9/16” wrench on the nut, and the 10mm socket on the head, tighten these rivet nuts evenly into the chassis. Below is a picture of a properly installed unit and how to use the installation tool.

6.8. Re-install the plastic underbody covers leaving out the (8) bolts total holding in the inner most cover positions (circled in green below, one of these is cut out in picture on right side).



6.9. Begin with installing the front cover, which is the unit with (6) slots and the logo. This is where the install takes patience to get the best install. Due to the wide variety of exhausts and non-flat nature of the underbody, each install will use a different number of spacers at each location. We recommend using the longer bolts in the rear and front two holes. Install the front (4) bolts with spacers on the top side as shown below.

6.10. Figuring out roughly where the front cover can be installed, tighten these four bolts down.

6.11. Next we slide the rear section on, *which can also be left off completely if it cannot fit with exhaust as some have large resonators located here*. Cutting may also provide an install that you desire. Slide the rear section *on top* of the front section and begin using various spacers to install the rear section to the best desired fit.

6.12. Below are a few pictures of a fully installed tunnel cover kit with a Tomei Type 80 installed on car.

6.13. Enjoy your drag reducing tunnel cover kit! Please contact Velox Motorsports with any concerns, comments, or feedback. We continually strive to bring the highest quality components to the FRS/BRZ crowd and appreciate the feedback. E-mails can be directed to sales@verus-engineering.com