

VERUS ENGINEERING

BRZ / GT86 / FRS Composite Side Splitter

Install Manual



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Document Revisions

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01	2016/10/23	E.Hazen	Initial release of install manual
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ZN6/ZC6 Composite Side Splitter – Install Manual

1. Introduction

1.1. Overview: Detailed instructions on installing the side splitter kit for the FRS / BRZ / GT86 chassis.

1.2. Difficulty: Beginner-Moderate

1.3. Time Required: 1.5-3 hours

1.4. Tools Needed:

- 1.4.1. Drill
- 1.4.2. 1/8" Drill Bit
- 1.4.3. 1/4" Drill Bit
- 1.4.4. Center Punch
- 1.4.5. Hammer
- 1.4.6. Marker
- 1.4.7. 2.5mm allen wrench/socket
- 1.4.8. 4mm allen wrench/socket
- 1.4.9. Electric wrench (preferred and helpful)

1.5. Rear Spat Components

- 1.5.1. Left hand carbon thermoplastic side splitter
- 1.5.2. Right hand carbon thermoplastic side splitter
- 1.5.3. Left hand side skirt
- 1.5.4. Right hand side skirt
- 1.5.5. Left hand structural metal
- 1.5.6. Right hand structural metal
- 1.5.7. (12) Billet Side Splitter Mounts
- 1.5.8. Hardware Bag
 - 1.5.8.1. (13) M6 x 1.0 SS Flat Head Cap Screw (FHCS) x 16mm Long
 - 1.5.8.2. (33) M6 x 1.0 SS Serrated Nut
 - 1.5.8.3. (13) M6 x 1.0 SS Button Head Cap Screw (BHCS) x 8mm Long
 - 1.5.8.4. (33) M6 SS Fender Washers
 - 1.5.8.5. (20) M6 x 1.0 SS BHCS x 16mm Long
 - 1.5.8.6. (26) M4 x 0.7 SS BHCS x 12mm Long
 - 1.5.8.7. (26) M4 x 0.7 SS Locknut
 - 1.5.8.8. (26) M4 Washers

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**2. Side Splitter Install**

- 2.1. Velox is not responsible for damage to you or your vehicle by following this manual and/or installing Verus Engineering products.
- 2.2. The car does not need to be lifted up for this install, though it can help quite a bit. The choice is up to you. Use proper jacking points and jack stands if you decide to lift the car up.
- 2.3. Depending on which side you start with, grab that appropriate side's structural sheet metal (shown below).



- 2.4. Using these structural sheet metal pieces guides for drilling, **mark the center of each slot to the pinch weld** with a marker. Properly center this sheet metal piece by aligning the two cut-outs on the sheet metal with the OEM jack points.



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- 2.5. The front most hole does not need marked, we will use an OEM hole here.
- 2.6. Using the center punch and hammer, punch the six holes marked in step 2.4. Mark these holes between 3/8" and 1/2" above the bottom of the pinch weld.



- 2.7. Starting with the 1/8" drill bit, drill through these center punched holes. Use a bit of oil to keep the drill bit from becoming dull.
- 2.8. Using the 1/4" drill bit, step up these holes to 1/4".



- 2.9. We recommend using some spare touch up paint or spray paint to protect the exposed metal and reduce the chance of rust forming. Do this now and let the paint drive for a bit while working on the other side.
- 2.10. While the paint is drying, we suggest assembling the entire side splitter.

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- 2.11.** Using the M6 16mm BHCS, washers, and the serrated nuts, assemble the side splitter onto the structural sheet metal piece. We suggest installing it so the side splitter is hitting the structural sheet metal. This goes together as shown below. Note the orientation of the sheet metal and the composite splitter to help you during the install.

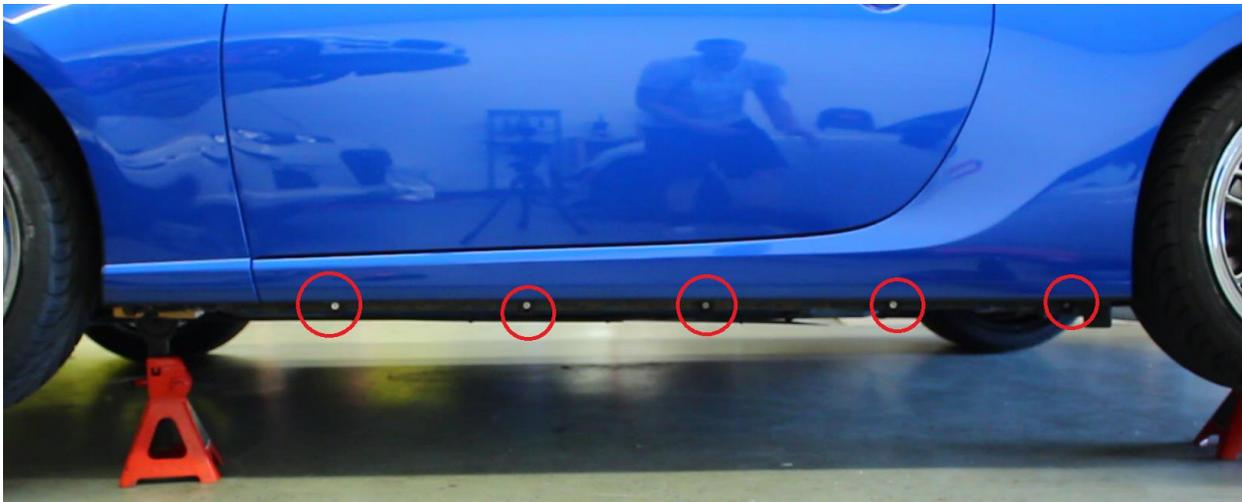


- 2.12.** Next, we install the two-piece side skirts. Use the M4 BHCS, washers, and the lock nuts for these. The front and rear sections are NOT identical.

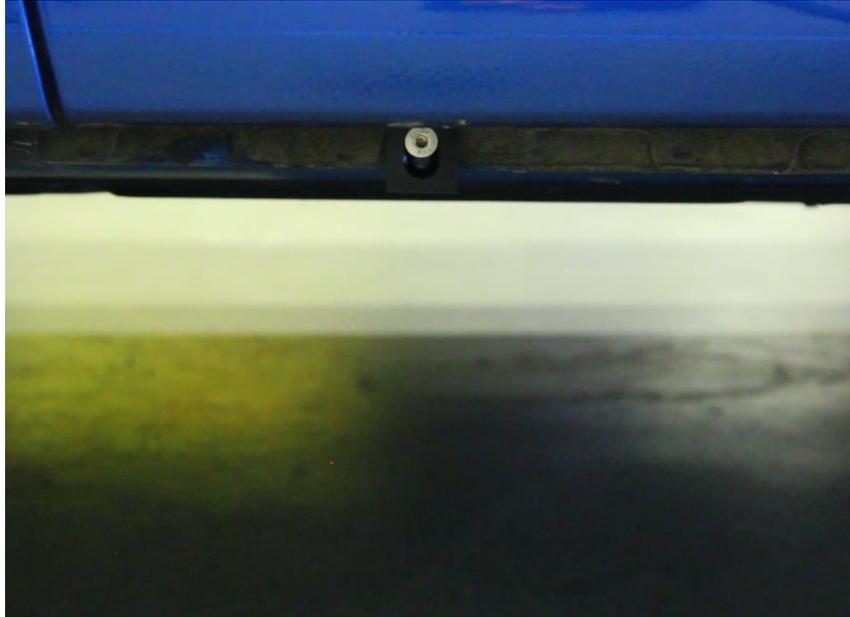
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- 2.13.** Install the (6) billet splitter mounts to the pinch welds, note that the front most mount has a different install detailed in 2.14. Use the M6 x 16mm long FHCS for the rear 5 mounts on each side. Bolt through the mount, through the pinch weld, and then a nut on the inside. Do not fully tighten at this time.



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- 2.14.** For the front most hole, remove the factory 10mm bolt that holds the fender on.
- 2.15.** Using supplied washers, space the mount off the inside nut approximately 3-4 washers per side and then tighten the bracket on with the supplied 16mm FHCS.

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- 2.16.** With all the brackets installed loosely to the pinch weld, we can now install the side splitter! Using the short M6 BHCS (8mm in length) and a fender washer begin installing the side splitter to the billet mounts. **Because the mounts have two locations for install, you may need to change the slots you used for some of the mounts for the best install.**



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- 2.17.** The front most hole is somewhat difficult to tighten. Be careful to not cross thread the mount.
- 2.18.** With the side splitter installed on the mounts, you can fully tighten the mounts to the chassis. Push up on the side splitter to seal it to the car while using a 4mm Allen socket preferably and electric impact. Spin the bolts from the interior side. Due to the serrated feature of the nuts, these will catch and the bolts will tighten without needing a wrench on the nut.
- 2.19.** Both the side skirt and the side splitter can be adjusted by loosening the bolts and pulling the units up/down and left/right.
- 2.20.** You may note that the side splitter cannot fully extend outward without the nut on the rear most slot beginning to hit the fender. In order to get the full range of motion, you must slightly dent in the location here.
- 2.21.** If you decide the additional 3/8" of outward appearance is necessary, carefully look where the nut is hitting, mark this, and either remove this material or dent it in carefully.
- 2.22.** At this point, ensure all the bolts are tightened securely.
- 2.23.** Congratulations on installing the Verus Engineering side splitters. Please direct any feedback, comments, concerns and questions to Verus Engineering via sales@verus-engineering.com.