

VERUS ENGINEERING

Front Wheel Deflector Kit

Installation Manual



Author: E. Hazen

Release Date: 08/22/2015

Approvals: P. Lucas

Document Revisions

Rev	Date	Author	Description
01	08/22/2015	E. Hazen	Issued for Release
02	08/08/2017	P. Lucas	New template, Company name changed from Velox to Verus
03	07/10/2019	C. Warner	Hardware Change and Product Revision

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1. Overview:

Detailed instructions on installing the Verus Engineering Front Wheel Deflectors for the FRS/BRZ/GT86.

2. Difficulty:

Novice

3. Time Required:

45-60 minutes

4. Tools Needed:

- Flat Head Screw Driver (small)
- Flat Head Screw Driver (large)
- Flashlight
- 2mm allen wrench
- 5.5mm socket
- ¼" Ratchet (optional)
- 4mm allen wrench/hex head socket (optional, splitter add on only)
- Sheet metal shears (optional)



5. Assembly Parts:

- (2) Hard anodized main deflectors (left hand and right hand)
- (2) Hard anodized splitter add on pieces (left hand and right hand)
- (2) Hard anodized OEM bumper add on pieces
- (1) Hardware Bag
 - (5) M3x0.5 BHCS, 10mm length, stainless steel
 - (5) M3x0.5 nyloc nut, stainless steel
 - (10) M3 washer, stainless steel
 - (12) Stainless backing washers



6. Installation:

- 6.1. Verus Engineering assumes no responsibility for any damages caused by following this install manual or installation of the components.
- 6.2. Begin with disconnecting the battery, negative first, if this makes you feel more comfortable working on the car. It is always a good idea to disconnect the battery anytime when working on the vehicle. We were nowhere near the battery so we left it connected for this install, but again, never a bad idea.
- 6.3. We begin by jacking the car up via the pinch weld using cloths or a wood block to keep from scratching or damaging the thin pinch weld. We do not prefer jacking up the car here but it was just 6 inches so not much load was seen on the pinch weld. See owner's manual for jacking points. We are not responsible for damage to your vehicle by following this manual.



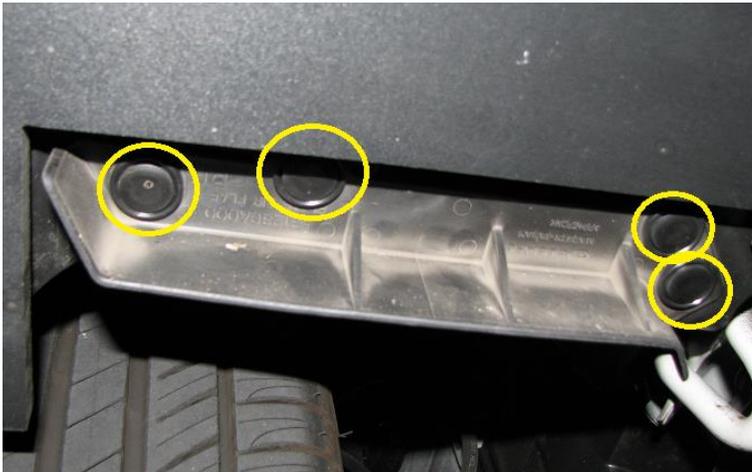
- 6.4.** Using the small screwdriver, remove the 3 push pins on the inside of the fender. We have seen different model years with different style of push pins, use your best judgment on how to remove these. These three are shown in red. There will be one larger push pin on the bottom of the car, circled in blue. This one will likely need removed too to gain full access to the top side of the deflectors. Using the large flat head will likely work best here.



- 6.5.** Once these four push pins are removed, you can pull the fender rearward. Looking from the top you will notice that each deflector push pin has a washer behind it on the top side. We will need these for re-install.



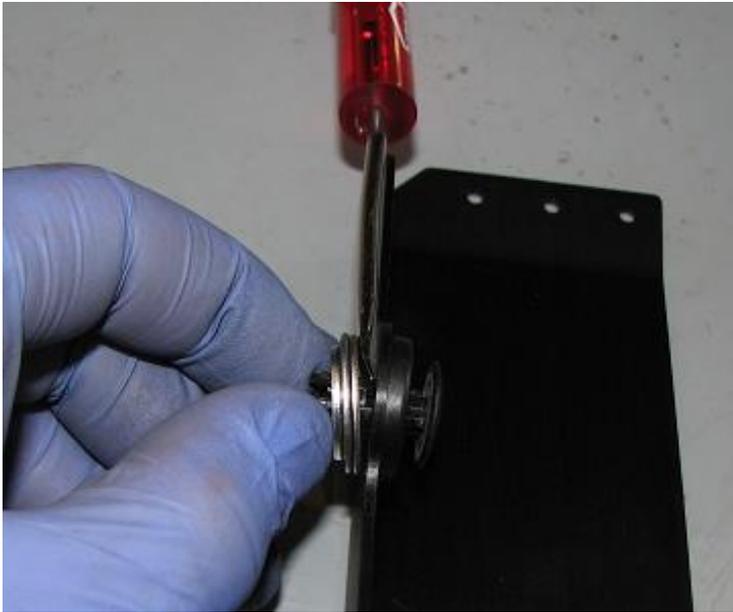
- 6.6.** Using the large flat head again and working from the bottom, we will now remove the four push pins holding the OEM unit in place. These push pins are tight, work your way around them as these need to be re-used as well. These four push pins are circled in yellow below



- 6.7.** Grab the (4) thin washers on the top side of the fender liner once you remove the OEM wheel deflector. You will only need three of these pins and three of these washers for the install of the Verus Front Wheel Deflector.



- 6.8. On the main pieces, figure out which side is left hand and which is right. The logos will face rearward and right side up. The three small holes will be face outward as well. Using a single push clip, two of the supplied washers, and the OEM washer at the highest point (see picture below for clarification, screw driver is acting like fender liner), install the center most push pin first. We accomplish this by pushing up on the push pin from below with one hand, while the other hand goes through the fender liner and installs the washers in correct order. Snap it tight once all washers are on.



6.9. Install the remaining two push pins in similar fashion.



6.10. Next up is installing the add-on piece with the (3) bolts, (3) washers, and (3) nuts. The OEM add on is the smaller unit, while the Verus splitter add on is significantly longer unit. The install is fairly self-explanatory for each; however ever so slightly different. With the splitter add on, remove the closest M6x1.0 bolt and washer from the splitter with the 4mm allen wrench.

6.11. Start by installing the center most flat head cap screw bolt. The washer and nut go on the back side. The bolt uses a 2mm allen wrench and the nut needs a 5.5mm socket. The use of Loctite (blue) is a good idea but not necessary. Install the other two in a similar fashion, fully tightening the units once all are installed. Below are finalized installed pictures of each add-on. ***These bolts are small, they do not require to be tightened significantly. Maximum torque should be 5 in-lbs, this is not a lot. I suggest going finger tight and then another 1/4 to 3/8 turn past that.***



6.12. At this point, we have finished the one side of the car. Re-install the fender push pins and let the car down off the jack.

6.13. Repeat the same procedure for the other half of the car. Below are more installed photos.



- 6.14.** Enjoy the new front aerodynamic device and please report back with any comments, both positive and negative. Our preferred contact method is e-mail, via Sales@verus-engineering.com!