

VERUS ENGINEERING

Front Splitter Kit – GR/GV Subaru WRX/STI (2011-2014)

Install Manual



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Approvals: E. Hazen

Document Revisions

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1. Introduction

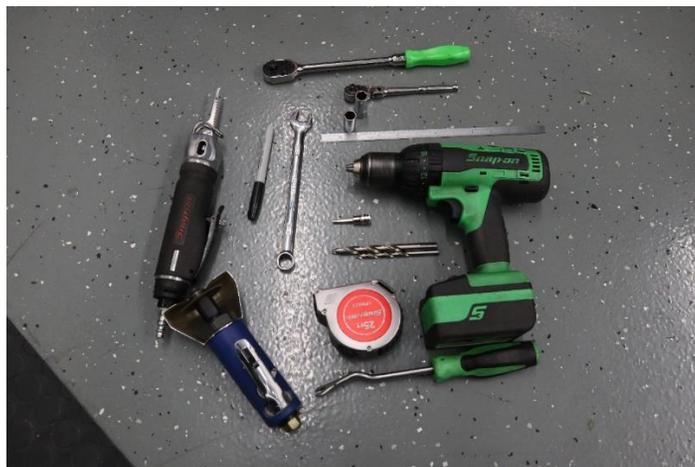
1.1. Overview: Detailed instructions on installing the Verus Engineering Front Splitter Kit and optional air dam kit for the 2011-2014 GR/GV Subaru WRX/STI.

1.2. Difficulty: Moderate

1.3. Time Required: Approximately 2 – 3 hours

1.4. Tools Needed:

- 1.4.1. 1/4" Ratchet
- 1.4.2. 3/8" Ratchet
- 1.4.3. Drill
- 1.4.4. Center punch
- 1.4.5. 10mm wrench
- 1.4.6. 8mm socket
- 1.4.7. 5mm Allen wrench or socket
- 1.4.8. Air saw or cut off wheel
- 1.4.9. 3/8" Drill Bit
- 1.4.10. 1/4" Drill Bit
- 1.4.11. 4mm Allen wrench or socket
- 1.4.12. 12mm socket
- 1.4.13. Painter's tape
- 1.4.14. Small Phillips head screw driver
- 1.4.15. Clip removal tool or small flat head screw driver
- 1.4.16. 9/16 wrench
- 1.4.17. Tape measure
- 1.4.18. Ruler or straight edge
- 1.4.19. Sharpie



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1.5. Front Splitter Kit Components

- 1.5.1. Splitter Blade
- 1.5.2. (2) Center Mounting Bracket
- 1.5.3. (2) Outer Mounting Bracket
- 1.5.4. Hardware Bag
 - 1.5.4.1. (4) M6 x 1.0, 12mm Long Button Head Cap Screw, Stainless
 - 1.5.4.2. (4) M6 x 1.0, 25mm Long Button Head Cap Screw, Stainless
 - 1.5.4.3. (4) M6 x 18mm OD Washer, Stainless
 - 1.5.4.4. (2) M8 x 24mm OD Washer, Stainless
 - 1.5.4.5. (22) 1/4" x 1.50" OD Fender Washer
 - 1.5.4.6. (14) M6 x 1.0, Plastic Rivet Nut
 - 1.5.4.7. (14) M6 x 1.0, 60mm Long Button Head Cap Screw, Stainless
 - 1.5.4.8. (2) M8 x 1.25, 100mm Long Button Head Cap Screw, Stainless
 - 1.5.4.9. (20) M6 x 10mm Long Plastic Spacer
 - 1.5.4.10. (12) M6 x 5mm Long Plastic Spacer
 - 1.5.4.11. (2) M8 x 25mm Long Plastic Spacer
 - 1.5.4.12. (2) M8 x 38mm Long Plastic Spacer
 - 1.5.4.13. (2) M6 x 5mm Long Aluminum Spacer
 - 1.5.4.14. (14) M6 Push Nut
 - 1.5.4.15. Rivet Nut Installer Tool – M6 x 1.0
 - 1.5.4.15.1. (2) M6 x 1.0, 35mm Long Socket Head Cap Screw



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1.6. Optional Air Dam Kit**1.6.1.** Left Air Dam Half**1.6.2.** Right Air Dam Half**1.6.3.** Hardware bag**1.6.3.1.** (1) M6 x 1.0 12mm Long Button Head Cap Screw, Stainless**1.6.3.2.** (14) M6 x 1.0 25mm Long Button Head Cap Screw, Stainless**1.6.3.3.** (15) M6 x 1.0 Serrated Flange Nut, Stainless**1.6.3.4.** (16) M6 x 18mm OD Washer, Stainless**1.6.3.5.** (1) M6 x 12mm OD Washer, Stainless**1.6.3.6.** (2) M6 x 5mm long Aluminum spacer**2. Front Splitter Kit Install**

2.1. Verus Engineering is not responsible for damage to you or your vehicle by following this manual and/or installing Verus Engineering products.

*****Special Note: This front splitter unit is meant to be used with either the STI branded front lip or our air dam tailored to this kit. *****

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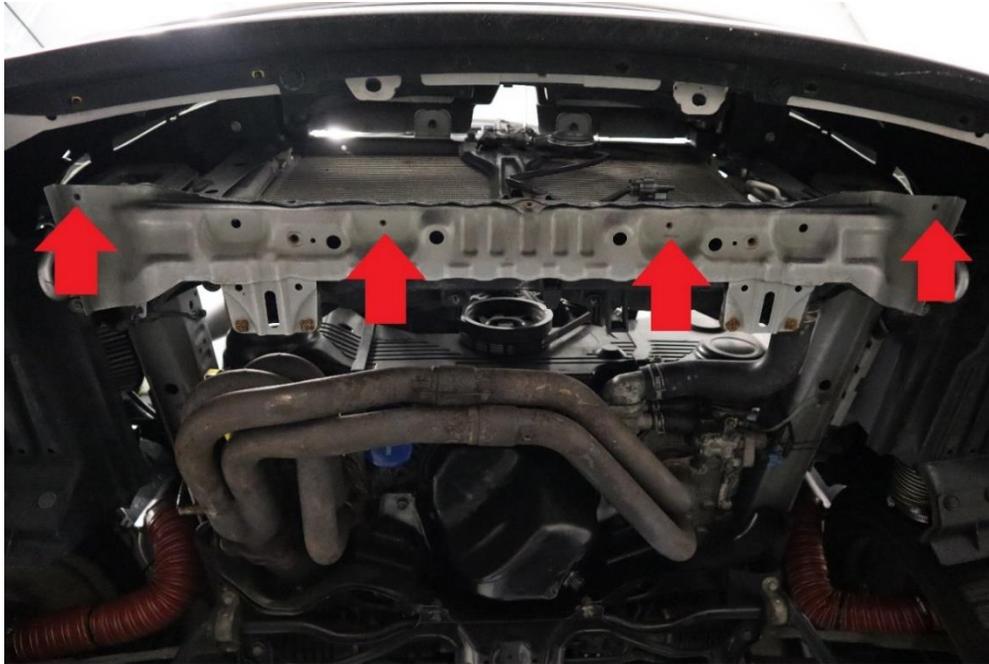
- 2.2. Jack the vehicle up and support it securely.
- 2.3. Gain access to the working area by removing the engine under panel.
 - 2.3.1. Using a 12mm socket, and clip removal tool, remove the three bolts, followed by the two push clips located in each wheel well.



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- 2.4. Locate the four mounting locations for the splitter mounting brackets.



- 2.5. Install the center mounting brackets in the orientation shown below. You will be using two 12mm long M6 x 1.00 BHCS along with two 18mm M6 fender washers. These brackets should be “pointing” straight towards the front of the car. **NOTE: Two ALUMINUM M6 5mm long spacers are provided in case the center brackets need to be leveled with the outer brackets.**

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- 2.5.1.** Next, we will install the outer mounting brackets in the orientation shown below. Use two 12mm long M6 x 1.0 BHCS with two 18mm M6 fender washers. These brackets should be “pointing” straight towards the rear of the car.



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Note: If you have the STI branded front lip installed, skip ahead to step 2.9

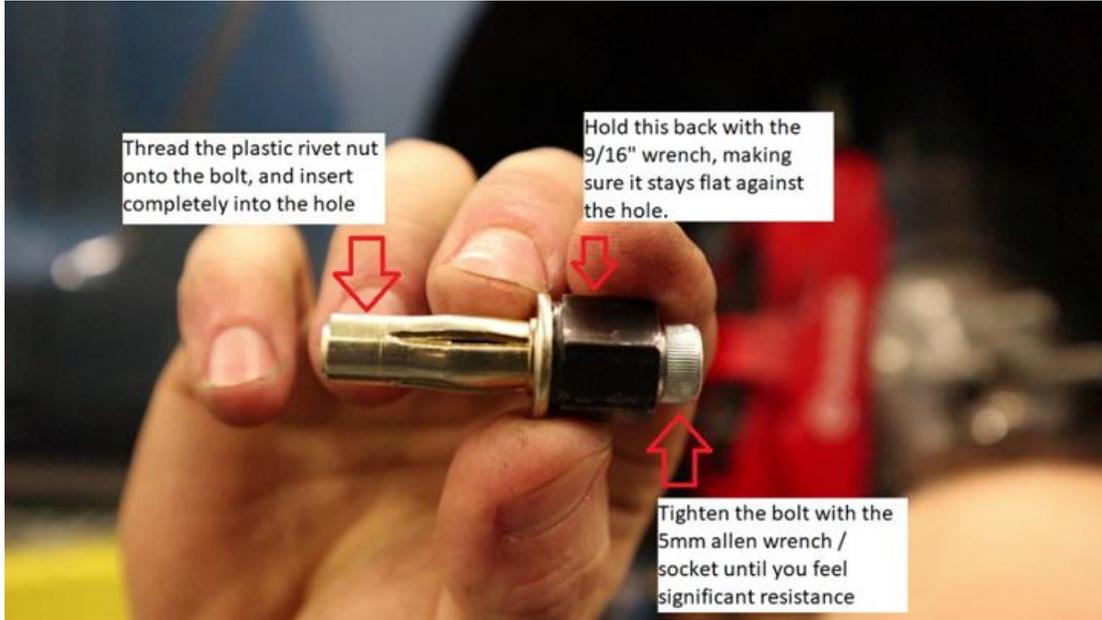
- 2.6. Temporarily bolt the splitter to the mounts installed previously by using eight 25mm long M6 x 1.00 BHCS, and eight 1.5" OD fender washers.
- 2.7. Center the splitter element to the front bumper and snug the bolts up.
- 2.8. Next, drill the starter holes for the rivet nuts by using a 1/4" drill bit. There are 14 holes that need to be drilled.

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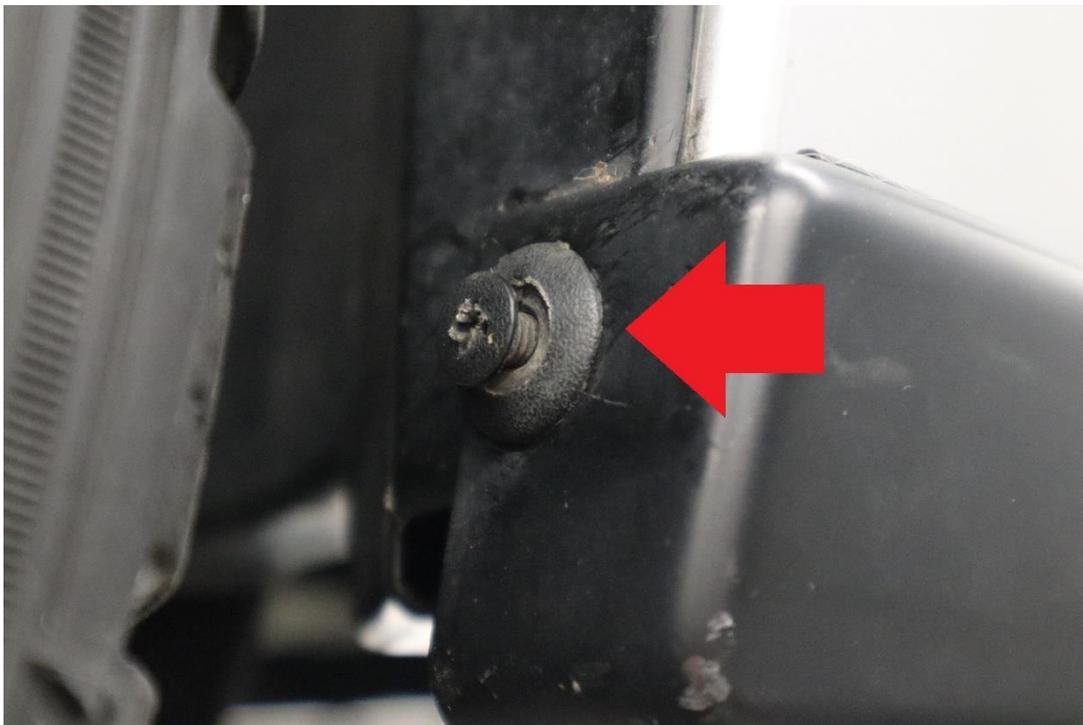


- 2.8.1.** Use the holes pre-drilled in the splitter as a guide by inserting the drill bit through the holes and drilling the bumper.
- 2.8.2.** Remove the splitter, and open the holes up using a 3/8" drill bit.
- 2.8.3.** Using the provided rivet nut installation tool, we will install rivet nuts into all the drilled holes. Follow the diagram below for a guide on how to use the rivet nut installer. Once the plastic rivet nuts are installed you may skip ahead to step 2.14.

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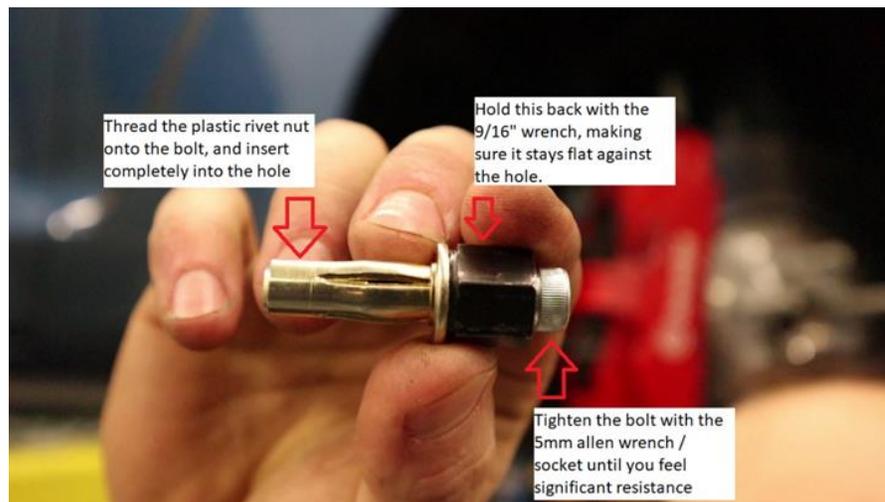
- 2.9. If you have the STI branded front lip currently installed, it will need to be removed by using an 8mm socket, and clip removal tool.



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- 2.10. Once the STI branded lip is removed, you will also need to remove the rubber well-nuts that were used to bolt the lip onto the bumper.
- 2.11. The holes that the rubber well-nuts were in should already be the correct size to install the plastic rivet nuts into. An easy way to confirm this is to put the 3/8" drill bit through the holes. It should go through the holes easily, but without any slop.
- 2.12. Once you have confirmed the hole sizes to be correct, begin installing the plastic rivet nuts by following the diagram below. There are 14 rivet nuts that need to be installed.



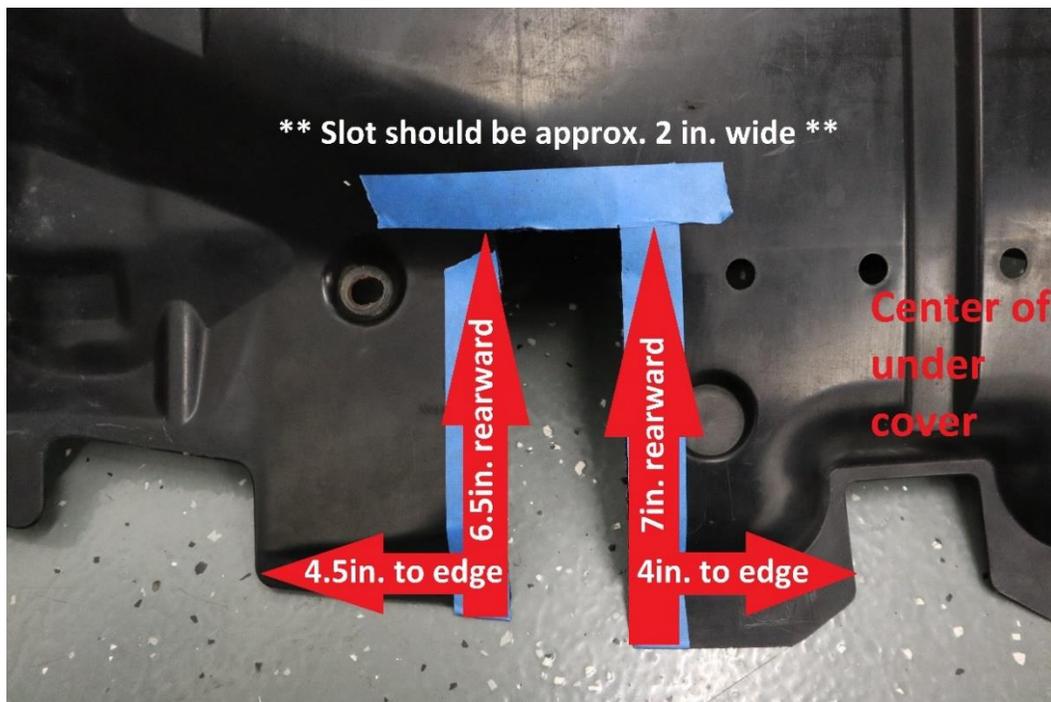
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- 2.13. The rivet nuts should look similar to this on the back side.

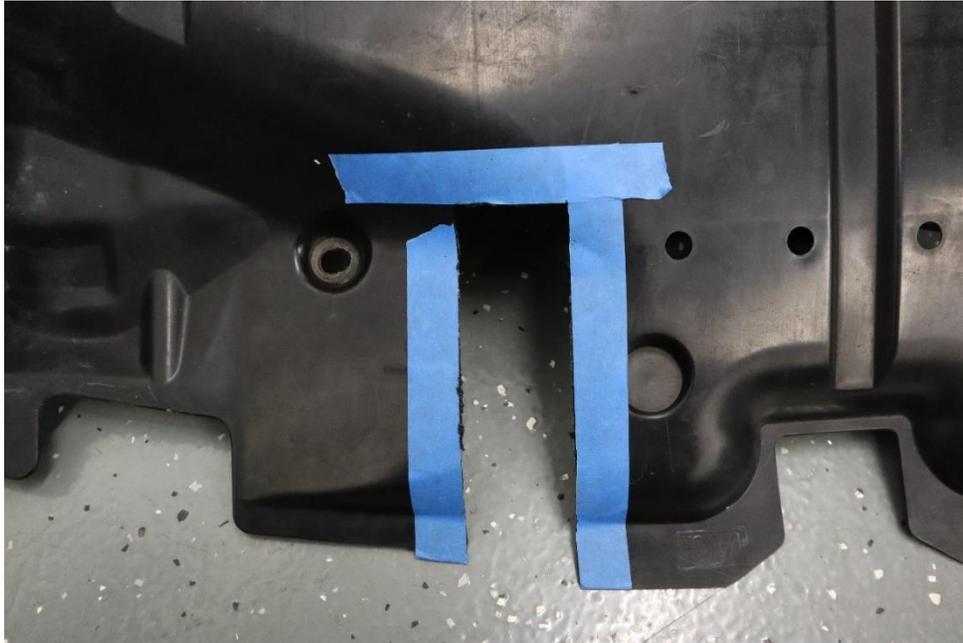


- 2.14. Install the STI branded lip back on to the bumper using just the plastic clips.
- 2.15. Now that we have the rivet nuts installed, we will need to slot the engine under panel to fit around the splitter brackets. Trim the under panel as shown below.



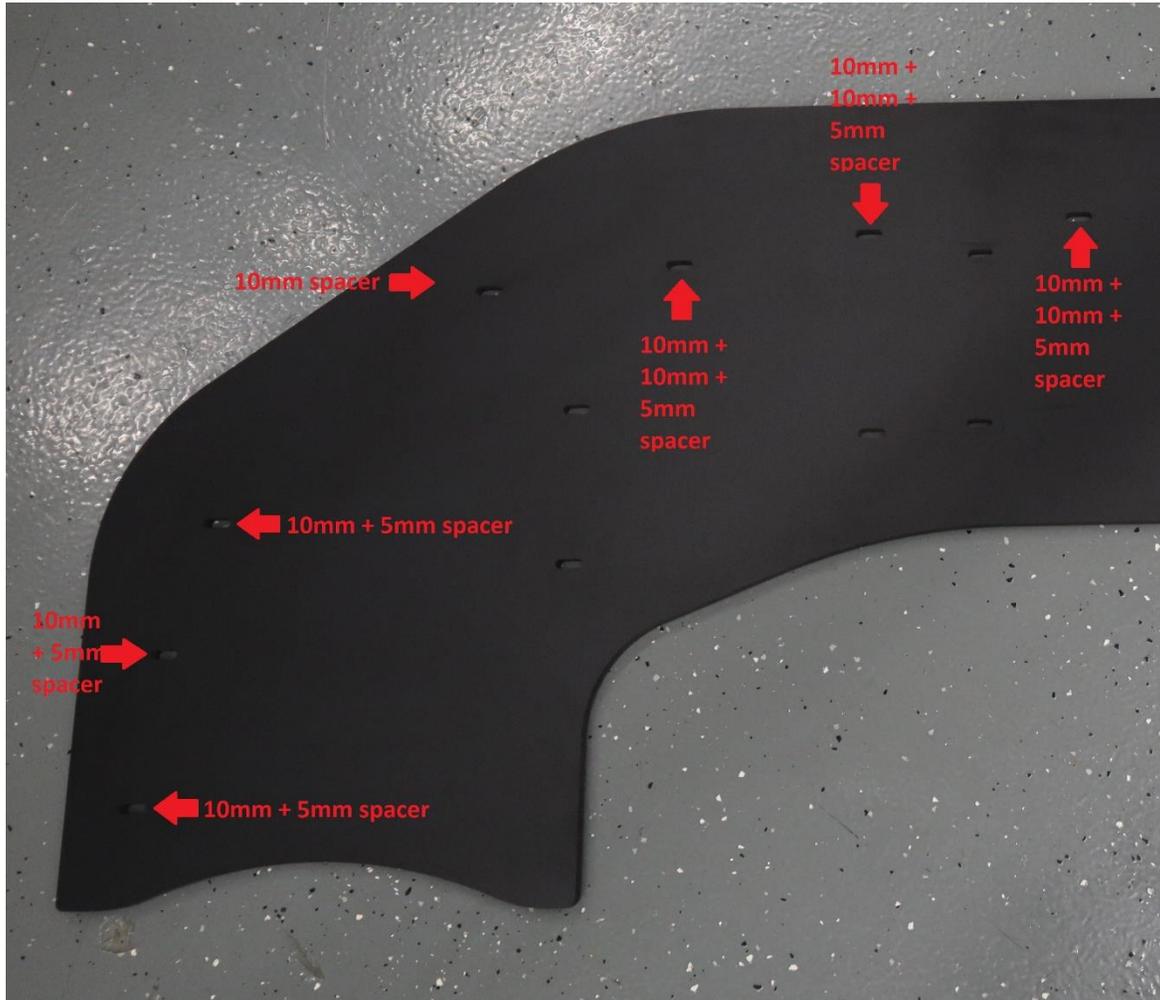
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- 2.16.** Once trimmed sufficiently, install the under panel back onto the car using only the plastic clips and the single bolt towards the rear of the car. The front two holes will be used for the M8 BHCS during final installation.
- 2.17.** The splitter is now ready to be installed onto the car.
- 2.17.1.** Using the 60mm M6 BHCS, 1.5" OD fender washers, plastic spacers, and push-nuts, follow the diagram below to install the hardware into the splitter. This will hold the bolts captive to the splitter making the install a bit easier.
- 2.17.2.** To install the push nuts, use a socket and press centrally down on the push not till the spacers are captivated properly as shown in the second photo below.

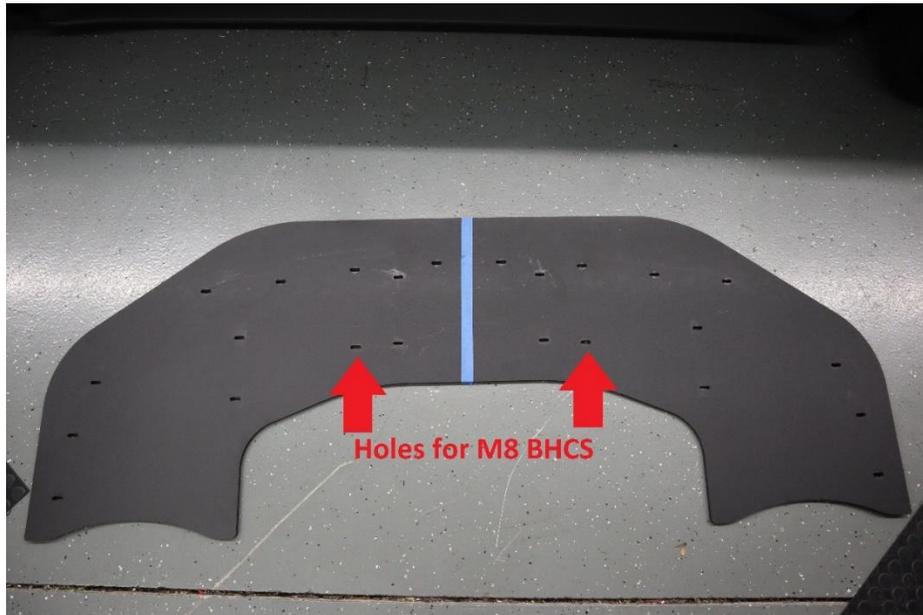
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- 2.18.** Now we will bolt the splitter up to the brackets using 25mm BHCS, and M6 fender washers. Work from the inside to the outside. Start all the bolts. Do not tighten at this time.
- 2.19.** Install the captive hardware on the splitter in the same way, working from inside to outside. Just start the bolts, do not tighten them at this time.
- 2.20.** Finally, install two M8 BHCS, 40mm spacers, and 25mm spacers in the two holes left on the splitter. Ensure the splitter is centered and begin tightening the bolts. M6 bolts should be 6ft-lbs, and the M8 bolts should be 15 ft-lbs.

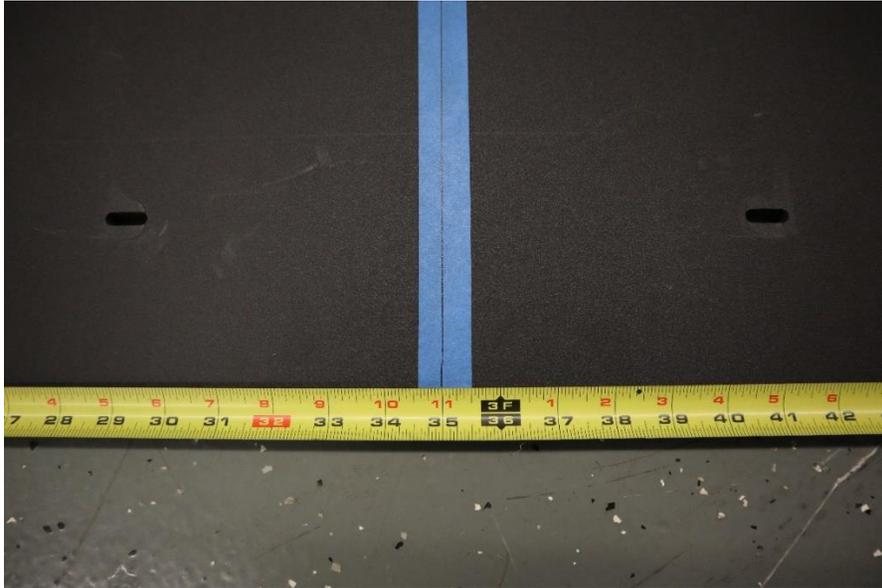


- 2.21.** If you've installed the splitter with the STI branded lip skip to 2.35, you are all done! If installing the Verus Engineering Air Dam, continue onward.

****Optional Air Dam Installation****

- 3.1.** Measure across the splitter to find the center point, and mark it using some painters tape and a sharpie. This center point will serve as the center of the two-piece air dam assembly

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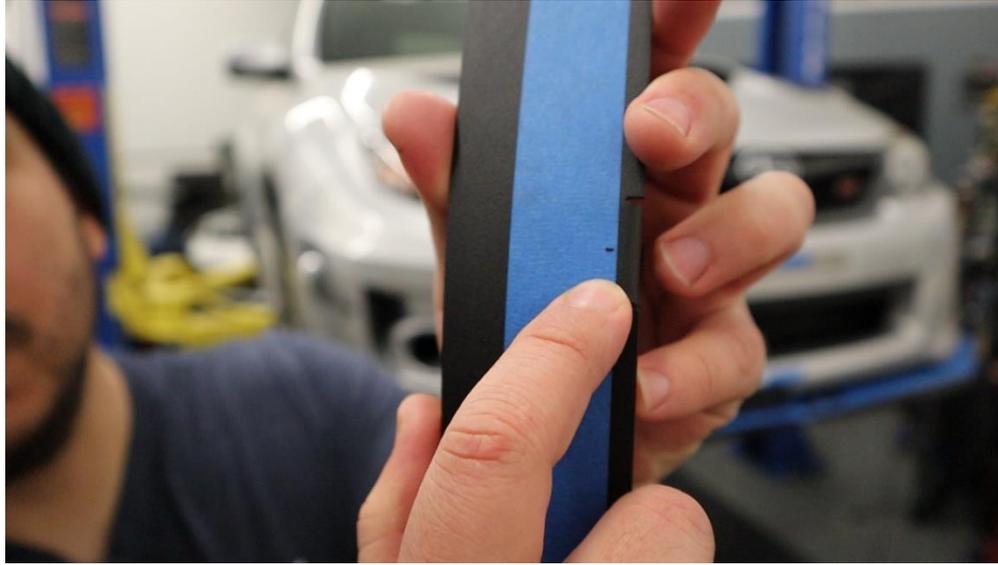


- 3.2.** Next, place tape down on the splitter silhouetting or “outlining” the bumper profile as shown below.

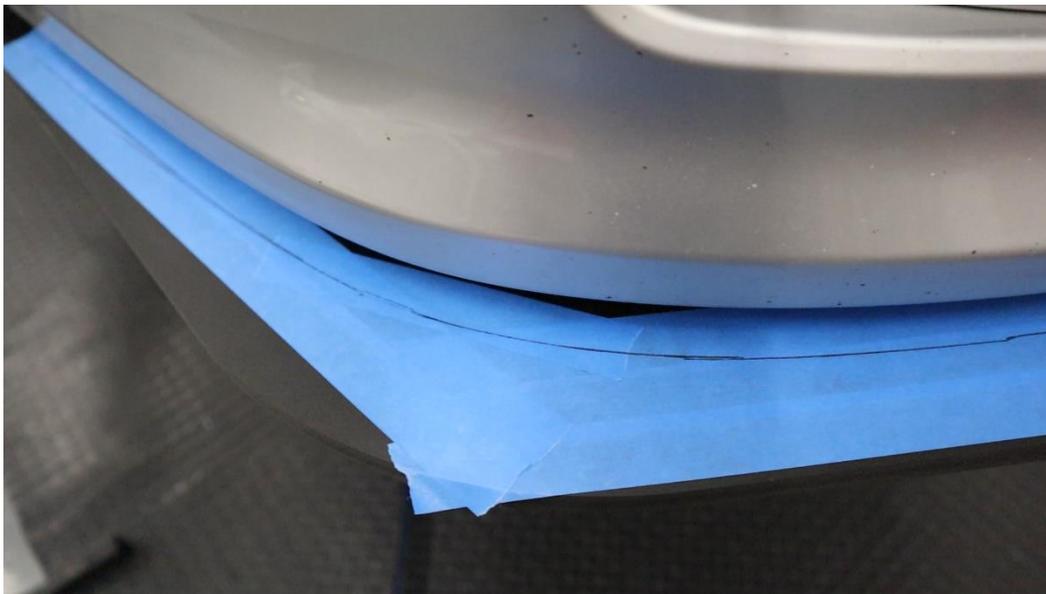


- 3.3.** Grab one side of the air dam and begin bending, and forming it by hand until it conforms to the shape of the bumper. The key here is to make small adjustments at a time. The taller/thicker portion of the air dam should be lined up on the center point. Notice there is also a small tab to bolt both pieces together.
- 3.4.** Place a strip of painter’s tape across the entire bottom edge of the air dam, and mark the center of each mounting tab.

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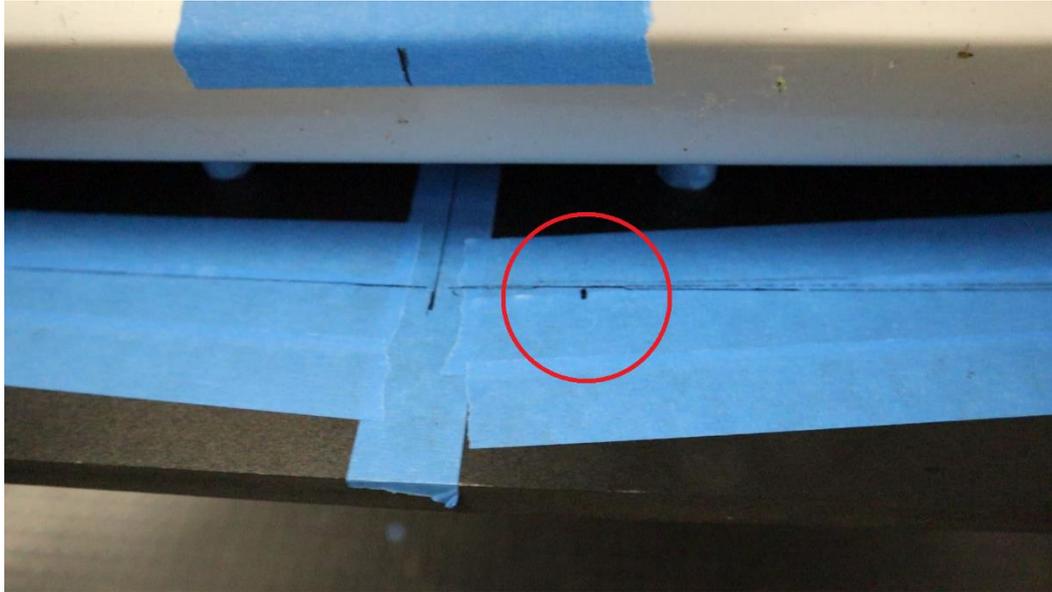


3.5. Hold the air dam up to the bumper and trace a line onto the splitter.

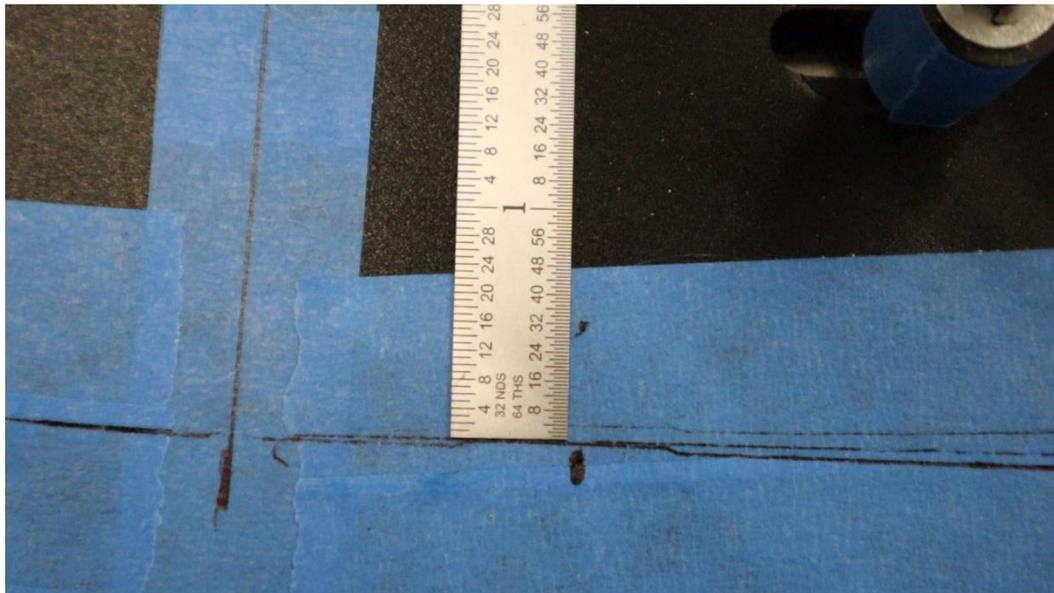


3.5.1. Next, transfer the marks made in 2.25 onto the splitter.

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- 3.6. Repeat the process for the other side.
- 3.7. Remove the splitter from the car.
- 3.8. Measure .5" INWARD (towards the rear of the splitter) on the mounting tab reference marks perpendicular to the trace line. This mark should be the center of the hole on the mounting tabs.



- 3.9. Confirm that the marks line up with the mounting tabs correctly before drilling.

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- 3.10. Once confirmed, center punch the holes, and drill using a 1/4" drill bit.
- 3.11. Install the air dam to the splitter using the 25mm long M6 BHCS, 18mm M6 washers, and serrated M6 flange nuts. The nuts are to be installed on the top side of the air dam. **Bottom the nuts out, but do not tighten them.** The air dam should still be able to move slightly.
- 3.12. Use (1) M6 12mm long BHCS and M6 serrated flange nut, and bolt the two halves of the air dam together. Torque to 6 ft-lbs.
- 3.13. Install the splitter back onto the car in the same manner as before.
- 3.14. Starting from the center of the bumper and working outward, push the air dam against the bumper, and tighten one bolt at a time. The serrated flange nuts will resist backing off if they were installed correctly in 2.32. **The use of an electric impact can help the serrated nuts bite into the air dam and stop spinning.**



- 3.15. Congratulations you just installed the Verus Engineering Front Splitter and Air Dam for the 2011-2014 GR/GV Subaru WRX/STI!
- 3.16. Please send any questions, comments, concerns, or photos to Verus Engineering via e-mail; sales@verus-engineering.com.

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