



# **VERUS**

## **ENGINEERING**

### Front Splitter Endplate

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#### Installation Manual



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#### Document Revisions

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1. Overview:  
Detailed instructions on installing the Verus Engineering Front Splitter Endplate Kit for the FRS, BRZ, & GT86
2. Difficulty:  
Novice
3. Time Required:  
45-60 minutes
4. Tools Needed:
  - Small Philips or flat head screw driver
  - 9/16 wrench
  - 1/8" allen wrench
  - Mirror
  - Marker of some sort
  - Light
  - 82 degree chamfer bit (optional)
  - Drill
  - 7/32 drill bit or similar size for 10-32 screw



5. Assembly Parts:
  - (2) Dry Carbon Endplates (one left and one right)
  - Hardware Bag
    - (6) 10-32 x 0.50" long Stainless Button Head Cap Screw (BHCS)
    - (6) 10-32 Stainless Serrated Nut
    - (12) 10-32 Stainless Washer

- (6) 10-32 x 1.00" long Stainless BHCS
- (6) 10-32 x 1.00" long Stainless Flat Head Cap Screw (FHCS)
- (6) 10-32 Plastic Rivet Nut
- (6) 10-32 Steel Black Coated Serrated Nut
- (1) 10-32 Rivet Nut Install Tool



## 6. Installation:

- 6.1.** 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.

- 6.2. Verus is not responsible for any damage caused to your vehicle or components by following this manual.
- 6.3. Using the small screwdriver, remove the 3 push pins on the inside of the front 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.



- 6.4. Once these push pins are removed, we will install the plastic rivet nuts. Using the supplied Allen wrench and the 9/16 wrench, we will assemble each rivet as shown below and then insert it into the bumper.



- 6.5. Insert this assembly into the bumper, behind the fender liner, and begin to tighten the Allen wrench (clockwise) while holding the 9/16" nut still.



- 6.6.** Using a flash light and the mirror, ensure that the rivet nut is fully installed. The Allen wrench will become harder to tighten as well. The rivet nut is fully installed when the flanges are flattened out as shown below. The threaded section should be near the install hole and tightening the Allen bolt will get significantly harder as well. If you do not fully install the rivet nut, the BHCS later on will have a hard time being installed.



- 6.7.** Perform the same operation on the remaining two holes in the fender as shown below.



- 6.8. Temporarily install the endplate using a few of the bolts in the fender locations. Align the outer edges with the splitter and mark the (3) points for drilling.



- 6.9. Using the drill and 7/32" drill bit (or similar), drill straight through the splitter after center punching the splitter.



- 6.10.** You have a decision to use flat head cap screws or button head cap screws on these bottom mounts. We went with the more stealthy flat head cap screws, but BHCS will work just fine. If using BHCS, skip this step, if using FHCS, use an 82 degree countersink, remove just enough material so the FHCS sits flush.



- 6.11.** Install the 1/2" BHCS with a washer on the (3) fender mounts. Going from the bottom, use the bolts (and washers if BHCS are chosen) and nuts on top. You have a choice to use black **\*STEEL\*** nuts or stainless nuts on top. The black will blend in more but will eventually rust, we opted for stainless. Below are pictures from the bottom, top, and back of the entire unit installed.







- 6.12. Repeat the same steps for the other side of the vehicle.
- 6.13. Enjoy the new front aerodynamic device, check out the informative paper, and please report back with any comments, both positive and negative! [Sales@verus-engineering.com](mailto:Sales@verus-engineering.com)