



## Front Splitter & Air Dam Kit – E92 BMW M3

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### Install Manual



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Release Date: 2025/07/23  
Approvals: E. Hazen

#### Document Revisions

Rev	Date	Author	Description
01	2025/07/23	M. Deckard	Initial release of the install manual

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## Front Splitter and Air Dam, E92 BMW M3 – Install Manual

## Introduction

**Overview:** Detailed instructions on installing the Verus Engineering Front Splitter and Air Dam on the E92 BMW M3.

**Difficulty:** Moderate

**Time Required:** 3-3.5 hours

### Tools Recommended:

- 7mm socket
- 8mm socket
- 10 mm socket
- 15mm socket
- Ratchet or impact
- 2.5mm allen key or socket
- 4mm allen key or socket
- 8mm allen socket
- T30 Torx key or socket
- 10mm wrench
- 11mm wrench
- 3/16" drill bit
- 1/4" drill bit
- Drill
- Dremel/cutoff wheel or reciprocating saw



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Front Splitter and Air Dam, E92 BMW M3 – Install Manual**Splitter Kit Components**

- (1) Poly weave Front Splitter
- (1) Support Assembly
- (1) Left Side Air Dam
- (1) Right Side Air Dam
- (1) Left side Splitter Diffuser Tunnel
- (1) Right Side Splitter Diffuser Tunnel
- (1) Hardware Bag
  - (2) Socket Head Cap Screw (SHCS) - M10x1.5, 70mm Long, Stainless
  - (1) Hex Head Cap Screw - M6x1.0, 16mm Long, Stainless
  - (1) Button Head Cap Screw (BHCS) - M6x1.0, 12mm Long, Stainless
  - (19) BHCS, M6x1.0, 16mm long, Stainless
  - (10) BHCS, M6x1.0, 20mm long, Stainless
  - (4) BHCS, M6x1.0, 25mm long, Stainless
  - (1) BHCS, M4x0.7, 12mm Long, Stainless
  - (16) BHCS M4x0.7, 20mm Long, Stainless
  - (11) Washer - M6 12mm OD– Stainless
  - (12) Washer, M6 18mm OD, Stainless
  - (17) Washer - M4 Fender – Stainless
  - (2) Washer - 3/8"x1.0" Fender – Stainless
  - (7) Washer - 1/4"x1.50" Fender – Stainless
  - (19) M6x1.0 Serrated Nut, Stainless
  - (17) M4x0.7 Nyloc Nut– Stainless
  - (4) Clevis - M6x1.0 - Black
  - (2) Spacer - M10, 10mm Long, 16mm OD - Aluminum
  - (2) Adjustable Support Rod - 175mm to 200mm
  - (88) Neoprene Rubber Trim, 1/16" Wide x 1/4" High

**Front Splitter Install**

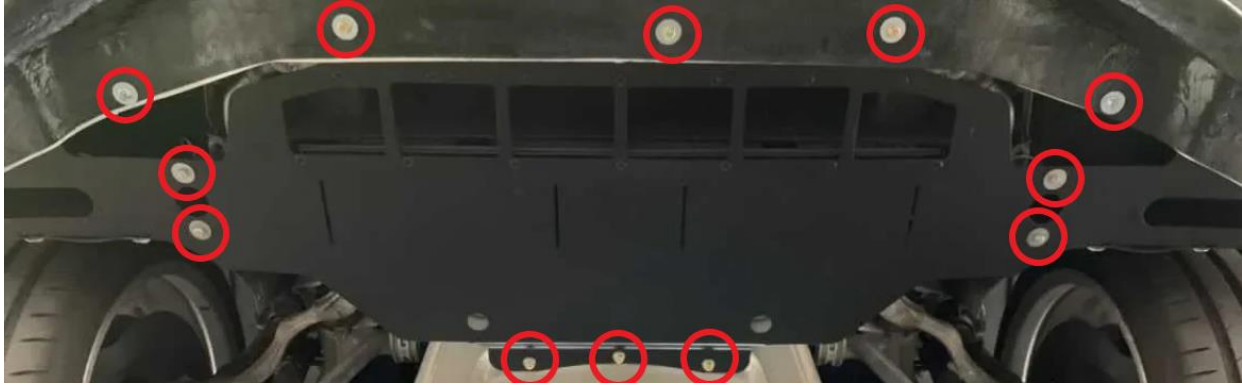
1. Verus Engineering is not responsible for damage to you or your vehicle by following this manual and/or installing Verus Engineering products. Please seek professional service/guidance if you are uncomfortable/incapable of installing this in a safe manner. Contact us at [support@verus-engineering.com](mailto:support@verus-engineering.com) if you have any questions/concerns.
2. We begin by jacking the car up. You will want to chock the rear wheels and use the e-brake if you are doing this install on the ground with jack stands.
3. Place a jack stand on both sides of the car. Please use the specified jack points that should be provided in your Owner's Manual. You may also use a lift if you have access to one.
4. First, we must remove the front bumper. There will be hardware in both wheel wells, under the hood, and under the car.

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5. Starting under the car, remove the (3) under car splash shields. These are held in with a combination of 8mm and 10mm head screws. **Note: The image below is an upgraded one-piece splash shield, but attachment points are very similar to OEM.**



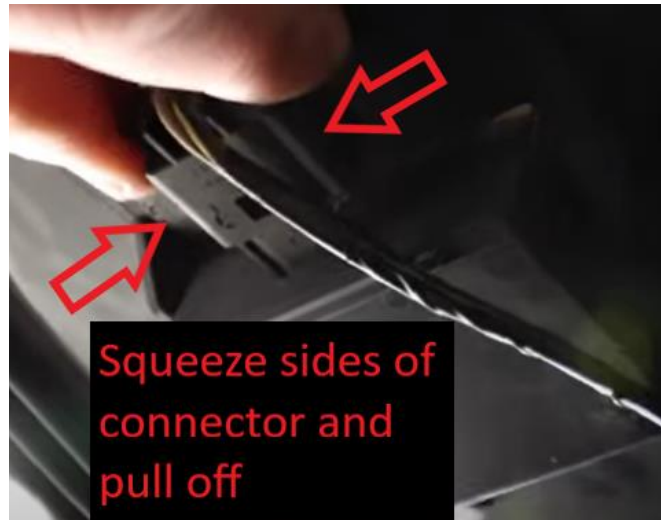
6. Next, remove both front wheels to gain access to the fender liners.



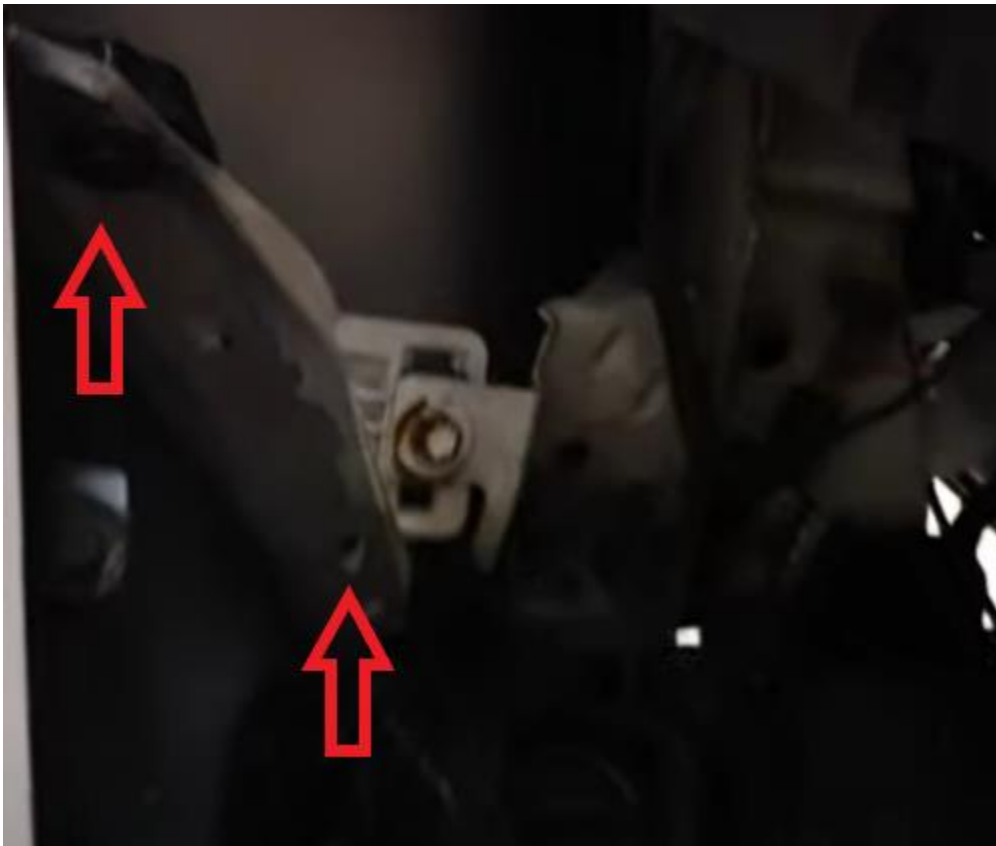
7. The front sections of both fender liners need removed next. There is a mixture of 8mm and 10mm screws holding these in. **Note: Be sure to disconnect the sensors on the front of the liners before fully removing them (Driver's side shown below).**

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8. With the fender liners removed, we need to remove the (2) 8mm head screws that fasten the bumper to the fenders. **Note: Drivers side is shown below.**



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9. With the front bumper off, we will go under the car and remove the front (2) 15mm head bolts of the aluminum engine shield.



10. We now need to preassemble our splitter rods. Use (1) M6 BHCS 25mm long, (1) M6 12mm OD washer, and (1) M6 Serrated nut per clevis. **Note: These should be left loose for now. They will be adjusted and tightened later.**



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11. The holes for our splitter rods need drilled into the crash bar. One (1/4") hole in either location shown below. **Note: The photos below are for reference. Hole locations should be symmetrically placed.**



12. With the holes drilled, use a 16mm long M6 BHCS with a washer to attach the clevis to the driver's side. Use the Hex head cap screw with washer to fasten the clevis on the passenger's side (shown above).
13. The splitter support assembly can now be installed. The provided M10 bolts will be installed where the OEM hardware was in **Step 5**. The M10 spacers should be installed between the car and the splitter element.



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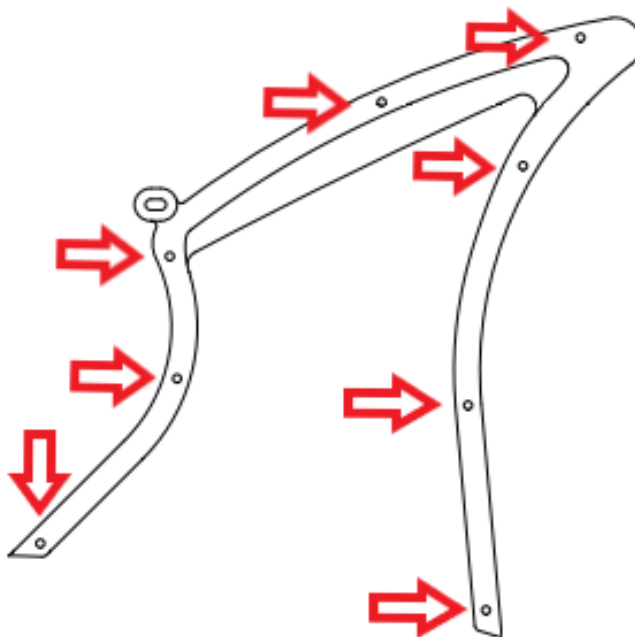


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14. The front of the support assembly is attached to the splitter rods using M6 BHCS 16mm long and M6 12mm OD washers. **Note: The image below shows the hole in the support assembly the hardware should pass through.**



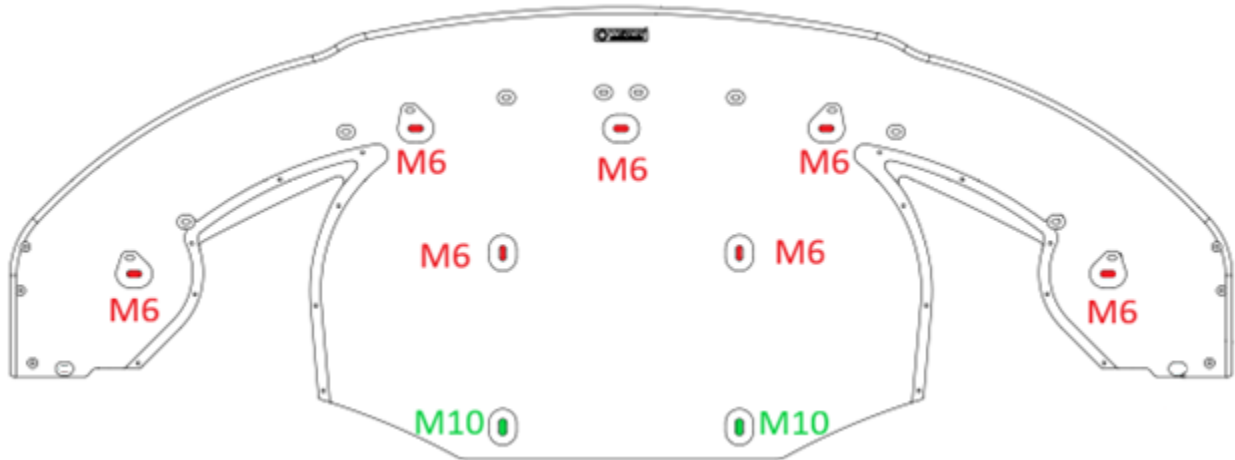
15. Next, the splitter element needs the diffuser tunnels installed. Use the M4 20mm long, M4 fender washers and M4 Nyloc nuts.



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16. These holes need drilled in the carbon, use the holes in the splitter as guides for drilling the carbon. A 3/16" drill bit was used.
17. Attach the splitter element using M6 BHCS 20mm long and 1/4"x1.5" fender washers.



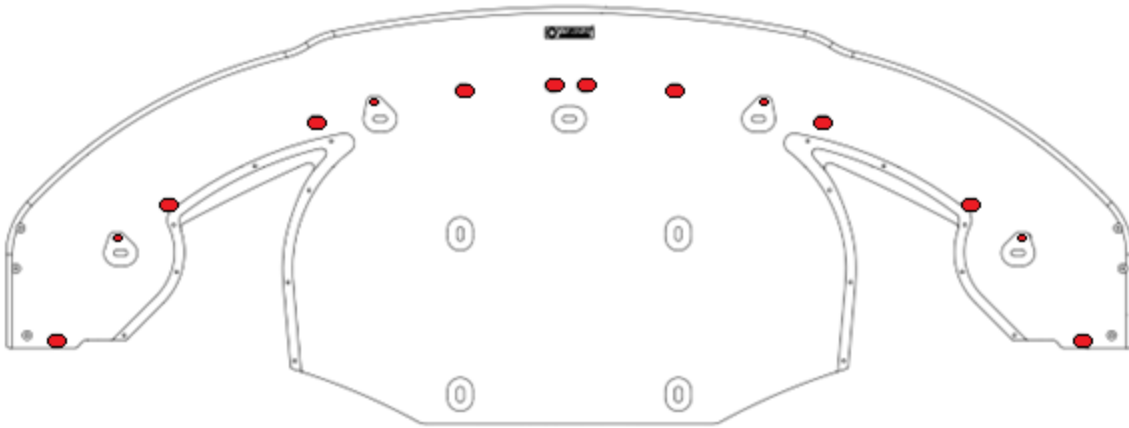
18. Adjust your splitter rod ends so that the splitter sits level side to side as well as front to back.



19. Once your splitter is leveled to your liking, loosely install the air dam using the M6 BHCS 16mm long, M6 18mm OD washers, and M6 Serrated nuts.

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20. Use the M4 12mm long, M4 fender washers, and M4 Nyloc nuts to attach the air dam halves to each other.
21. Installation of the air dam is difficult, but when done properly will look nice and contour to the bumper well.
22. Install the rubber trim along the top edge of the air dam so it does not damage the bumper.
23. The bottom edge of the bumper now needs trimmed to allow clearance for the splitter rods. The final cut for our bumper is shown below.



24. Once the bumper is trimmed, make sure all of your clevis and support rod connections are tight. Then, reinstall the front bumper. **Note: We were able to reinstall the front bumper with the splitter and air dam still installed.**

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25. Finally, with the air dam flush against the front of the bumper, tighten the air dam bolts.  
**Note: We find that using an impact and 4mm allen socket is the most effective way to do this.**
26. Congratulations! You have just completed installation of the Verus Engineering Front Splitter and Air Dam on your E92 BMW M3!
27. Please contact Verus Engineering with any questions, comments, concerns, and feedback via [support@verus-engineering.com](mailto:support@verus-engineering.com).



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