

VERUS ENGINEERING

Porsche 981 GT4 Front Splitter

Install Manual



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Document Revisions

Rev	Date	Author	Description
01	2019/05/28	E.Hazen	Initial release of install manual
02	2025/08/01	M. Deckard	Addition of Support Rods

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1. Introduction

1.1. Overview: Detailed instructions on installing the front splitter, air dam, and splitter diffusers on the 981 GT4.

1.2. Difficulty: Moderate

1.3. Time Required: 2-4 hours

1.4. Tools Needed:

- 1.4.1. Jack and Jack Stands
- 1.4.2. Screwdriver
- 1.4.3. Flat head screwdriver
- 1.4.4. Assorted allen wrenches
- 1.4.5. Assorted Torx Sockets
- 1.4.6. Drill
- 1.4.7. Drill Bit (3/16" or slightly smaller)
- 1.4.8. 7mm Socket
- 1.4.9. 13mm Socket
- 1.4.10. Plastic Pry Tool
- 1.4.11. Side Cuts

1.5. Splitter Components

- 1.5.1. (1) Splitter Main Body
- 1.5.2. (2) Splitter Diffuser
- 1.5.3. (1) Splitter Air Dam Assembly
 - 1.5.3.1. (1) Splitter Front Air Dam
 - 1.5.3.2. (2) Splitter Spill Plates
- 1.5.4. Bracket Assembly
 - 1.5.4.1. (4) Spill Plate Brackets
 - 1.5.4.2. (6) Splitter Brackets
- 1.5.5. (2) Splitter Support Rod Assembly, 265mm-290mm
- 1.5.6. Hardware Bag
 - 1.5.6.1. (20) M6 x 18mm OD Washer, Stainless
 - 1.5.6.2. (20) M4 x 12mm OD Washer, Stainless
 - 1.5.6.3. (5) M6x1.0 x 8mm Long BHCS (Button Head Cap Screw), Stainless
 - 1.5.6.4. (28) M6x1.0 x 20mm Long BHCS, Stainless
 - 1.5.6.5. (18) M4x0.7 x 16mm Long BHCS, Stainless
 - 1.5.6.6. (18) M4x0.7 Nyloc Flanged Nut, Stainless
 - 1.5.6.7. (10) M6 x 38mm OD Fender Washer, Stainless
 - 1.5.6.8. (5) M8x1.25 Serrated Nut, Stainless
 - 1.5.6.9. (4) M6 Threaded Clevis
 - 1.5.6.10. (2) Through-Hole Clevis
 - 1.5.6.11. (6) ¼-28 Threaded Splitter Rod Extension

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- 1.5.6.12.** (1) M6x1.0 Rivet Nut Install Tool
- 1.5.6.13.** (2) M6x1.0 Rivet Nut, Heavy Duty Steel
- 1.5.6.14.** (4) M6x1.0 x 25mm Long BHCS, Stainless
- 1.5.6.15.** (15) M6 x 12mm OD Washer, Stainless
- 1.5.6.16.** (4) M6x1.0 Flanged Serrated Nut, Stainless
- 1.5.6.17.** (2) M6x1.0 x 12mm Long BHCS, Stainless
- 1.5.6.18.** (2) M6x1.0 x 16mm Long LPSHCS (Low Profile), Stainless



2. Front Splitter Disassembly

- 2.1.** Verus Engineering is not responsible for damage to you or your vehicle by following this manual and/or installing Verus Engineering products.
- 2.2.** We begin by jacking the car up. You will want to chock the rear wheels and use the e-brake. A lift is also acceptable.
- 2.3.** Place a jack stand on either side of the car, you can use the frame rails or the pinch welds.
- 2.4.** We need to remove the front air dam and spill plates from the vehicle.
- 2.5.** Remove the air dam first by removing any bolts and plastic push rivets that hold the air dam in place.

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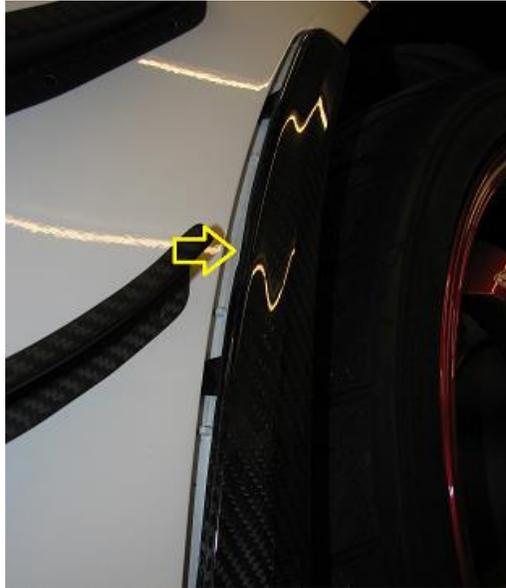


- 2.6. This will allow you to remove the air dam from the vehicle. Pull at the sides first and then pull forward. A second set of hands helps.



- 2.7. To remove the spill plates, we found using a plastic pry tool easiest near the yellow arrow in the picture below. The unit we removed was double side taped on, so work slowly and ensure you take care with any painted surfaces.

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2.8. Remove the center plastic duct work shown below by removing torx bolts circled in yellow.



2.9. Remove the OEM diffuser plastic pieces by removing the Torx bolts shown below. Inside the fender, there are a few more bolts we need to remove as well.

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- 2.10.** Remove a few bolts in the fender as well and then these pieces will be free to be removed from the vehicle.



- 2.11.** Looking from the front rearward, we need to trim a small piece off this plastic piece to fit the diffusers.

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- 2.12. With a tape measure or calipers, we want to mark 10mm as shown below. Hint: 10mm is slightly larger than 3/8".



- 2.13. Using side cuts, remove this small portion of plastic as shown below.



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- 2.14.** Below is what the modified piece of plastic looks like to clear the diffuser.



3. Front Splitter Bracket Install

- 3.1.** Starting at the wheel well, remove the two bolts circled below.



- 3.2.** Using the OE hardware, install the brackets as shown below. The larger bracket goes on the bottom; while the top is the smaller bracket.

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- 3.3.** Install outside bracket as shown below using the OE hardware to the car. ***Note, there is a left-hand and right-hand side of these brackets.***



- 3.4.** Moving towards the inside of the fender, install the inner bracket as shown below utilizing OE hardware. ***Note, there is a left-hand and right-hand side of these brackets.***

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3.5. The final bracket to be installed is the main front splitter bracket.



3.6. Center the bracket on the slots vertically and use the supplied M8 serrated nuts to tighten the bracket. **Note, there is a left hand and right hand bracket.**

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4. Front Bumper Removal

- 4.1. The front bumper needs to be removed so that we can mount the adjustable support rods.
- 4.2. Begin by accessing the front storage compartment and prying up on the front most trim panel to remove it.



- 4.3. On either side remove the clip between the bumper and fender. Pull the tab on the clip towards the front storage area/towards the center of the car.



- 4.4. Under this removed trim panel, there will also be (6) Torx screws that need removed.

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- 4.5. Move to the sides of the car and remove the side markers. This is done by pulling up the front of the light assembly and sliding it forward. Disconnect the side marker and set them aside.

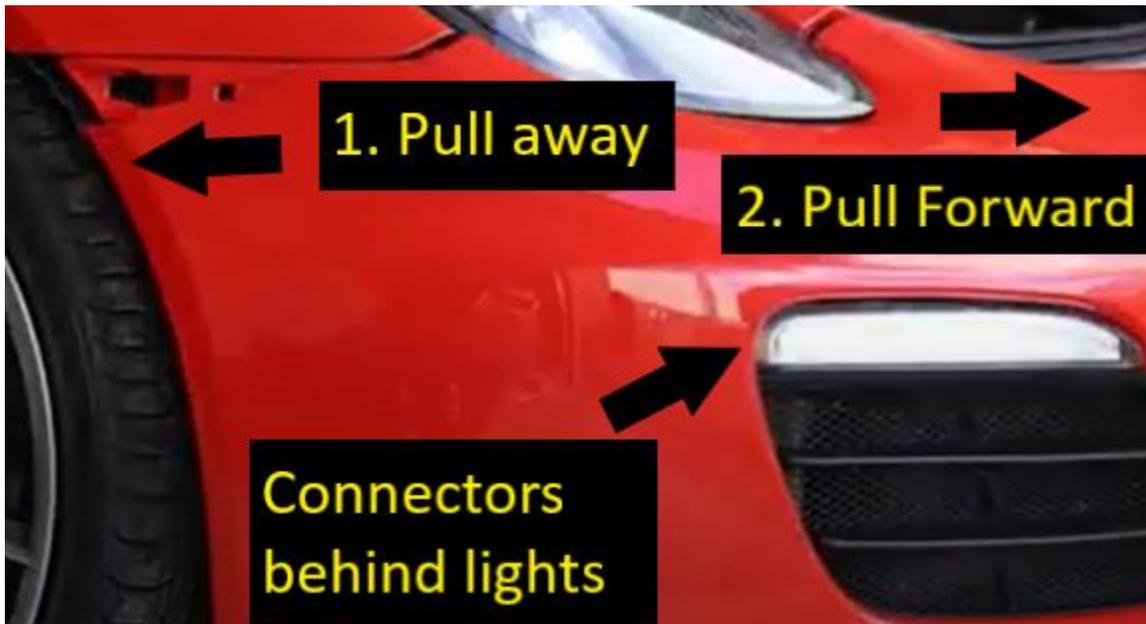


- 4.6. Behind the removed side marker, there will be a Torx screw connecting the bumper to the fender. Remove this on both sides.

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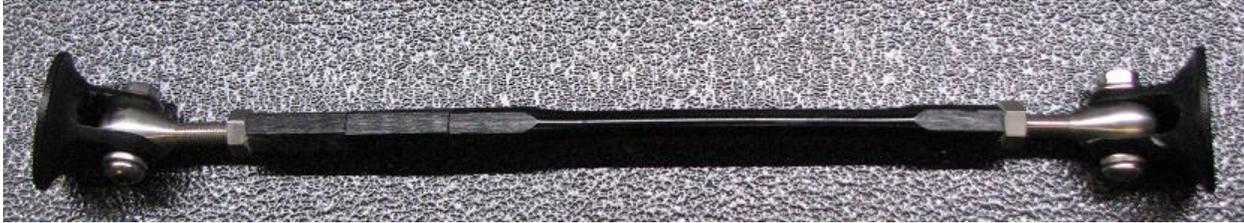
- 4.7. At this point, the front bumper is free to be removed. Pull where the side markers mount out and away from the car, then pull the bumper towards you/away from the car. **Note:** There will be electrical connectors for the fog lights/DRL assemblies that will need disconnected.



5. Support Rod mounting

- 5.1. With the front bumper removed, loosely assemble your support rods and clevis mounts.

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- 5.2. Adjust the rods so that they are neutral (halfway between fully shortened and fully extended).
- 5.3. Using the clevis mounts for reference, center them on the underside of the crash beam and mark their position.



- 5.4. Continue holding these in position and mark where they can be mounted to the support brackets mounted in **Step 3.6**.

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- 5.5. Repeat marking these locations on the remaining side.
- 5.6. At this point in the install, you can decide to install the clevis with rivet nuts into the crash beam OR through holes and bolt/washer from the top to the clevis. Either route works.
- 5.7. Drill mounting holes in the crash beam on both sides (left and right). If you want to through-bolt it, use a 1/4" drill bit. If you want to install a rivet nut, use a 3/8" drill bit.
- 5.8. If you decide to use the through-bolt method, the crash beam will need temporarily removed to pass through and tighten the M6 for the upper clevis mount. This is done by removing the bolts to the frame rails (4 per side).
- 5.9. Alternatively, install the rivet nut by using the provided install tool. Use a 9/16" wrench to hold the nut still and tighten the bolt until the rivet nut crushes on the crash beam.
- 5.10. Use (2) M6 BHCS and fender washers to mount the splitter tie rod and clevis mounts.

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- 5.11.** Adjust the length of the splitter tie rods to achieve desired support and splitter height. We shorten the rods just until they begin to put tension on the brackets then tighten down the lock nuts. **Note: The splitter is shown in the image below for reference only. Your splitter will be assembled in the following section.**



- 5.12.** Reinstall the front bumper at this time.

6. Front Splitter Assembly

- 6.1.** The front splitter needs assembly as the diffusers need to be bolted to the front splitter before the splitter can be installed.

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- 6.2. For this step, it helps to have a piece of wood underneath the splitter so that as we drill through the carbon diffuser, we have something soft to go into. It is capable to do this step without wood though.



- 6.3. With the splitter, top side up, we can “install” the diffuser into the channel that the diffuser sits into. The diffuser should sit nicely into the channel.

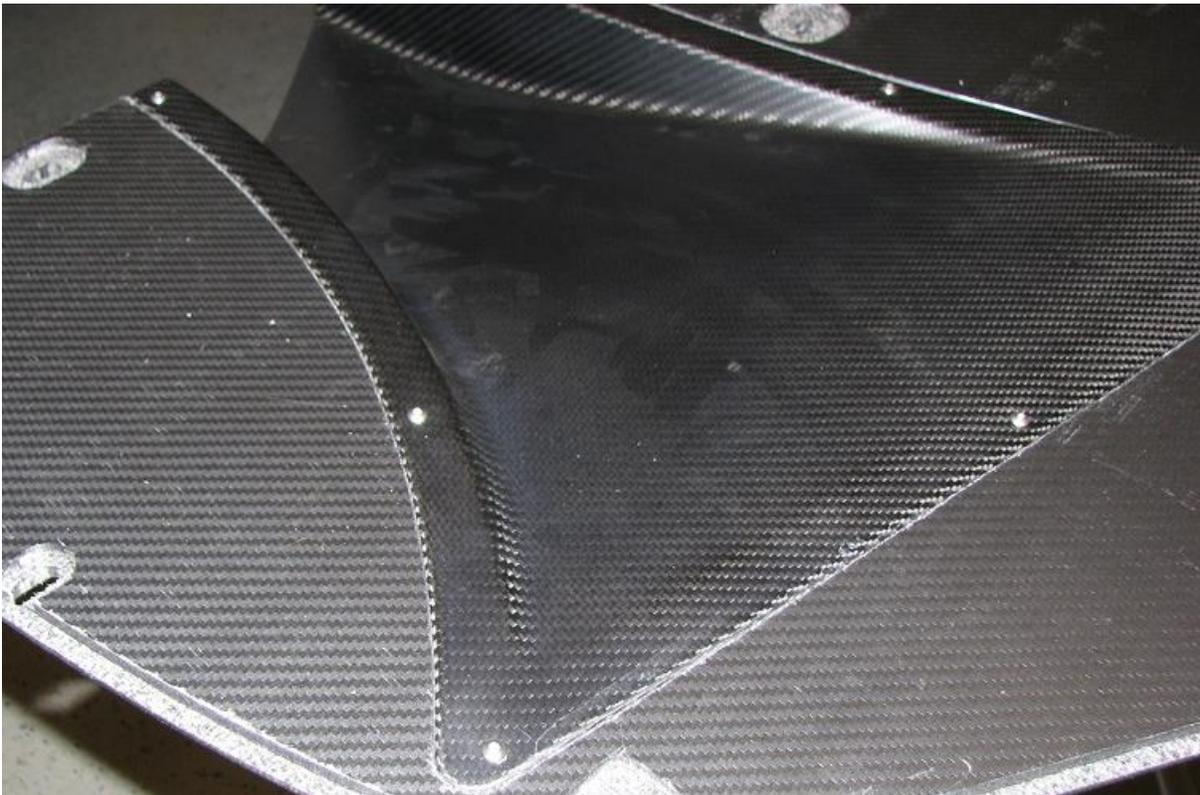


- 6.4. Using the holes in the splitter, we can drill the holes in the carbon diffuser. Use a 3/16 drill bit.

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- 6.5.** Utilizing the M4x0.7 BHCS, a washer and nyloc nut, install the carbon diffuser onto the splitter. We recommend starting on the front middle of the diffuser and working your way rearward on both sides of the diffuser. Snug is great as the nuts are nylocs and will not back off.



- 6.6.** The front splitter is now assembled and ready to be installed on the GT4. We will now move onto step 7 which is final splitter assembly on car.

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**7. Front Splitter Install**

7.1. We will start by installing the front air dam. This is a good (2) person job. We found starting on one side and laying it across the front to the other side the best.

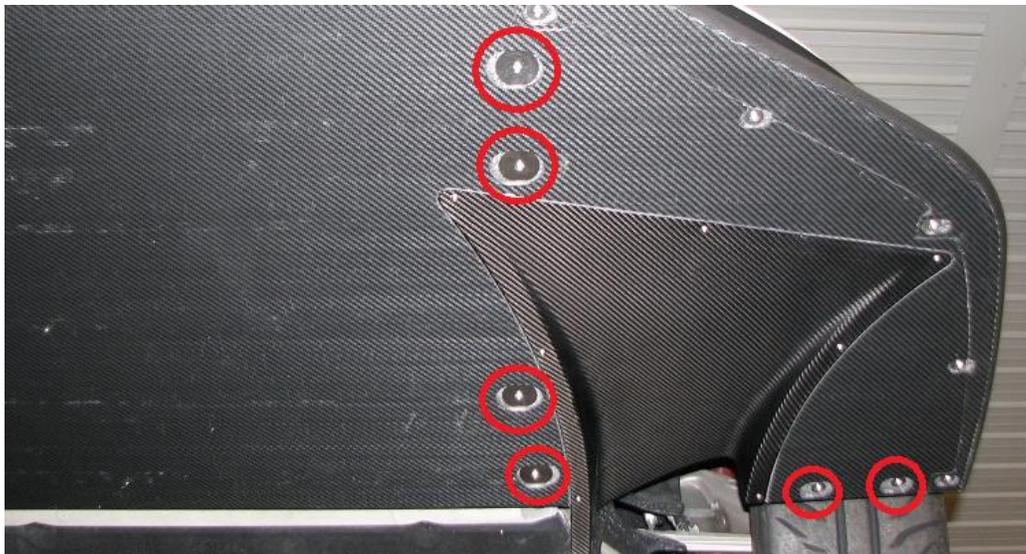


7.2. To install the spill plates, simply push the tabs into the bumper slots. Then using the M6x1.0, 8mm long BHCS to screw the spill plate to the bracket. We personally do not use washers here to keep the bolt head as low as possible. A dab of thread lock ensures they do not back off.

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7.3. Using the M6x1.0 x 20mm Long BHCS, 38mm OD and 18mm OD washers, we can install the splitter to the various brackets we installed in step 3.



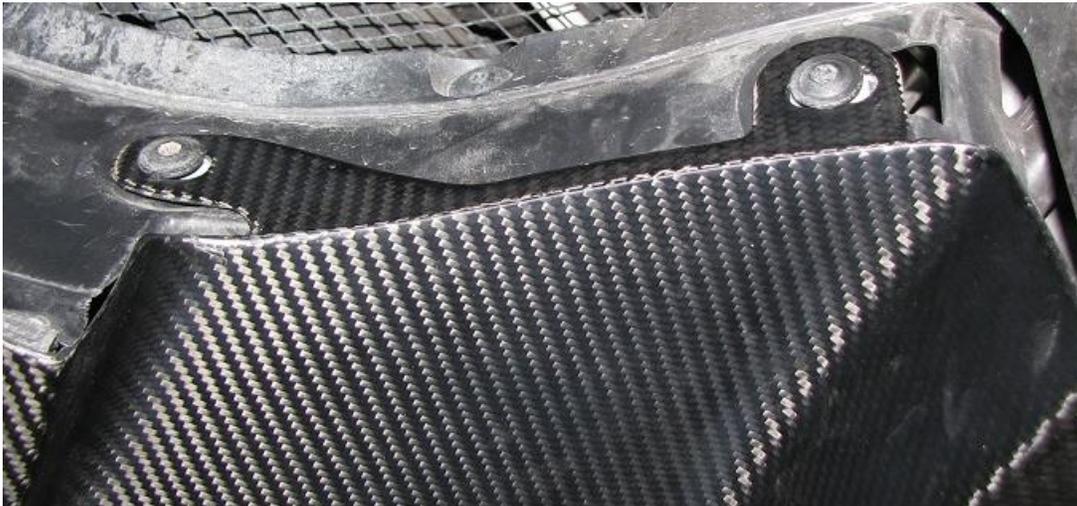
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7.4. The diffusers bolt to the OE locations in the fenders using OE bolts as shown below.



7.5. With the diffuser fully bolted to the fender liner; the diffuser should look like below. At this point the splitter is fully installed onto the car and we can move onto installing the front most lip.



7.6. Congratulations on installing the Verus Engineering Porsche GT4 carbon front splitter kit.

7.7. Please contact Verus Engineering with any questions, comments, concerns, and feedback via sales@verus-engineering.com.

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