

VERUS ENGINEERING

Front Splitter & Air Dam Kit - G82 BMW M4

Install Manual



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Document Revisions

Rev	Date	Author	Description
01	2025/07/25	M. Deckard	Initial release of install manual
02	2025/12/30		Added 3D printed supports, adjusted hardware

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Introduction

Overview: Detailed instructions on installing the Verus Engineering Front Splitter and Air Dam on the G82 BMW M4.

Difficulty: Moderate

Time Required: 3-3.5 hours

Tools Recommended:

- 8mm socket
- 10mm socket
- 17mm socket
- 4mm Allen key or socket
- 2.5mm Allen key or socket
- T45 Torx socket or key
- T30 Torx socket or key
- T25 Torx socket or key
- Ratchet or impact
- 10mm wrench
- 7mm wrench
- Needle nose pliers
- Phillips screwdriver
- Trim tool/Clip remover
- 9/64" drill bit (optional)
- 7/32" drill bit
- 1/4" drill bit
- Drill
- Reciprocating saw or Dremel
- Scissors
- Sharpie or paint pen



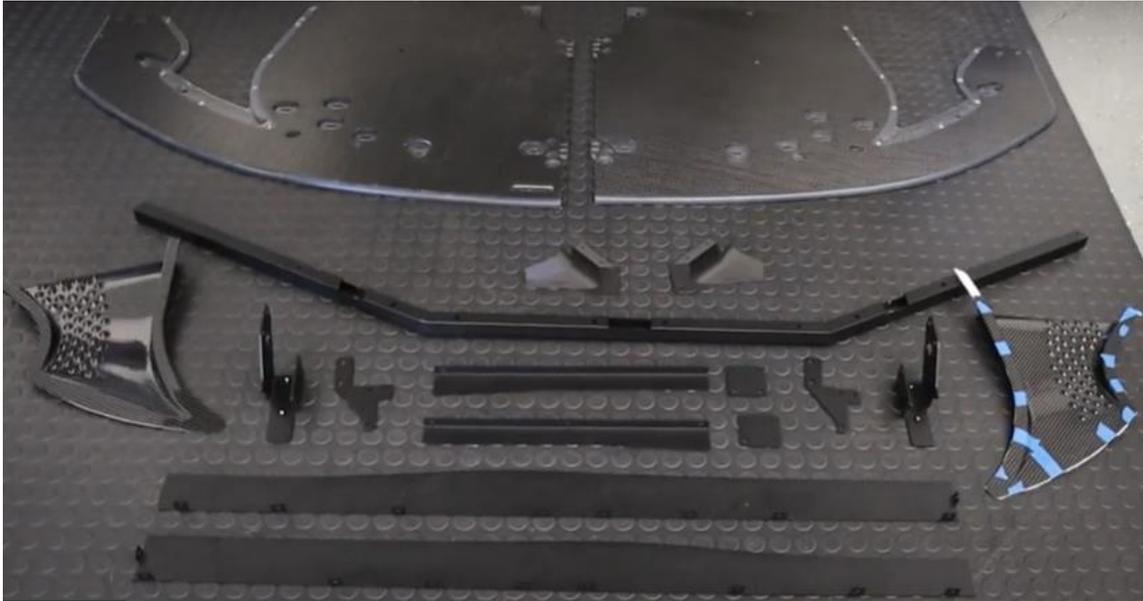
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Splitter Kit Components

- (1) Front Splitter Left Half
- (1) Front Splitter Right Half
- (1) Left Air Dam
- (1) Right Air Dam
- (1) Left Diffuser Tunnel
- (1) Right Diffuser Tunnel
- (1) Left 3D printed Diffuser Tunnel Add-on
- (1) Right 3D printed Diffuser Tunnel Add-on
- (1) Left Chassis Mount Bracket
- (1) Right Chassis Mount Bracket
- (2) Chassis Mount Bracket Plate
- (2) Splitter Reinforcement Plate
- (1) Splitter Support Bar
- (2) 3D printed spacer
- (1) Template Sheet
- (1) Hardware bag
 - (4) M6x1.0 55mm long, Socket Head Cap Screw (SHCS), Stainless Steel (SS)
 - (10) M6x1.0 40mm long, Button Head Cap Screw (BHCS), SS
 - (2) M6x1.0 45mm long, (SHCS), SS
 - (36) M6x1.0 20mm long, BHCS, SS
 - (2) M6x1.0 20mm long, SHCS, SS
 - (16) M6x1.0 Serrated Nut, SS
 - (34) M6x1.0 Nyloc Flange Nut, SS
 - (24) M6 Large Washer, SS
 - (16) M6 12mm OD, Washer, SS
 - (16) 0.25 x 1.5 Fender Washer, SS
 - (2) M5x0.8 12mm long, BHCS, SS
 - (2) M5x0.8 Serrated Nut, SS
 - (2) M5 Washer, SS
 - (18) M4x0.7 20mm long, BHCS, SS
 - (2) M4x0.7 6mm long, BHCS, SS
 - (18) M4x0.7 Nyloc Nut, SS
 - (18) M4 12mm OD, Washer, SS
 - (2) No. 12 2in. long, Pan Head Cap Screw (PHCS)
 - (2) M6 Spacer, 15mm long, Nylon
 - (2) M6 Spacer, 10mm long, Nylon
 - (33) Edge Seal, 1.6mm Wide, 9.5mm Bulb
 - (90) Edge Seal, 1.6mm Wide, 6mm High

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Front Splitter Install

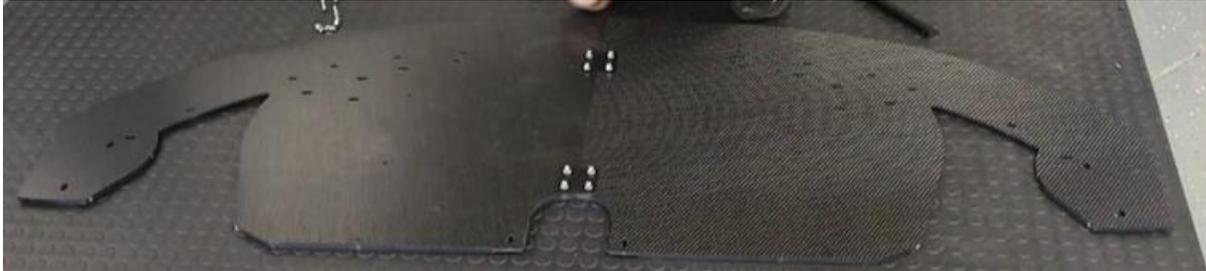
1. Verus Engineering is not responsible for damage to you or your vehicle by following this manual and/or installing Verus Engineering products. Please seek professional service/guidance if you are uncomfortable/incapable of installing this in a safe manner. Contact us at support@verus-engineering.com if you have any questions/concerns.
2. We first need to safely raise and support the vehicle using a jack and jackstands or a lift if one is available.
3. We start by assembling the splitter at this time. Overlap the “zipper fit” of the splitter halves and tap them together with a rubber mallet or dead blow.



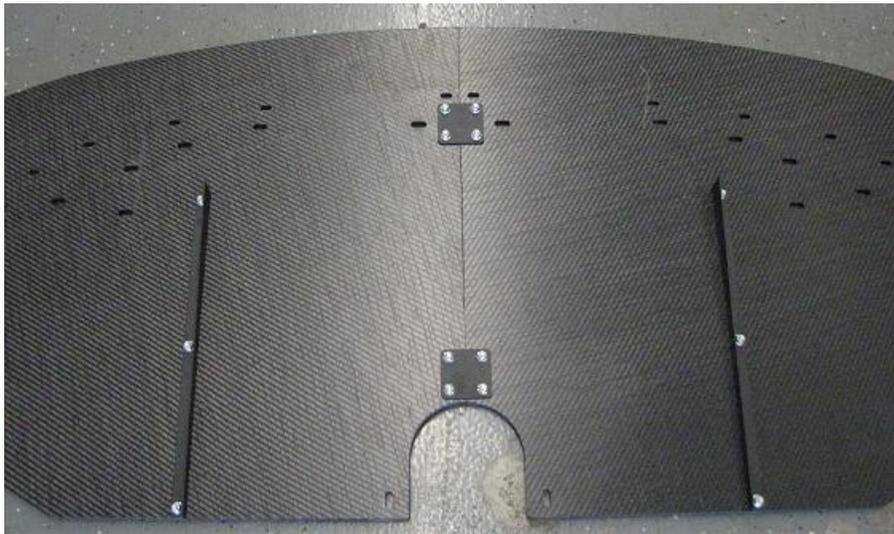
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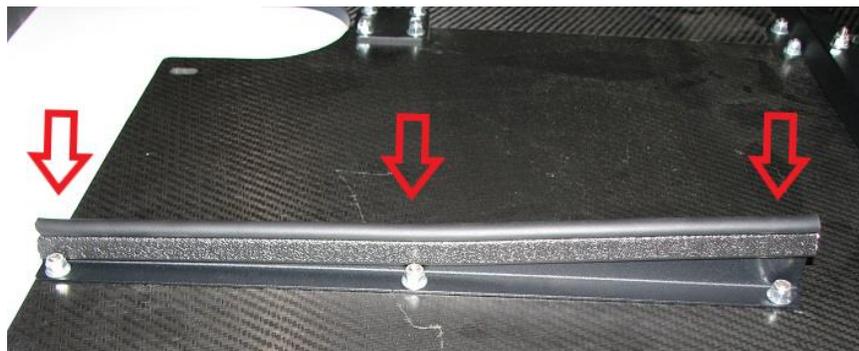
4. Connect the halves together using the (2) Square Reinforcement Plates, M6 20mm long BHCS, 18mm OD washers, and M6 Nyloc nuts. The plates go on the top side (non-counter bored side) with the bolts and washers going on the bottom side inside the counter bores.



5. Now, install the oil cooler air guides. The taller end of these should face forward and the flange side should face outward as shown below.



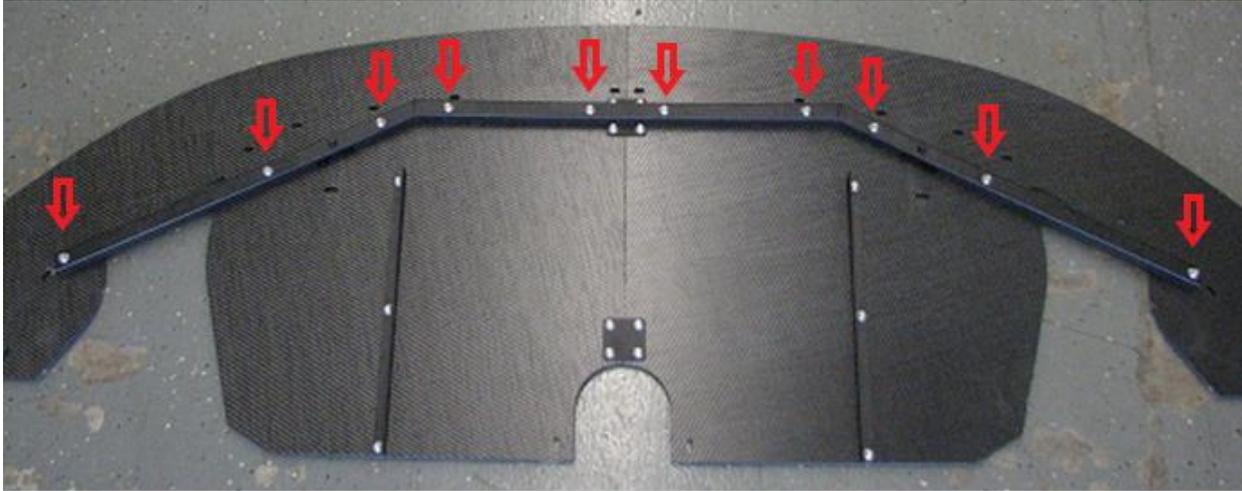
6. Trim the provided 9.5mm bulb edge seal and apply it along the top edge of the oil cooler air guides.



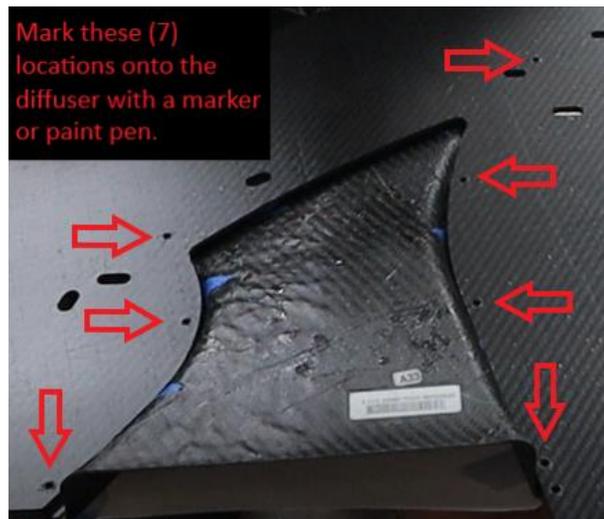
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- The support bar can now be installed using 45mm long M6 BHCS, fender washers, and M6 Nyloc nuts. **Note: The support bar needs to be as centered as possible because placement of it is crucial for proper splitter alignment.**



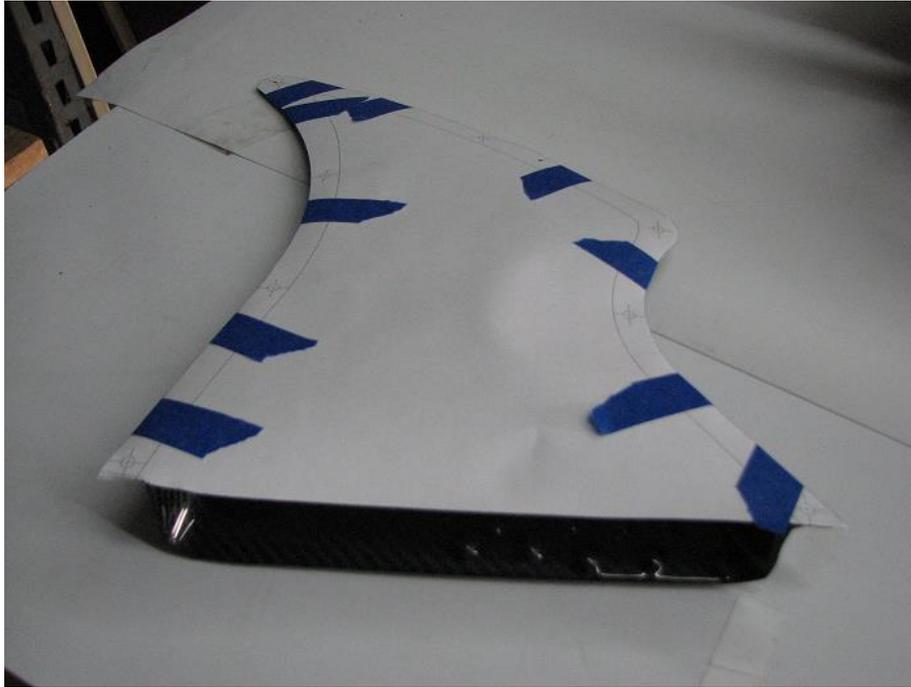
- The last preparation step is drilling the mounting locations in the diffuser tunnels. We will be using the splitter as our template for all but one mounting hole.
- Lay one diffuser tunnel in the mounting groove. Use a marker or something similar to mark the (7) through hole mounting locations.



- For the final drilling location, cut out your templates and attach them to the diffuser tunnels as shown below.

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11. We will only need to use the template for the drilling location shown below. All other locations will be drilled using the locations we marked using the diffuser.



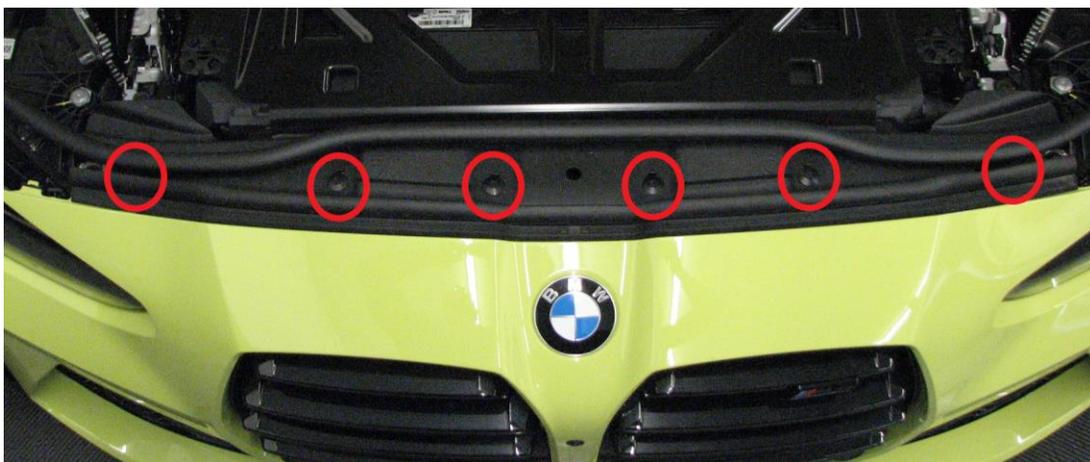
12. With the drilling locations marked, use your 7/32" drill bit to drill the holes in the diffuser tunnel. **Note: It is recommended to drill the mounting holes with a wood block or something similar underneath as shown below.**

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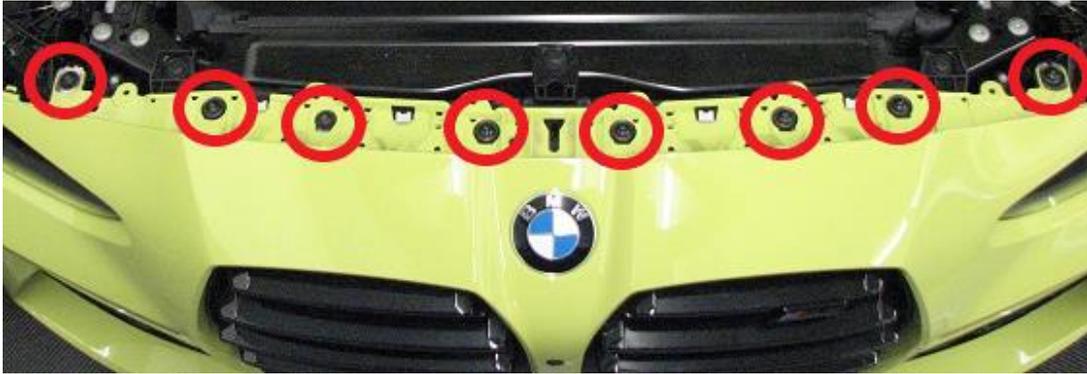
13. Repeat **Steps 9 – 12** on the remaining side.
14. Once the mounting holes are drilled, set the diffuser tunnels aside to be installed in a later step.
15. It is necessary to remove the front bumper for splitter installation. Under the hood, there will be (6) plastic clips holding on the weather seal at the front of the engine bay.



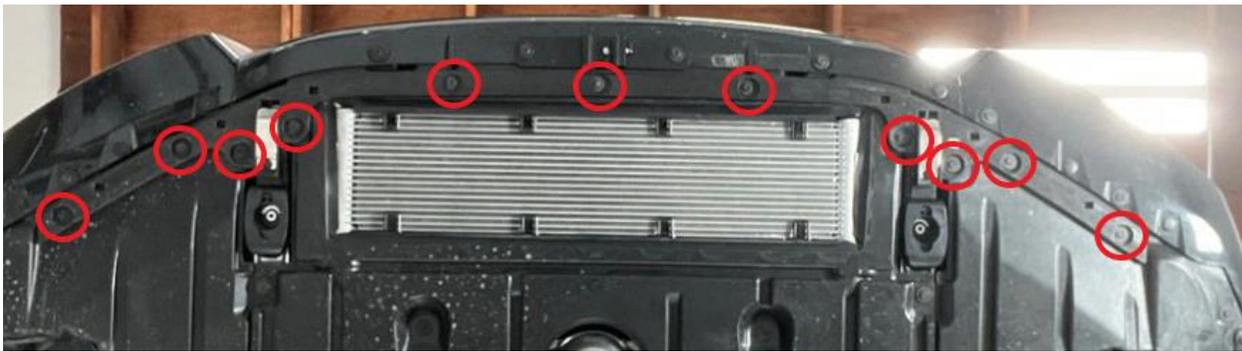
16. Next, remove the (8) T-30 bolts that hold the top of the bumper.

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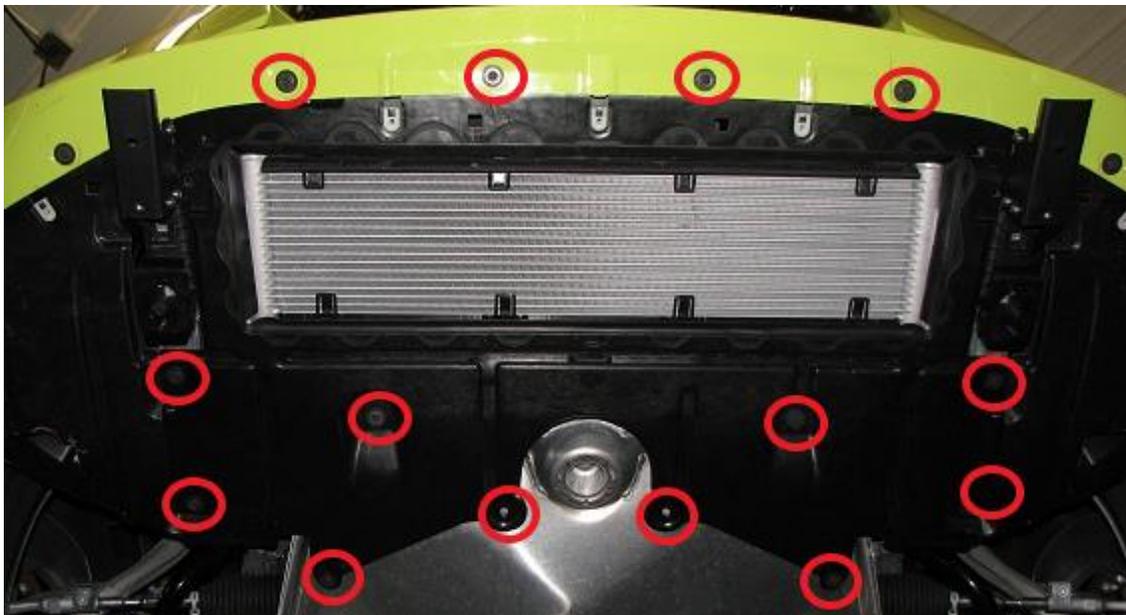
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17. Moving under the car, remove the (11) 10mm head screws holding on the factory air dam. This air dam will not be reused after the new splitter is installed.



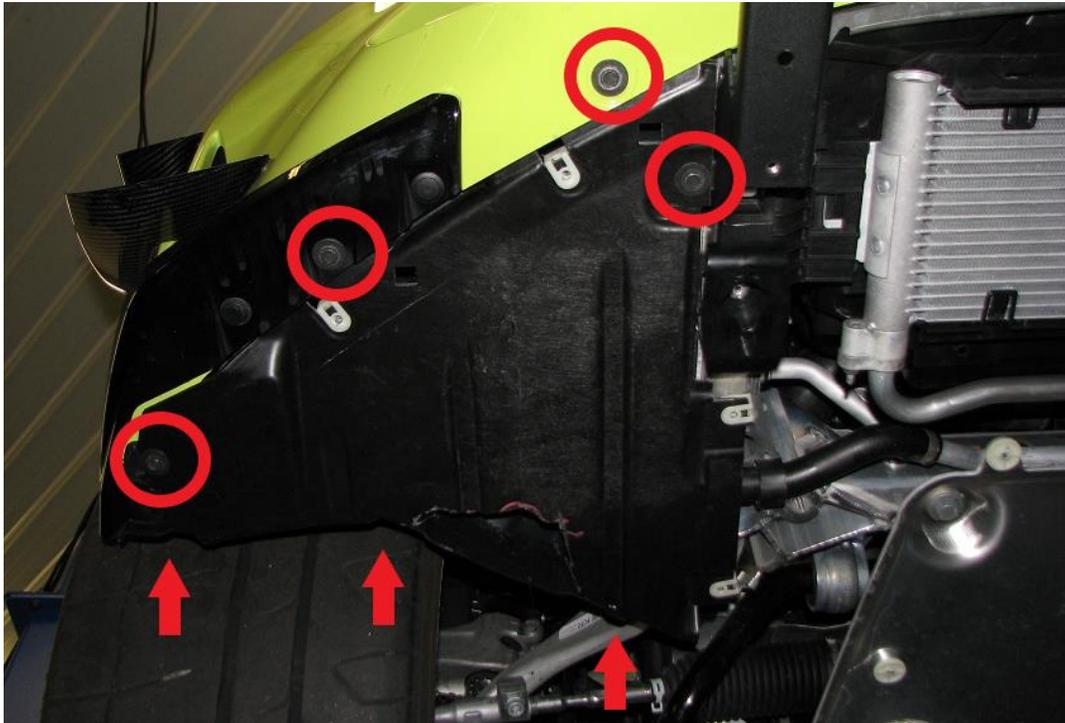
18. Remove the (14) 10mm head screws to remove the oil cooler shield circled in red below.



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19. Next, remove the (7) 10mm head screws for each of the outer splash shield.



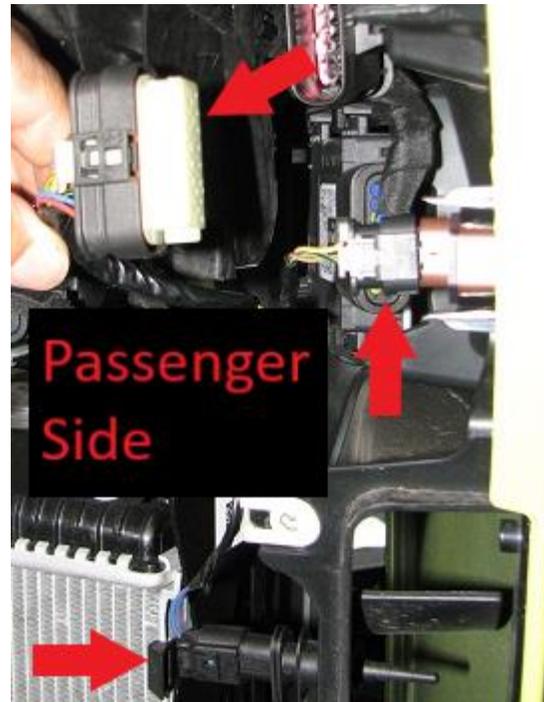
20. Removing the front half of the fender liners will give us better access to the remaining fasteners holding the bumper on. There are (10) 10mm head screws holding each fender liner in. **Note: The front wheels can be turned so that the fender liners may be removed. However, removing the front wheels will make it easier to remove fender liners if you feel it necessary.**



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21. Now, disconnect the electrical connectors on either side of the bumper.



22. On both sides, behind the fender liner, there will be (2) T-25 Torx head screws to remove by the headlights. **Note: These could be an 8mm head screw as well depending on vehicle year and model.**



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23. Disengage the (2) clips on the underside of the bumper that attach to the bar shown below.



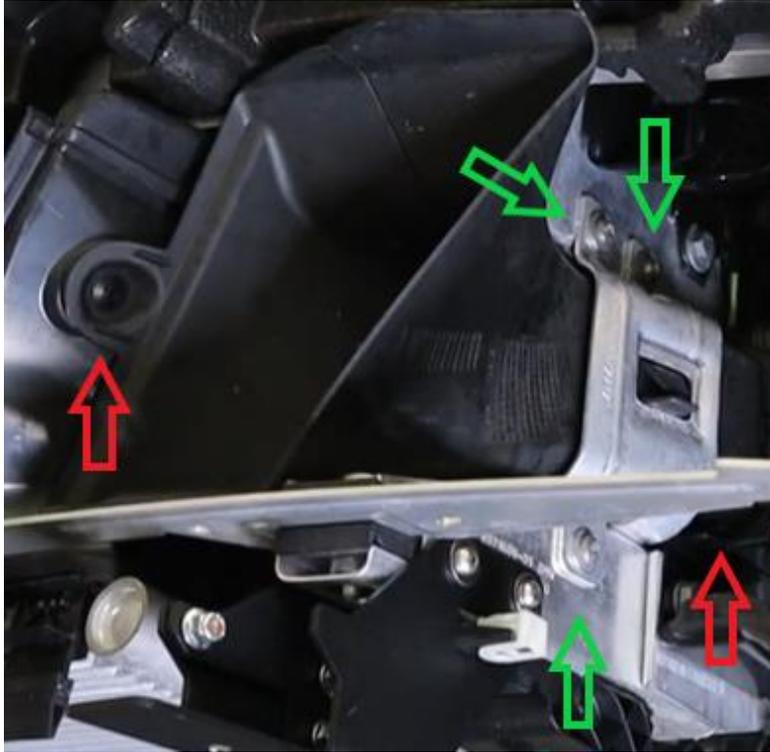
24. We can now move the cooler ducts up out of their receivers and pivot them out of the way.



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25. Remove the brake ducts by removing (2) plastic push clips (marked with red arrows) and (3) Torx fasteners (marked with green arrows).



26. Repeat **Steps 24 - 25** on the remaining side.
27. Once we have the brake ducts removed, move to the front lower support bar (Driver's side shown below). **Note: Drilled holes shown in the steps below will be explained in Step 31.**



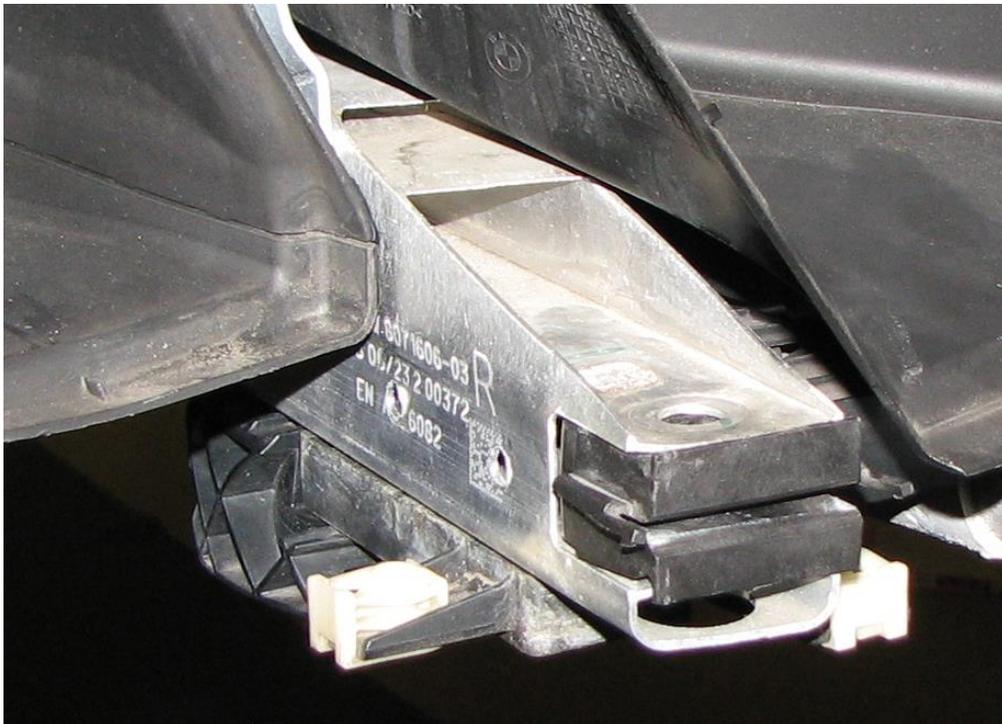
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28. Remove the (2) T-45 screws for the lower bumper support.



29. Pull forward and remove the lower bumper support.



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30. Pull out and remove the plastic insert from the support bar.



31. Using the supplied bracket as a template, drill (2) 1/4" holes. These holes will need to pass through BOTH sides of the support bar so drill as centered and as parallel to the support bar as possible. **Note: To ensure proper fitment, the bracket will need to be positioned as far up and back as possible when marking drill locations.**



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32. Using needle nose pliers, install the 3D printed spacer into the support bar with the “Top” side facing up. **Note: If there is some resistance when installing this spacer, you may need to use a flat screwdriver to knock the burs off of the drilled holes.**

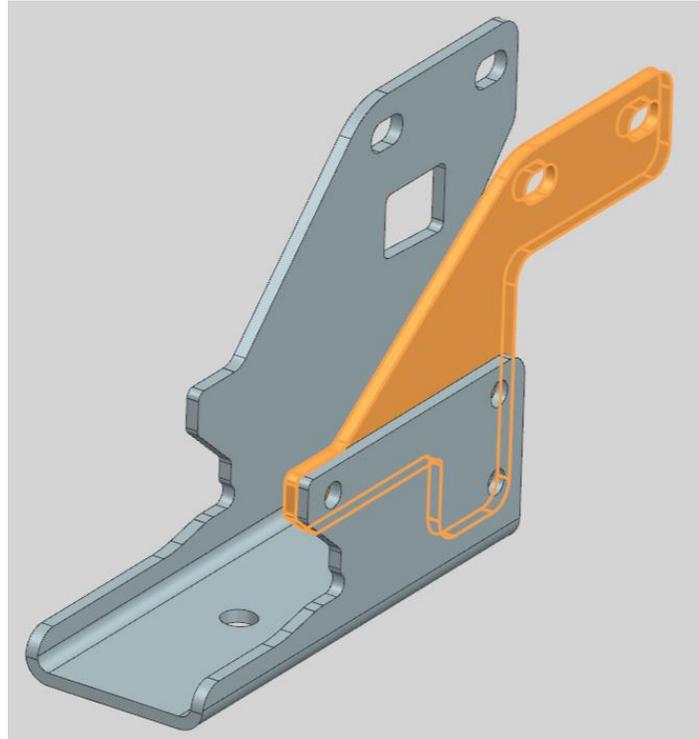


33. Make sure that your drilled holes line up with the installed spacer. If not, make adjustments at this time.
34. Pass the 55mm long M6 SHCS with an M6 washer through your drilled holes and place the bracket support plate on the other side so that it sandwiches the support bar. The bracket is highlighted on the CAD image.

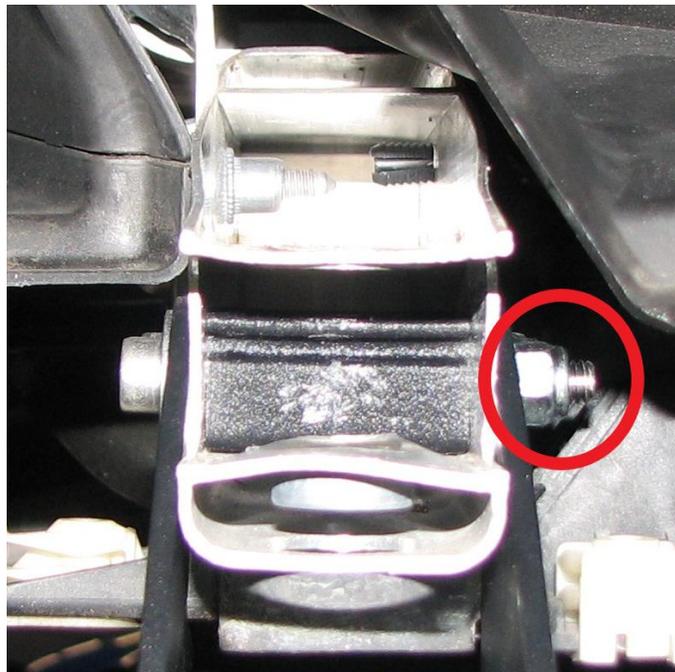


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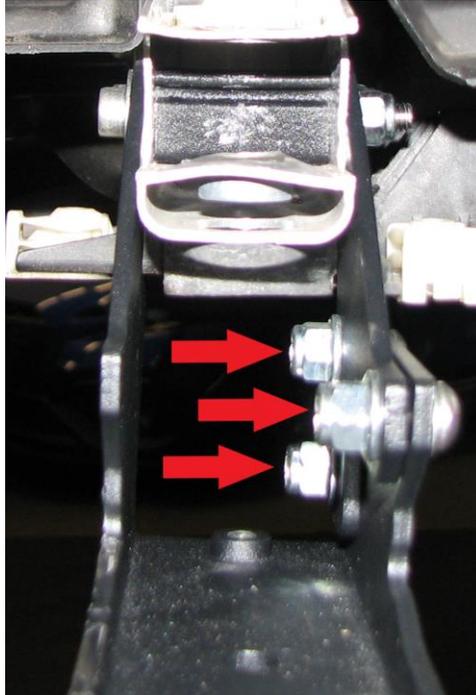
35. Loosely install the M6 Nyloc nuts on these 55mm long M6 SHCS.



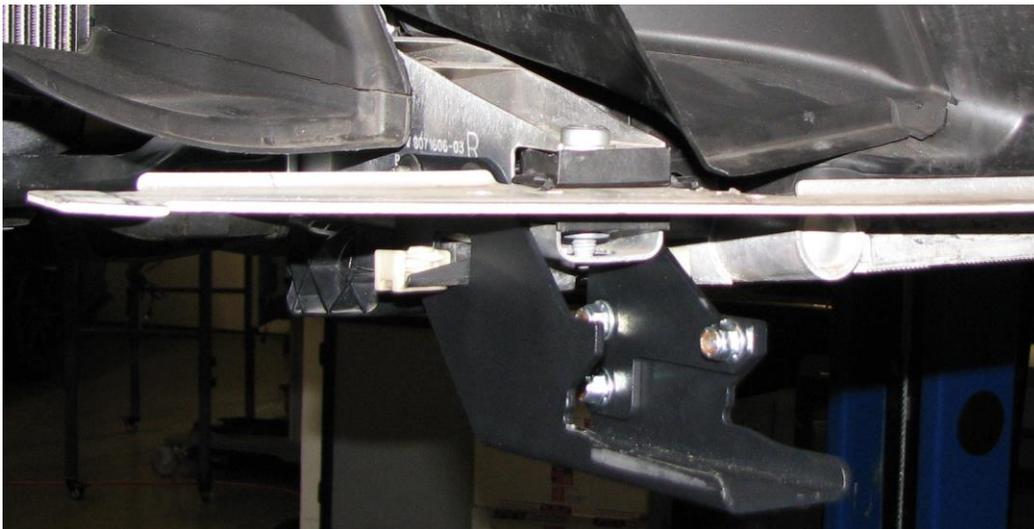
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36. Connect the bracket halves together using (3) M6 20mm long BHCS, (3) M6 washers, and (3) M6 Nyloc nuts.



37. Tighten down all bracket hardware to 6 ft lbs.
38. Repeat **Steps 30 – 37** on remaining side.
39. Reinstall the lower bumper support.



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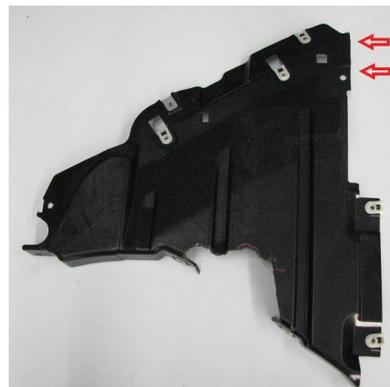
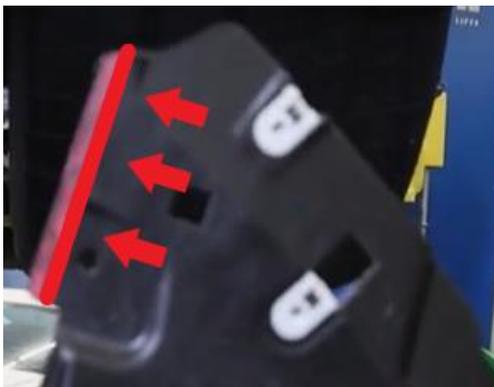
40. Reinstall brake ducts and cooler ducts at this time.



41. It is a good idea to test fit the splitter now. This gives you a chance to adjust the mounts in any way necessary for smooth installation. **Note: The splitter support assembly slides onto the brackets we mounted on the car during steps 30 – 37.**



42. Once desired fitment is achieved, reinstall the front bumper and fender liners.
43. We need to trim the outer splash shield that go on the bottom of the bumper so they can be reinstalled. The first small trim is so they fit against the brackets we just installed. **Note: The larger trimmed area on the bottom edge of the splash shield, shown below, will be explained in a later step.**



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44. Install the (2) trimmed side splash shields as well as the center oil cooler shield at this time. Three total shields will be re-installed; the two trimmed pieces are marked below with blue arrows and the location trimmed is marked in red.



45. Connect the air dam halves together with an M5 BHCS, washer, and an M5 Serrated nut.



46. Install the 6mm tall edge seal on the top edge of the air dam (as shown below). This edge seal will prevent damage to the bumper as you bend the air dam to achieve your desired fitment.
Note: We recommend installing the edge seal on each air dam separately as opposed to having one long section running the entire length of the air dam.

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47. Loosely install the center of the air dam to the splitter using (2) 20mm long M6 BHCS with 18mm washers and serrated nuts.



48. Loosely install the hardware until the bumper begins a hard bend. Then, begin shaping the air dam to the bumper's contour. Use your knee or thumbs to make the hard bends in the aluminum air dam. **Note: You may need to remove and install the air dam a few times to achieve desirable fitment.**

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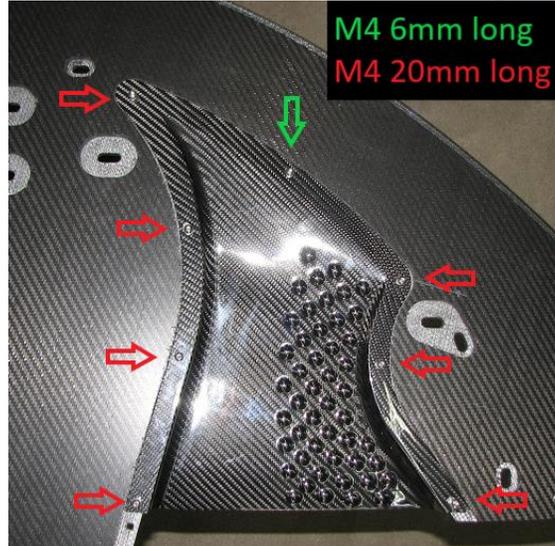
49. Once the desired air dam fitment is achieved, make sure the splitter assembly is pushed as far back as it can. Then, fully tighten down all of the air dam fasteners. We recommend an impact for this step.



50. Remove the splitter and grab the diffuser tunnels that we drilled mounting holes in earlier.
51. Mount the diffuser tunnels using (1) M4 6mm long BHCS, and (7) M4 20mm long BHCS. The 20mm long BHCS receive an M4 12mm OD washer and M4 nyloc nut on the topside. **Note: These fasteners are to be tightened at this time, be sure air dam fitment is finalized before completing this step.**

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52. Before installing the splitter for the final time, we need to trim the splash shields on either side of the car to allow room for the diffuser tunnels and 3D printed extensions to pass through.
53. Loosely install the splitter as you did in **Step 35**, and roughly mark out where the diffuser tunnels and 3d printed extensions make contact with the splash shields.
54. Cut out the marked area with the splash shields off of the car. **Note: The splash shields should retain the mounting holes to the fender liners. Cut out the section between the (2) innermost mounting holes.**

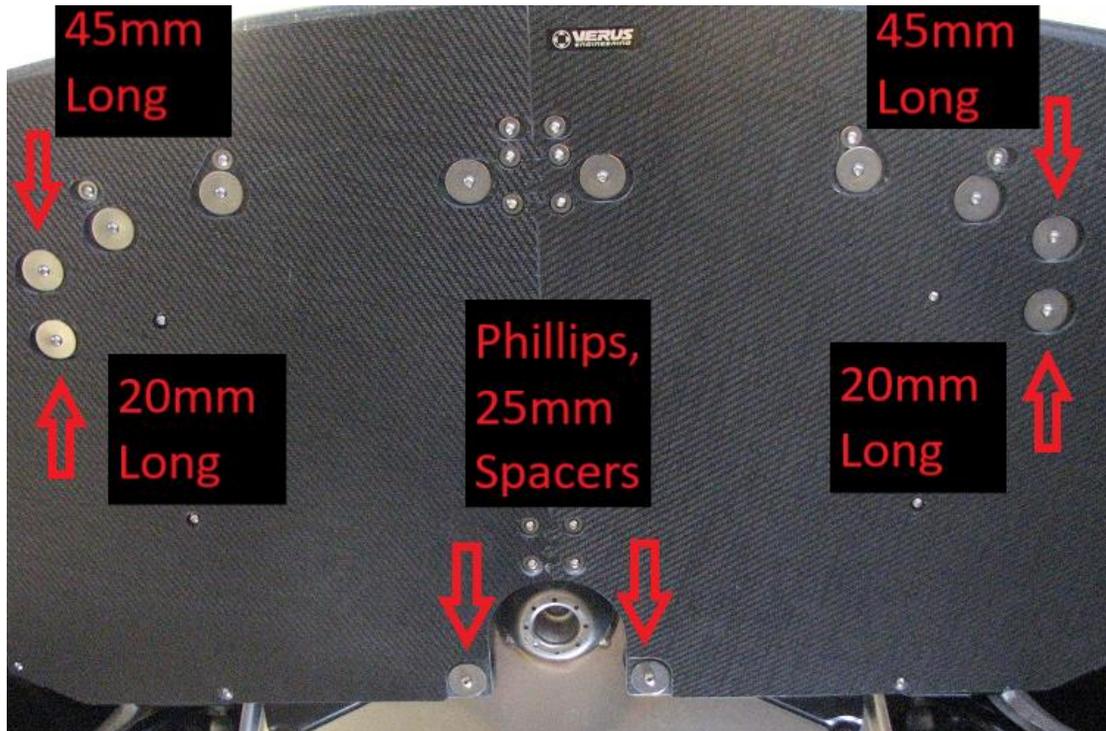


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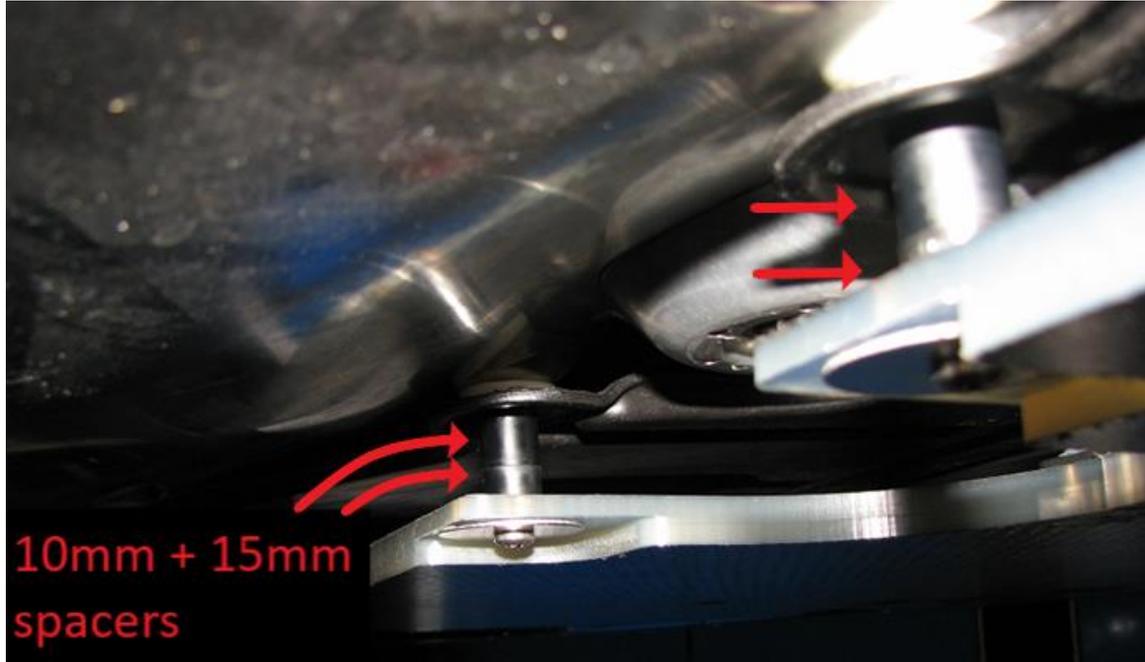


55. Once you have the splash shields trimmed and diffusers fully installed, we can install the front splitter for the final time. Use (2) 20mm long SHCS, (2) 45mm long SHCS, and (2) Course thread PHCS. All hardware receives fender washers. The PHCS, which are the rear-most bolts, receive 25mm worth of spacers on the top side of each. **Note: Refer to the images below for hardware and spacer placement.**

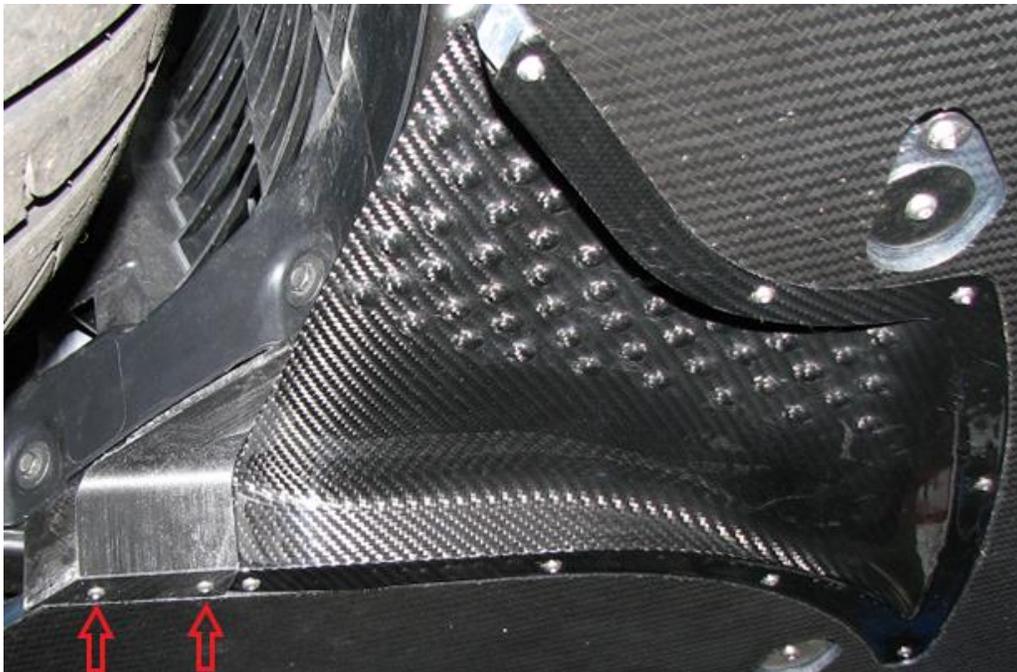


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56. Mount the 3D printed add-ons using (2) M4 BHCS, (2) M4 12mm OD washers, and (2) M4 nyloc nuts.



57. Repeat **Step 50** for the remaining side.

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58. The car can now be lowered back on the ground. **Note: Reinstall front wheels and torque the lugs to factory specification if you removed them during Step 16.**
59. Congratulations! You have just completed installation of the Verus Engineering Front Splitter and Air Dam on your G82 BMW M4!
60. Please contact Verus Engineering with any questions, comments, concerns, and feedback via support@verus-engineering.com.



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