

VERUS

ENGINEERING

Front Splitter Kit – 991Porsche GT3

Install Manual



Author: Tom Lang
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Approvals: C. Warner

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CONTENTS

1. Introduction	<3>
1.1. Overview	<3>
1.2. Difficulty	<3>
1.3. Time Required	<3>
1.4. Tools Needed	<3>
1.5. Front Splitter Components	<3-4>
2. Front Splitter Install	<4-30>

Front Splitter Kit 991.1 GT3 – Install Manual

1. Introduction

1.1. Overview: Detailed instructions on installing the Verus Engineering front splitter and air dam assembly for the 991 Porsche GT3.

1.2. Difficulty: Moderate

1.3. Time Required: 2.5 – 4 hours

1.4. Tools Needed:

- 1.4.1. Drill
- 1.4.2. 3/8 Drill Bit
- 1.4.3. 5/32" Drill Bit
- 1.4.4. 13/16" Drill Bit
- 1.4.5. Center Punch
- 1.4.6. Ratchet
- 1.4.7. 4mm Allen Wrench/Socket
- 1.4.8. 5mm Allen Wrench/Socket
- 1.4.9. 2.5mm Allen Wrench/Socket
- 1.4.10. 10mm Wrench/Socket
- 1.4.11. T25 Torx
- 1.4.12. T30 Torx
- 1.4.13. 13mm Socket
- 1.4.14. Extension
- 1.4.15. Swivel socket
- 1.4.16. 7mm deep socket
- 1.4.17. Flathead Screwdriver



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Front Splitter Kit 991.1 GT3 – Install Manual

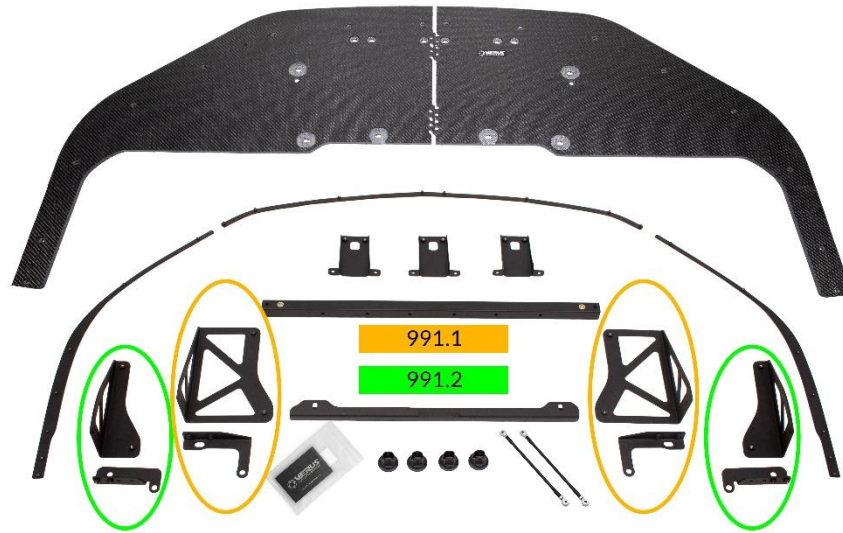
1.5. Front Splitter/Air Dam Components

- 1.5.1. (1) Driver Side Splitter Halve
- 1.5.2. (1) Passenger Side Splitter Halve
- 1.5.3. (2) Side Chassis Bracket
- 1.5.4. (2) Main Splitter Bracket
- 1.5.5. (1) Center Chassis Bracket
- 1.5.6. (1) Cross Brace
- 1.5.7. (3) Center Cross Brace Bracket
- 1.5.8. (1) Driver Side Air Dam Bracket
- 1.5.9. (1) Passenger Side Air Dam Bracket
- 1.5.10. (1) Center Air Dam Bracket

1.5.11. Hardware Bag

- 1.5.11.1. (4) M6x1.0 20mm Long BHCS (Button Head Cap Screw), Stainless Steel
- 1.5.11.2. (15) M6 12mm O.D. Washer, Stainless Steel
- 1.5.11.3. (15) M6 18mm O.D. Washer, Stainless Steel
- 1.5.11.4. (6) M6x1.0 25mm Long BHCS, Stainless Steel
- 1.5.11.5. (20) M6x1.0 Serrated Flange Nut, Stainless Steel
- 1.5.11.6. (4) M6x1.0 25mm Long Low Profile SHCS (Socket Head Cap Screw), Stainless
- 1.5.11.7. (20) M6x1.0 40mm Long BHCS, Stainless Steel
- 1.5.11.8. (8) 1/4" x 1.50" O.D. Fender Washer Stainless Steel
- 1.5.11.9. (8) M6 Push Nut
- 1.5.11.10. (6) M6 7.5mm Long Nylon Spacer
- 1.5.11.11. (2) M6 10mm Long Nylon Spacer
- 1.5.11.12. (6) M6 5mm Long Nylon Spacer
- 1.5.11.13. (2) M4 Small Diameter Washer, Stainless Steel
- 1.5.11.14. (26) M4 Fender Washer, Stainless Steel
- 1.5.11.15. (2) M4x.7 Nyloc Nut, Stainless Steel
- 1.5.11.16. (2) M4x.7 12mm Long BHCS, Stainless Steel
- 1.5.11.17. (4) M4x7 16mm Long BHCS, Stainless Steel
- 1.5.11.18. (22) M4x.7 20mm Long BHCS, Stainless Steel
- 1.5.11.19. (4) Pre-Drilled Clevis
- 1.5.11.20. (2) Right-Hand Thread Rod-End
- 1.5.11.21. (2) Left-Hand Thread Rod-End
- 1.5.11.22. (2) 230mm Long Tie Rod
- 1.5.11.23. (2) M6x1.0 Heavy Duty Rivet Nut
- 1.5.11.24. (1) Rivet Nut Tool
- 1.5.11.25. (10) M4x.7 25mm Long Stud, Stainless Steel

Front Splitter Kit 991.1 GT3 – Install Manual

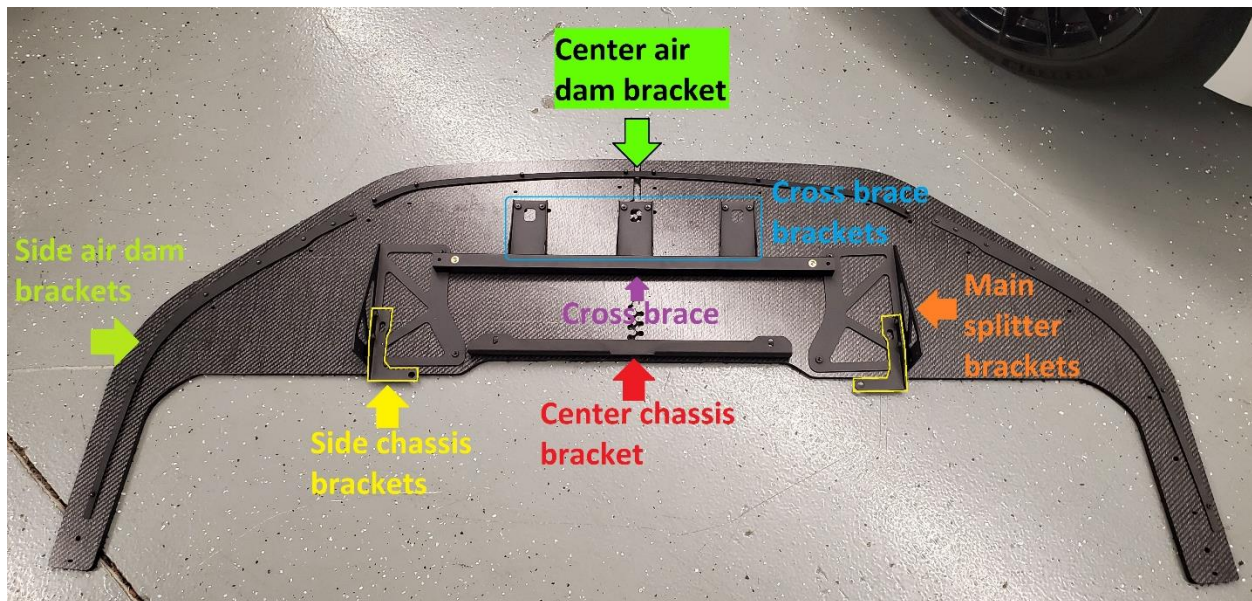


2. 991.1 GT3 Front Splitter

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

*****NOTE Some brackets have been slightly updated, and may not fully resemble what is shown in some pictures.*****

2.2. Before starting, below is a diagram of the different brackets used, the names they will be referred to as, and their general location when mounted.



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Front Splitter Kit 991.1 GT3 – Install Manual

- 2.3.** First we need to assemble the splitter blade. Start by using a rubber mallet and a flat surface to start the puzzle pieces as shown below.



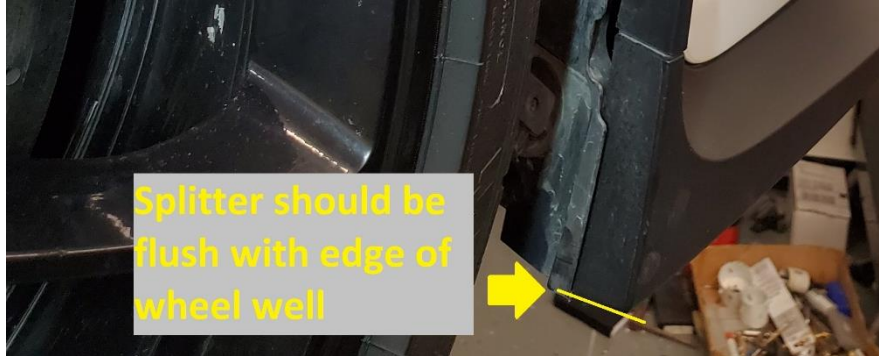
- 2.3.1.** Using two M4x0.7 12mm long BHCS and small diameter washers on the bottom side of the splitter, put them through the small holes in the middle of the puzzle pieces. Install a large diameter washer on the top side and a nyloc nut to bolt the two halves together. Bottom these M4 nuts out and give them an extra $\frac{1}{4}$ turn.



- 2.4.** Next hold the splitter up to the bottom side of the bumper, and marking the holes shown in the following steps. Half of the splitter blade is shown; however, the two halves are mirrored minus the logo plate. Make sure the splitter is centered, and the rear portions are flush against the wheel well edge.

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- 2.4.1. **Drill the highlighted holes to 13/16" on both side.** A step-bit is recommended.

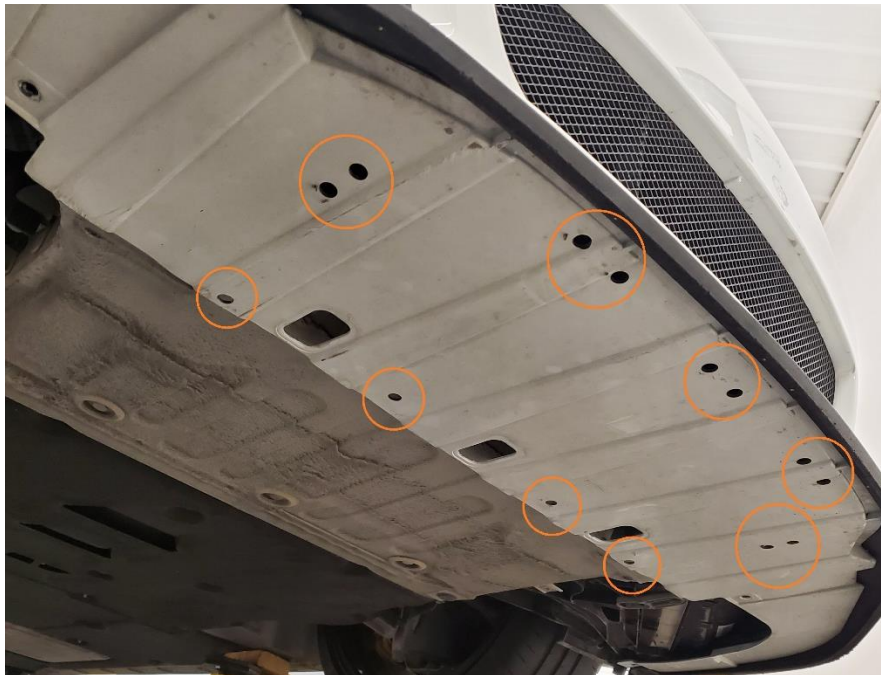


- 2.4.2. **Next, drill the highlighted holes to 5/32" on both sides along the air dam.**

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2.4.3. You should have something resembling the photo below.



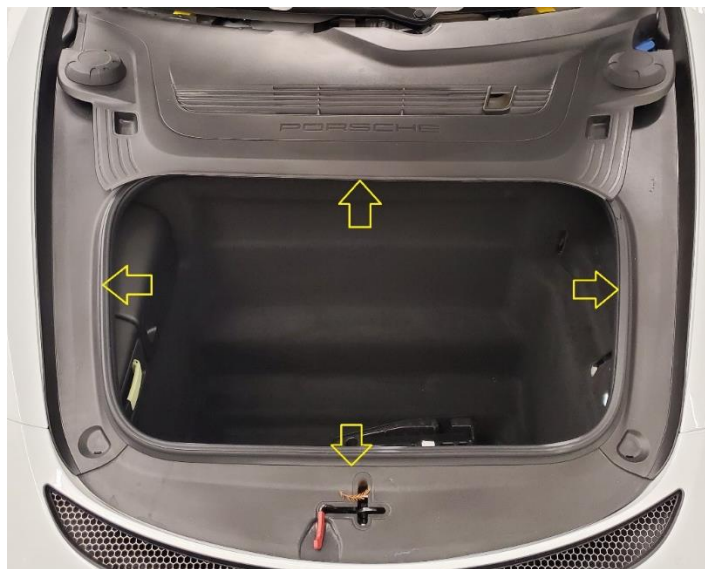
2.4.4. Remove the plastic “cups” in the areas shown below.

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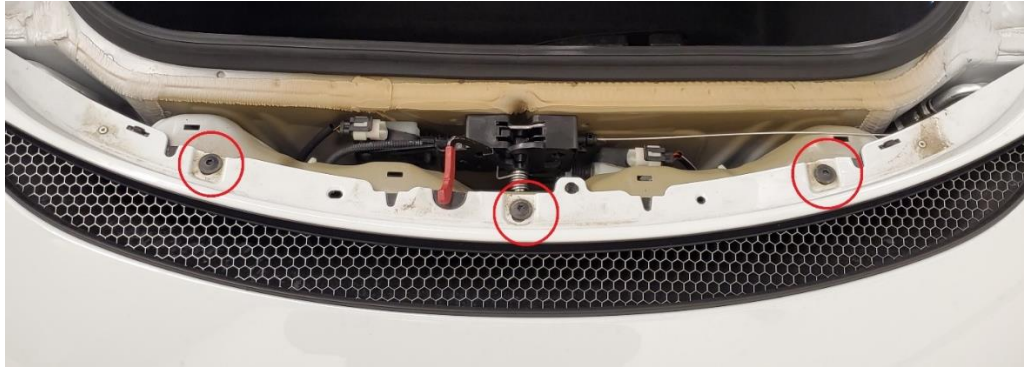
2.5. Pop the frunk.

2.6. Remove all the plastic trim pieces exposing the bolts holding the front bumper on.



2.7. Remove the bumper bolts with a T30 torx socket.

Front Splitter Kit 991.1 GT3 – Install Manual



2.8. Using a small hook pull out the bumper release tabs on the inside of the headlight housing.



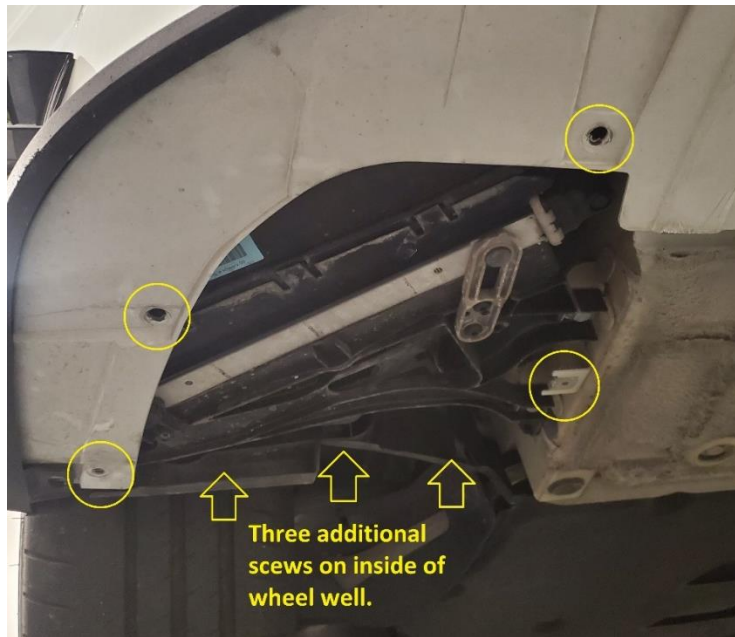
2.9. Jack the vehicle up, and support it safely.

2.10. At this point, you may choose to remove the front wheels. We did not.

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- 2.11. Remove both of the splash guards in front of the wheel wells.



- 2.12. Remove the Torx head bolts along the bumper / fender liner edge.



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- 2.13.** Remove the T30 bolts holding the bumper to the fender on both sides. This bolt is directly behind the marker light and is threaded upward into the bumper.



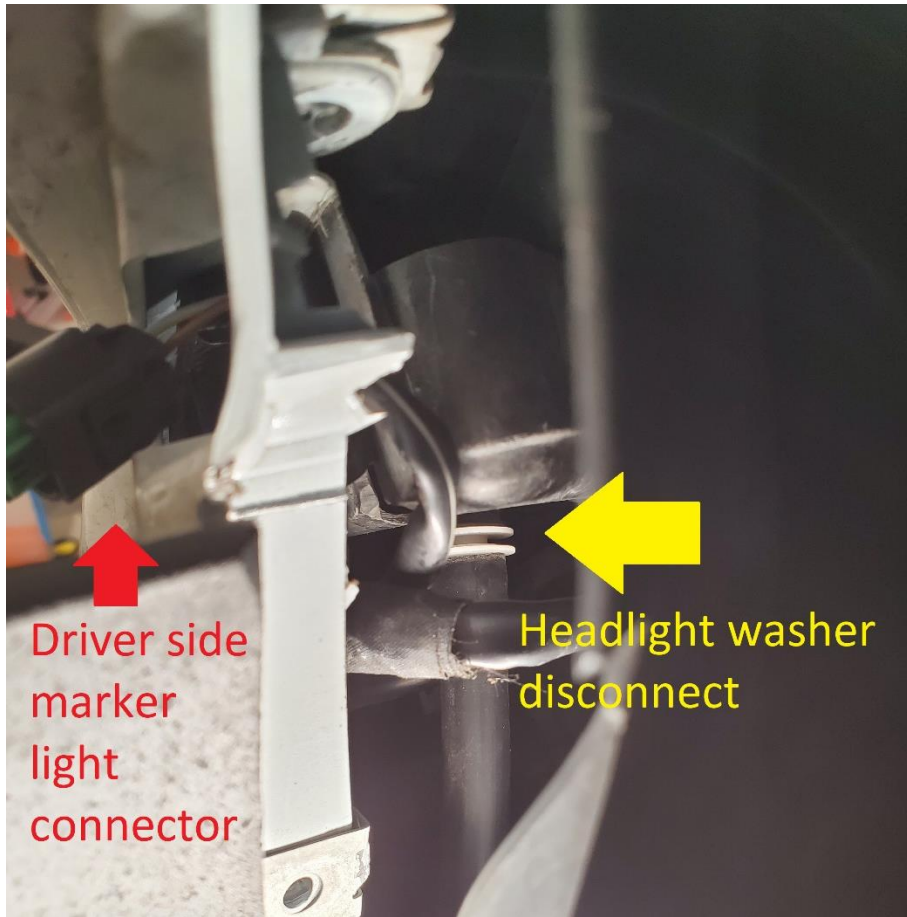
- 2.14.** On both sides, disconnect the connector behind the fender liner. If you peel the liner back, the connector is about 12 inches inboard. You can also follow the harness coming from the marker light area.



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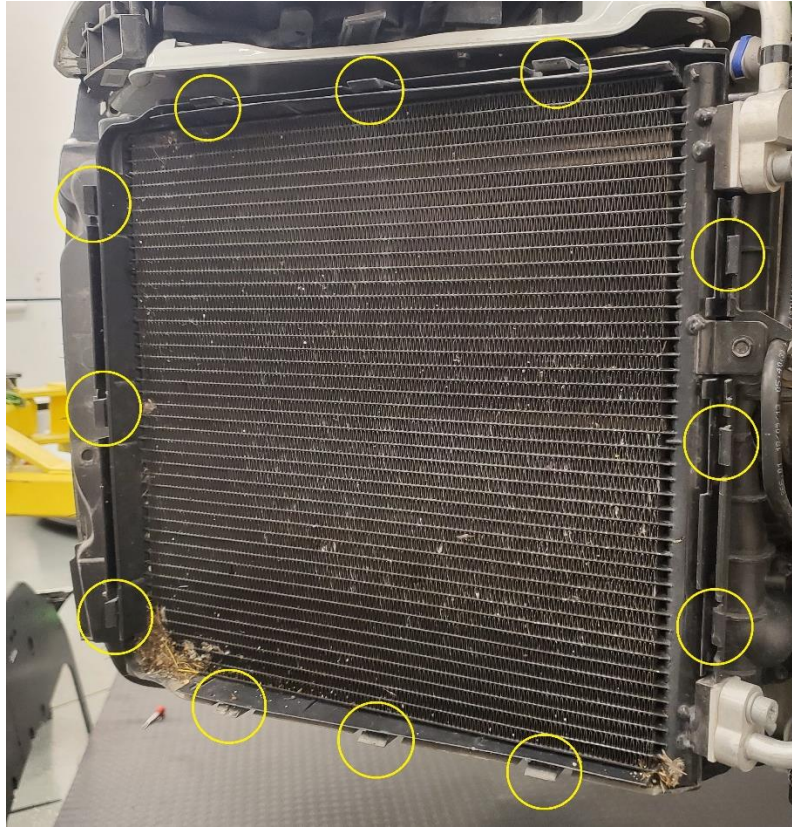
Front Splitter Kit 991.1 GT3 – Install Manual

- 2.15.** On the driver side only, disconnect the headlight washer hose. This is behind the marker light, and directly underneath the headlamp. You may need to pull the hose down to access the connector.



- 2.16.** Remove the front bumper.
- 2.17.** Remove the radiator ducts by releasing all the tabs that attach it along the perimeter of the radiator. Use a flat head screwdriver or something similar. These tabs are highlighted below.

Front Splitter Kit 991.1 GT3 – Install Manual



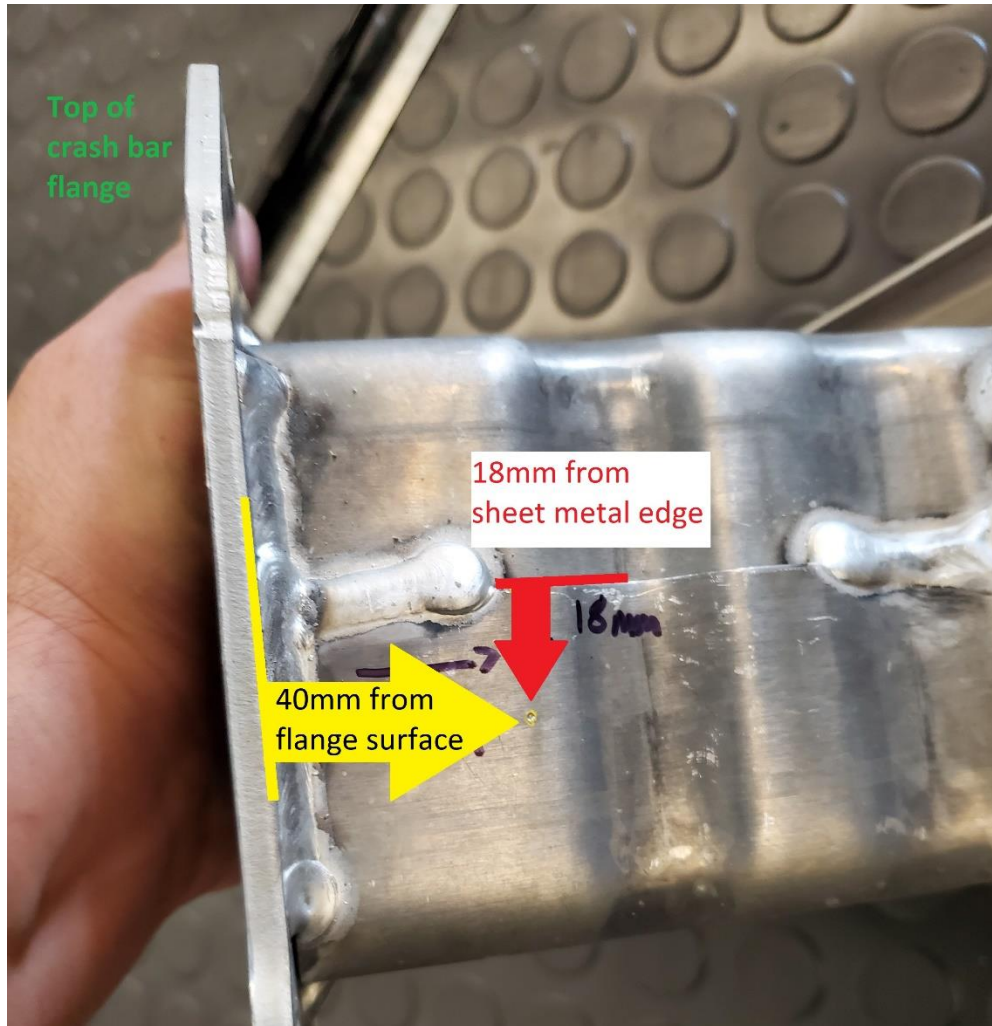
2.18. Remove the crash bar using a 13mm socket. A swivel socket may help here. There are six bolts in total. The picture below shows the general location of the bolts.



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Front Splitter Kit 991.1 GT3 – Install Manual

- 2.19. With the crash bar removed, we'll begin installing the rivet nuts used for the support rods.
- 2.20. On the **INSIDE** (the side facing the center of the car) of the crash bar tubes, measure and center punch as shown in the picture below. Do this for both sides.



- 2.21. Drill both center-punched marks with a 3/8" drill bit.
- 2.22. Next, begin installing the rivet nuts with the provided installation tool by following the steps below.
- 2.22.1. Assemble the tool as shown below. Note: The rivet nut shown below is not the rivet nut supplied.

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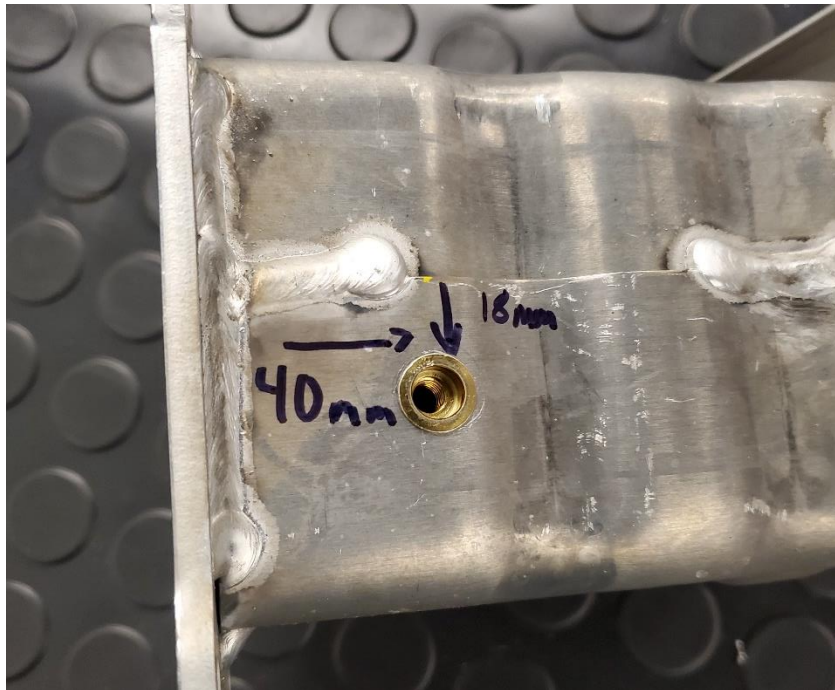
Front Splitter Kit 991.1 GT3 – Install Manual



2.22.2. Place the rivet nut into the hole.

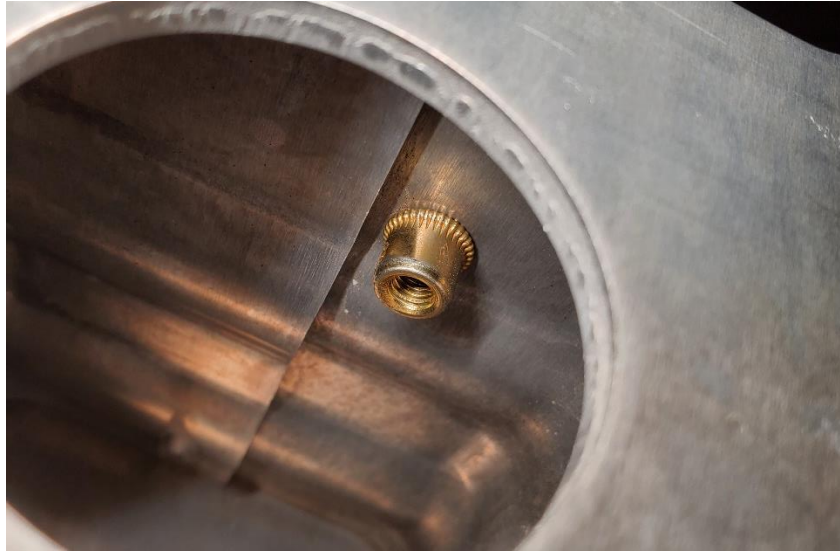
2.22.3. Using the 9/16" wrench and the 5mm allen wrench, hold the nut steady and tighten the allen bolt. You will have some initial resistance, then the rivet nut will begin to pull tighter on the material.

2.22.4. When resistance is felt again; the rivet nut is likely fully installed. Loosen the allen bolt and remove the install tool. Re-use the tool for the remaining rivet nut. The rivet nut should resemble the pictures below after they are fully installed.



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- 2.23.** Install a clevis into both rivet nuts using two 25mm long low profile SHCS. Do not tighten them at this time, just snug them up so that they can still move freely. Insert the low profile SHCS from the top of the clevis. Below is an example of the orientation of the bolt and clevis. This orientation will be used for all clevises installed in this kit.



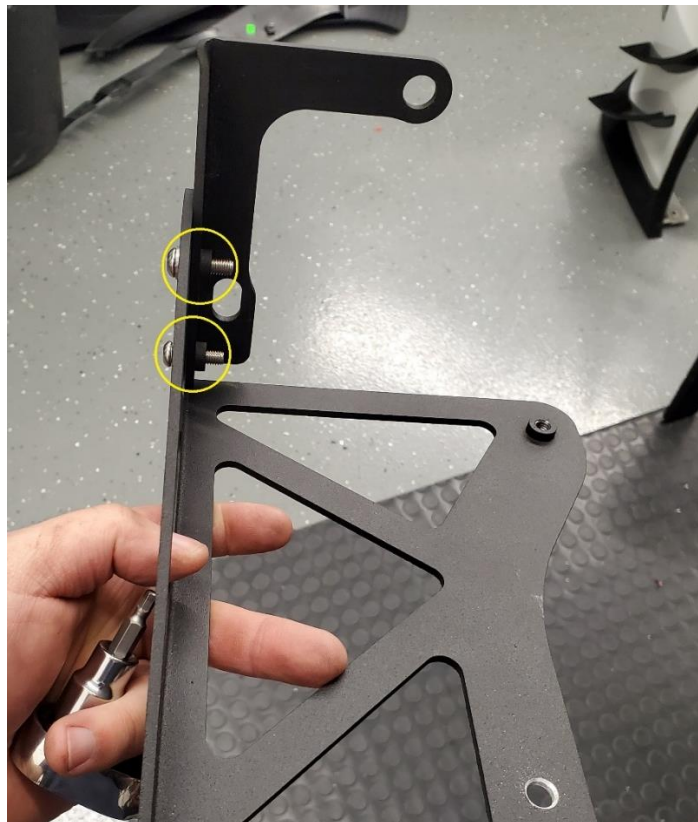
- 2.24.** Temporarily reinstall the crash bar.
- 2.25.** Install the center chassis bracket as shown below. Re-use the OEM T30 shoulder screws.

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- 2.26.** Bolt the side chassis brackets to the main splitter brackets with 20mm long M6 button head cap screws, and 12mm O.D. washers. Torque to 6 ft-lbs.



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Front Splitter Kit 991.1 GT3 – Install Manual

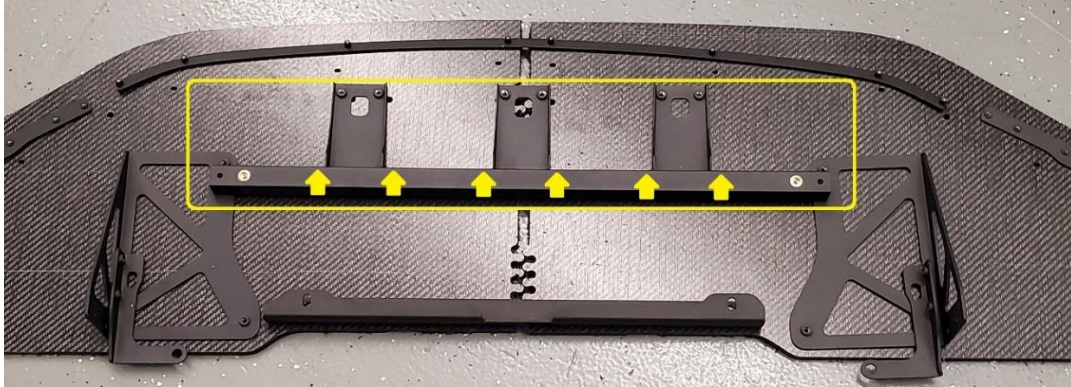
- 2.27.** Remove the highlighted nuts for the pedestrian bar shown below, and use the studs to install the assembled main splitter bracket. Reuse the factory 13mm nuts and torque to 16 ft-lbs.



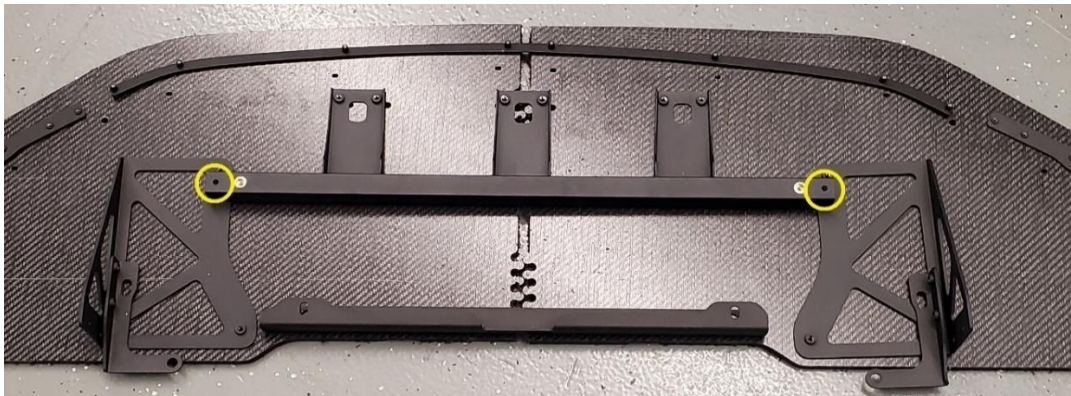
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Front Splitter Kit 991.1 GT3 – Install Manual

- 2.28.** Next, assemble the cross brace by bolting the three cross brace brackets to the cross brace using 40mm BHCS, 12mm O.D. washer, and M6 serrated flange nuts. Torque to 6 ft-lbs. The orientation of the brackets is shown below.



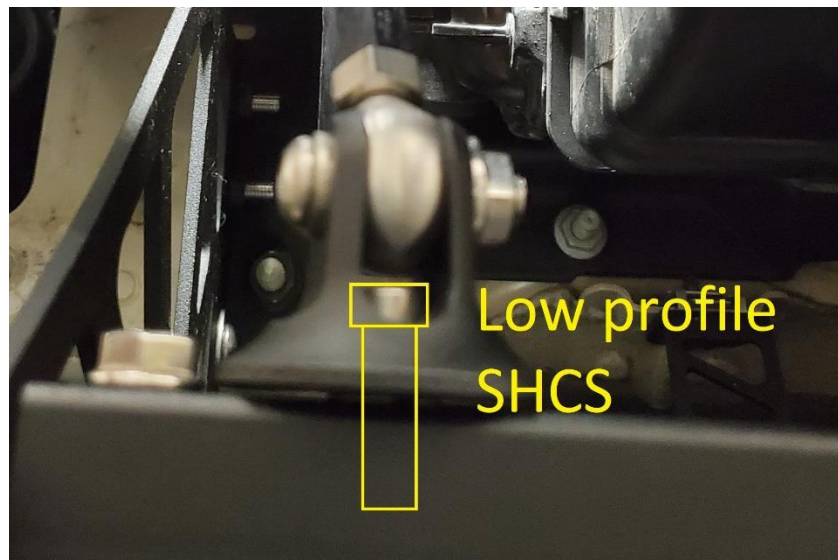
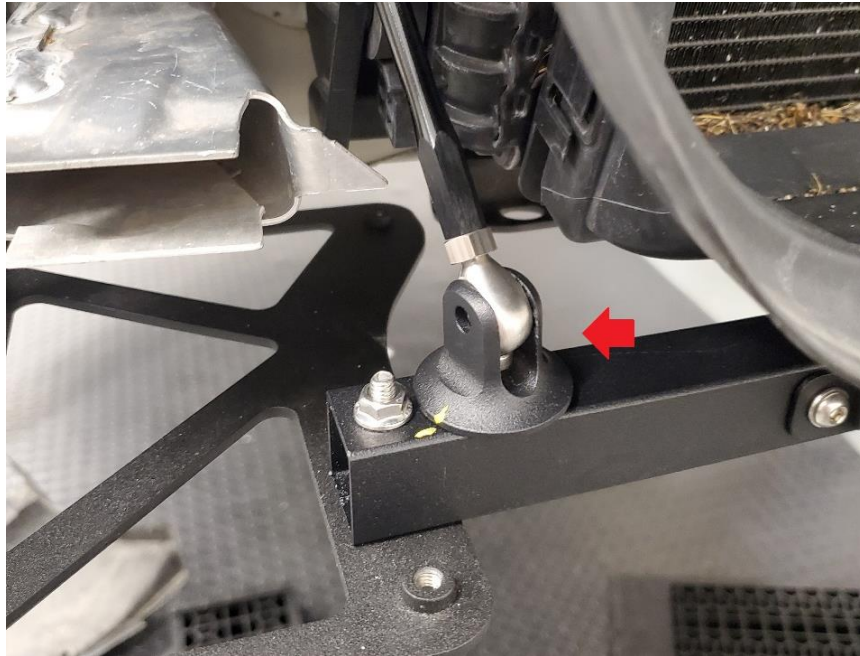
- 2.29.** Bolt the cross brace to the main splitter brackets using the holes and orientation that is shown below. Use 40mm long BHCS, 12mm washers, and M6 serrated flange nuts. Torque to 6 ft-lbs. The washer should be under the bolt head, and facing the ground.



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- 2.30.** On the top side of the cross brace are two pre-installed rivet nuts where we can loosely install clevises using two 25mm long low profile SHCS in the same manner as in **2.22**. Do not tighten these at this time just snug them up so that we can align them with the clevises installed on the crash bar. Below is an example of what the bracket should look like after it is assembled.

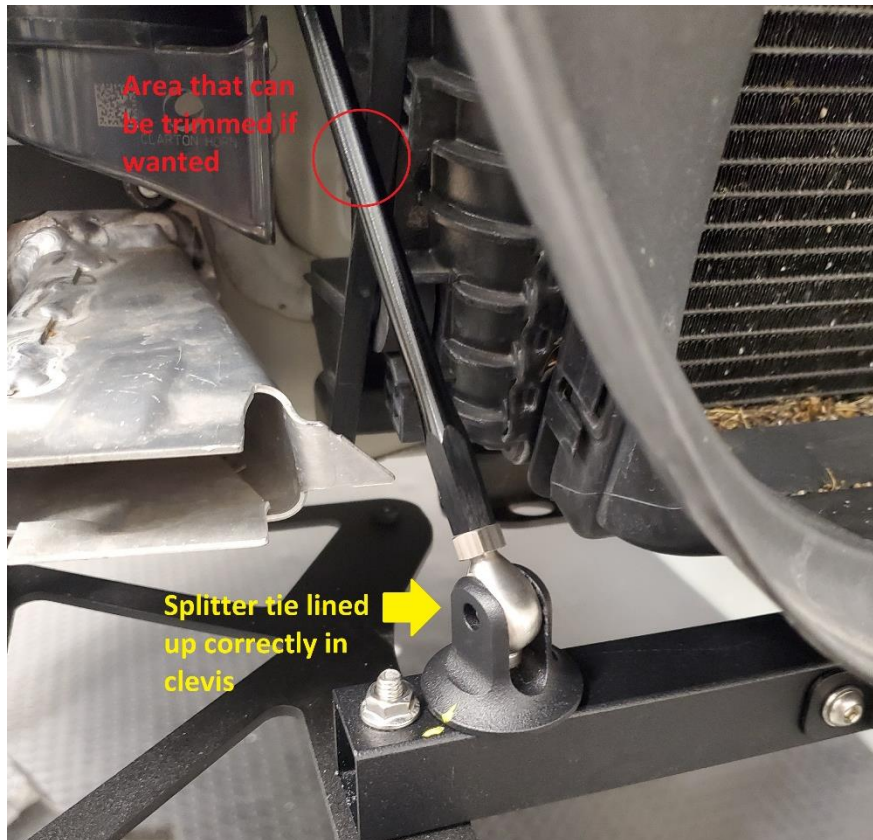


Front Splitter Kit 991.1 GT3 – Install Manual

- 2.31. Assemble the splitter ties as show below.



- 2.32. Align the clevises on the crash bar, and cross brace so that the splitter tie can be installed. There may be some contact with the center radiator duct. You may trim the duct if that suits you. We did not do any trimming. Once everything lines up, remove the splitter ties.

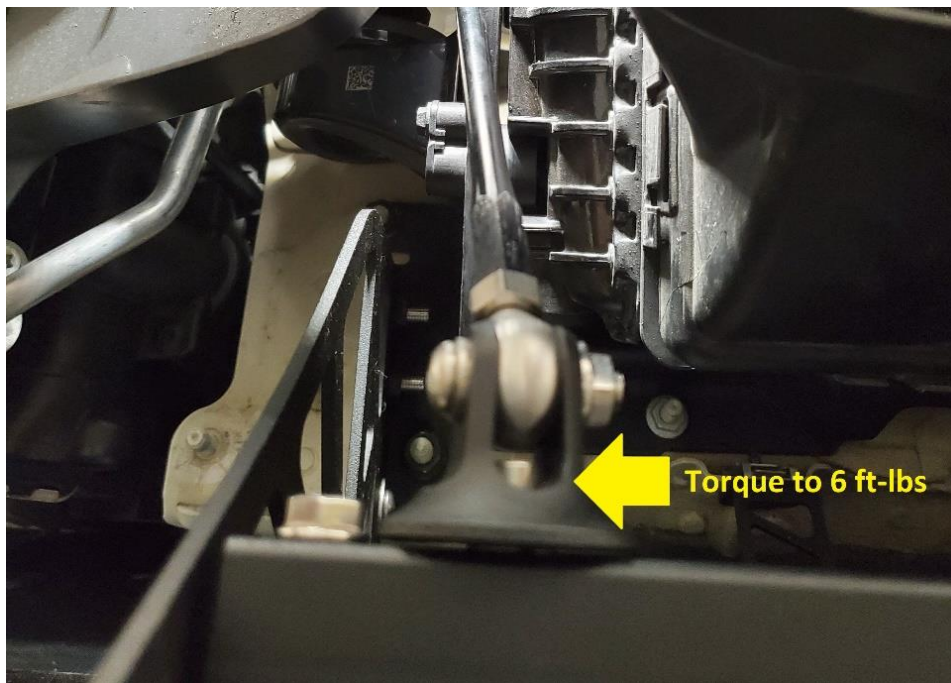


- 2.33. As the angle of the clevises cannot be adjusted once everything is installed, the crash bar should be removed at this time, and the clevises should be torqued to 6 ft-lbs. Be careful not to disturb the angle of the clevis during the removal.

Front Splitter Kit 991.1 GT3 – Install Manual



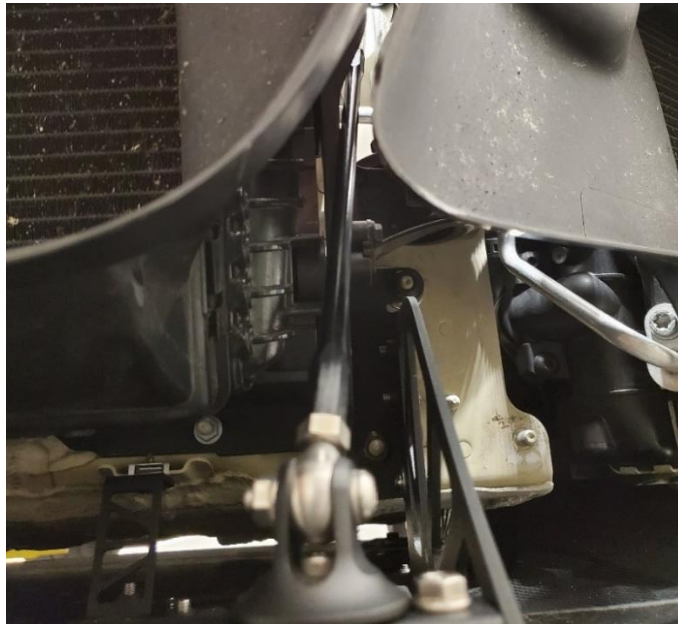
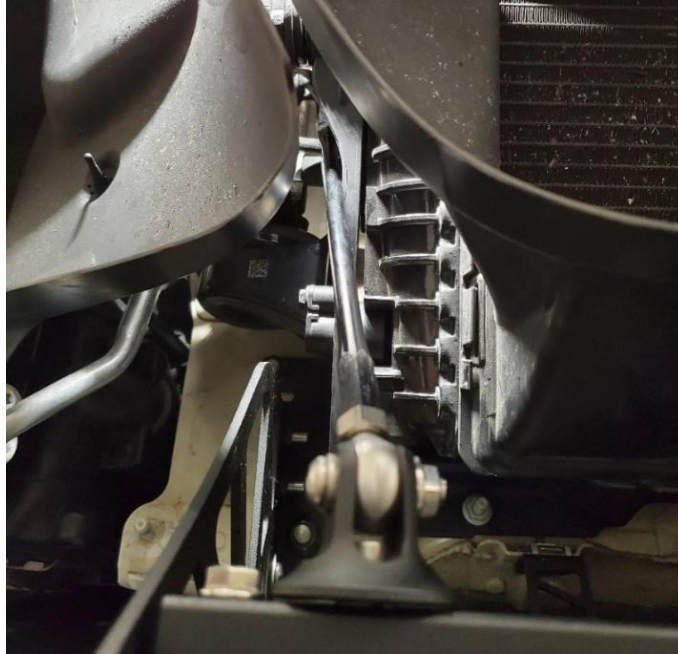
2.34. Also torque the clevis on the cross brace to 6 ft-lbs.



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Front Splitter Kit 991.1 GT3 – Install Manual

- 2.35.** Reinstall the crash bar to the car permanently.
- 2.36.** Install the splitter ties to the crash bar, and cross brace clevises using 25mm M6x1.0 BHCS, 12mm O.D. washer, and serrated flange nut. The washer should be on the bolt head side. Torque to 6 ft-lbs. Don't forget to tighten the jam nuts.

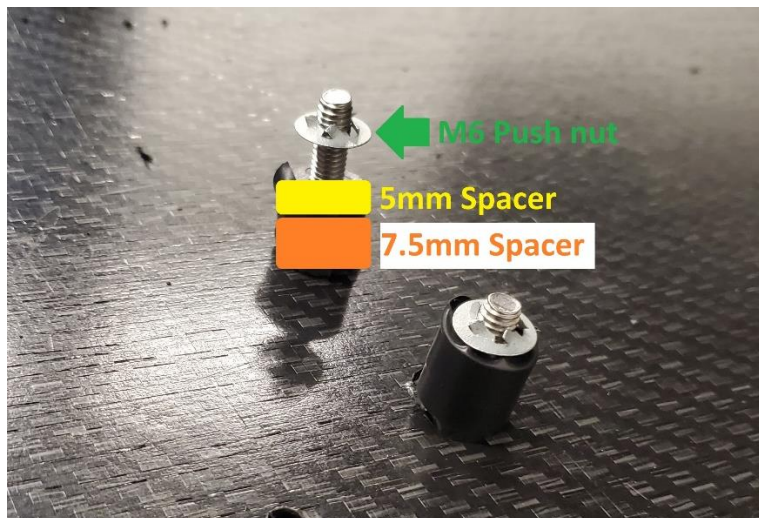


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- 2.37.** Reinstall the radiator ducts.
- 2.38.** Reinstall the front bumper in the reverse order. Because the front bumper slopes upward slightly, you may find that adjusting the splitter ties to “pull” up on the mounting bracket assembly will help.
- 2.39.** Next, take eight 40mm long M6 BHCS with 1.5” fender washers, and assemble them onto the splitter as shown below.



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- 2.40.** Begin installing the brackets for the air dam on to the car. Start with the side brackets, and install them to the bumper. Use two 16mm long M4 BHCS and washers to bolt the brackets to the air dam. Use pressed nuts highlighted below. Torque to 4 ft-lbs.



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Front Splitter Kit 991.1 GT3 – Install Manual



- 2.41. Slide the center air dam bracket into place so that it lines up with the remaining air dam holes that were drilled in 2.3.2. Once the holes line up, install the supplied m4 studs into **every other hole**. This applies to the remaining holes in the side air dam brackets as well. These studs will be used to locate the air dam bracket correctly into the splitter.

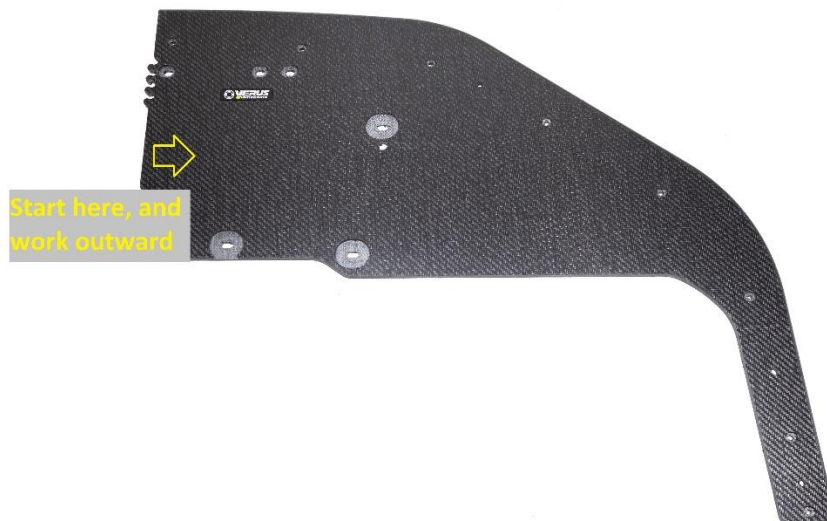


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- 2.42.** Bolt the splitter to the splitter brackets. Start from the center and work outward. Ensure that all of the bolts start smoothly, and that all of the m4 studs come through their corresponding holes. These are the bolts installed to the splitter in **2.40**.



- 2.43.** Working from the wheel well towards the center, begin replacing the M4 studs with 20mm long M4x.7 BHCS, and fender washers. The studs can be removed with a 2mm allen socket. The bolts can be installed with a 2.5mm allen socket. Torque to 3 ft-lbs

Front Splitter Kit 991.1 GT3 – Install Manual



- 2.44. With all the M6 bolts started and the M4 studs lined up correctly, center the splitter, and begin tightening the M6 BHCS to 6 ft-lbs.



- 2.45. Congratulations on installing our 991.1 GT3 Front Splitter. Please send any questions, comments, concerns, or photos to Verus Engineering via e-mail; sales@verus-engineering.com.

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