

VERUS

ENGINEERING

Dive Plane Kit for the 987.2 Cayman

Install Manual



Author: Eric Hazen

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Approvals: E. Hazen, P. Lucas

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1. Introduction

1.1. Overview: Detailed instructions on installing the dive planes on the 987.2 Porsche Cayman.

1.2. Difficulty: Easy

1.3. Time Required: 1 hour

1.4. Tools Needed:

- 1.4.1. Tape
- 1.4.2. Drill
- 1.4.3. 1/8" Drill Bit
- 1.4.4. 11/64" Drill Bit
- 1.4.5. Center Punch or Sharp Tap
- 1.4.6. Counter Sink
- 1.4.7. 7mm Wrench
- 1.4.8. 7mm Socket and Ratchet
- 1.4.9. Flat Head Screwdriver
- 1.4.10. 2.5mm Allen Wrench
- 1.4.11. T25 Torx
- 1.4.12. T27 Torx

**1.5. Dive Plane Components**

- 1.5.1. Left-hand Dive Plane
- 1.5.2. Right-hand Dive Plane
- 1.5.3. Hardware Bag
 - 1.5.3.1. (9) M4 x 0.7 Stainless Button Head Cap Screw (BHCS), 12mm Long
 - 1.5.3.2. (9) M4 x 0.7 Nyloc Nut, Stainless

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- 1.5.3.3. (19) M4 Large Diameter Washers, Stainless
- 1.5.3.4. (2) Vinyl Install Templates



2. Porsche 987.2 Dive Plane Install

- 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. It is wise to have the car fairly clean for this install, or at least the front bumper. Due to the vinyl template and drilling on the vehicle, starting with a clean car reduces the risk of scratches and improves install ease.
- 2.3. We begin by gaining access to rear of the front bumper so that we can place the nuts on the back side of the bumper. To do this, we need to remove the fender liner.
- 2.4. To remove the fender liner or at least gain access to the rear of the bumper, we will need to remove a few coarse threaded bolts.



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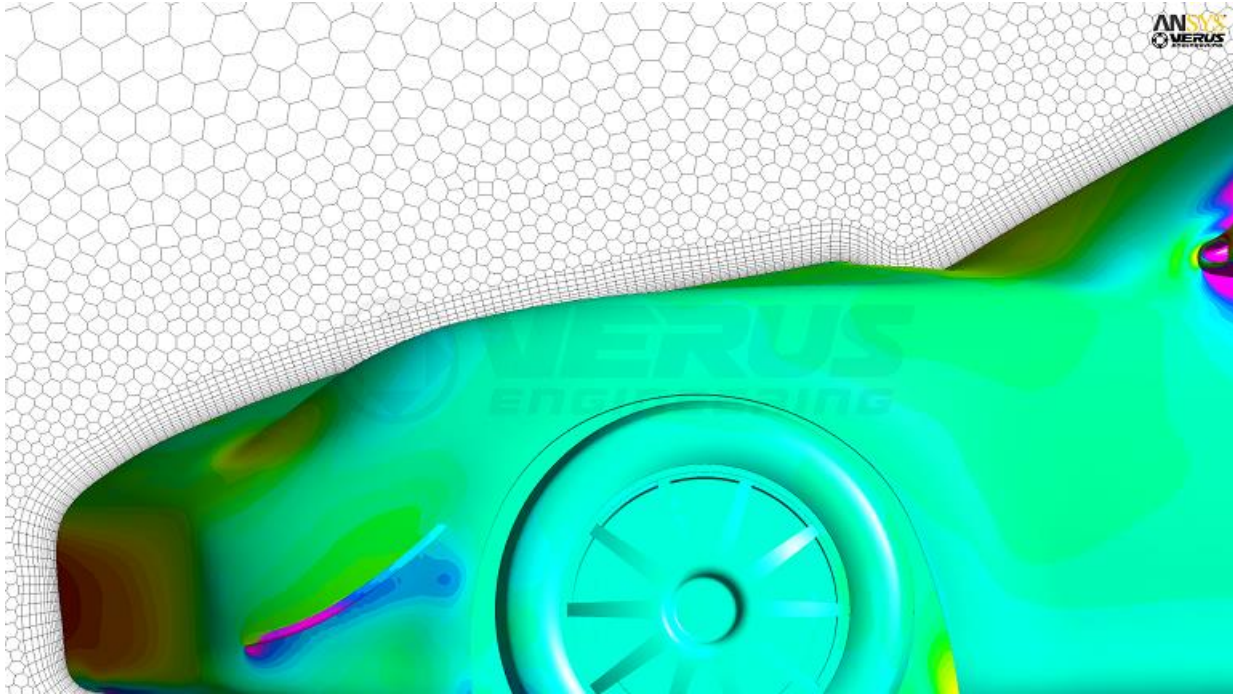


- 2.5. Below is an image of the fender liner removed off car if you decide to take this off completely. We did this during the install for better pictures.



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- 2.6. View the below image to understand where we recommend installing the dive planes.
Ultimately, the end location is up to you as the installer, but this is where we found the most benefit on the 987.2 from our CFD analysis.



- 2.7. Using the supplied template, we align the bumper/fender gap and the side marker light with the cutout. This is shown below.



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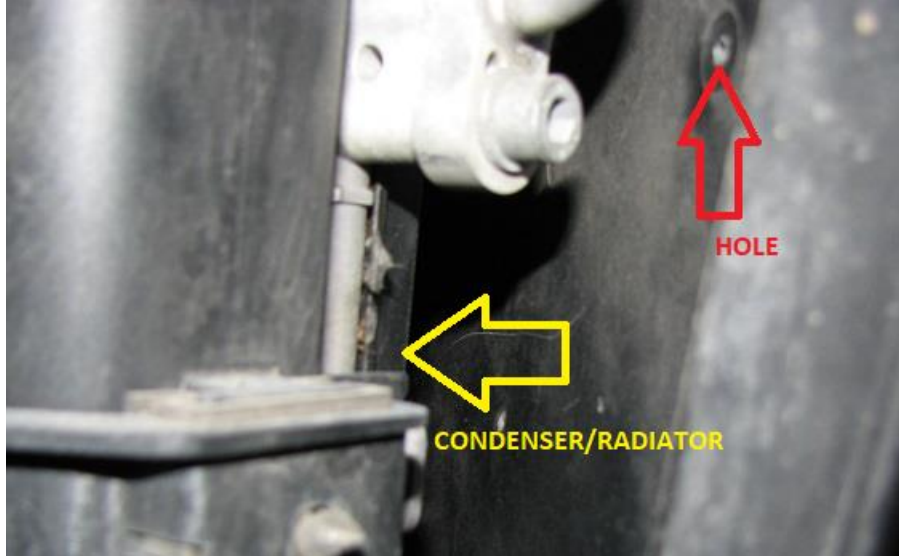
- 2.8. Before marking the holes with a center punch or tap, which are cross hairs on the template, ensure these crosshairs on the vinyl template line up with the dive planes.



- 2.9. Mark the center of the holes with a center punch or tap. **Ensure the holes of the dive plane line up with the crosshairs as the vinyl can shift if installed really well.**
- 2.10. Begin drilling the holes with a 1/8" drill bit.
- 2.11. **The radiator is directly behind the front bumper, be careful to not plow through the front bumper with the drill bit on high. Slowly is the name of the game when drilling through the bumper.**

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- 2.12. Increasing the drill size to 11/64" and open the holes to 11/64".



- 2.13. Using the countersink, clean the holes from any burrs from drilling.
- 2.14. Using the M4 bolts, and a washer on the outside if you chose, begin installing the dive planes. **We chose not to use a washer on the outside but there is enough supplied in the kit to do a washer on both sides.**
- 2.15. Reaching your hand behind the front bumper you can start threading on the washer and then the nyloc nut.
- 2.16. With the nuts and washers on the rear side of the bumper, you can tighten the bolts on the dive planes. We found tightening the bolts from the outside while holding the nuts on the rear with a wrench easiest.

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- 2.17. Tighten torque should be no more than 40-60 in-lbs. The nyloc will resist backing off, so the fasteners only need to be snug to the bumper.
- 2.18. Repeat the steps on the other side of the car.
- 2.19. Reinstall everything in reverse order.
- 2.20. Congratulations on installing the Verus Engineering dive planes for the 987.2 Cayman. Enjoy the benefits the dive planes have on front end downforce.
- 2.21. Please send any questions, comments, concerns, or photos to Verus Engineering via e-mail; sales@verus-engineering.com.