

AERODYNAMICS > EXTERIOR

Front Splitter Fitting Guide

Difficulty  **Medium**

- Universal guide — all front splitters

- Jack or ramp required

- Hardware included

Professional Installation Recommended

This guide is a general reference only. Euroforge strongly recommends professional installation by a qualified bodywork or performance specialist. If you are unsure at any stage, stop and consult a professional.

01 Align Splitter & Confirm Fitment

Before doing anything permanent, offer the splitter up to the front bumper by hand to confirm it sits flush and fits correctly. Check both ends align evenly left to right and that the splitter follows the bumper line cleanly with no gaps or mismatches.

Note

If the splitter feels slightly off at one end, check the bumper is fully clipped and seated — a loose bumper corner can make a correctly-sized splitter appear misaligned. Do not force the fitment.

02 Raise the Front of the Vehicle

Jack the front of the car using the manufacturer-specified jacking point, or use a workshop ramp. This gives proper access to the underside of the bumper for cleaning, drilling, and fixing.

Safety

Never work under a vehicle supported only by a jack. Always use axle stands rated for the vehicle's weight. Apply the handbrake and ensure the vehicle is on level ground before raising.

03 Clean & Dry the Contact Surface

Thoroughly clean the full contact area on the bumper using isopropyl alcohol (IPA) and a clean lint-free cloth. Work in one direction — do not scrub back and forth. Allow to dry completely before proceeding. Repeat with a second fresh cloth for best results.

Note

Do not touch the cleaned surfaces with bare hands after this point — skin oils will compromise adhesion. The surface should appear uniformly matte and dry before any tape is applied.

04 Assemble Multi-Piece Splitters (If Applicable)

If your splitter is a 3-piece or 4-piece kit, connect all sections now using the included fixings before fitting to the car. Tighten the fixings permanently so the splitter is one complete, rigid unit before moving to the next step.

Note

Do not partially assemble — all sections must be fully and permanently connected before mounting to the vehicle. Attempting to join sections after fitting to the car will result in misalignment.

05 Apply 3M Tape & Heat to Activate

Apply the included 3M double-sided tape to the **back face of the splitter**, only where the splitter makes direct contact with the bumper. Do not apply tape across bridged or non-contact sections.

Once applied, use a heat gun or hair dryer on a medium setting to warm the tape for 30–60 seconds per strip, keeping the heat source moving at all times.

Warning — Keep Heat Source Moving

Holding the heat source too close or too long in one spot can damage the splitter finish — including paint peel, lacquer bubbling, or material warping. Maintain a minimum of 15 cm distance. When in doubt, use a hair dryer rather than a heat gun.

Important

3M tape is a secondary retention aid — **not the primary fixing method.**

Mechanical fixings must always be used alongside tape. Never rely on tape alone.

06 Fit Splitter to Vehicle

With the tape applied and activated, carefully offer the splitter up to the bumper and press it firmly into position. Apply sustained, firm pressure along the full length of each taped section — hold for at least 30 seconds per area.

Note

Position carefully before pressing — once the heated tape contacts the clean surface it will grip immediately. Take your time aligning before committing. A second person to assist is strongly recommended.

07 Secure with Mechanical Fixings

Using the pre-drilled holes in the splitter as a guide, drill through the bumper and fix the splitter in place using the included screws. Tighten firmly but do not overtighten through plastic — the fixing should be snug with zero movement.

FIXING METHOD — CHECK WHICH APPLIES TO YOUR KIT

Screw Fixing (Standard)

Pre-drilled holes align with the bumper. Drill through and fix from below with the supplied screws. Countersunk washers (if included) sit on the splitter surface.

Bolt Replacement (Some Models)

Factory bolts underneath the bumper are removed first. The splitter locates over these positions and the supplied bolts thread into the existing factory sockets, clamping the splitter in place.

Note

Install all fixings loosely first, then tighten progressively from the centre outwards. A bead of automotive silicone sealant at the seam between splitter and bumper provides additional hold and seals against water ingress — smooth with a gloved finger and allow to cure before driving.

08 Final Check — Ensure a Secure Fit

With the vehicle back on the ground, inspect the full splitter. It should sit completely flush, feel rigid with no flex or movement, and show no sign of lifting at any point. Try to move it at the corners and centre — there should be no give whatsoever.

Note

Re-check all fixings after the first 100 km of driving. Do not drive at speed with any noticeable splitter movement — aerodynamic load at speed will worsen any looseness rapidly.



Legal & Safety

Modifications to aerodynamic components may affect your insurance and should be declared to your insurer before driving. Ensure ground clearance remains within legal limits for road use. Euroforge accepts no liability for damage arising from self-installation. Professional installation is always strongly recommended.



Need help?

Contact the Euroforge support team before, during, or after installation. We'd rather answer a question than deal with a return. Reach us at

euroforge.co.uk/contact

or

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