

## INSTALLATION INSTRUCTIONS

Congratulations on your purchase of Hawks Camaro Front Splitter Style Lip. Let's get it installed!



KEEP IN MIND WITH AGE AND CONTACT OVER YEARS OF USE THE SPLITTER WILL NEED TO BE HAND FIT TO THE CAR.

If you have any questions, email WITH pictures to: [Bruce@hawksmotorsports.com](mailto:Bruce@hawksmotorsports.com)

For starters, make sure you have several hours set aside to properly align the splitter and secure the hardware. We have included the hardware for the most robust installation, but if you are not wanting to drill holes, you can substitute double stick tape. If you purchased the smooth paintable part, you can paint it before or remove it after installation for painting. **BE SURE TO WASH THE PART WITH A GOOD HOT SOAPY DEGREASER BEFORE PAINTING.** Make sure to follow the paint supplier's instructions.

STEP 1: Read the directions thoroughly prior to starting installation.

STEP 2: Prepare tools.

List of tools needed:

- 10mm socket and ratchet
- 3/8" socket and ratchet
- 1/8" drill bit
- 7/16" drill bit with drill
- 3/8" drill bit
- 7/32" drill bit
- Phillips head drill bit
- Dremel tool for small adjustments
- Center punch and/or scribe
- 1/8" allen key





**STEP 3: Lift Car** - Safely lift the vehicle to a suitable working height. Use precaution and lift safely. Use cribbing blocks (shown), lift poles or jack stands before going underneath the car.



**STEP 4: Remove Factory Hardware** - This kit is designed to use the 8 holes underneath the factory spoiler extension. 6 are located in the middle front section and one on each rear corner at the fender to body brace. Be sure to remove the plastic clip next to each of the rear holes.



**STEP 5: Remove hardware from packaging and make sure all is accounted for.**  
**Hardware Included:**  
6 - Self tapping screws  
6 - 1/4-20 stainless steel button head bolts  
6 - Locknuts  
8 - 10-32 stainless steel button head bolts  
8 - Nylon Locknuts





STEP 6: Prep the splitter. With the help you a friend hold the splitter up to the car and verify the factory holes are present and align with the dimples for those holes. Use the 7/16" drill bit for the six holes along the front. DO NOT drill the two rear holes for now.



STEP 7: Prep for brackets - Lay out the mounting brackets as shown. Align with holes making sure the brackets are pointing inwards and the vertical section is towards the front of the car. Use the 3/8" drill bit for the six holes for each bracket.



STEP 8: Install brackets - Using the center punch or scribe, mark the holes for the brackets to attach to the radiator support panel of the car. The large hole on the bracket aligns with the large hole in the radiator support as shown. Drill these marks with the 1/8" drill bit, run each screw into the hole once before attempting to install the bracket so that the screws go in easily while you're working overhead holding the bracket.

**PRO TIP: REPLACE THE SCREWS WITH #7 DRILL BIT HOLES AND TAP WITH A 1/4-20 TAP AND REPLACE THE SELF TAPPING SCREWS WITH BOLTS. (NOT INCLUDED)**





**STEP 9:** Install the splitter - Lift the splitter and install a couple of the bolts along the front edge and one in each bracket. **DO NOT TIGHTEN.** Use the supplied six 1/4-20 stainless bolts and black lug nut for the brackets and use the factory bolts for front holes. **DO NOT TIGHTEN.**

Step back and verify the alignment. You can grab and tweak the brackets to align the corners. Note that you can push any odd bulges in the factory bumper in or out to align with the edge. Right now you are verifying a general fit which can be fine tuned later.



**STEP 10:** Prepping the corners - Once you are happy with how it roughly sits, it is now time to hand align each corner and mark where the hole will need to be drilled for the factory bolt. Use the 7/16" drill and drill your holes. After aligning both sides, tighten the factory bolt up.





**STEP 11:** Reinstall front bolts - Install the factory bolts back into the 6 middle front holes. The factory mounting method is a tapped piece of hardware on a bendable metal tab so be sure to thread the bolt before you push or you will need to put your hand on the other side of the factory plastic shroud and push the tab back down. These holes are slotted from the factory.

If you need to use the dremel tool to slot your own holes in the splitter panel, they should thread nicely. Always verify the alignment on the outside of the car. Tighten these bolts and do the same process for the remaining bolts on the brackets. We recommend that the bolts point down. Tighten and verify alignment of outside lip at this time.



**STEP 12:** Fine tune alignment - Included in this kit is two extra self tapping screws, 8 10-32 bolts and 8 nylon lug nuts. Using the dimpled marks that align with the mounting flange, you will use these locations to fine tune the alignment of the splitter to the rest of the bumper. Starting at the back corners, put the two self tapping screws one on each side and be careful to put them through the dimple spot into the factory bumper piece without piercing the outside of the splitter.

**NOTE: ALTERNATIVE METHOD WITH NO DRILLING  
INSTRUCTIONS BELOW FOR SHOWROOM CARS.**



Next install the remaining four bolts through the dimpled spots one bolt at a time. Start at the spots that are most out of alignment. While holding the bumper and splitter in alignment, drill the 7/16" hole and bolt each one down right before moving onto the next hole. Do this for all 8 holes.



Alternate No Drill Method: Clean both splitter panel and bumper with degreaser and follow the tape instructions. Apply 9 feet of 1/2" double stick tape 1/4" away from the edge before installing the splitter. Hold pressure for 5 minutes and then allow the double stick tape to sit while you install brackets and factory hardware. Starting at each end, pull the red tape backing while aligning the bumper and get help holding pressure as you go for 15 minutes. **FOR MOST ROBUST INSTALLATION, USE THE BOLT METHOD.**

WE APPRECIATE YOUR BUSINESS!