

Today marks exactly 1 year since I have had my new Mustang. Yeah, I picked it up on Mustang day 2015, pretty cool. So as a birthday present I picked up a California Special front splitter from Levittown Ford. Here is a quick write up on the install.



As you can see the GT/CS splitter is wider and more aggressive looking. Since I have a GT Premium and not the Performance Pack I can bolt this splitter directly without changing the belly pan.

I put the front of the car up on jack stands and removed the front wheels for better access. You may not have to but it worked well for me.



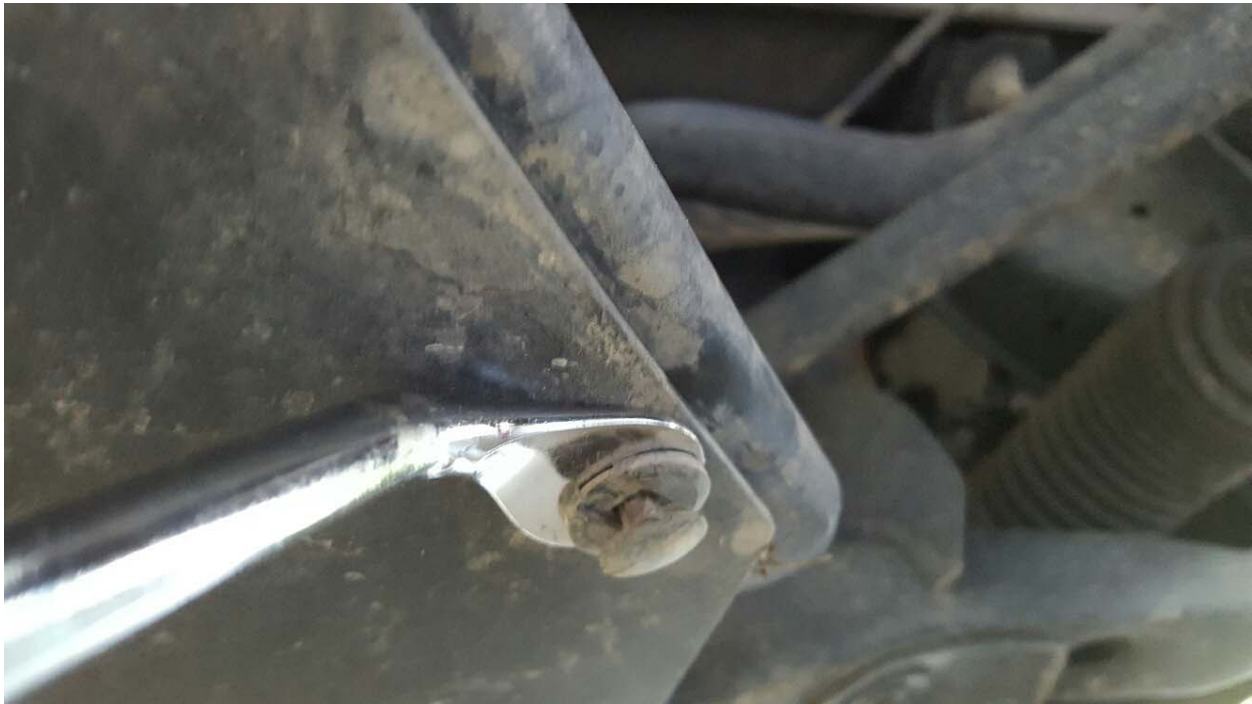
I started by removing the 6 7mm screws from the front underside of the original splitter. I then removed the 3 7mm screws on each side of the splitter.



Next move the wheelwell and remove 3 plastic tabs in the front of the inner wheelwell. Push in the center of each tab then pry the tab out with a screwdriver or a panel removal tool. There is also a 7mm screw in the corner of the splitter here. Remove it.



There are 2 additional plastic tabs underneath that hold the fender liner to the belly pan. To remove this type of tab take a pick or other sharp tool and pry the center part up.



Take a screwdriver or panel tool and pry the center up to loosen the tab. You can pry it all the way out if you want but this isn't necessary. Then use the tool to pry out the entire tab.

There are also 2 more plastic tabs to remove in order to pull the fender liner out of the way. There is 1 located at the top inside of the fender liner and another holding the liner to the frame. These remove as shown above. Keep these separate! They are a different size and will not interchange. Once removed pull the liner back and tuck it behind the brake rotor to hold it out of the way.

It was at this point I decided to remove the last 2 screws and remove the belly pan. Simply remove the 2 screws in the rear of the pan and slide it back. It will drop free.



With the belly pan out of the way you can see the remaining hardware hold the splitter in place. A 7mm screw on the end, 4 plastic tabs and a final 7mm screw all the way inside. Sorry for the poor photo. Remove these from each side. Don't worry, the splitter won't fall off.

After the last tabs and screws are removed, gently push the splitter backward from the center and it will drop free.



You can see how much larger the GT/CS splitter is than the original.



Lift the splitter in place and push it forward to slide the 4 tabs into the matching slots. At this point all the holes should match up. If not gently move each end forward or back until the holes line up. At this point I started the 7mm screws at each end and in the center but left them loose until I had all the tabs and screws started. Installation is now almost the exact reverse of removal.



You will see there are 3 types of plastic tab. The larger one is for connecting the plastic pieces together (fender liner to belly pan) and the smaller ones are connecting the splitter to the nose and the plastic fender liner to the frame. They won't interchange. The last tab is for the front of the fender liner.





All finished. Total time was less than 2 hours.