



Installation Tips for the Sinister Camaro Front Air Dam

Please read installation tips completely before starting

1. Install supplied brackets in each front wheel well as shown below. The brackets mount into existing holes using the existing screws in the wheel well. Note there is a separate driver's side bracket and passenger side bracket.



2. Fit the UNPAINTED front air dam over the front fascia starting from the driver's side wheel well and working over to the passenger side wheel well. You may want to use some painters tape over your front fascia during the test fits to protect your paint.



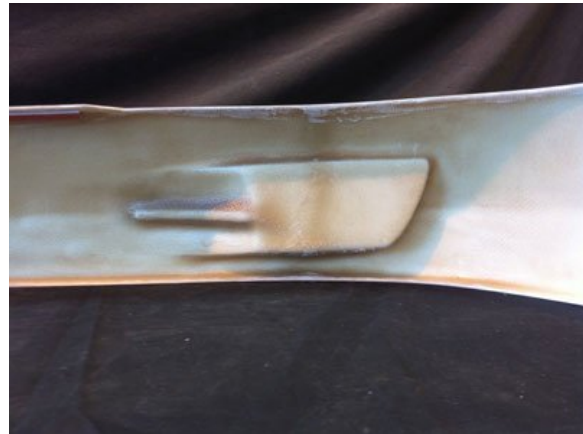
3. Prior to drilling the holes in the front air dam and bracket, measure the distance from the bottom of the side marker to the top of the front air dam on both the passenger side and driver side of the car to make sure they are even. Drill two holes into the back of the air dam where it meets the bracket for mounting. Repeat on driver's side



4. The next steps involve the brake cooling ducts. These have been designed to allow different configurations. They can be left non functional or made functional. The included carbon inserts can be used or not used and if used can be installed a few different ways. The photo at right shows how the part arrives. The backside of the duct area could be left intact and painted black to simulate opening. The slot where the carbon inserts go could be filled in to leave them out.



5. If you're removing the backside of the duct area, the best way to do so cleanly is with a dremel tool from behind. Optionally a mesh screen material could be installed from behind. Another option is to fabricate functional ducts to allow for actual brake cooling.



6. The photo at right shows the carbon insert molded in as an extension of the air dam from the left, then slightly recessed where it meets the air dam again at the right. Painting the leading edge of the carbon insert completes the look. This is just one example of many ways the brake cooling duct area can be configured.



7. The center of the air dam is low yet offers the option to cut some ramp angle into it if needed for steeper driveways or additional clearance. The photo to the right shows some blacked out masking tape along the bottom outlining one example of adding additional ramp angle if needed.

