



DEWLA DEZIGN PERFORMANCE: MKIV SUPRA (FRONT) INSTALL GUIDE



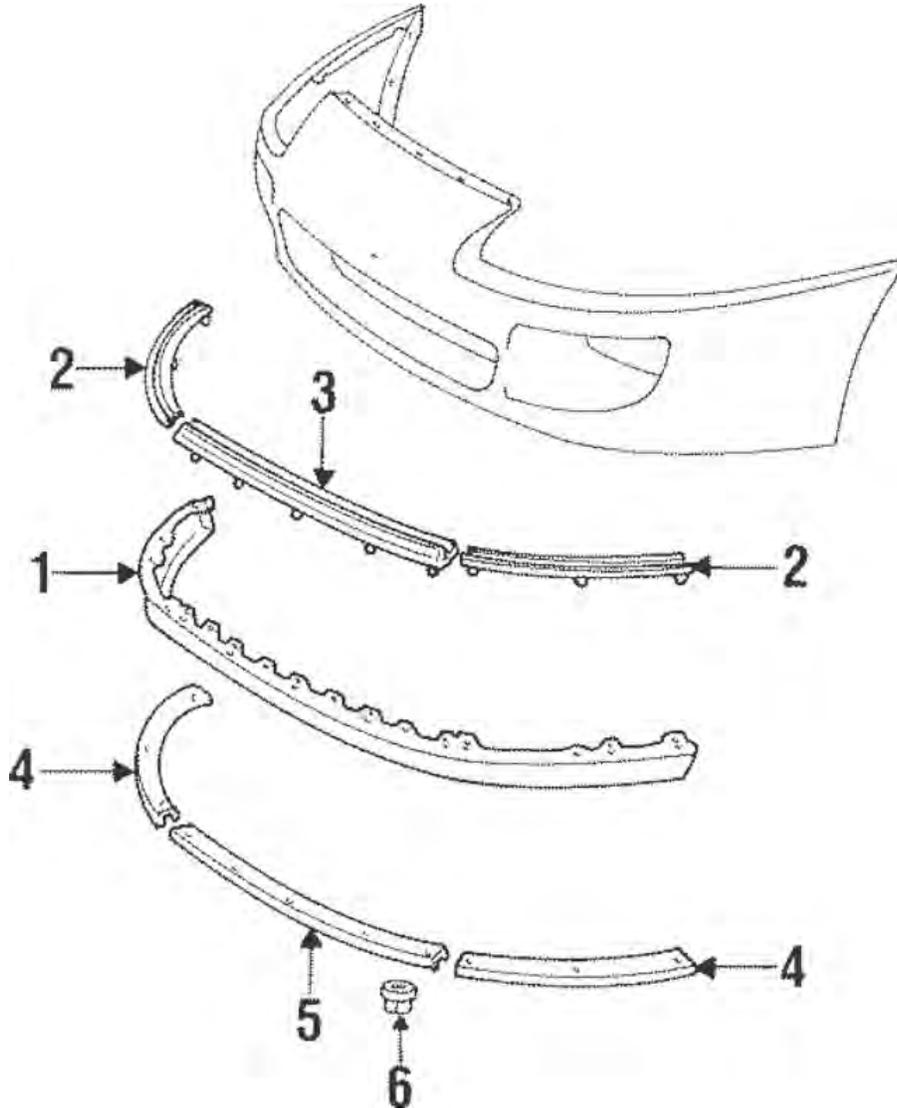
Thank you for purchasing the DDP MKIV SUPRA (FRONT) SPLASH SHIELD!

Your kit should include the following pieces:

- (1) Front Middle Shield
- (1) Left Wing Shield
- (1) Right Wing Shield
- (8) 6mm x 1.0 Cage Nuts
- (2) Short Hex Standoff
- (2) Long Hex Standoff
- (2) DDP Decals
- (5) Locking 6mm x 1.0 nuts
- (2) Cylindrical Spacers for Variant IC Brackets

The first thing to note prior to our install, is the need for this Toyota OEM piece.

Toyota part# 76859-14010 (Pictured below) Not having this piece on the upper front lip will make it incredibly difficult to install the front 5 nuts of the front shield to the lower fascia (Where the splash shield meets the lip.) These parts are still available via Toyota. If you do not have this piece, you can still drop 6mm x 1.0 bolts down through the fascia and the lip to make it work, but it will take a considerable amount of time and frustration to do so. If you do decide to just use bolts to drop down through the stock holes, be sure to use a retainer washer to hold the bolts in place while you feed them through our splash shield holes. These are pre-allocated for the stock fascia/lip holes. (**NUMBER 3 IN THE DIAGRAM**)



NOTE: If you still have this piece on the underside of the lip (**#5 In the diagram above**) it needs to be **discarded**, as the splash shield will take its place. (photo below)



For this section, We will go over the pieces included in the kit that need to be installed prior to the main sheet metal units.

You will will receive (8) Cage Nuts with your kit. Now is the time to install these. If you have the stock plastic nuts on any of these places mentioned, please remove them first.

The cage nuts should be installed with the threaded portion facing the hood.

Here are the points where you will install these cage nuts: (MARKED IN GREEN)



This will be applied to both Driver/Passenger sides. Please note that some aftermarket lips may need to be shaved due to different clearances on different molds. A quick nip with a Dremel will allow for proper squaring of the HEX STANDOFF pieces. This is typically only on the rear most tab of the fascia toward the wheel well as circled below in (GREEN)



Now that we have the cage nuts installed, Let's go ahead and install the Hex Standoffs. There are (2) short and (2) Long. They are placed symmetrically on both sides for the wings to later bolt in to.

The **LONG** Hex Standoff is placed in the rearmost position towards the fender liner. The **SHORT** Hex is placed in the next tab towards the front of the fascia. As pictured below:

NOTE!: Thread in by hand and snug. **DO NOT OVER TIGHTEN.** Once snug, tighten 1/4 turn. **DONE!**



The next step will be to evaluate the the lower core support. If you have not already installed the belly portion, please do so now. (LEAVE THE FRONT (5) BOLTS OUT) If you already have this installed, remove the originally (5) bolts that are on the shield. They will be replaced with the bolts that are pre-installed on the FRONT portion of the kit. As pictured below.

NOTE!: We do provide you with multiple cylindrical standoffs. The standoffs that are pre-installed on the kit will fit most applications. If not, we do provide two shorter standoffs for lower core support IC brackets, as some intercoolers have tabs that reach out from the bottom of the intercooler to the lower core support. Some companies utilize 1 or 2 tabs. Simply just remove the longer standoff pre-installed in the locations that suit your intercooler setup. Replace the NVH washer that comes pre-installed and continue the install. Pictures below for reference. (REMOVE RUBBER CAPS BEFORE INSTALLING)



Typically it will be one of the middle standoffs marked in (GREEN) that will need to be swapped out, feel free to use washers to make up any space, after installing the shorter standoffs provided. We have no way of knowing how every manufacture sets up their IC tabs for the lower core support, so depending on your setup, you will have to address this at the time of install. Typically it is the middle tab by itself, or the two on the either side of the middle that need to be addressed. (CALL FOR QUESTIONS)

937-902-6288

Once you have the these spacers figured out, you will then install the middle (Front) shield starting with the 5 through bolts on the front lip. :PICTURED BELOW (MARKED IN GREEN)



Please keep in mind that the nuts provided are locking style nuts, this is a safety measure to ensure that the nuts do not back off over time. Please check all of the nuts and bolts every oil service.

For these nuts, start by hand, (THEY WILL GET SNUG!) prior to being seated. This is normal, as they are slightly out of round by design to keep from backing off over time with climatic changes and vibration. Snug tight to base of shield and apply 1/4 turn.

Now it is time to align and start the rearmost (5) pre-installed bolts with the black cylindrical spacers.

(NOTE!) Be sure to align all bolts before tightening any of them. Then simply run down the bolts with a 10mm socket and apply 2 turns to each bolts in succession back and forth. This allows the entire length of the part to be evenly seated against the lower core support/belly shield. Failure to do so may cause binding and you will have to go back and loosen the previous bolts and start the process over. These are highlighted in **(GREEN)** below.



Now that we have the center front piece installed, we will move back to the wing panels on either side of the fascia. The wings come with the hardware pre-installed. First will remove the (2) bolts that are in the triangular tabs as shown below in **(RED)**



Now with these two bolts removed, fit the passenger side up (DDP LOGO ETCHED) and slide the triangular piece that we just removed the two bolts from, behind the front piece that we just installed as pictured below. Re-Insert the two bolts marked in (RED) temporarily leave them slightly loose, until all bolts are started in the rest of the wing.



The next step will be to tie in the rearmost and side bolts of the wing to the parts we installed on the fascia and on the wheel well liner.

NOTE! Over time, the fascia will become wider from not being tied to anything to keep it in place. Some fascias will have to be pulled in slightly to get the hex standoff bolts we installed earlier to line up with the wing bolts that are pre-installed.

This is normal due to polyurethane being heavily pliable when exposed to high temps. Over time it is going to want to go back to it's original state.

The splash shield will get this fascia back to it's stock form and it will assume it's state after a few heat cycles in the sun, having less stress over time.

Follow the pictures below to install the bolts to their corresponding nuts. Then repeat for the other side and finally snug all of the bolts in place, **(DO NOT OVERTIGHTEN THE WING TO HEX BOLTS)** This can snap the fascia ears off. Just tight is good enough.



Please check to ensure that all bolts are tight and secured. We have now completed the DDP MKIV Supra Splash Shield (FRONT) portion install. If you have any questions or concerns, please call (937) 902-6288 and we will walk you through the process. Note that some IC Piping may be subject to change if it is ran too low. This kit fit perfectly fine on our prototype cars, including the massive ETS 6 Row. So if you are having issues with the wings and IC piping being too low, feel free to run the middle without the wings until you can properly fabricate your IC piping to sit higher.