

VW GTI MKVI Forum / VW Golf R Forum / VW Golf MKVI Forum / VW GTI Forum - Golfmk6.com > Technical Topics > DIY Guides and Discussions  
DIY VW MKVI Golf / GTI / R Custom OEM+ Mud / Splash Guards

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02-06-2013, 03:58 AM

SK  
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Drives: 2013  
Golf R  
Join Date: Feb  
2013  
Location:  
Somewhere  
between  
Toronto and  
Vancouver  
Posts: 404

DIY VW MKVI Golf / GTI / R Custom OEM+ Mud / Splash Guards

Hello MK6ers,

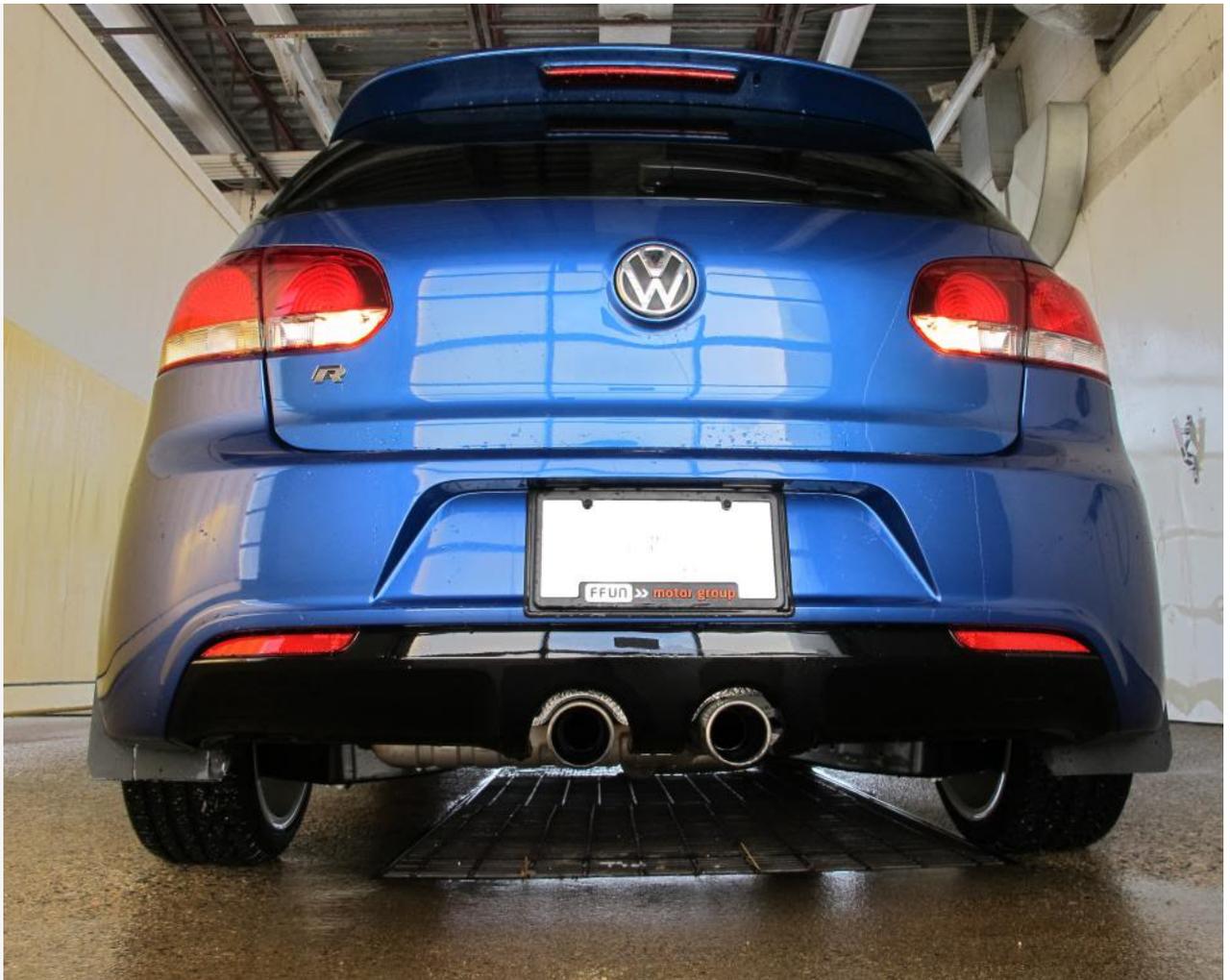
First off, Since the acquisition of my new 2013 Golf R I have been wanting to change my screen name from Chaos Theory to **SK VeeDubR** as I feel more suiting..

Anyways, since VW does not have an appropriate mud / splash guard for the MKVI Golf R (don't be fooled by people telling you regular MKVI mold splash guards will fit as they will not without extensive modification, and even then will not look like they were intended to) I decided to make my own. I have had great response from both local VW owners AND forum members wanting sets for their cars so I have put together this DIY Guide for fellow enthusiasts - I hope you enjoy!









#### TEMPLATES - VW MKVI Golf / GTI / R OEMCustom Splash Guard

##### Disclaimer

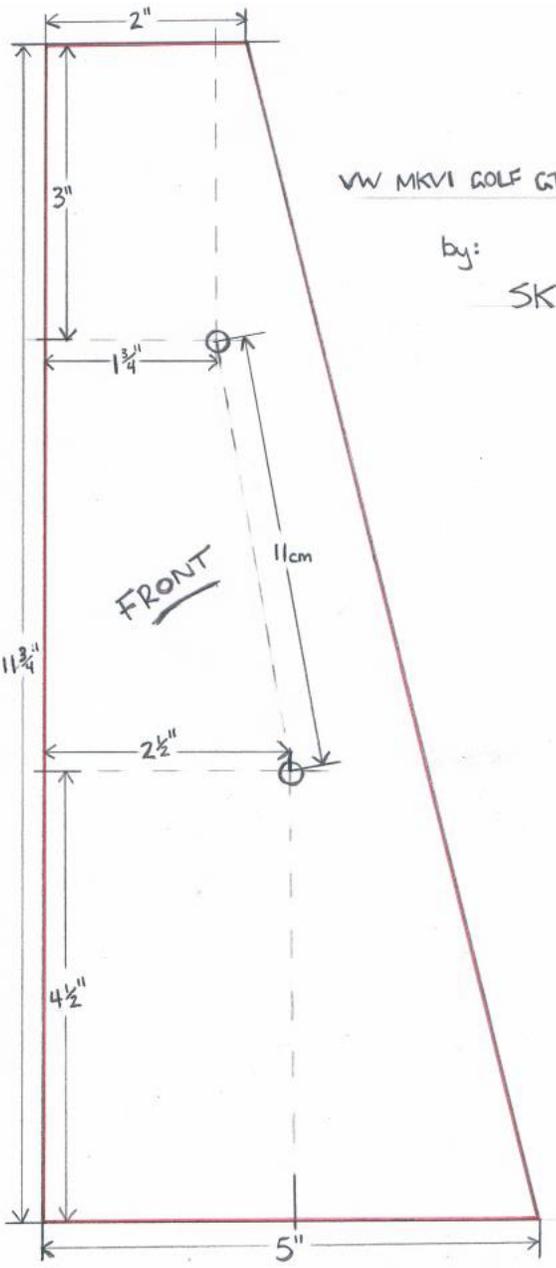
\*\*I by no means can be held responsible for and injury or death that may occur from this how-to. There is a very real chance you could injure yourself if you do not take the appropriate precautions when working on your car. Use protective eyewear, don't cut towards yourself, use jack stands, do not drink and drive, and don't drink and drive on your car while under the influence of drugs or alcohol, and don't walk alone at night, blah blah blah.

I have the utmost confidence if you follow my instructions you will do just fine! Please feel free to PM me if anything is unclear or you need additional instructions and I can walk you through it.\*\*

I chose to use a 2-ply fiberglass reinforced rubber compound commonly used in heavy duty splash guard applications (be sure your material is not too thick however, 3 to 4mm is about max thickness you would want to go). I chose a rubber material as it remains flexible in the most extreme cold climates and is extremely durable (think tire compound). I personally would tend to avoid plastics such as ABS as it can be quite rigid and become brittle in cold climates. It is also nice to use a more flexible material as it will conform to your car nicer, minimizing any potential gaps.

I recommend drilling pilot holes with a small drill bit, then finishing with a 3/16ths drill bit. If you find you need to fine tune your level, you might drill certain holes slightly bigger to allow for some play.

#### FRONT TEMPLATE

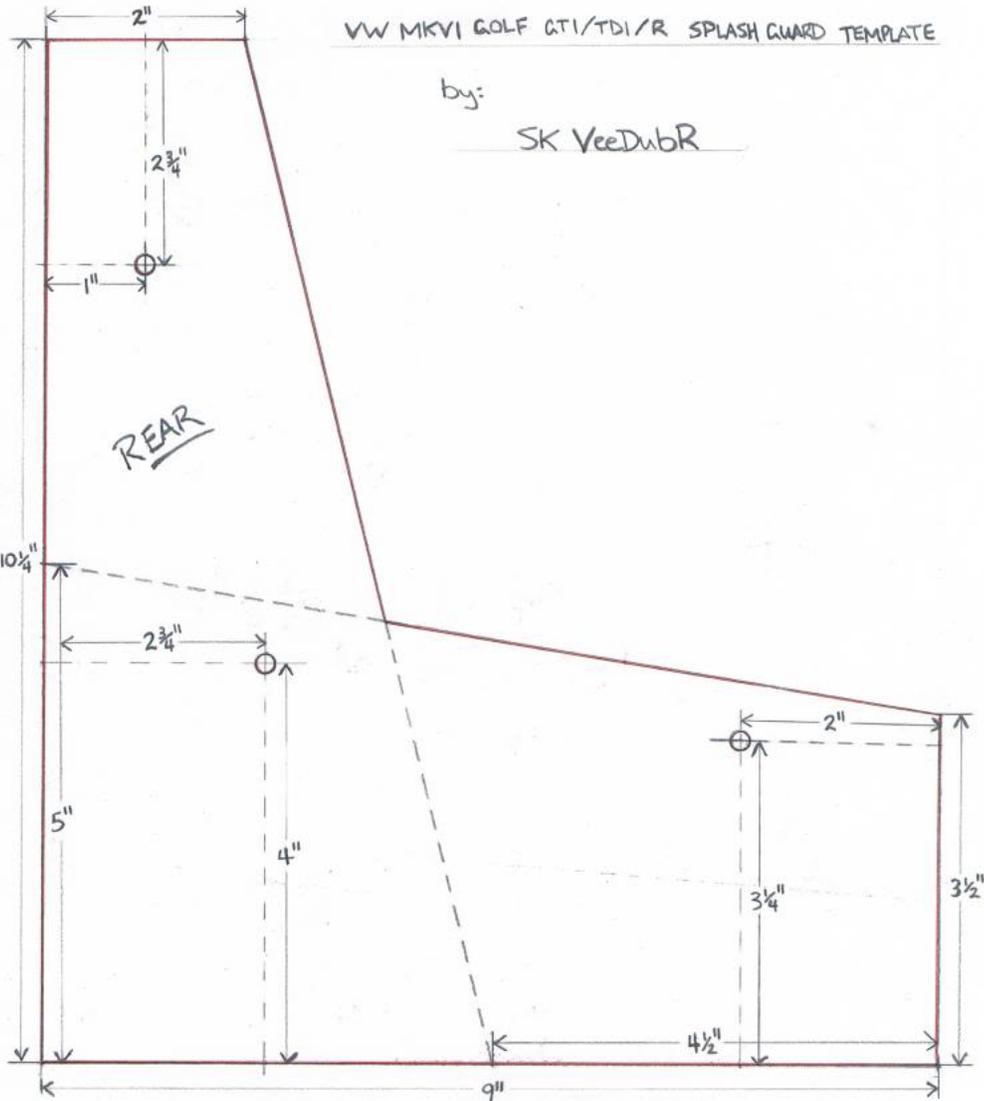


VW MKVI GOLF GTI/TDI/R SPLASH GUARD TEMPLATE

by:

SK VeeDubR

REAR TEMPLATE



#### Additional Info

The templates used above are similar in shape to what is on my car in the first few pics, however there are differences..

Fronts - the template is approximately the same size and length as in the pics on the car above

Rears - the template is approx 3/4inch longer than on the car above, and 1/2 inch wider on the inside edge

\* The final shape is up to you, including the length of the splash guards - my templates are only a recommendation on what I found works for my application. You may wish to go longer or shorter, but keep in mind IMHO the optimal difference in length should be 1 1/2 inches (fronts are longer)

(In the pictures above, there is a difference of 2 1/4 inches which is why the fronts look like they hang lower on the car in reference to the body. In actuality, both fronts and rears in the above pics are the same distance from the bottom of the car to the bottom of the splash guards, but I have found that it is the diagonal distance which we reference visually)

#### Finishing the edges

\*\*You will also notice that the template does not give instructions on how to finish the edges.. There are two styles of edges I recommend.

45degree angle - measure 1/2 inch from each corner then draw a line connecting the two marks and cut along this line, this will give you a nice a corner.

Rounded - again, measure 1/2 inch from each corner and align a small, round object to these marks (a quarter works like a charm), then carefully corners!

I like to run a 120 grit sandpaper (about the texture of grip tape on a skate deck) over the entire cut edge to soften and smooth.

\*\*\*Hint: if you temporarily bolt two splash guards together (front to front or rear to rear) you can do your sanding and shaping in half the time.

Last edited by SK VeeDubR; 02-06-2013 at 02:56 PM.



02-06-2013, 03:59 AM

SK  
VeeDubR

FIA World Rally  
Car Newbie



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## OEM CORE GUIDE - VW MKVI Golf / GTI / R OEMCustom Splash Guard

### DISCLAIMER

\*\*I by no means can be held responsible for and injury or death that may occur from this how-to. There is a very real chance you could injure yo  
one needs to take the appropriate precautions when working on your car. Use protective eyewear, don't cut towards yourself, use jack stands, do  
on your car while under the influence of drugs or alcohol, and don't walk alone at night, blah blah blah.

I have the utmost confidence if you follow my instructions you will do just fine! Please feel free to PM me if anything is unclear or you need add  
instructions and I can walk you through it.\*\*

### Items needed

- VW Golf VI Rear Mud Flaps PN 5K0 075 105
- Olfa Knife

### Nice to have but not absolutely necessary

- Small tipped paint (art) pen, silver or white works best.
- Beverage of choice

Also, you must use the OEM Mud Guards specified for this to work. While there may be knock-offs that are similar, there are many more knock-off  
not the same and will not work. Don't say I didn't warn you.

I have spent several hours exploring, various bracket options, measuring, sampling, testing, and even went as far as an attempt to reverse-engineer  
OEM parts, but due to the 3-dimensional shape, curvature, and light-weight design required I could not cost-effectively develop something unique  
decided that the best, OEM+ option was to in fact simply use OEM parts, and the solution is a rather eloquent one. Fit and finish in the inner wheel  
near perfect as the core from the MKVI Golf Mud Guard fits perfectly, and mounts with existing OEM fasteners in the fender liner. Only one additional  
fastener is recommended in the inner fender liner to secure and level out the core (whereas molded OEM Mud Guards require not only one in the  
liner, but another directly into the lower portion of the bumper).

Unlike OEM Mud Guards, NO drilling of the lower bumper is required! And NO molded pieces are against the side of the painted surfaces, thus eliminating  
damage to painted surfaces that can be caused from such designs.

1. First, you need to acquire an OEM set of REAR Mud Flaps (Schmutzfänger, hinten :P ) VW Part Number 5K0 075 105,

Schmutzfänger, hinten  
Mud Flaps, rear  
VW Golf VI GTI  
1 Satz / 1 set

**5K0 075 105**



Made in Germany

Distributed by Volkswagen Zubehör GmbH · Postfach 10 22 70 · 63268 Dreieich

Volkswagen



Original

Volkswagen · C





2. It helps if you can acquire a second package of hardware as it is nice to use consistent, OEM hardware to mount the new splash guard to the car. This is not absolutely necessary for install.

(I detail install of actual splash guards after this Core Guide, just including this info here as the hardware comes with the OEM rear mud guards)

Hardware that is included in one set should be  
C-clips x 2 (not required for this 'core' application)  
Torx T20 screws x 4  
10mm nylon nuts x 4





3. Separating the molded, outer guard from the core.  
See the thin silver line on the underside of that 'ledge'? This is where you will make your first cut. I prefer to use a razor sharp Olfa knife.



Continue up along the ridge between the textured outer shell, and the inner core.



I find you don't need to cut all the way through the first pass, as the outer textured shell can actually be pulled away from the core if there is a g





This is what you should be left with.



Notice the cut line



4. Flip it over again, and now we will be removing the 'shelf'. It serves no purpose now, other than to collect dirt and debris. See the silver line – t where we will make our second cut.





This is what you should be left with.



\*\* From this point forward you might find it easier to use a lift or a jack with jack stands and remove the wheel for better access, but completing can be performed while the car remains on a level surface.

5. Next, go to your car and remove the two inner fender liner screws (sorry, I already removed them in this pic.). Note there is a third screw at the bottom corner – don't take this one out or your car might explode.



Place your almost completed core into the inner fender and secure it using the two screws you just removed.



Trace a line where the lip of the core passes over the fender, this will need to be trimmed also.





Now you should be able to tuck the outer lip of the core behind the fender like this





And here is your new 'core'! The holes are to give you an idea only. To properly mount your splash guards you will need to do so after the core is using all three core holes.



Here is a core with splash guard already installed. Notice the third hole of the core has already been attached to the inner fender liner. You can use a drill to puncture a guide hole in the fender liner, then use one of the Torx20 screws and a nylon 10mm nut to secure the backside of the liner.



And there you have it! Core installed!

*Last edited by SK VeeDubR; 02-06-2013 at 02:56 PM.*



quote

02-06-2013, 03:59 AM

**SK**  
**VeeDubR**

FIA World Rally  
Car Newbie  
🚗🚗🚗🚗

Drives: 2013  
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## VW MKVI Golf / GTI / R OEMCustom Splash Guard Install

### Tools Required

- Torx T25
- Torx T20
- 10mm wrench
- Drill (and small drill bit)
- Jack and Jack Stand (Lift optional, if you have access will make leveling splash guards easier)
- Tire iron and 17mm wrench for removing wheels
- Wheel lock key if appropriate
- Torque wrench

### Nice to have but not absolutely necessary

- Awl (not absolutely necessary, can use drill instead)
- Small Level (torpedo level works great)
- Small tipped paint (art) pen, silver or white works best.
- Painter's tape
- Beverage of choice

### Parts required

- OEM Core (L+R, see core DIY above)
- Rear Splash Guards (L + R)
- Front Splash Guards (L + R)

8 x Torx Screws (T25 and/or T20)

you can use VW PN N-909-747-01 (These are appropriate bolts with proper thread pitch, T25, and are OEM) if you cannot get an extra set of hardware, as they are not sold separately.

6 x 10mm Nylon Nuts

### **DIY Install Instructions**

First, take a minute to familiarize yourself with all the components involved. Each drill hole should be slightly larger than the screws provided – this allows for fine adjusting of the angle the splash guards will sit. Above all, don't rush – If the splash guards are not reasonably level, the untrained will pick up on this discrepancy.

Before you begin, take time to wash your car thoroughly, especially on the surfaces you will be working.

1. With the car on the ground, on a level surface (such as a garage pad), turn the front wheels to full lock counter clockwise. This will provide enough clearance to access the driver's side inner fender where you will find two fender screws (T25), remove both screws.

2. Align the holes on the correct front splash guard (smaller of the two sizes), and reinsert each screw. Tighten to friction, but do not fully tighten splash guard at this time. Using your level, ensure the splash guard is level vertically. Once level, tighten splash guard to fender. **\*\* DO NOT OVER TIGHTEN** – you will strip backing plates and/or risk cracking your side skirt (Golf R).

3. Repeat for passenger side.

4. While car remains on level ground, measure from the ground to the top of the front splash guard, measure both sides – should be identical. (Measure from top of splash guard, not outer, curved corner.) Second, measure how far out your front splash guards sit and make note of this distance as it should be the same when you mount the rear splash guards.

5. Take your painter's tape and mark on your rear fenders on each side the height to which your rear splash guards should reach. (The height of the splash guards should be identical for aesthetic purposes)

6. Now lift your car and remove wheel (if using jack with jack stands this will require an extra step to ensure level).

7. With wheel removed you now have plenty of access to rear inner fender well. Observe there are three T25 fender screws near the most outside edge. You will need to remove the TOP two only. Do not remove the bottom-most screw.

8. Ensure you have the correct rear OEM bracket in hand, and place over screw holes. Now replace those two screws you just removed, securing the bracket to the fender liner (tighten but DO NOT over tighten to avoid damage). **\*\* Note**, there is a bit of play in this bracket both vertically and horizontally so try to center your screws so that the bracket is centered in case you wish to make any fine adjustments after the splash guard is installed. **\*\*** If you tuck the lateral side of the bracket **BEHIND** the fender lip, this will enable your splash guards to sit flush against the fender.

9. Flex up, and back the inside arm of the bracket so that it is relatively flush with the inner fender liner, now using an awl (or screwdriver with sharp bit), make a pilot hole in the fender liner. Now, take one of the screws provided in the kit and secure it through the fender liner, and backing it with a nylon nut. Your bracket is now secure.

10. Taking the appropriate rear splash guard, hold it up to the bracket, and align it to the top of your painter's tape on the fender to achieve the appropriate height, and extend it out the same distance as your front's (helps to have a friend to help you align at this point). Once aligned, drill a pilot hole, approximately half the size, and centered through the top hole of the splash guard, and in to the bracket. **DO NOT DRILL INTO YOUR AIR FENDER!!**

11. Using another screw provided, screw through the top hole, into the bracket, fairly firm but not all the way just yet. **\*NOTE** – you will not back screw with a nylon nut due to access issues, but the small hole in the bracket will hold it plenty tight.

12a. If car is on a lift, leveling is simple. Using your level, ensure rear splash guard is vertically level. Once you find the correct position, mark and drill another pilot hole, as above, through the bracket on the bottom outer part of the splash guard and back with a nylon nut. Now do the third and fourth hole, using pilot hole, screw, and backing nut.

12b. If car is lifted one side at a time, you will need to do the following.. Replace the wheel securely, and lower the car to level ground. Now, using your level, ensure rear splash guard is vertically level. Once you find the correct position, mark this spot with your silver pen. Now, jack your car up and remove wheel once more to gain access. Drill your pilot hole and secure the bottom outer corner. Now, drill one more pilot hole in the bottom, inner part of the bracket and secure with screw and backing nut.

13. Recheck your level, and make any fine adjustments necessary. Once happy, tighten but **DO NOT OVER TIGHTEN** as you risk stripping backing plates, pilot holes, and warping the splash guard.

14. Repeat for other side.

**\*\* One final tip on aesthetics** – if you tend to be slightly out of vertical, this is o.k., as long as the bottom edge is a hair further out than the top edge. Because our cars sit with a tiny amount of camber, this will flow well with the tires, especially if lowered. If the bottom edge is slightly further in, it will look very awkward.

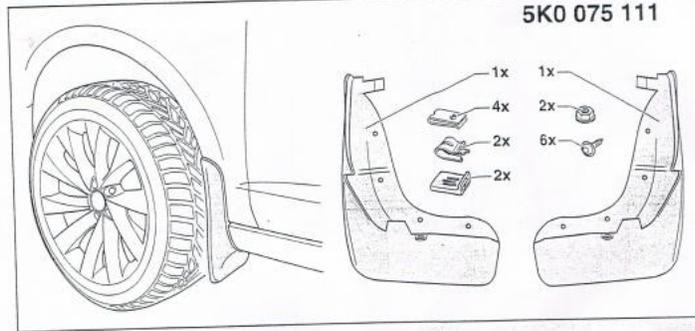
### **Reference Instructions for OEM Mud Guards**

#### **Fronts**



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Änderungen des Lieferumtanges vorbehalten.

Equipment supplied is subject to alteration.

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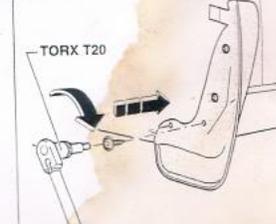
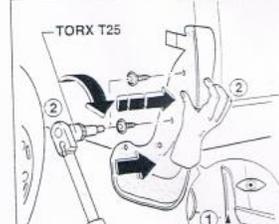
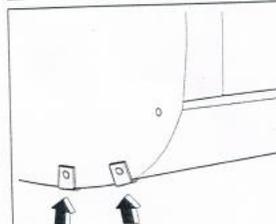
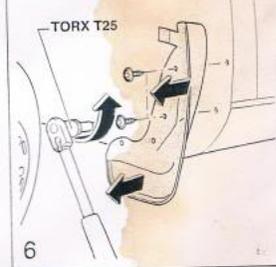
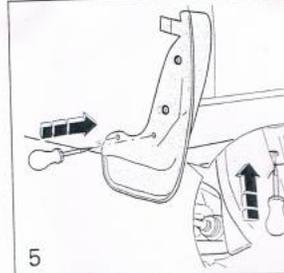
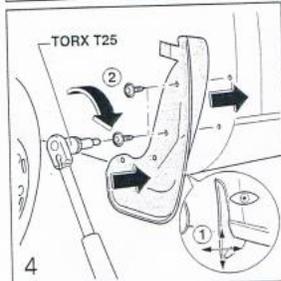
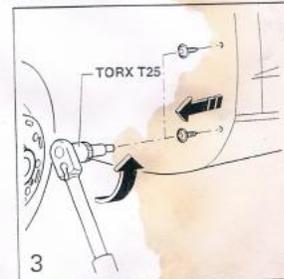
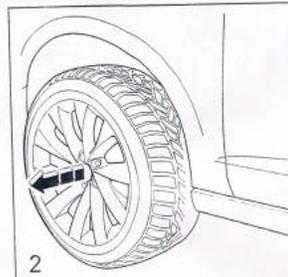
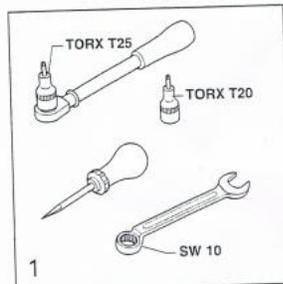
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Wijzigingen in leveringsomvang voorbehouden.

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Změny v dodávkách vyhrazeny.  
 仕様および内容は予告なく変更する場合があります。

Golf 2009 ⇒

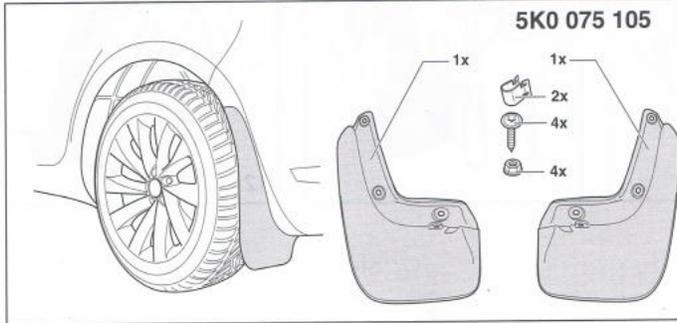


Rears



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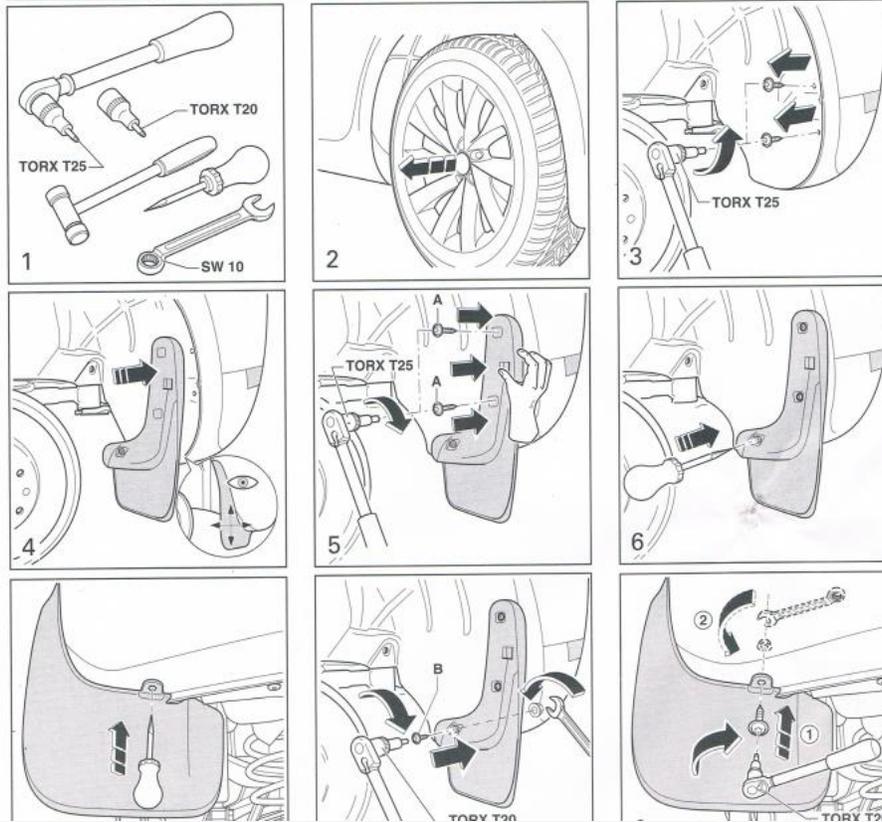
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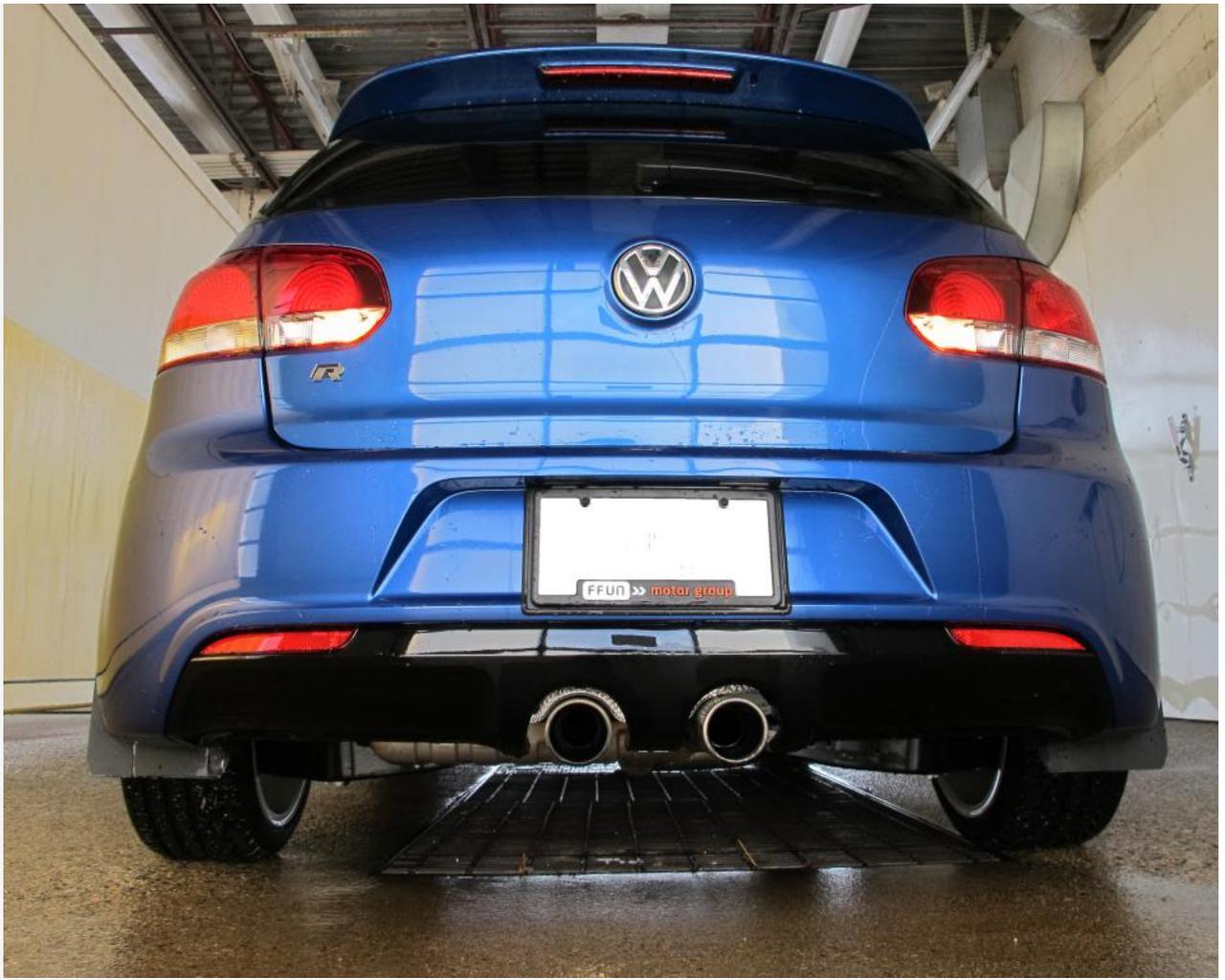
Změny v dodávkách vyhrazeny.

仕様および内容は予告なく変更する場合があります。

Golf GTI (A6) 2009 ⇒



Cheers!



Last edited by SK VeeDubR; 02-09-2013 at 01:21 AM.



quote

02-07-2013, 07:31 PM

#4

### Vancity2Constantinople

Banned  
🚗🚗🚗🚗

Drives: 00-----00  
Join Date: Jan 2012  
Location: Is Unknown  
Posts: 11,788

good one! now make the rears longer and a VW stamp like i suggested. 😊



quote

02-07-2013, 07:49 PM

#5

### SK VeeDubR

FIA World Rally Car Newbie  
🚗🚗🚗🚗

Drives: 2013 Golf R  
Join Date: Feb 2013  
Location: Somewhere between  
Toronto and Vancouver  
Posts: 404

Quote:

Originally Posted by **Vancity2Constantinople** >  
good one! now make the rears longer and a VW stamp like i suggested. 😊

Haha yes sir!

Actually as per your recommendations I have made a set with the rears longer by 3/4 inch

I discovered that it is the diagonal from the body of the car that our eyes are drawn to, so by making the difference in length a total of 1+1/2inch the fronts and rears will appear to match.

The set above are actually the same distance from the bottom of the car to the bottom of the splash guard, but it does look a bit off I agree which is why I revised the final design as reflected in the templates provided.

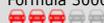
Ohhh, and I just had an idea regarding stamping the VW image into them! :P I have a friend with an actual VW branding iron, hehe.. Just might work..

quote  

02-08-2013, 12:39 AM

#6

**Tiggy**

Formula 3000 Driver  




Drives: Bagged Golf  
 Join Date: Jun 2012  
 Location: South OC  
 Posts: 3,006

quote  

wow, lots of work went into this! good job!  
 My cars bagged, so what.

02-08-2013, 01:31 AM

#7

**Vancity2Constantinople**

Banned  


Drives: OO-----OO  
 Join Date: Jan 2012  
 Location: Is Unknown  
 Posts: 11,788

Quote:

Originally Posted by **SK VeeDubR**   
 Haha yes sir!  
  
*Actually as per your recommendations I have made a set with the rears longer by 3/4 inch*  
  
*I discovered that it is the diagonal from the body of the car that our eyes are drawn to, so by making the difference in length a total of 1+1/2inch the fronts and rears will appear to match.*  
  
*The set above are actually the same distance from the bottom of the car to the bottom of the splash guard, but it does look a bit off I agree which is why I revised the final design as reflected in the templates provided.*  
  
*Ohhh, and I just had an idea regarding stamping the VW image into them! :P I have a friend with an actual VW branding iron, hehe.. Just might work..*

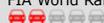
very nice let me know, maybe I would like a set 🤩

quote  

02-08-2013, 09:08 PM

#8

**SK VeeDubR**

FIA World Rally Car Newbie  


Drives: 2013 Golf R  
 Join Date: Feb 2013  
 Location: Somewhere between Toronto and Vancouver  
 Posts: 404

Quote:

Originally Posted by **Vancity2Constantinople**   
 very nice let me know, maybe I would like a set 🤩

So apparently my friend has some sort of issue with me using his hamburger branding iron on rubber.. Blah blah cancer blah blah toxins haha lol

Might have to think of something else :P

Any ideas?!

VW Golf MKVI OEMCustom Splash Guards

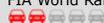
*Last edited by SK VeeDubR; 02-08-2013 at 09:15 PM.*

quote  

02-12-2013, 03:58 AM

#9

**SK VeeDubR**

FIA World Rally Car Newbie  


Drives: 2013 Golf R  
 Join Date: Feb 2013  
 Location: Somewhere between Toronto and Vancouver

Quote:

Originally Posted by **Vancity2Constantinople**   
 very nice let me know, maybe I would like a set 🤩

I actually have a set available if anyone needs.

Posts: 404

[VW Golf MKVI OEMCustom Splash Guards](#)

quote  

03-17-2013, 08:44 PM

#10

**Csg\_r**

Oval Newbie  
  

Drives: 2013 CSG R  
Join Date: Mar 2013  
Location: S. CA  
Posts: 129

This is great DIY!!! Any chance you can sell me a set??? I really miss not having mud flap like I did with my 13 sti!

quote  

05-06-2013, 11:39 PM

#11

**SK VeeDubR**

FIA World Rally Car Newbie  
  

Drives: 2013 Golf R  
Join Date: Feb 2013  
Location: Somewhere between Toronto and Vancouver  
Posts: 404

Quote:

Originally Posted by **Csg\_r**   
*This is great DIY!!! Any chance you can sell me a set??? I really miss not having mud flap like I did with my 13 sti!*

I'll try to help ya in any way I can! Lemme know

[VW Golf MKVI OEMCustom Splash Guards](#)

quote  

01-07-2014, 02:36 PM

#12

**jp0319**

Formula 5000 Driver  
  



Drives: 2013 TR Golf .:R  
Join Date: Nov 2010  
Location: Bettendorf, IA  
Posts: 1,700

Well, I completed this DIY last weekend. Mine didnt go perfectly smmoth but I attribute that to me, your DIY was very, very helpful. I used the Rally Armor flaps for mine which offer a nice OEM look once finished. I don't want to thread jack so if SK VeeDubR is ok with it I'll post pics of mine here since it was inspired by this DIY.

I let mine stick out further and hang a little lower, and its awesome. After two days of driving in snow and ice I have almost no road crap on the side or under the car. Longevity at this point is my only concern, as I have the Rally Armor flaps they are considerably larger than your template, so I am wondering if the two screws mounting the GTI flap base onto the car will be enough to hold them all winter. I guess we'll see, but so far I 100% reccomend that anyone in the snow belt try this DIY, it's worth your time.

In closing I would like to poke VW and the aftermarket for not coming out with a complete mud flap solution for Golf R owners. I feel like given the AWD that many R owners will be in areas where they feel they will need AWD like areas with heavy winters, yet we as enthusiasts have to come up with "work arounds" to fill the void. Rant complete.

JP

[My 2013 Golf .:R build thread](#)  
[My gone but not forgotten 2011 GTI build thread](#)

quote  

04-14-2014, 02:24 PM

#13

**Kyle Butler**

FIA World Rally Car Champion  
  



Drives: The wife's 4cyl Accord  
Join Date: Jul 2011  
Location: Ontario, Canada  
Posts: 553

i have OEM flaps and they kind suck. i have a bunch of small pebbles behind them and im sure they are just loving the paint on my fenders.

They are certainly coming off this spring. If you do build these yourself and offer them, i would be interested in buying a set.

**Kyle Butler :::**  
**OEM Golf R Tails : VW Karthoum 18" Hankook Ventus v12 :::**

quote  

04-29-2014, 07:54 AM

#14

9V7W3

Touring Car Newbie  
   

Drives: 2Dr CSG Golf R - APR Stage 2+  
Join Date: Apr 2012  
Location: Jersey  
Posts: 206



Yea great job! If you do decide to make a few extra sets let me know as well I would def be interested.. Too much going on with a baby on the way in a month, no time to do it myself at the moment! Sounds like you found yourself a nice little money maker..

Golf R 2DR CSG - Sun/Nav | 25% 3M | APR Stage 2 Flash | APR Intercooler | APR TB RSC exhaust - Diamond Black | APR HPPF | VWR Intake | Southbend Stage 2 Endurance Clutch/Flywheel | NewSouth VentPod |

"That thing goes from 0 to F#CK YEA in 3 seconds...." - Rick Harrison



06-01-2014, 01:56 AM

#15

SK VeeDubR

FIA World Rally Car Newbie  
   

Drives: 2013 Golf R  
Join Date: Feb 2013  
Location: Somewhere between Toronto and Vancouver  
Posts: 404

Quote:

Originally Posted by [jp0319](#)

Well, I completed this DIY last weekend. Mine didnt go perfectly smmoth but I attribute that to me, your DIY was very, very helpful. I used the Rally Armor flaps for mine which offer a nice OEM look once finished. **I don't want to thread jack so if SK VeeDubR is ok with it I'll post pics of mine here since it was inspired by this DIY.**

I let mine stick out further and hang a little lower, and its awesome. **After two days of driving in snow and ice I have almost no road crap on the side or under the car.** Longevity at this point is my only concern, as I have the Rally Armor flaps they are considerably larger than your template, **so I am wondering if the two screws mounting the GTI flap base onto the car will be enough to hold them all winter.** I guess we'll see, but so far I 100% reccomend that anyone in the snow belt try this DIY, it's worth your time.

In closing I would like to poke VW and the aftermarket for not coming out with a complete mud flap solution for Golf R owners. I feel like given the AWD that many R owners will be in areas where they feel they will need AWD like areas with heavy winters, yet we as enthusiasts have to come up with "work arounds" to fill the void. Rant complete.

JP

Sorry I missed your post so long ago - ABSOLUTELY!! Post some pics!! Let's see how your's turned out!

I found my splash guards kept road debris and salt/grime down considerably, I trial-and-erored a few different templates over the course of the first winter I had the car..

And Yes, I found the OEM 'core' to be extremely secure if you used the two original mounting screws and added the third in the provided hole as per OEM instructions for the rears! How did it hold out for you?! I found that this design as a final product was MUCH less likely to hold and accumulate ice and crud than the OEM ones..

Quote:

Originally Posted by [Kyle Butler](#)

*i have OEM flaps and they kind suck. i have a bunch of small pebbles behind them and im sure they are just loving the paint on my fenders.*

*They are certainly coming off this spring. If you do build these yourself and offer them, i would be interested in buying a set.*

Sorry I missed your response. Yes, OEM mud guards have always been a sore point with me due to this very reason, but the fact the R had NO other options was the impetus for my 'mission' lol 

pm me if you would like a set. Cheers!

Quote:

Originally Posted by [9V7W3](#)

Yea great job! If you do decide to make a few extra sets let me know as well I would def be interested.. Too much going on with a baby on the way in a month, no time to do it myself at the moment! Sounds like you found yourself a nice little money maker..

as I said above, feel free to pm and we can discuss getting you a set! Cheers!

VW Golf MKVI OEMCustom Splash Guards



reply

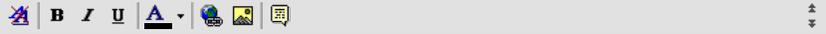
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