

## Is A Lift Needed For E-Ray Without A Splitter?

Yep, Even With My Lift Activated, I SCRAPED!

Even though the Lift Option cost significantly more than for my 2020 C8 Z51 (*which was only \$1495*) I used it for many places in town. Had many locations I frequented memorized to lift. Didn't need to use for speed bumps as they are high enough. Don't need for my driveway as there is only a moderate dip in our narrow road to drain rain. However, in town there are rain drain depressions on the side of many roads where driveway entrances exist. Some of the ones I frequent are restaurants, Malls and FedEx, as example. A Case in point in FedEx, off of 4-lane highway with 50 mph limit traffic going ~60 mph. Could avoid scraping my 2020 C8 Z51 splitter (*a copy of the OEM 5VM*) crawling into their driveway at an angle. BUT with traffic coming up fast behind good way to get rear-ended! With a Lift, slow to 24 mph and it raises automatically as have it programed.



I had planned getting a splitter (*GM Ground Effects Splitter Option left*) to match the  $\frac{3}{4}$  length side skirts that come with the E-Ray. Thought it was smart to get an inexpensive ABS splitter, as despite having

a lift I managed to scrape the winglets on my 5VM copy splitter. After the 2<sup>nd</sup> time reinstalled the OEM flexible splitter. ABS is rugged and more forgiving of minor scrapes. BUT to prevent destroying the bottom of the splitter I got the lift. For 2024 now \$\$2595.

There was one place in town I visited where even with a lift my 2020 C8 scraped the bottom of the splitter. It was very deceptive and one where it looked like might be able to exit without activating the lift. But scraped the bottom of the splitter.

Now without a larger splitter, only what I call a "Mini Splitter" that comes standard with the E-Ray- I SCRAPED. Not the splitter but just behind in an aero panel that is lower. The following explains.

## Photo Sequence:

The E-Ray comes standard with what I call a "Mini Spitter." The Dealer Tech had to assemble and add in the PDI. Pic shows how the E-Ray comes off the Jack Cooper trailer. He had to assemble and add the "Mini Spitter" and the heavy aero panels behind. They are actually about an inch lower.

Frankly very pleased with the "clean" look of my Cacti E-Ray, with body colored accents and now seeing the actual, body colored "Mini Spitter." Will not add a larger black one.



As I did with my 2020 C8 Z51 having a fiberglass copy of the GM 5VM splitter did the same with my E-Ray.

Entering the parking lot in town in an area where the rain drain depression on the road edge appears shallow with long slope. Looks like a Lift might not be needed. Since I have one, I activated. No scrapes going in.

I park down from the entry and as I had with my 2020 C8 left from the exit at the far end. Looks about the same as the driveway I entered. BUT with the 2020 C8 heard a scrape noise and did scrape my 5VM equivalent splitter slightly at the bottom.

Scraping a splitter (or as we'll see occurred with mt E-Ray aero panel) is very dependent on the how the front wheel fits rain drain depression. And where the end of the splitter (or front aero panel) is located at that point. Not easy to judge.

Left with my E-Ray and as having no Ground Effects or equivalent splitter thought with the Lift no way would I scrape. **But heard a minor scrape noise**



When I got home, looked. The mini splitter was fine no scrape. BUT the aero panel behind and two of the black screws holding it in place had a slight scrape! Also a scrape in the plastic seen as the white line. A none issue BUT

It I had the OEM Ground Effects splitter or equivalent would have scraped even with a Lift. Had to leave very slowly and at an angle.










# WA Technology

**“60” E-Ray, C8 Z51, 2017 Grand Sport & 2014 Z51 Stingray  
Mods or Info Available As PDFs:**



60 PDFs discuss improvements or info about a E-Ray, C8, 2017 Grand Sport, 2014 Z51 Stingray function and/or esthetics. Some are minor and others, like installing “Low Dust Brake Pads” on C8 & C7s, have detailed information.

Below are the PDF's available. Click on picture or Blue PDF link or copy and paste the PDF link (Blue type) into your browser. Or email me at [TechSupport@NetWelding.com](mailto:TechSupport@NetWelding.com) and state the title desired, shown in Yellow:

<b>E-Ray PDI &amp; Info</b> <i>Details of My E-Ray PDI</i> <a href="http://netwelding.com/E-Ray_PDI.pdf">http://netwelding.com/E-Ray_PDI.pdf</a>	
<b>E-Ray 1<sup>st</sup> Mod</b> <i>Details of My E-Ray Cross Brace</i> <a href="http://netwelding.com/E-Ray_Mod_1.pdf">http://netwelding.com/E-Ray_Mod_1.pdf</a>	
<b>E-Ray Need Lift?</b> <i>Yep, How I Scraped My Front Aero Panel</i> <a href="http://netwelding.com/E-Ray_Lift.pdf">http://netwelding.com/E-Ray_Lift.pdf</a>	
<b>E-Ray PPF Bottom Of Rocker Panels</b> <i>Small Amount of PPF Added To Rocker Panels</i> <a href="http://netwelding.com/E-Ray_PPF.pdf">http://netwelding.com/E-Ray_PPF.pdf</a>	
<b>C8 Bigger Brakes</b> <i>C8 Brakes Are Anemic Compared to Other MEs</i> <a href="http://netwelding.com/C8_Big_Brakes.pdf">http://netwelding.com/C8_Big_Brakes.pdf</a>	
<b>C8 PDR SD Card Selection</b> <i>Things to Consider When Buying SD Card</i> <a href="http://netwelding.com/PDR_SD_Card.pdf">http://netwelding.com/PDR_SD_Card.pdf</a>	
<b>E-Ray, C8, C7 eLSD vs Positraction</b> <i>eLSD is a Modern Dif; Positraction is from 1960s</i> <a href="http://netwelding.com/eLSD_VS_Pos.pdf">http://netwelding.com/eLSD_VS_Pos.pdf</a>	

<p><b>E-Ray, C8 FWD Hybrid</b>  <i>WFWD Hybrid Provides More Power &amp; MPG</i>  <a href="http://netwelding.com/C8_FWD_Hybrid.pdf">http://netwelding.com/C8_FWD_Hybrid.pdf</a></p>	
<p><b>C8 Edge Red Engine Cover</b>  <i>Engine Cover Matches Valve Cover</i>  <a href="http://netwelding.com/Engine_Cover.pdf">http://netwelding.com/Engine_Cover.pdf</a></p>	
<p><b>C8 Engine Compartment Lights</b>  <i>Multicolor Lights Remote operated</i>  <a href="http://netwelding.com/Engine_Lights.pdf">http://netwelding.com/Engine_Lights.pdf</a></p>	
<p><b>C8 Side Skirts &amp; Splitter</b>  <i>Install C7 Carbon side skirts &amp; splitter on C8</i>  <a href="http://netwelding.com/Side_Skirts.pdf">http://netwelding.com/Side_Skirts.pdf</a></p>	
<p><b>C8 Z51, GS/C7 Z51 Ceramic Brake Pads</b>  <i>Performance Vettes have dusty brakes. These help!</i>  <a href="http://netwelding.com/Ceramic_Pads.pdf">http://netwelding.com/Ceramic_Pads.pdf</a></p>	
<p><b>C8 Low Restriction Air Intake</b>  <i>Low Restriction Air Filter Why &amp; How To</i>  <a href="http://netwelding.com/C8_Air_Intake.pdf">http://netwelding.com/C8_Air_Intake.pdf</a></p>	
<p><b>C8 &amp; C7 Splitter &amp; C8 Condenser Mesh</b>  <i>Mesh Protects AC Condenser &amp; Splitter Install</i>  <a href="http://netwelding.com/CF_Splitter.pdf">http://netwelding.com/CF_Splitter.pdf</a></p>	
<p><b>C8 NAV SD Card Removed Error</b>  <i>Error When SD Card and Reader Are Fine</i>  <a href="http://netwelding.com/NAV_SD_Card.pdf">http://netwelding.com/NAV_SD_Card.pdf</a></p>	
<p><b>C8/GS/C7 Splash Guards</b>  <i>GM splash guards. ACS Best Front Guards for GS.</i>  <a href="http://netwelding.com/Splash_Guard.pdf">http://netwelding.com/Splash_Guard.pdf</a></p>	
<p><b>Jacking a E-Ray/C8/GS/C7 Vette</b>  <i>Safely jacking either front only or back &amp; front</i>  <a href="http://netwelding.com/Jacking_A_C7.pdf">http://netwelding.com/Jacking_A_C7.pdf</a></p>	
<p><b>E-Ray, C8 &amp; C7 Plates &amp; Frame;</b>  <i>Must Meet South Carolina Law</i>  <a href="http://netwelding.com/License_Plate_Frame.pdf">http://netwelding.com/License_Plate_Frame.pdf</a></p>	
<p><b>Change C8/GS/C7 Oil</b>  <i>WHY change your own oil and C7 Lifting Methods</i>  <a href="http://netwelding.com/Changing_Oil.pdf">http://netwelding.com/Changing_Oil.pdf</a></p>	
<p><b>E-Ray/C8/GS/C7 Mirror Proximity Alarm</b>  <i>Limit switch alarm warns when close to door frame</i>  <a href="http://netwelding.com/Mirror_Proximity_Alarm.pdf">http://netwelding.com/Mirror_Proximity_Alarm.pdf</a></p>	
<p><b>Jacking Pads for E-Ray/C8/GS/C7</b>  <i>Manual says Jacking Pads 2 1/2-inch max OD..</i>  <a href="http://netwelding.com/Jacking_pads.pdf">http://netwelding.com/Jacking_pads.pdf</a></p>	

<p><b>E-Ray/C8/GS/C7 Radar Power</b>  <i>For C7 tapped rear fuse panel. For GS tapped mirror</i>  <a href="http://netwelding.com/Radar_Detector_Power.pdf">http://netwelding.com/Radar_Detector_Power.pdf</a></p>	
<p><b>E-Ray, C8 &amp; C7 Wheel Chatter/Hop</b>  <i>Why sharp, low speed turns with cold tires causes the front tires to chatter/hop.</i>  <a href="http://netwelding.com/Wheel_Chatter.pdf">http://netwelding.com/Wheel_Chatter.pdf</a></p>	
<p><b>E-Ray/C8/GS/C7 Wheel Locks</b>  <i>Wheel locks, help protect your expensive wheels.</i>  <a href="http://netwelding.com/Wheel_Locks.pdf">http://netwelding.com/Wheel_Locks.pdf</a></p>	
<p><b>Deer Whistle Installed on E-Ray/C8/GS/C7</b>  <i>Do they work? Plus Install Info</i>  <a href="http://netwelding.com/Deer_Whistle.pdf">http://netwelding.com/Deer_Whistle.pdf</a></p>	
<p><b>C8 &amp; C7 Splitter Protector</b>  <i>Scrape Armor Protection for Splitter</i>  <a href="http://netwelding.com/Splitter_Protectors.pdf">http://netwelding.com/Splitter_Protectors.pdf</a></p>	
<p><b>E-Ray, C8 &amp; C7 Cargo Area</b>  <i>Rear cargo area storage device and rear protector</i>  <a href="http://netwelding.com/Rear_Cargo_Area.pdf">http://netwelding.com/Rear_Cargo_Area.pdf</a></p>	
<p><b>C8 Front Coilover Tower Covers</b>  <i>Prevent water from filling Cast aluminum cavities</i>  <a href="http://netwelding.com/Tower_Covers.pdf">http://netwelding.com/Tower_Covers.pdf</a></p>	
<p><b>C8.R Info &amp; GS Rear Diffuser (Fits Any C7)</b>  <i>Rear Carbon Flash Composite Diffuser</i>  <a href="http://netwelding.com/Rear_Diffuser.pdf">http://netwelding.com/Rear_Diffuser.pdf</a></p>	
<p><b>GS/C7 Belt Rattle</b>  <i>Passenger seat belt rattles against the seat back.</i>  <a href="http://netwelding.com/Eliminate_Rattle.pdf">http://netwelding.com/Eliminate_Rattle.pdf</a></p>	
<p><b>Aluminum C8 &amp; C7 Chassis and Repair</b>  <i>The C7 aluminum chassis. Includes weld repair info.</i>  <a href="http://netwelding.com/Aluminum_Chassis.pdf">http://netwelding.com/Aluminum_Chassis.pdf</a></p>	
<p><b>Manage GS/C7 Spilled Gas &amp; Door Lock</b>  <i>Protect when filling gas. Preventing door lock failure.</i>  <a href="http://netwelding.com/Manage_Spilled_Gas.pdf">http://netwelding.com/Manage_Spilled_Gas.pdf</a></p>	
<p><b>GS/C7 License Plate Light</b>  <i>LED license plate light &amp; cargo area bulbs</i>  <a href="http://netwelding.com/License_Plate_Light.pdf">http://netwelding.com/License_Plate_Light.pdf</a></p>	
<p><b>E-Ray/GS/C7 Door Panel Protector</b>  <i>Black plastic protector prevents scuffing of door</i>  <a href="http://netwelding.com/Door_Panel_Protector.pdf">http://netwelding.com/Door_Panel_Protector.pdf</a></p>	
<p><b>GS/C7 Improved Cup Holder</b>  <i>A solution to the cup holder spilling</i>  <a href="http://netwelding.com/Improved_cup_Holder.pdf">http://netwelding.com/Improved_cup_Holder.pdf</a></p>	

<p><b>C7 Carbon Fiber Grille Bar</b>  <i>Install genuine carbon fiber grille bar overlay</i>  <a href="http://netwelding.com/CF_Grille_Bar.pdf">http://netwelding.com/CF_Grille_Bar.pdf</a></p>	
<p><b>GS/C7 Blind Spot Mirror</b>  <i>Smaller rear and side windows cause C7 blind spots.</i>  <a href="http://netwelding.com/Blind_Spot.pdf">http://netwelding.com/Blind_Spot.pdf</a></p>	
<p><b>GS/C7 Skid Pad Protector</b>  <i>After the air dam, the aluminum "skid pad" hits</i>  <a href="http://netwelding.com/Skid_Pad_Protector.pdf">http://netwelding.com/Skid_Pad_Protector.pdf</a></p>	
<p><b>GS/C7 OnStar Lights</b>  <i>Rear view mirror OnStar LED's, at a quick glance, look like a police car flashing light! This is a fix.</i>  <a href="http://netwelding.com/OnStar_Lights.pdf">http://netwelding.com/OnStar_Lights.pdf</a></p>	
<p><b>GS/C7 Skip Shift Eliminator</b>  <i>Skip Shift Eliminator install</i>  <a href="http://netwelding.com/Skip_shift_Eliminator.pdf">http://netwelding.com/Skip_shift_Eliminator.pdf</a></p>	
<p><b>GS/C7 Catch Can &amp; Clean Oil Separator</b>  <i>What is Coking and how to reduce the potential</i>  <a href="http://netwelding.com/Catch_Can.pdf">http://netwelding.com/Catch_Can.pdf</a></p>	
<p><b>GS MGW Flat Stick Shifter</b>  <i>The MGW shifter shortens throw and is more precise</i>  <a href="http://netwelding.com/MGW_Shifter.pdf">http://netwelding.com/MGW_Shifter.pdf</a></p>	
<p><b>GS/C7 Round Shift Knob</b>  <i>A round shift knob shortens throw on OEM shifter</i>  <a href="http://netwelding.com/Shift_Knob.pdf">http://netwelding.com/Shift_Knob.pdf</a></p>	
<p><b>GS/C7 Stingray Sill Plate</b>  <i>Stingray sill plate replaces original.</i>  <a href="http://netwelding.com/Sill_Plate.pdf">http://netwelding.com/Sill_Plate.pdf</a></p>	
<p><b>GS/C7 Nylon Bra</b>  <i>Nylon Bra Stops Bugs. Fits with Stage 3 Winglets</i>  <a href="http://netwelding.com/Nylon_Bra.pdf">http://netwelding.com/Nylon_Bra.pdf</a></p>	
<p><b>GS/C7 Clutch Fluid Change</b>  <i>Clutch fluid after 3000 miles gets dirty</i>  <a href="http://netwelding.com/Clutch_Fluid.pdf">http://netwelding.com/Clutch_Fluid.pdf</a></p>	
<p><b>C7 Carbon Fiber Hood Vent</b>  <i>Replaces Plastic Hood Vent</i>  <a href="http://netwelding.com/Hood_Vent.pdf">http://netwelding.com/Hood_Vent.pdf</a></p>	
<p><b>GS/C7 Cold Air Intake</b>  <i>Low Restriction Air Filter &amp; Duct</i>  <a href="http://netwelding.com/Cold_Air_Intake.pdf">http://netwelding.com/Cold_Air_Intake.pdf</a></p>	
<p><b>GS/C7 Soler Modified Throttle Body</b>  <i>For Improved Throttle Response</i>  <a href="http://netwelding.com/Soler_Mod_TB.pdf">http://netwelding.com/Soler_Mod_TB.pdf</a></p>	

<p><b>GS Splitter Stage 3 Winglet</b>  <i>Stage 3 Winglets Integrate with Spats</i>  <a href="http://netwelding.com/Stage_3_Winglets.pdf">http://netwelding.com/Stage_3_Winglets.pdf</a></p>	
<p><b>C7 Removing GM Plastic Film</b>  <i>How To Remove The Rocker Panel Film</i>  <a href="http://netwelding.com/Rocker_Panel_Film.pdf">http://netwelding.com/Rocker_Panel_Film.pdf</a></p>	
<p><b>GS 2LT to 2.5 LT</b>  <i>Red Upper Dash Pad Like 3LT</i>  <a href="http://netwelding.com/Red_Dash_Pad.pdf">http://netwelding.com/Red_Dash_Pad.pdf</a></p>	
<p><b>Jake Emblem/Decals for GS</b>  <i>Jake Symbols Support GS Racing Image</i>  <a href="http://netwelding.com/Jake_Embles.pdf">http://netwelding.com/Jake_Embles.pdf</a></p>	
<p><b>Rusty GS/C7 Muffler</b>  <i>Why the C7 muffler rusts way to turn matte black.</i>  <a href="http://netwelding.com/Muffler_Rust.pdf">http://netwelding.com/Muffler_Rust.pdf</a></p>	
<p><b>GS Engine Compartment Mods</b>  <i>Cosmetic Additions in Engine Compartment</i>  <a href="http://netwelding.com/Engine_Compartment.pdf">http://netwelding.com/Engine_Compartment.pdf</a></p>	
<p><b>GS Vitesse Throttle Controller: Fits All C7s</b>  <i>Adjustable Throttle-by-Wire Control</i>  <a href="http://netwelding.com/Throttle_Control.pdf">http://netwelding.com/Throttle_Control.pdf</a></p>	
<p><b>Boomy Bass Solution</b>  <i>Use Presets to Adjust Bass etc. Tone/Balance</i>  <a href="http://netwelding.com/Boomy_Bass">http://netwelding.com/Boomy_Bass</a></p>	
<p><b>GS/C7 Air Dam, Functions</b>  <i>Why Missing from Z51, Some GS &amp; Z06</i>  <a href="http://netwelding.com/Air_Dam.pdf">http://netwelding.com/Air_Dam.pdf</a></p>	
<p><b>Rusty GS/C7 Muffler</b>  <i>Why the C7 muffler rusts way to turn matte black.</i>  <a href="http://netwelding.com/Muffler_Rust.pdf">http://netwelding.com/Muffler_Rust.pdf</a></p>	
<p><b>Engineering a ProStreet Rod</b>  <i>How Our '34 ProStreet Rod Was Designed and Built</i>  <a href="http://netwelding.com/Engineering%20Street%20Rod%203-08.pdf">http://netwelding.com/Engineering%20Street%20Rod%203-08.pdf</a></p>	
<p><b>Motorsports Welding Article</b>  <i>Wrote Article on NHRA and NASCAR Chassis Design</i>  <a href="http://netwelding.com/Motorsports_Welding_2018.pdf">http://netwelding.com/Motorsports_Welding_2018.pdf</a></p>	