

## **Carbon Fiber Hood Vent**



When I ordered the C7 the request was for a carbon fiber (CF) roof and dash. The dash was constrained so just got the CF roof. After seeing the CF dash at Laguna Seca in August 2013 on several prototype cars I was not disappointed I didn't get it. It was too little CF and not on more of the interior. Decided at that time I would add CF exterior parts and not interior CF. Perhaps like the Fox, it was "sour grapes" but that became the objective!

## **CF Side Skirts**

Added LG Motorsports CF Side Skirts for a functional as well as an esthetic reason. I had added GM Splash Guards to protect the rocker panels. The rear Splash Guards were effective, however the front Splash Guards were of little help. The GM plastic protection was getting marked by stones. It was just a matter of time before the panel above the plastic was damaged. Also did not like the look of the GM plastic material. The LG Motorsports Side Skirts also won a SEMA Award and looked great. They are contoured vertically and the CF finish is excellent, it matches the roof. They have worked to fully protect the rocker panels for over 7 months.

## **CF Hood Vent**

When LG Motorsports announced the availability of a reel CF Hood Vent, I purchased one. It was one of the first 10 produced. Finish was excellent, looked like the roof and side skirts. There is an esthetic but not a functional reason for the addition. Installed as a present on the C7 first "Birthday!"

Anthony at LG Motorsports provided some advice on removing the inner vent after the plastic cover is detached. He suggested two people could be used one to push from the outside and one to pull the clips out from the inside. On a 1000 mile car trip to Tennessee had time to think about how I might accomplish this myself. The idea worked and is shown in the following picture install:

## Photo Install Sequence

Two screws help hold the inner plastic vent cover in place (red circles). Use a T15 Torx screwdriver to remove them.



The plastic cover is held on to the plastic hood vent with 4 metal clips. One is shown in this pic. Simply get your fingers behind a corner and pull it off. Note the metal clips will be removed and reused on the CF vent. They need to be spread than closed so the fit tightly on the CF stands that are similar in shape to those on the plastic vent.



Once the outer plastic cover is removed, it exposes the 10 plastic clips that hold the vent to the hood. The backs of the clips are in white in this photo. Now the task Anthony at LG Motorsports said to use two people, one to push, and one to pull on the plastic vent.



This was my “one person” solution! On one corner I placed a rag around one of the vents. Then pulled with my right hand while pushing from the front of the hood on the edge of the vent with my left. It took quite a bit of force, however when it released, all but the opposite side two clips popped loose!



This is what the plastic clip looks like when on the vent. It is like a Christmas tree and fits in holes in the CF hood. Note although a Christmas tree shape, there is a taper on the bottom so they will pull back through the hole in the hood. Anthony at LG Motorsports said some take more force than others to remove!



This is the clip removed. Note, just push the clip sideways to remove, it will slip out. May take a bit of force. Be careful, they need to be reused.



This is what NOT TO Do! Tried using a screw driver to wedge upward on a few clips but had a chance of breaking the plastic clip. No need, just use two thumbs on the top side where the clip Christmas tree is located and press it out.



Here is the clip being reinstalled in the CF Hood Vent. Be sure they are all in the correct location and facing the proper direction. Insert from the top side with the clip facing up.



Note, there are thin rubber type washers that fit over the clips. They are probably used to stop rattles. They just slip over the clip tip.



Before placing the CF Hood Vent on the car, check the size of the CF tabs that will hold the clips and inner trim cover. I found the OEM plastic vent had 0.9 inch wide plastic stands to which the metal clips were attached. The CF stands were wider. In fact some were wider than the slots in the plastic inner cover. Two were 1.125 inches wide and did not fit in the plastic cover slots.

A Dermal tool took quick care of the width problem. Removed about 1/16 inches per side of two with a sanding drum. Also increased the plastic cover slot length slightly with a router bit. Check the fit before inserting the 4 metal clips on the CF stands.



With the 10 clips in place, it's time to press them into the CF vent into the holes in the hood. I used a small screw driver to lift the insulation above the CF hood vent edge. This raised insulation edge will be hidden by the inner plastic cover. I used the side of my closed hand to tap loose clips into the hood.

The 4 metal clips (one circled) are placed on the raised stands on the CF vent. Note there are 4 spear type protrusions in the clips that grab onto the CF stands. One of the metal clips required adjusting the "spears" inward so they grabbed and held properly.

The inner plastic cover is then fit over the 4 metal clips and pressed on. If you checked the fit without the metal clips and adjusted any clearances, they should engage with a modest effort. The two screws removed in the first step are reinstalled. This photo shows the finished inner plastic installation.



Finished Carbon Fiber Hood Vent in place. Fit is excellent, no gaps and it fits flush like the OEM plastic vent

Close up of the carbon fiber. The pattern and finish are the same as the OEM CF roof.



This photo shows the Carbon Fiber OEM roof, the LG Motorsports Carbon Fiber Side Skirts and the Carbon Fiber Hood Vent.

Other 2017 Grand Sport & 2014 Stingray PDF's Available:



*Some 40 items discuss improvements or information about a 2017 Grand Sport and 2014 Stingray function and/or esthetics. Some are minor and others, like the installing ceramic brake pads, include detailed install information.*

*Below are the PDF's available. Click on picture (may need Ctrl pressed.) Or just copy and paste the PDF info (Blue type) into your browser. Or email me at [GUtrachi@aol.com](mailto:GUtrachi@aol.com) and state the title desired, shown in Yellow:*

*Note: GS indicates that info may only be in the process of being added to C7 PDFs.*

### **Rusty GS/C7 Muffler**

*Why the C7 muffler is rusted and a simply way to make rust turn matte black.  
Bottom pic rusted, top pic treated*

[http://netwelding.com/Muffler\\_Rust.pdf](http://netwelding.com/Muffler_Rust.pdf)



### **Change GS/C7 Oil**

*WHY change your own oil and HOW to do it  
Revised, includes C7 Lifting Methods*

[http://netwelding.com/Changing\\_Oil.pdf](http://netwelding.com/Changing_Oil.pdf)



### **C7 Carbon Fiber Side Skirts**

*How to install side skirts with jacking information for  
DIY's without lifts*

[http://netwelding.com/Side\\_Skirts.pdf](http://netwelding.com/Side_Skirts.pdf)



### **C7 Carbon Fiber Splitter w/End Plates**

*How to install Splitter & Nylon bra fit*

[http://netwelding.com/CF\\_Splitter.pdf](http://netwelding.com/CF_Splitter.pdf)



### **C7 Removing GM Plastic Film**

*How To Remove The Rocker Panel Film*

[http://netwelding.com/Rocker\\_Panel\\_Film.pdf](http://netwelding.com/Rocker_Panel_Film.pdf)



### **GS/C7 Mirror Proximity Alarm**

*Limit switch alarm warns when passenger mirror is too close to door frame*

[http://netwelding.com/Mirror\\_Proximity\\_Alarm.pdf](http://netwelding.com/Mirror_Proximity_Alarm.pdf)



### **Jacking Pads for GS/C7**

*Jacking Pads must 2 1/2 inch max OD. Made four. Also Hockey Puck pad and 2 1/2 inch OD x 2 inch high pads bought after installing side skirts.*

[http://netwelding.com/Jacking\\_pads.pdf](http://netwelding.com/Jacking_pads.pdf)



### **GS/C7 Radar Power**

*The C7 cannot tap the mirror or sun visor for power !*

[http://netwelding.com/Radar\\_Detector\\_Power.pdf](http://netwelding.com/Radar_Detector_Power.pdf)



### **GS/C7 Belt Rattle**

*Passenger seat belt rattles against the seat back. The solution, add a shoulder belt pad.*

[http://netwelding.com/Eliminate\\_Rattle.pdf](http://netwelding.com/Eliminate_Rattle.pdf)



### **Aluminum C7 Chassis and Weld Repair**

*The C7 has an all aluminum chassis, made from 117 welded pieces*

[http://netwelding.com/Aluminum\\_Chassis.pdf](http://netwelding.com/Aluminum_Chassis.pdf)



### **GS/C7 Ceramic Brake Pads**

*The Z51 has very dusty brakes. These pads help!*

[http://netwelding.com/Ceramic\\_Pads.pdf](http://netwelding.com/Ceramic_Pads.pdf)



### **GS/C7 License Plate Frame;**

*Must Meet South Carolina Law*

[http://netwelding.com/License Plate\\_Frame.pdf](http://netwelding.com/License_Plate_Frame.pdf)



### **Manage GS/C7 Spilled Gas**

*Protect the side of the C7 when filling up with gas*

[http://netwelding.com/Manage\\_Spilled\\_Gas.pdf](http://netwelding.com/Manage_Spilled_Gas.pdf)



### **GS/C7 License Plate & Cargo Lights**

*LED license plate light & cargo area bulbs are brighter and whiter*

[http://netwelding.com/License Plate\\_Light.pdf](http://netwelding.com/License_Plate_Light.pdf)



### **GS/C7 Rear Cargo Area**

*Rear cargo area needs storage device and rear protector*

[http://netwelding.com/Rear\\_Cargo\\_Area.pdf](http://netwelding.com/Rear_Cargo_Area.pdf)



### **C7 Door Panel Protector**

*protector plate added to prevent scuffing of door when exiting*

[http://netwelding.com/Door\\_Panel\\_Protector.pdf](http://netwelding.com/Door_Panel_Protector.pdf)



### **GS/C7 Improved Cup Holder**

*A solution to the cup holder spilling under hard braking or shape turns.*

[http://netwelding.com/Improved\\_cup\\_Holder.pdf](http://netwelding.com/Improved_cup_Holder.pdf)



### **GS/C7 Wheel Chatter/Hop**

*Why sharp, low speed turns with cold tires causes the front tires to chatter/hop.*

[http://netwelding.com/Wheel\\_Chatter.pdf](http://netwelding.com/Wheel_Chatter.pdf)



### **C7 Carbon Fiber Grille Bar**

*Install genuine carbon fiber grille bar overlay*

[http://netwelding.com/CF\\_Grille\\_Bar.pdf](http://netwelding.com/CF_Grille_Bar.pdf)



### **Jacking a GS/C7 Vette**

*Safely jacking either front only or back and front*

[http://netwelding.com/Jacking\\_A\\_C7.pdf](http://netwelding.com/Jacking_A_C7.pdf)



### **Deer Whistle Installed on GS/C7**

*Do they work? Plus Install Info*

[http://netwelding.com/Deer\\_Whistle.pdf](http://netwelding.com/Deer_Whistle.pdf)



### **Replacing C7 Battery**

*After using a GM type charger and showing fully charged, voltage low, replaced battery with AGM!*

[http://netwelding.com/Battery\\_Issues.pdf](http://netwelding.com/Battery_Issues.pdf)



### **GS/C7 Window Valet**

*Lower Windows with FOB*

*Window Valet Helps 2014/2015 Latch Hatch*

[http://netwelding.com/Hatch\\_Latch.pdf](http://netwelding.com/Hatch_Latch.pdf)



### **GS/C7 Splash Guards**

*GM offers splash guards for the C7 Corvette. An easy DIY installation.*

[http://netwelding.com/Splash\\_Guard.pdf](http://netwelding.com/Splash_Guard.pdf)





### **GS/C7 Blind Spot Mirror**

*Smaller rear and side windows cause C7 blind spots. Small "blind spot mirrors" help*

[http://netwelding.com/Blind\\_Spot.pdf](http://netwelding.com/Blind_Spot.pdf)



### **GS/C7 Skid Pad Protector**

*After the air dam, the aluminum "skid pad" hits driveway ramps etc. Plastic protector helps.*

[http://netwelding.com/Skid\\_Pad\\_Protector.pdf](http://netwelding.com/Skid_Pad_Protector.pdf)



### **GS/C7 Wheel Locks**

*Wheel locks, torqued to required 100 ft-lbs, help protect your expensive wheels from theft.*

[http://netwelding.com/Wheel\\_Locks.pdf](http://netwelding.com/Wheel_Locks.pdf)



### **GS/C7 OnStar Lights**

*The OnStar LED's in the rear view mirror, at a quick glance, look like a police car flashing light! This is a fix.*

[http://netwelding.com/OnStar\\_Lights.pdf](http://netwelding.com/OnStar_Lights.pdf)



### **GS/C7 Skip Shift Eliminator**

*Skip Shift Eliminator install with suggestions on jacking a C7.*

[http://netwelding.com/Skip\\_shift\\_Eliminator.pdf](http://netwelding.com/Skip_shift_Eliminator.pdf)



### **C7 Catch Can & Clean Oil Separator**

*Direct inject engines like the LT1, are particularly subject to "coking." What is Coking and how to reduce the potential?*

[http://netwelding.com/Catch\\_Can.pdf](http://netwelding.com/Catch_Can.pdf)



### **GS/C7 Round Shift Knob**

*A round shift knob shortens throw.*

[http://netwelding.com/Shift\\_Knob.pdf](http://netwelding.com/Shift_Knob.pdf)



### **GS/C7 Stingray Sill Plate**

*Stingray sill plate replaces original.*

[http://netwelding.com/Sill\\_Plate.pdf](http://netwelding.com/Sill_Plate.pdf)



### **GS/C7 Nylon Bra**

*Nylon Bra Stops Bugs on Front and Grill.*

[http://netwelding.com/Nylon\\_Bra.pdf](http://netwelding.com/Nylon_Bra.pdf)



### **GS/C7 Clutch Fluid Change**

*Clutch fluid after 3000 miles gets dirty*

[http://netwelding.com/Clutch\\_Fluid.pdf](http://netwelding.com/Clutch_Fluid.pdf)



### **C7 Carbon Fiber Hood Vent**

*Replaces Plastic Hood Vent*

[http://netwelding.com/Hood\\_Vent.pdf](http://netwelding.com/Hood_Vent.pdf)



### **GS/C7 Cold Air Intake**

*Low Restriction Air Filter & Duct*

[http://netwelding.com/Cold\\_Air\\_Intake.pdf](http://netwelding.com/Cold_Air_Intake.pdf)



### **Garmin GPS for GS Cubby**

*Garmin Mounts in GS Cubby*

[http://netwelding.com/GPS\\_In\\_Cubby.pdf](http://netwelding.com/GPS_In_Cubby.pdf)



### **GS Splitter Stage 3 Winglet**

*Stage 3 Winglets Intergrate with Spats*

[http://netwelding.com/Stage\\_3\\_Winglets.pdf](http://netwelding.com/Stage_3_Winglets.pdf)



### **GS 2LT to 2.5 LT**

*Red Upper Dash Pad Like 3LT*

[http://netwelding.com/Red\\_Dash\\_Pad.pdf](http://netwelding.com/Red_Dash_Pad.pdf)



### **Jake Emblem/Decals for GS**

*Jake Symbols Support GS Racing Image*

[http://netwelding.com/Jake\\_Emblems.pdf](http://netwelding.com/Jake_Emblems.pdf)



### **GS Splitter Protectors**

*Cone Washers Protect Splitter Bottom*

[http://netwelding.com/Splitter\\_Protectors.pdf](http://netwelding.com/Splitter_Protectors.pdf)



*May Be Of Interest:*

### **Engineering a ProStreet Rod**

*How Our '34 ProStreet Rod Was Designed and Built  
8.2 Liter Engine, 4 Wheel Disk Brakes & Coilover*

<http://netwelding.com/Engineering%20Street%20Rod%203-08.pdf>

