

Not a Fan of PPF From 2014 C7 Z51 Experience

However For E-Ray, No Choice

My first two Vettes, a 1988 and 1993 were in like new condition with few miles when I sold them. All looked great EXCEPT for dings in rocker panels and behind the rear wheels due to rocks thrown by the tires. For my C6 Z51 was determined to not have the same issue. Installed large, fiberglass contoured, body colored "Mud Flaps." Solved the rear panel issue and front were better but some dings near front of rear wheel well. Some commented about the size.



When I got my 2014 C7 Z51 saw GM understood the problem with the Coke Bottle shape and tires throwing rocks. They installed clear Protective Plastic Film (PPF) from the center of the door up to the front of the rear wheel wells. Pic Left. Highlighted with outline in Pic Bottom

Right. They also offered optional Splash Guards. Bought and installed those day 1. Within the 1st month the plastic was dinged with rocks. I installed full length aftermarket side skirts. All dings stopped. Several months later I removed the marked, now discolored on the edges GM PPF.

So was not a "fan" of PPF. Used full length side skirts on my 2017 Grand Sport (came with GM Stage 2 Aero Option versus the $\frac{3}{4}$ length side skirts that came standard. Also added aftermarket copies of GM 5VM side skirts to my 2020 C8 Z51. Worked great, no dings.



Photo Sequence:

My very successful solutions to the numerous rocks that get pulled onto our narrow two lane roads. Most roads have no or only narrow dirt sholders in our rural area.

My C6 used fiberglass contoured “mud flaps.” Worked for rear and most but not all on the rockers. Still some dings near rear wheel opening. Full length side skirts 100% successful blocking rocks on my 2014 C7 Z51, C7 Grand Sport and 2020 C8 Z51.



E-Ray with wide body comes standard with $\frac{3}{4}$ length side skirts. But where body flares out-no protection. Would be difficult to make (*and no one offers aftermarket*) full length side skirts.

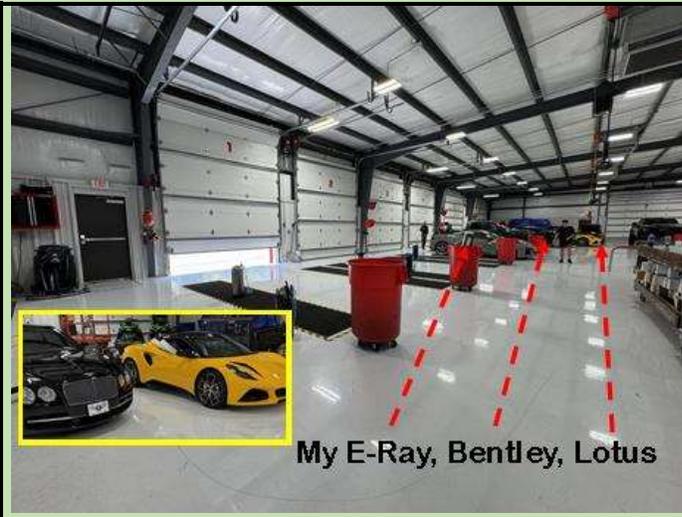
Splash Guards may work for the rear but for the 2023 C8 Z06 and 2024 E-Ray none available. ASC in Canada says they are “working on them” but heck their splash guards for standard C8 are \$499.

Got quality PPF installed where they might help for less than that!

My Friend had PPF installed on his new GMC Sierra Denali by a shop in town he recommended. My cousin was in from out of town and his Porsche Carrara 4S has PPF so we visited the shop. He (as well as myself) was super impressed!

Got a quote and made an appoint for the following week. With many service bays was surprised how booked up they were!





The shop in town is super clean. They also have a shop in Sumpter, SC. They have ~10 employees.

The owner loved my E-Ray! He did the PPF himself with help from 4 or 5 others who brought cleaning, application solutions or their steam generator when he asked. Another finished some edges. He was like a surgeon using a very sharp scalpel like knife!

The owner (left) and tech modified the patterns that were available in their files for an E-Ray. No doubt same as the 2023/4 C8 Z06. I had asked for just a small amount be applied on the lower portion of the rocker panels AFTER the $\frac{3}{4}$ length side skirts and a ~2 inch high section after the rear wheel.

The very knowledgeable owner quickly pointed out the scratch already above that area near the rear wheel where I said only wanted PPF below. He said best apply to the body seam above. Same for the rear, up to a higher body line. Quickly Said fine!

They only charged what they quoted for my somewhat skeptical feeling of PPF from my GM experience. As he said, the GM C7 plastic was not a quality PPF. Seeing they were covering the new Bentley with W12 engine and Lotus, agreed with his suggestion!

They did such a good job will consider having the front done. They also made a pitch for Ceramic coating over the PPF!



After the 4 patters were cut, the shop owner and tech had to weed the pieces from the cut sheet. As they pulled the weeded pieces and tossed into the trash, asked how they can be sure they are not throwing away good pieces as they are all crystal clear.

Was told that does happen!



Tech cleaning the rocker panel area. Cleaned several times.

Cars and trucks pulled in and out, most for window tints. Several techs quickly got on the new vehicle and finished very fast as owner waited in large very nice waiting area.

As my usual I spent 90% of my time in the shop taking Pics and talking with folks.



Shop owner doing the install. When he asked for an install solution a tech brought one quickly.

Can tell he has done many! Said he has done most of the Vettes in the Corvette and Mustang Clubs.

A Tech brought over a steam Generator as rocker panel film was being finally being applied.





**Pressurized
Cleaning Solution**

Each service bay had a pressurized canister of cleaning fluid. Rear section is being prepared.

No need for the owner doing the more complex side. A Tech is applying the rear PPF. Where I had asked only for a ~2 inch high piece up to a body crease, the shop owner quickly convinced me using a larger piece and going up to the ~10 inch high body panel was better.

As mentioned charged only what had been quoted. Seeing it automatically cut from a large sheet can see it did not cost the shop much more plastic!



**Rear Was Larger
Than Requested. Logical**



Can't See Film. Stops at Body Panel!

Great job. Can't see the PPF unless you look very carefully where it does not tuck in a body seam!

WA Technology

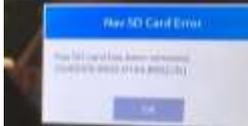
**“60” E-Ray, C8 Z51, 2017 Grand Sport & 2014 Z51 Stingray
Mods or Info Available As PDFs:**



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.

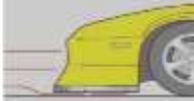
Below are the PDF's available. Click on picture or Blue PDF link or copy and paste the PDF link (Blue type) into your browser. Or email me at TechSupport@NetWelding.com and state the title desired, shown in Yellow:

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E-Ray PPF Bottom Of Rocker Panels <i>Small Amount of PPF Added To Rocker Panels</i> http://netwelding.com/E-Ray_PPF.pdf	
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E-Ray, C8, C7 eLSD vs Positraction <i>eLSD is a Modern Dif; Positraction is from 1960s</i> http://netwelding.com/eLSD_VS_Pos.pdf	

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

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

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

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