

## Jacking Pads for C7 and Grand Sport Corvettes w/Side Skirts



The C7 Stingray pictured on the left was not correctly placed on a lift!

According to the C7 Corvette Owner's Manual, Pages 10-4 & 10-5 you can use the frame rails to lift the car but:

"Be sure to place a block or pad between the jack and the vehicle. Use only a jack with a lift pad of 64 mm (2 ½ inches) or smaller and thick enough to make sure the jack does not contact the vehicle body."

"CAUTION: The jack pads must not contact the rocker panels, fenders or floor pan. If they do damage will occur."

### Use Shipping Slots

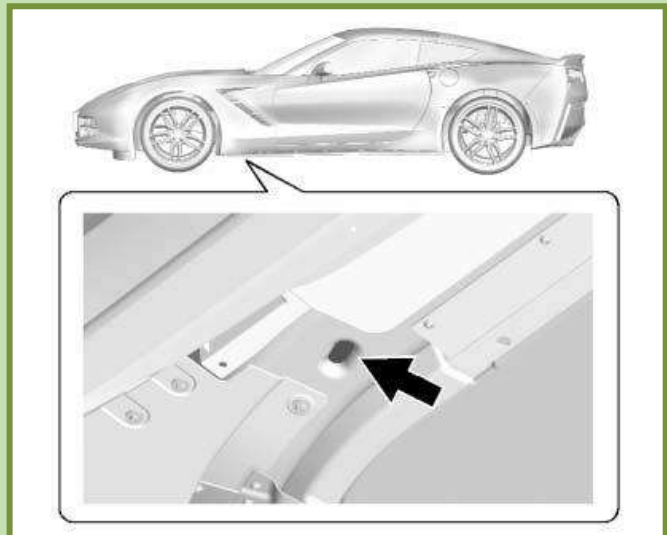
The manual does show and sketch (below) and states: "Position the jack and lifting pad under the frame rail shipping slot reinforcement."

What they are referring to as lifting pads

are the devices often referred to as "Jacking Pucks" since many folks have made these from hockey pucks using large threaded eye hooks to hold them into the slots. But hockey pucks are 3 inches in diameter and a view of the C7 slots show they are closer to the rocker panel than the C6. (See Appendix for possible exception for some jacking pads made from Hockey Pucks.)

In fact the aluminum pucks I purchased for my C6 would be too large in diameter.

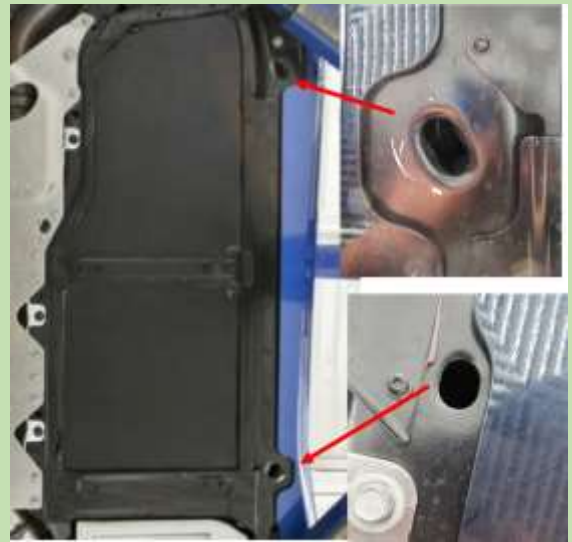
The solution, make (or buy) pads that fit correctly. The following pictures show how mine were made. Also shown in the Appendix are two jack pads 2 ½ inch OD and 2 inches high I purchased to clear the carbon fiber side skirts recently added.



## Photo Sequence: Making Jacking Pads for a C7 Corvette

The photo on the left side of this picture was from a review by Edmonds. The rear slot looked more round than oval. The two pictures to the right were taken by me at Laguna Seca. They also show the rear slot appeared more oval. Perhaps it was the angle the picture was taken. (See Appendix for possible reason the pictures I took were not representative of production cars.)

Our C7 Crystal Red, Z51 arrived and checking at first confirmed the visual difference in shape. However made clay impressions and they were about the same size, just at different angles to the frame.



Before the GM C7 Owner's Manual was available, I thought an approach seen on a forum would make a good jacking pad. It employs a washer dryer vibration pad and toggle bolts. Thought they would be more compliant than a hockey puck if they were to hit a portion of the rocker panel. However, although softer than a hockey puck, they are 3 ½ inch in diameter-much too large.

Before I received my 2014 C7 in October 2013 made 4 jack pads from some 2 inch diameter Nylon bar I had in my stash of "made need some day stuff!"

A bit small but worked until I needed higher jack pads when I added LG Motorsports vertically coutured, side skirts.

In the past hockey picks have been used but they are also 3 inches in diameter. A Forum Member sent me a PM and said they do work for his car. See Appendix as one way they can be assembled to clear the rocker panels,





KaTech offered an excellent jacking puck. They are 2 ½ inch diameter so meet the Chevy recommended maximum diameter. They offer them in 1 inch and 2 inch height for Vette's with side skirts, including the ZR1 C6 etc. Bought 4 to bring to the dealer in case they wish to use their post lifts. This avoids their large list pads hitting the side skirts!



For my new Grand Sport did not need the high 2 inch KaTech pads and always had a concern when leaving these for the dealer/tire shop to use. Would they!

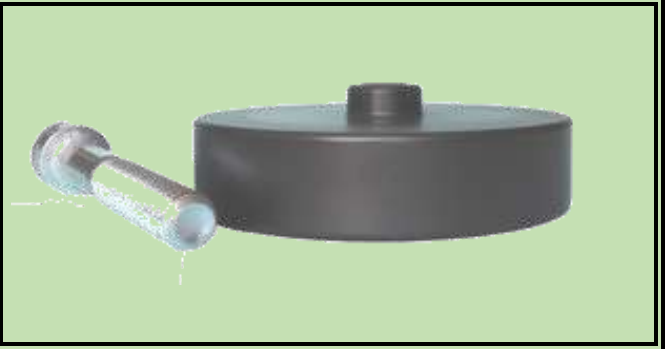
Reverse Logic offered a new pad that had a clever way to use as I would normally when working on the car at home, just insert, twist, and remove when the task was complete. But they also had an alternate possibility.



They can be disassembled using an Allen wrench and the white spacer removed. Then they can be inserted in the shipping slot and the bolt tightened so they permanently mounted. Then carefully drive to the dealer/tire dealer and be assured they will be used!

When home remove as don't need them sticking down or coming loose.

They also offer a 15 m (~5/8 inch) spacer that comes with a longer bolt. It can be added to increase the jack pad height. It is not needed for my larger hydraulic jack but can help with my shorter jack that also has a lower max height. This allows it to more easily lift so I can install my rear stanchions.

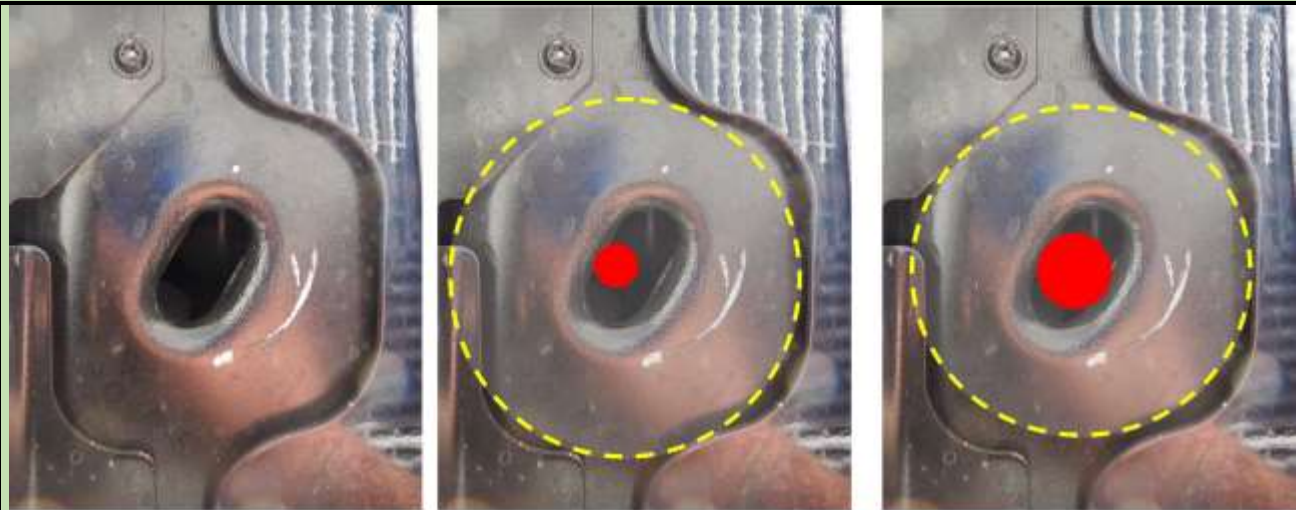




**APPENDIX:**

Received a private message from someone on a forum who said their home made hockey puck pads used on their C6 worked fine on their C7 and had clearance from the plastic. Thought about possible reasons.

First, there is no doubt some variations in how close the rocker panels come to the shipping slots. The picture right was taken by me in August of 2013 at Laguna Seca. Note the small clearance to the panel. However, thought about the ~10 cars at that event, they were preproduction and probably did not have production tolerance control or even final parts.



**Hockey Puck**



**2"**



**2 1/2"**



**3"**

Also, depending on how the Hockey Puck pad is made, the relatively small diameter of the eye bolt screw allows that type of pad to be inserted to one side of the shipping slots and therefore a 3 inch diameter pad can have the same clearance as a 2 1/2 inch pad that uses are larger diameter support, which is close in diameter to the slot itself! Most commercial pads use a support that is close to the slot width so have similar issues to the ones I made. Bottom Line, carefully look at the clearance of the pad you use and check with the manufacturer and ask about the OD size.

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 sharp 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>

