WA Technology

Assisting Driving C7 Into Narrow Garage

The new C7 Stingray is 73.9 inches wide versus 72.6 inches for the C6. Note: widths do not include the mirrors. In addition a GM representative noted the mirrors are "somewhat wider" to provide better visibility. Using the C6 mirror to mirror width of 82 5/8 inches while the wider C7 measures 85 inches between mirror tips. This means there are 2 3/8 inches less clearance for those of us having what are referred to as 8 foot wide garage doors. To provide some assistance to assure no problems when pulling in and out of the garage two devices were built. This report coves one.

Garage:

Our 3 car garage has individual 8 foot overhead doors. Measuring between the moldings yields a 93.5 inch opening. That leaves 4 1/4 inches on either side of the car – if it is perfectly straight. However the Vette requires backing up to get close to a 90 degree approach.. The non 90 degree angle makes the 4 1/4 inch space even less.

The Vette was initially to be relegated to the toughest garage to enter, where the prior C6 was housed! The wife gets the easiest spot for her SUV and the middle garage houses my 1934 ProStreet Rod. Since this 525 HP, 8.2 Liter big block does not have power steering; it takes at least 4 or 5 forward and backward movements to get the car in and out. To make it easier on the C7, my daily driver, it was moved to the center garage space.

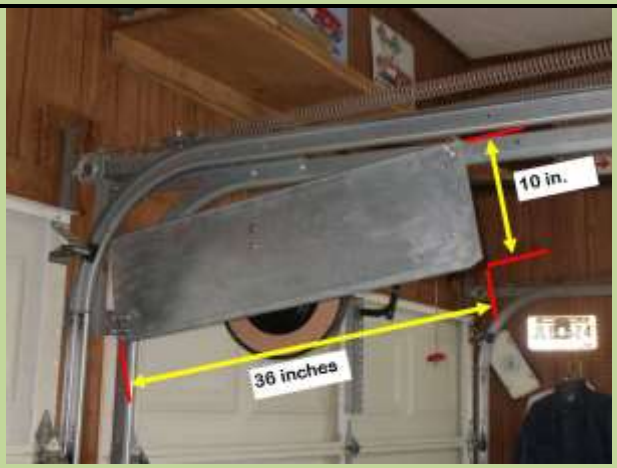
Pulling in at Night:

During the day, pulling into the garage should not be a problem, it wasn't with my C6. However at night it will require more care. Found two ideas on a Forum that were combined to provide a device that will provide some assistance. The following is a photo summary of what was built.

Photo Sequence

A 12 inch diameter, convex mirror designed to be used to help with blind spots, was mounted on a bracket attached to the door track. The mirror is adjusted to make the passenger car mirror and garage door post visible when pulling in and out.

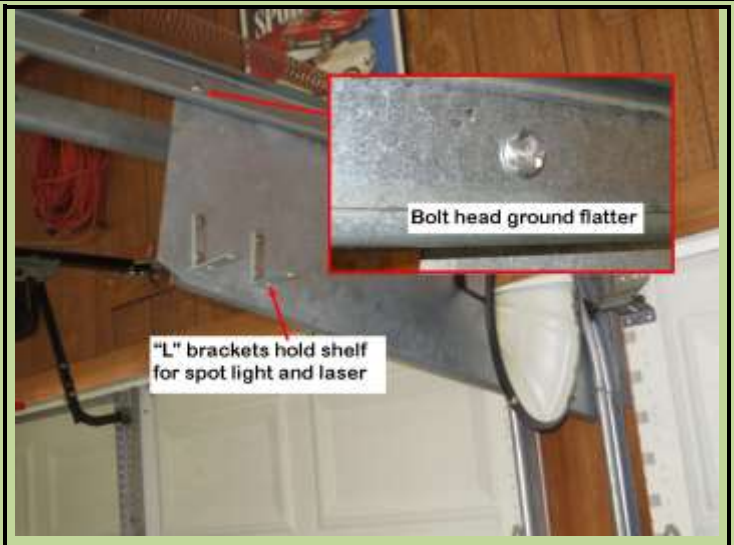
A spare 36 inch x 10 inch sheet metal shelf was available so used it as a bracket. It was mounted to the door track using some existing bolts and two that were added. A piece of Masonite would also work.



The bottom of the bracket at the door end was attached using the four bolts that connect the curved and straight sections of garage door track together and also attach it to the front wall. The bolts extend sufficiently to capture the bracket through holes that were drilled to match their pattern. Suggest a template be made to get the proper spacing, A piece of Masonite could also be captured with the existing bolt lengths.

Drill hole d – 1/32 (- 0.03 inches)

To secure the bracket at the furthest end from the door, a ¼ inch, flat head carriage bolt was used. It is connected through a hole drilled in the center of the garage door track. To avoid having to make a square hole, the drill bit used was 1/32 inches smaller that the width of the square shoulder (d.) This allowed the shoulder to be pressed into the track with a nut, which squared-off hole edges. This prevents the bolt turning when the nut is tightened with the moderate torque needed to hold the bracket. Red Loctite was used to secure the nut.



To assure the proper clearance of the carriage bolt head with the garage door wheels the bolt should be ground flatter. There are special bolts available for securing garage door track brackets but this approach, using a standard carriage bolt, worked fine.

Two "L" brackets are added to hold a shelf that is used to mount a spotlight and Laser parking light.

To secure the upper side of the bracket closest to the door, a small flat head bolt (red arrow) was used. It provides support to reduce vibration with the bottom 4 track attachment bolts providing the majority of the holding power.

This small flat head bolt had an Allen wrench recess so it could be held when the nut, on the back side of the bracket, was tightened.

A plywood shelf was attached to the two "L" brackets. It holds a spotlight that illuminates the area between the passenger car mirror and the garage door post. This is needed when pulling in at night.

The Laser location did not prove useful so it was moved to the ceiling to assist in depth control when pulling in. Works great.

To have the spot light only come on when the car is entering or leaving the garage, it is powered by the light on the garage door opener. It turns on when the garage door is energized and in our case continues to be activated for 3 ½ minutes after the door is open or closed. This is more than sufficient for the function of driving the Vette into our out of the garage.

To power the spotlight and Laser an idea found on a Corvette Forum was used. Installed a plug adapter in-between the bulb and socket of the garage door opener. A flat plug was used so the bulb cover would fit in its original space. The bulb was also replaced with a short 40 watt appliance bulb so the cover could fit.

The power cord can be routed up to the ceiling and to the front and then the bracket. However in our case, it was better to route it along the garage door chain bracket using a piece of tubing attached to a wood spacer versus going up to the 14 foot high ceiling.

The power cord was routed along the front of the garage to the back of the bracket to a two receptacle plug mounted on the wood shelf.

This picture shows the finished system in operation at night. The garage door has just closed and the spot light is still on.

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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 GUttrachi@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**	
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**	
C7 Carbon Fiber Side Skirts ***How to install side skirts with jacking information for DIY's without lifts*** **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**	
C7 Removing GM Plastic Film ***How To Remove The Rocker Panel Film*** **http://netwelding.com/Rocker_Panel_Film.pdf**	

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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**	
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**	
GS/C7 Radar Power ***The C7 cannot tap the mirror or sun visor for power !*** **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**	
Aluminum C7 Chassis and Weld Repair ***The C7 has an all aluminum chassis, made from 117 welded pieces*** **http://netwelding.com/Aluminum_Chassis.pdf**	
GS/C7Ceramic Brake Pads ***The Z51 has very dusty brakes. These pads help!*** **http://netwelding.com/Ceramic_Pads.pdf**	
GS/C7 License Plate Frame; **Must Meet South Carolina Law** **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**	
GS/C7 License Plate & Cargo Lights ***LED license plate light & cargo area bulbs are brighter and whiter*** **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**	

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C7 Door Panel Protector ***protector plate added to prevent scuffing of door when exiting*** **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**	
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***	
C7 Carbon Fiber Grille Bar ***Install genuine carbon fiber grille bar overlay*** ***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***	
Deer Whistle Installed on GS/C7 ***Do they work? Plus Install Info*** ***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**	
GS/C7 Window Valet ***Lower Windows with FOB*** ***Window Valet Helps 2014/2015 Latch Hatch*** **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***	

 GUttrachi@aol.com

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

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

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

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

GS/C7 Skip Shift Eliminator

Skip Shift Eliminator install with suggestions on jacking a C7.

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

GS/C7 Round Shift Knob

A round shift knob shortens throw.

http://netwelding.com/Shift_Knob.pdf

GS/C7 Stingray Sill Plate

Stingray sill plate replaces original.

http://netwelding.com/Sill_Plate.pdf

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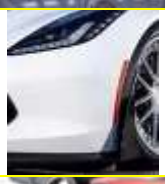
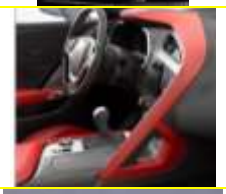
GS/C7 Nylon Bra ***Nylon Bra Stops Bugs on Front and Grill.*** **http://netwelding.com/Nylon_Bra.pdf**	
GS/C7 Clutch Fluid Change ***Clutch fluid after 3000 miles gets dirty*** **http://netwelding.com/Clutch_Fluid.pdf**	
C7 Carbon Fiber Hood Vent ***Replaces Plastic Hood Vent*** **http://netwelding.com/Hood_Vent.pdf**	
GS/C7 Cold Air Intake ***Low Restriction Air Filter & Duct*** **http://netwelding.com/Cold_Air_Intake.pdf**	
Garmin GPS for GS Cubby ***Garmin Mounts in GS Cubby*** **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**	
GS 2LT to 2.5 LT ***Red Upper Dash Pad Like 3LT*** **http://netwelding.com/Red_Dash_Pad.pdf**	
Jake Emblem/Decals for GS ***Jake Symbols Support GS Racing Image*** **http://netwelding.com/Jake_Emblems.pdf**	
GS Splitter Protectors ***Cone Washers Protect Splitter Bottom*** **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**	

 GUttrachi@aol.com