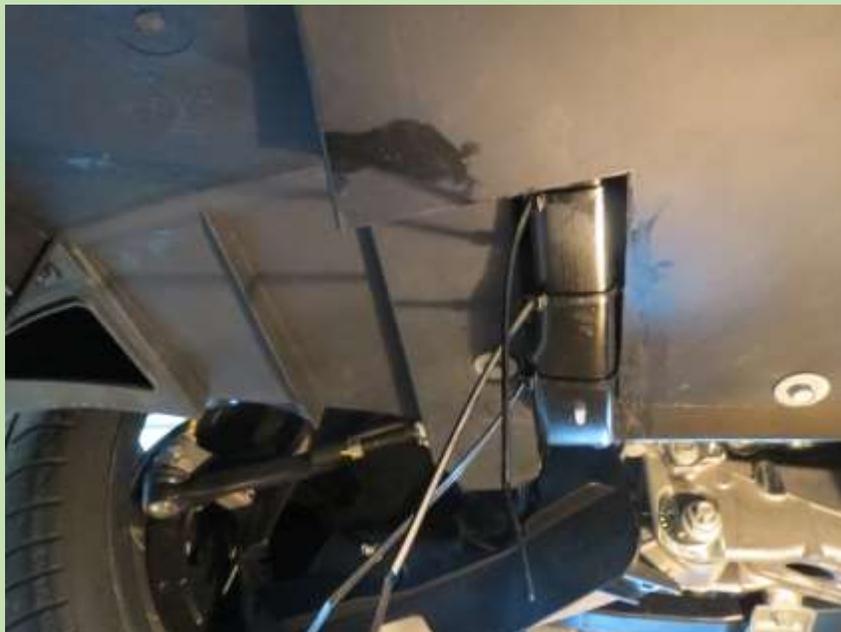


Skid Pad Protector for Grand Sport and 2014 C7



The Grand Sport and my prior 2014 C7 Corvette is similar to its predecessors; there is not a lot of ground clearance! The first item to scrap when leaving a driveway, etc. or going over a very high, speed bump is the air dam. The flexible air dam is designed to scrap and makes a modest noise. However not much higher and the next item to scrap is what GM calls a

“radiator support” or many call a “skid pad.” It serves both functions. It is made of square aluminum tubing and when it scrapes the noise is very upsetting- and should be! It will raise the car if hit only moderately, or worse, dent and possibly break if hit hard. A concrete wheel stop could make the car stop and cause the “skid pad,” as we’ll refer to it here, to break! Not cheap to have replaced.

C6 Scraped Skid Pad

My C6 Corvette unfortunately hit the skid pad several times (pic right is the scraped C6 skid pad!) Because of a traffic situation, the angled slow approach I normally use when entering a steep mall entrance could not be used and I had to go in straight at a higher speed than usual.

Bought “Fangs” for the 2014 C7

Was determined to add skid pad protectors when I got the C7. Waited for [SacCityCorvette \(www.saccitycorvette.com\)](http://www.saccitycorvette.com) to make their heavy plastic product they call, Fangs to fit the C7.



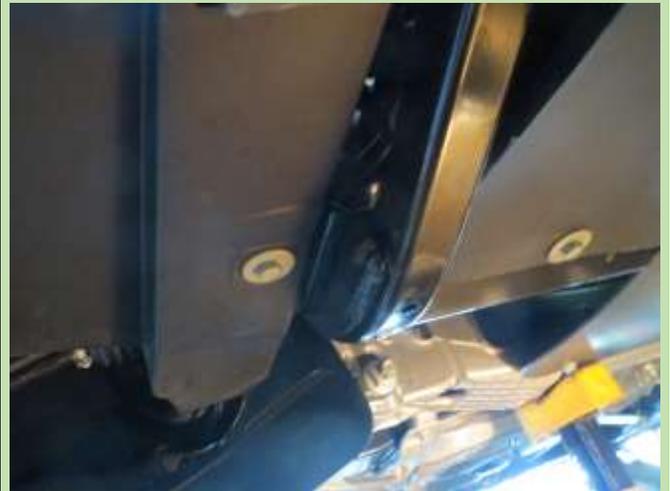
This is a Picture Review with the Grand Sport Installation First.



The small strips of coarse sandpaper is provided to roughen up the skid pad surface. In a video describing the installation they indicate to remove most of the paint. I used an oscillating multi-tool, as shown here. It is an inexpensive one from Harbor Freight that I have found it to very useful for many tasks. I bought some coarse sand paper designed for removing paint from a surface (I used 60 grit.) It made quick work of removing most of the paint less than 5 minutes. ! Hand finished some hard to reach areas with the sandpaper supplied in the kit.

This is a pic of the skid pad sitting below the plastic aero cover on the bottom of my Grand Sport Stage 2 splitter.

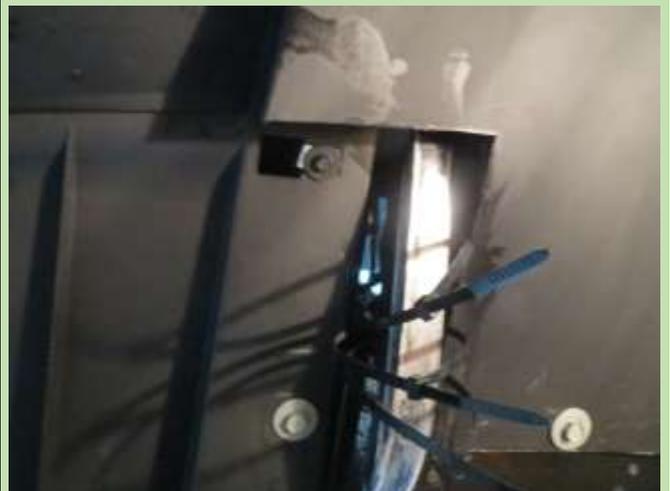
Had the car up on jack stands to change oil. Plenty of room for the install.



The oscillating multitool made quick work of removing most of the paint in the areas where the rugged plastic FANG mounts.

In the latest kit they provided longer plastic ties that made the install very easy.

Just apply the glues in strips along the inside edges and a thin strip on the sides. Spray the skid pad with water and slip the FANG into the wire tie loops and pull tight with pliers. Cut off the extra length and will remove the ties after it's fully cured in a few days.





Install in my 2014 Z51

Essentially the same install but the new kit solves the few issues encountered with the 2014.

The car does not have to be jacked up very high as the skid pads are close to the front. Use jack stands under the car whenever it is jacked up. In this case they can be placed under the front cradle as defined in the Owner's Manual.



This is a picture of the "skid pad" in the C7. Unlike the C6, there is a gap on either side so it was easy to remove the paint and "roughen" the surface as suggested in the instructions. It was easy to gain enough access with the oscillating tool to quickly do most of the job.

The instructions say to fit the Fang and mark it so you know exactly where to place it after the glue is applied. For the C7, there is a raised area in the Fang that clears the bracket on the outer rear side (red arrow.) This makes it easy to define the location.

This is a picture of the paint removed and the surface roughened by the 60 grit paper used on the oscillating multi-tool. Also used the roll of sandpaper supplied in the kit to access to the front area as well as some recessed areas in the back of the skid pad.



This is a picture showing three Nylon ties installed on a sanded "skid pad." They were easy to install by placing each on in the center and tilting the tip backward so it could be slid to the opposite side. The instructions say to install the ties loosely but they are very thick and need to be inserted past the taper to engage and stay in place. You might check to be sure the Fang slips into the loops before putting on the glue. You don't want to be sliding the Fang forward after the glue is applied.



Glue was applied on the sides and in the middle of the Fang. I used two tubes of glue for each. Didn't look like much glue but Gorilla glue expands 3 to 4 to 1 when water activated. The glue and the sanded skid pad were misted with water. This is a picture of the Fang installed and the Nylon ties tightened to push it in close contact with the skid pad. To get the ties to tighten, grip the tab end next to the head with pliers and leverage sideways. You can hear the clicks as the teeth engage. Use as much force as possible to get them tight. The use of pliers is shown on their installation video.

Bottom Line:

The ties will be cut with side cutters after several days (Gorilla glue fully cures in 24 hours.) No need to jack up the car, they are easy to reach from under the bumper. The low friction heavy duty, thick plastic should provide the added protection needed. The black color looks just like the painted original.

I hit the 2014 C7 FAGS at least once. One was in the same spot that occurred with the C6, a mall entrance. It is a rear access that has a dip in the road. Usually just drive very slow but there is a curve right before the access and as happened before someone was speeding coming around the corner while I was trying to drive very slowly so as not to hit the skid pad. Had to pull in quickly! Felt the bump and when I looked under the car there was a minor scrap on the FANG but no damage and no horrible noise when it occurred.

The heavy duty plastic looks like it's fiber reinforced but in any case provides a low friction surface that allows the skid pad to slide over the pavement. Cheap Insurance.

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 and state the title desired, shown in Yellow:

Note: GS indicates the info was updated from that available for the C7 Z51 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



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. Bought 2 1/2 inch OD x 2 inch high pads after installing side skirts; Bought pads right for the GS.

http://netwelding.com/Jacking_pads.pdf



GS/C7 Radar Power

For C7 tapped rear fuse panel. For GS tapped mirror

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/C7 Ceramic 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 Vette 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



GS/C7 Door Panel Protector

Black plastic protector 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 sharp 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 & 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 a 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. ACS Best Front Guards for GS.

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



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



GS/C7 Nylon Bra

Nylon Bra Stops Bugs on Front and Grill. Fits with Stage 3 Winglets

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 Integrate 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 Protector

Rugged Plastic Protection for Splitter
http://netwelding.com/Splitter_Protectors.pdf



GS: Vitesse Throttle Controller

Adjustable Throttle-by-Wire Control
http://netwelding.com/Throttle_Control.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 & Coilovers*
<http://netwelding.com/Engineering%20Street%20Rod%203-08.pdf>

