

## C7 and Grand Sport Splash Guards



Having a '88 and '93 Vette with paint chips behind the front and rear wheels, when I ordered my C6, which took several weeks to be made and delivered, I also ordered contoured body colored splash guards. The C6 had been around long enough when I order the '08 that the aftermarket had developed some quality products. Purchased for both front and back and installed them as soon as I got the Vette home. Sold it in 2013 and there were no paint chips on the bottom fenders! Some criticized the look but for me, "form follows function"

so they looked great because they worked!

## GM C7 Splash Guards and ASC for the Grand Sport

The GM product is interesting. They replace the existing inner fender panel sections. Not sure why GM made special rear section inner panels for the C7 as it is an elaborate construction and adds nothing in the way of protection outside the inner panel! They list for \$75 a pair and I bought from an internet dealer for \$52 for each pair (\$104 total plus shipping.)

For the Grand Sport with its wider front tires (equal to the base and Z51 rear tire width) Forum members said you need something better. Followed their advice and installed ASC splash guards. But even ASC sells the GM rear splash guards for the Grand Sport. I removed my 3 ½ year old GM splash guards 2014 and with Mequire's Ultimate Black made them look new.

***The following is picture overview of my installation.***

## Photo Sequence

Photos right are of my C6 with contoured plastic splash guards. They cost about \$170 painted and fit very well. However they required jacking up the car, keeping it level for the proper fit and drilling holes in the rear panel/body.

Anticipating, whatever I bought would require jacking up the car, I made jack pads meeting the GM requirement of max 2½ inch diameter. My aluminum pads were too large a diameter and would hit the plastic body parts. Made mine 2 inch diameter, which work fine. (After adding my CF side skirts bought 2½ inch OD, 2 inch high pads from Katech) But low and behold, no jacking required with the GM splash guards!



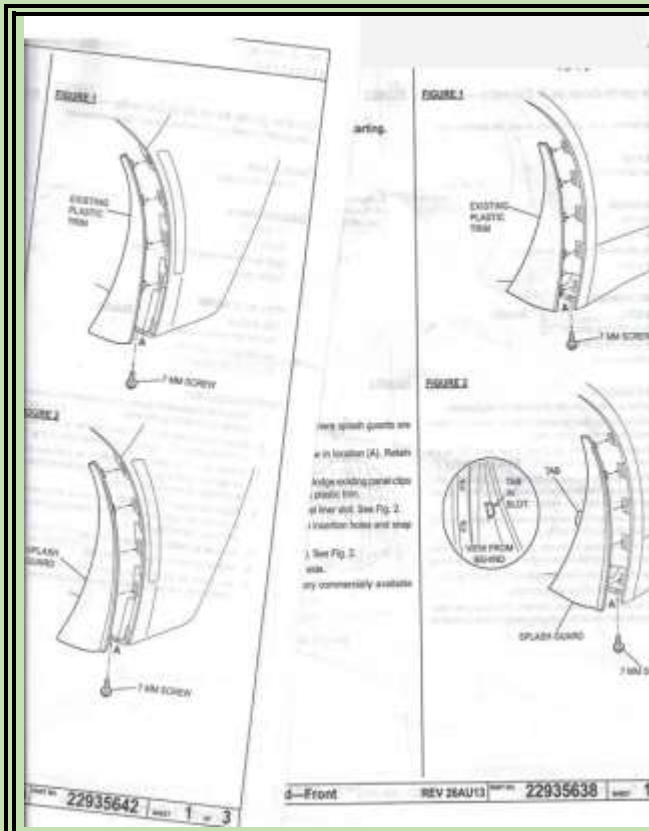
The tools required for installation are very simple. A 7mm socket, and I used some plastic trim tools but they are not really necessary, you could use a screw driver covered with cloth or tape. However Harbor Freight sells the set I purchase for about \$5. Why not buy them and you can also use them to remove the inner right rear fender panel to gain access to the battery!

Also used them to gain access to the "A" pillar to hide the wires for the radar detector power.



The GM splash guard shape is interesting. The material is very similar to what you'll remove but the extended section is shaped in a clam shell appearance. Not sure why it is contoured that way but although the extension is not as thick as other sections, it looks good. It has a slight raised outer edge for durability.

The extension is not as wide or deep as you might think would be more effective, it has a good appearance.



The instructions that come with the product are straight forward, the front has 9 the rear 7 steps. The difference is for the front, it says to turn the wheel for access. I found it was not necessary and in fact you can't do it in the back! However there is also a subtle difference, although mentioned it can be easily overlooked! Will discuss the rear first as that is where you need to take special care.

The rears install similar to the fronts and in step 2 it says, "...remove the inboard screw (A) and retain the fastener."

Until you look at the screws from the underside, you won't know that there are 3 7mm screws! In fact, having installed the fronts first, where there is only one screw, I just felt the screw head and unscrewed one of the wrong ones! The picture I took (bottom left in picture) shows the 3 screws where one needs to be removed but NOT the other 2!

The other difference from the front is the tab that the screw holds in place, slips into a slot in the rear panel. That is NOT the case in the front where the tab fits under the body panel. No big deal, but when you are sitting on the ground, not easy to see these differences!

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### Corvette Splash Guard—Rear

Please read instructions thoroughly before starting.

**Installation Time**  
Approximately 30 minutes.

**Tools Required**  
Socket wrench  
7 mm Socket  
Plastic Trim Removal Tool  
Clean Cloth/Rag

**Package Contents**

Description	Quantity
Left Hand Splash Guard	1
Right Hand Splash Guard	1
Instruction Sheet	1

**Installation Procedure**

1. Clean and degrease body panel where splash guards are to be located.
2. Use 7 mm Socket to remove (inboard) screw in location (A). **Retain fastener. See Fig. 1.**
3. Use plastic trim removal tool to dislodge clips from rear fenders and remove existing splash guard.
4. Align splash guard clips with clip insertion holes and snap splash guard in place. See Fig. 2.
5. Reinstall fastener in location (A).
6. Repeat procedure for the other side.
7. Guards can be cleaned with any commercially available cleaner.

**FIGURE 1**  
EXISTING PLASTIC TRIM  
7MM SCREW

**FIGURE 2**  
7MM SCREW

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**NOTE: For theGS (and probably the same for a Z06) with their wider rear fenders there are 4 bolts. The one closest to the center of the car is NOT the one holding the Splash Guard Tab! A Forum Member provided a picture and it is the single bolt that is on the car colored body part NOT on the black bottom section. So look (or feel) where the tab is and follow it to the correct bolt.**



The screws are rather long so a socket wrench is best for removing them.

Once the screw is out, just pry the existing panel section away from the body with a plastic trim tool. Look at the splash guard to see where the clips are located and insert the tool between clips. Once started the part can be removed by hand.

Could install in a parking lot in < 30 minutes if picking the car up from a dealer some distance from home. Just bring an old towel to sit on along with a wrench and plastic trim tool!



Both front and rear install the same way, this is a picture of the front with an overlay of the splash guard. Not in the instructions, which say align the new clips, you must also put the Tab, yellow arrow, into the slot as you're aligning the clips. Once done simply press the clips into the slots as noted. Does not take much force.

Once the clips are seated you can reinstall the screw, it lines up perfectly. Be sure NOT to OVERTIGHTEN. I does not say that in the instructions but it looks like you might be screwing into a plastic body panel-not sure.



Where the rear splash guard bottom tab inserts into a slot in the body, the front bottom tab does not. It sits in a recess outside the body panel. Not sure why there is a difference, but there is. Both look to function fine.

On the left are the GM Rear Splash Guards that have been treated with several coats of Meguires Ultimate Black. They look new.

On the right is a pair of front Splash Guards. The one on the left in the GM product used on my 2014 and the wider deeper one on the right is the new ASC Splash Guard.



Note the wider, somewhat deeper ASC Frnt Splash Guards do not use the GM clips. You remove tree of the inner fender screws and install the splsh guards using those screws.

It fits very well.



**Front ASC Splash Guards are wider than GM and start higher. They help blend with the GM Grand Sports Spats.**

**The GM Splash Guards are sold by ASC for the rear of a Grand Sport. Forum members say they work fine. Although as they worked on the rear of my 2014 Z51 it's mostly as here that the rear fender is tucked in and is very short.**



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>

