

C8/Grand Sport/C7 Z51 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 2008 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! Added Splash Guards to my 2017 Grand Sport and my C8 Z51.

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 was selling the GM rear splash guards for the Grand Sport when I got mine now 19 months ago. I removed my 3 ½ year old GM splash guards from th3 2014 when it was sold and with Mequire’s Ultimate Black made them look new.

The GM C8 Splash Guards are similar to the GM C7 Z51 installed, see last page.

The following is picture overview of my installation. Starts with my C6, 2014 Z51 follows, then 2017 Grand Sport, last the C8

Photo Sequence

C6 Z51

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 rockers. Bought 2½ inch OD, 2-inch-high pads from Katech)



2014 C7 Z51

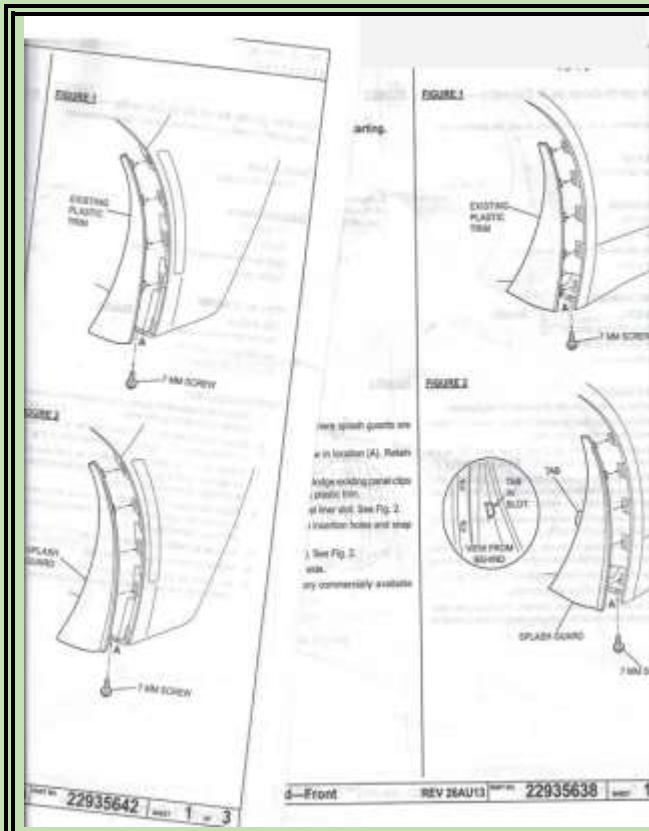
The tools required for installation are very simple. A 7mm socket, and I used some plastic trim tools, but they are not really necessary, you could use a screw driver covered with cloth or tape. However, Harbor Freight sells the set I purchase for about \$5. Why not buy them and you can also use them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

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

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 plastic trim.
4. Align splash guard clips with slip 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.

2017 Grand Sport

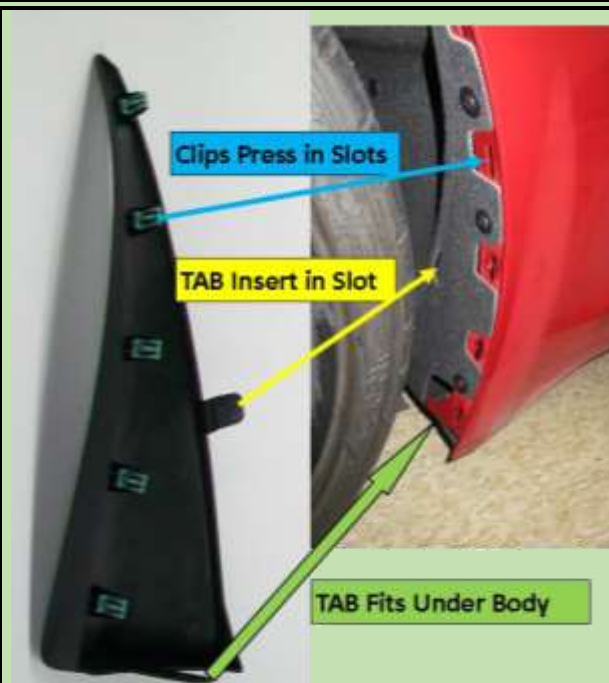
NOTE: For the GS (and probably the same for a Z06) with their wider rear fenders there are 4 bolts. The one closest to the center of the car is NOT the one holding the Splash Guard Tab! A Forum Member provided a picture, and it is the single bolt that is on the car colored body part NOT on the black 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. It 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.

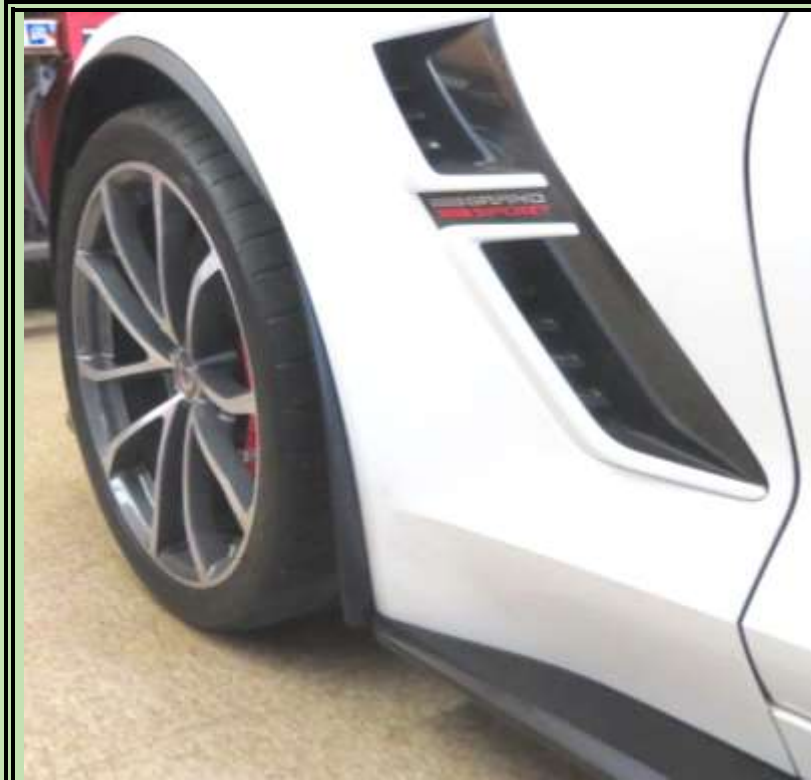
On the left are the GM Rear Splash Guards that have been treated with several coats of Meguiar's Ultimate Black. They look new.

On the right is a pair of front Splash Guards. The one on the left is 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 Front Splash Guards do not use the GM clips. You remove three of the inner fender screws and install the ACS splash guards using 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 were sold by ASC for the rear of a Grand Sport.

They now have their own XL rear guards that are wider and deeper (see inset.)

As the GM worked fine on my Z51 rear they are working fine on my Grand Sport as the rear fender is tucked in and is very short.

No Grand Sport fender dings in 18 months.





GM C8 Z51 Splash Guards

They are essentially the same as for all C7's.

Install the same as on my 2014 Z51 and 2017 Grand Sport.

Don't extend very far but everything helps.

Pic of the rear GM C8 Splash Guards. Note they are modestly wider but do help as there no marks on the fender behind the rear wheel.

This is the same result I had with the GM Splash Guards on the rear of my 2014 Z51 and the 2017 Grand Sport.

The rear fender on the C8 is similar to the C7 and Grand Sport. It tucks in and the key is debris thrown up by the rear tires goes further back than the fender.



This is the Front GM Splash Guard. Note, it's the same width as the rear BUT does not extend as far down.

As can be seen on the bottom of the rocker panel it does not protect that area. On the C7 Z51, GM installed "Protective Clear Plastic" where they knew the problem of pebbles, stones and dirt being thrown from the front tires on the rockers. It started at the middle of the door and went all the way up the front of the rear wheel opening! Splash Guards were little help. I installed full length side skirts to stop marking from pebbles in our rural area with typically no shoulders other than pebbles and debris!



That is why I am installing side skirts on the C8 so the bottom of those can block marking the car sides!

“51” C8, 2017 Grand Sport & 2014 Z51 Stingray Mods, Info Available As PDFs:



51 PDFs discuss improvements or info about a C8, 2017 Grand Sport, 2014 Z51 Stingray function and/or esthetics. Some are minor and others, like the 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 GUtrachi@aol.com and state the title desired, shown in Yellow:

C8 Install High Wing <i>How To Remove Rear Bumper- Install Wing</i> http://netwelding.com/C8_High_Wing.pdf	
C8 FWD Hybrid <i>WFWD Hybrid Provides More Power & MPG</i> http://netwelding.com/C8_FWD_Hybrid.pdf	
Rusty GS/C7 Muffler <i>Why the C7 muffler rusts way to turn matte black.</i> http://netwelding.com/Muffler_Rust.pdf	
Change GS/C7 Oil <i>WHY change your own oil and C7 Lifting Methods</i> http://netwelding.com/Changing_Oil.pdf	
C7 Carbon Fiber Side Skirts <i>How to install C7 side skirts with jacking info</i> http://netwelding.com/Side_Skirts.pdf	
C8 AC Condenser Protective Mesh Added AND C8 & C7 Splitter w/End Plates Install http://netwelding.com/CF_Splitter.pdf	
C7 Removing GM Plastic Film <i>How To Remove The Rocker Panel Film</i> http://netwelding.com/Rocker_Panel_Film.pdf	

C8/GS/C7 Mirror Proximity Alarm

Limit switch alarm warns when close to door frame
http://netwelding.com/Mirror_Proximity_Alarm.pdf



Jacking Pads for C8/GS/C7

Manual says Jacking Pads 2 1/2 inch max OD..
http://netwelding.com/Jacking_pads.pdf



C8/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.
http://netwelding.com/Eliminate_Rattle.pdf



Aluminum C7 Chassis and Weld Repair

The C7 aluminum chassis. Includes weld repair info.
http://netwelding.com/Aluminum_Chassis.pdf



C8 Z51, GS/C7 Z51 Ceramic Brake Pads

Performance Vettes have dusty brakes. These US made pads help!
http://netwelding.com/Ceramic_Pads.pdf



C8/GS/C7 Z51 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 & Door Lock

Protect when filling gas. Preventing door lock failure.
http://netwelding.com/Manage_Spilled_Gas.pdf



GS/C7 License Plate & Cargo Lights

LED license plate light & cargo area bulbs
http://netwelding.com/License_Plate_Light.pdf



C8/GS/C7 Rear Cargo Area

Rear storage device and rear protector
http://netwelding.com/Rear_Cargo_Area.pdf



GS Rear Diffuser (Fits Any C7)

Rear Carbon Flash Composite Diffuser
http://netwelding.com/Rear_Diffuser.pdf



GS/C7 Door Panel Protector

Black plastic protector prevents scuffing of door
http://netwelding.com/Door_Panel_Protector.pdf



GS/C7 Improved Cup Holder

A solution to the cup holder spilling
http://netwelding.com/Improved_cup_Holder.pdf



C8/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 C8/GS/C7 Vette

Safely jacking either front only or back & front

http://netwelding.com/Jacking_A_C7.pdf



Deer Whistle Installed on C8/GS/C7

Do they work? Plus Install Info

http://netwelding.com/Deer_Whistle.pdf



Replacing C7 Battery

Tricks for installing battery!

http://netwelding.com/Battery_Issues.pdf



GS/C7 Window Valet

Lower Windows With FOB Helps Latch Hatch

http://netwelding.com/Hatch_Latch.pdf



C8/GS/C7 Splash Guards

GM splash guards. 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

http://netwelding.com/Skid_Pad_Protector.pdf



C8/GS/C7 Wheel Locks

Wheel locks, help protect your expensive wheels.

http://netwelding.com/Wheel_Locks.pdf



GS/C7 OnStar Lights

Rear view mirror OnStar LED's, 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



GS/C7 Catch Can & Clean Oil Separator

What is Coking and how to reduce the potential

http://netwelding.com/Catch_Can.pdf



GS MGW Flat Stick Shifter

The MGW shifter shortens throw and is more precise

http://netwelding.com/MGW_Shifter.pdf



GS/C7 Round Shift Knob

A round shift knob shortens throw on OEM shifter

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. 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



GS/C7 Soler Modified Throttle Body

For Improved Throttle Response

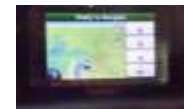
http://netwelding.com/Soler_Mod_TB.pdf



Garmin GPS for GS Cubby

Garmin Mounts in GS Cubby & Apple CARPLAY

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



C8/GS Splitter Protector

Scrape Armor Protection for Splitter
http://netwelding.com/Splitter_Protectors.pdf



GS Engine Compartment Mods

Cosmetic Additions in Engine Compartment
http://netwelding.com/Engine_Compartment.pdf



GS Vitesse Throttle Controller: Fits All C7s

Adjustable Throttle-by-Wire Control
http://netwelding.com/Throttle_Control.pdf



Boomy Bass Solution

Use Presets to Adjust Bass etc Tone/Balance
http://netwelding.com/Boomy_Bass



GS/C7 Air Dam, Functions

Why Missing from Z51, Some GS & Z06
http://netwelding.com/Air_Dam.pdf



C8 Edge Red Engine Cover

Engine Cover Matches Valve Covers
http://netwelding.com/Engine_Cover.pdf



Engineering a ProStreet Rod

How Our '34 ProStreet Rod Was Designed and Built
<http://netwelding.com/Engineering%20Street%20Rod%203-08.pdf>



Motorsports Welding Article

*Wrote a 5 Page Article for AWS March 2018 Journal
Covers NHRA and NASCAR Chassis Design*
http://netwelding.com/Motorsports_Welding_2018.pdf

