

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 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!

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 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!



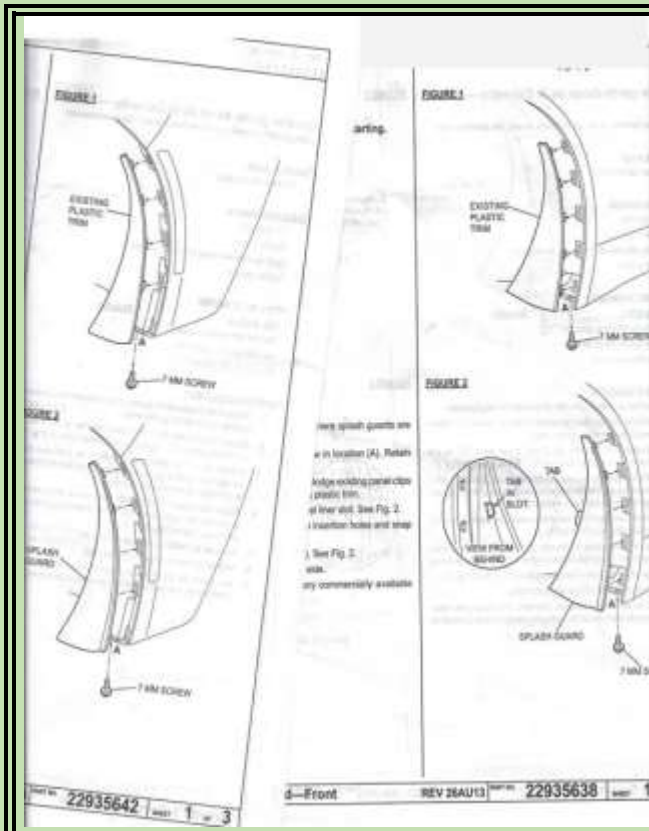
The tools required for installation are very simple. A 7mm socket, and I used some plastic trim tools but they are not really necessary, you could use a screw driver covered with cloth or tape. However Harbor Freight sells the set I purchase for about \$5. Why not buy them and you can also use them to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

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 plastic trim.
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

Part No. 22935642 (Rev. 1) of 3

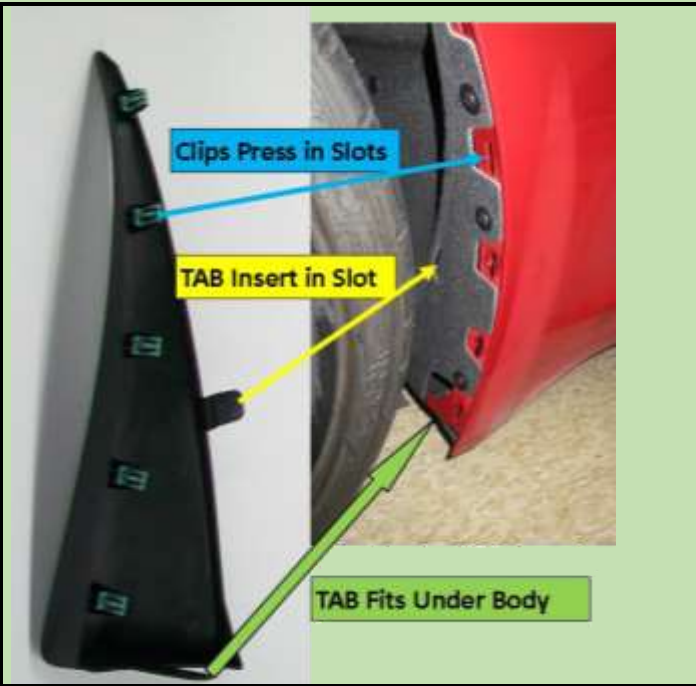
NOTE: For theGS (and probably the same for a Z06) with their wider rear fenders there are 4 bolts. The one closest to the center of the car is NOT the one holding the Splash Guard Tab! A Forum Member provided a picture and it is the single bolt that is on the car colored body part NOT on the black bottom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



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>

