

Install C8 Coilover Tower Covers

Water draining from the windshield goes into the cowl and can run down over the Coilover cast aluminum tower structure. Forum Members have posted the water has rusted the coilover bolts. Some have removed 6 or more ounces of water from the deep cavities.



Rain or Water When Washing That Comes From Windshield Can Fill Cavities and Rust Bolts That Hold Coilover

Angry Off Road (ARO) developed and sells plastic covers that cause water that enters to go over rather than in the cavities.

Install Instructions

There are two sets of covers. One for C8s without Magnetic Ride Control and those with MRC where the control wires go

over the tower. ARO suggests watching the video on their website. The one from them for the non-MRC is straight forward. The one for MRC is from a customer review. It may be an earlier product. In addition, the person doing the install said he didn't use the supplied wire tie though the hole in the passenger side cover and thought the small amount of 3M Double Side Tape that is only on half the side that mounts to the back panel was sufficient. No way! I have the MRC model and used the supplied wire tie and 3M tape.



Install Complexity:

Although an easy mode, as usual there are some tricks and things suggested that did not work! The following is a pic/text overview of the install and shows some things to consider. For example, the recommendation of using a Plastic Trim Tool to remove a wire bundle clip was no way useful for my C8!

Photo Sequence

The first issue, which I have dealt with several times as when disconnecting the battery on my Low Dust Brake Pad Install, and dealing with a DOT 4 drips from the Lift Option reservoir cap is removing the 3 pieces of plastic coving the area.



Most recommend using Plastic Trim Tools to remove these pieces. I DON'T!

These are the pics of the tools you'll need, and you'll see I have lots of Trim Tools! You'll also note a 10 mm socket is needed to remove one bolt. I found a box cutter was needed to a cut plastic wire bundle clip.

I have used my fingers to first pull off the side plastic pieces. It's easy to do if you start at the front and work toward the rear of each side. The key is the small clips (pic shown of one right) move into the center of the car NOT UP! Some report breaking a clip when using a trim tool. If excess force is placed in the wrong direction that is possible.

A forum member said they broke clips just using their fingers! Have to carefully pull to the car center and NOT up!



Again For The Large Center Plastic You Can Use Your Fingers.
First Remove The Two Large Clips On The Front Ends
Leave Rear Clips In And Tilt Up In Front



After you remove the two side pieces, the large rear piece is next. First remove the two forward clips made from yellow plastic. The pull straight up. If needed could use a thin trim tool but I found I could get my fingers on the side and pull up. Some have reported breaking these.

Then tilt the front up about 6 inches as the rear tucks under piece of plastic. Those clips are small and pull up and out.

The passenger side cover has a piece of 3M Double Sided Tape over half the back side. It will secure that end to the rear panel. Remove the red plastic cover.

Also, there is not much clearance as the cover is put in place. Remove the Lift Fluid Reservoir Cap (if so equipped.)

Note the MRC shock wire where the raised channel in the cover goes over.



Remove Bit of "Fiddling" to Get Cover In Place
3M Tape Attaches to Rear Panel



To get the cover past the Lift Fluid Reservoir and some other parts like the "silver pipe" sticking up (Green arrow) you'll have to tilt at an angle. To clear the "silver pipe" I also bent the cover slightly and when past it sprung back. Be sure to remove the red plastic cover over the 3M Tape before you place the cover on.

It will require pushing the cover past the reservoir lip etc. as well. Not hard but don't be frustrated that it does not just fit flat at the first try!

Unlike the video, which says the Nylon wire tie was not used, IMO it's essential.

I bent the end, put it through the hole in the cover and grabbed the pointed end with a Hemostat.

A very useful tool. No, it's not one used in operations the home tools are cheap! Just looked and Amazon has one for \$5 and 6 of different lengths for \$13.



First step on the Driver's Side is to remove the clamp holding a wire bundle. It says use a "forked" Trim Tool. As noted above I have 3 different "forked" ends with different bends. Would not budge! Tried a large screwdriver and it moved a bit, but no way was it coming out!

Since it's not used on the final install, the easy thing to do was cut the plastic band around the bundle with a box cutter! Careful don't cut a wire, just the plastic band!

Perhaps yours will come out easier.

Remove the 10 mm bolt on the front left side where the hole in the cover is located. Put the bolt back though the hole in the Tower Cover cap. Don't over tighten.

Of interest, the wire bundle, now without its clip is very stiff and rests on the top of the plastic cover, helping to hold it in place.

Not sure why the clip was used other than the wires were going over a metal tower casting and could chaff. Now they rest on plastic-no chaffing.





Put the plastic covers back the way they came off.

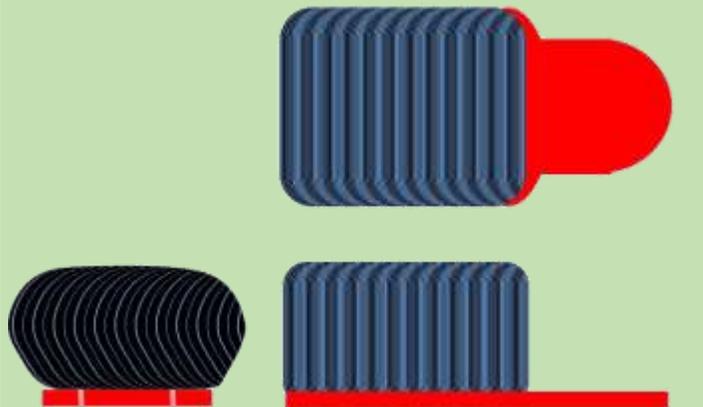
Rear large plastic piece is attached by tucking under the rear. Then when the rear clips are carefully put the two front yellow clips in holes and press down.

The sides go in as they came out. The back end goes behind the hinge than put the other clip in place. Press into the fenders. As suggested by a forum member I added silicone grease on the clips making removal easier.

LIFT BRAKE FLUID DRIPPING FROM CAP

While waiting for GM to define a solution for brake fluid dripping from the Lift Reservoir Cap I am using a method some other forum members are using as well.

For mine I cut a hole in a plastic container, so it just fit over the reservoir top. Then installed a Wrist Sweat Band over the cap and neck. Hopefully it will absorb all the DOT 4 Brake fluid that drips from the cap.



From Forum Member observations and one using a remote fiber optic camera video of Fluid Leaving and Returning it appears the fluid Max level is much higher than needed. He lowered his to a 1/4 of the bottom reservoir. Works fine. Forum members have shown, so far, that they have no leaking with a lowered fluid level and the Lift works fine.

Another thought is for GM to supply a baffle, like fuel cell foam. That would prevent fluid flowing to the cap when accelerating rapidly. At 1 "g" acceleration it's like the car is on a 45+ degree angle! Expect GM will come up with a solution to stop DOT 4 brake fluid from dripping on parts! May just be to lower the fluid level.

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



53 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

How To Remove Rear Bumper- Install Wing
http://netwelding.com/C8_High_Wing.pdf



C8 FWD Hybrid

WFWD Hybrid Provides More Power & MPG
http://netwelding.com/C8_FWD_Hybrid.pdf



C8 Edge Red Engine Cover

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



C8 Engine Compartment Lights

Multicolor Lights Remote operated
http://netwelding.com/Engine_Lights.pdf



C8 Side Skirts & Splitter

Install C7 Carbon side skirts & splitter on C8
http://netwelding.com/Side_Skirts.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



<p>C8 & C7 Splitter & C8 Condenser Mesh <i>Mesh Protects AC Condenser & Splitter Install</i> http://netwelding.com/CF_Splitter.pdf</p>	
<p>C8/GS/C7 Splash Guards <i>GM splash guards. ACS Best Front Guards for GS.</i> http://netwelding.com/Splash_Guard.pdf</p>	
<p>Jacking a C8/GS/C7 Vette <i>Safely jacking either front only or back & front</i> http://netwelding.com/Jacking_A_C7.pdf</p>	
<p>C8 & C7 Plates & Frame; <i>Must Meet South Carolina Law</i> http://netwelding.com/License_Plate_Frame.pdf</p>	
<p>Change GS/C7 Oil <i>WHY change your own oil and C7 Lifting Methods</i> http://netwelding.com/Changing_Oil.pdf</p>	
<p>C8/GS/C7 Mirror Proximity Alarm <i>Limit switch alarm warns when close to door frame</i> http://netwelding.com/Mirror_Proximity_Alarm.pdf</p>	
<p>Jacking Pads for C8/GS/C7 <i>Manual says Jacking Pads 2 1/2-inch max OD..</i> http://netwelding.com/Jacking_pads.pdf</p>	
<p>C8/GS/C7 Radar Power <i>For C7 tapped rear fuse panel. For GS tapped mirror</i> http://netwelding.com/Radar_Detector_Power.pdf</p>	
<p>C8 & C7 Wheel Chatter/Hop <i>Why sharp, low speed turns with cold tires causes the front tires to chatter/hop.</i> http://netwelding.com/Wheel_Chatter.pdf</p>	
<p>C8/GS/C7 Wheel Locks <i>Wheel locks, help protect your expensive wheels.</i> http://netwelding.com/Wheel_Locks.pdf</p>	
<p>Deer Whistle Installed on C8/GS/C7 <i>Do they work? Plus Install Info</i> http://netwelding.com/Deer_Whistle.pdf</p>	
<p>C8 & C7 Splitter Protector <i>Scrape Armor Protection for Splitter</i> http://netwelding.com/Splitter_Protectors.pdf</p>	
<p>C8 & C7 Cargo Area <i>Rear cargo area storage device and rear protector</i> http://netwelding.com/Rear_Cargo_Area.pdf</p>	
<p>C8 Coilover Tower Covers <i>Prevent water from filling Cast aluminum cavities</i> http://netwelding.com/Tower_Covers.pdf</p>	

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



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



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



C7 Carbon Fiber Grille Bar

Install genuine carbon fiber grille bar overlay
http://netwelding.com/CF_Grille_Bar.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



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



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

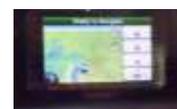
http://netwelding.com/Soler_Mod_TB.pdf

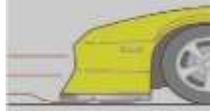


Garmin GPS for GS Cubby

Garmin Mounts in GS Cubby & Apple CARPLAY

http://netwelding.com/GPS_In_Cubby.pdf



<p>GS Splitter Stage 3 Winglet <i>Stage 3 Winglets Integrate with Spats</i> http://netwelding.com/Stage_3_Winglets.pdf</p>	
<p>C7 Removing GM Plastic Film <i>How To Remove The Rocker Panel Film</i> http://netwelding.com/Rocker_Panel_Film.pdf</p>	
<p>GS 2LT to 2.5 LT <i>Red Upper Dash Pad Like 3LT</i> http://netwelding.com/Red_Dash_Pad.pdf</p>	
<p>Jake Emblem/Decals for GS <i>Jake Symbols Support GS Racing Image</i> http://netwelding.com/Jake_Emblems.pdf</p>	
<p>Rusty GS/C7 Muffler <i>Why the C7 muffler rusts way to turn matte black.</i> http://netwelding.com/Muffler_Rust.pdf</p>	
<p>GS Engine Compartment Mods <i>Cosmetic Additions in Engine Compartment</i> http://netwelding.com/Engine_Compartment.pdf</p>	
<p>GS Vitesse Throttle Controller: Fits All C7s <i>Adjustable Throttle-by-Wire Control</i> http://netwelding.com/Throttle_Control.pdf</p>	
<p>Boomy Bass Solution <i>Use Presets to Adjust Bass etc. Tone/Balance</i> http://netwelding.com/Boomy_Bass</p>	
<p>GS/C7 Air Dam, Functions <i>Why Missing from Z51, Some GS & Z06</i> http://netwelding.com/Air_Dam.pdf</p>	
<p>Rusty GS/C7 Muffler <i>Why the C7 muffler rusts way to turn matte black.</i> http://netwelding.com/Muffler_Rust.pdf</p>	
<p>Engineering a ProStreet Rod <i>How Our '34 ProStreet Rod Was Designed and Built</i> http://netwelding.com/Engineering%20Street%20Rod%203-08.pdf</p>	
<p>Motorsports Welding Article <i>Wrote a 5 Page Article for AWS March 2018 Journal Covers NHRA and NASCAR Chassis Design</i> http://netwelding.com/Motorsports_Welding_2018.pdf</p>	