

**Z51 Wing**



**Z51 High Wing**



## **Draft**

### **Installing High Wing on C8 Corvette**

To install the optional High Wing to replace the Low Wing that comes standard on C8 Z51, requires removing the rear bumper to access the bolts that hold the 4 Wing posts that bolt to the bumper. The bolts can only be accessed from underneath.

Once the bumper is removed the standard Low Wing can be removed and the optional High Wing can be mounted in the same holes in the bumper.

Although there are many bolts it's easier than removing the C7 rear bumper than had bolts and many strong clips.

*If installing on a Base Car with no wing, see last page.*

# WA Technology

Welding Accessories Technology

[www.NetWelding.com](http://www.NetWelding.com)

## HIGH WING UPDATE:

The week before my C8 was produced I got the word the high wing I ordered was constained. Thought no problem, I'll just order the High Wing from C7 Carbon as I did my constained Side Skirts and Splitter.

Funny since there were few LBR cars shown on the Net and several had a Black Z51 wing, I thought mine would come with a Black wing! Had also been looking at graphic pics on my computers with the Black High Wing.

*However it came with a LBR painted Z51 wing! IMO it looks fine! In fact my wife, with better esthetic judgment says no way for a High Wing. Won't be ordering!*



**These Pics Were Taken From a Great 4 Minute Video:**

***Removing C8 Z51 Rear Bumper***

[https://www.youtube.com/watch?time\\_continue=8&v=\\_YWhmP2-UUs&feature=emb\\_logo](https://www.youtube.com/watch?time_continue=8&v=_YWhmP2-UUs&feature=emb_logo)

**First, remove screws along back, near Z51 Spoiler**



**Next Remove 7 mm Screws and a Few Fish Clip from Bottom,  
(Note video say 8 mm but corrected with words to 7 mm)**



## Next Remove OEM Mud Flaps to Access Torx Screws Holding Inner Fender Well



# Remove Several Torx Screws Holding Inner Fender Well



**Next Remove Torx Screw. Note might be easier if you remove the rear wheels but video shows it left in place but the car lifted so the wheel is in a lowered position.**



**Next Remove Two Plugs From Wheel Well And It Can Pull Lose.**





After It's Lose, Pull Wheel Well Back, Remove Bolts



After Pulling Lose, There Are Two Bolts and one 10 mm Nut



**Bumper Can Now Be Removed. First Pull Up Than Back– BUT Wires Will Only Allow Pulling Back A Limited Amount**



## Pull Up Back Just Enough To Access Taillight Wire Connectors



# Press Red Button On Taillight Harness Electrical Connections and Pull Apart



**If Installing High Wing, Remove Low Wing Bolts and Wing, Then Install High Wing. Reverse Removal Procedure To Finish Install**



***Posted by MAD Matt:***

***Installed my High Wing myself. The High Wing uses the factory holes of the Z51 spoiler. There are 6 holes in total. There are two holes on either end and a single hole for each inboard station. One thing I also noticed was that the Z51 outboard mounts are longer than those of the High wing. Both also use double faced tape on the feet besides the bolts.***

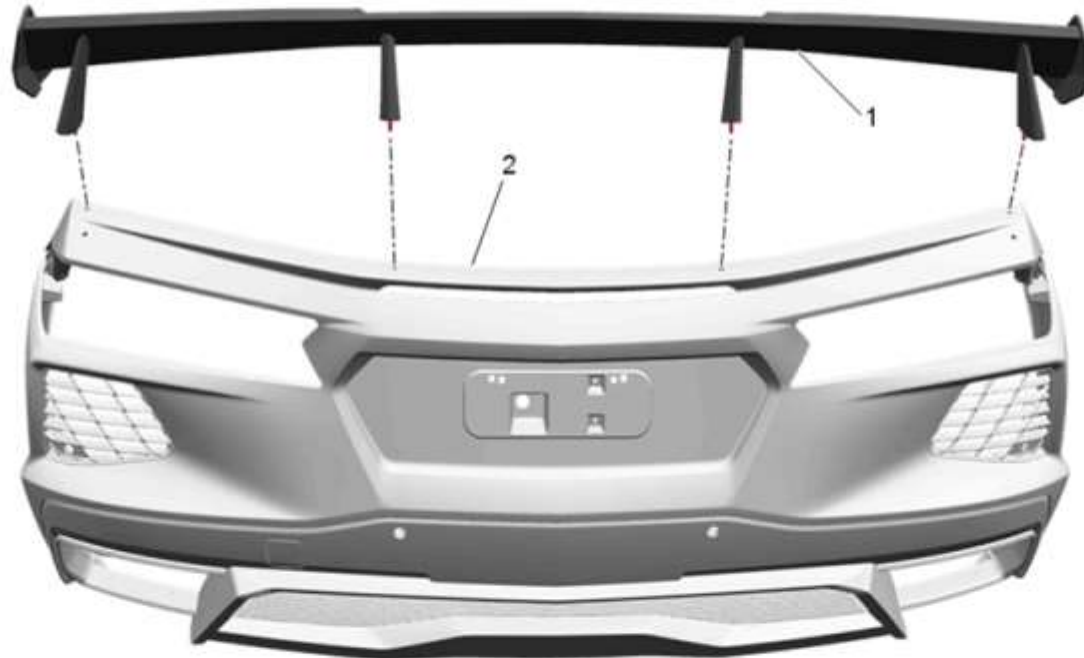


# **GM Warns About Installing High Wing:**

**Don't use a Heat Gun to loosen the Double Sided tape that holds the Z51 spoiler along with the 6 bolts**

**They recommend using 50 lb test fishing line in a sawing motion through the tape (after the bolts are removed)**

**Any damage cause to the bumper during the removal of the Z51 wing or installing the new wing can not be submitted for warranty!**





## **Additional Info by MAD Matt:**

**This is a one person job until it comes time to pull the bumper. Once all the hardware is removed it's nice to have an extra pair of hands available to pull it away from the car to avoid any scratches. Same goes for placing the bumper back on the car just to be safe. Once it's back in place it's all you.**

**The hardest part is getting to the top nut on the passenger side due to an Evaporator canister that's tucked up in there. A 3/8 drive air ratchet comes in handy for this as without it, you can only get less than a 1/4 turn at a time. The air ratchet is a must!**

**I have also seen a video where an "experienced" Corvette tech was using a putty knife to pry the Z51 spoiler off as it's really stuck quite well with VHB tape. The trick here is to shoot some WD-40 between the spoiler and the bumper cover and then use some waxed dental floss to cut the tape loose. Keep in mind that on both outward ends, there are single studs on both wings. Simply use a light sawing motion and cut the tape while drawing it towards the stud. Work down to the stud, then up to the stud then cut from the right and the left. If done properly, the Z51 spoiler will fall right off. Putty knives are for putty, keep them away from Corvettes! To make things go as planned, spend the extra time and completely remove both rear wheel well liners and both rear wheels. It might add 20 minutes to the overall job but well worth the effort!**

## Corvette Forum Posts:

**POSTER:** My car came with the Z51 wing. My high wing came in, I went and picked it up at the dealer, and installed it my self. A pice of cake. I timed my self. It took 16 minutes to remove the bumper. With the proper tools.

Spoiler is held in with 6 bolts. And double sided tape.

*(My Comment: Puzzled by double sided tape comment as the 4 posts are deld by bolts. Wonder if just a gasket?)*

**MY POST:** Hmm, sounds like it was much shorter then when watching the videos! Did you remove the rear wheels to remove the bumper? The Conti video did but the more comprehensive and better video, with all steps shown, did not.

**POSTER:** No the rear wheels do not need to be removed. You need to remove 2 torx bolts from each rear wheel well, then pull back the cover. Look up in there and you can see 2 7/32 bolts and 1 10mm nut that needs to be removed. Under the car there are 3 bolts behind the rear wheels, attached to the bottom cover. Then just all the torx bolts in the top hatch. You also have 3 electrical connectors to remove for the tail lights.

It really helps to have the small 1/4 inch drive snap on electric ratchets, makes the job go way way faster.

If Installing a High Wing on a Base Car, Holes Will Need to be Drilled for the 4 Wing Posts. This Wing from C7Carbon.com should come with instructions and a Template. If Not Use Wide Masking Tape and Mark Hole Locations.

## C8 Corvette | High Wing OEM Style : Visible Carbon Fiber OR Painted Carbon Flash



### C8 Corvette | High Wing OEM Style | Carbon Flash

Part Number: C8-3A-4  
Manufactured By: C7 Carbon

\$949.00

### C8 CORVETTE | HIGH WING OEM STYLE | CARBON FLASH METALLIC

- Made with high grade Fiberglass materials.
- Sprayed with color coded Carbon Flash Metallic
- UV clear coated and polished, ready to install.
- Bolt on install.
- Light weight.

Details Reviews

Part Number: C8-3A-1

Manufactured By: C7 Carbon

\$1,199.00

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ADD TO CART

### C8 CORVETTE | HIGH WING OEM STYLE | CARBON FIBER

- Made with 100% authentic Carbon Fiber top layer.
- **Exposed Carbon Fiber surface**, UV clear coated and polished, ready to install.
- Upgraded bolt system to allow for high strength bolts to attach from inside of the bumper that extend up into the main spoiler.
- Bolt on install.
- Light weight.
  
- We ship all over the world. contact us for a quote.

**PRE-ORDERS NOW AVAILABLE! PLEASE ALLOW 3-4 MONTHS FOR DELIVERY**

\* Item price is + CA sales tax if the order is delivered in California.

\*\* s/h is flat rate within the US lower 48 states.

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



54 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](mailto: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](http://netwelding.com/C8_High_Wing.pdf)



### C8 FWD Hybrid

WFWD Hybrid Provides More Power & MPG  
[http://netwelding.com/C8\\_FWD\\_Hybrid.pdf](http://netwelding.com/C8_FWD_Hybrid.pdf)



### C8 Edge Red Engine Cover

Engine Cover Matches Valve Covers  
[http://netwelding.com/Engine\\_Cover.pdf](http://netwelding.com/Engine_Cover.pdf)



### C8 Engine Compartment Lights

Multicolor Lights Remote operated  
[http://netwelding.com/Engine\\_Lights.pdf](http://netwelding.com/Engine_Lights.pdf)



### C8 Side Skirts & Splitter

Install C7 Carbon side skirts & splitter on C8  
[http://netwelding.com/Side\\_Skirts.pdf](http://netwelding.com/Side_Skirts.pdf)



### C8 Z51, GS/C7 Z51 Ceramic Brake Pads

Performance Vettes have dusty brakes. These help!  
[http://netwelding.com/Ceramic\\_Pads.pdf](http://netwelding.com/Ceramic_Pads.pdf)



### C8 Low Restriction Air Intake

Low Restriction Air Filter Why & How To  
[http://netwelding.com/C8\\_Air\\_Intake.pdf](http://netwelding.com/C8_Air_Intake.pdf)



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

### **GS/C7 Belt Rattle**

*Passenger seat belt rattles against the seat back.*  
[http://netwelding.com/Eliminate\\_Rattle.pdf](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](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](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](http://netwelding.com/License_Plate_Light.pdf)



### **GS Rear Diffuser (Fits Any C7)**

*Rear Carbon Flash Composite Diffuser*  
[http://netwelding.com/Rear\\_Diffuser.pdf](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](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](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](http://netwelding.com/CF_Grille_Bar.pdf)



### **Replacing C7 Battery**

*Tricks for installing battery!*  
[http://netwelding.com/Battery\\_Issues.pdf](http://netwelding.com/Battery_Issues.pdf)



### **GS/C7 Window Valet**

*Lower Windows With FOB Helps Latch Hatch*  
[http://netwelding.com/Hatch\\_Latch.pdf](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](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](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](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)



### **GS/C7 Catch Can & Clean Oil Separator**

*What is Coking and how to reduce the potential*

[http://netwelding.com/Catch\\_Can.pdf](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](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](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. Fits with Stage 3 Winglets*

[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)



### **GS/C7 Soler Modified Throttle Body**

*For Improved Throttle Response*

[http://netwelding.com/Soler\\_Mod\\_TB.pdf](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](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](http://netwelding.com/Stage_3_Winglets.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 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\\_Embblems.pdf](http://netwelding.com/Jake_Embblems.pdf)



### **Rusty GS/C7 Muffler**

*Why the C7 muffler rusts way to turn matte black.*  
[http://netwelding.com/Muffler\\_Rust.pdf](http://netwelding.com/Muffler_Rust.pdf)



### **GS Engine Compartment Mods**

*Cosmetic Additions in Engine Compartment*  
[http://netwelding.com/Engine\\_Compartment.pdf](http://netwelding.com/Engine_Compartment.pdf)



### **GS Vitesse Throttle Controller: Fits All C7s**

*Adjustable Throttle-by-Wire Control*  
[http://netwelding.com/Throttle\\_Control.pdf](http://netwelding.com/Throttle_Control.pdf)



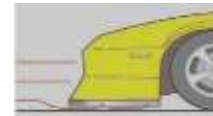
### **Boomy Bass Solution**

*Use Presets to Adjust Bass etc. Tone/Balance*  
[http://netwelding.com/Boomy\\_Bass](http://netwelding.com/Boomy_Bass)



### **GS/C7 Air Dam, Functions**

*Why Missing from Z51, Some GS & Z06*  
[http://netwelding.com/Air\\_Dam.pdf](http://netwelding.com/Air_Dam.pdf)



### **Rusty GS/C7 Muffler**

*Why the C7 muffler rusts way to turn matte black.*  
[http://netwelding.com/Muffler\\_Rust.pdf](http://netwelding.com/Muffler_Rust.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](http://netwelding.com/Motorsports_Welding_2018.pdf)

