

## Jacking Pads for C8, C7 Grand Sport & C7 Z51 Corvettes, w/Side Skirts



The C8 Stingray pictured on the left shows even with Side Skirts a 1-inch high Jack Pad cleared when lowering!

The Owner's Manuals, for the C8 and C7's states The Jack Pads must be 2 ½ inches maximum diameter.

### Use Oval Slots On Frame

If a post lift is being used, even if it has adjustable rubber surface Jack Pads **USE SEPARATE** Jack Pads

placed in the C8 frame oval slots to be sure the rear is being lifted from the C8 frame and **NOT** outside the frame, which is easy to do! There is a location to the outside the frame in the rear that looks like it could be used (see pic lower left.) It can't, it's outside the frame.

With 60% of the C8 weight on the rear the GM oval lift slot is located far enough back to insure the car does not fall as it did in pic right! Tell your dealer Tech and perhaps show him this picture.



There are several types of jack pads. Some can be installed permanently like those In Red shown below. **BUT** in my case, with Side Skirts a hydraulic jack could hit the skirts with those shallow pads. I have both 1-inch and 2-inch high jack pads and the 1-inch high ones worked with my long arm, 95 lb, low profile

jack. If using my short arm, light jack I would use my 2-inch high Jack Pads so the arm did not hit the Side Skirts.



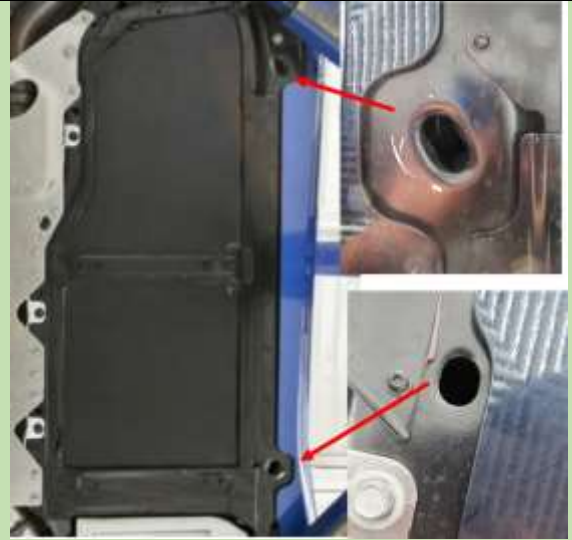
Note some like to use cheap 3-inch Hockey Pucks but be careful that their larger diameter clears all the rocker panel composite, or it could crack!

The Appendix shows how a 3-inch Hockey Puck can work for a C7.

## Photo Sequence: Jacking Pads for a Corvette

The photo on the left side of this picture was from a review by Edmonds. The rear slot looked rounder than oval. The two pictures to the right were taken by me at Laguna Seca. They also show the rear slot appeared more oval. Perhaps it was the angle the picture was taken. (See Appendix for possible reason the pictures I took were not representative of production cars.)

Our C7 Crystal Red, Z51 arrived and checking at first confirmed the visual difference in shape. However, made clay impressions and they were about the same size, just at different angles to the frame.



In the past hockey picks have been used but they are 3 inches in diameter. A Forum Member sent me a PM and said they do work for his car. **See Appendix** as one way they can be assembled to clear the rocker panels,



KaTech offered an excellent jacking puck. They are 2 ½ inch diameter so meet the Chevy recommended maximum diameter. They offer them in 1 inch and 2-inch height for Vette's with side skirts, including the ZR1 C6 etc. Bought 4 to bring to the dealer in case they wish to use their post lifts. This avoids their large lift pads hitting the side skirts!

KaTech also has a one-inch high aluminum puck! I use one in a "long arm reach jack" that I welded on a ½ inch high extension to the saddle. That allows the jack pad fitting tightly in the shipping slot to "pull" the jack into the car as it is raised!

It is critical that the jack saddle remains under the Jack Pad and as it raises. If the jack does not move into the car the saddle will slide off the jack pad as the saddle moves to the outside!





For my C8 and Grand Sport did not need the high 2-inch KaTech pads as the OEM Stage 2 carbon fiber side skirts and the C7 Carbon Side Skirts on my C8 clear all my jacks with a 1-inch high pad. At a dealer or tire store using a center post lift an inch pad is sufficient to provide the needed clearance.

Always had a concern when leaving Jack Pads on the passenger seat in a clear plastic bag for the dealer/tire shop to use. Would they!

Reverse Logic offered a new pad that had a clever way to use as I would normally when working on the car at home, just insert, twist, and remove when the task was complete. But they also had an alternate possibility.

I carry 4 of these on my C8 Frunk for use by a Chevy Tech of a tire shop.

Frankly although I have tire insurance for my C8 with Discount Tire if I get a nail I will remove the tire at home and bring it in!



The Reverse Logic pads can be disassembled using an Allen wrench and the white spacer removed. Then they can be inserted in the shipping slot and the bolt tightened so they are semi-permanently mounted. Then carefully drive to the dealer/tire dealer and be assured they will be used!

When back home they are removed so they are not sticking down and possibly hitting something or coming loose.

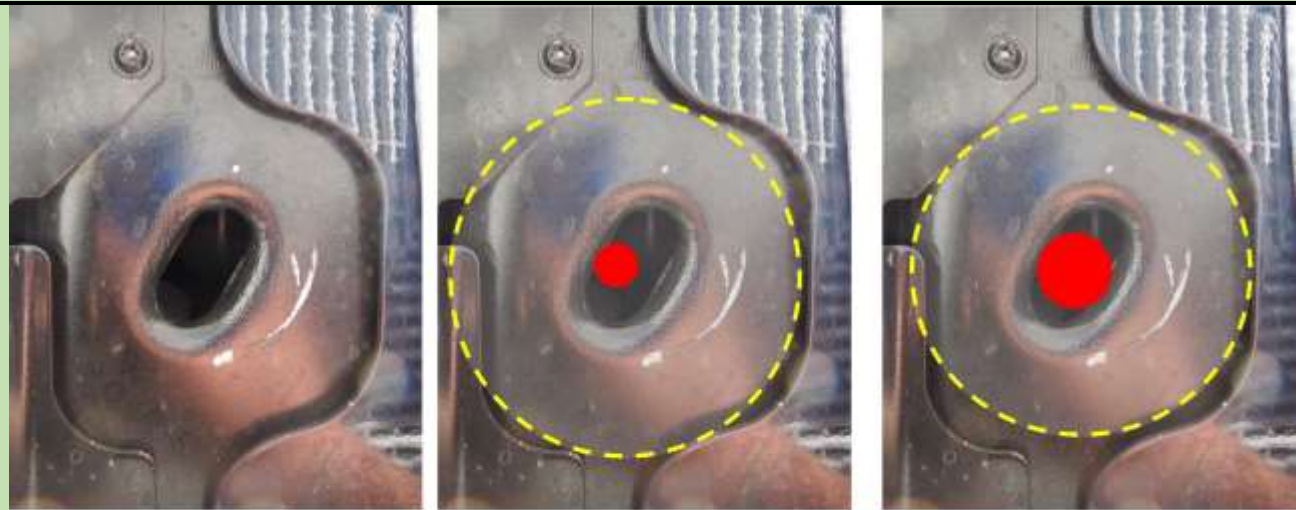
Reverse logic also offers a 15 m (~5/8 inch) spacer that comes with a longer bolt. It can be added to increase the jack pad height.



**APPENDIX:**

Received a message from a forum member who said their home-made hockey puck pads they had used on their C6 worked fine on their C7. There was clearance from the plastic rocker panel.

There is no doubt some variations exist in how close the rocker panels come to the shipping slots. The picture right was taken of what GM called an IVER, a preproduction C7 I saw at the Vintage Car Races in August 2013 at Laguna Seca. Note the small clearance to the panel.



**Hockey Puck**



**2"**



**2 1/2"**



**3"**

Depending on how the Hockey Puck pad is made, the relatively small diameter of the eye bolt screw allows the hockey puck to be inserted to one side of the shipping slot. Therefore a 3-inch diameter pad puck can have the same clearance as a 2 1/2 inch pad that uses a larger diameter support close in diameter to the slot itself!

**Bottom Line:** Look carefully at the clearance of the pad you use and be sure it doesn't touch the rocker panel.

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



52 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)



### 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)



### Change GS/C7 Oil

WHY change your own oil and C7 Lifting Methods  
[http://netwelding.com/Changing\\_Oil.pdf](http://netwelding.com/Changing_Oil.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)



### 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)



### **C8/GS/C7 Mirror Proximity Alarm**

*Limit switch alarm warns when close to door frame*  
[http://netwelding.com/Mirror\\_Proximity\\_Alarm.pdf](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](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](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](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)



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

*Performance Vettes have dusty brakes. These US made pads help!*  
[http://netwelding.com/Ceramic\\_Pads.pdf](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](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/C7 Rear Cargo Area**

*Rear cargo area storage device and rear protector*  
[http://netwelding.com/Rear\\_Cargo\\_Area.pdf](http://netwelding.com/Rear_Cargo_Area.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)



### **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](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 C8/GS/C7 Vette**

*Safely jacking either front only or back & front*

[http://netwelding.com/Jacking\\_A\\_C7.pdf](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](http://netwelding.com/Deer_Whistle.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)



### **C8/GS/C7 Splash Guards**

*GM splash guards. ACS Best Front Guards for GS.*

[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*

[http://netwelding.com/Skid\\_Pad\\_Protector.pdf](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](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](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)



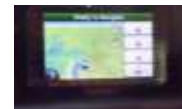
### **GS/C7 Soler Modified Throttle Body**

*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)



### **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)





### **C8/GS Splitter Protector**

*Scrape Armor Protection for Splitter*  
[http://netwelding.com/Splitter\\_Protectors.pdf](http://netwelding.com/Splitter_Protectors.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)



### **C8 Engine Compartment Lights**

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



### **C8 Edge Red Engine Cover**

*Engine Cover Matches Valve Covers*  
[http://netwelding.com/Engine\\_Cover.pdf](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](http://netwelding.com/Motorsports_Welding_2018.pdf)

