

How To Power A C8 (& C7) Radar Detector

Successfully tapped the C8 Mirror for 2 years. Had a need for another method.
That new mounting method is presented 1st.

Tapped my C8 mirror successfully for 2 years with no issues. However, the dealer replaced my "TV Mirror" that failed (*unrelated to the Mirror Power tap.*) Wasn't fixed and voltage measurements were required in prep to replace the camera. Before it was found "how to tap" the mirror for radar power I purchased a power plug for the power receptacle under the passenger dash. That has the wires coming out at a right angle so they would not interfere with a passenger's feet! *Time to try that original planned method.*



My original intent was to route the power wires under the dash and up under the "A" pillar (*as I had my early 2014 Z51 before it was found how to tap the mirror, which GM had said could not be done- BUT they often say that!*)

I had the radar detector on my C8 mounted high on the windshield to the right of the mirror as I had on my 2014 Z51, 2017 GS and for 2 years my C8. Thought, since I seldom look at the

display, mostly just listen for the alarm and its programmed voice warnings, why not mount it lower on far right of the windshield? I used a simple method to hide the wires and 1st mounted it with the ESCORT suction cup "Sticky Mount" low on the windshield. An option if you don't want to tap the mirror for power.

Installing a Detector:

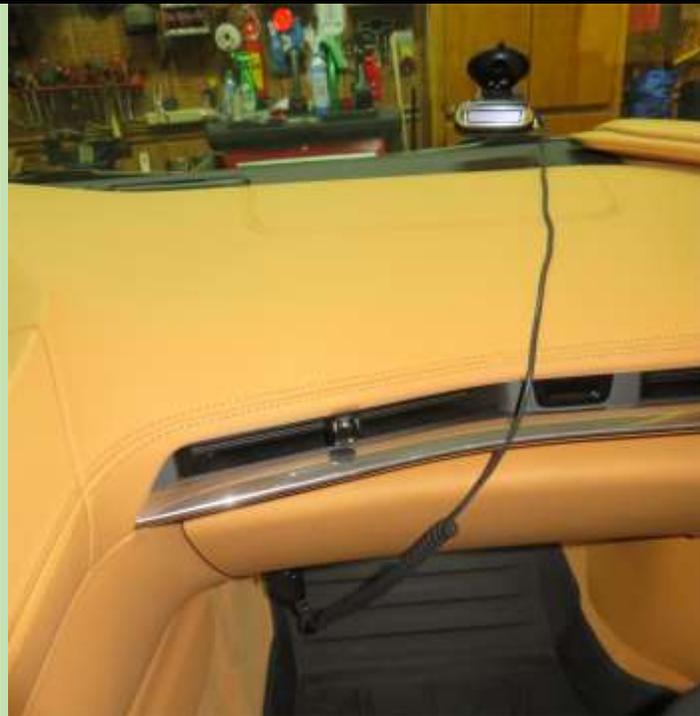
I've installed radar detectors mounted to the "passenger visor" in an '88, '93 and 2008 Vettes. An Escort tech said with a nonmetallic roof, it's fine. I have powered the detector from the passenger visor light and the rearview mirror 12 volt switched power. Bought a new Escort Passport Max for my early 2014 Z51. Great detector. It uses their new, suction cup "Sticky Mount." A visor mount is not available, and the Passport Max is really too heavy to use one.

Powering the Passport Max (*for 2014, 2017 & 2020 Vettes*)

All are covered in this How To with my latest, using the power receptacle under the passenger dash shown in detail first.

As you'll see with the right-angle plug, I found has a very low profile. It protrudes about 1/3 the distance under the dash of the open hinged cover cap! The wires are hidden mounted flush to the passenger dash and behind molding. Probably more detail then needed but had the pics so included.

Photo/Caption Sequence



While waiting for Dealer Tech To Check Voltages then then got a new mirror camera to install, was using the ESCORT coiled wire power plug.

Decided I liked the Radar Detector location but obviously not the wires over the dash. Their position under the dash that could interfere with a passenger's legs.

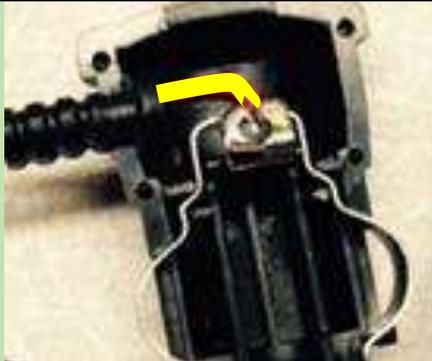
So decided to use the 90 degree plug I had purchased in 2020 when no one was sure how to tap the mirror for power OR if it was even a viable method. It was never used as it was found the mirror could be tapped for power.

Low Windshield Mount Power

The low windshield mount uses the power receptible under the passenger dash. It's only powered when the car is running. A right-angle power plug (right) comes apart by removing the threaded fuse cap. It fits flush with the power receptacle. The end is much lower than the spring-loaded door covering the 12-volt socket!

Flush Mount Right Angle Plug with Fuse; Philmore No. 48-785

Held Together with Threaded Bottom Cap, Fuse Holder

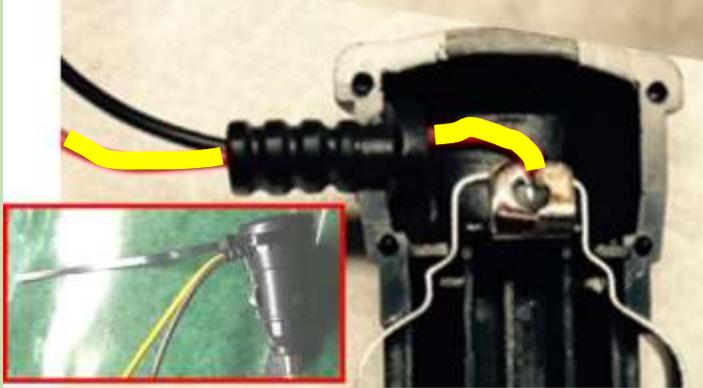


Soldered the Yellow positive wire to the terminal that contacts the fuse. Note, only the very end of the terminal fits in a slot in the housing. The bent section with the predrilled hole is where positive wire is soldered. The Tab is placed up into a slot as seen left.

Supplied 8-amp fuse contacts positive terminal and spring in tip.

Then put a drop of solder on the top of the Ground wire and terminal that contacts the sides of the power receptacle. Wire should go in the direction of the grommet where the wires pass thru to the outside of the plug. Carefully look to see how it's mounted before removing!

Drop of Solder



Wires slip thru grommet before closing the housing. Not a lot of room with two 20-gauge wires. The assembled plug is held in place at the bottom by a screw thread cap. BUT noticed the top was slightly open. To assure the top was tightly closed, used a wire tie to reinforce the closure.

Continuity check showed no shorts!

Put the two wires in shrink tubing and attaching to the plastic glove compartment frame with "D" shaped hollow molding that has 3M strong automotive tape on the flat side.

Pic shows the top of the plug only protrudes about 1/3 the distance from the bottom of the dash as the hinged power receptacle cap!





After putting the wires in shrink tubing, they were placed in a small hollow “D” shaped rubber molding. It has strong 3M automotive tape on the flat side.

There is a plastic dash frame where the molding was attached. It’s actually above the bottom of the faux leather glove compartment door.

Have used that product before as a conduit. It and similar shapes are available on Amazon. Some found similar molding at Lowes.

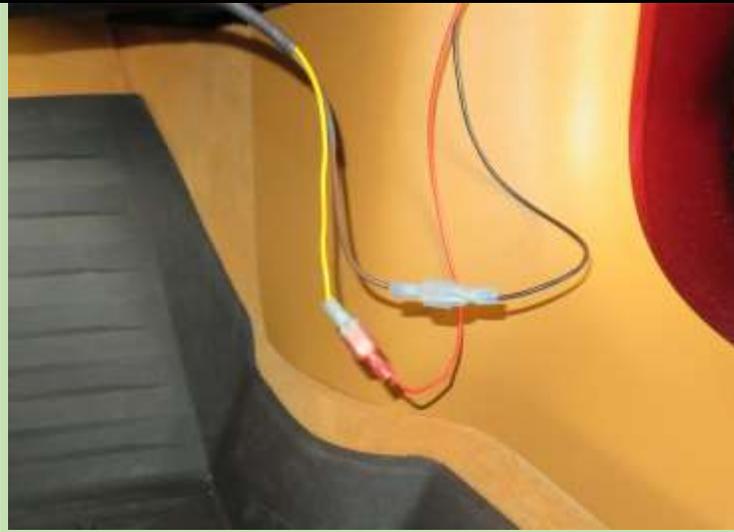
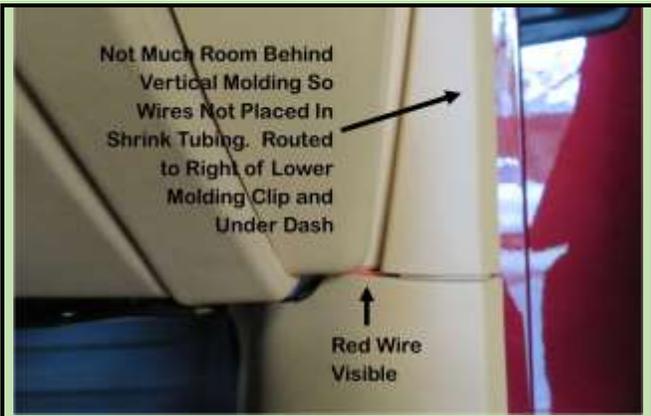
The wire that plugs into the Radar Detector was made from an old Blendmount wire kit. Stripped the end and soldered a red and black wire to the cut ends. For Escort Detectors could use a two of 4 wires from a phone jack plug. Red to positive, Black to ground; Yellow and green not used.

The soldered wires were put in shrink tubing for a length that was placed in the gap between the dash “wing” and the bottom. A plastic trim tool made it easy to hide the wires from view except for the final 6 inches that attached to the detector.



However, the vertical trim piece has little room to hold the wires in shrink tubing. So, they were kept separate and fit nicely. However, they were showing for a short section so that was covered with a small piece of “D” molding.

At the bottom of the vertical trim piece, was easily removed with a trim tool. The wires tuck behind. Placed them to the right of the bottom Trim clip than horizontally under the dash.



These are the 4 wires. Two from the Plug and two going to the Detector. I elected to use two lengths so each could be made to what was required to hide the wires. Then put polarized connectors on each so they could not be connected incorrectly. A female connector went on the Plug positive connection and male on the Detector positive wire.

A Male connector went on the Plug ground and female connector on the Detector ground wire.

Had determined a good place to hide the connections and wires from view. There is a trip panel on the right side of the passenger footwell. The end pulls out requiring little force.



All wires with connectors neatly tucked away behind the passenger footwell. Can just see red and black wires gong behind the footwell panel from the side trim panel.



Note how much less the right-angle plug extends below the passenger dash than the ESCOR power plug. It is only $\frac{1}{2}$ of the distance of the power receptacle hinged cover.

The wires are attached to the plastic glove compartment frame which is below the bottom of the faux leather glove compartment lid.

The Escort "Sticky Mount" works great. Never had it "let lose" in ~10 years when driving. BUT on a very hot day parked facing the sun the air left in the suction cup expands and it lets lose. Critical to have a Tether when mounted high. Thought might as well use it even when mounted low and it was useful as the detector did come lose several times!. So added a very small eye hook to a piece of aluminum to secure the Tether.



Support Attached With Gorilla Tape

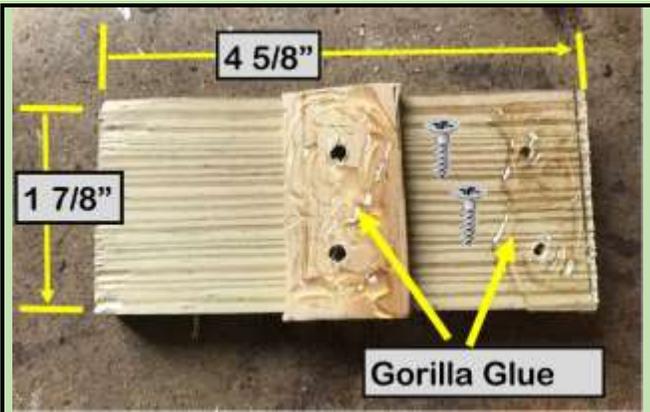


The finished install looks great, no visible wires other than the ones from the dash molding to the Detector.

Although the detector was in a good position, the suction cup was "letting lose" too often when parked facing the summer sun on a hot day. Thought why not use 3M Dual Lock to attach a mount directly to dash! Much stronger than Velcro.

Needed to be about the same height above dash and parallel to the ground. So selected an 11/16-inch-thick piece of wood and cut to size to fit the detector. 4 5/8" long would allow the detector to attach to the mount and be at the correct height. But the dash was at a 6-degree angle as measured with my driveshaft angle measurement tool, needed to match that.

The easiest way was adding a 1' piece of wood at one end that would fit the 1" wide 3M Dual Lock. Glued and screwed it to the 4" X 1 7/8" wood base!



After glue set, Gorilla, glue is very quick, used my sander to provide the proper 1" inch wide flat sections on both ends where the 1" wide 3M Dual Lock would be placed.

Used a small amount of 5 Minute Epoxy to fill seams and any open areas. Sprayed flat black. Checked with driveshaft angular measurement tool showed it matched the dash 6 degrees where it would mount.



Bought a 3 1/2 foot section of Black Dual Lock as what I had was a limited amount of White Dual Lock. Typical of 3M, not cheap but have used to mount other things to the C8 and this holds great.

It's quoted as: Dual Lock has up to 5X tensile and shear strength as Velcro and good in wet or dry. The key also is the strong 3M tape that attached in this case to the dash, wood mount and detector.

I had some leftover packages of 3M Tape Adhesive Promotor and used as directed.

One thing I had noticed with the detector mounted low on the windshield, was the Chrome control buttons on the top had some reflection in the windshield. Easily fixed with some Black Paint!

Note the 3M Dual Lock has strong 3M Tape on the opposite side to the plastic mushrooms!



This is the detector mounted to the Base with Four pieces of 1 $\frac{3}{4}$ inch long Dual Lock. The Base bottom (upside down in this pic,) is ready to have the 3M tape protective plastic covering removed once positioned on the dash.

Will assure all is in perfect alignment before using Adhesive Promotor on the dash, removing the protective plastic, and pressing the bottom tape to the dash.

Final install is about in the same position as Escort Sticky Mount BUT no Suction Cup to come lose when the sun heats what air is left!

Also, won't come lose as Dual Lock is 5X stronger than Velcro in tension and shear. BUT in peel, i.e., lifting one side, it will allow the "mushroom heads" to pull lose. So, you can remove the detector from the mount OR the Mount from the dash. Also, no big suction cup and mount to block vision and look bad!



C8 Corvette Mirror Power Tap Install; Worked Fine for Two Years



Mirror tap worked fine for 2 years. Used the Blendmount wiretap kit and suggested wiring. First step is removing the mirror cap. Best way is from the driver's seat with mirror turned to the passenger seat.

I used a small screwdriver and inserted in the bottom center and pried lose.

Stay in the driver's seat for the 1st part of the next step.



After Removing Cap, From Driver's Seat, Remove Plug Held By Two Clips



The mirror wire plug is held on the mirror back with two clips. Just lift with a small screwdriver and it comes lose. Well lose enough to turn the plug and find the wires you need to tap.

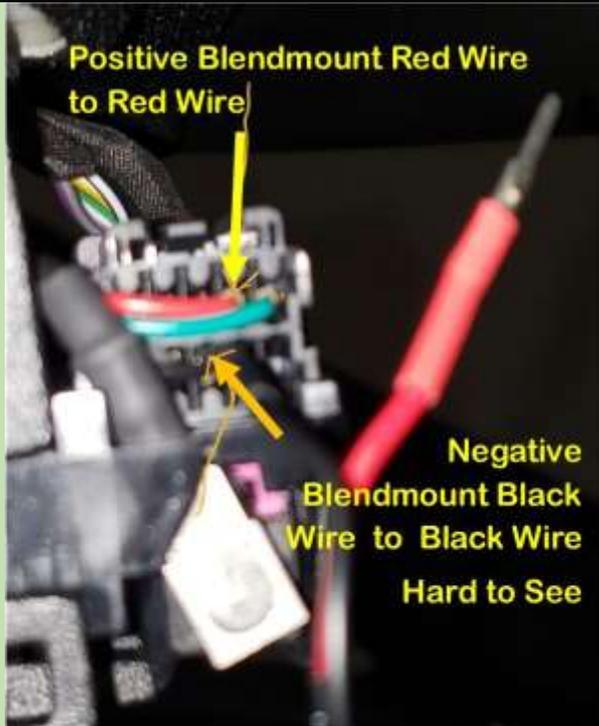
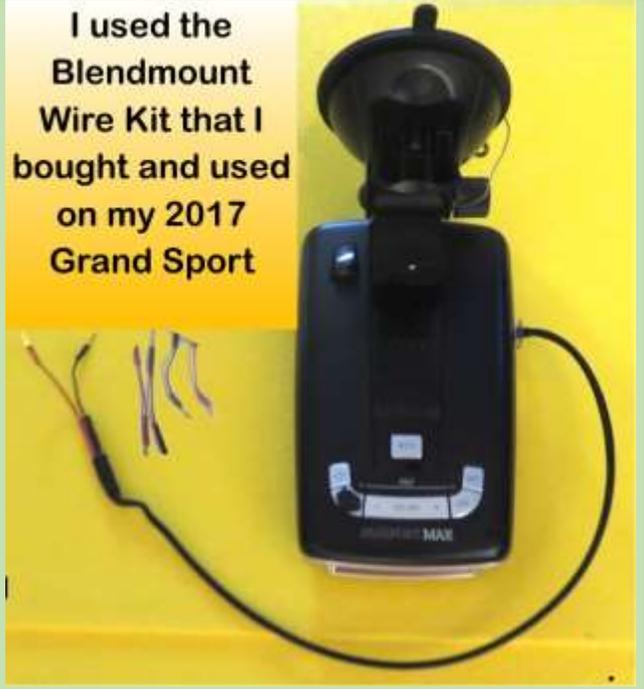
Then move to the passenger seat and remove the other clip.

I used the Blendmount wire kit I bought for my 2017 Grand Sport. Where the Grand Sport required the smallest Blendmount wire tips and still needed a “dental pick” pressed into the existing wire to fit.

The C8 not only had plenty of room, I used the large flat tip. Fortunately, had saved the wire tips that came with the Kit!

Note: Used the old wire kit initially but in a further step you'll see I bought a new, longer Blendmount wire tap kit.

I used the Blendmount Wire Kit that I bought and used on my 2017 Grand Sport



Forum Poster [bad moooo fooo](#) posted this more detailed pic of the mirror plug wiring. The Red Positive wire is very obvious, used the largest pin supplied by Blendmount and it fit fine, did not have to use a “dental pick” to make room as I did on my C7.

The Black Negative wire is below and slightly to the left of the Red Wire above. NOT so obvious but probed and pushed in and it worked!

Note: when I added the longer wire, I used the small piece of shrink tubing supplied with the new kit to cover the pin to wire connection. (*I heated and shrunk the tubing.*)

CAUTION

There was something published in GM's Techlink warning dealers that when the mirror power is tapped for radar detector power it can cause a failure in the auto dim driver's side mirror. It notes GM does not cover the mirror under those conditions! Pic right of what can happen is shown with the warning.

Driver Outside Rearview Mirror Appearance

November 23, 2021The drivers outside rear view mirror on some 2020-2022 Corvettes may have poor operation and appearance, including numerous lines shown in the mirror and a dim reflection at all times.



I called Blendmount, who shows in an install video the same Red to Red, Black to Black wire connects shown in the July 2020 video posted by C8 Vetteparts Online Video and other poster pics. They were aware of the GM finding AND asked them what wires were an issue. They proved the pic on the left and say it's IF their Black wire is connected to the Gray Wire in the plug instead of the proper Black wire it will cause voltage to be put in the mirror that will cause the failure.

Since the Gray is close to the Black wire on the plug be careful. Since it is not easy to see, might use the empty terminal under the Red Positive and move one over!

Used a small round file to make room for the Blendmount wire. But when I added the longer wire decided to make a new larger opening that gave more room and less wire jamming inside the light cover.

The wire now comes out of the top right corner. The supplied shrink tubing connecting the plug pins to the wire supplied with the kit is coming out that top corner.

Note some have just let it come out the top.





As I had done with the same detector purchased for my 2014 Z51 and used on my Grand Sport, used the ESCORT "Sticky Mount" that came with it. Each summer on a very hot day IF parked facing the sun the suction cup let lose! The stainless-steel line fishing lure leader acts as a Tether. It's attached to a very small eye hook screwed into the upper window molding.

The Passport Max has 7 years of "speed traps" I have seen memorized! I nice female voice announces "Speed Trap" as I approach!

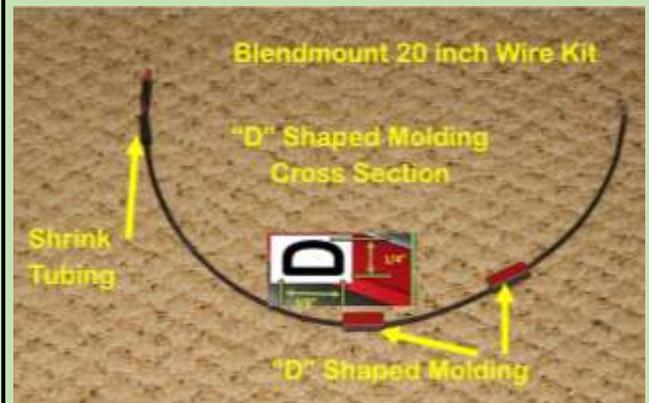
Had 2 problems. First, the 15-inch older Blendmount wire kit was too short, and I could only see a small part of the detector.

Second had an intermittent connection that I thought might be the sharp bend in the old wire from the prior install.

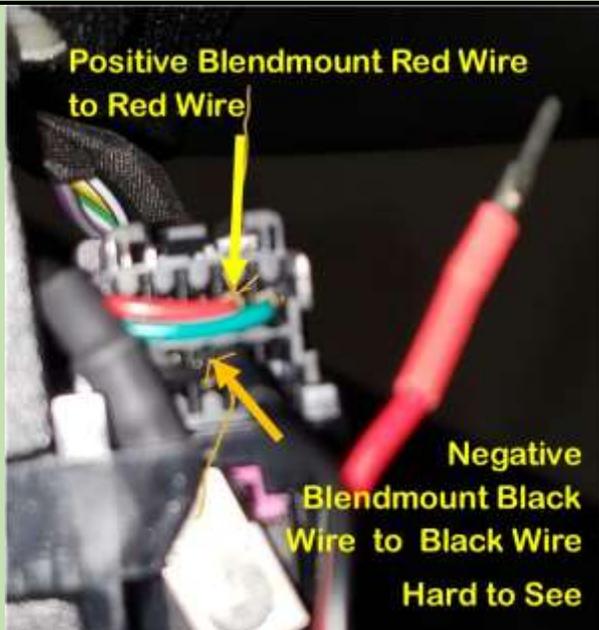
Bought a new 20-inch kit and moved the radar detector a few inches further right.

I installed two short sections of "D" shaped molding to secure the longer wire to the top on the window. It has 3M double sided tape to hold the wire in place.

The kit came with a short piece of shrink tubing I used after installing the new wire.



Preinstalled these pieces on the supplied wire. The shrink tubing was in the kit.



Turned out it wasn't the bend in the original 15-inch-long wire it was the Negative connection to the plug causing the intermittent connection. Used a new pin with a largest end as there is a lot of room. Had to push the pins into the plug but could do that with my fingers.

As before the Red Positive connection is obvious and the pin pushed in with modest force. The negative terminal in the plug is NOT as obvious. It is directly below the red wire and slightly to the left. You can feel it slip in.

The radar detector is now fully visible from the driver's seat. The wire loop is needed IF (WHEN) the Escort "Sticky Mount" lets lose! *(It did that a few times every summer for the ~7 years I used in on my C7s! Never let lose while driving. It appears the air left in the 'Sticky Mount' suction cup expands from the hot sun and increasing the pressure causing it to "let lose.")*

The detector and holder will be held by the Tether, but the power cord must be long enough to not put a strain on the wire.



INSTALL ON 2017 Grand Sport, Tapping The Mirror For Power

This view shows some of the Blendmount wires that come in the kit. I installed these before plugging into the 15-inch-long wire that has the phone plug used by Passport. The dental pick were the best tools to get the plastic cover off and to enlarge the hole in the back of the plug.

It was suggested the SIM Tool be used to enlarge the space to make room for the Blendmount wires. Bought 10 for \$0.99 on eBay free shipping from China. They bent and were too small. Dental picks come in various sizes and worked best.



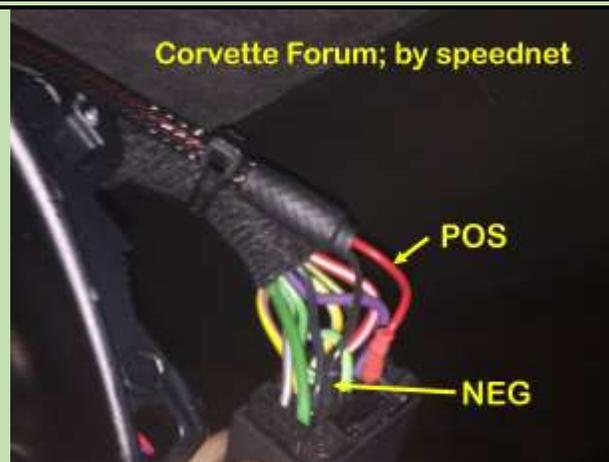
First Step is to pry off the cover behind the mirror. I used a dental pic tool and wedged it in the side of the plastic cover. Have to pull hard but the small clips let go and it comes off.

Some suggest separating the plugs, I saw no benefit. Sat backward in the passenger seat and just plugged the Blendmount wires into the back of the plug, that side going to the car not the mirror.



Forum pics were a great help, particularly this one that showed where the Blendmount wires go, in the cable side from the car not that to the mirror. Negative black to Black Blendmount and the Red Blendmount to the purple wire as shown.

I used the dental pick to provide room for the smallest of the flat end wires (tried the small round one - it bent) Fully inserted with a pair of small needle nose pliers after they were halfway in with my fingers.



Connected the Blendmount wires into the 15-inch wire then used several wire ties to secure the Blendmount wires to the car harness wires. He pushed the wires up into the area where the car wires go. Thought I would have excess. Did Not. Could have used another 2 inches! As shown in the top pic on this PDF, I used the Escort Passport Mount Sticky Mount.



Used a rattle file to notch the plastic cover to make room for the wires.

The pressed it back on. Watch that both sides are over the mirror plastic. Found I would have one side over and one inside! Hard to see as you can only see one side or the other. Once both sides were on the outside in snapped back firmly.



Mounting the detector high on the windshield to the right of the mirror eliminates any obstruction to road vision. The wire routed over the detector and just had enough room.

In my 2014, this position worked well for 3½ years. I'll review the tether shown and the reason in the next few pics.

After using the Passport Max for several weeks, noticed that when going over moderately bumpy roads the unit was vibrating.

Found a solution that is pictured on the right!



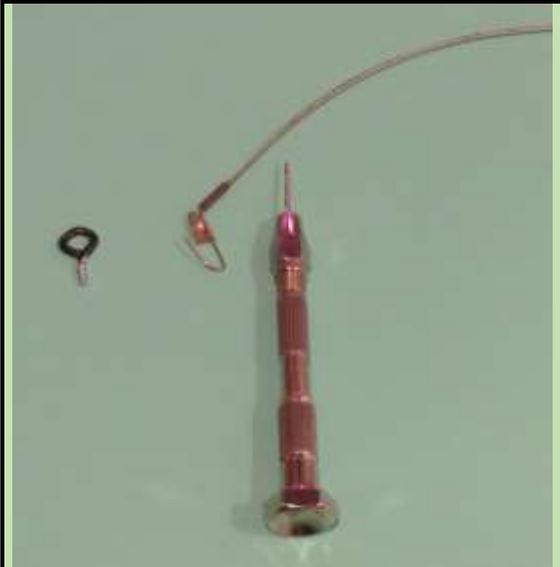
Added a "Vibration Damper"

Note: this relatively soft material replaced it with a similar size section of denser material. Works great

All was fine for several months then when the car was parked facing into the sun on a hot day, found the detector in my 2014 hanging by the power cord! The Sticky Mount had let loose!

That happened few other times under the same circumstances, car parked facing the sun on a hot day! But after the first time I installed a tether! Didn't want it hitting the dash!

Made it from some very fine stainless fishing leader. The clap was useful to fit into a very small eye hook, painted black. Used a small drill and a pin vise to drill a hole into the top molding. Works great.



The very thin wire and clasp, from a fishing lure, made a secure safety tether.

Wrapped the wire line around one of the Sticky Mount arms and secured with a small, crimped sleeve made from the end of an electrical connector.



Looped Around Sticky Mount and Connected with Crimped Sleeve



The detector can still be simply slipped off the mount. To remove the mount, you just unclip the fishing leader clamp.



Found the solution to get the original mount to stick and stay stuck! Used the 3M General Purpose Adhesive Cleaner shown in the pic left in the area where the suction cup mounts. Followed with the suggestion from an ESCORT Tech of pushing the mount against the windshield before pulling the vacuum level. Has held for over 6 months!

The secret appears to be getting the surface very clean. Perhaps alcohol or ammonia would also work.

Even though the “Sticky Mount” has held for over 6 months without falling or every being removed, still think the tether is worth the effort! Gives piece of mind!

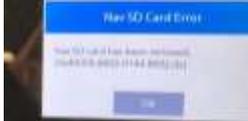
“60” C8, 2017 Grand Sport & 2014 Z51 Stingray Mods or Info Available As PDFs:



60 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 Bigger Brakes <i>C8 Brakes Are Anemic Compared to Other MEs</i> http://netwelding.com/C8_Big_Brakes.pdf	
C8 PDR SD Card Selection <i>Things to Consider When Buying SD Card</i> http://netwelding.com/PDR_SD_Card.pdf	
C8, C7 eLSD vs Positraction <i>eLSD is a Modern Dif; Positraction is from 1960s</i> http://netwelding.com/eLSD_VS_Pos.pdf	
C8 FWD Hybrid <i>WFWD Hybrid Provides More Power & MPG</i> http://netwelding.com/C8_FWD_Hybrid.pdf	
C8 Edge Red Engine Cover <i>Engine Cover Matches Valve Covers</i> http://netwelding.com/Engine_Cover.pdf	
C8 Engine Compartment Lights <i>Multicolor Lights Remote operated</i> http://netwelding.com/Engine_Lights.pdf	

<p>C8 Side Skirts & Splitter <i>Install C7 Carbon side skirts & splitter on C8</i> http://netwelding.com/Side_Skirts.pdf</p>	
<p>C8 Z51, GS/C7 Z51 Ceramic Brake Pads <i>Performance Vettes have dusty brakes. These help!</i> http://netwelding.com/Ceramic_Pads.pdf</p>	
<p>C8 Low Restriction Air Intake <i>Low Restriction Air Filter Why & How To</i> http://netwelding.com/C8_Air_Intake.pdf</p>	
<p>C8 & C7 Splitter & C8 Condenser Mesh <i>Mesh Protects AC Condenser & Splitter Install</i> http://netwelding.com/CF_Splitter.pdf</p>	
<p>C8 NAV SD Card Removed Error <i>Error When SD Card and Reader Are Fine</i> http://netwelding.com/NAV_SD_Card.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>	
<p>C8.R Info & GS Rear Diffuser (Fits Any C7) <i>Rear Carbon Flash Composite Diffuser</i> http://netwelding.com/Rear_Diffuser.pdf</p>	
<p>GS/C7 Belt Rattle <i>Passenger seat belt rattles against the seat back.</i> http://netwelding.com/Eliminate_Rattle.pdf</p>	
<p>Aluminum C7 Chassis and Weld Repair <i>The C7 aluminum chassis. Includes weld repair info.</i> http://netwelding.com/Aluminum_Chassis.pdf</p>	
<p>Manage GS/C7 Spilled Gas & Door Lock <i>Protect when filling gas. Preventing door lock failure.</i> http://netwelding.com/Manage_Spilled_Gas.pdf</p>	
<p>GS/C7 License Plate & Cargo Lights <i>LED license plate light & cargo area bulbs</i> http://netwelding.com/License_Plate_Light.pdf</p>	
<p>GS/C7 Door Panel Protector <i>Black plastic protector prevents scuffing of door</i> http://netwelding.com/Door_Panel_Protector.pdf</p>	
<p>GS/C7 Improved Cup Holder <i>A solution to the cup holder spilling</i> http://netwelding.com/Improved_cup_Holder.pdf</p>	
<p>C7 Carbon Fiber Grille Bar <i>Install genuine carbon fiber grille bar overlay</i> http://netwelding.com/CF_Grille_Bar.pdf</p>	
<p>Replacing C7 Battery <i>Tricks for installing battery!</i> http://netwelding.com/Battery_Issues.pdf</p>	

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

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

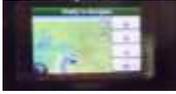
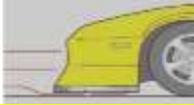


GS/C7 Soler Modified Throttle Body

For Improved Throttle Response

http://netwelding.com/Soler_Mod_TB.pdf



<p>Garmin GPS for GS Cubby <i>Garmin Mounts in GS Cubby & Apple CARPLAY</i> http://netwelding.com/GPS_In_Cubby.pdf</p>	
<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_Embles.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 Article on NHRA and NASCAR Chassis Design</i> http://netwelding.com/Motorsports_Welding_2018.pdf</p>	