

GRAND SPORT Splitter Protection

Not Needed On My C8 With Lift Option- But Available!



Was concerned about possible damage when I installed the carbon fiber splitter on my 2014 C7 Z51 (left.) Would it scrape when I left the driveway? Fortunately had about an inch clearance at the minimum spot.

However, there were other locations where I was not so lucky. Scraped the bottom edge in a few areas and scared the splitter.

When purchasing a new Grand Sport, ordered the GM Stage 2 aero package. It included a carbon fiber Splitter and Side Skirts. They are painted carbon flash. To better integrate with the spats that come with the Grand Sport the Stage 2 splitter winglets were replaced with Stage 3 winglets.

Needed Something to Protect the Carbon Fiber Splitter

Found an interesting unique product from **Scrape Armor**. It's a "Protector" designed and available for many cars, including exotics, that have a splitter or low front bumper including: Aston Martin (6 models), Bentley (2 models), Ferrari (6 models), Lamborghini (6 models), Maserati (5 models), and Porsche (7 models).



They offer "Protectors" for most C7 Corvettes including cars without splitters, to protect the protruding bumper (pic last page) and those with the Stage 2 aero package as my Grand Sport! In fact, before installing a splitter on my 2014 C7, scraped that bumper when exiting a parking spot next to a curb!

These products were developed to protect very expensive cars that are often found with damaged splitters and low front bumpers. The damage on the bottom front edge of the splitter on my C7 Z51 would not have happened had I had one of their products installed.



Scrape Armor's patent pending "Protection" products for splitters and low, protruding bumpers are digitally designed for precision fit of specific models. They are made in the USA from TEKLITE™ a low friction coefficient polymer. It is lightweight and very strong; it actually feels slippery to the touch!

It uses their patented GLIDERAIL™ rail design with a groove pattern that reduces the surface area by over 50%. This makes it slide more easily over a surface that may be inadvertently contacted! It will provide protection from modest scraping of pavement or a concrete tire stop, "if you're going slowly." Perfect for most encounters.

It came extremely well packaged with the installation tools needed and excellent instructions. Very professional.

Website and purchasing info from *Scrape Armor* at end of the PDF.

I Don't Need For My C8 Since I Have The "Lift Option." BUT "Scrape Armor" offers check out and see if it fits what you have:
<https://scrapearmor.com/collections/chevrolet/products/scrape-armor-splitter-protection-corvette-c8-stingray>

The following picture review covers my install:

UNBOXING

The packaging was excellent, there was an outer shipping carton, and inside a white box with the “Protectors” and separately packaged hardware, tools and RTV adhesive and adhesive/filler spreading spray. Although for the Vette only a small amount of RTV was needed, fit is perfect.

Each was packaged separately. The product quality and packaging are deserving of a Ferrari and fit for a Vette!



Inside the white box was the full width “Protector” supplied in two pieces. They were temporarily attached together to prevent damage.

The fit and finish is excellent although you have to look under the splitter to see it.

The tools and required adhesive/filler came in a pouch. The tubes of RTV adhesive/filler are used to apply a small amount to seal in the top edge of the Protector to the plastic underside. It came with a tool that rolls up the tube as it’s used.

They also supply a unique drill bit designed to fit a portable drill.



Just 7 small holes are needed for the Vette install as 22 of the screws used are the OEM holding the undertray.

The supplied drill bit is a unique design to assure it is center in the tapered holes in the “Protector.” It has a spring-operated cover that retracts as the bit is inserted! (Red Circle)

There are clear and black washer/spacers that are to be applied between the flat back of the “Protector” and the undertray to provide the proper distance from the splitter bottom front edge.

Some splitters may require spacers to provide sufficient protection, for my optional GM Stage 2 Grand Sport splitter it **DID NOT**. The “Protector” protruded ~ 1/4 inch without spacers.



Therefore, since the “Protector” was ¼ inch below the carbon fiber splitter edge and provided sufficient protection they were not required. ***Check Your Fit Before Installing.***

Perhaps the spacers are required if you have the standard GM splitter that comes with the Z06 or Grand Sport, GM Part # 22922352. This is often referred to as the “poverty splitter” by forum posters.

There are an additional 7 screws used other than the OEM screws for the front edge. These supplied stainless screws require a Torx bit (also supplied.) After checking the fit, if you have a splitter requiring spacers the first step is to install the supplied Black and Clear spacers between, flat side of the “Protector” and the undertray. They have adhesive on one side so just remove the protective paper.

Also, **NO SPACERS** are used on the outer two side holes on each side of the “Protector” even if they are for the remaindered of the front edge as defined in the Corvette instructions.

See Supplied Instructions copied at end of this PDF for more details:



Don't need to jack the car up very far. Only need to get a drill with the supplied drill bit in a few locations. Ramps would be fine.

FIRST:

READ ALL INSTRUCTIONS AT END of PDF

Most of the work is removing the screws from the front of splitter undertray.

Removed screws from one side first. That kept the front of the undertray up.

Pic shows the undertray pulled down to show the metal clips that the removed screws go into.

Note: it only takes a few threads to secure the “protector, “ which is important since if the plastic spacers are used they reduce the amount the screws will penetrate. However, once it grabs the metal clip it will pull the “Protector” up.



Installed one side of the “Protector” loosely. Then removed the screws from the other side and installed that side “Protector” the same way.

If you are using spacers there will only be a few threads a few holding, which is all that is necessary with the metal clips.

In fact, leaving a few out may be a benefit for the upcoming step, #7 in the general instructions (presented at end of PDF.)

Then I drilled the 7 holes in the premade tapered holes in the "Protector."

The drill bit supplied has a protective sleeve that keeps it centered. You are only drilling into the thin plastic undertray so it takes only a few seconds. Install the stainless screws provided. It will take some force to get them started as they must make their own threads. May need to push down from the rear. Tighten only loosely for now.



Only two areas had a gap one shown above marked with tape.

The "Protector fits tightly behind my splitter front edge and the only gap occurred in two small areas.

If there is not enough a gap to follow instruction #7 of putting a bead of the black RTV sealant ¼ inch from the top edge, create a gap using a screw driver as a wedge and remove a few screws to help. Put the bead along the upper edge. Then install any screws removed and tighten all. This will cause some of the RTV squeeze out of some areas.

Scrape Armor has thought of everything! They supply a tool that slips on the bottom of the tube and when you turn the large key it rolls up! Used much less than they supplied but that tool may work great for my toothpaste!



As recommend, I used rubbing alcohol to clean excess RTV from the surface. There were only two areas that had any gap and in those areas, I installed a larger bead of RTV. It squeezed out and was removed.

Looked Great! Saw no need to use step #8 or the supplied Scrape Blend Spray.

Finished "Protector" looks great!

It protrudes below the front edge about ¼ inches. That provides protection without causing significantly less clearance.

Note: Hand tightened all screws. DON'T overtighten there is no need. Especially important for the 7 stainless screws that just attach to the plastic undertray. Just made those snug.



Note:
“Protector” on C7 Without Splitter



The pic left was taken from the *Scrape Armor* website and shows the product protecting a C7’s protruding front bumper.

That can be an issue, especially when pulling up to a concrete tire stop, which those of us with splitters know is “dangerous and avoid!”

In fact, before I installed the splitter on my 2014 C7, had a minor scrape of the bottom side of its bumper. It occurred when it hit a low curb while turning the steering wheel too soon exiting a parking space next to an island!

BUYING
***SCRAPE ARMOR* PROTECTOR**
The Website right provides more info on the product and you can order directly from them. They have models that fit:

- The base C7 without a splitter,
- Base C7, Z51, Grand Sport or Z06, with optional Stage 2(or 3) Splitter. Shown with this install.
- Call to see if a model fits the Grand Sport or Z06 base (poverty) Splitter



Or Call: 1-844-667-2727

OTHER SPLITTER PROTECTION
PRODUCT TRIED



Before finding the *Scrape Armor* product tried one that is simpler. It consists of steel “cone washers” replacing the OEM screws on the Undertray.

Had two concerns:

FIRST: They would not solve the scraped bottom front edge issue I had with my C7 carbon fiber splitter and

SECOND: That shape edge could grab an obstacle either going forward or if backing off say of a cement tire stop. That would cause more damage!

The three larger cone washers supplied also protruded about ½ inch below the splitter. This reduced clearance. The *Scrape Armor* “Protector” protrudes less than ¼ inch and in addition to being slippery it will not grab.

Proof It Works!

Had an unfortunate occasion to utilize the Scrape Armor Product!

Was visiting a medical facility and had to enter to the parking lot with a steep entrance. Went in very slowly at an angle. It appeared to enter with little noise of scraping and believe it did not touch the splitter.

When leaving, had plenty of time to exit and went out at an angle. Heard scraping and hoped it was the plastic side air dams.

Got home and found it wasn't! I had scraps on the Scrape Armor.

The good news was there was not one scratch on my carbon flash painted carbon fiber Stage 2 aero splitter!



The scrapes were in several areas. Saw some white on the bottom but realized it was concrete pavement! It came right off with a rag and some bug and tar remover.

Since the Scrape Armor is slightly less than $\frac{1}{4}$ inch below the lip of the splitter, the Scrape Armor took all the abuse-***thank goodness!***

Would it have helped if I hit it straight on with the front of the splitter? Obviously not. But when I scraped the bottom of the carbon fiber splitter I installed on my 2014 C7 it abraded the carbon fiber. It had happened several times and make a ragged bottom edge. Now the splitter was not harmed!








Worth the investment IMO! My 3-month-old Grand Sport is fine!

“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 <i>How To Remove Rear Bumper- Install Wing</i> http://netwelding.com/C8_High_Wing.pdf	
C8 FWD Hybrid <i>WFWD Hybrid Provides More Power & MPG</i> http://netwelding.com/C8_FWD_Hybrid.pdf	
Rusty GS/C7 Muffler <i>Why the C7 muffler rusts way to turn matte black.</i> http://netwelding.com/Muffler_Rust.pdf	
Change GS/C7 Oil <i>WHY change your own oil and C7 Lifting Methods</i> http://netwelding.com/Changing_Oil.pdf	
C8 Side Skirts & Splitter <i>Install C7 Carbon side skirts & splitter on C8</i> http://netwelding.com/Side_Skirts.pdf	
C8 AC Condenser Protective Mesh Added & C8 & C7 Splitter w/End Plates Install http://netwelding.com/CF_Splitter.pdf	
C7 Removing GM Plastic Film <i>How To Remove The Rocker Panel Film</i> 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



Jacking Pads for C8/GS/C7

Manual says Jacking Pads 2 1/2 inch max OD..
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



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



C8 Z51, GS/C7 Z51 Ceramic Brake Pads

Performance Vettes have dusty brakes. These US made pads help!
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



GS/C7 License Plate & Cargo Lights

LED license plate light & cargo area bulbs
http://netwelding.com/License_Plate_Light.pdf



C8/GS/C7 Rear Cargo Area

Rear storage device and rear protector
http://netwelding.com/Rear_Cargo_Area.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



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



C7 Carbon Fiber Grille Bar

Install genuine carbon fiber grille bar overlay

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



Deer Whistle Installed on C8/GS/C7

Do they work? Plus Install Info

http://netwelding.com/Deer_Whistle.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



C8/GS/C7 Splash Guards

GM splash guards. 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

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



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



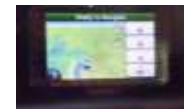
GS/C7 Soler Modified Throttle Body

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



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 also Available for C8

Scrape Armor Protection for Splitter
http://netwelding.com/Splitter_Protectors.pdf



GS Engine Compartment Mods

Cosmetic Additions in Engine Compartment
http://netwelding.com/Engine_Compartment.pdf



GS Vitesse Throttle Controller: Fits All C7s

Adjustable Throttle-by-Wire Control
http://netwelding.com/Throttle_Control.pdf



C7 Boomy Bass Solution

Use Presets to Adjust Bass etc Tone/Balance
http://netwelding.com/Boomy_Bass



GS/C7 Air Dam, Functions

Why Missing from Z51, Some GS & Z06
http://netwelding.com/Air_Dam.pdf



C8 Edge Red Engine Cover

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



C8 Engine Lights

LED Lights Illuminate Engine Compartment
http://netwelding.com/Engin_Lights.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

