C8 Corvette Stingray Front Splitter & Air Dam Kit

Install Manual

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Document Revisions

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01	2025/6/11	M. Deckard	Initial release of install manual

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Front Splitter and Air Dam, C8 Corvette Stingray – Install Manual

1. Introduction

1.1. Overview: Detailed instructions on installing the Verus Engineering Front Splitter and Air Dam on the C8 Corvette Stingray.

1.2. Difficulty: Moderate

1.3. Time Required: 3-3.5 hours

1.4. Tools Needed:

1.4.1. Splitter and Air Dam

- **1.4.1.1.** Ratchet or impact
- **1.4.1.2.** Long Extensions
- **1.4.1.3.** T15 Torx key or socket
- **1.4.1.4.** T30 Torx key or socket
- **1.4.1.5.** 4mm Allen key or socket
- **1.4.1.6.** 5mm Allen key or socket
- **1.4.1.7.** 2.5mm Allen key or socket
- **1.4.1.8.** 7mm wrench
- **1.4.1.9.** 10mm wrench
- **1.4.1.10.** 9/16” wrench
- **1.4.1.11.** Scissors and/or razor blade
- **1.4.1.12.** Rubber Mallet or Dead Blow
- **1.4.1.13.** Drill
- **1.4.1.14.** 13/32” drill bit
- **1.4.1.15.** Jack and Jack Stands or a Lift
- **1.4.1.16.** Cutoff wheel or reciprocating body saw
- **1.4.1.17.** Marker or paint pen*
- **1.4.1.18.** Trim tool*
- **1.4.1.19.** File*
- **1.4.1.20.** Center Punch*
- **1.4.1.21.** 1/4” drill bit (optional)
- **1.4.1.22.** Rivet nut installer (optional)
- **1.4.1.23.** 3/16” drill bit (End Plates)

(*) Notates tools required for bracket modification.

1.5. Splitter Kit Components

- **1.5.1.** (1) Front Splitter Left Half
- **1.5.2.** (1) Front Splitter Right Half
- **1.5.3.** (1) Left Side Air Dam
- **1.5.4.** (1) Right Side Air Dam
- **1.5.5.** (3) Air Dam Section (Carbon version only)
- **1.5.6.** (2) Structural Tube
- **1.5.7.** (5) Small Bracket
- **1.5.8.** (2) Main Upright Bracket
- **1.5.9.** (2) Drill Template Sheet
- **1.5.10.** (1) Hardware Bag
  - **1.5.10.1.** (19) Button Head Cap Screw (BHCS) M6 X 16, Stainless
  - **1.5.10.2.** (23) BHCS M4x0.7, 20mm Long – Stainless
  - **1.5.10.3.** (15) BHCS M6 X 30, Stainless
  - **1.5.10.4.** (31) BHCS - M6x1.0, 20mm Long – Stainless
  - **1.5.10.5.** (9) Socket Head Cap Screw (SHCS) - M6x1.0, 25mm Long – Stainless
  - **1.5.10.6.** (16) M6 18mm OD Washer, Stainless
  - **1.5.10.7.** (5) M6 12mm OD Washer, Stainless
  - **1.5.10.8.** (27) M4 Fender Washer – Stainless
  - **1.5.10.9.** (9) 1/4"x1.50" Fender Washer – Stainless
  - **1.5.10.10.** (5) M4x0.7 Nyloc Nut – Stainless
  - **1.5.10.11.** (18) M4x0.7 Clip-On Nut, Barrel Style, No Slip, Steel (Carbon air dam only)
  - **1.5.10.12.** 16) M6x1.0 Flanged Serrated Nut– Stainless
  - **1.5.10.13.** (5) M6x1.0 Rivet Nut, Heavy Duty, 0.7mm-4.2mm Thickness, Zinc Coated Steel
  - **1.5.10.14.** (1) Tool - M6x1.0 Rivet Nut Installer
  - **1.5.10.15.** (6) Poly weave grind strake

2. Front Splitter Install

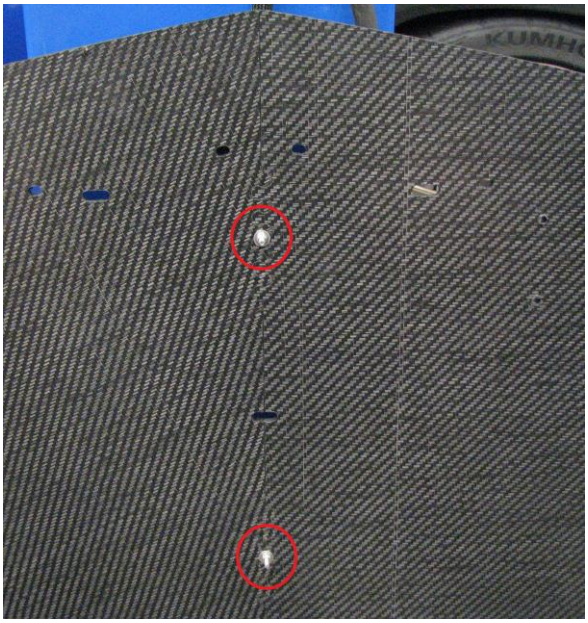
2.1. Verus Engineering is not responsible for damage to you or your vehicle by following this manual and/or installing Verus Engineering products.

2.2. We begin by jacking the car up. You will want to chock the rear wheels and use the e-brake if you are doing this install on the ground with jack stands.

2.3. Place a jack stand on both sides of the car. Please use the specified jack points that should be provided in your Owner's Manual. You may also use a lift if you have access to one.

2.4. First, we need to put the two splitter halves together. On a flat surface, place the zipper pieces together and use a rubber mallet to tap the halves together as shown below.

2.5. Once the halves are put together nicely, we need to install (2) 20mm long M4 BHCS that pass through the center of the zipper fit. Tighten down on the backside with a washer and nyloc nut.



2.6. With the splitter halves tightened, you need to decide if you want to install the grind strakes. This improves the longevity of the splitter by handling some of the grinding. It is not needed for install but we do recommend it.

2.7. To install the poly weave grind strakes, the holes in the splitter need to be opened up for the hardware to pass through. This requires a 1/4” drill bit.

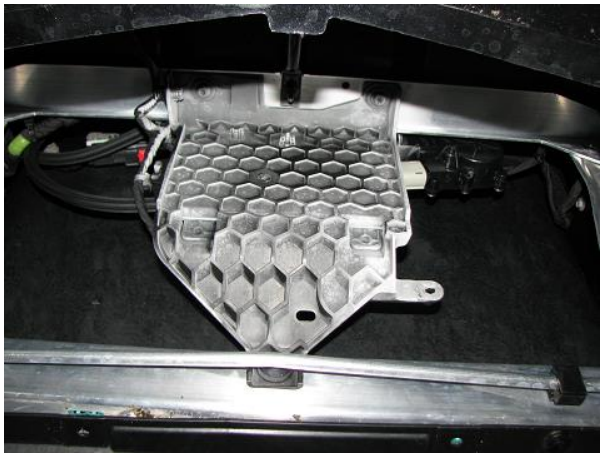
2.8. The 20mm long M6 BHCS will tighten down into threads in the skid vanes. The larger end of the skid vanes should point towards the front of the car (shown below).

2.9. Once the splitter is all put together, we need to start removing the factory front lip. This is done by removing the (21) T15 screws around the perimeter of the front bumper.

2.10. With the lip removed, we can now remove the center splash shield. Remove all T15 and 7mm screws holding in the center splash shield. We will want to keep this shield because it will get trimmed and reinstalled.

Soft close Module Bracket:

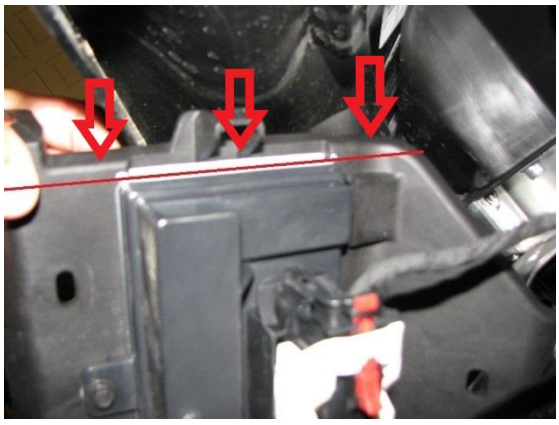
2.11. You will then (if equipped) see the soft close module bracket, it will look like the bracket shown below. **Note: If your Corvette has a soft close module, further modification is required at this time. If your corvette does not have this bracket jump to step 2.19**. ***At the writing of this manual we are working through a revision so no modification needs to happen in the future!***

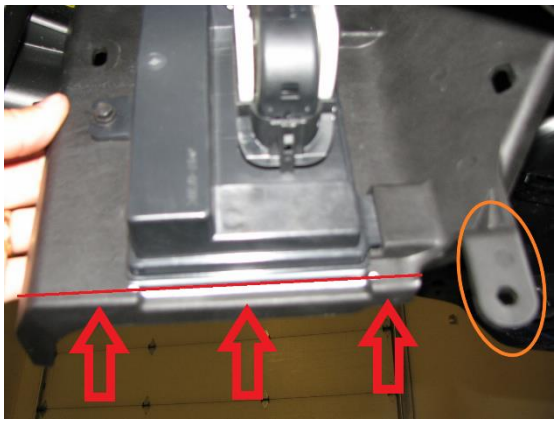


2.12. Remove the (3) T30 screws, the bottom one is hidden behind an A/C hard line. This line can be GENTLY moved down enough to remove the screw.

2.13. With the T30 screws removed, move the bracket out from behind the A/C line and pull it down out of the crash bar.

2.14. Now, look at the backside where the module is. Trace on either side of the module (shown below). **Note: You DO NOT need to remove the section circled in orange below.**

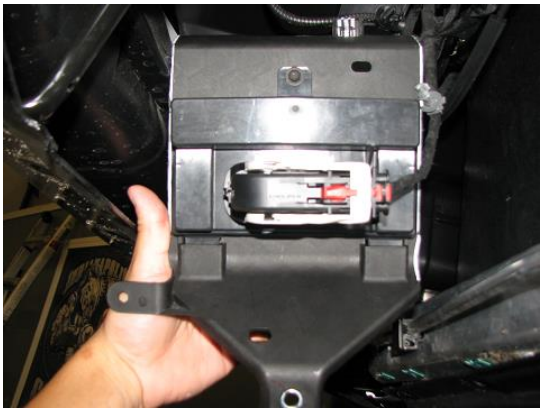




2.15. Once you have traced the outer sides of the module, remove the module from the bracket by taking out the 7mm screw that holds it.

2.16. After that, use your trim tool to remove the wire harness Christmas tree clips from the bracket. The bracket should now be free and removed from the car.

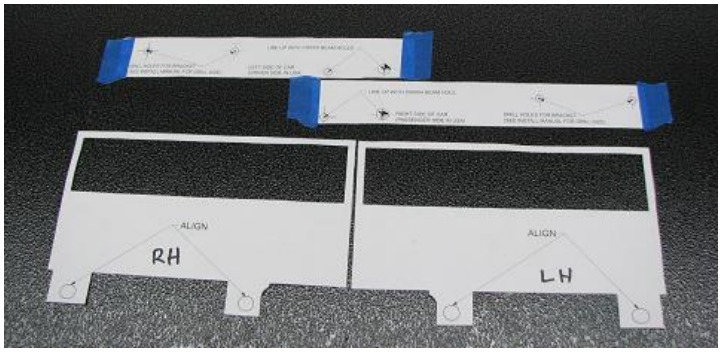
2.17. Continue the lines to reach the upper and lower edges of the bracket and cut along the lines. The bracket should look like the image below once cuts are completed.



2.18. Reinstall the bracket and proceed with installation. We recommend zip tying the wire harness up out of the way.

Resume Splitter Install:

2.19. Cut out the drill template pieces and tape them to the factory pedestrian bars as shown below. There are four total templates (left and right bar, left and right splash shield).



2.20. Once the templates are placed, make sure the holes to be drill are parallel to the edge of the crash beam. Use a center punch to mark each drilling location. Using an 1/8” drill bit, drill starter holes in each location.

2.21. With the starter holes drilled, you can remove the templates and use a 13/32” drill bit to open up the holes for rivet nut installation. **Note: There are a total of 4 holes that need to be drilled.**

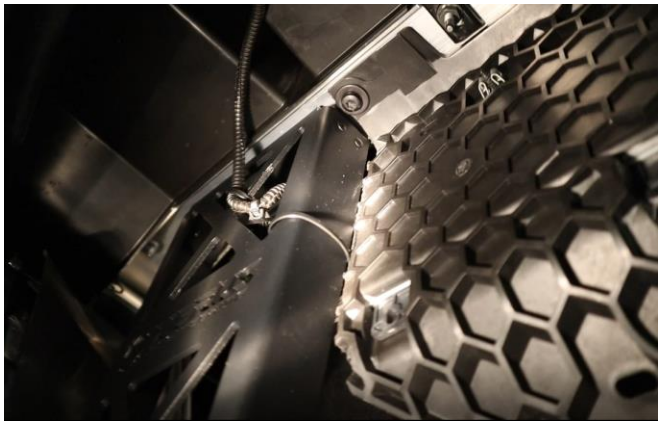
2.22. Now we need to install the heavy-duty rivet nuts into these holes. Use the following diagram to install the rivet nuts. **Note: The rivet nuts shown in the diagram are incorrect for this segment, but the install process is the same. The second image shows the correct rivet nuts to use here.**

2.23. Using a 9/16” wrench and the 5mm Allen wrench, hold the nut steady and tighten the Allen bolt. You will have some initial resistance, and then the rivet nut will begin to pull tighter on the material. **Use oil or PB Blaster on the threads to ensure they do not gall.** Alternatively, you can purchase or rent a rivet nut install tool from your local hardware store or automotive store.

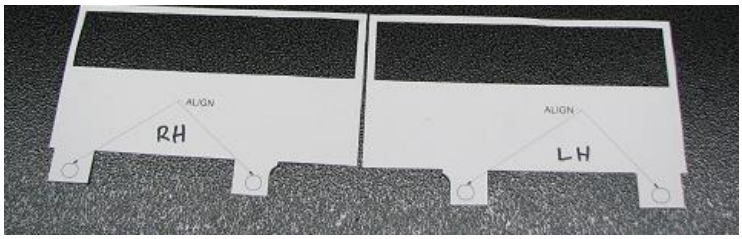
2.24. Below is an example of fully installed rivet nut.

2.25. Using the newly installed rivet nuts, install both upright brackets. We left the 4 screws loose until it was time to fully install the splitter. They can be reached using a long extension and 4mm Allen socket. **Note: When you modify the soft close module bracket there is no**

longer a place to attach the wire harness clips. We zip tied them through the upright as seen below.



2.26. It is now necessary to trim the splash shield we removed earlier. Trace the inner rectangle and cut the inner section of the rectangles out. We used a reciprocating saw for these cuts. The templates and finished product are shown below.



2.27. The newly cut splash shield can be reinstalled. The previously installed upright brackets should pass through the openings that were cut out.

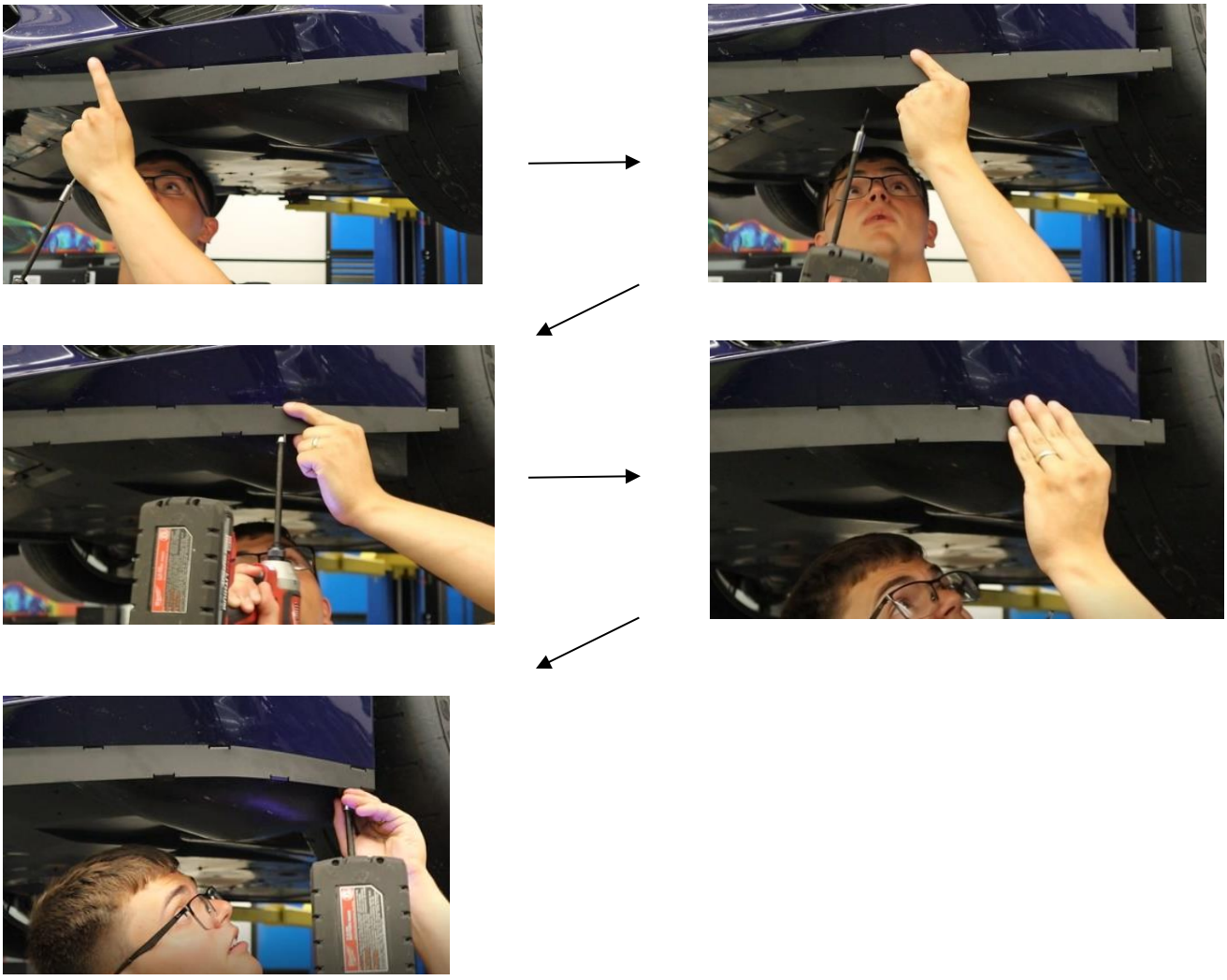
Sheet Metal Air Dam:

2.28. The sheet metal air dam is two pieces that attach in the center. We recommend installing one side at a time, this makes it less cumbersome and awkward to mount.

2.29. You will be using the hardware form the factory lip to attach the new air dam. Start from the center and loosely thread in the first 6 fasteners.

2.30. Adjust this section so that it is centered and flush with the bumper and tighten the fasteners down.

2.31. At this time, you will need to start working the remainder of the air dam into shape. The simplest way we found is to tighten down each fastener as you go. Get the next section flush with the bumper and tighten down the 7th fastener. Then move to the next section, work this section around the bend and make it flush with the bumper, tighten the next fastener. Continue this method for the remaining screws. Follow the images below for reference.



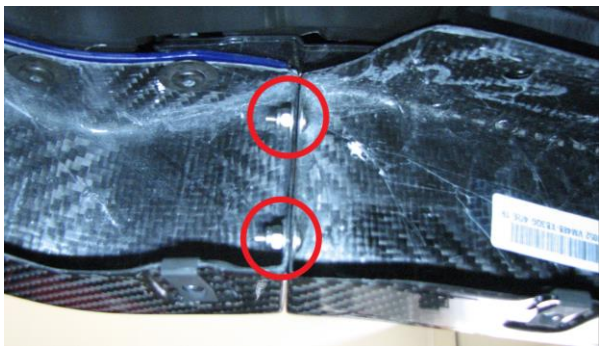
2.32. Repeat for the other side. Start in the center, adjust air dam flush and tighten it down as you work your way around to the wheel well area.

2.33. Once your two air dam halves are adjusted and flush with the bumper and each other, install the (2) M4 screws with washers and Nyloc nuts in the center to attach the two sides.

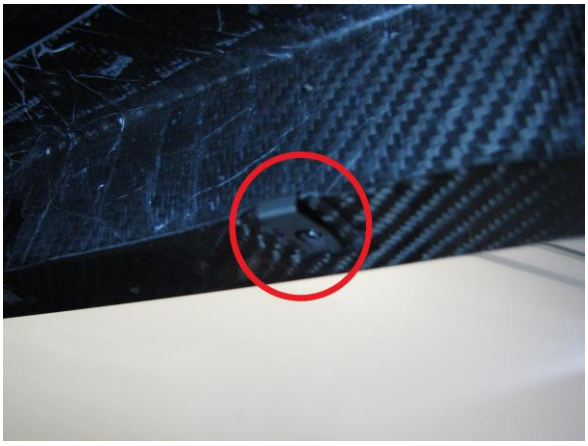
2.34. Not all the hardware removed from the OEM lip is needed to attach the new air dam. Please reinstall all the hardware not used for the air dam.

Carbon Fiber Air Dam:

2.35. The carbon air dam consists of three sections. Before installation, connect each section together using the M4 screws, washers and Nyloc nuts. Ensure each section sits flush with each other before tightening down.



2.36. Once the sections are tightened together, you can install the clip-on nuts. These will slip onto the larger holes on the bottom of the air dam. The threaded portion of the nut should face up (shown below).



2.37. Install the preassembled air dam while making sure it sits flush and even with the bumper. **Note: The fasteners closest to the wheel wells are a tight fit. We used a screw driver style T15 to tighten these.**

Resume Splitter Installation:

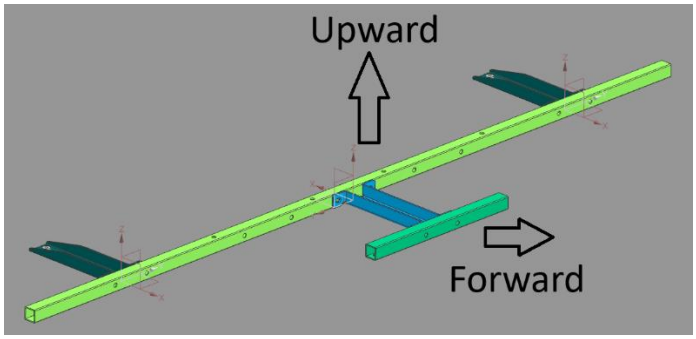
2.38. All remaining support bracketry can be preassembled before installation. Every connection will receive an M6 BHCS, a washer on either end and a serrated nut.

2.39. Begin by placing both structural tubes rivet nut side down. The short structural will be the front and the long one will be the rear.

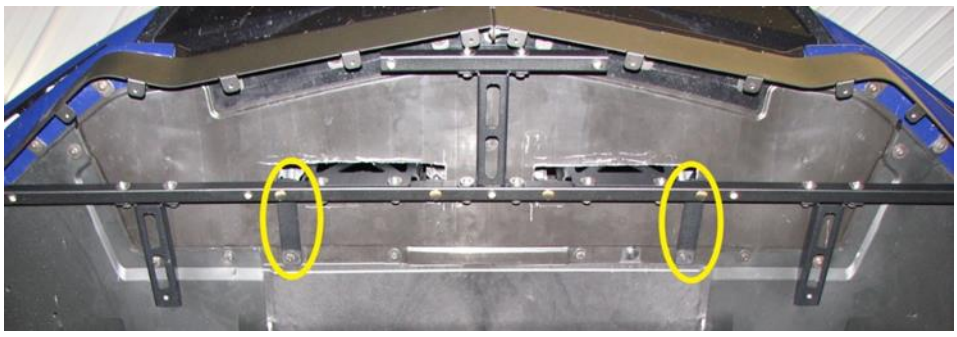
2.40. The “I” shaped bracket will attach the center of the two structural tubes together.

2.41. There are (2) more brackets that will only attach to the long structural tube on one side. These should be attached at the outer most mounting holes (pointing towards the rear of the car) rivet nut side facing down.

2.42. All bracket to structural tube connections can now be tightened down. The images below show the prepared structural tube assembly.

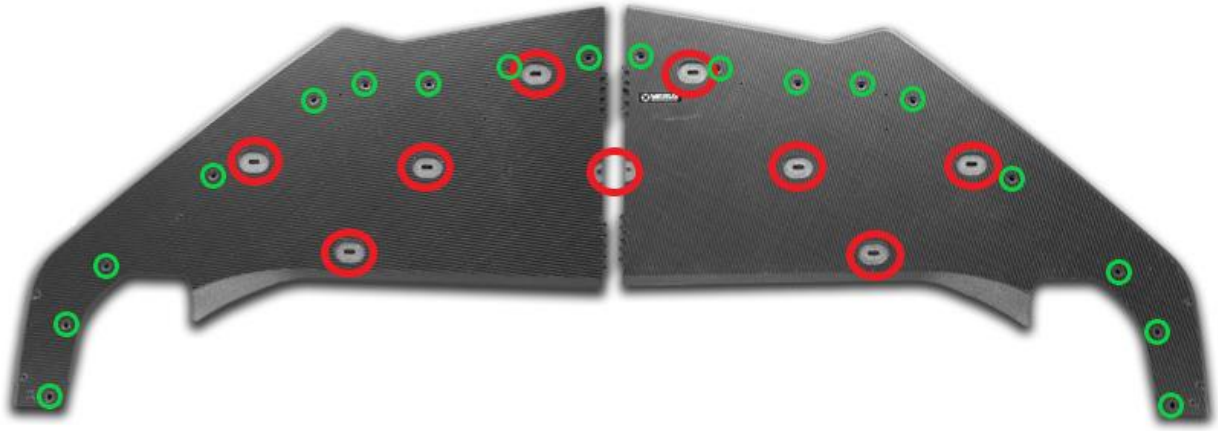


2.43. The support bracket assembly can be installed on the car now. Each upright will have (4) screws attaching it to the support assembly. (2) of the bolts going up and down and (2) going front to back. The outer screw for each upright will get the small bracket with 1 bent end. Refer to image below for visual reference of assembly installed on the car, side brackets are circled in yellow.



2.44. The support assembly is now tightened together including the (4) screws to the crash bar that you may have left loose earlier.

2.45. You can then install the splitter onto the support assembly, you will use the M6x1.0 SHCS, 25mm Long and Fender Washer - 1/4"x1.50" (circled in red below). The M4 Fender Washer and M4x0.7 BHCS, 20mm Long (circled in green below) are to connect the splitter to the air dam. Air dam attachment screws and washers are the same for both air dams.



2.46. Make sure the air dam and splitter are centered with each other and the bumper. Once the desired alignment is achieved, tighten down all fasteners.

2.47. The car can now be lowered back on the ground.

2.48. Congratulations! You have just completed installation of the Verus Engineering Front Splitter and Air Dam on your C8 Corvette Stingray!

2.49. Please contact Verus Engineering with any questions, comments, concerns, and feedback via support@verus-engineering.com