



CORVETTE C8 STINGRAY
BY: VERUS ENGINEERING



DUAL ELEMENT DIVE PLANES - A0265A

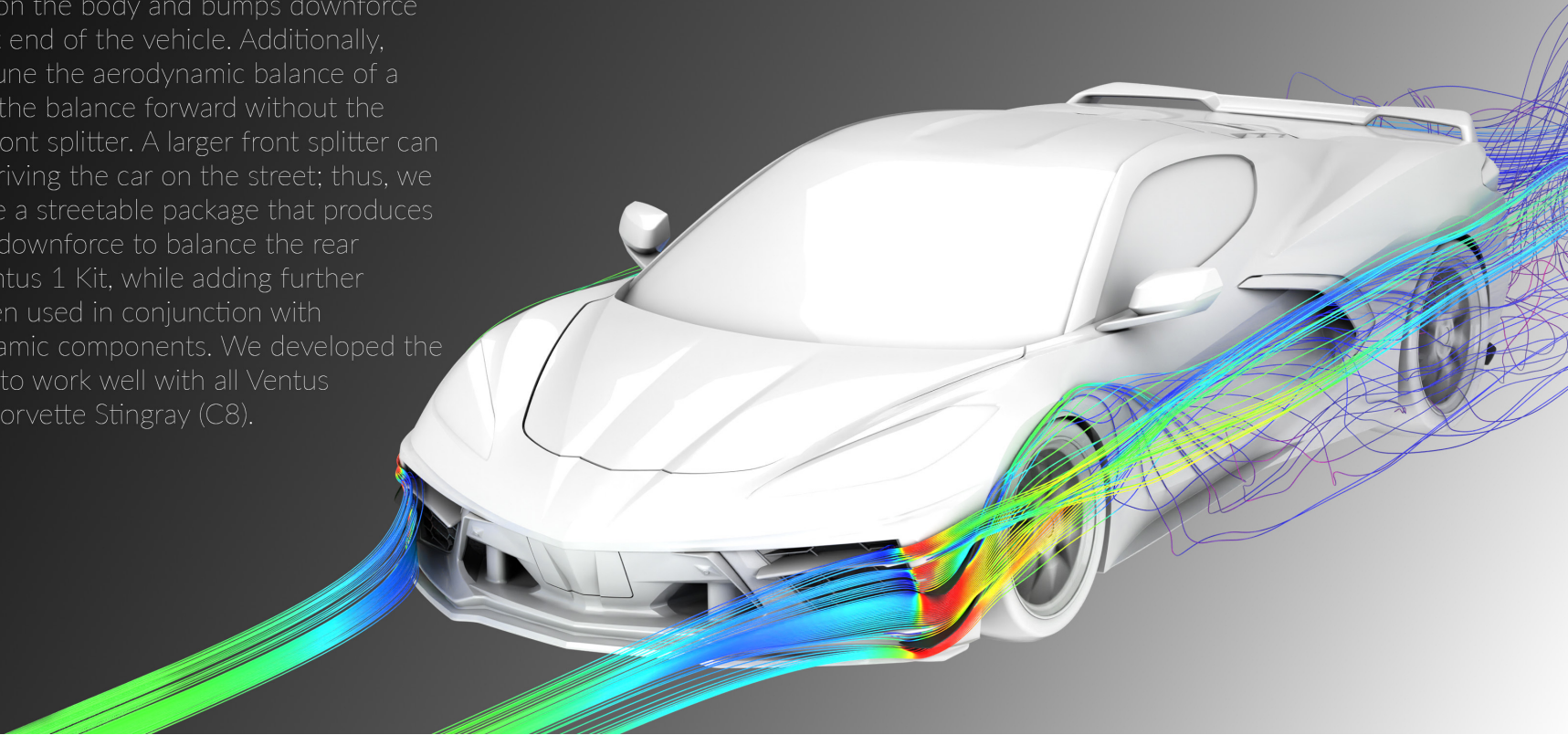
The Verus Engineering Dual Dive Planes Kit for the Corvette Stingray (C8) are specifically designed to increase front-end downforce while keeping drag increase to a minimum. The units work together to aid in extracting airflow from the wheel well, as well as produce downforce themselves on the front axle of the car.

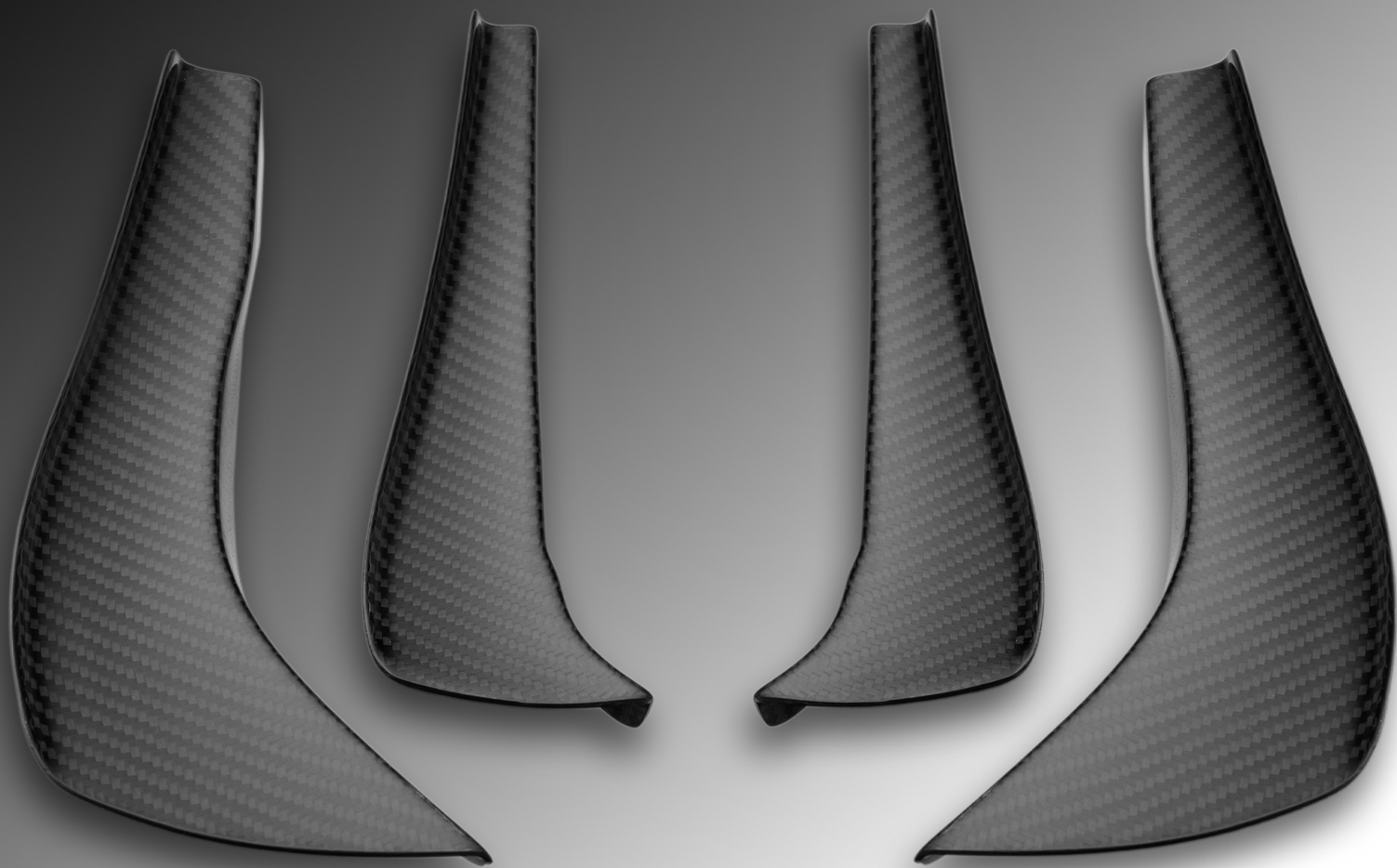
The dive planes produce a safe aero balance with or without the addition of our Carbon Rear Diffuser. These units were designed in CAD using in-house scan data and optimized using CFD analysis.

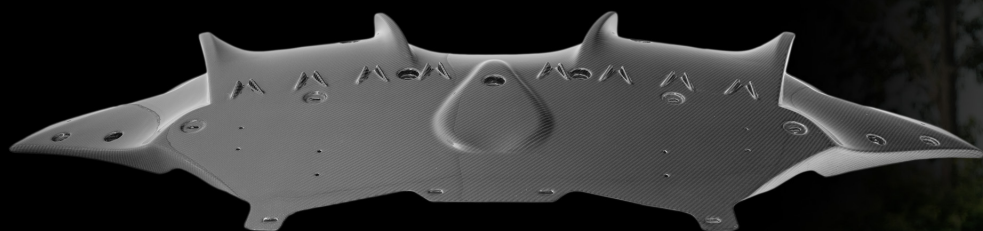


SCIENCE

Small components that do big things, Dive Planes are an important piece to any performance aerodynamic build. They function by controlling the airflow around the vehicle. The Dive Planes work in unison to create a beneficial vortex, which helps evacuate the fenders, which reduces lift on the body and bumps downforce slightly at the front end of the vehicle. Additionally, Dive planes help tune the aerodynamic balance of a vehicle by shifting the balance forward without the need for a larger front splitter. A larger front splitter can be prohibitive to driving the car on the street; thus, we were able to create a streetable package that produces enough front-end downforce to balance the rear diffuser on our Ventus 1 Kit, while adding further improvements when used in conjunction with advanced aerodynamic components. We developed the dual dive plane kit to work well with all Ventus Packages for the Corvette Stingray (C8).







CARBON REAR DIFFUSER - A0422A

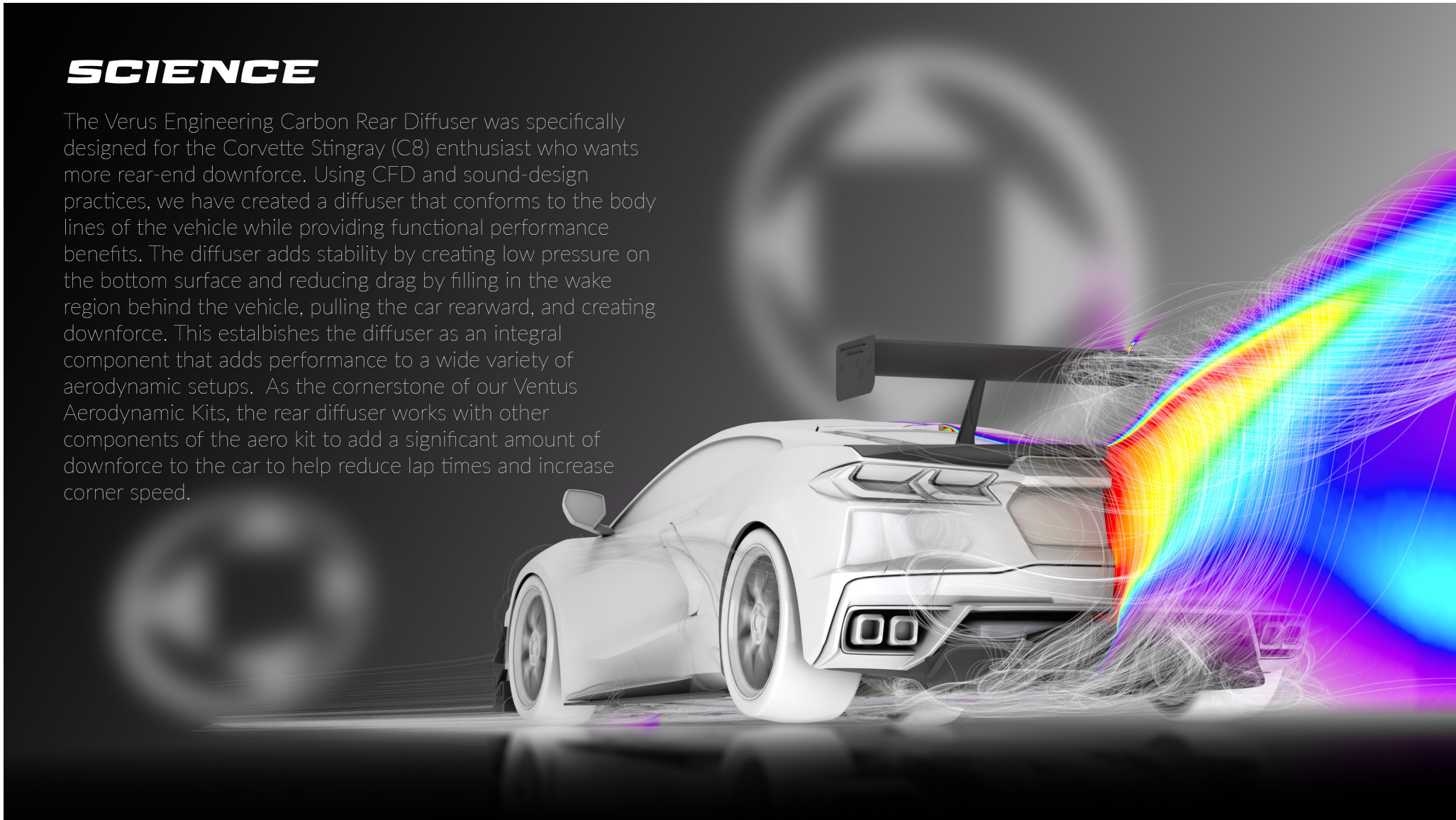
Why would we start with a rear diffuser? Rear diffusers are extremely efficient downforce-producing devices when designed properly. We set out to produce a functional rear diffuser for the Corvette Stingray (C8) using state-of-the-art CFD processes and good design practices. The result is a diffuser that adds stability by creating low pressure on the bottom surface and reducing drag by filling in the wake region behind the vehicle, thereby pulling the car rearward and generating downforce. This makes a diffuser an ideal starting point for any owner focusing on aerodynamic tuning.

Utilizing scan data, CAD, and ANSYS Fluent analysis software, we were able to design and produce a functional diffuser with an exotic appearance that matches the Stingray's design language. The results not only look incredible, but perform with a higher peak performance than that of an aluminum variant.

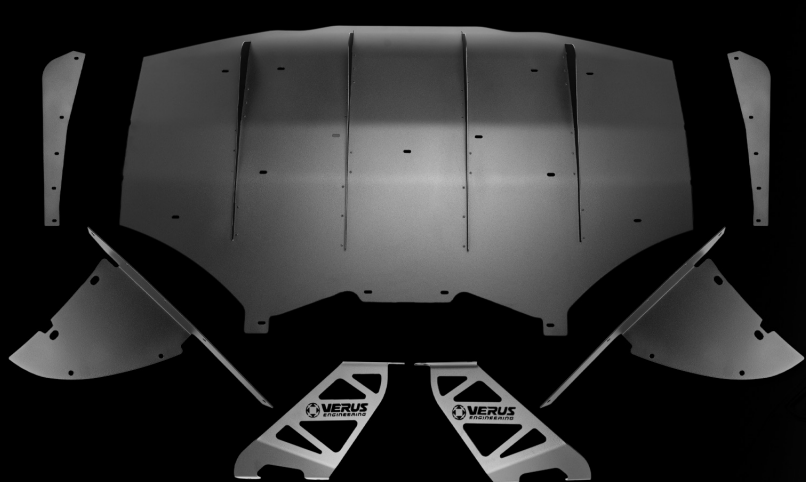


SCIENCE

The Verus Engineering Carbon Rear Diffuser was specifically designed for the Corvette Stingray (C8) enthusiast who wants more rear-end downforce. Using CFD and sound-design practices, we have created a diffuser that conforms to the body lines of the vehicle while providing functional performance benefits. The diffuser adds stability by creating low pressure on the bottom surface and reducing drag by filling in the wake region behind the vehicle, pulling the car rearward, and creating downforce. This establishes the diffuser as an integral component that adds performance to a wide variety of aerodynamic setups. As the cornerstone of our Ventus Aerodynamic Kits, the rear diffuser works with other components of the aero kit to add a significant amount of downforce to the car to help reduce lap times and increase corner speed.







REAR DIFFUSER - A0291A

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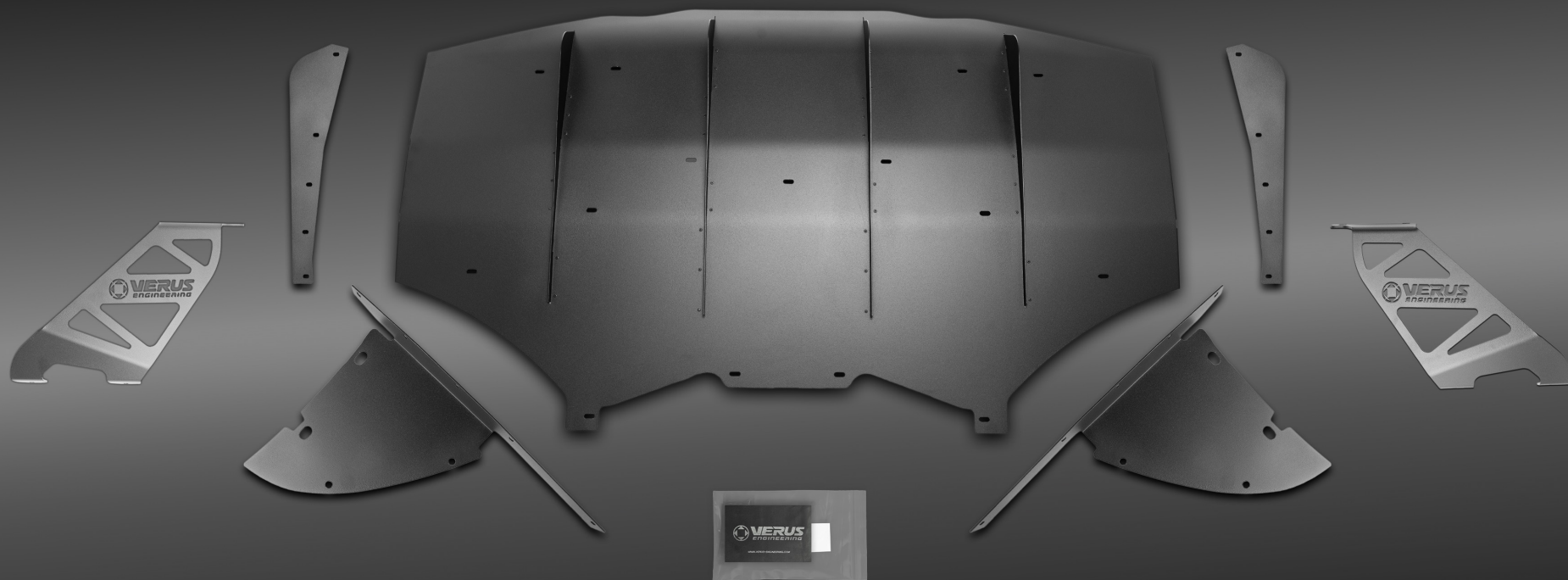
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REAR SPATS - A0423A

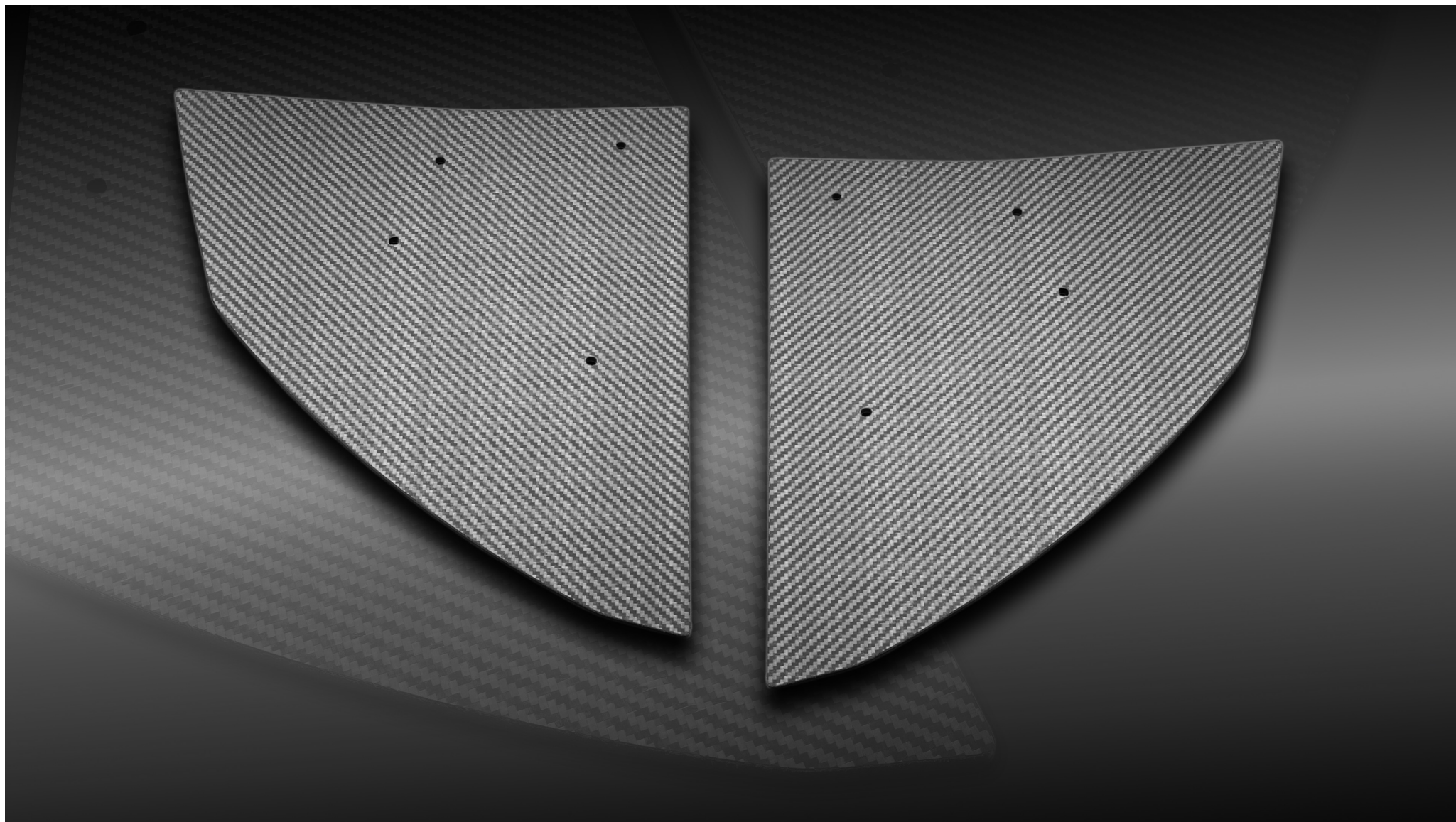
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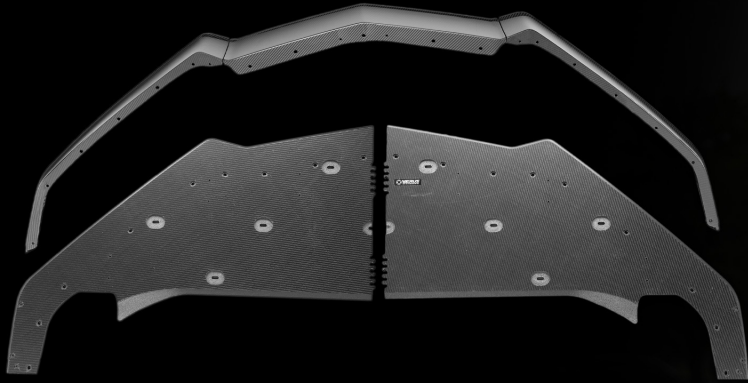
Utilizing scan data, CAD, and ANSYS Fluent analysis software, we were able to design and produce a functional diffuser with an exotic appearance that matches the Stingray's design language.

SCIENCE

The rear spats do little as far as aerodynamic performance. We see negligible gains in downforce and drag when running CFD performance on the units. Add them to your aerodynamic kit to improve the aesthetics and looks of your C8 Stingray Corvette.







FRONT SPLITTER KIT - A0698A

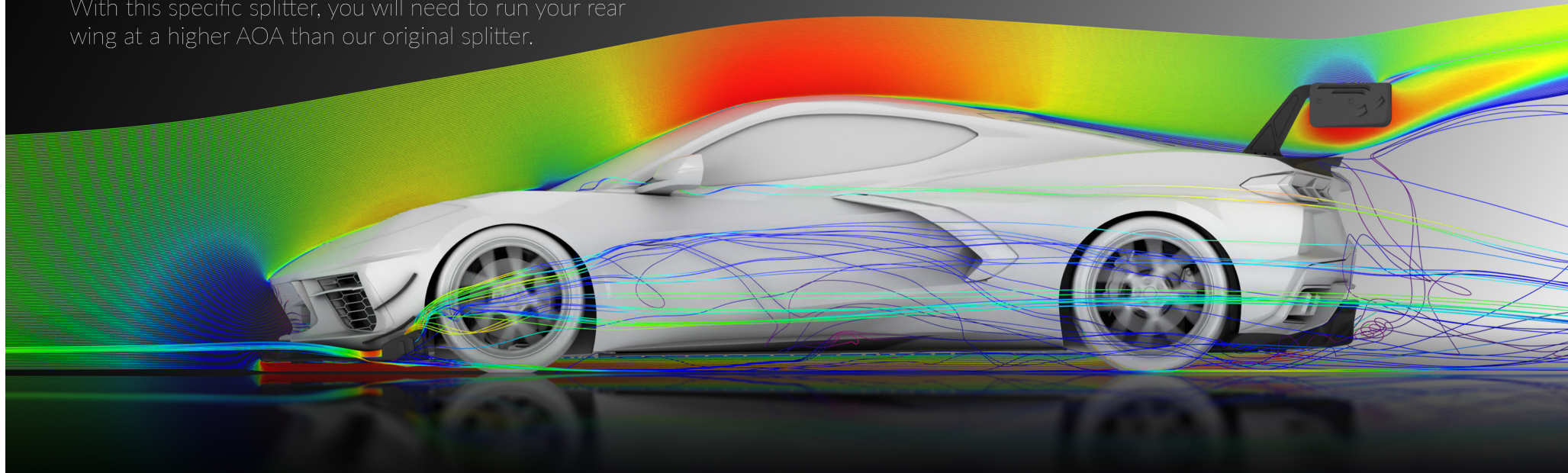
Front splitters are very effective at producing front-end downforce without increasing drag significantly. They do this by creating a large pressure delta between the top and bottom surfaces. Utilizing scan data directly from the car and CFD, we were able to produce a splitter that pairs well with our UCW rear wing and can easily handle the loads seen by the splitter. The splitter mounts to multiple chassis locations for a strong and durable mounting style. All hardware locations are recessed for improved aerodynamic performance.



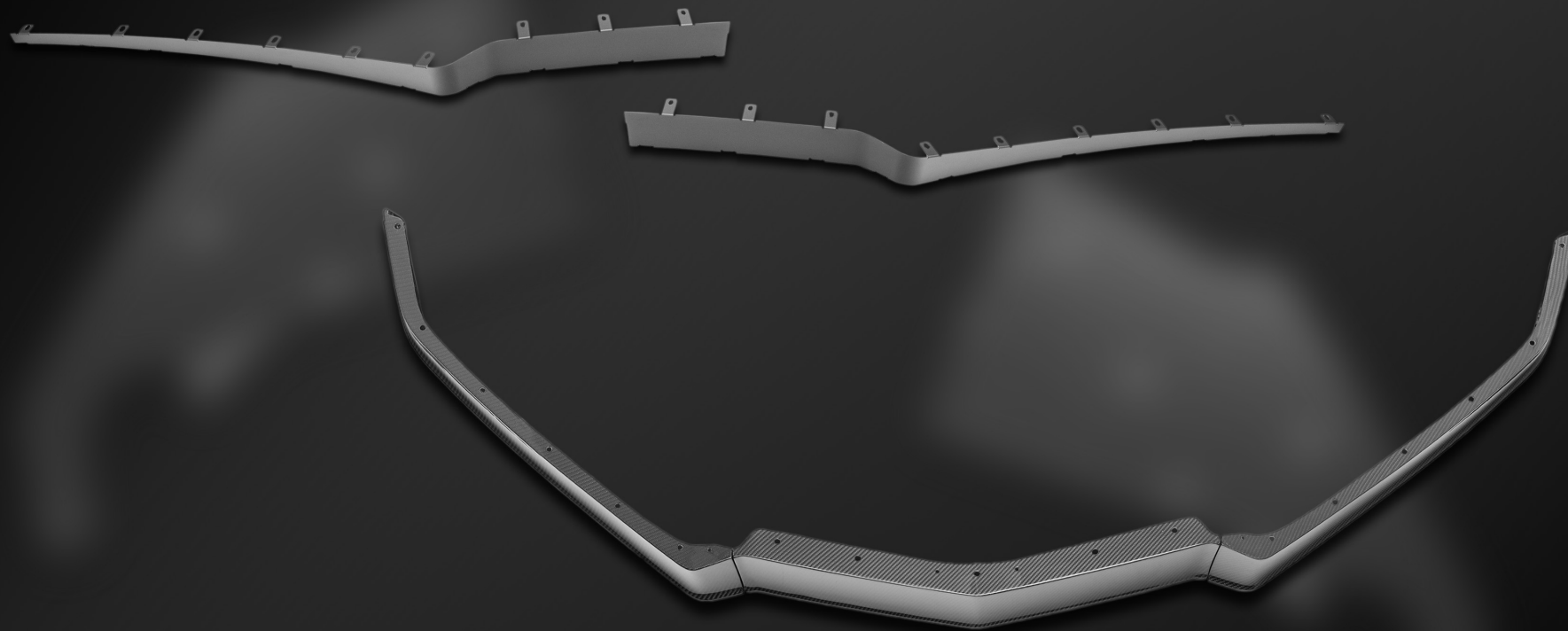
SCIENCE

Front splitters, when designed properly, greatly increase front-end grip. Utilizing state-of-the-art analysis software, we were able to extract more performance from the front splitter, splitter diffuser tunnels, and air dam combo through an iterative design process. We were also able to properly size the front splitter and dive planes to counteract the rear wing and diffuser; creating a safe and effective aero balance for owners. This is important as an unbalanced car is more difficult to drive at the limit.

With this specific splitter, you will need to run your rear wing at a higher AOA than our original splitter.



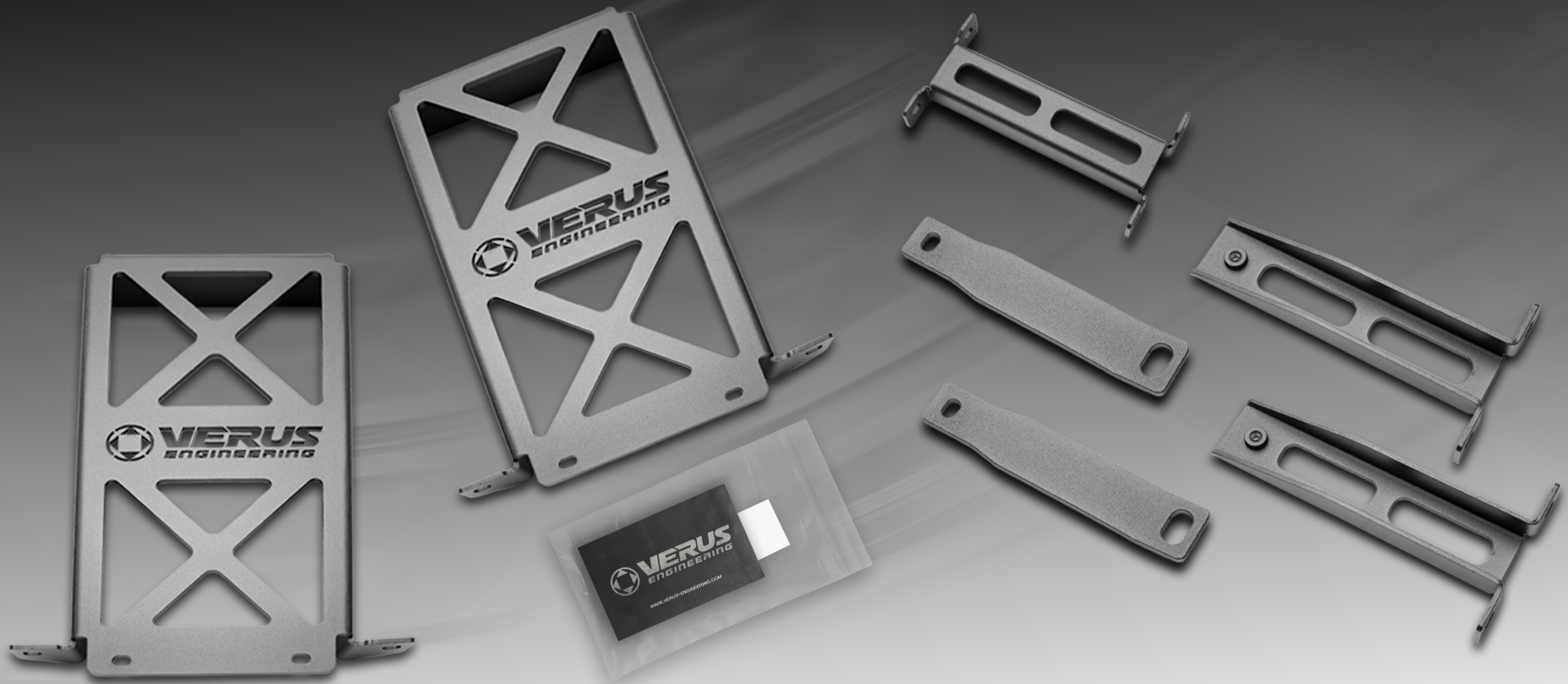
SHEET METAL AIR DAM

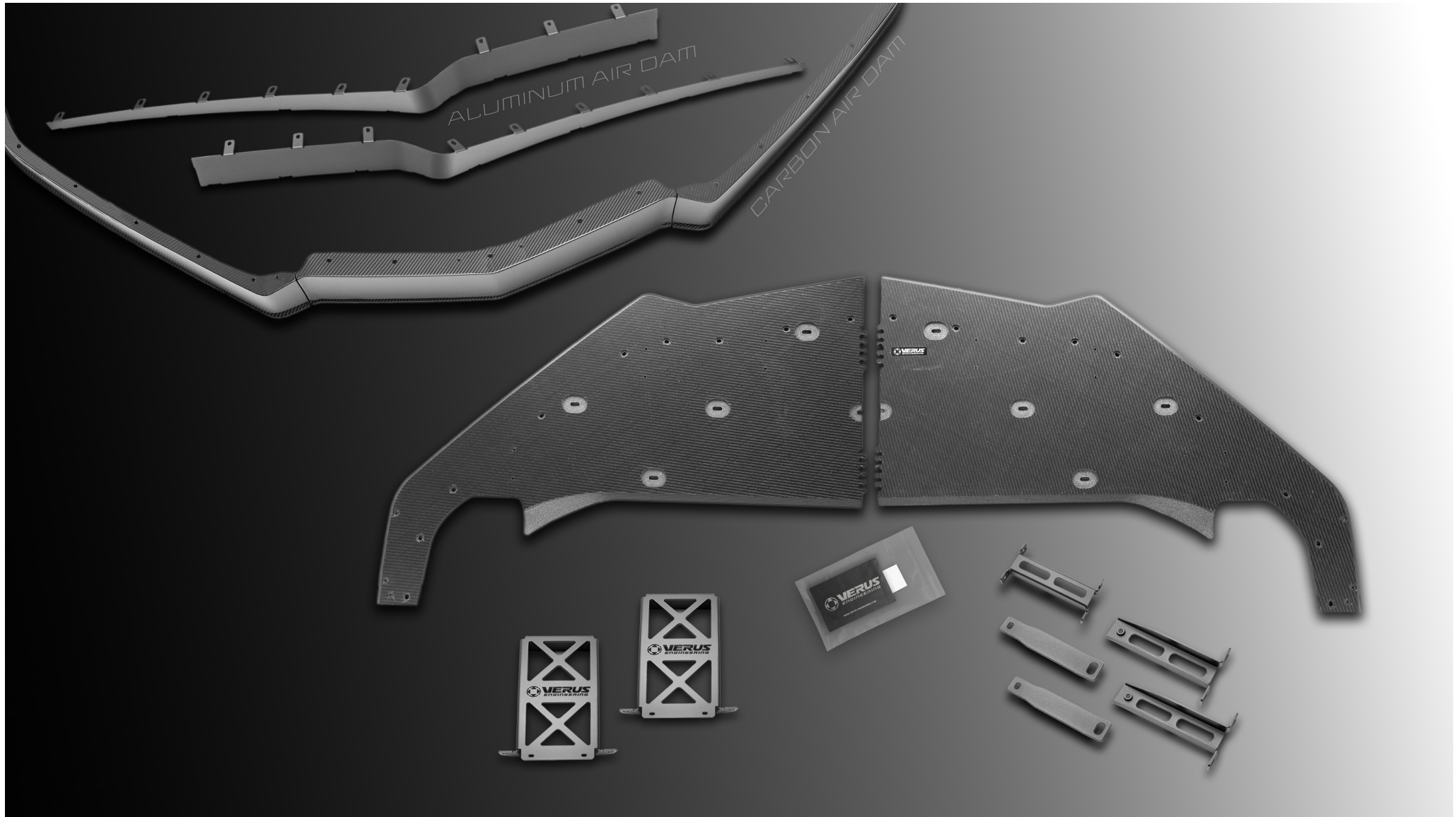


Our Front Splitter Kit for the C8 Stingray grants you the choice for our Sheet Metal Air Dam or our Glossy Carbon Fiber Air Dam.

CARBON FIBER AIR DAM

BRACKETS FOR CHASSIS MOUNTING







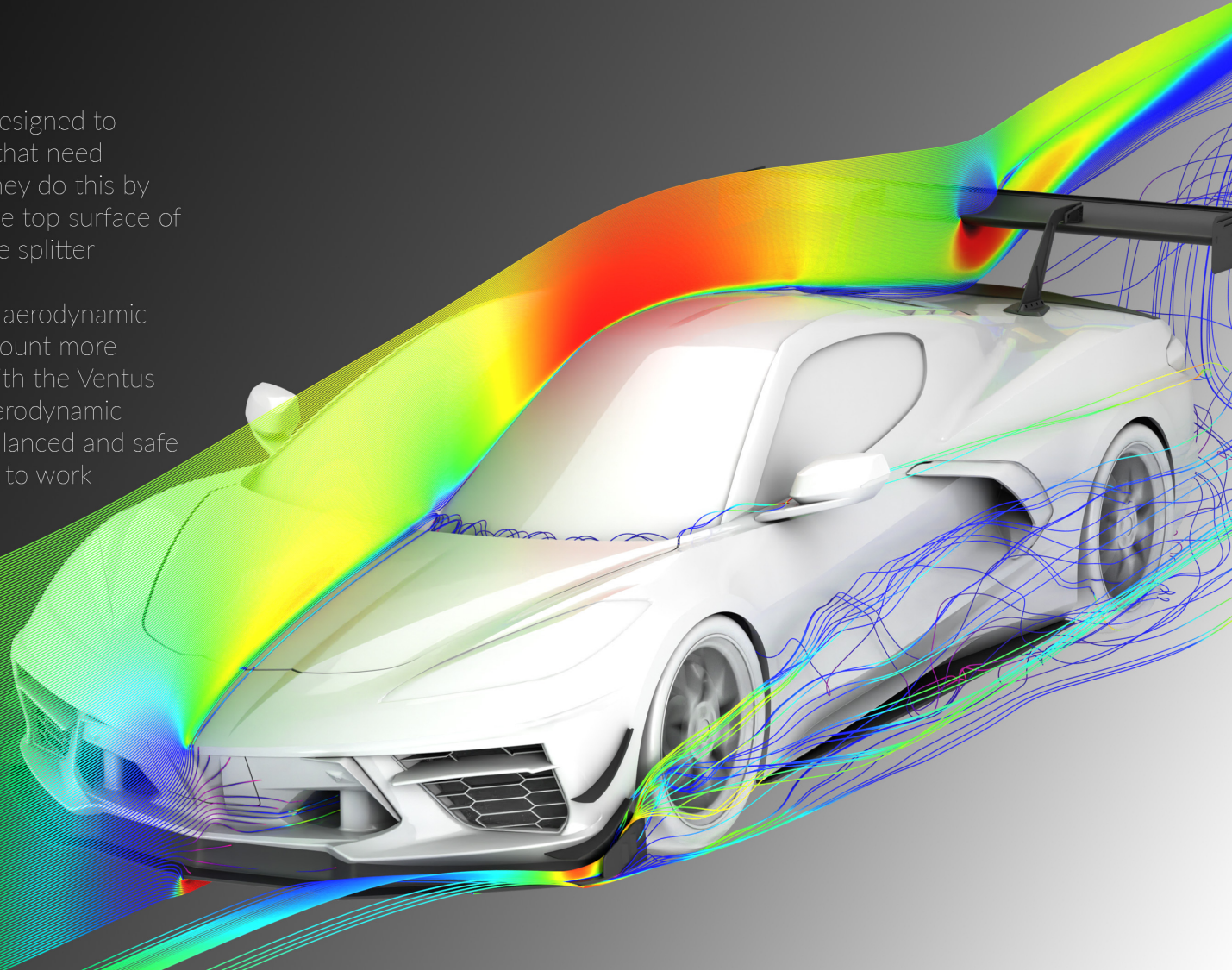
FRONT SPLITTER ENDPLATES - A0699A

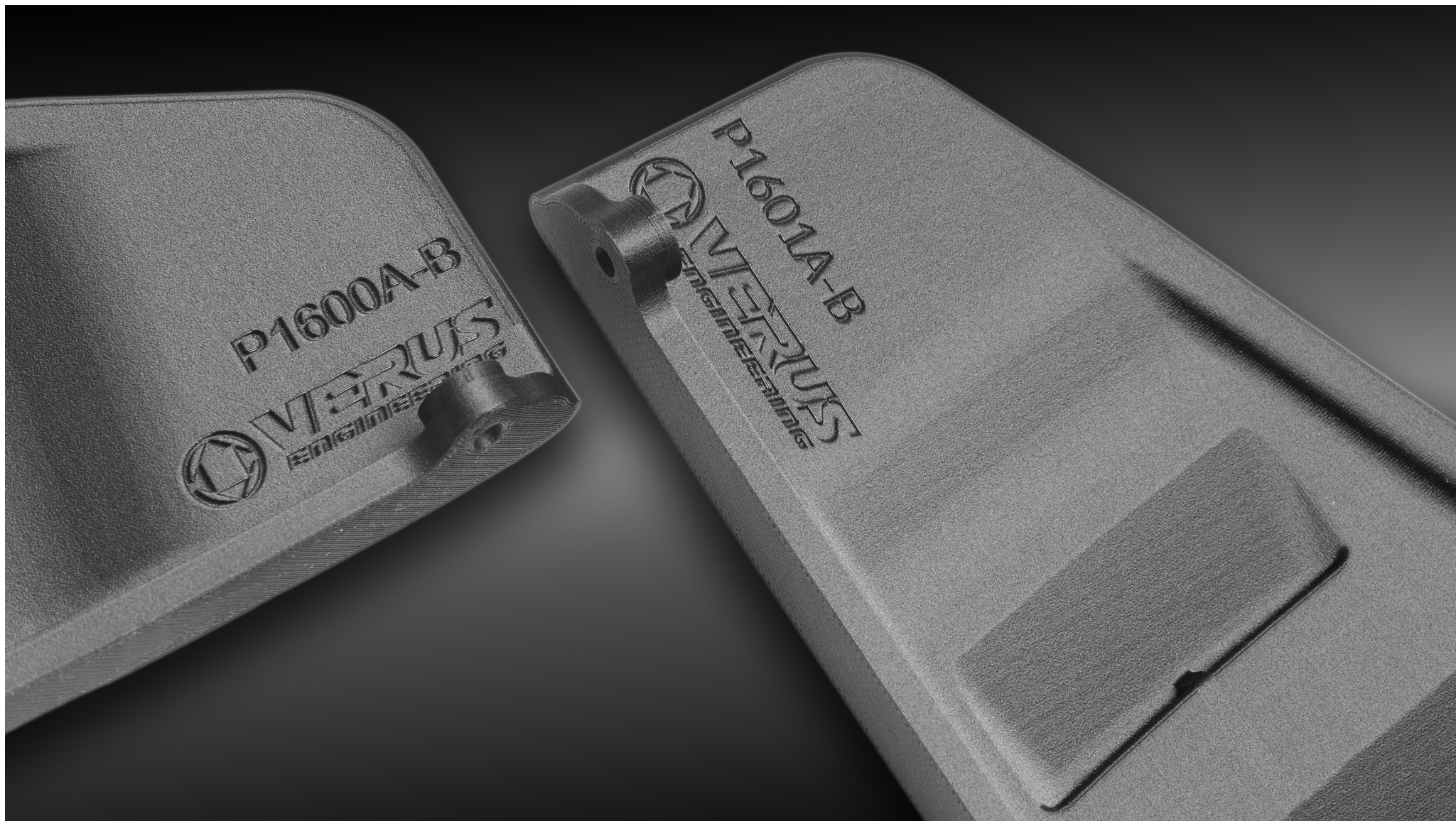
The Verus Engineering Front Splitter Endplates are designed to increase front end downforce even further on the high downforce front splitter kit. In conjunction with the high downforce front splitter, we developed these endplates to improve downforce production even further without a large increase in drag. The vents are specifically designed to reduce drag while keeping downforce where it needs to be.

SCIENCE

The Verus Engineering Endplates were designed to increase front-end downforce for those that need additional grip at high rates of speed. They do this by increasing the pressure delta between the top surface of the splitter and the bottom surface of the splitter.

Our endplates are part of our Ventus 3+ aerodynamic package which produces a significant amount more downforce than the factory. Our goal with the Ventus 3+ kit was to dramatically improve the aerodynamic performance of the Toyota Supra, in a balanced and safe way. All the components were designed to work together as a package.



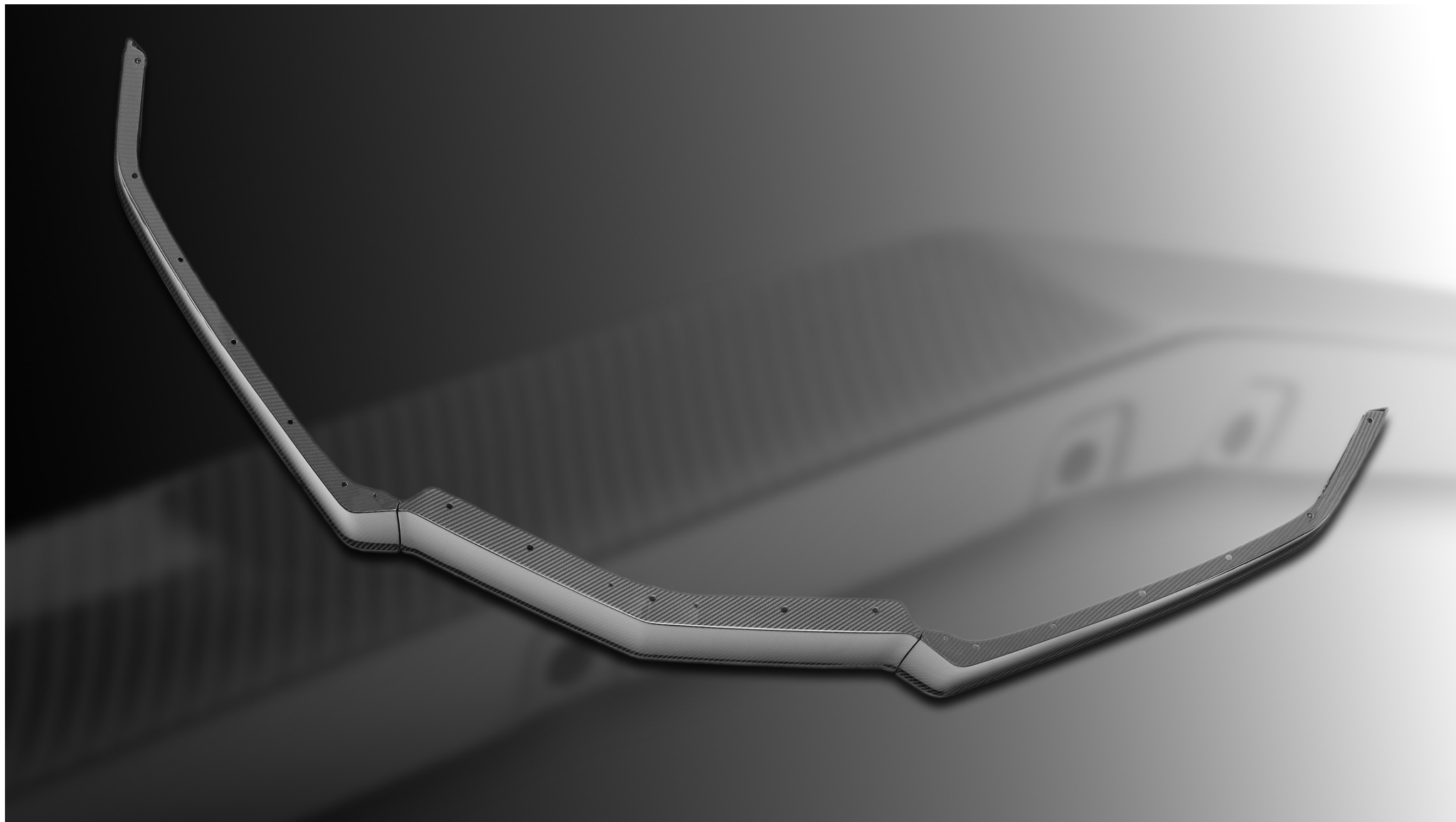




CARBON FRONT AIR DAM - A0392A

Looking to add some style to your Corvette Stingray (C8) but don't want to add a complete splitter solution? We offer our Carbon Splitter Air Dam!

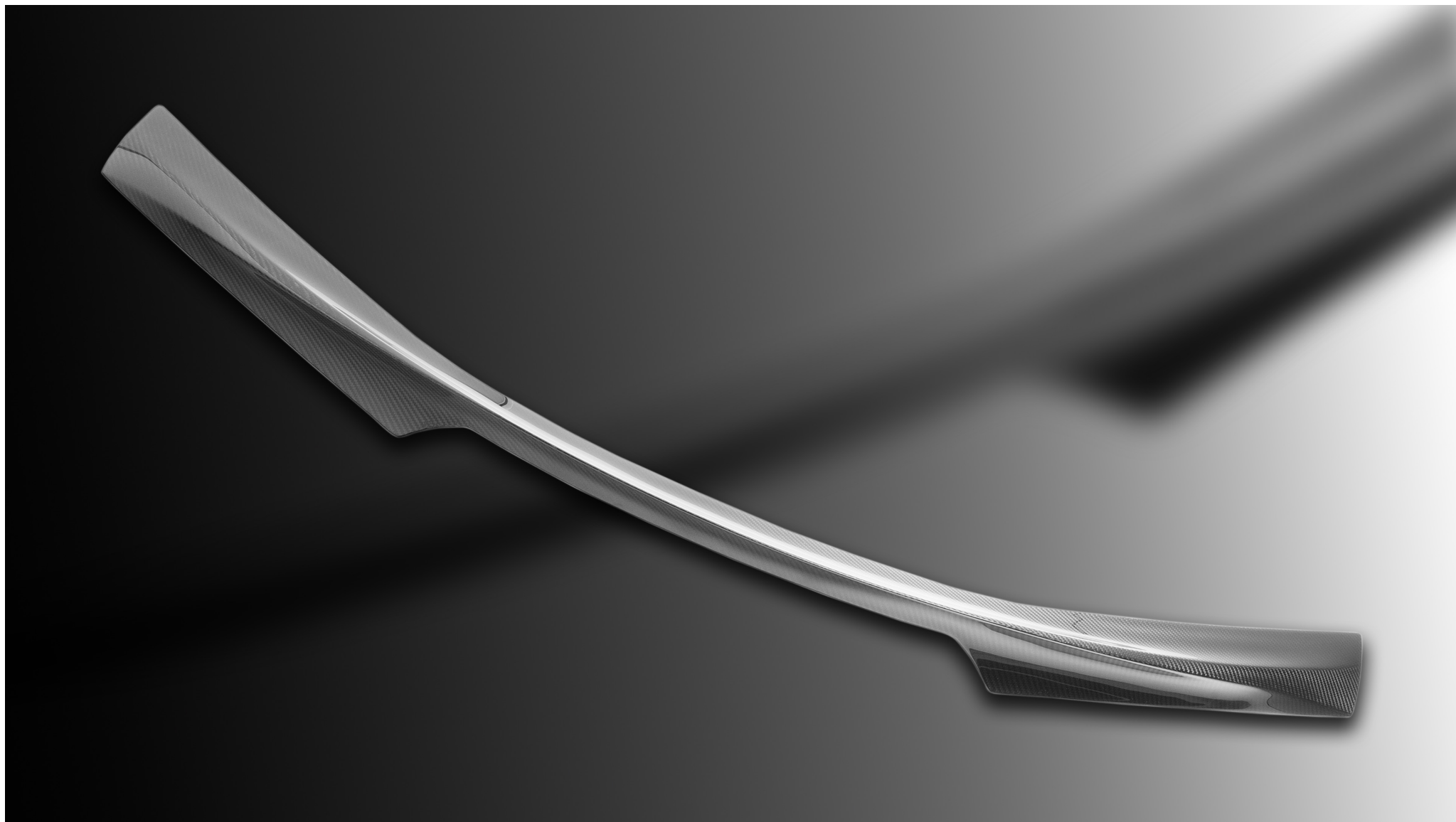
The Carbon Air Dam utilizes a 3-piece design that is made from high-quality 2x2 carbon fiber, finished in an automotive clear-coat for added shine and protection.

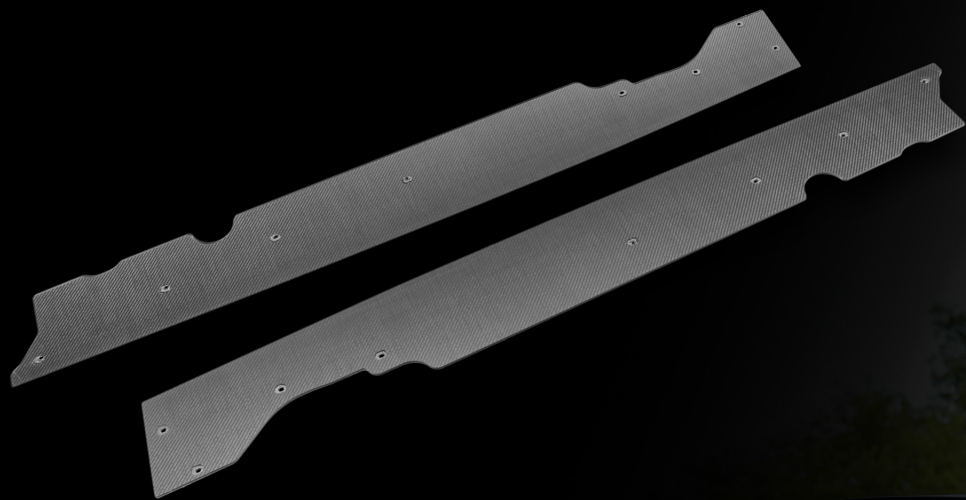




CARBON DUCK TAIL REAR SPOILER - A0302A

Verus Engineering developed the ducktail spoiler to produce downforce by controlling the flow around the vehicle, not on the spoiler itself. This added control helps increase the overall downforce of the vehicle when combined with a larger performance rear wing, like our V1X Swan Neck Rear Wing. The spoiler increases the high-pressure zone on the trunk, increasing rear-end downforce at speed.





SIDE SPLITTERS - A0313A

The Verus Engineering Carbon Polyweave Side Splitter Kit completes the aerodynamic appearance of your Corvette Stingray. These units were designed specifically to flow with the factory side-splitter and feature a horizontal member that reduces the amount of high-pressure air making its way to the bottom side of the vehicle. This high-pressure air produces lift, and by reducing this, we reduce lift on the chassis, therefore increasing downforce. This is specifically prevalent while the vehicle is in yaw or while turning.

The side splitters are constructed from a very strong and durable carbon thermoplastic (Carbon Polyweave). This offers the exotic appearance and strength of carbon, with the durability of plastic. The units will be able to withstand impacts much better than carbon fiber.

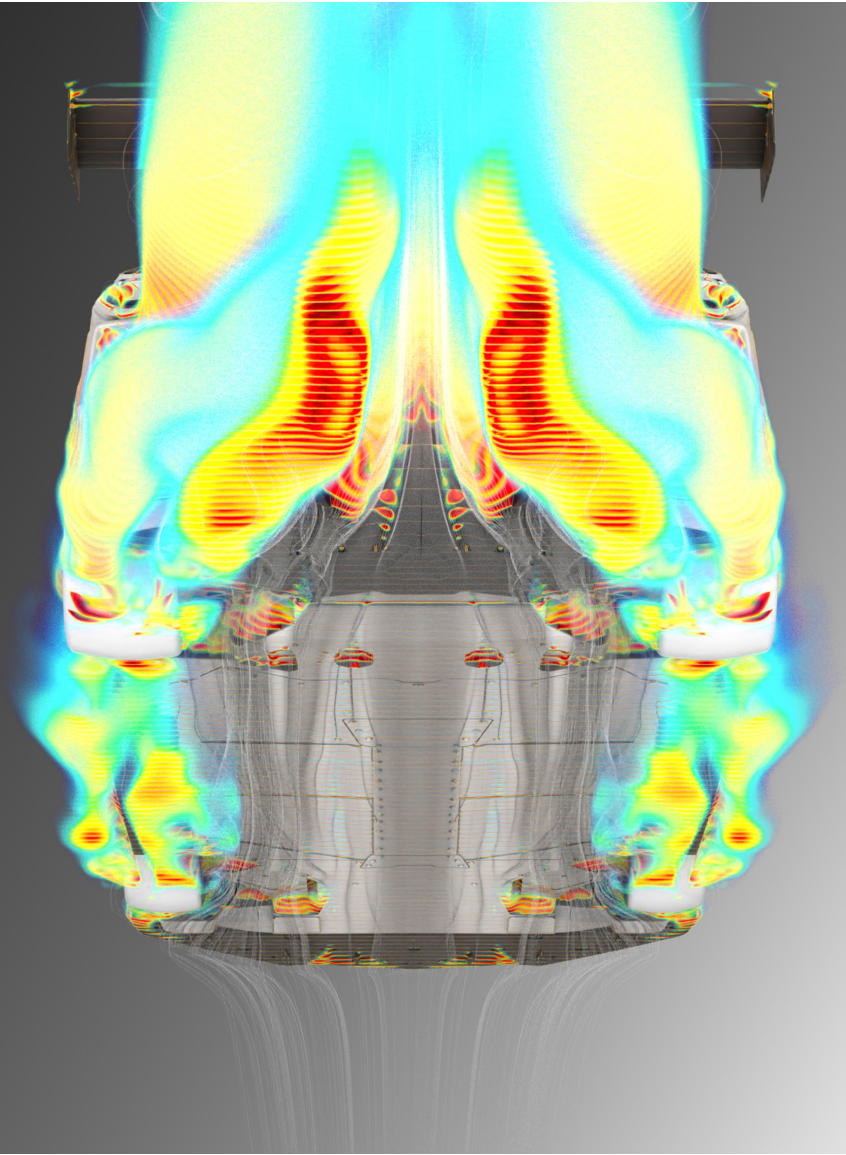
And the best part? These are cut in-house, right here in Indianapolis, USA! This helps us ensure that we are delivering a top-quality part to our customers that they can rely on for years to come.

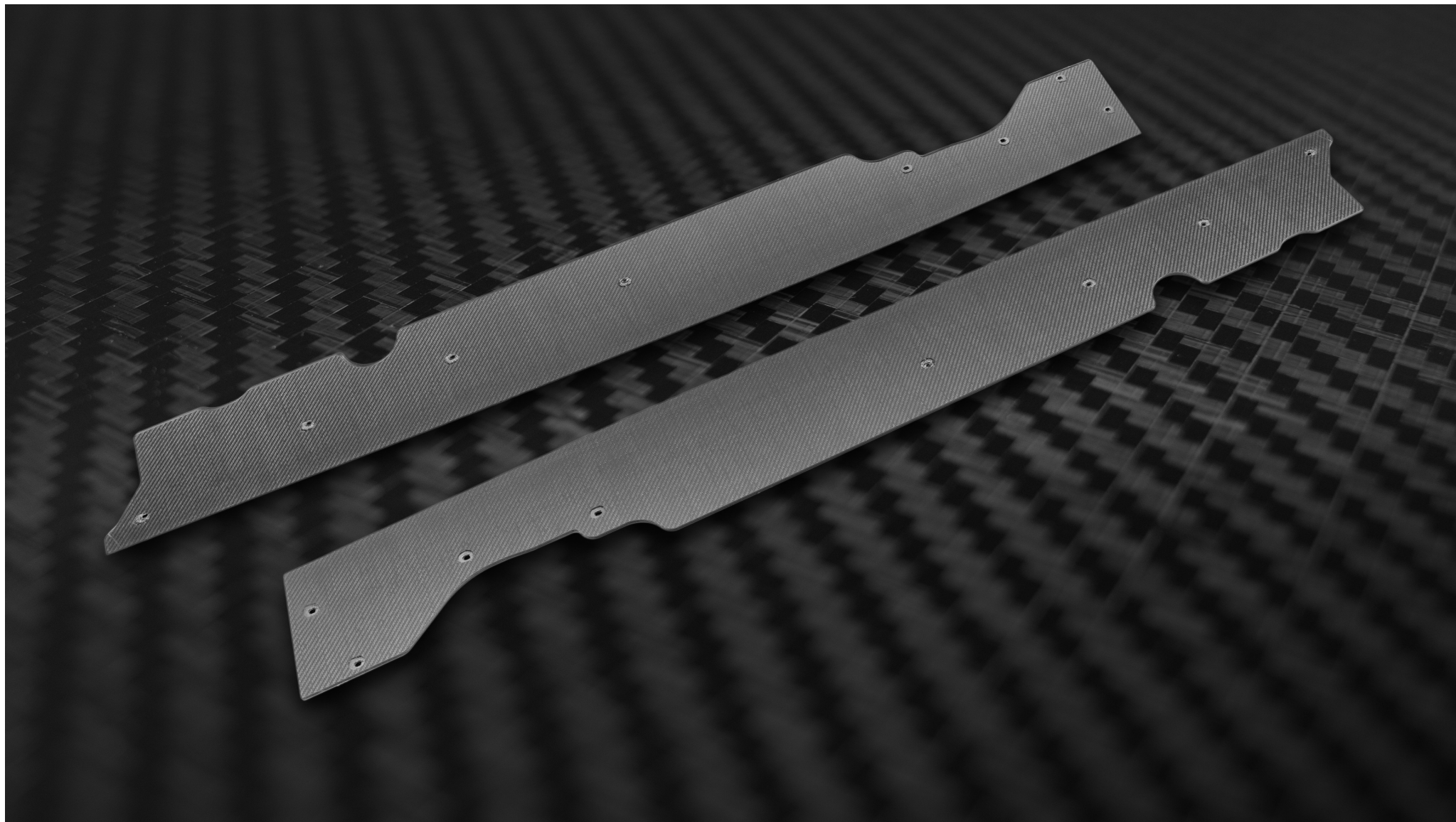


SCIENCE

The Verus Engineering Carbon Polyweave Side Splitter Kit for the Corvette Stingray (C8) helps improve downforce by reducing spillage of high-pressure air, making its way to the underbody of the vehicle. This is specifically present in yaw, or while turning, more than in a straight line. High-pressure air on the underbody of the vehicle creates lift. By reducing this spillage, the vehicle body experiences less lift than the factory and thus improves overall vehicle downforce. The side splitters are a great addition to those looking for a bump in downforce, specifically in yaw (while turning).

Our Carbon Polyweave Side Splitter Kit is an excellent complement to any Corvette Stingray, from the casual driving enthusiast to the avid track-day participant. These splitters are part of our Ventus 2 aerodynamic kit, which works in concert to add a significant amount of downforce to the car to help reduce lap times and increase corner speed.





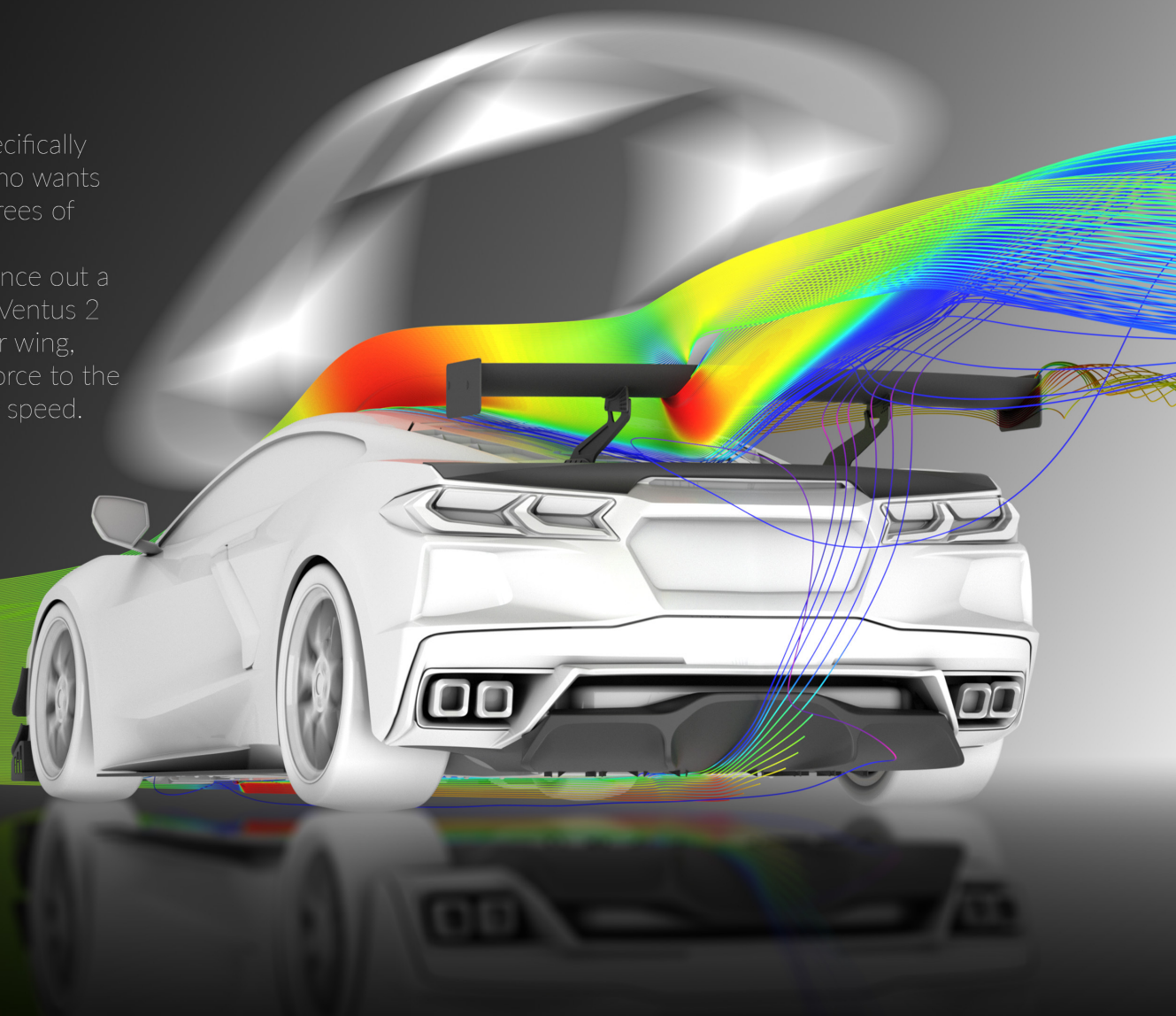


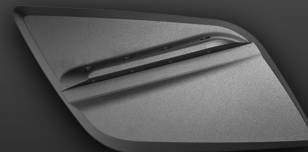
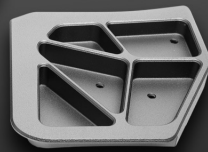
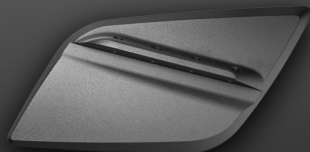
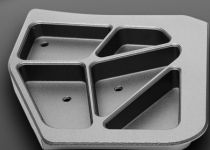
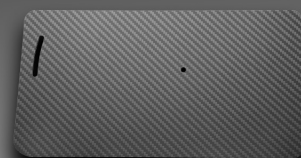
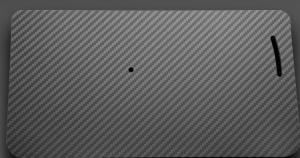
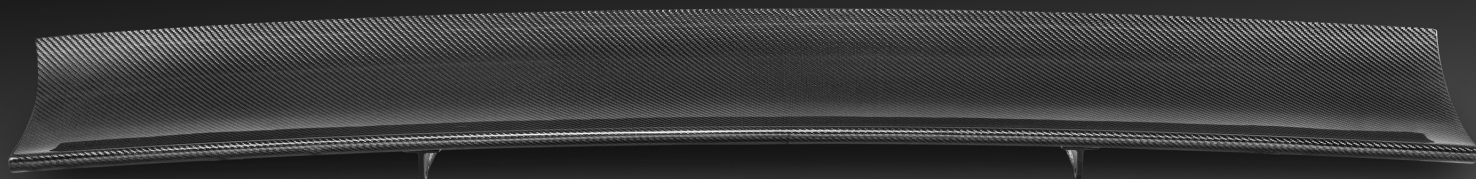
UCW BOTTOM MOUNT REAR WING KIT - A0294A

The UCW Rear Wing is a great addition to your Chevrolet Corvette Stingray (C8) to increase downforce significantly in the rear, increase confidence on track, and reduce lap times. Designed to work on the factory trunk, the rear wing bolts on easily and improves performance that this sports car can utilize on track. The UCW Wing is developed to utilize the low-pressure zone between the wing and trunk to pull the car downward, dramatically increasing downforce with an acceptable penalty in drag. Utilizing CFD, we ensured the rear wing sees adequate airflow while installed on the car and performs well.

SCIENCE

The Verus Engineering UCW Rear Wing was specifically designed for the Corvette Stingray enthusiast who wants more rear-end downforce. The wing has 15 degrees of adjustment to enable fine tuning to match your performance needs. This allows the wing to balance out a variety of front aerodynamic kits. As part of our Ventus 2 aerodynamic kit (Bottom Mount Variant), the rear wing, and aero kit adds a significant amount of downforce to the car to help reduce lap times and increase corner speed.





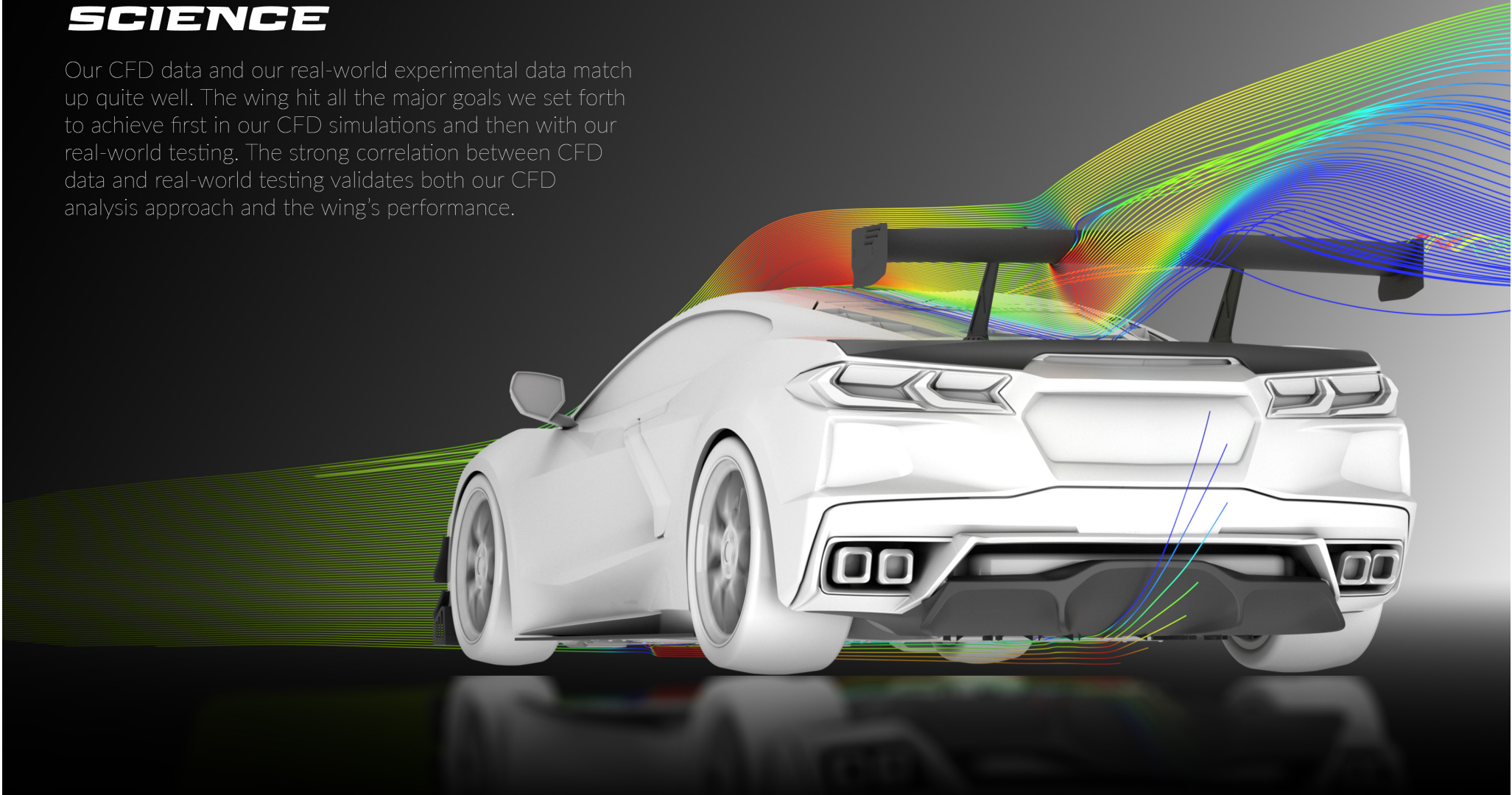


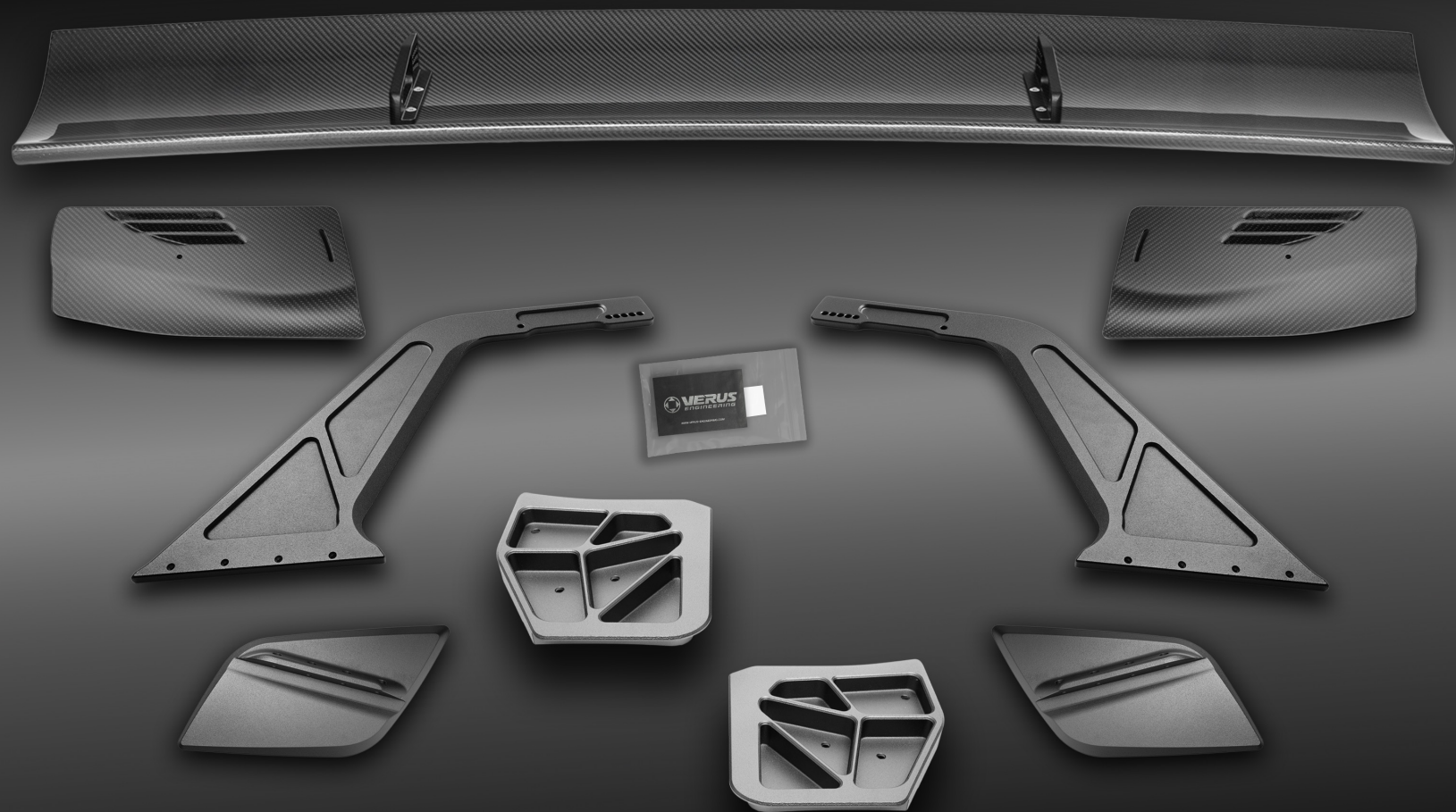
UCW SWAN NECK REAR WING KIT - A0666A

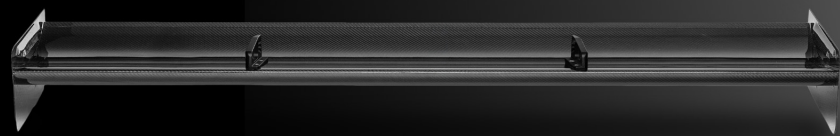
The UCW Rear Wing is a great addition to your Chevrolet Corvette Stingray (C8) to increase downforce significantly in the rear, increase confidence on track, and reduce lap times. Designed to work on the factory trunk, the rear wing bolts on easily and improves performance that this sports car can utilize on track. Similar to our UCW Bottom Mount Rear Wing Kit, the UCW Swan Neck Wing is developed to utilize the low-pressure zone underneath the wing element to pull the car downward, dramatically increasing downforce with an acceptable penalty in drag. Due to the top-mount system, we observe an improvement in overall downforce, as more bottom surface area is available to take advantage of the clean, low-pressure zone.

SCIENCE

Our CFD data and our real-world experimental data match up quite well. The wing hit all the major goals we set forth to achieve first in our CFD simulations and then with our real-world testing. The strong correlation between CFD data and real-world testing validates both our CFD analysis approach and the wing's performance.







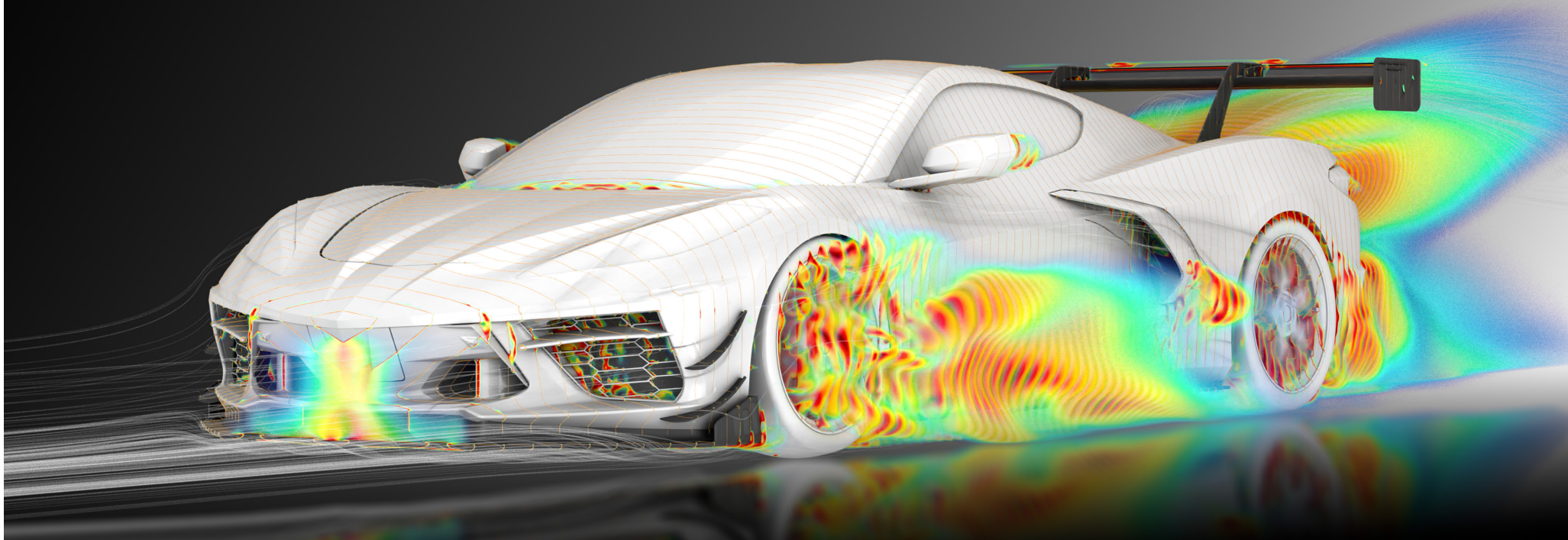
V1X SWAN NECK REAR WING KIT - A0733A

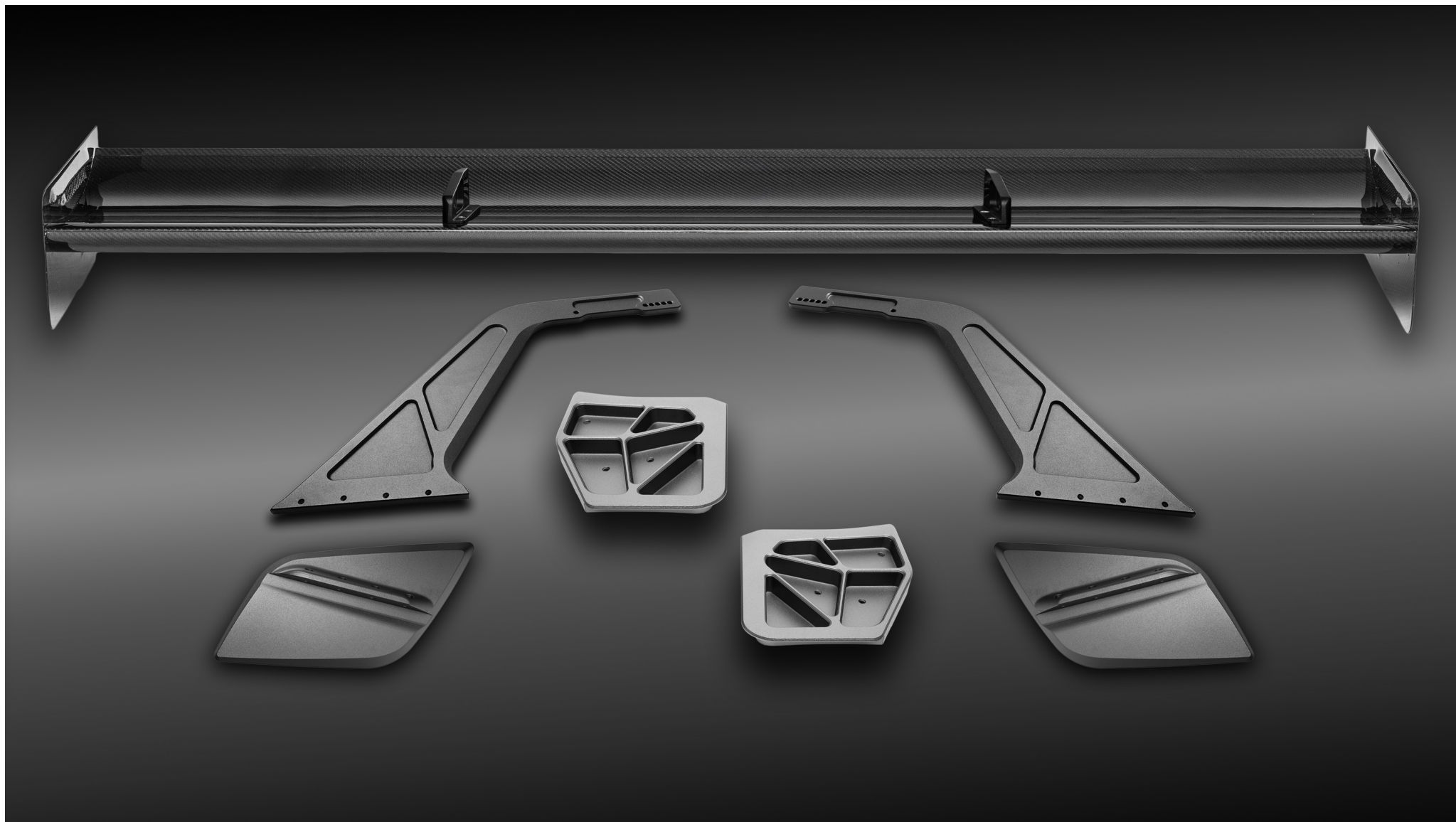
The V1X Rear Wing is a great addition to your Chevrolet Corvette Stingray (C8), increasing downforce significantly in the rear, enhancing confidence on track, and reducing lap times. Designed to work on the factory trunk, the rear wing bolts on easily and improves performance that this sports car can utilize on track. Similar to the UCW Swan Neck Rear Wing, the V1X Swan Neck Wing is developed to utilize the low-pressure zone underneath the wing element to pull the car downward, dramatically increasing downforce with an acceptable penalty in drag. Due to the top-mount system, we observe an improvement in overall downforce, as more bottom surface area is available to take advantage of the clean, low-pressure zone.



SCIENCE

The Verus Engineering V1X Rear Wing was specifically designed for the Corvette Stingray enthusiast who wants to push the performance envelope and generate more rear-end downforce. The wing has 15 degrees of adjustment to enable fine tuning to match your performance needs. This allows the wing to balance out a variety of front aerodynamic kits. As part of our Ventus 3 aerodynamic kit, the rear wing, and aero kit add a significant amount of downforce to the car to help reduce lap times and increase corner speed.







The image displays three distinct wing designs for the C8 Stingray. At the top left is a silver, multi-ported wing. To its right and below it are two black wings with different shapes and internal structures. All three wings are shown from a perspective that highlights their common trunk mount support, which is a central feature on the underside of each wing. The background is dark and textured, suggesting a car's interior or a studio setting.

ONE MOUNT TO RULE THEM ALL...

All of our wings designed for the C8 Stingray utilize the same exact trunk mount support in the same exact location. Should the user feel the need to swap between two different wings, the trunk mounting will remain in the same location. This makes it easy for people to start with the UCW and upgrade to the VIX somewhere down the road if they so please.



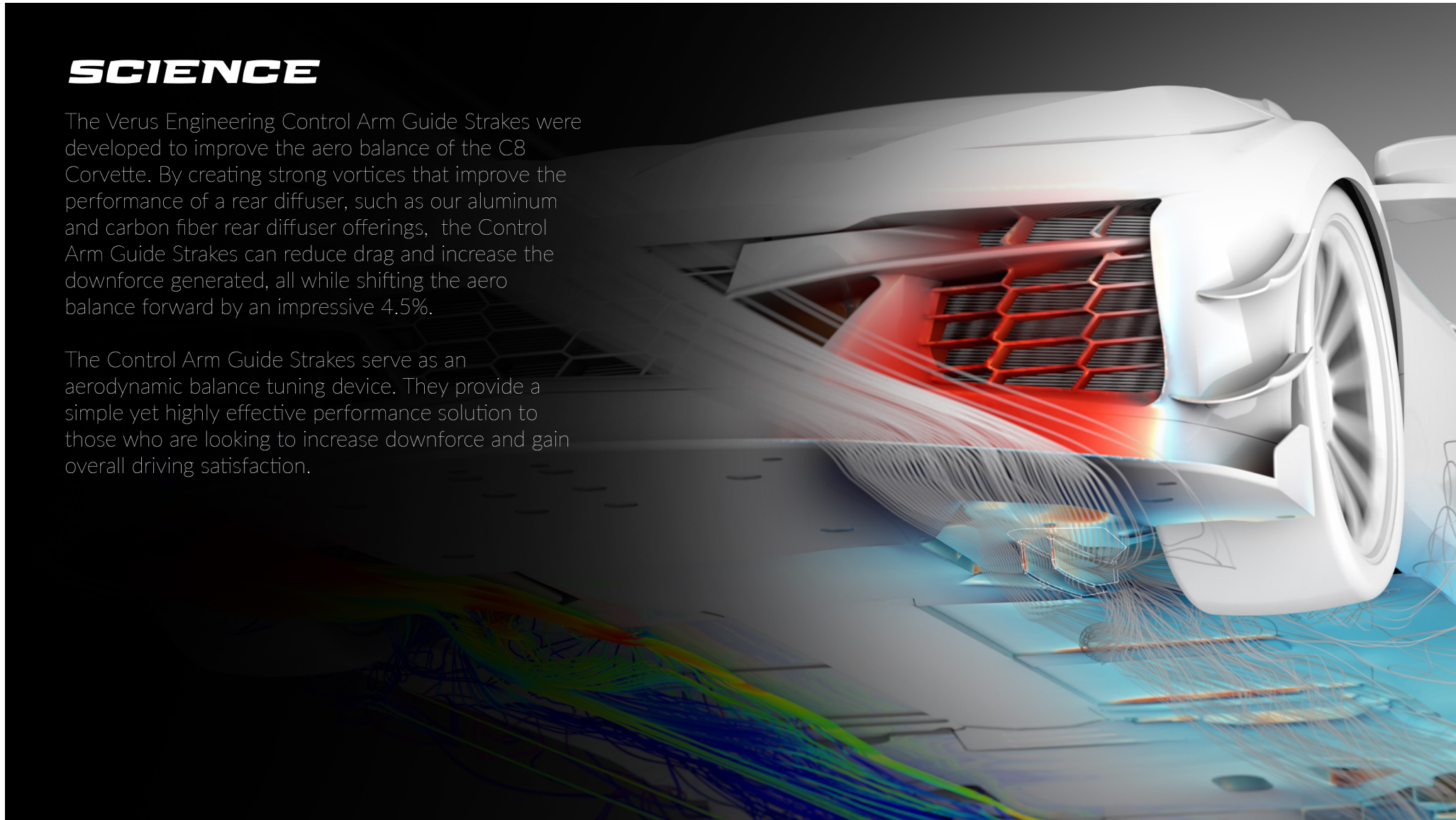
CONTROL ARM GUIDE STRAKES - A0810A

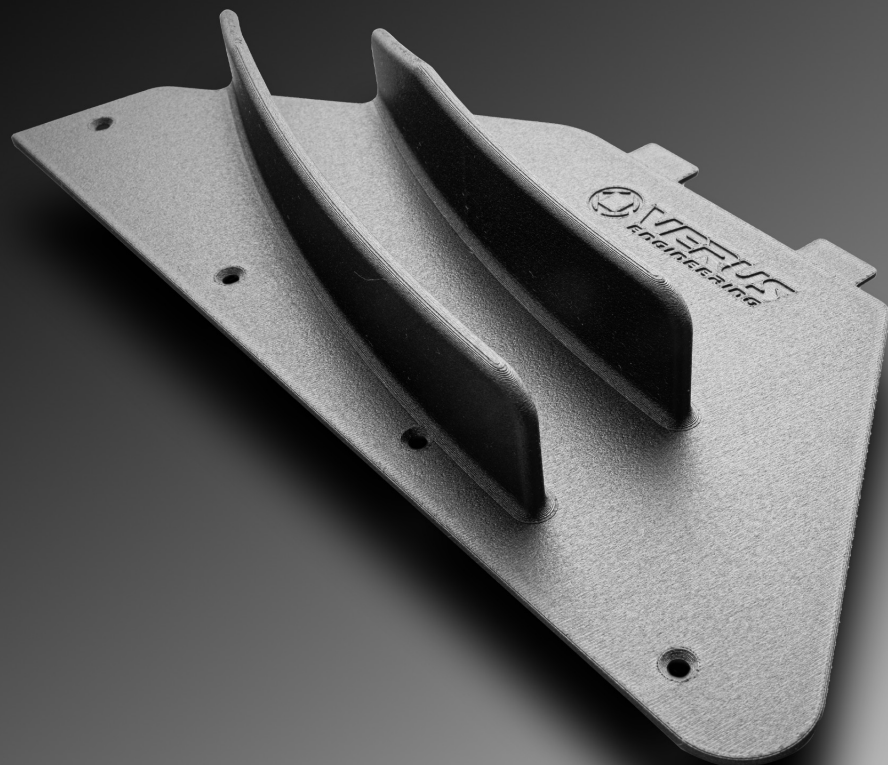
The Verus Engineering Control Arm Guide Strakes were developed to improve the aero balance of the C8 Corvette. By creating strong vortices that improve the performance of a rear diffuser, such as our aluminum and carbon fiber rear diffuser offerings, the Control Arm Guide Strakes are able to reduce drag and increase the downforce generated. On a vehicle equipped with our Splitter Airdam, Swan Neck UCW Rear Wing, and Rear Diffuser, these simple and effective strakes increased total downforce by 3% with no increase in drag. More importantly, they shift the aero balance forward by 4.5%, allowing the end user to dial in more angle of attack on a rear wing. This means more downforce for the same aero balance!

SCIENCE

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The Control Arm Guide Strakes serve as an aerodynamic balance tuning device. They provide a simple yet highly effective performance solution to those who are looking to increase downforce and gain overall driving satisfaction.





DESIGNING POSSIBILITIES DELIVERING DREAMS



FOR FURTHER INFORMATION, PLEASE CONTACT US AT SALES@VERUS-ENGINEERING.COM