



High Downforce Front Splitter & Air Dam Kit – C8 Corvette Stingray

Install Manual



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Introduction

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

Difficulty: Moderate

Time Required: 3 – 3.5 hours

Tools Recommended:

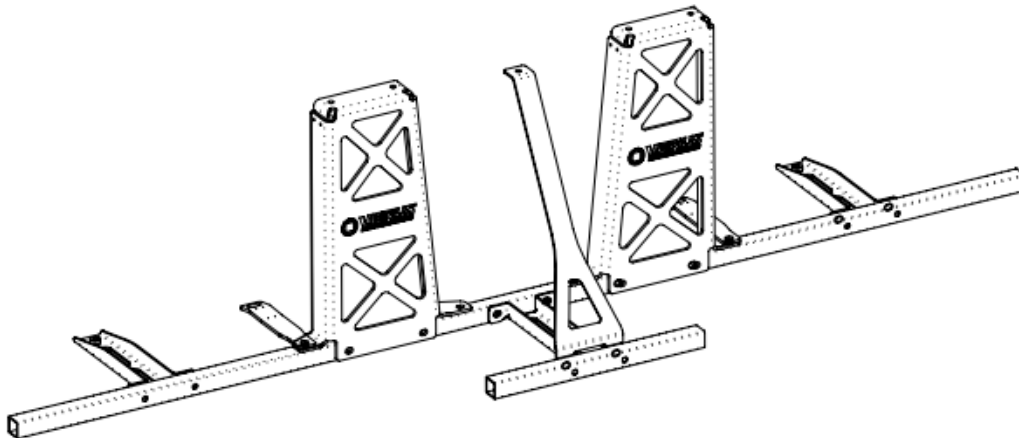
- Ratchet or impact
 - Long Extensions
 - T15 Torx key or socket
 - T30 Torx key or socket
 - 4mm Allen key or socket
 - 5mm Allen key or socket
 - 2.5mm Allen key or socket
 - 7mm wrench or socket
 - 10mm wrench
 - 9/16" wrench
 - Drill
 - 1/8" drill bit
 - 13/32" drill bit
 - Center Punch
 - Cutoff wheel or reciprocating body saw
 - Scissors and/or razor blade
 - Jack and Jack Stands or a Lift
 - Marker or paint pen*
 - Trim tool*
 - File*
 - Rivet nut installer (optional, we supply one as well)
- (*) Notates tools required for bracket modification, which may not be required as we have revised the kits



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Splitter Kit Components

- (1) Front Splitter Blade
- (3) Air Dam Section (Carbon Only)
- (2) Structural Tube
- (5) Small Bracket
- (2) Main Structural Bracket
- (1) Front Tube Support Bracket
- (1) Hardware Bag
 - **M6**
 - (3) 35mm long, Button Head Cap Screw (BHCS), Stainless (SS)
 - (12) 30mm long, BHCS, SS
 - (14) 20mm long, BHCS, SS
 - (20) 12mm long, BHCS, SS
 - (24) 25mm long, Socket Head Cap Screw (SHCS), SS
 - (40) 18mm OD, Washer, SS
 - (20) 12mm OD, Washer, SS
 - (40) Flanged, Serrated Nut
 - (6) Rivet Nut, Zinc Coated Steel
 - **M4**
 - (40) 20mm long, BHCS, SS
 - (5) 12mm long, BHCS, SS
 - (30) Fender Washer, SS
 - (40) Washer, SS
 - (30) Nyloc Nut, SS
 - (20) Clip-On Nut, Steel
 - **1/4"**
 - (13) 1.50", Fender Washer, SS
 - **Miscellaneous**
 - (1) M6 Rivet Nut Installer
 - (6) Poly weave grind strake
 - (2) Template Sheet



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Front Splitter Install

1. Verus Engineering is not responsible for damage to you or your vehicle by following this manual and/or installing Verus Engineering products. Please seek professional service/guidance if you are uncomfortable/incapable of installing this in a safe manner. Contact us at support@verus-engineering.com if you have any questions/concerns.
2. Lift 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 and just lifting the front.
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.
4. We start the install by installing the grind strokes. The holes in the splitter are already there for you.



5. Using (12) 20mm long M6 BHCS screw with a 12mm washer, tighten these fasteners into the grind strokes as shown below. Orient the larger end of the grind strokes towards the front of the car (shown below).



6. Install the 3D printed diffuser tunnels onto the splitter blade with (9 per side) 20mm long M4 BHCS, (18 per side) M4 washer, and (9 per side) M4 nyloc nut. Use the 2.5mm Allen wrench and 7mm socket for these M4 fasteners.

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7. Remove the factory front lip. This is done by removing the (21) T15 screws around the perimeter of the front bumper and pulling the lip away from the car.
8. Remove the (6, Orange) remaining 7mm screws holding in the center splash shield. **Note: This trim panel will not be reinstalled.**



9. Remove the (3, Red) T15 and (3, Orange) remaining 7mm screws holding each side splash shield on. **Note: These trim panels will not be reinstalled.**



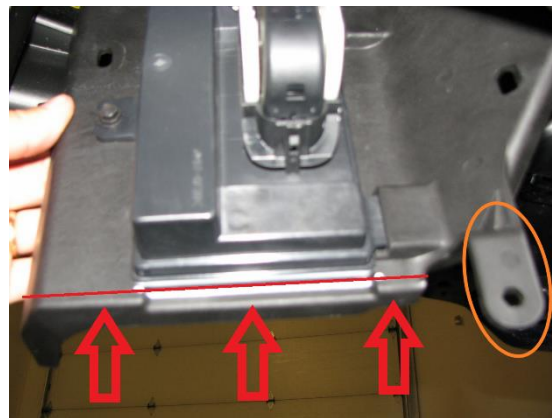
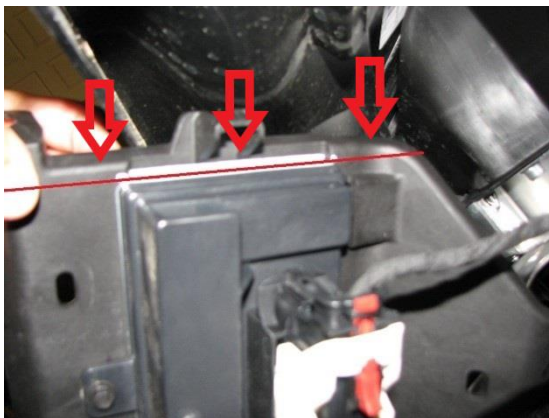
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Soft close Module Bracket:

10. If your Corvette has a soft close module (shown below), further modification is required when you have an earlier bracket version of the mounting kit. If your bracket kit has the main brackets that are not angled (large rectangular pieces), modification is necessary. If they are angled outward, this should not be needed. If your corvette does not have this bracket jump to **Step 19**.



11. Remove the (3) T30 screws, the bottom one is hidden behind an A/C hard line. **Note: This line can be GENTLY moved down enough to remove the screw.**
12. With the T30 screws removed, move the bracket out from behind the A/C line and pull it down out of the crash bar.
13. 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.**



14. 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.

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15. 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.
16. 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.



17. Use a file or sand paper to clean up the cuts.
18. Reinstall the bracket and proceed with installation. We recommend zip tying the wire harness up out of the way.

Resume Splitter Install:

19. Cut out the drill template pieces and tape them to underside of the factory pedestrian bar as shown below. There are two total templates, one left and one right.



20. Make sure the holes to be drilled are parallel to the edge of the crash beam. Use a center punch to mark each drilling location, then use a 1/8" drill bit to drill pilot holes in each location.

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21. Remove the templates and use a 13/32" drill bit to open up the holes for rivet nut installation. **Note: There is a total of 4 holes that need to be drilled.**
22. 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 image to the left are incorrect for this segment, but the install process is the same. The right-hand image shows the correct rivet nuts to use here.**

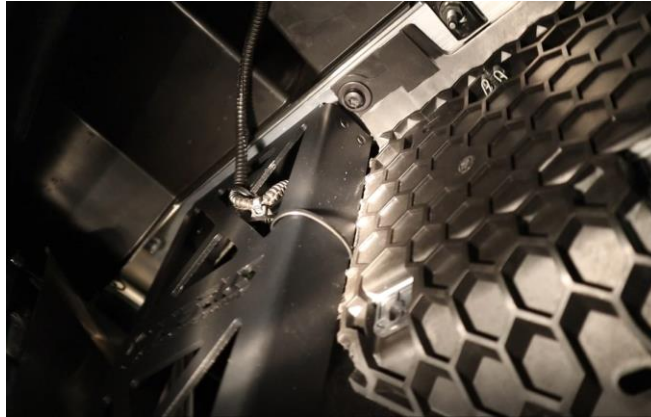


23. Use a 9/16" wrench and the 5mm Allen wrench, hold the nut steady and tighten the Allen bolt. You will have some initial resistance, and then the rivet nut will begin to pull tighter on the material. **Use oil or PB Blaster on the threads to ensure they do not gall.** Alternatively, you can purchase or rent a rivet nut install tool from your local hardware store or automotive store.
24. Below is an example of fully installed rivet nut. Note how the nut is deformed and the threads are close to the material it is gripping onto.



25. Install both upright brackets with 25mm Long M6 SHCS with M6 18mm fender washers. We left the 4 screws loose until it was time to fully install the splitter. They can be reached using a long extension and 5mm 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.**

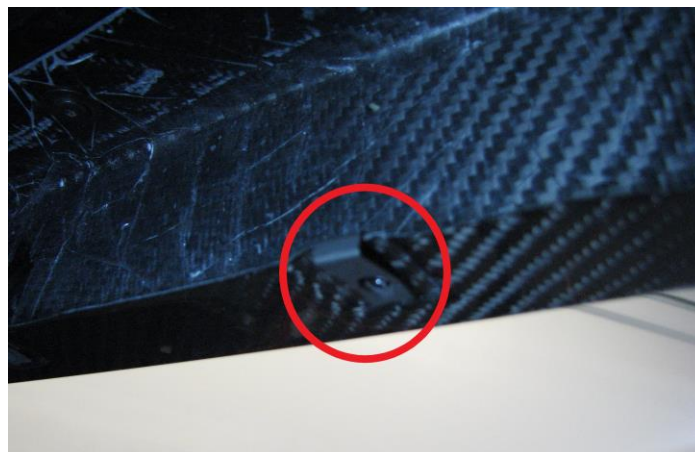
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**Carbon Fiber Air Dam:**

26. The carbon air dam consists of three sections. Before installation, connect each section together using the (4) 12mm long M4 screws, (8) fender washers and (4) nyloc nuts. Ensure each section sits flush with each other before tightening down.

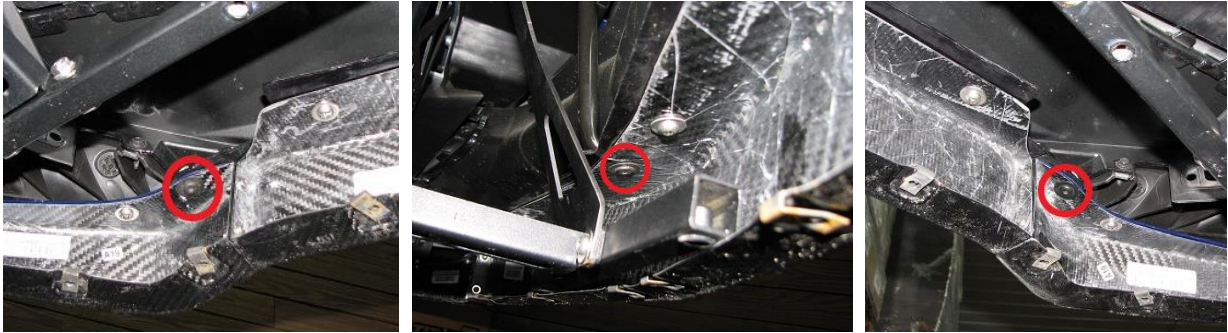


27. Once the sections are tightened together, you can install the clip-on nuts. These will slip onto the larger holes on the bottom of the air dam. The threaded portion of the nut should face up (shown below).



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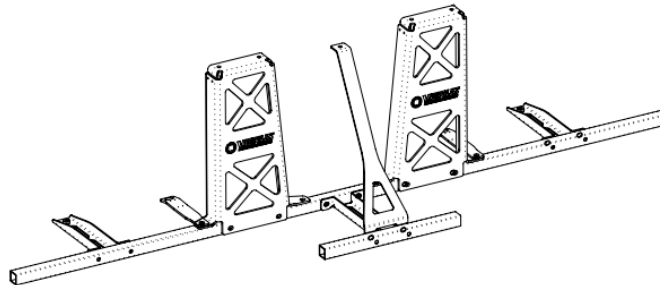
- 28.** To install the air dam, you will be using 3 fasteners from the factory lip (circled in red below). These are located just outside where the air dam connects to one another. The remaining locations we utilize the (18) 12mm long M6 BHCS, (18) 18mm OD washer, and (18) M6 serrated nut to attach the new air dam. Start from the center and loosely thread in the first 6 fasteners, then work your way outward.



- 29.** Install the preassembled air dam while making sure it sits flush and even with the bumper. Tighten this as you go.

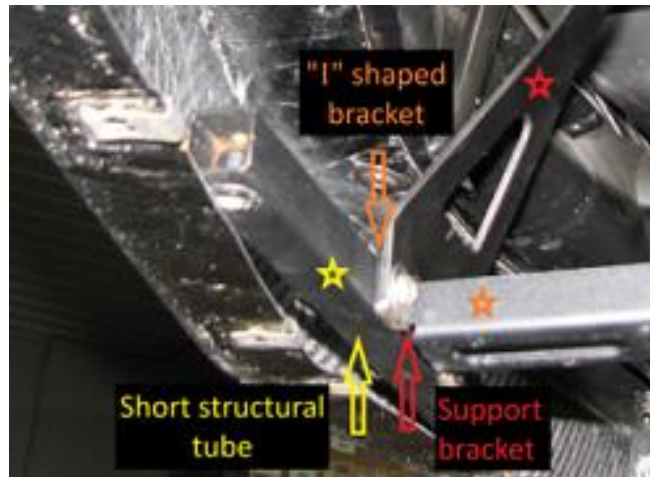
**Resume Splitter Install:**

- 30.** All remaining support bracketry can be preassembled before installation.

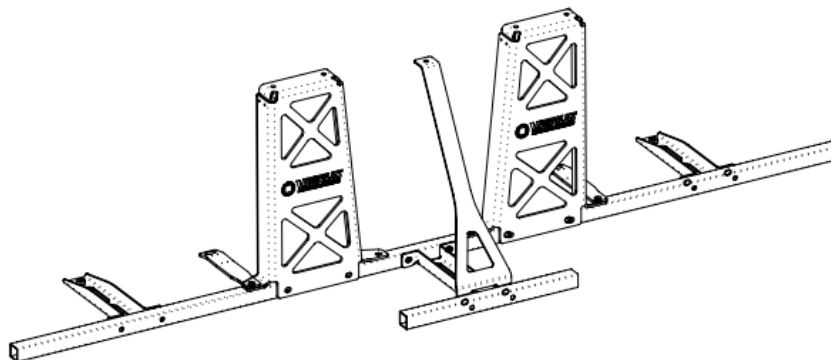


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31. Place both structural tubes rivet nut side down. The short structural tube will be the front and the long one will be the rear.
32. The “I” shaped bracket will attach to the long structural tube with the 30mm long M6 BHCS, 18mm OD washer and serrated nut.
33. The other end of the “I” shaped bracket will attach to the short structural tube and the front support bracket using 35mm long M6 BHCS, 18mm OD washer and serrated nut.

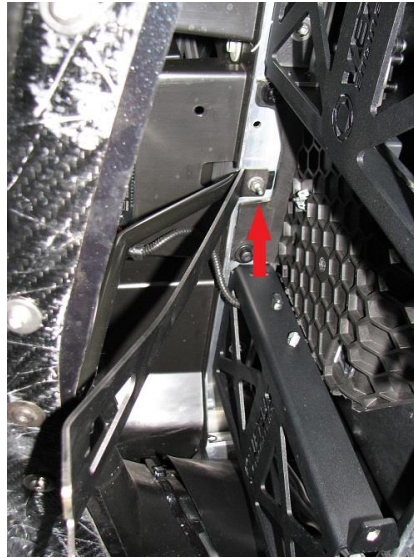


34. There are (2) more brackets that will only attach to the long structural tube on one side. These should be attached at the outermost mounting holes (pointing towards the rear of the car) rivet nut side facing down (as shown in **Step 35**). These also use 30mm Long M6 BHCS, 18mm fender washers, and serrated nuts. Use the 4mm Allen wrench and 10mm wrench to tighten everything.
35. All bracket to structural tube connections can now be tightened down. The image below shows the prepared structural tube assembly.



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- 36.** Remove the 10mm nut holding the OEM air dam support and install the structural bracket.



- 37.** The support bracket assembly can be installed on the car now. Each main structural bracket will have (4) screws attaching it to the support bracket assembly. (2) of the bolts going up and down, using the 25mm long M6 SHCS, 12mm small washer and serrated nut and (2) going front to back, which uses the 30mm Long M6 BHCS, 18mm fender washer, and serrated nut. The outer screw for each main structural bracket will get the small bracket with 1 bent end. Refer to image below for visual reference of assembly installed on the car. The small brackets are installed on top of the main structural bracket tabs (circled in yellow).

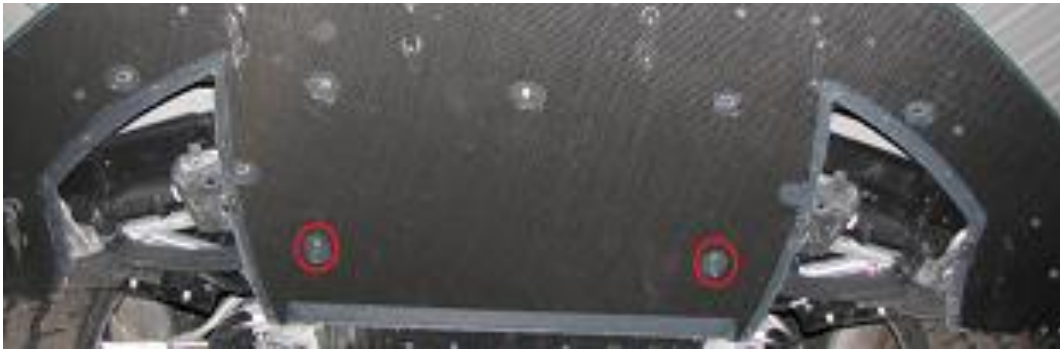


- 38.** The support assembly is now tightened together including the (4) screws to the crash bar that you may have left loose earlier.
- 39.** Loosely install the splitter onto the support bracket assembly. Use the 25mm long M6 SHCS and Fender Washer - 1/4"x1.50" (circled in red below).

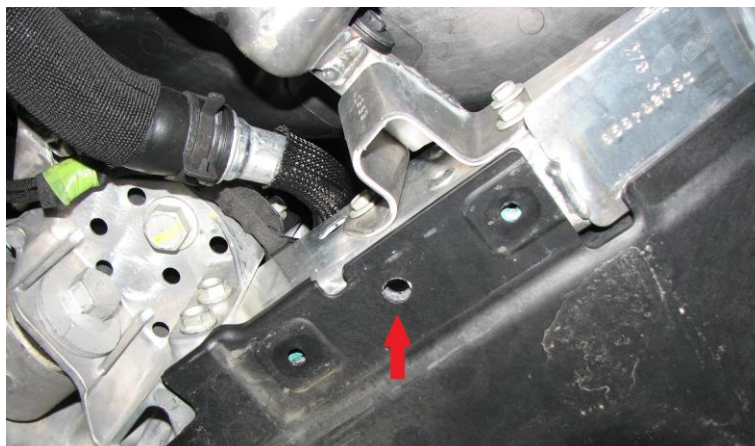
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- 40.** Center the splitter blade on the car while making sure all mounting holes to the structural tube assembly and the air dam are aligned. Mark the locations of the (2) rear mounting holes with a paint pen or sharpie.

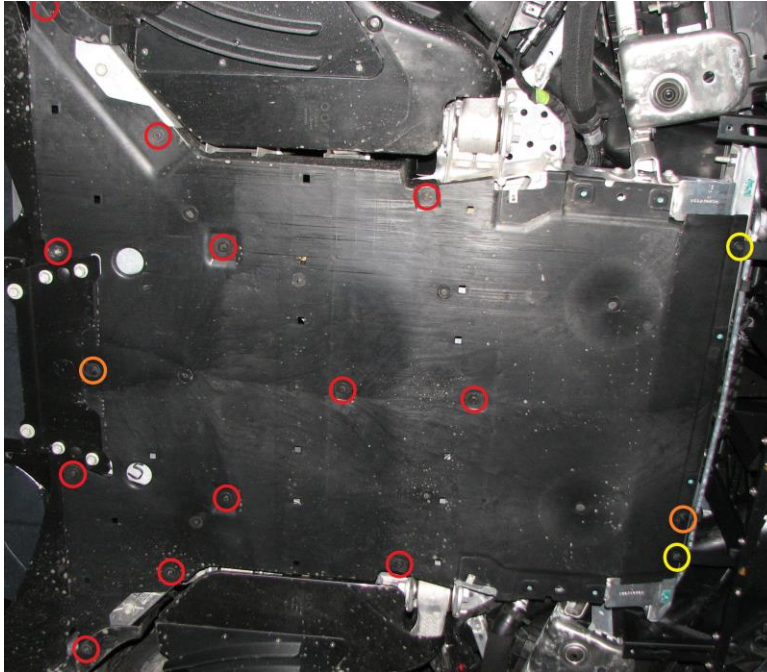


- 41.** Remove the splitter blade.
- 42.** Drill an 1/8" pilot hole, then open it up to 13/32" in the locations you marked for the (2) rear mounting holes.



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- 43.** Remove the (12, Red) 7mm screws, (2, Orange) plastic push clips, and (2, Yellow) other 7mm screws if you already attached the structural tube bracket.

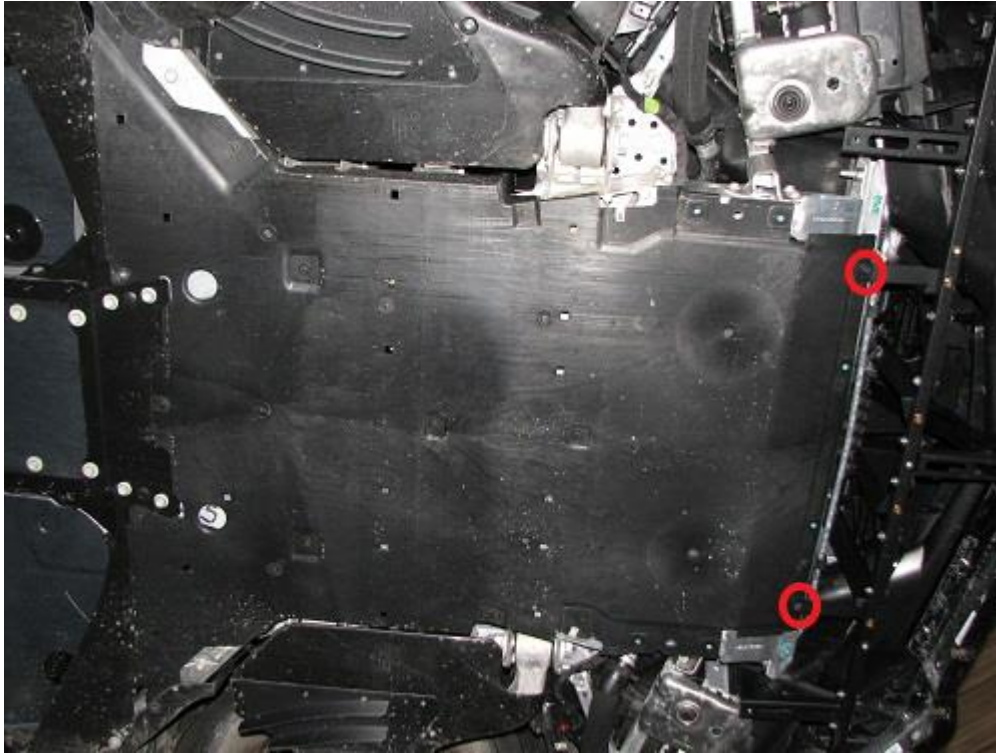


- 44.** Install an M6 rivet nut in the (2) drilled holes.



- 45.** Reinstall the underbody shield and fasten the structural tube brackets using (2) OEM 7mm screws.

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46. Loosely install all (Red) 25mm long M6 SHCS with 1.5" washer, (Orange) 25mm long M6 SHCS with 1.5" washer, (Yellow) 20mm long M4 BHCS with M4 fender washer, and (Green) T-15 factory screws.



47. 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.
48. The car can now be lowered back on the ground.
49. Congratulations! You have just completed installation of the Verus Engineering High Downforce Front Splitter and Air Dam on your C8 Corvette Stingray!

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

