



Front Splitter & Air Dam Kit – C8 Corvette Stingray

Install Manual



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Release Date: 2025/06/11
Approvals: E. Hazen

Document Revisions

Rev	Date	Author	Description
01	2025/6/11	M. Deckard	Initial release of install manual
02	2026/07/24	M. Deckard	Addition of structural bracket

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Introduction

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

Difficulty: Moderate

Time Required: 3 – 3.5 hours

Tools Recommended:

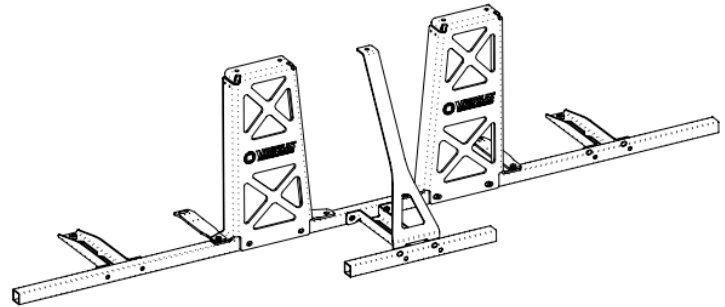
- Ratchet or impact
 - Long Extensions
 - T15 Torx key or socket
 - T30 Torx key or socket
 - 4mm Allen key or socket
 - 5mm Allen key or socket
 - 2.5mm Allen key or socket
 - 7mm wrench
 - 10mm wrench
 - 9/16" wrench
 - Scissors and/or razor blade
 - Rubber Mallet or Dead Blow
 - Drill
 - 1/8" drill bit
 - 13/32" drill bit
 - Jack and Jack Stands or a Lift
 - Cutoff wheel or reciprocating body saw
 - Marker or paint pen
 - Center Punch
 - Trim tool*
 - File*
 - 1/4" drill bit (optional)
 - Rivet nut installer (optional)
- (*) Notates tools required for bracket modification.



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Splitter Kit Components

- (1) Front Splitter Left Half
- (1) Front Splitter Right Half
- (1) Left Side Air Dam (Sheet Metal only)
- (1) Right Side Air Dam (Sheet Metal only)
- (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
 - (22) 25mm long, Socket Head Cap Screw (SHCS), SS
 - (40) 18mm OD, Fender Washer, SS
 - (20) 12mm OD, Washer, SS
 - (40) Flanged, Serrated Nut
 - (4) Rivet Nut, Zinc Coated Steel
 - **M4**
 - (22) 20mm long, BHCS, SS
 - (5) 12mm long, BHCS, SS
 - (30) Fender Washer, SS
 - (12) Nyloc Nut, SS
 - (18) Clip-On Nut, Steel (Carbon air dam only)
 - **1/4"**
 - (9) 1.50", Fender Washer, SS
 - **Miscellaneous**
 - 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. 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.
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. 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.



5. Once the halves are put together, we need to install (2) 20mm long M4 BHCS that pass through the center of the zipper fit. Tighten down on the topside with (2) M4 fender washer and (2) nyloc nut, use the 2.5mm Allen key on the bolt and the 7mm wrench or socket on the nut.



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6. With the splitter halves tightened, you need to decide if you want to install the grind strokes.
Note: This improves downforce and the longevity of the splitter by handling some of the grinding. It is not needed for install but we do recommend it.
7. To install the poly weave grind strokes, the holes in the splitter need to be opened up for the hardware to pass through. This requires a 1/4" drill bit.
8. The (12) 20mm long M6 BHCS, with (12) 12mm OD M6 washer will tighten down into threads in the polyweave grind strokes. The larger end of the skid vanes should point towards the front of the car (shown below).



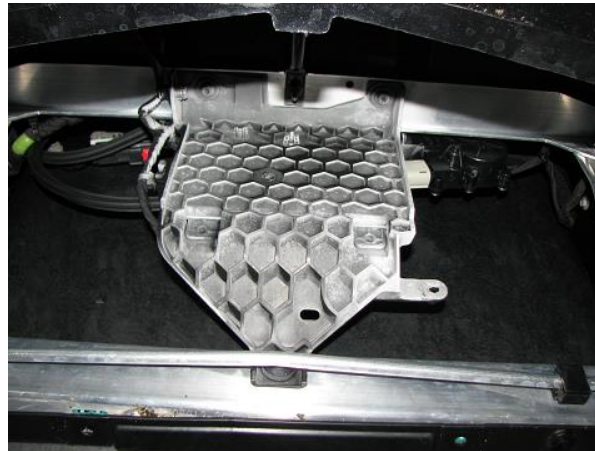
9. Once the splitter is put together, remove the factory front lip by removing the (21) T15 screws around the perimeter of the front bumper and pulling the lip away from the car.
10. With the lip removed, we can now remove the center splash shield. Remove all T15 and 7mm screws holding in the center splash shield. We will want to keep this shield because it will get trimmed and reinstalled.



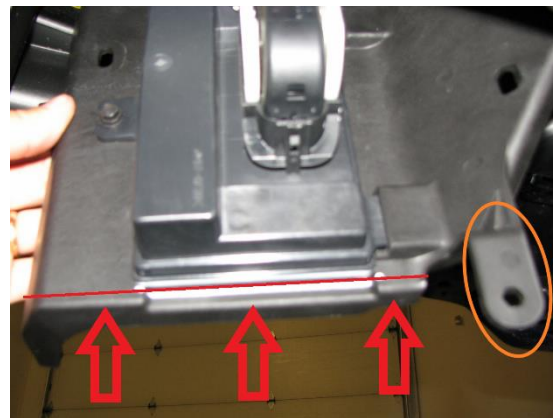
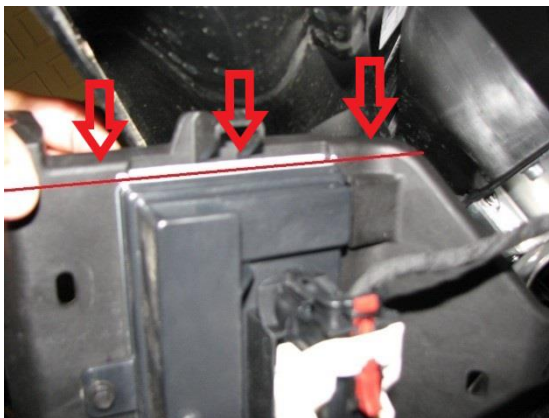
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Soft close Module Bracket:

11. You will then see the soft close module bracket (if equipped), 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 or you have received the updated/slanted main structural brackets, jump to STEP 19.**



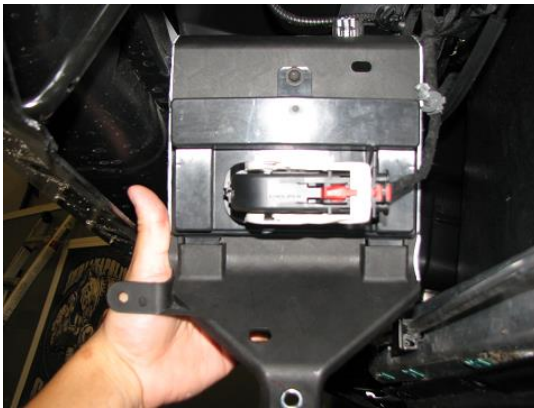
12. Remove the (3) T30 screws, the bottom one is hidden behind an A/C hard line. This line can be **GENTLY** moved down enough to remove the screw.
13. With the T30 screws removed, move the bracket out from behind the A/C line and pull it down out of the crash bar.
14. Now, look at the backside where the module is. Trace on either side of the module with a paint pen, sharpie, or marker (shown below). **Note: You DO NOT need to remove the section circled in orange below.**



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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.
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.
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. Debur with file as needed.



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

Resume Splitter Install:

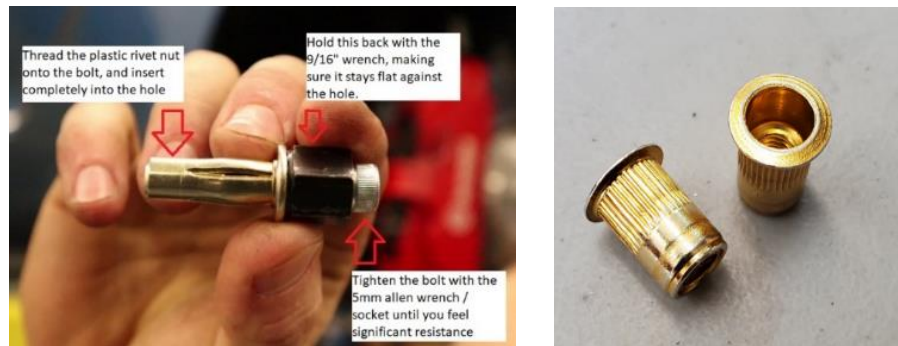
19. Cut out the drill template pieces and tape them to the underside of the factory pedestrian bars as shown below. There are four total templates (left and right bar, left and right splash shield). We are using the pedestrian bar template only right now.



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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. Using an 1/8" drill bit, drill starter holes in each location.
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. 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.**



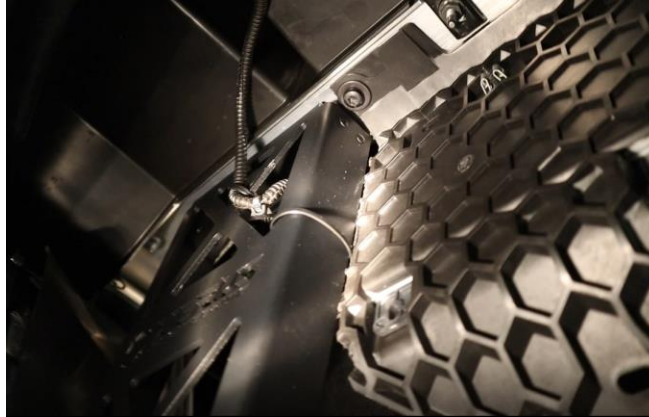
23. Using a 9/16" wrench and the 5mm Allen wrench, hold the nut steady and tighten the Allen bolt. You will have some initial resistance, and then the rivet nut will begin to pull tighter on the material. **Use oil or PB Blaster on the threads to ensure they do not gall.** Alternatively, you can purchase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



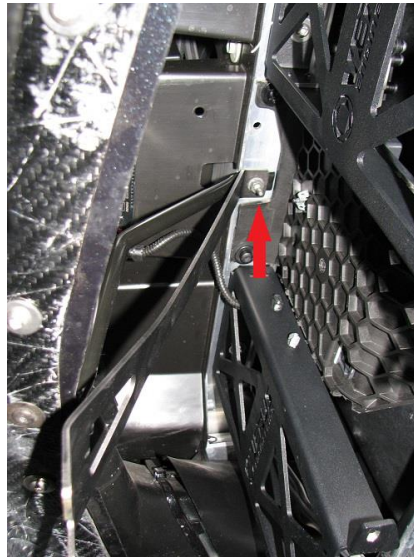
25. Using the newly installed rivet nuts, install both main structural brackets using (4) 25mm long M6 SHCS and (4) 18mm OD M6 washers. We left the (4) SHCS loose until it was time to fully install the splitter. They can be reached using a long extension and 5mm Allen socket. **Note: When you modify the soft close module bracket there is no longer a place to attach the wire harness clips. We zip tied them through the main structural bracket as seen below.**

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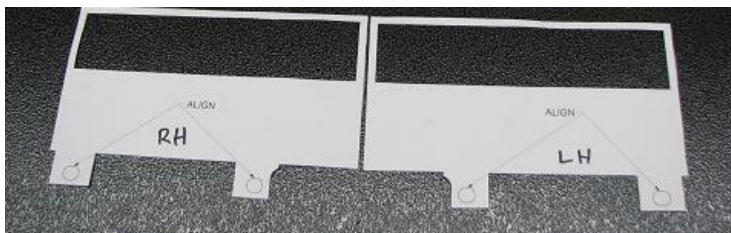
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- 26.** Remove the 10mm nut holding the OEM air dam support and install the front tube structural bracket.



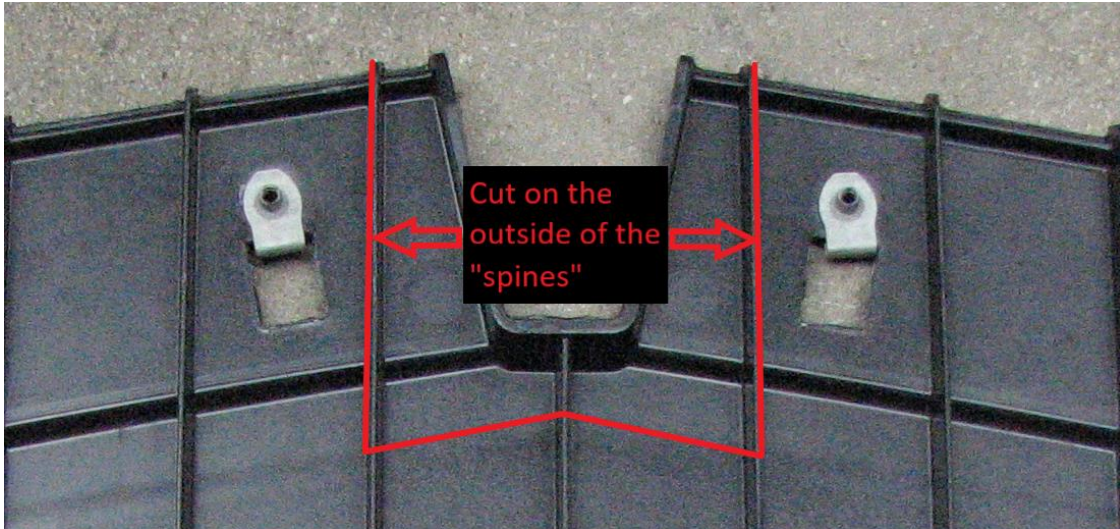
- 27.** It is now necessary to trim the splash shield we removed earlier. Trace the inner rectangle with a sharpie or paint pen and cut the inner section of the rectangles out. We used a reciprocating saw for these cuts. The templates are shown below.



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28. Trim the leading edge of the splash shield as shown below so that the structural bracket will have room to be installed.



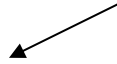
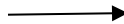
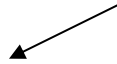
29. The newly cut splash shield can be reinstalled. The previously installed main structural brackets should pass through the openings that were cut out.



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Sheet Metal Air Dam:

30. 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.
31. You will be using the hardware from the factory lip to attach the new air dam. Start from the center and loosely thread in the first 6 fasteners.
32. Adjust this section so that it is centered and flush with the bumper and tighten the fasteners down.
33. At this time, you will need to start working the remainder of the air dam into shape. **Note: The simplest way we found is to tighten down each fastener as you go. Work each section around the bend and make it flush with the bumper, tighten the next fastener.**



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- 34.** 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.
- 35.** Once your two air dam halves are adjusted and flush with the bumper and each other, install the (2) 12mm long M4 BHCS, (4) M4 fender washers, and (2) Nyloc nuts in the center to attach the two sides. Use the 2.5mm Allen and 7mm socket once again.



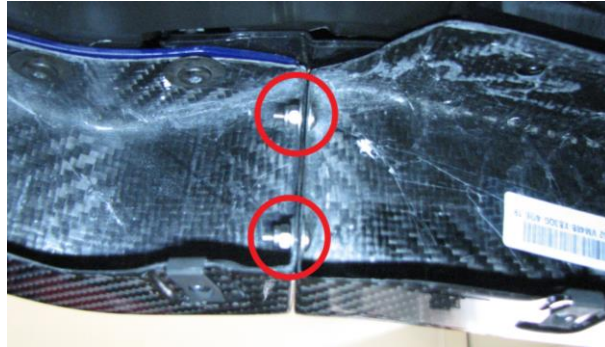
- 36.** Not all the hardware removed from the OEM lip is needed to attach the new air dam. Please reinstall all the hardware not used for the air dam.



Carbon Fiber Air Dam:

- 37.** The carbon air dam consists of three sections. Before installation, connect each section together using (4) 12mm M4 BHCS, (8) M4 fender washers, and (4) Nyloc nuts. Ensure each section sits flush with each other before tightening down. Use the 2.5mm Allen and 7mm socket here.

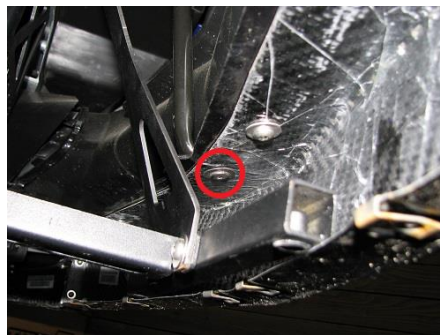
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- 38.** Once the sections are tightened together, you can install the clip-on nuts. These will slip onto the larger holes on the bottom of the air dam. The threaded portion of the nut should face up (shown below).



- 39.** 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.

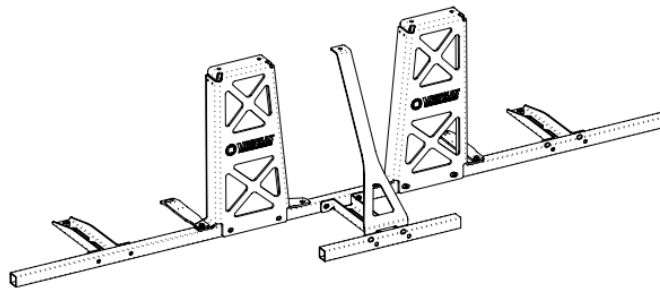


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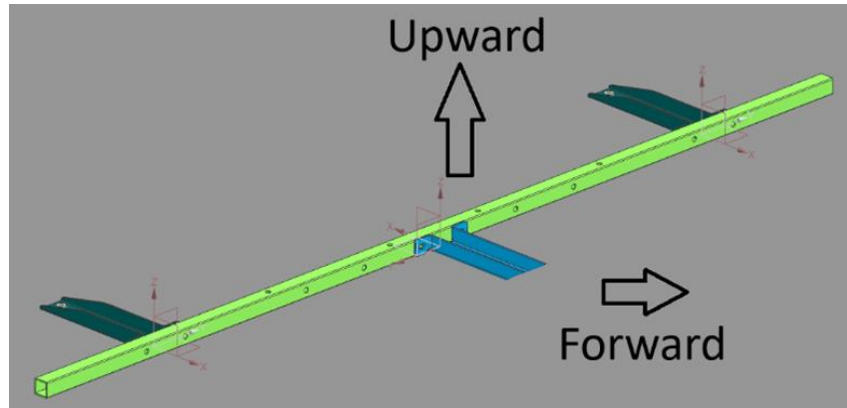
Resume Splitter Installation:

- 40.** Most of the support bracketry can be preassembled before installation.



- 41.** 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.
- 42.** The “I” shaped bracket will attach the center of the long structural tube with the 30mm long M6 BHCS, 18mm OD washer and serrated nut.
- 43.** 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 44**). These also use 30mm Long M6 BHCS, 18mm fender washers, and serrated nuts. Use the 4mm Allen wrench and 10mm wrench to tighten everything.
- 44.** All bracket to structural tube connections can now be tightened down. The images below show the prepared structural tube assembly.

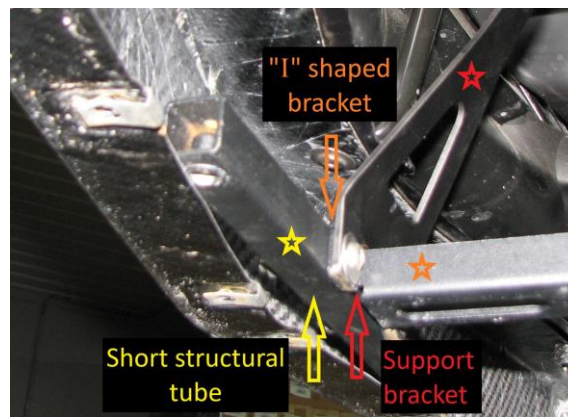
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45. The support bracket assembly can be installed on the car now. Each main structural bracket will have (4) screws attaching it to the support bracket assembly. (2) of the bolts going up and down, using the 25mm long M6 SHCS, 12mm small washer and 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).



46. Install the short structural tube with (2) 35mm M6 BHCS, (2) 18mm OD M6 washers, and (2) M6 Serrated nuts.



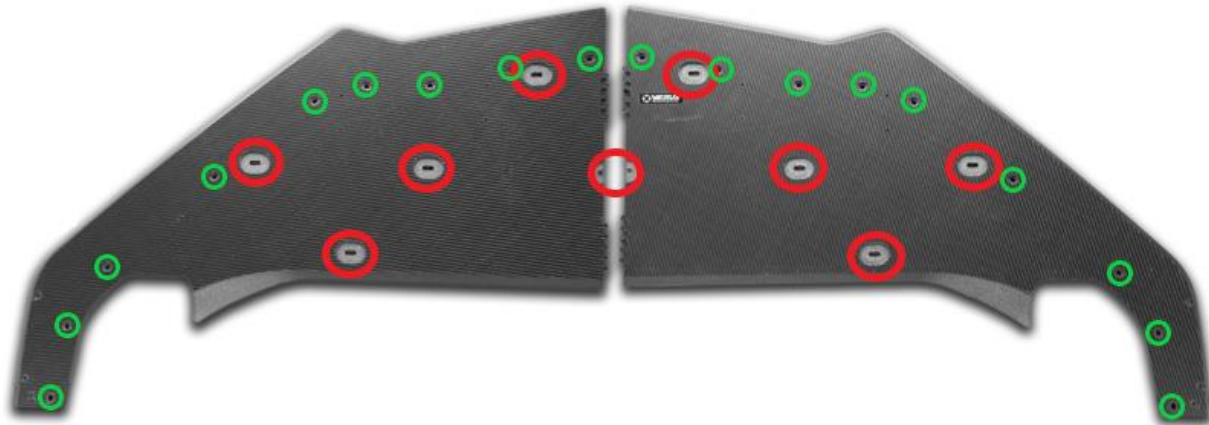
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47. The support assembly is now tightened together. **Note: If you left the main structural brackets loose during STEP 25, tighten them at this time.**



48. Install the splitter onto the support assembly, you will use (9) 25mm M6 SHCS, and (9) 1/4"x1.50" washers (circled in red below). The (18) M4 Fender Washer and (18) 20mm M4 BHCS (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.



49. 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.

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50. The car can now be lowered back on the ground.
51. Congratulations! You have just completed installation of the Verus Engineering Front Splitter and Air Dam on your C8 Corvette Stingray!
52. Please contact Verus Engineering with any questions, comments, concerns, and feedback via support@verus-engineering.com

