

Splash Guards for the C5

Submitted by jdmvette on CorvetteForum.com. (4/2/08)

About two years ago, a forum member came up with the idea of somehow grafting the new C6 Z06 rear splash guards on the C5. AFAIK, I was the first one to actually try the modification and I had documented the process [here](#).

I have loved the way this modification looks with the stock quarters and especially now how it gives a "finished" look to my L5 flared quarter panels.

The C6 Z06 also has a couple of splash guards for the front wheels, in addition to the rear. You can see the guards clearly in this picture.



Forum member "Autoworker" was the first CF member to post pictures of successfully modifying and installing the front C6Z guards to a C5.



The rear set of the front guards are a bit more tricky. Autoworker replied that he tried to install the rear front C6Z guards and that it couldn't be done.

I found an older post with pictures of the rear-front C6Z guards installed on a C5.



I went ahead and ordered both sets to try it out for myself. What I found was that while the front guards could easily be adapted to the car, the rears would not. If you look at the shot two pictures above, you see how far inward the guards are mounted.

This is because they have an unfinished edge to the side that faces the rear of the car. If this side is not tucked in as far as is shown, it will look very unsightly. You also see that because they are so far tucked in, there's really no protection or point to having them.

I got my parts in about a month ago. This is how the two front guards look as they

are from GM. You can see that they are integrated into the wheel well panels as one unit.



There are several options you can choose to modify them with. I found that scoring them several times along the same line with a box cutter produced a clean and even cut without burring that a saw would have given.



This method takes a lot of elbow grease and you need to be VERY careful if it is used. However, I found that this method worked very well for me and I would suggest it over using any kind of sawing method as it does away with the jagged mess that sawing plastic makes.

The front guards have five holes in them where they mount to the C6Z via push pins. I ordered the pins along with the guards from Gene@GMPartsHouse.com and was surprised to find them to be quite expensive. Each pin cost about \$2.60 so for the 10 of them it ended up being \$26.

I ran into a problem with my install and ruined one of the pins and headed out to Lowe's. Lowe's stocks a variety of automotive push rivets and actually had something very similar to the ones I was using. The best part of all was that they were two for \$1.



There are a couple of ways to mount the front guards. You can use double sided tape and cut the push pin heads and glue them in the holes for a finished look. The other method is, obviously, to drill holes and use the push pins as they were intended. I went with the second method.

I know some of you will have heart failure with the thought of drilling holes in your car, but I didn't like the look of the guards with the double sided tape because it gave a slight gap due to the tape thickness and didn't look right to me, so out came the drill.

The front guards came out well after all the drilling was done. Here's some pictures.





After seeing that I would not be able to get the rear-front guards on the way I would have liked, I realized something. I found that if I just flipped the front right and left guards to the rear, I could use the same guards in that position too.

I went ahead and placed an order with gmpartshouse again for another set of front guards. After receiving them and stocking up on a ton of the Lowe's push pins, I was good to go.

I mounted the rear-front guards a bit higher than the bottom of the rocker panel because I wanted them to tie in to the front guards where they tapered off toward the top.

Here's some pictures of the rear guards and both together.





And finally, a couple of car shots. The wheel gap looks pretty big up front because the pictures were taken after the car had been jacked up and had not settled.



I like the way they turned out to be a small, subtle add-on.

I am sure they will work well as a splash guard, plus as an added bonus, they function as close to a fender flare as we can get until if/when L5 comes out with a front flare kit for the C5.

Submitted by DeeGee (Horncastle, Lincolnshire, England) on CorvetteForum.com. (6/10/06)

How To Fit C6 **Fender Guards** to a C5.

Big thanks to jdmvette and cmvc5 for their original ideas and write ups.

I'll update this as I finish the job. I know quite a few members plan to fit the **guards** this weekend so I'm sure others will chip in with refinements.

Tools and parts:

Parts:

Part Number: Left Molding. #15818636

Part Number: Right Molding. #15818637

Clips #11519444

Tools:

Dremel with sanding and cutting disks

Sandpaper

Snips

Drill and bits. Small working up to a 3/8" for the clip holes.

Pliers

This is the molding as it arrives in the box:



Broad View



The Clips



The Bracket



The "Shoe"



The "Notch"

Offer up the molding to the wheel arch to see where the cuts will need to be made. Work slowly and take small pieces out at a time. The wrong cut will ruin the molding. You may want to put masking tape on the outside face to make sure you don't damage the trim as you work.

Remove the bracket on the inside of the molding with a dremel cutting wheel.



Pull the metal clips off and remove the plastic tabs with a dremel cutting wheel.



Lower Curve. Remove the notch and trim the excess from the base of the molding. You need to take out quite a large piece from the marked area to adapt to the curve of the C5 **fender**. Offer the molding to the arch and mark a rough curve. Slowly trim the excess back to form the lower radius around the **fender**. Mark with a sharpie and slowly grind back to form the curve.



Work the shape of the lower curve first to get a good fit. Make sure you push the **fender** flush with the wheel arch at the base as you trim the molding. Once you are happy with the rough fit at the base switch to the upper section.



Upper Curve. Offer up the molding to the **fender** and mark the upper area of the flare where the curve is shaped to fit the C6. This is just above the joint in the **fender** and is very obvious. Start to trim the excess to fit the shape of the C5 flare with long strokes of the dremel sanding disk. Keep checking against the **fender**. Because of the complex curve, the top part of the molding pulls away from the **fender**. This can be held in place later with pins.



Trim the "Shoe". Mark the edge of the existing **fender** underneath the car with a sharpie. Mark a square line across the molding. Cut the shoe to fit.



Final Sanding. Carry on sanding by hand around the inner edge of the molding until you are happy with the final fit.

The curves should look like this:



Lower Curve



Inside **Fender**

One problem is the infamous poor panel fit on the Corvette. You may find a gap where the upper and lower panels don't fit flush at the join. Either live with the gap or notch the molding to fit closer.

Fitting. When drilling the fixing holes start with a small pilot drill and gradually increase in size to the 3/8 drill. **MAKE SURE THE MOLDING IS IN ITS FINAL POSITION BEFORE DRILLING.**

Fit the molding tight at the base and mark the hole underneath the **fender** with a sharpie. Drill a 3/8" hole in the underside of the **fender**. Reposition the molding and fasten in place with a push clip.



Check the clearance inside the **fender** arch behind the molding. Measure downwards and mark a point for the upper clip. It needs to be far enough down to allow the clip collar to sit inside the molding edges. It needs to be far enough inboard that the push clip goes all the way through the **fender** lip and not into the well cover.

Drill a hole for the bottom clip inside the **fender** and fit a push clip

Measure the half way point and drill a pilot hole. Again the hole needs to be positioned to go through the molding, through the **fender** lip and have space behind.

This picture shows the rough location of the three holes.



Drill a small hole and put a small black screw in to hold the top of the molding securely.



The Finished Fit



Installing the C6 4-Piece Splash Guards on a C5

Submitted by \$\$\$frumnuttin' on CorvetteForum.com. (8/26/09)

It was a bit difficult at first, but by the fourth wheel opening I mastered it.



OK, I've had enough requests to put some energy into more detail. Fortunately, I took some pictures on the last wheel opening, a rear.

If you are going to do this modification start on the passenger side - this way you will not have to look at your screw-ups every time you enter the car.

Here is one of the main hurdles you have to overcome, or simply live with. The tape provided by GM is thin, but the edge will show and look like crap if you aren't successful attaching the guard correctly. Pre-paint it black and use a black sharpie or a paint pen with fine tip to coat the edges.

The fasteners are not suitable for this mod on a C5. Put them in your parts drawer and buy some screws as shown in the picture below from AutoZone. You will need a couple on the front, and at least 3-4 on the rear guard - your choice depending on how well your initial attachment goes. The idea is to prevent the guard from loosening during normal driving, car washing, etc. These screws require a much smaller diameter hole, so if you change your mind, or need to try to refit later the damage is far more minimal to your inner painted areas.

When you test fit the guard you will see that it must lay over the existing screws holding the closeout inner fender panels in place. It is not a good idea to cover these for future removal, so you must notch out an opening in the edge of the guard deepest into the wheel well - you'll see this once you hold one in place. This goes for front and rear.

You will also see where the primary trimming must be done near the bottom of the guard. The only way to get it right is to estimate an area to whack out of there a little at a time with continual test fitting until you get it perfect. Some might use a dremel and sneak up on it a little at a time. I prefer to use a box cutter with a new blade...this gives the advantage of a perfect sharp edge which is needed to mate the guard sharply to the fender without a gap. If you use this method do cut away from yourself. This is dangerous because there is a tough ribbed strengthening pattern behind the tape that must be cut away for best fitment.

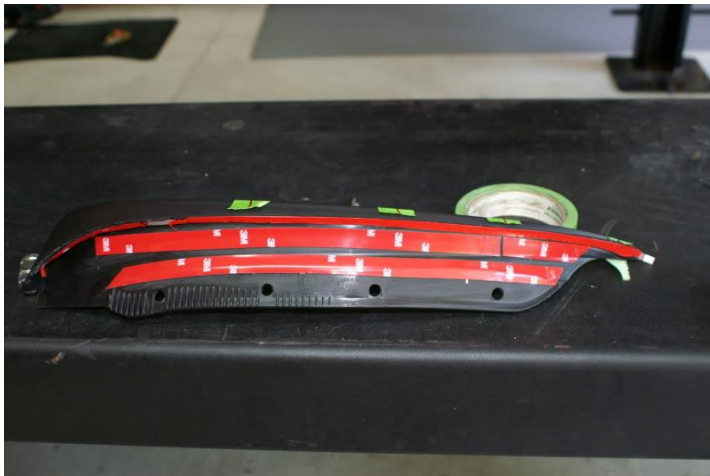
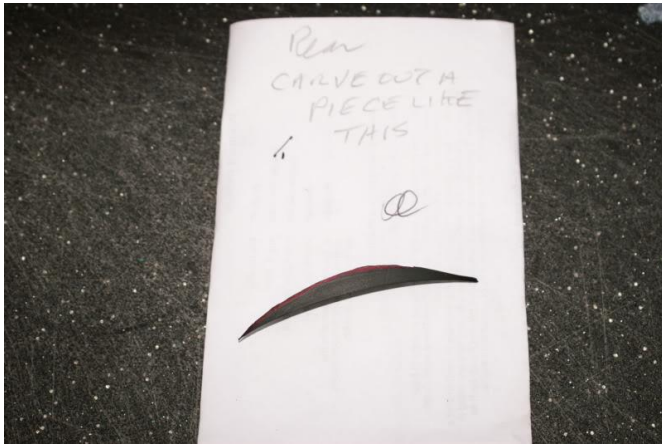
You will need way more tape than is provided from GM. While at AutoZone also pick up a roll of molding tape shown in a picture below. In another picture you will see how I added way more tape to make the guard contact any surface available on the C5. Part of it will contact the painted surface, while the rest will hit the inner fender black panel piece. The goal is to get all the adhesion possible any way you can with a combination of screws and molding tape.

Test fit over and over again until you see the best fit with no gaps, then mark the highest point with a piece of painter's tape. Then attach 4-5 strips of painter's tape across the guard and draw a line through each. Then cut the tape carefully while holding the guard tight against the fender. This is your "tool" for exact lining up of the guard once you have prepped it with trimming and tape backing layer removal. See the picture for this crucial step.

The fronts and rears, though similar, are each unique in placement of the metal screws. Be sure to do the screws after you have taped a guard in place. Push hard against the guard so you can see where to add screws through the inner panel and just one into the painted fender way below and out of sight. This is where my 4-post lift really came in handy. I could get everything at shoulder height and work comfortably, and see what the heck I was doing.

As you work around the vehicle you will get better and better as you go - your last one should be perfection! Best of luck.









Oh, one more thing. The fronts do not require wheel removal - just turn the wheels out of the way. The rears do need it for drilling and screwdriving.

Installing ZR1 Splash guards on a C5

Submitted by jdmvette on CorvetteForum.com. (5/21/09)

As many folks know, adding C6 Z06 splash guards is a fairly common modification for the C5. They are particularly common with guys who have the L5 flared quarter panels because these guards provide a much more finished look to the L5s. These guards have been such a popular modification, they have even been mimicked by forum vendors who sell kits with no modifying needed.

Ever since the 2009 ZR1 was announced I have been wanting to put on a set of its front-rear splash guards. These guards are exclusive to the ZR1 and not available on the C6 Z06 or any other model from the factory. The part numbers are 15891952 and 15891953 for left and right.

If it is unclear what "front-rear" guards are, they can be seen in this picture - in front of the rear wheels.



I have been inquiring about these parts for many months now that the ZR1 has been

available, and I finally found a dealer who could provide me with the answers I was looking for.

[Supporting Vendor RichieRichZ06](#) stepped up to the plate and shipped me a pair of the ZR1 guards for a great deal. I had never dealt with Rich, but now that I have, I will be ordering from him for my future part needs. He assured me that he could beat any price from any other GM parts vendor.

On to the install. First off, the guards are fairly small in size and are not a full fender liner which makes modifying them pretty easy.



The guards have two holes at the bottom. These holes are meant to secure into the ZR1 side skirt.



I found that the inner hole could be used to mount the guard to the car. However, being that I do not have side skirts, I knew I would have to figure out something to do with the outer hole once I had them mounted.

I had several types of factory and miscellaneous push pins available, so what I decided to do was to plug the outer hole from both sides. One side would get a full pin and the other side would get just a pin head cap.





The factory push pins went in the bottom locations, the longer generic pins went in the upper parts. Their extra length made it easier to secure the guard to the wheel well liner. The guards come with several counter sunk hole locations. I found that I only needed to use a few holes, not all of them. The top holes did need hogging out, as the longer generic pins were also larger in diameter. The generic pins are from Lowe's and are much cheaper than the factory ones, albeit without looking as nice.





I also used some 3M double sided tape to help secure the top of the passenger liner. I found that I didn't need the tape on the driver's side - I used an extra push pin.





Now that the guard was mounted, I needed to plug that hole. I grabbed my silicone gun and clamped the outer pin in place from both sides.

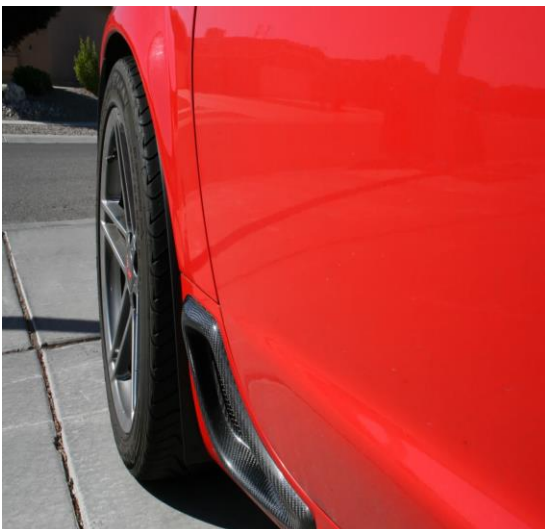




After letting the silicone dry over night, I took the clamp off and found that the resulting pin plug looks pretty good. The pin is made of the same color as the guards, so it blends in nicely from the front.



And finally some completed pictures. I don't have any glamour shots yet with the car all prettied up, but here's how the ZR1 guards turned out.









I am VERY pleased how the installation looks. The guards give the flare from the L5s an even more "finished" look than the rear Z06 guards did by themselves alone.

For those of you who have the rear C6 Z06 guards and L5s, you might want to think about this modification as it really compliments the look of that big, bad wide rear end.

Submitted by Cardinal Flyer (Ely,MN) on CorvetteForum.com. (4/17/11)

For those contemplating this modification, but reluctant to drill their fenders for the retaining clips, there is an option: supplement the 3M tape that comes on the guards with additional tape and use 3M Adhesion Promoter 06396. Just make sure you rehearse mating the part to the fender before peeling the tape and using the Promoter - unless you want to find out just how incredibly hard it is to separate even one square inch of contact from the fender! (Like I did.)

In a week I'll be leaving the 100 degree desert for 40 degree Minnesota via the Rockies through Denver. V1 permitting, I typically cruise at 90+, and run at triple digits for extended periods. If I experience any problems with the splash guard adhesion I'll post up back here.

Materials needed for the install, and supplementary tape placement:



Critical product names/SKU #s:



Left Side Installed:



Right Side Installed:

