



Mud Guards Carbon Fiber Wrapped 4pc



AMERICAN CAR CRAFT INSTRUCTIONS

C7 Stingray 4pc Mud Guards – Carbon Fiber Wrapped Part #052024



PARTS INCLUDED

- 4- Stainless mud guard's w/Carbon fiber wrap protection for the inner wheel well
- 2- Front Mud Guards
- 2- Rear Mud Guards
- 2- GM metal clips

TOOLS NEEDED:

- 1/4" Ratchet
- 9/32 socket
- Two Needle Nose Pliers
- A snap knife or small utility knife.
- A T15 torque socket bit. (Any auto parts store)
- A small flat blade screw driver
- Black Permanent Marker

New C7 Stingray Mud Guards

These all new stainless steel mud guards have been designed specifically for the new 2014 C7 corvette and are not a universal design. A skillfully conceived Mud guard providing protection for the corvettes body panels. Its sleek mirror design will allow the mud guard to disappear into the body from most points of view.

Liner info: Your new mud guards come to you with a protective liner. Remove this liner from each mud guard after hand forming has been completed.

The first step for this installation will be to remove all four-factory wheel well stone guards to do this you will need a 1/4" ratchet and a 9/32 socket

Let's start with the passenger side front. Remove the 9/32 screw directly under the fender. With some minor force pull the black plastic stone guard away for the wheel well and release it completely from the car. **Tech note:** although it isn't completely necessary turning the wheel slightly towards the passenger side will provide a little elbow room)

- 1- You will notice that there are two torque screws holding the factory wheel good pad in place. Remove these two screws and set them aside. Your new stainless mud guards come to you flat. These will need to be hand formed. Gently form the guard so that it matches the curvature of the wheel well perfectly. Since the guards are made from a 22GA stainless this will be very easy to do with both hands and a little patience. Set the new guard into its intended position and make note of the clip holes in the guard. They should match up perfectly to the clip holes in the wheel well. Once you have successfully shaped the guard bend the small triangular tab containing a small hole towards the back of the car or panel. This will be the anchoring tab under the car.
- 2- Set the guard in position and secure it in place using the two factory torque screws removed earlier. Do not over tighten these screws as this will tend to distort the guard. Just snug will work perfectly.
- 3- Now that the guard is attached and the clip holes are aligned properly you can prepare the factory stone shield for reinstallation. This next step is very important. Each of the factory clips must be thoroughly seated onto the shield. You can do this by forcing each clip down tightly by hand. Another thing that you will need to do will be to spread each of the metal attachment clip legs so that the clips will have a stronger more positive bind into the cars wheel well. This step is important to ensure that the stone shield will seat nice and snug to the new guard eliminating any gaps that might occur if this step was not performed. You can do this very easily by spreading the legs with a small screw driver. Once you have successfully installed the factory shield and all looks good reinstall the 9/32 screw under the car to secure the guard and shield and finish the installation. The driver side guard will install in the same way.
- 4- The rear mudguards install much like the front ones but with a couple of extra steps. Remove the 9/32 screws for the shield under the car and the rear valance screw just to the left. Then unsnap the shield and remove the three torque screws securing the wheel good pad as well.
- 5- For this installation, you will need to slightly and harmlessly trim the factory stone shield. Remove the white plastic clip from the lower left corner of the shield (note: This plastic clip will not be reused). Using two pairs of needle nose pliers remove the two top clips from the shield by grasping the skirt of the clip from both sides and spreading the clip in such a way as to release it from the shield. Do not try and yank these off by hand as this will damage the soft plastic tab holding the clip. The next thing you will need to do will be to trim the small gussets at each of the metal clip tabs. If you look closely you will notice that these small gussets will not allow the shield to clip flush to the stainless guard. This can be easily fixed by trimming each of these protruding gussets with a small snap knife and or utility knife. At the same time, you are trimming all these gussets allow yourself to trim each of these gussets a little deeper to allow the factory clips be seated completely over the tabs. This will allow the clips to hold the shield nice and tight to the guard when you are ready to install them. Since the plastic gussets are very soft you will be able to trim them away with hardly any effort and this will in no way compromise the attach ability of the shield to the car with or without the stainless mud guard in place.
- 6- Now that you have prepared the factory stone shield you can move to the installation of the rear mud guard. Form the guard by hand in the same way as the front guards also bending the triangular tab towards the back of the car. You will notice that there are several alignment protrusions varying in size running down the wheel well's outer rim. Take a little extra time to contour your stainless guard so that it will conform nicely to these areas. To minimize and or eliminate these protrusions from view we are going to ask you to blacken

the outer face of them using a permanent black marker. Simply slide the marker along the outer face effectively blackening them thusly eliminating them from view once the new mud guard has been installed.

- 7- Now that you have prepared both the wheel well as well as the stone shield we can proceed with the installation. Slip the tab of the new guard over the rear valance hole at the far end as you manipulate the guard over the screw hole and blackened protrusions and secure the stainless guard with the three factory screws. Again, do not over tighten the screws just snug will work perfect. Make sure that all holes are aligned properly.
- 8- With the two top and lower corner clips (unattached to the shield) snap the factory shield into position just with the two center clips allowing the factory shields lower tab to enter through the small slit provided in the new guard. It is also important that you spread the factory clips legs for this shield as well.
- 9- With both the stainless mud guard and factory stone shield attach to the wheel well pull back the top of the stainless mud guard and shield back enough to expose the clip tabs. Then slide on and install the two top metal shield clips. Make sure that they are seated all the way down on the tab and that the clip effectively secures the shield to the guard. Making sure that you have spread the clips legs a little simply press and snap the top end of the shield to the wheel well. Perform the same procedure for the lower corner using the replacement clip provided with your kit. (Tech tip) Since the plastic tabs securing the attachment clips is very soft it will be very easy for you to miss this last hole preventing it to install properly. Look very closely at this to make sure it is properly seated to Finnish the installation. Perform the same exact procedure for the driver side.

Thank you and enjoy your purchase!

**If any questions occur during installation, please contact
AMERICAN CAR CRAFT
18924 SAKERA ROAD-HUDSON FLORIDA 34667
Phone # 727-861-1500 Fax # 727-861-1520
www.americancarcraft.com**