



Application: 1988-1996

Part Includes

2 – Splash Guards

Splash Guards



Tools Needed



Please note that some instructions may not apply to your specific kit.

STEP 1.

Start by locating five (5)* Torx® screws front and four (4) rear body panel screws at the four fender and inner wheel wells. Remove OEM screws by using appropriate wrenches.

STEP 2.

Align your Splash Guards with existing pre-drilled holes on OEM inner panel. Now replace original OEM screws into their respective areas and tighten. (**NOTE:** Front Splash Guards have an extended upper lip which should point towards engine bay area.)

STEP 3.

Repeat the above procedure on the opposite fender wheel well areas.

STEP 4.

The two (2) smaller Splash Guards are to be attached at the first OEM screw directly below the clamshell hood rubber seal, located at both front fender well areas. These smaller Splash Guards prevent entry of foreign material and are angle cut to prevent contact with the underside of the hood when closed.

*1987 and newer models have only four (4) screws for installation of front Splash Guards. The fifth pre-drilled hole in the Splash Guards remains open. 1991-1996 models may require the purchase of additional screws. This is due in part to factory build inconsistency. The smaller Torx® head screw(s) may be too short for proper installation of body shields. If this is the case, you can purchase the required quantity from your local Chevrolet parts counter, PN 1565040. Another method of installation using your factory small Torx® head screw(s) would be to remove the tire(s) and approach the smaller Torx® head screws head-on while applying slight pressure as you rotate the screw in place.



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Splash Guards

A-Arm Dust Shields (designed to attach with existing OEM hardware.)

Before installing your new set of A-Arm Dust Shields, familiarize yourself with the configuration of your Corvette's front inner fender well area. These instructions apply to kit #'s 602-276, 602-278, & 602-280 only.

(NOTE: A-Arm Dust Shields require a 10mm socket and the radiator overflow pipe requires a 7mm socket, which is not included.)

STEP 1.

Grasp rubber seal (B) with one hand and pull upwards removing seal from factory filler panel (C). Only remove rubber seal the width of factory filler panel.

STEP 2.

Locate the six (6) filler panel bolts (A) and remove using a 10mm socket. Also locate two (2) radiator overflow pipe bolts (D) and remove using a 7mm socket. Remove the factory filler panel and set aside. This panel will be replaced using your new "A-Arm Dust Shield".

STEP 3.

Take one "A-Arm Shield" and place it in position over the shock tower assembly and between the upper A-Arm. Line up "Dust Shield" with existing bolt pattern. Place the "A-Arm Shield" into position and align with existing OEM bolt pattern. Replace the six(6) OEM bolts into their respective holes and tighten.

STEP 4.

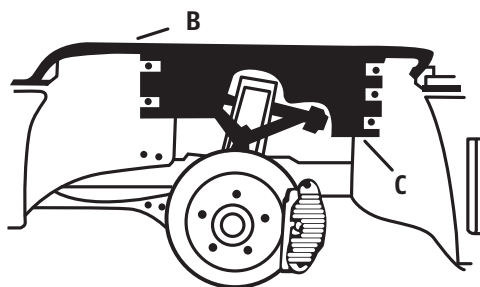
To attach the radiator overflow pipe to your new "A-Arm Dust Shields", you will need to measure the distance between the existing factory drilled holes in the old filler panel. Once this is performed, transfer the measurements to the "A-Arm Dust Shields" and using a 1/8" drill bit, drill both holes and reinstall radiator overflow pipe.

STEP 5.

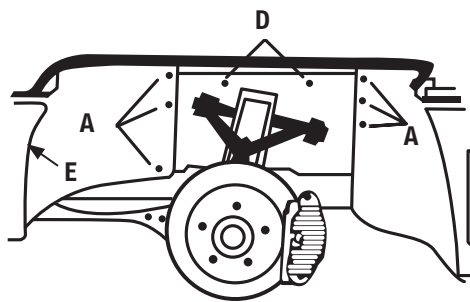
The two "Mini Shields" are to be attached at the first OEM screw directly below the hood rubber seal, located on the front side (E) of the wheel well area. These "Mini Shields" prevent entry of foreign material through the gap between the hood and inner fender when the hood is closed.

STEP 6.

To replace the wiring harness loops into your new "A-Arm Dust Shields" you will need to measure the distance between the existing factory drilled holes in the old filler panel. Once this is performed, transfer the measurements to the "A-Arm Dust Shield" and, using a 1/8" drill bit, drill holes and reinstall wiring harness loops.



FACTORY FILLER PANEL



FACTORY FILLER PANEL REMOVED