

LG CARBON ZR1 SPLITTER

“THE MOST POWERFUL HEADERS ON THE PLANET”

**Brought to you by LG Motorsports
972-429-1963**



Thank you for purchasing the LG Carbon ZR1 splitter for your C6 Z06 Corvette.

Parts Inventory:

1. Carbon splitter
2. Aluminum support bracket
3. Hardware Kit

Optional:

1. GM nose brace

Instructions:

Prep:

Un-pack all of your items and inspect for any damage. Be sure to report anything wrong as soon as you receive your package.

Figure 1: Unpack



Start your install by supporting the car with 4 jack stands on a level surface about 12” or more off of the ground. Take some time to wash the area that the splitter is going on, as you do not want to trap any dirt or debris between it and the paint of the car.

Figure 2: Support and Clean



Once the car is supported and you have washed the area clean you will need to remove the factory front splitter piece by using a 7mm nut driver. Be sure to save these as you will need to use them to start the install of the new carbon piece.

Figure 3: Removal of factory splitter



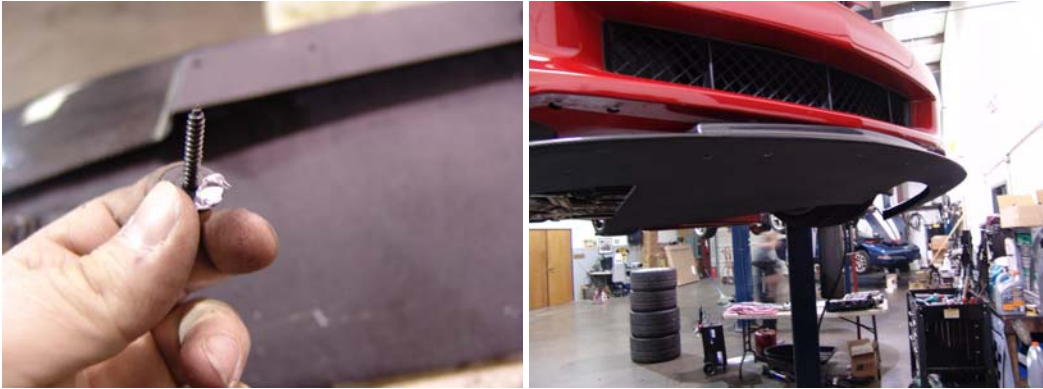
Now that the factory unit is off, look at your splitter. You will notice that the holes on it line up with most of the holes already on the nose of your car. Four of these will not be used, these are right above the cut outs for the brake ducts on the splitter. For those of you not using the GM support piece please start below, those of you that will be doing this you will need to remove the nose to install this piece. LG's carbon splitter DOES NOT REQUIRE the use of this piece.

For this install you will need to use a 7mm nut driver or socket. To keep the splitter as clean of a bottom finish as possible the holes are very small. You may need to enlarge these holes to fit what ever size diameter tool you are using. The bolts will insert between the top and bottom flanges so only the tool needs to be inserted from the bottom.

Install:

Tip You may find it easier to ‘glue’ the middle three bolts in place before lifting the splitter in place. You can use RTV, weather strip glue, or rubber cement to hold these in place as you start to bolt the splitter to the nose.

Figure 4: Install of the first bolts



Once these first three bolts in the middle have been started, you can now reach from the back side of the splitter, insert the other bolts and tightening them into place. Start all bolts first, and work your way from the center around the nose going side to side to bolt it up evenly as you go.

Figure 5: Install of bolts and tightening



Once the front bolts are in place you can now install the rear brace for the splitter. This is the small black aluminum piece that is included. For this you will need a drill as well (3/16") to complete.

Hold the bottom of the splitter level with the ground and you will bolt this piece to the splitter and to the top section of the rubber air damn under the car.

Figure 6: Mock up for install of brace:



Once you mock up your brace, mark the holes in the splitter first and drill these. You will now bolt the support to the splitter once these three holes are drilled, using the supplied hardware. There are already three holes in the aluminum support, use these as a template to mark the holes for the splitter piece. When installing the bolts, place the small washer between the bolt head and the aluminum and the large washer on the back side between the splitter and the nut.

Figure 7: drilling into splitter for brace mount



Figure 8: installing hardware on top side.



Now that the support is bolted to the splitter you need to mark the three holes onto the rubber part on the car for the final attachment.

Figure 9: Drilling holes into vertical support



Again, bolt these just like you did on the top side, with the small washer between the bolt and the metal, and the large washer on the back side between the rubber and nut.

Figure 10: Installing hardware.



Once all of the hardware is bolted up, it should look like the pictures below.

Figure11: Support fully bolted in place



Figure 12: Finished!



For those of you that did install the GM factory nose support piece. For maximum downforce you should also cut the factory air dam just under the aluminum rear support piece and remove. You will also want to cut back the side pieces as well or completely remove them, again for maximum downforce. Street customers need not remove this, and by keeping this piece in place it will help to increase highway fuel economy.

Lou Gigliotti
President LG Motorsports



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