

Fig. 6—Front and Rear Console Assemblies

side. The brace rods are bolted into place from the cowl area towards the center of the vehicle.

If the heater core or radio are to be removed, the right-hand under dash braces must be removed first. See Figure 8 for assembly sequence.

REAR VIEW MIRROR

Outside

Removal

The outside rear view mirror is removed from the door by removing the allen head set screw located on the outboard side of the mirror support. (See Figure 9). Mounting assembly is removed by removing two screws to body (fig. 9).

Installation

Mirror may be installed by following removal procedures in reverse order.

Inside

Installation of inside mirror is illustrated in Figure 10.

Tension of mirror stud is increased by tightening adjusting screw.

SUN VISOR

Attachment of sun visor assembly to windshield header is made as shown in Figure 10. Turning of adjusting screw clockwise increases friction.

WINDSHIELD

The windshield installation incorporates a synthetic self-curing rubber adhesive caulking compound that adheres to both glass and pinchweld frame in place of the rubber channel that was formerly used. Applied to the glass while in a soft state, the material begins to cure soon after exposure to air. It is therefore essential that installation of glass into body opening quickly follow application of material to glass. It is recommended to use the materials provided in a kit from your authorized dealer which consists of:

- a. One tube of Adhesive Caulking Material.
- b. Pressure Sensitive Adhesive Sealing Strip.
- c. Steel Music Wire (.020" diameter).
- d. Adhesive Caulking Primer.

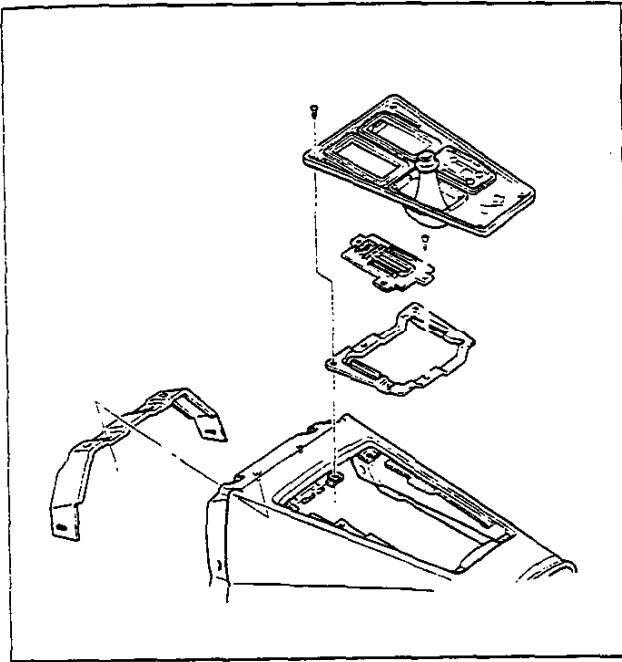


Fig. 7—Front Console Assembly

Additional materials required:

- a. Caulking gun
- b. Two pieces of wood for wire handles.
- c. Black weatherstrip adhesive.
- d. Rubber glass spacers.

Removal

(Refer to Figure 11 for parts identification.)

1. Set windshield wiper access door in open position.
2. Remove windshield wiper arms.
3. Remove weatherstrips (L and R) from frame by removing mounting screw, prying from channel, and carefully pulling downward.
4. Remove lower corner reveal moldings (L and R) by removing two (2) screws located at end flanges to fender, and carefully prying out from retaining clips.
5. Remove side retainer moldings (L and R) by removing three (3) screws to frame.
6. Remove side reveal molding (L and R) by removing one (1) remaining screw.
7. After indexing molding and header rail with tape to insure proper reinstallation, remove upper reveal molding by carefully prying out at corner with screw driver and then pulling out remainder by hand.
8. Secure one end of steel music wire to piece of wood for handle. Insert other end through caulking material at lower corner of windshield; then secure end of wire to another piece of wood (fig. 12).
9. With the aid of helper, carefully cut through caulking material (using a sawing motion) with the steel wire; up side of windshield, across top, down opposite side, and across bottom.
10. Remove old glass from windshield opening.
11. Using a sharp scraper or wood chisel, remove adhesive caulking material from pinchweld flange.

NOTE: It is not necessary to clean off all the old caulking material completely from windshield frame; however, there should not be any loose pieces of caulking material left in the opening.

12. Check all upper reveal molding retaining clips for damage (4 clip assemblies required). Replace those that are bent or distorted.
 13. Using weatherstrip adhesive, cement rubber spacers at bottom, sides, and top of window opening. The step-type spacers are used at bottom, the flat type are used at the top, and at the sides, window opening as shown in Figure 13.
 14. Using suction cup holders, position replacement glass in body opening. Carefully check relationship of glass to body pinchweld completely around opening. The overlap of glass to body pinchweld and retaining flanges should be equal with a minimum overlap of 3/16". Where necessary, position shims under the lower spacers to obtain required overlap of glass to body upper and lower flanges.
 15. After proper glass to pinchweld relationship has been attained, mark position with grease pencil on glass and windshield pillar.
 16. Remove glass from body opening and place on protected surface.
 17. Clean inside edge surface of glass so that glass is free of any foreign material (oil, grease, etc.). By first peeling off paper backing, apply pressure sensitive sealing strip approximately 1/4 inch from edge of inside surface of glass completely around glass. Then apply a film of silane primer to inside edge surface completely around glass; also apply silane primer to sealing surface of windshield frame.
 18. Cut off painted portion of cartridge nozzle along edge of paint line.
 19. Mix adhesive caulking material and accelerator thoroughly according to directions on container.
- NOTE:** Once caulking material is mixed, there will be approximately 35 minutes of working time with the material. Subsequent steps should be performed immediately after caulking material is mixed.
20. Place caulking material in cartridge.
 21. Carefully apply a smooth continuous bead of caulking material on inside surface of glass next to edge completely around glass (fig. 14). Caulking material should be approximately 1/4 inch wide at the base and form a pyramid 3/8 inch high. If during application the pyramid collapses, wait about 2-3 minutes for material to set up. If an air bubble is encountered in material, back up the applicator and apply sufficient material to fill void and to dispense the bubble before continuing.
 22. The reveal molding clips are self-sealing and do not require sealing before installing glass.
 23. With aid of helper, lift glass and carefully position glass on spacers, matching up marks on glass and frame.
 24. Press glass lightly to set caulking material to windshield opening flanges. Paddle material where necessary to insure proper seal.
 25. Water test windshield immediately using a cold

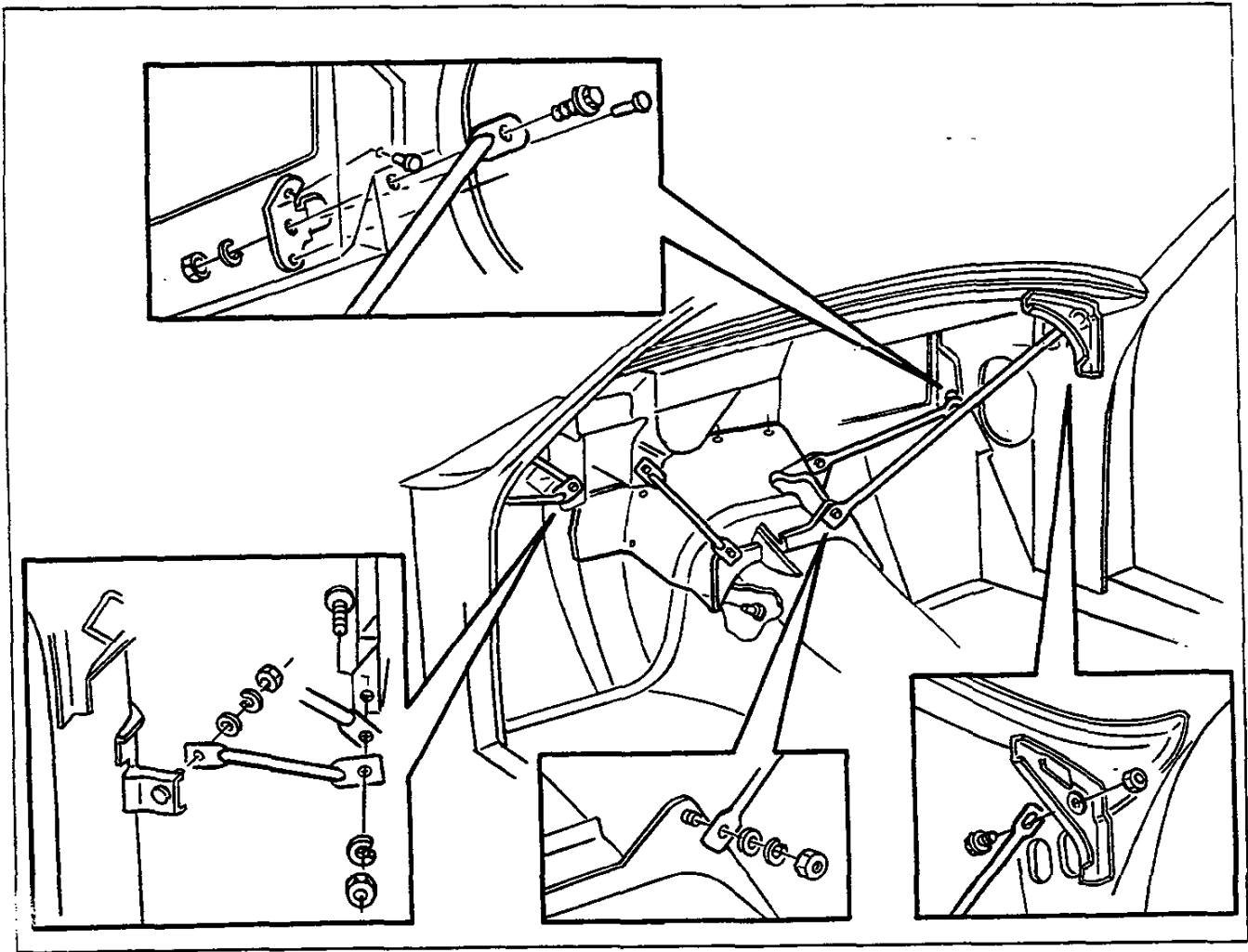


Fig. 8—Under Dash Braces

water spray. If any water leaks are encountered, use flat bladed screw driver or stick, and paddle caulking material into leak point to correct leak. Correction of leak is usually more effectively performed by paddling material from inside the body.

CAUTION: DO NOT RUN A HEAVY STREAM OF WATER DIRECTLY ON CAULKING MATERIAL WHILE THE MATERIAL IS STILL SOFT.

26. Install previously removed hardware and trim in the following order: upper reveal molding, side reveal molding, side retainer molding, lower corner reveal molding, and windshield pillar weatherstrip.

COWL VENTILATOR ASSEMBLY

The following procedure includes either the left or right-hand side. Refer to Figure 15.

Adjustment

Turn plastic adjustment link, located at middle of control cable underneath dash panel, in order to attain desired adjustment. Ventilator valve should be completely closed when knob is at forward position.

Removal

1. Remove cowl kick panel.
2. Disengage control cable fastened to bracket by screw.
3. Remove knob assembly retaining screw.
4. With console trim plate lifted out, remove nut retaining guide.
5. Remove screw retaining cable at inside front of console assembly.
6. Disassemble control mechanism.
7. Remove cable assembly by disconnecting at adjusting link and pulling through.

Installation

Install vent assembly following removal procedure in

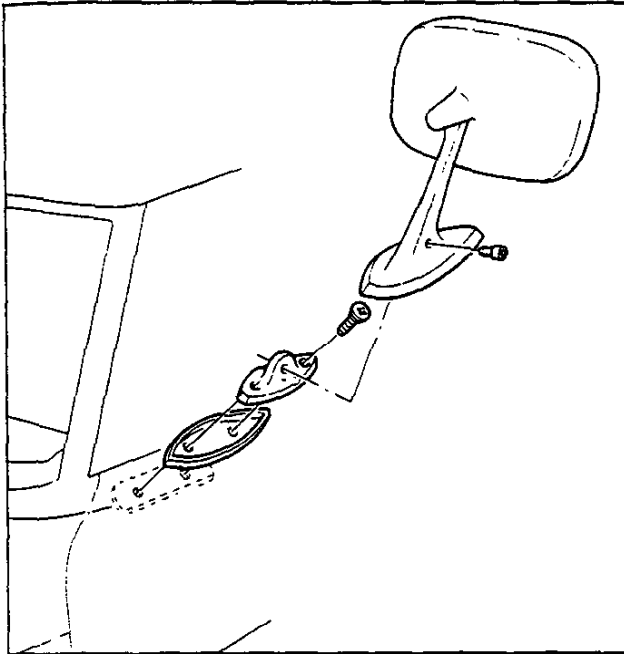


Fig. 9—Outside Rearview Mirror

reverse order. Check operation and adjust accordingly.

DOORS

ADJUSTMENTS

Door Lock Striker

The door lock striker consists of a single metal bolt and washer assembly that is threaded into a tapped, floating cage plate located in the body lock pillar. With this design, the door is secured in the closed position when the door lock fork-bolt snaps over and engages the striker bolt.

1. To adjust striker up or down, or in or out, loosen striker bolt and shift striker as required, and then tighten striker.
2. To determine if striker fore or aft adjustment is required, proceed as follows:
 - a. Make certain door is properly aligned.
 - b. Apply modeling clay or body caulking compound to lock bolt opening as shown in Figure 16.
 - c. Close door only as far as necessary for striker bolt to form an impression as shown in Figure 16.

CAUTION: DO NOT CLOSE DOOR COMPLETELY. COMPLETE DOOR CLOSING WILL MAKE CLAY REMOVAL VERY DIFFICULT.

- d. Measure striker impression as follows: Striker head should be centered fore and aft as shown; however, some tolerances are allowed. In this alignment, it is important that minimum dimensions as outlined in Figure 16 be strictly maintained. The following spacers are available

as service parts and can be used individually or in combination to achieve the specified alignment:

- 5/64" Spacer
- 5/32" Spacer
- 1/4" Spacer
- 5/16" Spacer

If check indicates need for emergency spacers, proceed as follows:

1. Mark position of striker on body lock pillar using a pencil.
2. Insert a 5/16" wrench into hex-head fitting in head of striker bolt and remove striker.
3. To install, reverse removal procedure. Make certain striker is positioned within pencil mark.

IMPORTANT: Whenever a door has been removed and reinstalled or realigned, the door should not be closed completely until a visual check is made to determine if lock fork-bolt is correctly engaging with striker.

DOOR WINDOW ADJUSTMENT (Figure 17)

In order to perform any of the adjustments listed below, the door trim panel must be removed.

Window Tilted

1. Loosen two bolts (A) and adjust by rotating glass until a constant distance is gained between front edge of glass and the windshield pillar. Retighten bolts A.

Window Rolls Up Too Far

2. Loosen front and rear stop screws (B). Roll glass up until it properly seats in roof weather strip. Move front and rear stops until they contact window rollers. Retighten screws (B).

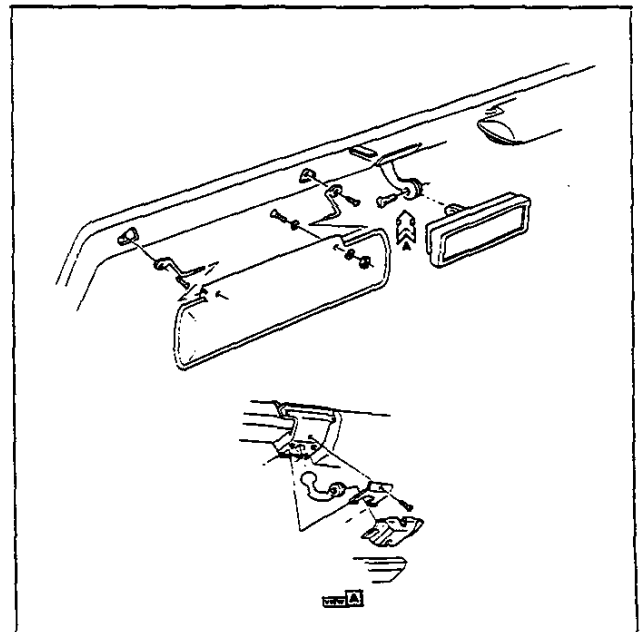


Fig. 10—Sun Visor and Inside Rearview Mirror

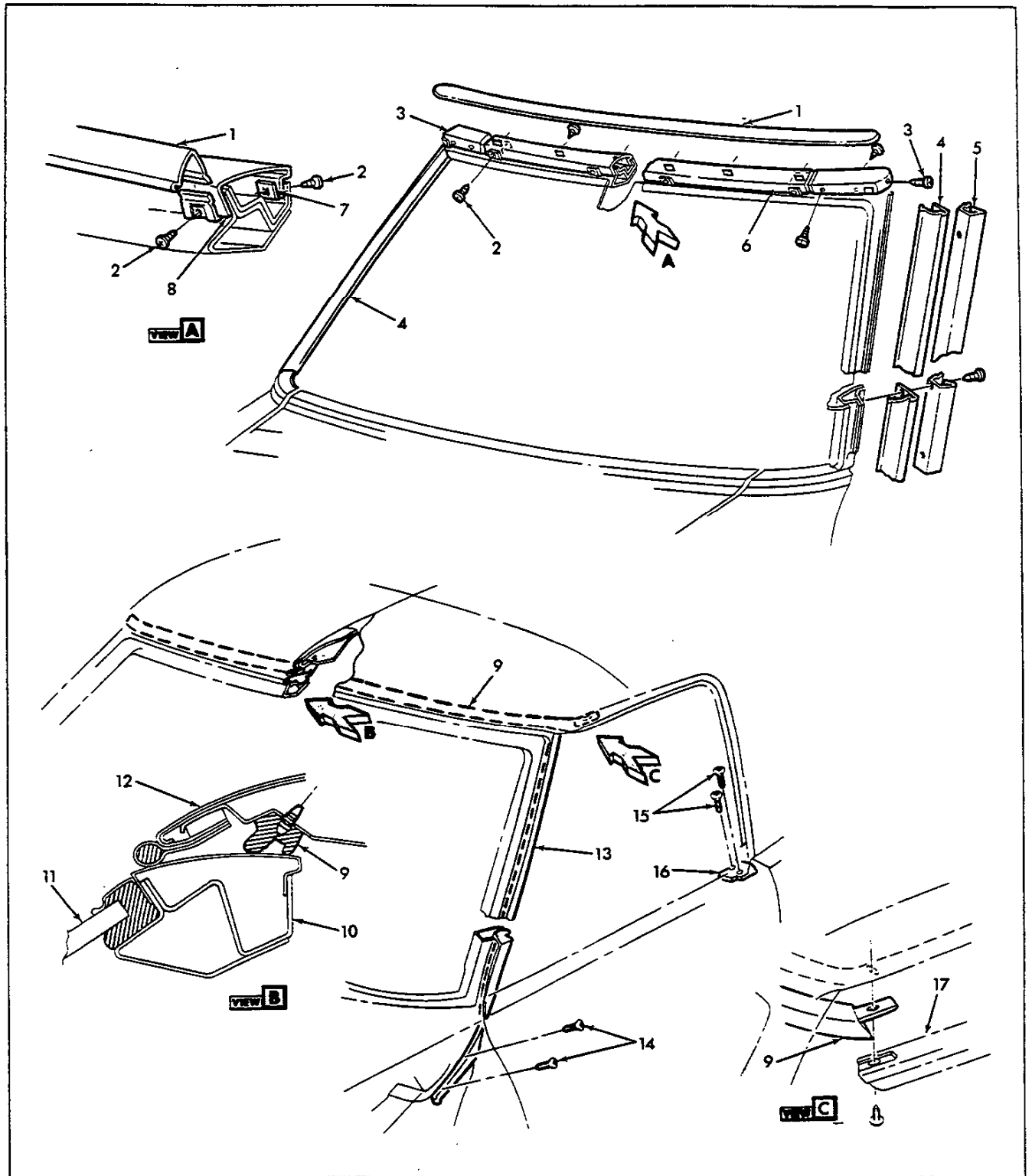


Fig. 11—Windshield Moldings and Weatherstrips

- | | | | | |
|-------------------|---------------------------|--------------------------------|------------------------------------|-----------------------------|
| 1. Header Molding | 5. Retainer Molding | 8. Clip | 11. Windshield Glass | 14. Screw |
| 2. Screw | 6. Upper Retainer Molding | 9. Front Weatherstrip | 12. Folding Top Assembly | 15. Screw |
| 3. Header Corner | 7. Nut | 10. Windshield Header Assembly | 13. Windshield Pillar Weatherstrip | 16. Weatherstrip |
| 4. Reveal Molding | | | | 17. Front Rail Weatherstrip |

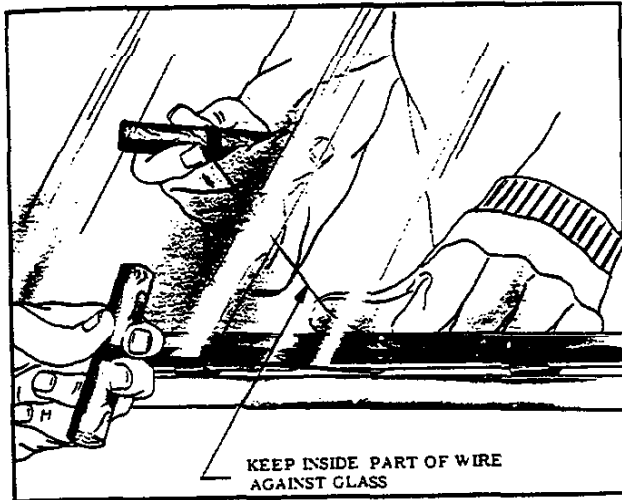


Fig. 12—Removing Old Glass From Opening

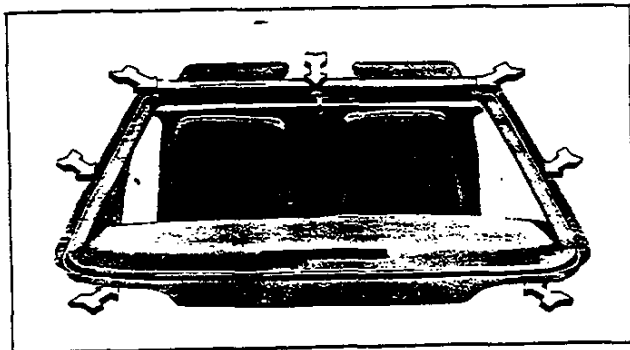


Fig. 13—Windshield Rubber Spacers

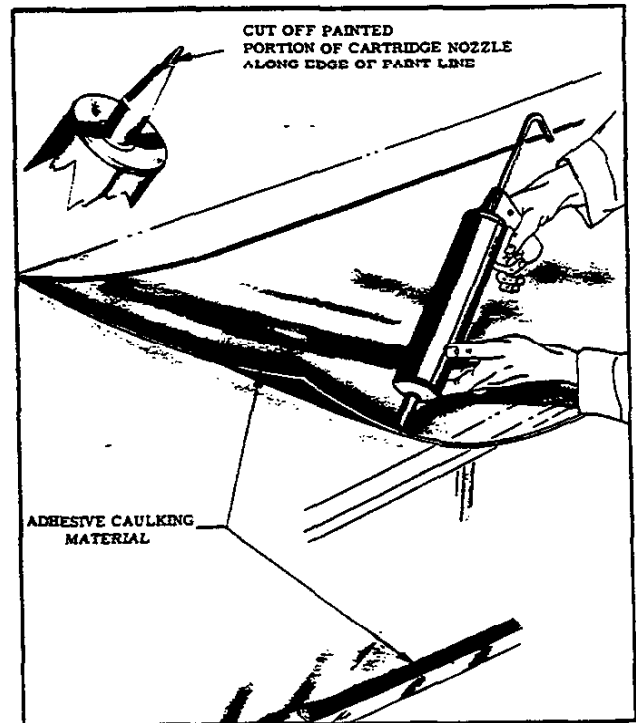


Fig. 14—Applying Caulking Material to Glass

Gap Between Window Forward Edge and Windshield Pillar Too Large or Small

- Loosen three bolts (C) and nut (F). Move glass towards windshield pillar weather strip until it properly seats in the stripping. Retighten bolts (C) and nut (F).

Glass Too Far Outboard or Inboard

- Loosen bolts (D & E) and nuts (F). Back off adjusting screws (G). Move top edge of glass inboard

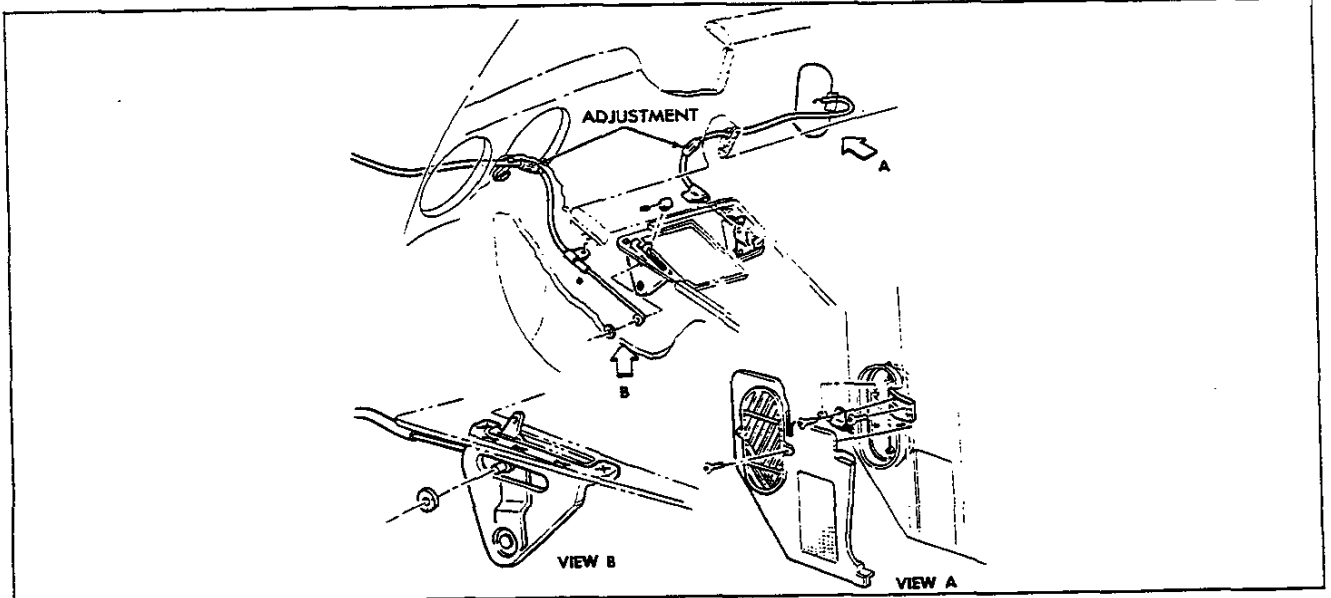


Fig. 15—Cowl Ventilator and Controls

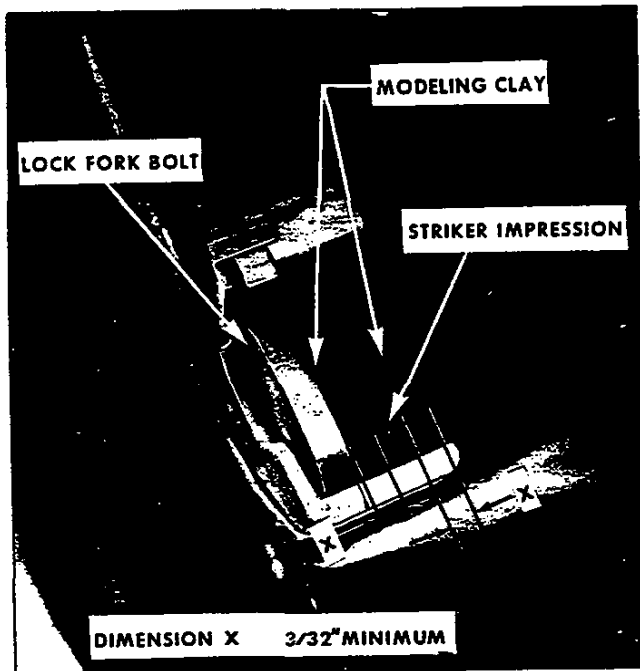


Fig. 16—Checking Adjustment of Striker

until it is properly seated against roof rail weatherstrip. Tighten bolts (D). Move felt weatherstrip

against window. Tighten bolts (E). Turn adjusting screws (G) so that the inner nylon pads are in light contact with wedges. Tighten nuts (F).

Window Rolls Down Too Far

- Loosen screw (H) and roll glass down until top edge is flush with outer panel. Move stop to contact window roller. Retighten screw (H).

If a complete door window adjustment is needed, fully adjust window by following all the steps given above in the order given.

Door Hinges

(Refer to Figure 18)

The position of the door assembly in the body opening is determined by the striker position previously described, and the position of the door on the hinge rear straps. The position of the door is adjusted by sliding the door fore and aft to the limit of the slotted holes in hinge pillar; in and out adjustment is done by installation and removal of shims located between hinge pillar and front straps of hinges; up and down position is determined by adjustment of rear hinge straps in slots of inner door panel. To adjust door, proceed as follows:

- Remove door trim panel as outlined in this section.
- Remove lock striker bolt after first scribing line on lock pillar surface following circular flange. This enables proper installation position.
- For up-and-down adjustment, remove hinge cover (2 screws) for access to upper hinge retaining screws.

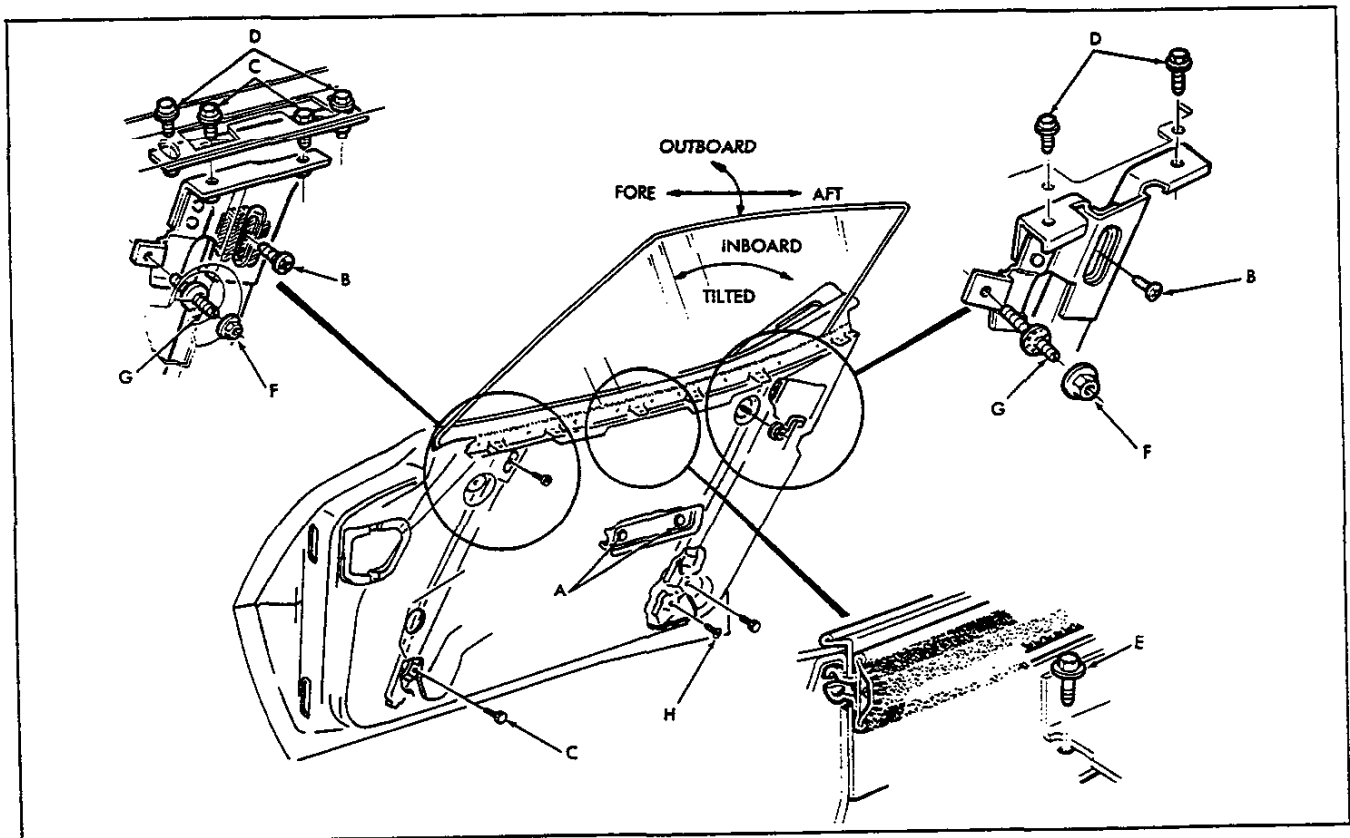


Fig. 17—Door Glass Adjustments

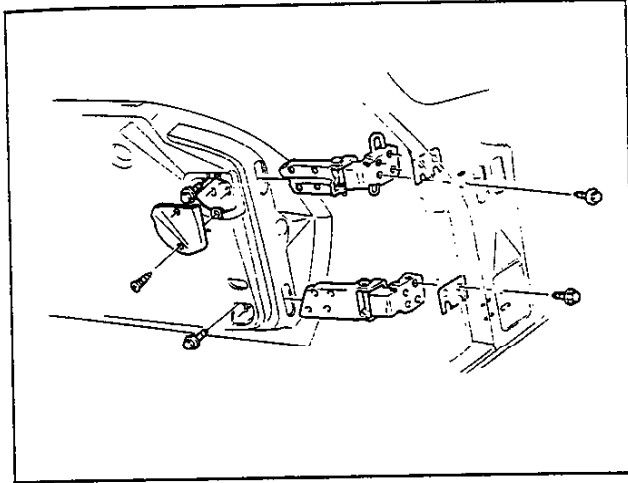


Fig. 18—Side Door Hinges

4. For in-and-out, and fore-and-aft adjustment, it is necessary to first remove instrument panel (left door only), right dash pad (right door), cowl kick panel, air inlet duct, and radio speaker, in order to gain access to hinge retaining screws.
5. Adjust door as required. (Do not allow doors to hang on one hinge without support.)
6. Install previously removed striker assembly, trim pads and panels and lubricate door hinges with lubriplate or equivalent.

NOTE: After performing any door adjustment, the window and lock pillar should be checked for alignment and adjusted as necessary. Do not slam door after adjustment without first checking the door lock and striker engagement. An adjustment may be necessary.

TRIM PANEL AND INSIDE HANDLES

(Refer to Figure 19)

1. Using Tool J-7797, remove clips retaining window crank and lock control as shown in Figure 20.

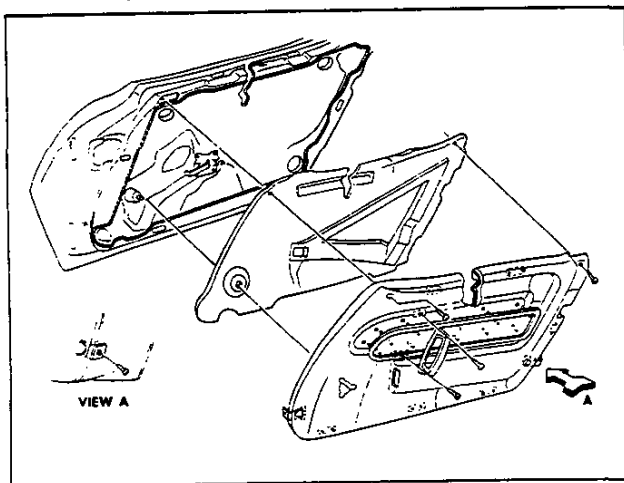


Fig. 19—Door Trim Panel Assembly

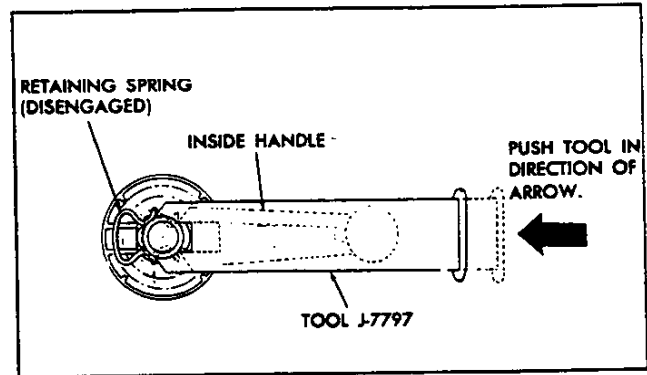


Fig. 20—Removing Window Crank With J-7797

2. Remove four (4) screws securing trim panel located at inside corners of inner door panels.
3. Remove trim panel by carefully prying out at plastic fastener clips located around perimeter of panel.
4. Remove door lock handle by removing one (1) screw and sliding handle forward (fig. 21).
5. Remove formed plastic cover by peeling along edge at adhesive bead.
6. For installation follow above steps in reverse order making sure trim panel is properly aligned.

DOOR LOCK AND REMOTE CONTROLS

For parts identification, refer to Figure 21.

Removal

1. Raise window fully up.
2. Remove door trim panel as outlined in this section.
3. Disengage upper control rod assembly by removing, first, plastic guide clip, releasing carburetor type clips at both ends, and removing rod through access hole.
4. Disengage lock control rods by releasing clips at both ends and lifting outward.
5. Remove remote control assembly by removing four (4) screws to inner door panel.
6. Remove "crank link" (intermediate pivot) by removing two (2) screws to inner panel.
7. Remove door lock by removing three (3) screws and lifting assembly out through access hole.

Installation

For installation, follow preceding steps in reverse order. After assembly of lock mechanism, adjust linkage for proper operation, by removing clip and turning threaded rods. All components should be lubricated before installation.

WEATHERSTRIP

Figure 22 illustrates weatherstrip mounting location on door. When installing new weatherstrip, all dirt, loose paint and old cement must be removed to ensure a good bond. Use only high quality cement designated by the manufacturer as being suitable for weatherstrip application.

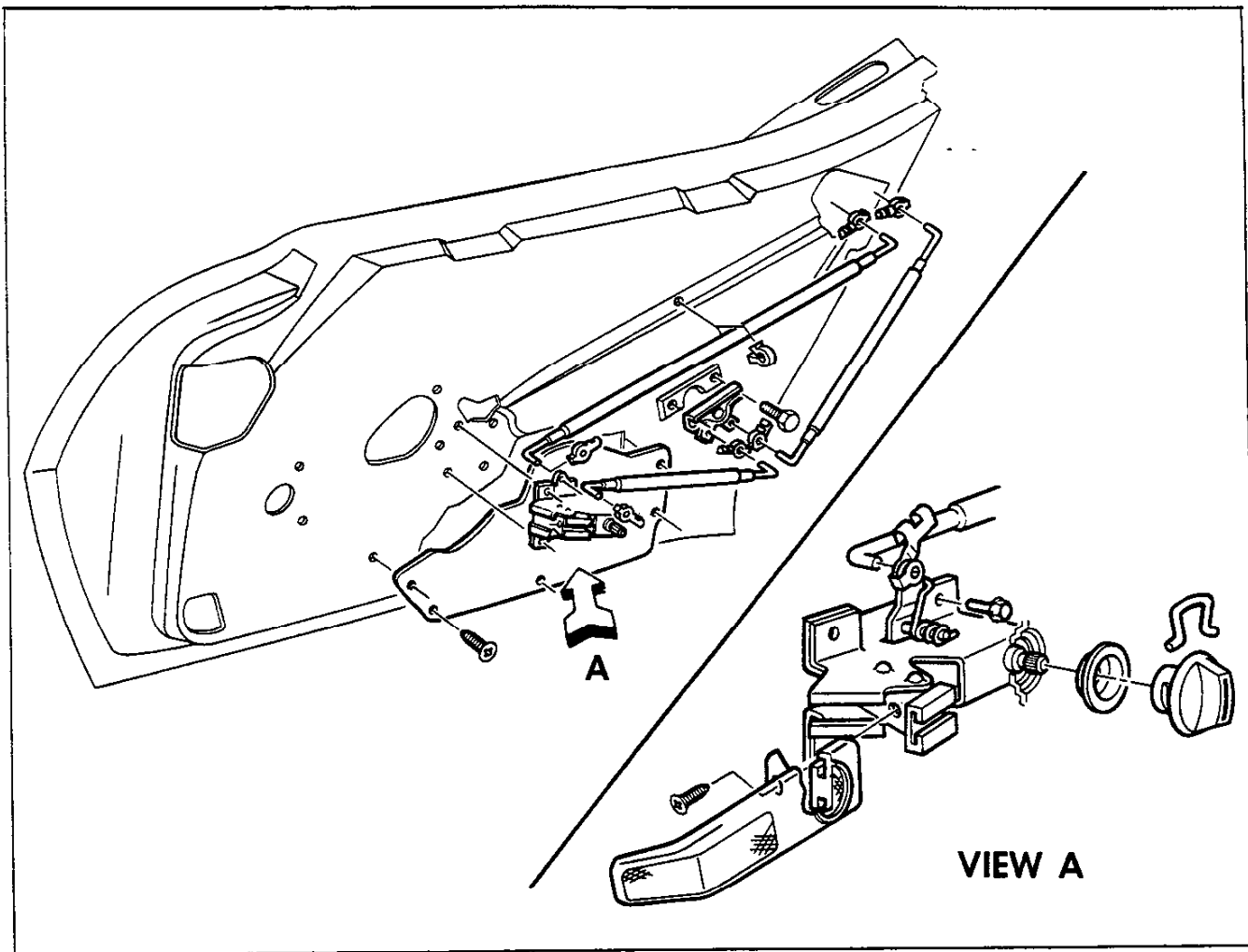


Fig. 21—Door Lock and Remote Control

WINDOW OUTER SEAL ASSEMBLY (Fig. 23)

1. Lower window all the way down.
2. Remove trim panel.
3. Remove two (2) screws one located at each end of seal (fig. 23).
4. Carefully pry out at six (6) retaining clips.
5. Lift seal assembly outward and upward.
6. For installation, secure clips and install the two screws.

WINDOW ANTI-RATTLE (Fig. 23)

1. Lower window
2. Remove trim panel
3. Remove hex head screw
4. Fish anti rattle through access
5. Install anti-rattle through access. Adjust, install trim.

WINDOW GLASS**Removal**

1. Remove door trim panel as outlined in this section.

2. Remove window outer seal assembly as outlined in this section.
3. Position window all the way up to line up two (2) sash screws through access holes.
4. Remove two (2) sash screws on horizontal guide channel while holding nut with other hand (fig. 24).
5. Disengage stop by removing one (1) Phillips head screw at top of channel assembly.
6. Adjust front and rear channel assemblies to extreme outboard position to allow ample clearance for window removal.
7. Carefully pull window upward making certain to clear roller assemblies through opening in inner door panel.

Installation

If replacement glass is necessary, disassemble two (2) pads and fasteners, and frame assembly by removing three (3) mounting bolts through glass (fig. 25). Mount frame assembly and pads onto new glass before installation into door.

The following steps are necessary for installation:

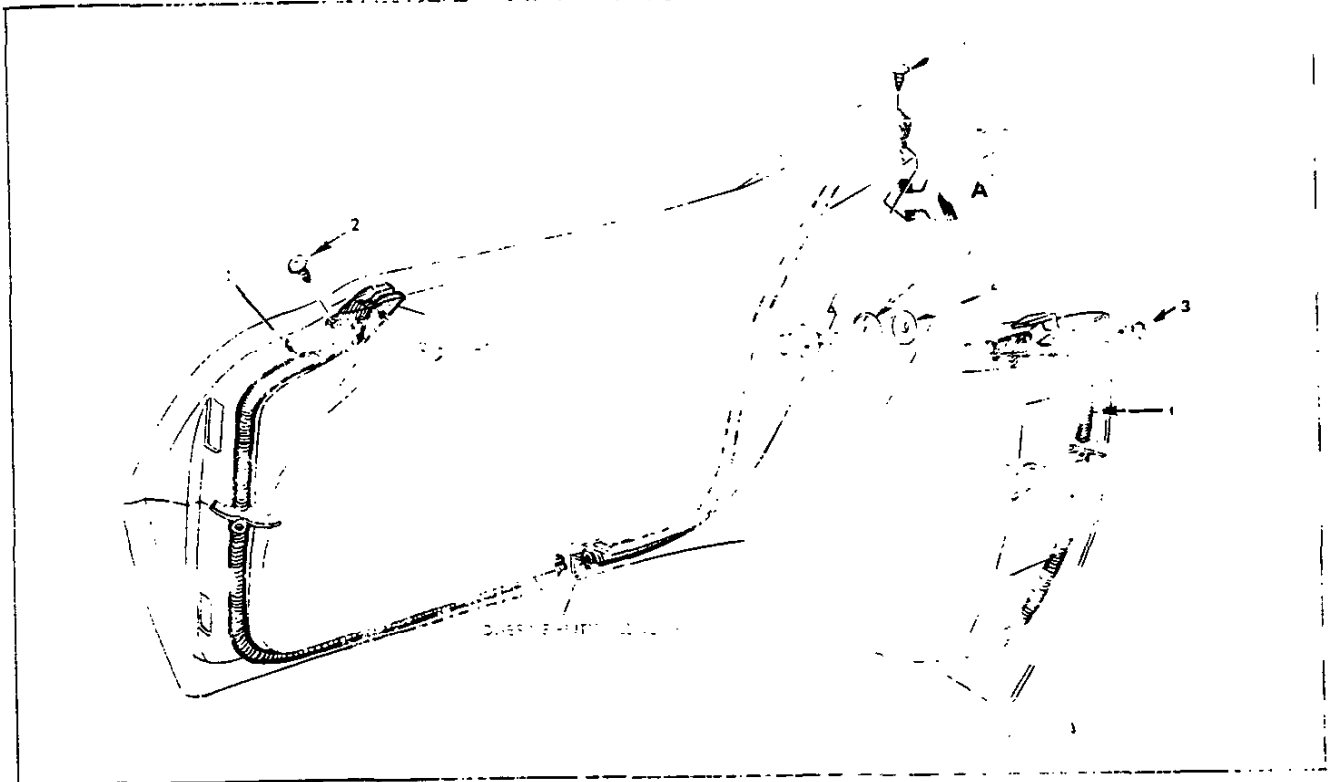


Fig. 26—Door Window Strip

- | | | |
|------------------|----------|---------------|
| 1. Weather strip | 2. Screw | 3. Trim panel |
| | | 4. Door panel |

1. Insert glass in door pocket with lower edge of glass towards outside of vehicle.
2. Install and tighten (2) sash bolt and nut assemblies through horizontal guide channel and glass frame.
3. Adjust front and rear channels to proper seat door position.
4. Install inner window seal, and door trim panel.

GLASS RUN CHANNELS

Removal

For parts identification, refer to Figure 26. Removal of either front or rear channel involves the following steps.

1. Remove door trim assembly as routine in this section.
2. Remove window glass assembly as outlined in this section.
3. Remove retaining screw at lower end of channel and two (2) screws retaining channel to top surface of door inner panel.
4. Remove two (2) screws retaining stationary horizontal guide channel.
5. Remove nut from adjusting stud.
6. Adjust stud to extreme clockwise position to allow proper removal clearance.
7. Carefully lift channel through upper slot as shown in Figure 27 making certain to clear opening.

8. Install window glass in door pocket and install retaining bolts loosely.
9. Install window glass as outlined in this section.
10. Install necessary fasteners in channel as outlined in this section. Do not Adjust the - Door Windows Replace door trim panel.

WINDOW REGULATOR-MANUAL

For parts identification refer to Figure 28.

Removal

1. Remove trim panel as outlined in this section.
2. Position window in the open.
3. Remove two (2) sash bolts and nut assemblies retaining window glass.
4. Remove two (2) screws securing stationary horizontal channel.
5. Remove window crank assembly by removing the 3 screws.
6. Remove crank shaft, inner and water spring.
7. Remove two (2) screws located adjacent to spring opening retaining regulator.
8. Remove lower bolt securing front glass channel.
9. Remove nut securing adjusting stud, and adjust front channel outward to provide adequate clearance for window regulator removal.
10. Collapse regulator linkage to elongated position.

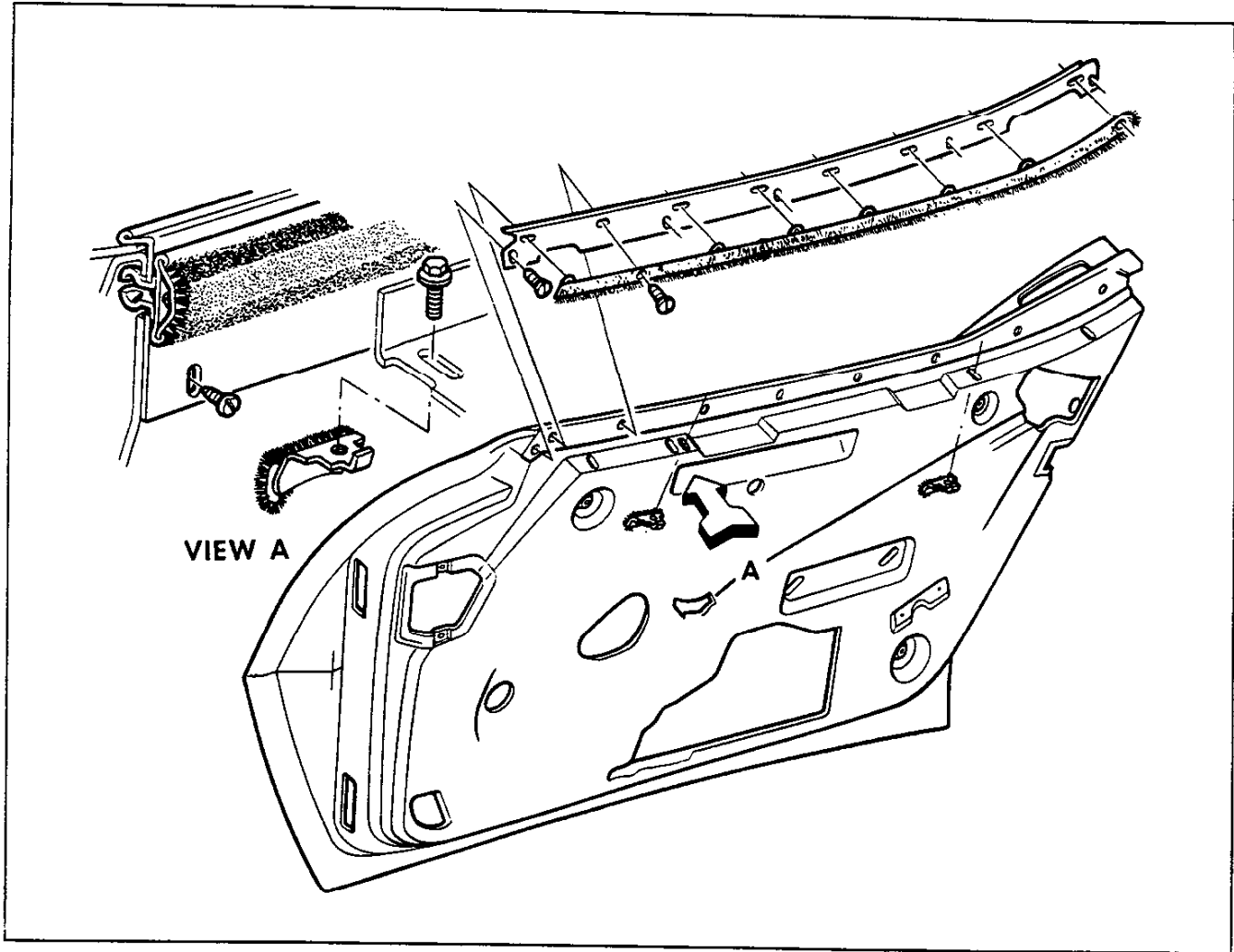


Fig. 23—Window Glass Seals and Molding

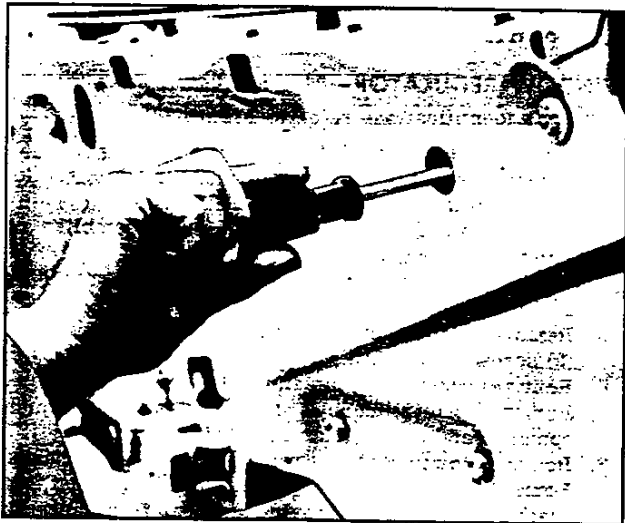


Fig. 24—Removing Sash Screws

11. While depressing front channel outward, slide regulator assembly forward and rearward to remove through access hole as shown in Figure 29.

Installation

Regulator may be installed by following removal procedure in reverse order. Always lubricate all guide rails and rollers when regulator is disassembled. Test regulator thoroughly before installing door trim panel. Adjust window as outlined in this section.

WINDOW REGULATOR—POWER

In the case that window will not operate, check electrical connections first. Figure 30 illustrates location of junctions, switches, and circuit breaker.

Removal

Perform Steps 1 through 12 following Window Regulator—Manual Removal. Note that electrical connectors must be removed from motor before performing any operation on regulator. Figure 30 illustrates location of regulator on door and wiring.

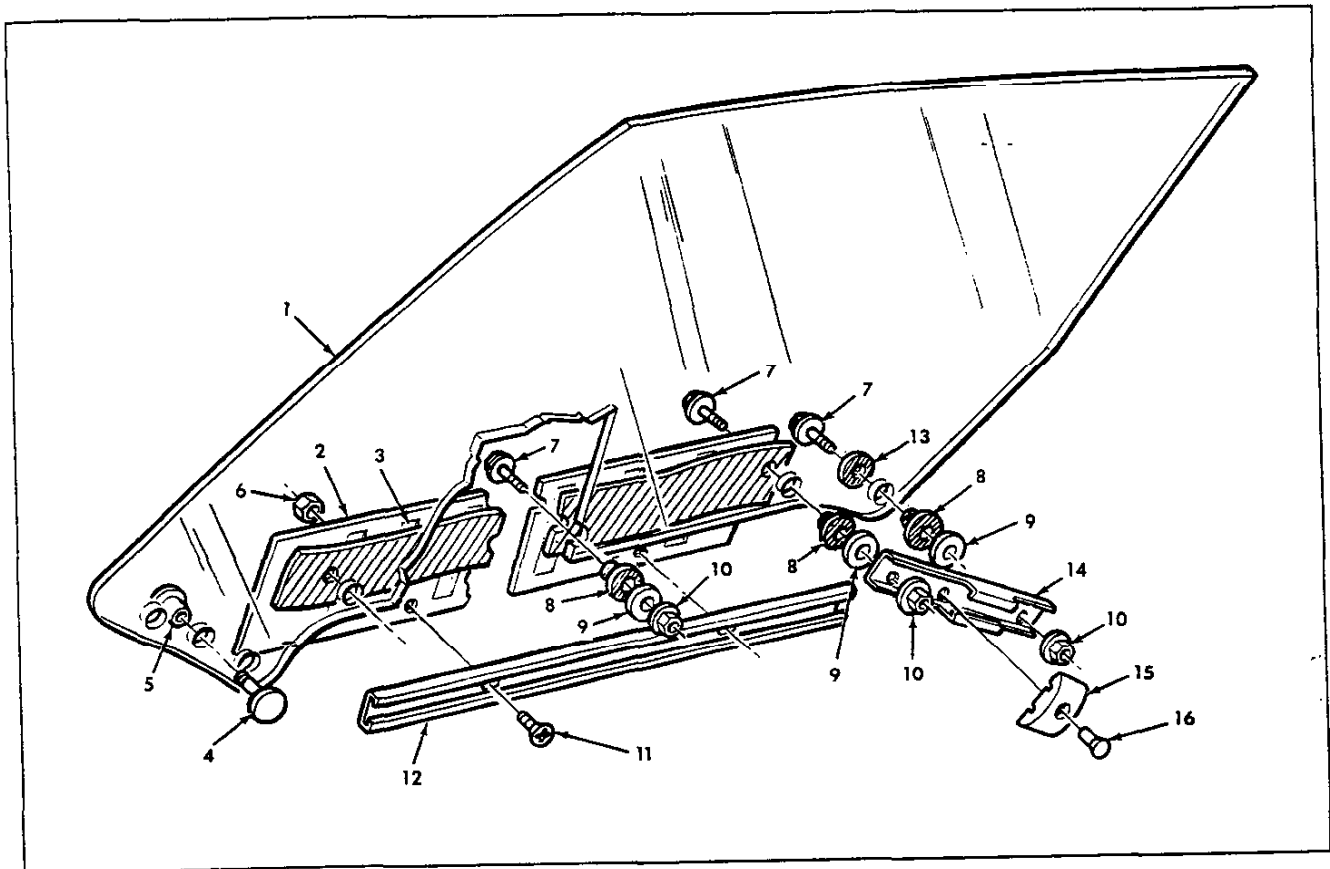


Fig. 25—Glass and Frame Assembly

1. Glass	5. Pad	9. Washer	13. Washer
2. Frame	6. Nut	10. Nut	14. Cam Idler
3. Filler	7. Bolt	11. Screw	15. Pad
4. Fastener	8. Bushing	12. Channel	16. Rivet

Disassembly

NOTE: Do not attempt to remove motor from regulator until the following operations are performed. Arm is spring-loaded and should be locked in position when motor is removed. Refer to Figure 31.

1. Place regulator assembly in vise.
2. Using jumper leads to 12 volt DC source, operate motor until semi-circular hole in sector gear centers over one of two weld nuts on mounting plate.
3. Screw a 1/4" - 20 x 1" bolt into weld nut so that end passes through hole in sector gear. It may be necessary to enlarge hole in gear slightly with file or drill. Install nut on bolt to lock arm position.

Installation

Be sure lock bolt is removed if regulator has been disassembled.

1. Install lubricated regulator assembly and guide rails in reverse order of removal.
2. Install window as outlined in this section.
3. Making sure connectors are securely installed on motor, test operation of window thoroughly.
4. Install door trim panel and control handles as outlined in this section.

OUTER HANDLE AND LOCK CYLINDER (Fig. 32)**Removal**

1. Remove trim pad.
2. Remove lock water shield.
3. Remove handle assembly by first removing (3) three screws retaining lock.
4. Remove (2) nuts attached to handle assembly studs and raise handle assembly after prying pivot link clip loose.
5. Remove lock cylinder by repeating step (2) above then removing 2 clips on rear of cylinder.

Installation

1. If required, install new lock cylinder seal with assembly replacement.
2. Position handle assembly and tighten retaining nuts.
3. Slide lock back into place and secure with (3) three screws.
4. Carefully check operation of door lock, handle and cylinder.
5. Install lock water shield, using foam pressure tape as seal.
6. Install door trim panel as outlined in this section.

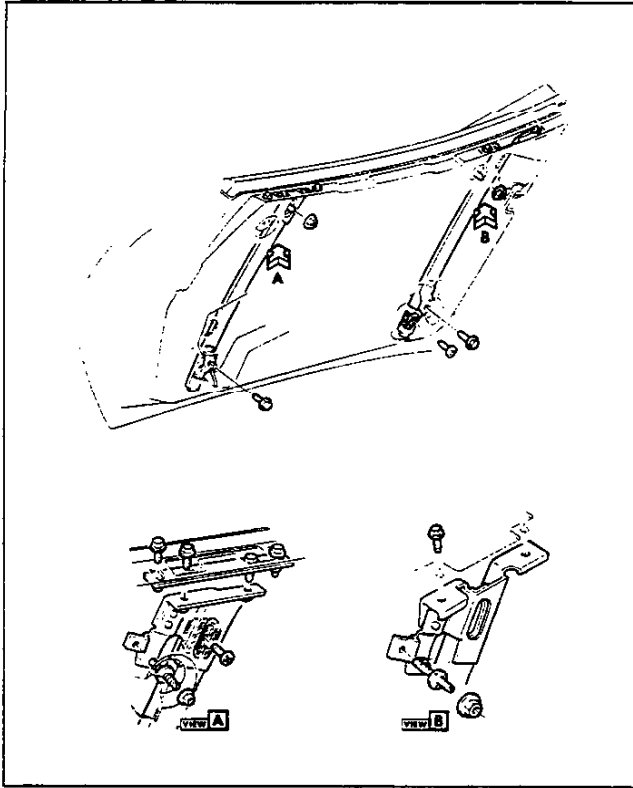


Fig. 26—Window Run Adjustment Points

HINGES—DOOR ASSEMBLY

(Refer to Figure 33)

Removal

1. Remove door trim panel as outlined in this section.
2. Remove hinge access cover from door inner panel.
3. For lower hinge removal, remove door sill plate, cowl kick panel, and radio speaker.
4. For access to upper hinge attaching screws, remove lower mast jacket cover and instrument panel pad (left side), or dash panel pad (right side), and air inlet ducts.
5. If entire door is to be removed and door has electric power window, disconnect and remove wiring between hinge pillar and door.
6. If hinge is to be replaced in same position, scribe around inner strap on door panel and record number of shims found between hinge strap and door panel.
7. Remove bolts retaining hinge to door. **DO NOT ALLOW DOOR TO HANG UNSUPPORTED ON ONE HINGE.**
8. Remove bolts retaining hinge to body.

Installation

1. If door assembly has been removed from car, scribe around lock striker as explained under Adjustments—Door Lock Striker, and remove striker from lock pillar.
2. Install hinges, replacing same number of shims removed, and aligning door hinge straps with marks scribed at disassembly.

3. As necessary, perform door adjustments as outlined in this section.
4. If door is equipped with power window, reinstall wiring.
5. Replace all trim and panels removed during disassembly.

REAR QUARTER

DOOR SILL PLATE AND MOLDING

Figure 34 illustrates assembly details of both the door sill plate and molding. The sill plate, which retains the carpet, the cowl trim kick panel, and lock pillar front edge trim, is mounted to the body by four (4) screws.

The upper molding is replaced by removing seven (7) screws; the lower molding is replaced by first removing the upper molding and then removing five (5) screws and four (4) nuts at face of molding.

UNDERBODY STORAGE COMPARTMENT

Located directly behind the front seats, the underbody storage compartment assembly is divided into three separate storage areas.

Refer to Figure 35.

1. Remove right hand box by opening lid, and lifting box upward.
2. Unfasten storage assembly by removing eight (8) screws along inner flange of frame and lower strap of door hinges.
3. Remove assembly from underbody by lifting upward.
4. Doors are removed from assembly by removing three (3) screws (outer doors) and two (2) screws (center door) at upper hinge strap.
5. Center storage compartment box is removed by removing seven (7) screws located around inside top edge of box.
6. For installation, follow above steps in reverse order.

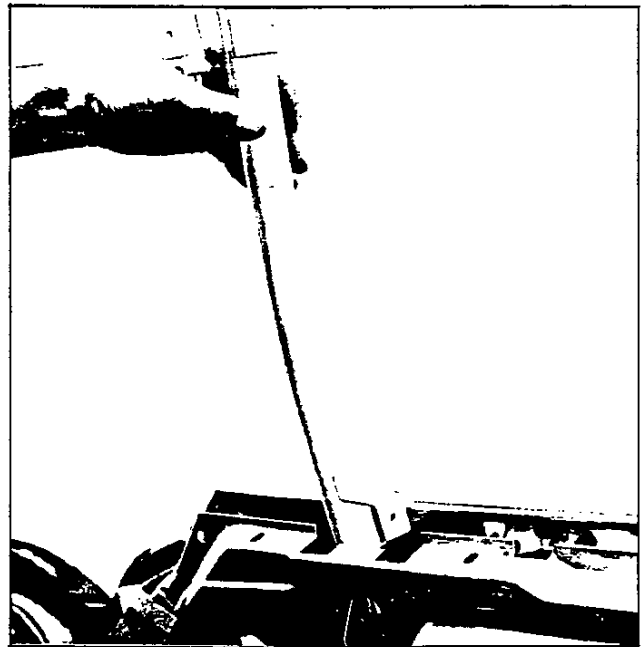


Fig. 27—Removing Front Glass Channel

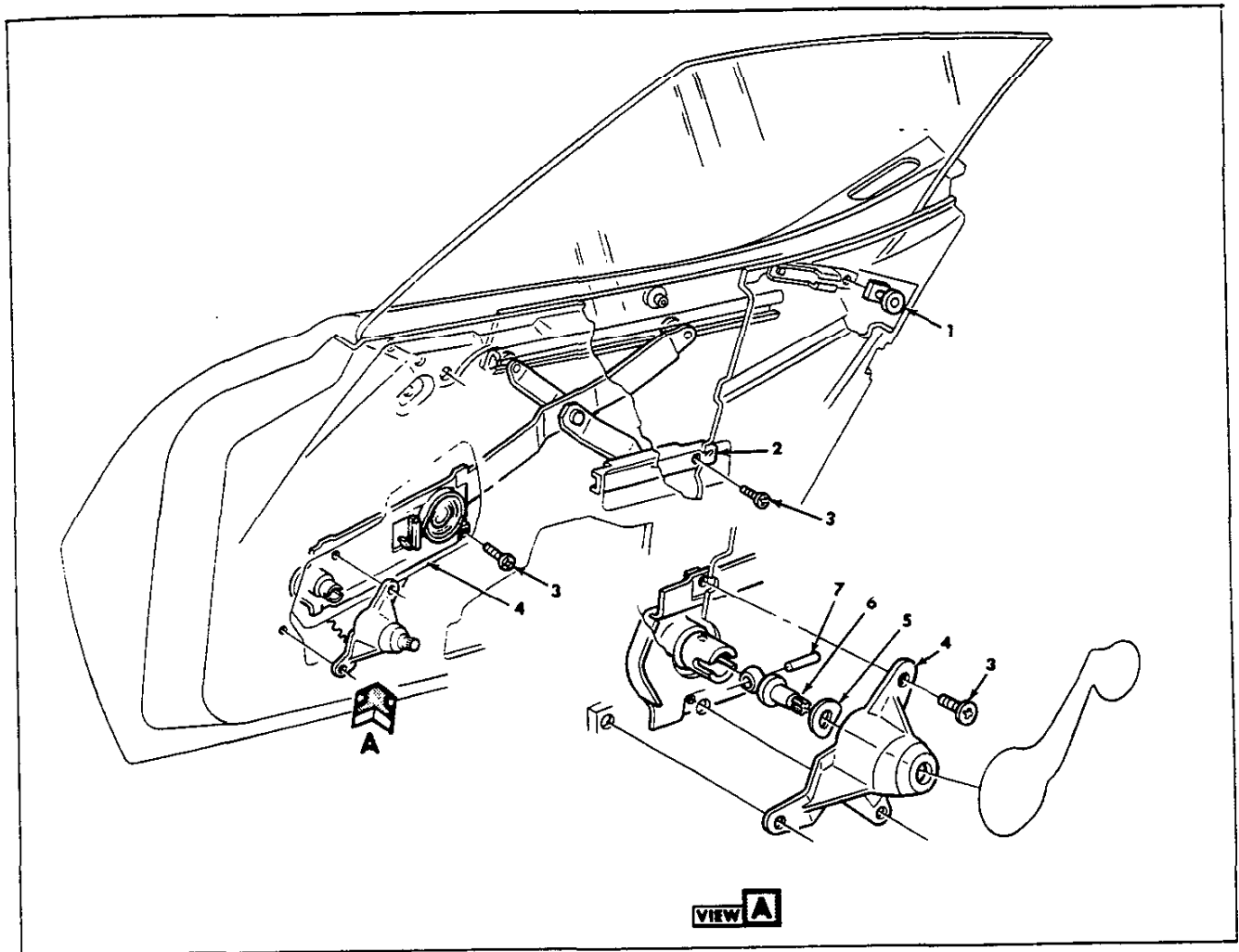


Fig. 28—Manual Window Regulator

1. Roller and
Slide Assembly

2. Channel Assembly
3. Screw

4. Housing
5. Washer-Spring

6. Shaft
7. Pin

REAR END

FOLDING TOP COMPARTMENT LID

(Refer to Figure 36 for parts identification.)

Adjustment

Hinges

The folding top compartment lid should be adjusted so that, in the closed position, the surface of the lid is flush with surrounding body surfaces, and space between lid edge and body is 1/16" to 3/16" at sides and 3/16" to 1/4" at rear. Whenever lid position is changed on hinges, lock engagement must be inspected and adjusted if necessary. Adjust hinge position as follows:

1. Scribe a line on lid surface following contour of hinge strap. This line will assist in observation of lid movement during adjustment (fig. 37).
2. To raise or lower top surface of lid, add or remove hinge shims as required.

Lock

Lock engagement is adjusted as follows:

1. Lock striker is adjusted in and out to the extent of slotted mounting holes.
2. Release of lock is adjusted by loosening lock assembly retaining bolts and moving lock fore and aft to the limit of slotted holes in lock base.
3. After adjustment, lock release should be tested and readjusted as required.

Hinges

Removal

1. Scribe around hinge as shown in Figure 37.
2. Hinge is removed as an assembly by opening top compartment lid fully, and removing three (3) retaining screws. Note number of shims found between hinge frame and compartment floor.
3. Remove spring from hinge assembly by closing top compartment lid as far as possible and inserting

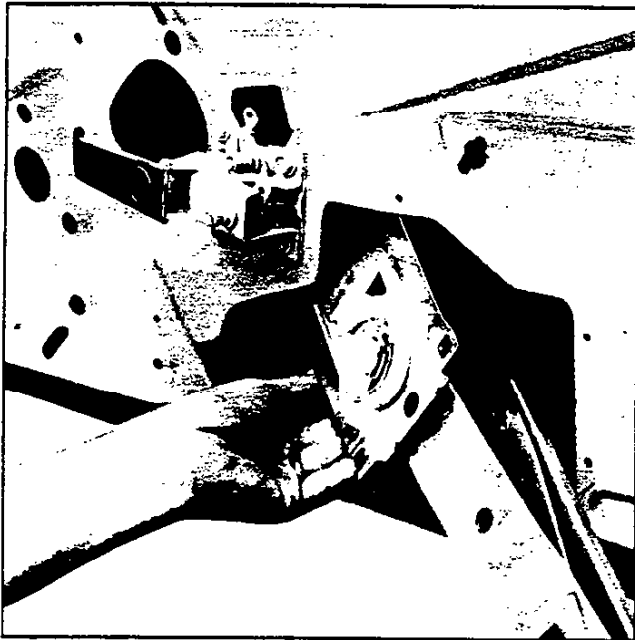


Fig. 29—Removing Window Regulator

Tool J-9559 between expanded coils in spring. Opening top compartment lid fully allows removal of spring as shown in Figure 38.

4. Directly after spring is removed, insert long bolt supplied with J-9559 through holes in end of tool through the spring, and install nut on bolt.

Spring may be removed from J-9559 or J-9559 may be installed in a new spring, by the following method:

1. Place a closed 6 or 8 inch "C" clamp in vise or fasten it to a bench top anchored to floor.
2. Hook one end of spring in clamp and the other end in hook of chain hoist, or "cherry picker", as shown in Figure 39.
3. Elongate the spring enough to allow insertion of J-9559. Install through bolt if spring is not to be installed on hinge immediately.

Installation

1. Install same number of shims as removed or, if repairing collision damage, etc., position hinge in compartment, install upper mounting screws, fill gap between floor and hinge frame with shims and install lower mounting screw.
2. If spring has been removed from hinge, install spring in J-9559 and place spring on hinge with compartment lid raised; closing lid releases J-9559 for removal. Upper end of spring should rest in the one of three notches yielding best lid operation. Approximately three pounds force is necessary to close lid.

Top Lock

1. For locks on either side, remove rod mounting clamps by removing one (1) hex screw.
2. Remove two (2) nut-washer assemblies.

3. After disassembling lock from mounting studs, carefully remove cover and gasket from compartment lid.
4. For installation, follow above steps in reverse order. Test lock and control mechanism for proper operation.

Lock

Removal

1. Remove rod mounting clamps. Remove retainer from control rod assembly and disengage rod from control.
2. Scribe a mark on lid along outer contour of lock assembly.
3. Remove three (3) lock assembly retaining screws and remove lock from compartment lid.

Installation

1. Place lock assembly on compartment lid aligned with scribed line and install retaining screws.
2. Install end of rod in control assembly and fasten retainer securely.
3. Test operation of lock thoroughly, and adjust if necessary as outlined in this section.

Control

Removal

1. Remove inner mounting clamps from both cables, and disengage rods from control by removing retainers.
2. Remove four (4) mounting screws and remove control from compartment lid.

Installation

1. Position control on compartment lid and install mounting screws.
2. Install ends of rods in control and fasten securely with retainers.
3. Engage push rod with retainer.
4. Test operation of locks and adjust if necessary.

GAS TANK DOOR AND REAR TRIM

Figure 40 illustrates installation details of gas tank door, letter trim, and tail pipe bezel.

Gas tank door assembly and bezel are replaced by removing sheet metal screws located around inner surface of bezel.

The holding force of door latch mechanism is adjusted by removing assembly and turning individual lock pins with allen head wrench.

Trim letters are retained by special nuts accessible from underneath vehicle.

REAR FILLER PANEL

1. Remove rear license plate and housing as explained in Section 14.
2. Remove tail pipes from mufflers.
3. Remove eight (8) mounting screws retaining filler panel to body (fig. 40).
4. For installation, follow above steps in reverse order.

SPARE TIRE MOUNT

Refer to Figure 41.

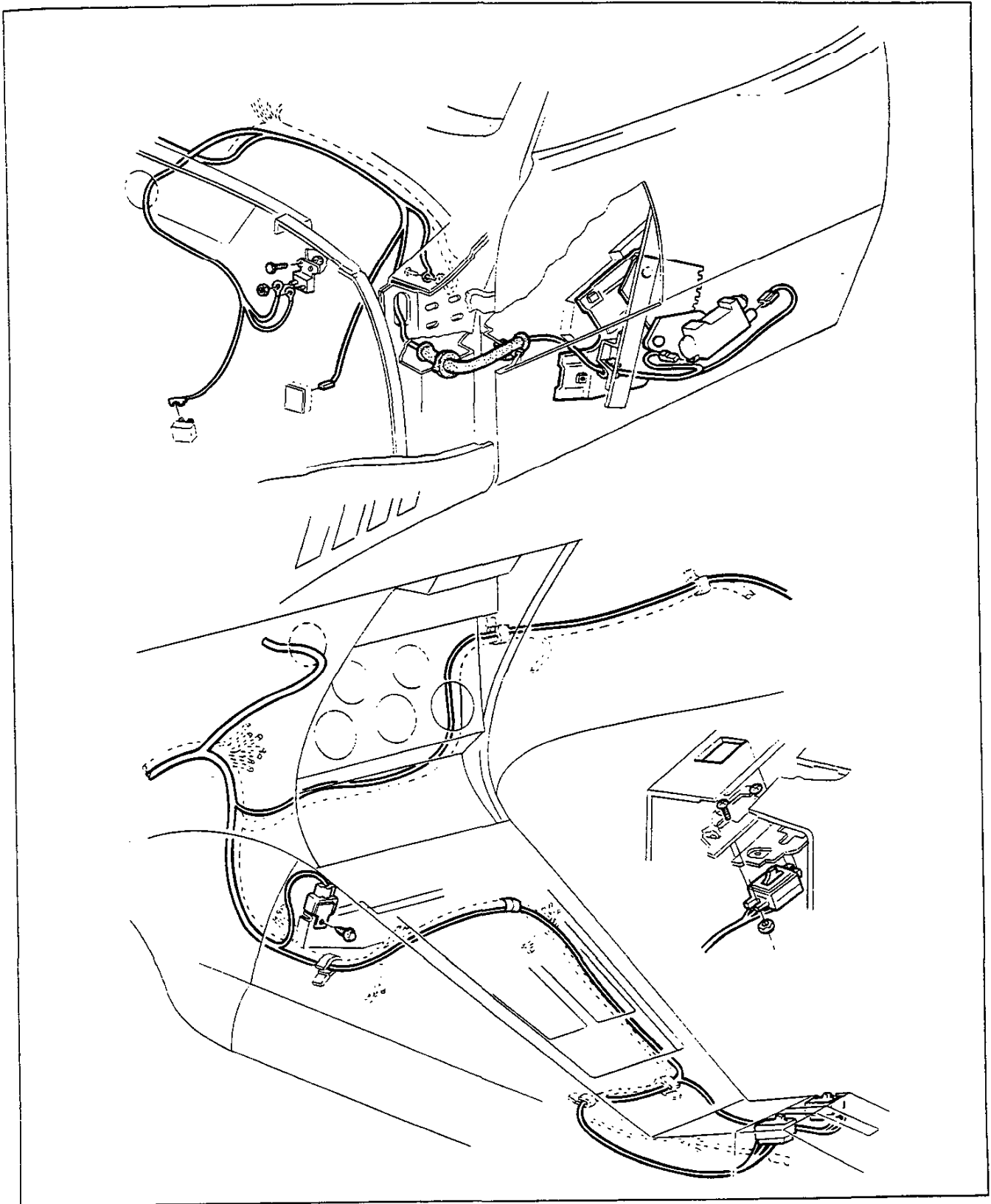


Fig. 30—Power Window Regulator Wiring

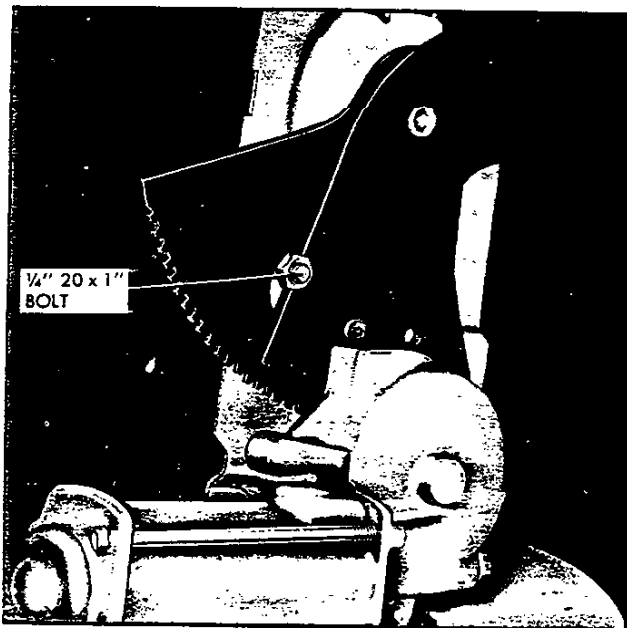


Fig. 31—Locking Arm in Place

Removal

1. Remove spare tire as outlined in Owner's Manual.
2. Loosen pivot bolt lock nuts and turn pivot bolts out of weld nuts in crossmember.
3. Remove two (2) screws retaining swivel bolts assembly to body.
4. Remove four bolts holding cover assembly to body.

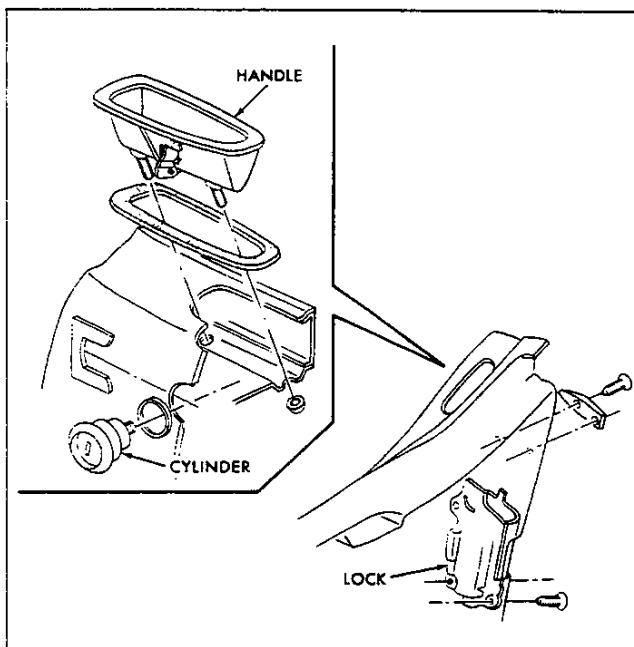


Fig. 32—Door Handle and Lock Cylinder

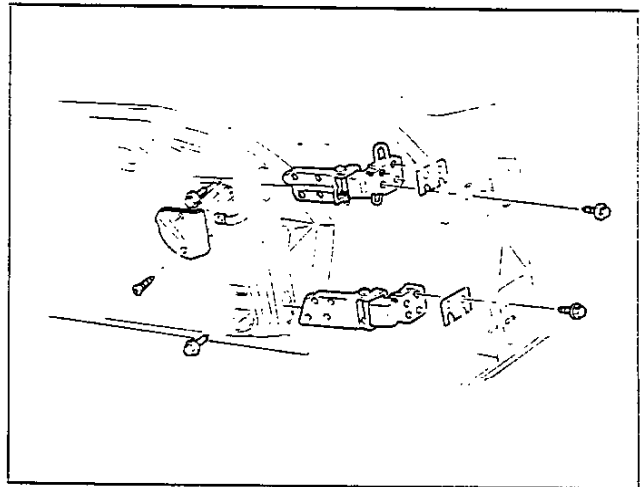


Fig. 33—Side Door Hinges

Installation

Installation is made by following removal procedure in reverse order. Before installation swivel bolt assembly, coat nut and bolt threads with chassis grease.

REAR PLENUM DRAIN (Fig. 42)

The coupe rear plenum drain assembly is located in the left rear quarter of the vehicle. The exterior mounted drain shield is located in the left rear wheelhouse.

Replacement of Drain Hose

1. Remove interior quarter trim panel as outlined further in this section.
2. Loosen clamp on drain hose.
3. Remove and replace drain hose.
4. Install clamp on hose at rear plenum.
5. Reinstall quarter trim panel in the reverse order of removal.

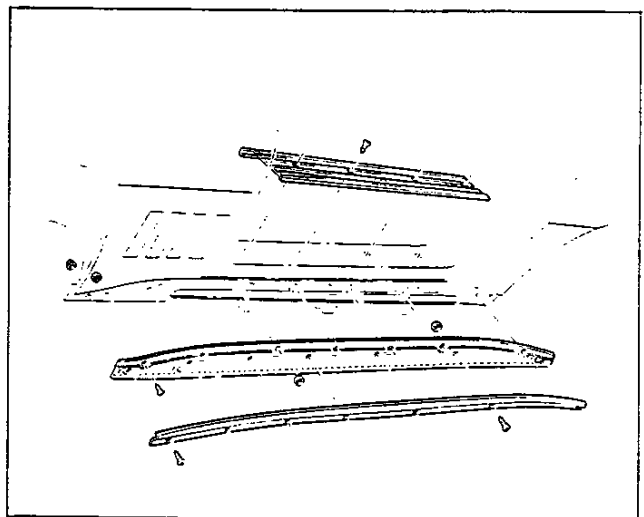


Fig. 34—Sill Plate and Trim Molding

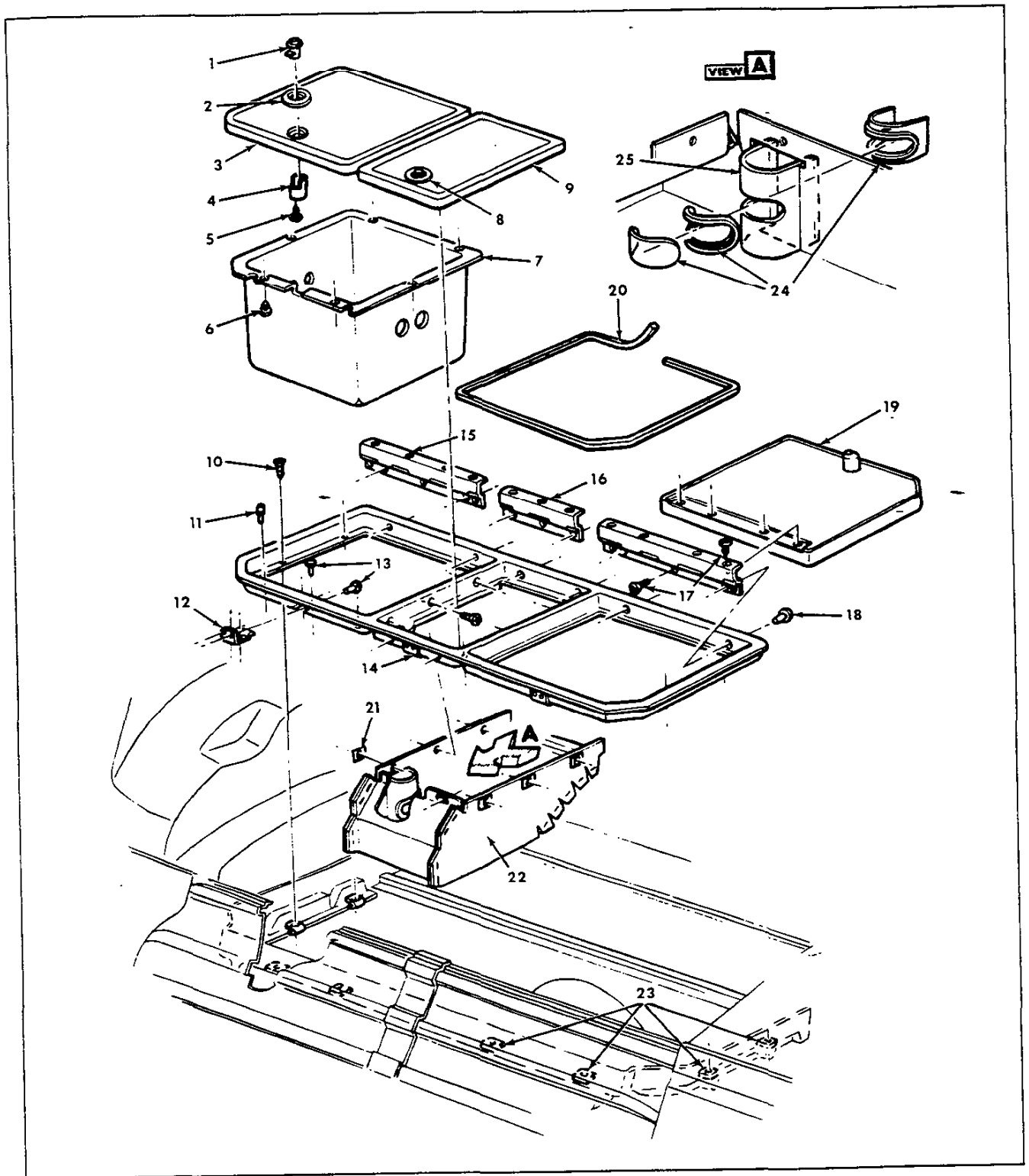


Fig. 35—Under Body Storage Compartment

- | | | | | | | |
|-------------------------------|-------------|-------------------------------|-------------|-----------|----------|------------------------|
| 1. Cylinder and Case Assembly | 4. Retainer | 8. Cylinder and Case Assembly | 11. Bumper | 15. Hinge | 10. Door | 22. Center Compartment |
| 2. Escutcheon | 5. Screw | 9. Center Door | 12. Striker | 16. Hinge | 20. Seal | 23. Spring Nut |
| 3. Door | 6. Bumper | | 13. Rivet | 17. Screw | 21. Nut | 24. Lens Assembly |
| | 7. Cover | | 14. Striker | 18. Rivet | | 25. Shield |

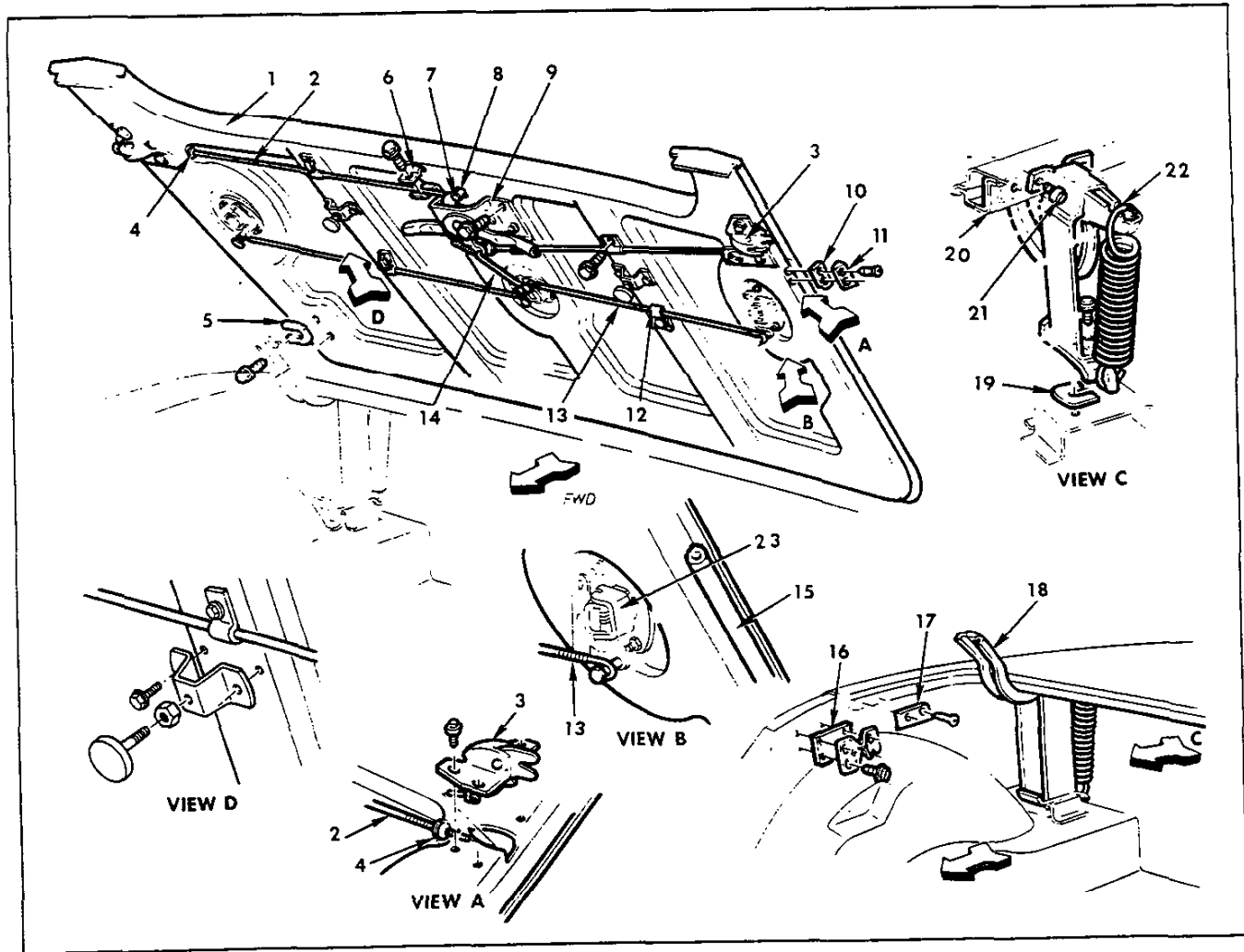


Fig. 36—Folding Top Lid Assembly

- | | | | |
|------------------|---------------------|--------------------|--------------------------------|
| 1. Lid Assembly | 8. Stop | 14. Rod | 19. Shim |
| 2. Cable | 9. Control Assembly | 15. Weatherstrip | 20. Body Upper Panel |
| 3. Lock Assembly | 10. Spacer | 16. Spacer | 21. Screw-Lock Washer Assembly |
| 4. Grommet | 11. Plate | 17. Plate | 22. Spring |
| 5. Shim | 12. Clip | 18. Hinge Assembly | 23. Top Lock |
| 6. Clamp | 13. Rod | | |
| 7. Screw | | | |

RUGS AND INTERIOR TRIM

CLEANING SOFT TRIM

Procedure for Cleaning Folding Top Material

The top should be washed frequently with neutral soap suds, lukewarm water and a brush with soft bristles. Rinse top with sufficient quantities of clear water to remove all traces of soap.

If the top requires additional cleaning after using soap and water, a mild foaming cleanser can be used. Rinse the whole top with water; then apply a mild foaming type cleanser on an area of approximately two square feet. Scrub area with a small soft bristle hand brush, adding

water as necessary until the cleanser foams to a soapy consistency. Remove the first accumulated soilage with a cloth or sponge before it can be ground into the top material. Apply additional cleanser to the area and scrub until the top is clean. Care must be exercised to keep the cleanser from running on body finish as it may cause streaks if allowed to run down and dry.

Procedure for Cleaning Coated Fabrics

Care of genuine leather and coated fabrics (includes vinyl coated formed headlining) is a relatively simple but important matter. The surface should be wiped occasionally with a dry cloth, and whenever dirt accumulates, the following cleaning instructions should be used:

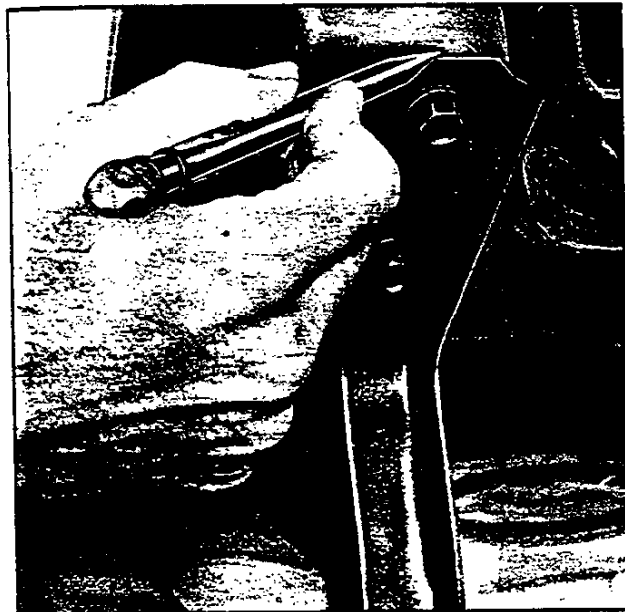


Fig. 37—Marking Hinge Position

1. Lukewarm water and a neutral soap should be used. Apply a thick suds, worked up on a piece of gauze or cheesecloth, to the surface.
2. The operation should be repeated, using only a damp cloth and no soap.



Fig. 38—Removing Hinge Spring

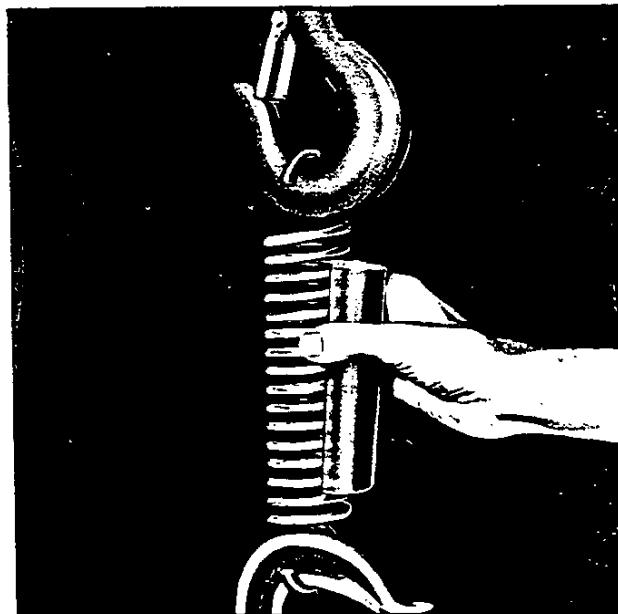


Fig. 39—Installing Tool J-9559 in New Spring

3. The surface should then be wiped dry with a soft cloth.

Polishes and cleaners used for auto body finishes, volatile cleaners, furniture polishes, oils, varnishes or household cleaning and bleaching agents should never be used.

Procedure for Cleaning Carpet

Thoroughly brush or vacuum the floor carpet. In many

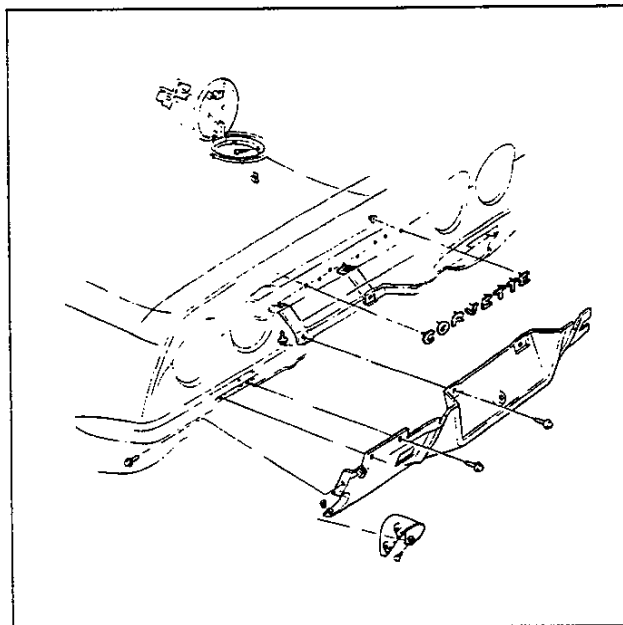


Fig. 40—Gas Tank Door and Rear Trim

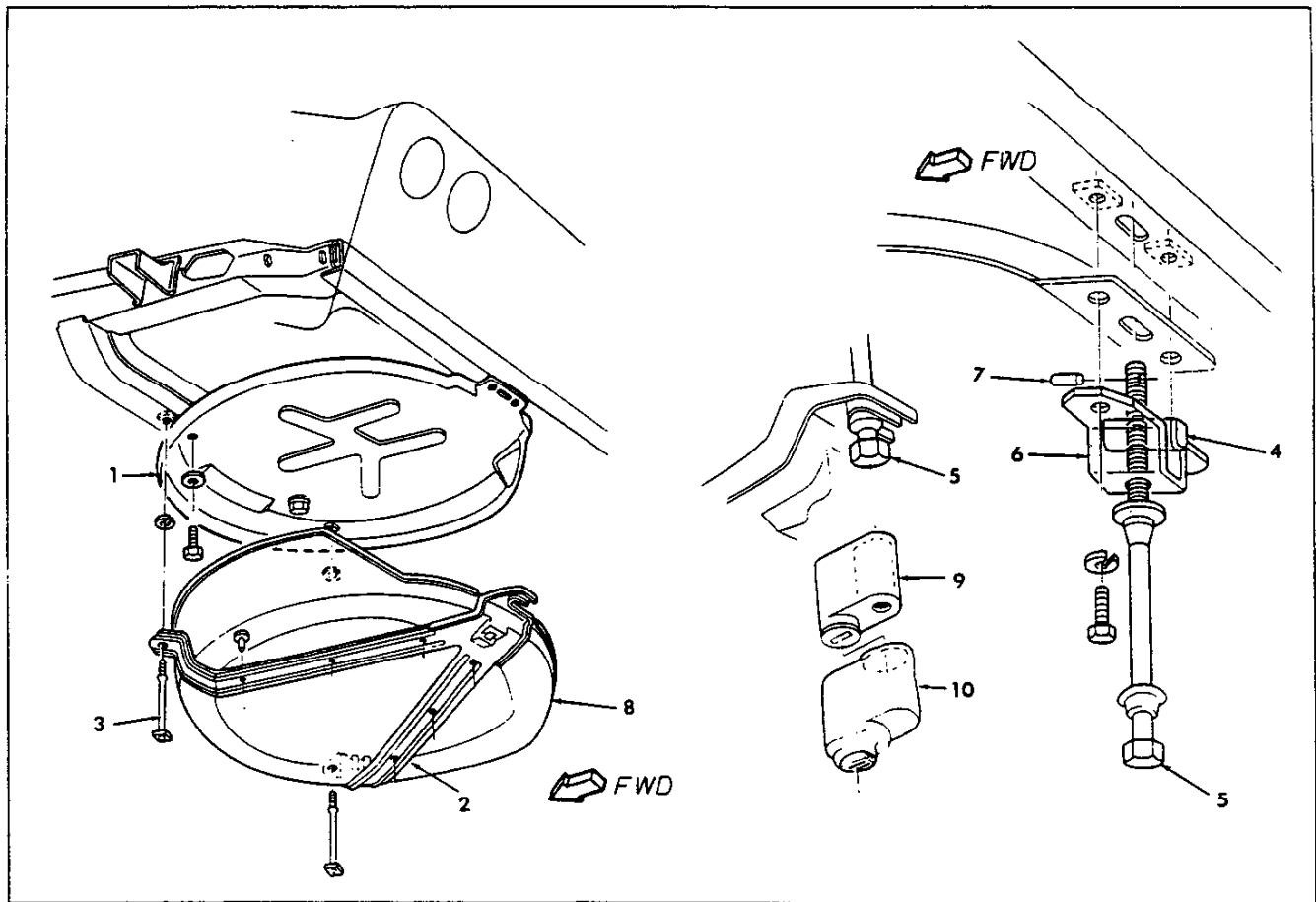


Fig. 41—Spare Tire Mount

1. Cover
2. Strap Assembly
3. Strap Assembly Pivot Bolt

4. Swivel Bolt Nut
5. Swivel Lock Bolt
6. Swivel Bolt Bracket

7. Swivel Bolt Pin
8. Tray

9. Lock Case
10. Lock Cover

instances the floor carpet may require no further cleaning. If the carpet is extremely soiled remove carpet from car and thoroughly vacuum to remove loose dirt; then with a foaming type upholstery cleaner, clean approximately one (1) square foot of carpet at a time. After each area is cleaned, remove as much of the cleaner as possible with a vacuum cleaner. After cleaning the carpet use an air hose to "fluff" the carpet pile, then dry the carpet. After the carpet is completely dried, use an air hose to again fluff the carpet pile.

NOTE: If the carpet is not extremely soiled, it may be cleaned in the car by applying a small amount of foaming type upholstery cleaner with a brush.

Carpets and Covers—All Models

Removal of front compartment carpeting will require removal of sill plates and loosening of console trim; service of these items is covered in this section under Front End-Cowl Area and Console Trim.

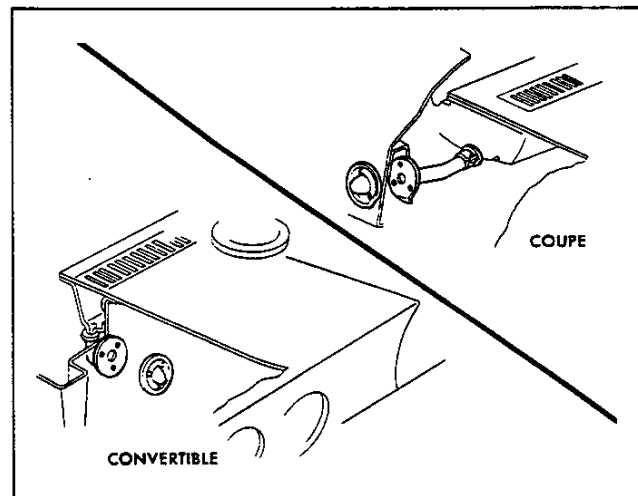


Fig. 42—Rear Plenum Drain



Fig. 43—Body Mounts

1. Bolt
2. Lockwasher

3. Washer
4. Spacer

5. Shim
6. Nut

7. Screw
8. Access Cover

In areas where carpeting is to be cemented, proceed as follows:

1. Remove all old carpeting, jute, etc. which may adhere to floor after original carpet is pulled up.
2. Apply 3M-1711 cement or equivalent, following directions furnished with package. Be sure floor is reasonably clean and dry before applying cement.

SEATS

Removal

1. Remove bolt retaining each forward support to floor.
2. Fold seat back forward.
3. Loosen two bolts retaining each seat hold-down bracket.
4. Move seat forward and out of brackets.

Adjustment

Height of seats is adjustable at both front and rear by means of shims or washers.

Angle of seat backrest may be changed by adjusting stops located on lower edge of seat back.

BODY MOUNTING

Figure 43 illustrates underbody attachment-to-frame body mounting brackets. Shims which are shown on rear crossmember are cemented in place.

The torque of all body mounting bolts should be checked periodically as an aid to preventing annoying squeaks and rattles. All bolts shown in Figure 43 should be torqued 40 to 50 lb. ft.

BODY REPAIRS

GENERAL INSTRUCTIONS

The following gives information necessary for repair of collision damage and performance of general maintenance on Corvette bodies. Included here is information dealing with availability of repair panels, general installation procedures for installing panels and repairing damage to the body.

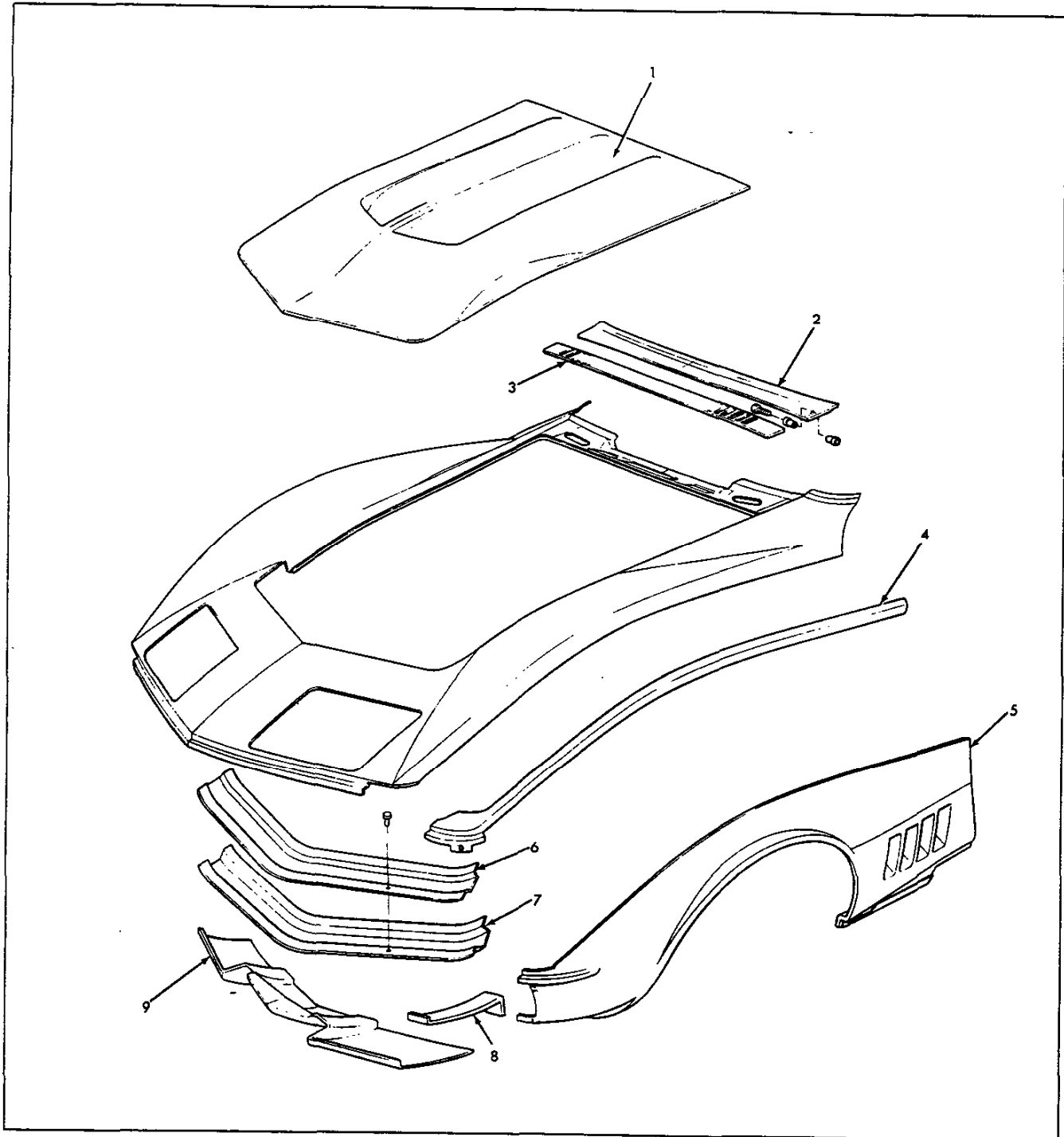


Fig. 44—Front Body Construction

- | | | | |
|----------------------|---|-------------------------------|--|
| 1. Panel—Hood | 4. Bonding Strip—Front Fender
Upper to Lower | 6. Reinforcement—Front Fender | 8. Bonding Strip—Front Fender
Lower Front to Rear |
| 2. Panel—Access Door | 5. Panel—Front Fender Lower Rear | 7. Reinforcement—Front Fender | 9. Panel—Radiator Grille Lower |
| 3. Panel—Grille | | | |

Repair of fiber glass reinforced plastic bodies can be a relatively easy matter if precautions are observed. In cases where welding must be done on steel parts

which are installed on body, do not allow flame or welding heat to come into direct contact with plastic body panels. The general area around the welding operation

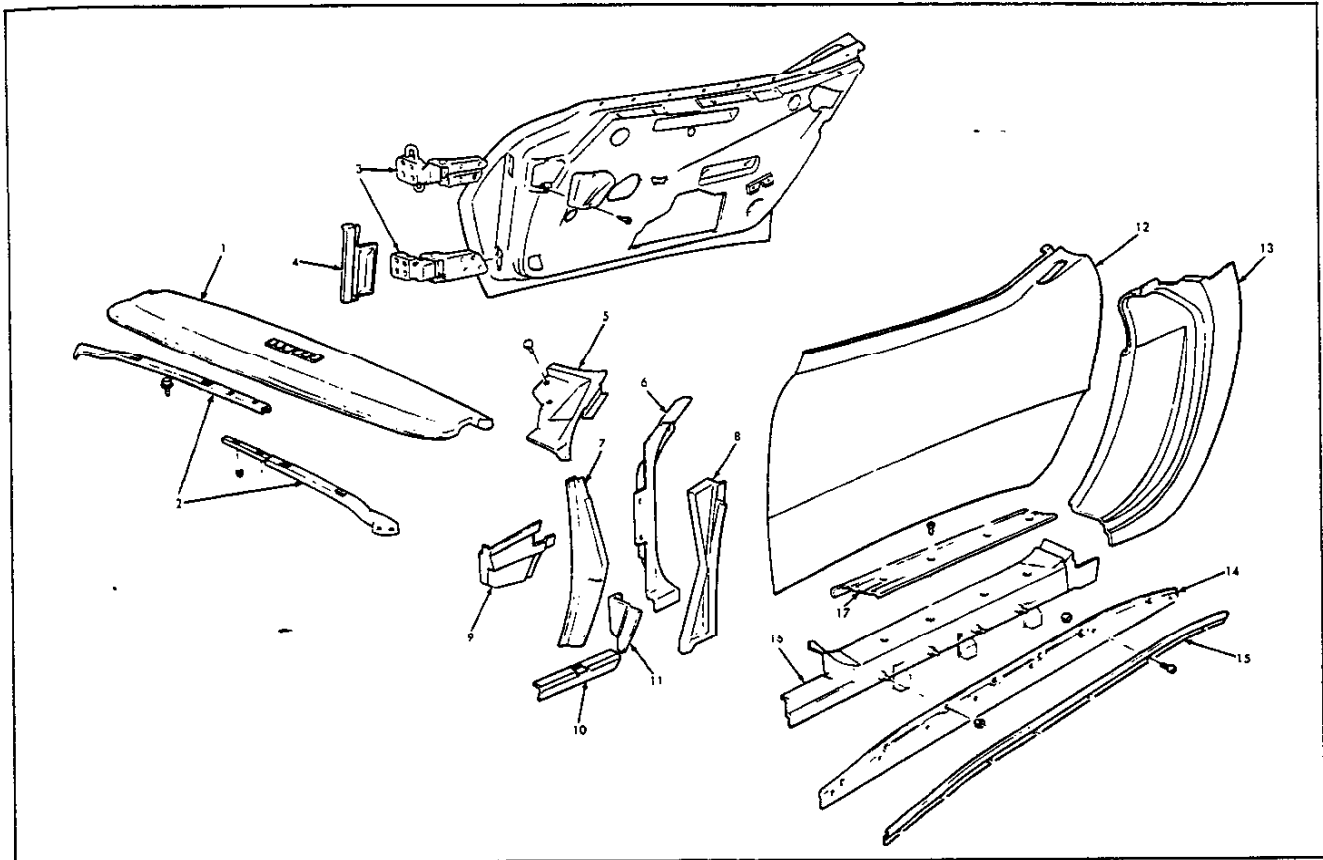


Fig. 45—Center Body Construction

- | | | | |
|---|---------------------------|---------------------------------|-------------------|
| 1. Pad—Instrument Panel | 6. Pillar—Body Hinge | 10. Plenum Side Panel Extension | 14. Molding |
| 2. Reinforcement—Instrument Panel | 7. Plenum Side Panel | 11. Filler Panel | 15. Molding—Upper |
| 3. Door Hinge Assembly | 8. Dash Extension Panel | 12. Panel—Side Door Outer | 16. Door Sill |
| 4. Panel—Plenum Side Extension | 9. Sill Inboard Extension | 13. Pillar Assembly—Door Lock | 17. Sill Plate |
| 5. Bonding Strip—Lower Outer Windshield | | | |

should be protected with wet asbestos or any other like method (several thicknesses of aluminum foil makes an excellent heat shield if out of the way of direct flame).

Straightening of steel parts while still in body must be done with care. When applying hydraulic jacks or like equipment which operates by exerting force, bear in mind that the part being used to brace the stationary end of tool must be able to withstand such usage and that fiber glass parts, though tougher than steel, will not yield or "take a set" as with steel parts, so they cannot be "straightened". If poor alignment exists due to collision or other physical damage, check steel reinforcements in cowl and sill areas with care.

Tracing line of damaging force and checking body carefully for broken bonds and cracks before, during and after repairs will pay off repeatedly.

Small cracks and faults in bonds and panels will usually grow larger if left unattended.

REPAIR PANELS

Body repair panels are illustrated in Figures 44 through 47. Those shown are typical of panels which are

available through Chevrolet parts sources. Procedures which may be used for installing panels are explained in the following paragraphs.

Figure 48 illustrates various bonds which will be encountered during repair procedures.

PRECAUTIONS

Creams are available to protect the skin from a condition known as occupational, or contact dermatitis. This common type of dermatitis is not contagious. Improved resin formulas in the approved kits have almost eliminated skin irritation. Cream is supplied with the kit for persons who may have a tendency toward skin irritation from the resins or dust.

The application of these creams is recommended whenever the Resin Kit materials are used. Generally, the cream is not required when the plastic solder kit is being used. Directions for using the cream is as follows:

1. a. Wash hands clean. Dry thoroughly.
- b. Squeeze about 1/2 inch (or 1/2 teaspoonful) of #71 cream into palm of hand.
- c. Spread evenly and lightly until cream disappears.

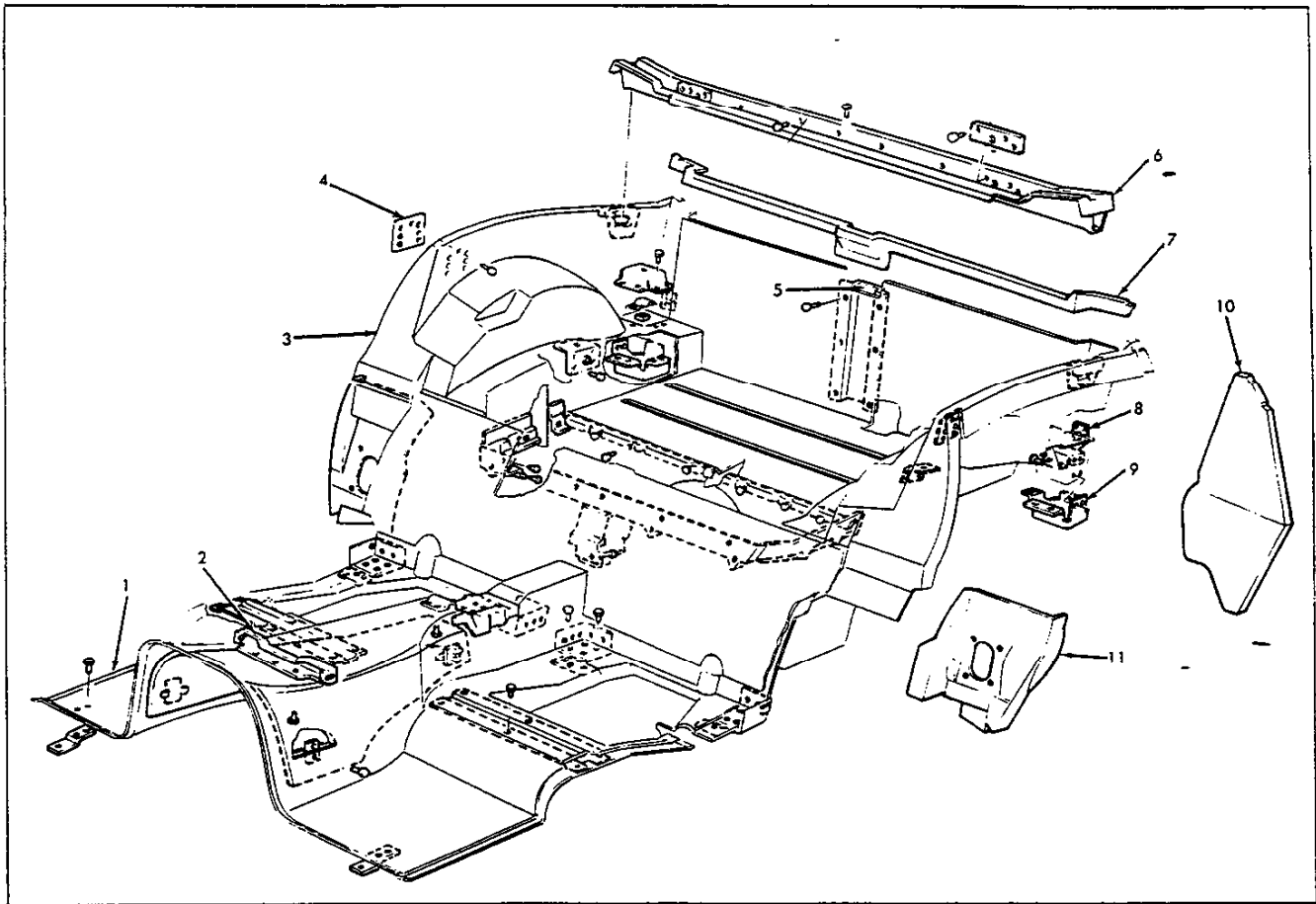


Fig. 46—Under Body Construction

- | | | | |
|---|----------------------------|--|----------------------------|
| 1. Panel—Underbody | 4. Lid Lock Striker Anchor | 7. Panel—Underbody Closing | 9. Reinforcement—Body Bolt |
| 2. Support—Console | 5. Reinforcement | 8. Reinforcement—Folding Top Hinge Support (19467) | 10. Shield—Rear Quarter |
| 3. Panel—Wheel Housing Closing—Right Hand | 6. Support—Body Rear | | 11. Panel—Body Lock Pillar |

Work cream into cuticle, between fingers and around wrists.

- d. Apply second coat, repeating Steps b and c.
- e. Hold hands briefly under cold running water to set cream.
2. Remove resin mixture from hands as soon as possible and imperatively before mixture starts to gel. This can be observed by the action of the material being used. Resin may be removed with lacquer thinner by washing in soap and water.
3. Respirators are recommended when grinding. Also some minor skin irritation from glass and powdered cured resin may be evident. Washing in cold water will help to minimize.
4. Use a belt sander with a vacuum attachment for dust control whenever possible.
5. Resin mixtures may produce toxic fumes and should be used in well ventilated areas.
6. Be careful not to get any resin material on clothing.
7. Use the right materials for the job. It is important to use the approved kits because other materials

available may not meet the required engineering and safety standards.

8. Keep materials, utensils and work area clean and dry. These repairs involve chemical reactions, and dirt or moisture may upset the chemical balances and produce unsatisfactory results.
9. Before starting repair operations, look for hidden damage by applying force around the damaged area, looking for hairline cracks and other breakage. Check for minor damage at other points in the vehicle such as around exhaust pipes, grille, headlamps and points of wear. Early repair of minor damage may prevent major repair later.

PLASTIC SOLDER KIT

The Plastic Solder Repair Kit is used for minor repairs on the Corvette body. These materials will produce an easy, quick and lasting repair in the case of small cracks, surface imperfections and small holes.

1. Use paint remover or power sander, and remove

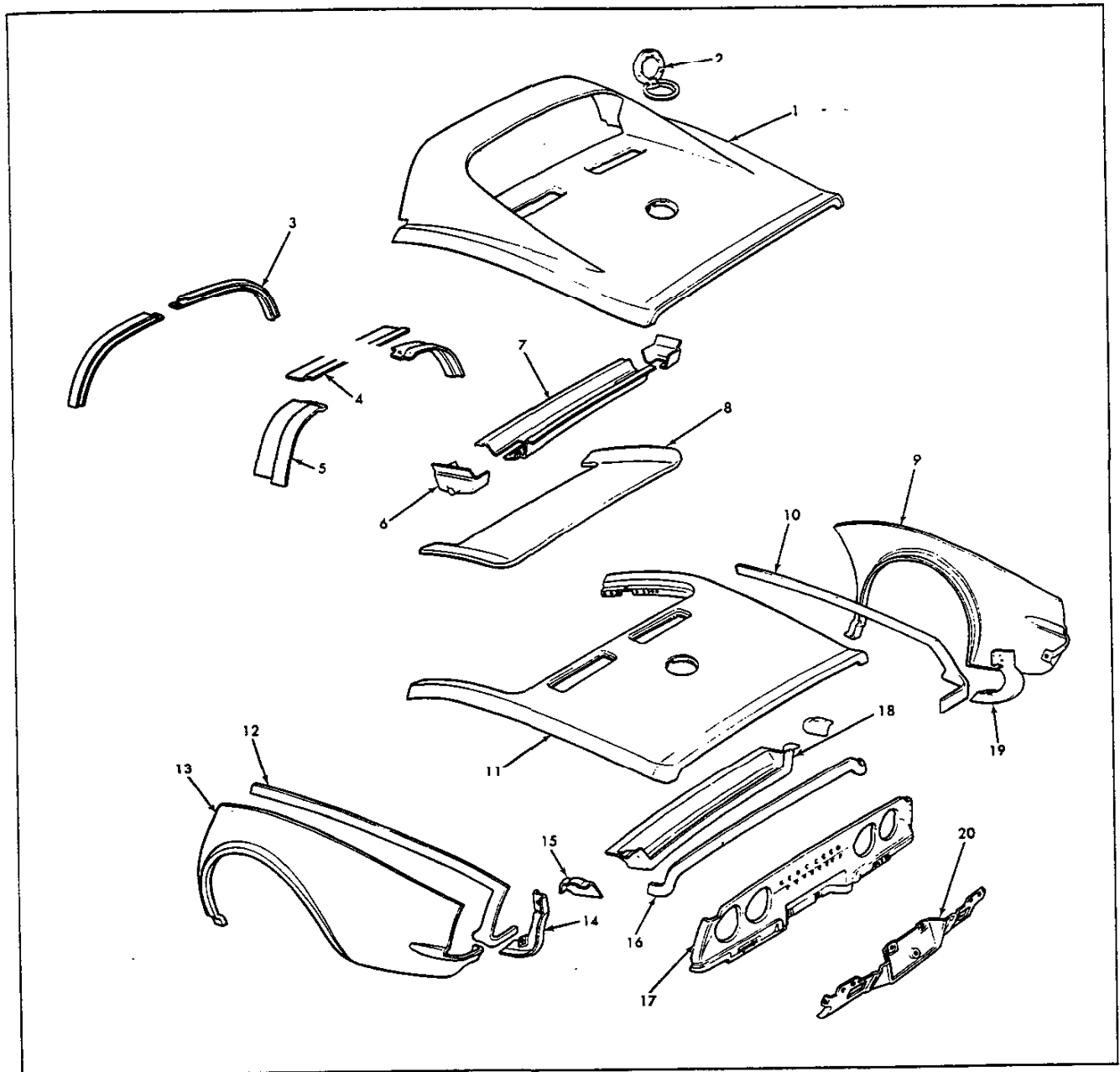


Fig. 47—Rear Body Construction

- | | | | |
|---|---|---|-----------------------------------|
| 1. Panel—Body Rear Upper | 6. Extension—Body Rear Upper Panel | 11. Panel—Body Rear Upper | 15. Support—Body Rear Upper Panel |
| 2. Bezel—Fuel Tank Filler Door | 7. Support—Body Rear Upper Panel | 12. Bonding Strip—Body Rear Upper Panel | 16. Bonding Strip—Body Rear Upper |
| 3. Reinforcement Roof—Right Hand | 8. Lid—Folding Top Compartment | 13. Panel—Rear Quarter—Left Hand | 17. Body Rear Lower Panel |
| 4. Panel—Rear Roof Inner Center—Left Hand | 9. Panel—Rear Quarter—Right Hand | 14. Bonding Strip—Body Lower Panel to Quarter Panel—Left Hand | 18. Support—Body Rear Upper Panel |
| 5. Panel—Rear Roof Inner Rear—Left Hand | 10. Bonding Strip—Body Rear Upper Panel to Quarter Panel—Right Hand | | 19. Shield—Rear Quarter Splash |
| | | | 20. Panel—Rear Filler |

finish from damaged area. Carefully inspect for other areas requiring repair.

2. Mix the materials (fig. 49).

3. Apply the material, using a putty knife or rubber squeegee, Figure 50. Work the material into the repair and build the material up to the desired

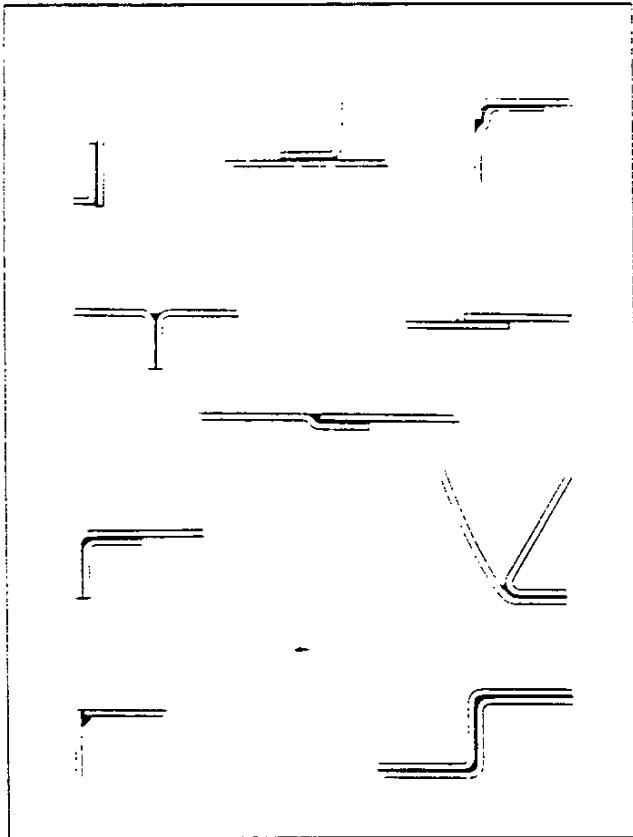


Fig. 48—Typical Body Bonds

- contour. For deep filling and on vertical surfaces, several layers may be used, each about 1/2" thick.
4. Finish the repair by grinding, sanding and painting in the usual manner, Figure 51.

RESIN KIT

The Resin Repair Kit, for major repairs, contains resin, hardener, Thixatrope, fiberglass cloth, protecting



Fig. 49—Mixing Plastic Solder Material

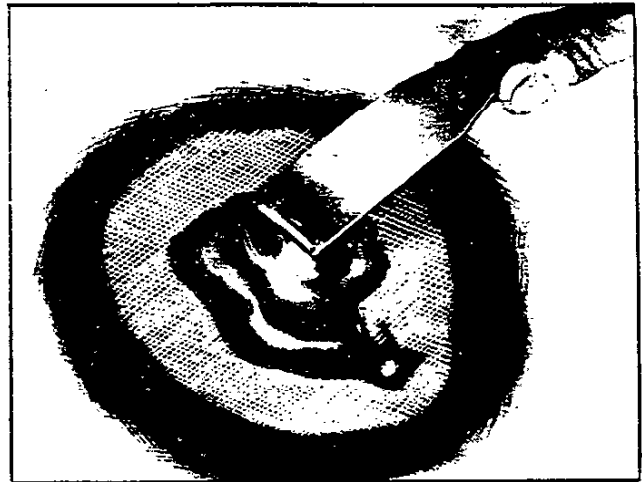


Fig. 50—Applying Plastic Solder

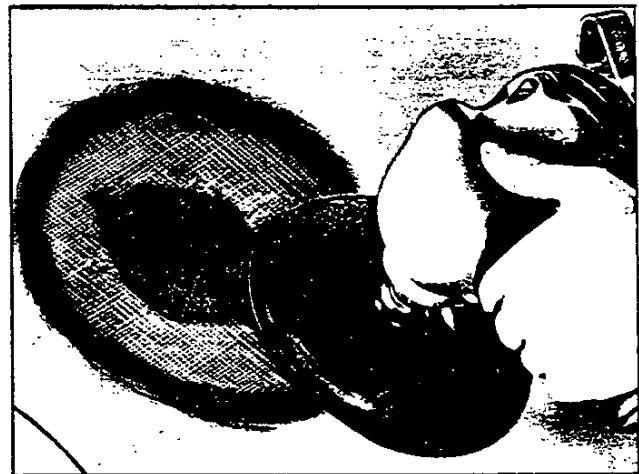


Fig. 51—Finishing Plastic Solder Repair

creams and mixing utensils. Repairs such as torn panels and separated joints require the adhesive qualities of the resin and the reinforcing qualities of the glass fibers.

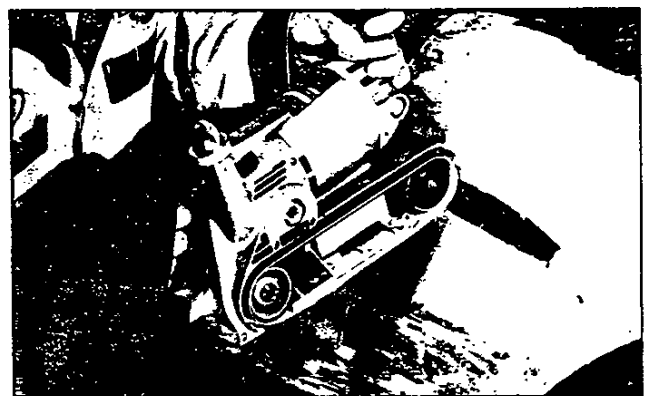


Fig. 52—Grinding "V" at Damaged Area



Fig. 53—Applying Resin Mixture to Fiberglass

The following procedure is basic for repairing any plastic (fiberglass component or panel).

1. Look for hidden damage. Apply force by hand around the damaged area.
2. Use paint remover and remove finish from around damage area. Inspect area again for signs of other damage.
3. Grind or file the damaged area to form a "V" at the broken or cracked portion. Side of "V" should have a shallow pitch for maximum bonding surface. A belt sander with a vacuum attachment will minimize the dust problem, Figure 52.
4. If rear of damage is accessible, use a button-type repair. Clean back of area to permit the use of laminate (resin-saturated glass-cloth) on both sides of damaged area.
5. Cut fiberglass cloth to size. Make certain a minimum of five layers is cut for the average repair.
6. Mix resin and hardener, 1 part hardener to 4 parts resin. Add Thixatropo to the mix to give the mix body and reduce the "runniness" of the material.

CAUTION: Cleanliness is most important. Be certain all containers are dry and clean and the resin and hardener cans are kept closed when not in use. Do not use waxed cups for mixing and do not allow resin to enter hardener can or vice versa.

7. Saturate layers of fiberglass (fig. 53). Place laminate over damage area. Smooth out wrinkles, and



Fig. 54—Applying Laminate to Body

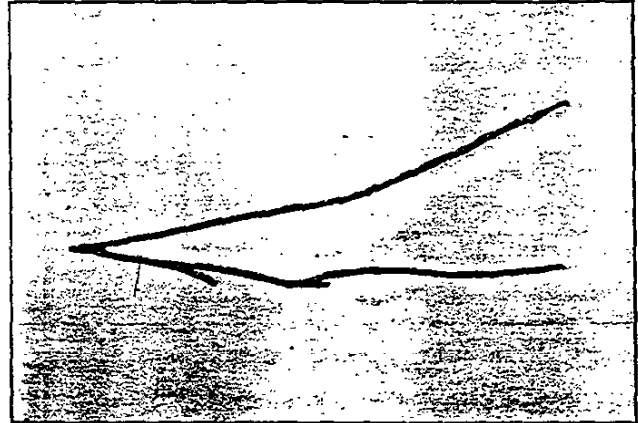


Fig. 55—Typical Scratched Panel

make sure general contour of area is maintained, Figure 54.

8. Apply heat to repair area. Heat lamps are recommended, used at least 12" away from repair. Allow 15 to 20 minutes curing time. Trim repair to shape at gel stage.
9. After the repair is cured, grind, file or sand to contour. Files other than body files may be more suitable. A belt sander with a vacuum cleaner attachment will minimize the dust problem. Feather edge and finish sand.

NOTE: After Resin Repair, small pits or irregularities may appear in finished surface. Imperfections should be repaired using the Plastic Solder Repair Kit.

SPECIFIC REPAIRS

Scratched Panels, Spot Refinishing

In many instances, a scratched panel will involve only a paint refinishing job. Figure 55 shows the top of a fender panel which has been scratched through to the plastic.

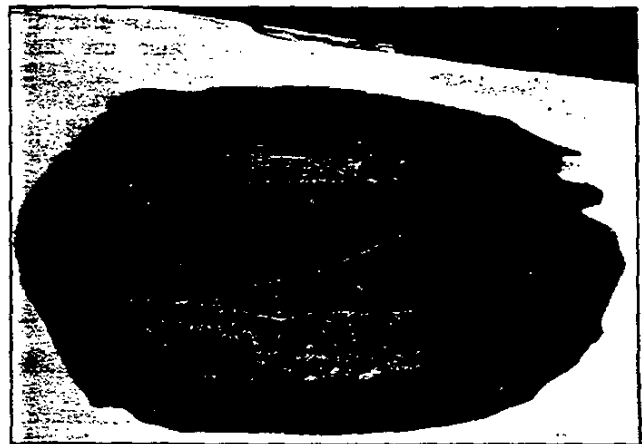


Fig. 56—Repair Area Finish Sanded



Fig. 57—Typical Pitted Panel

1. Remove all paint down to the plastic from the area surrounding the scratch with Lacquer Removing Solvent.
2. Featheredge the repair area with No. 220 wet or dry sandpaper and finish block sand with No. 320 wet or dry paper, Figure 56.

CAUTION: Do not sand too deeply into fiber-glass mat. Should it be necessary to cut fairly deep into the glass mat use the repair procedure suggested for dents and pits in plastic panels.

3. Clean up repair area using Prep-Sol or equivalent, then finish the clean-up with a tack rag.
4. Protect surrounding panels by masking before performing paint refinishing operations. Use only non-staining type masking tapes on Corvette plastic body.
5. Refinish panel as described in paint refinishing portion of this manual.

Dents or Pits in Panels, Cracks in Glaze Coat

Figure 57 shows a panel which has received a heavy glancing blow, resulting in an indentation or large pit in the panel. The following procedure is advised for a repair of this type of damage. Cracks in the glaze or finish coat of plastic and paint may also use this procedure.

NOTE: This repair may be used wherever the damage is not extensive and the plastic is not pierced, but the damage area does require a plastic build-up.

1. Remove paint down to the plastic from area surrounding the damage with Lacquer Removing Solvent, or its equivalent.
2. Scuff area surrounding damaged area to provide a good bonding surface.
3. Clean up work area with Prep-Sol then use tack rag for finish clean-up.
4. Use the Plastic Solder Repair (previously described) to fill the imperfections.
5. Feather-sand damaged area with No. 220 sandpaper and finish sand with No. 320.

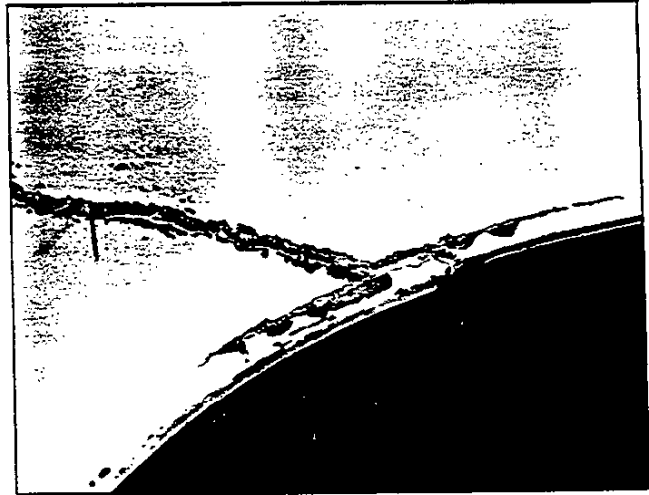


Fig. 58—Typical Cracked Panel

6. Prepare repair area for paint refinishing operation.

Cracked Panels

NOTE: For best results, temperature should be at least 70°-75°F.

1. In the case of a cracked panel, such as shown in Figure 58, cut along the break line with a hacksaw blade and remove broken portion of the panel.
2. Remove the paint down to the plastic from both portions of the panel with a Lacquer Remover or equivalent.
3. Remove dirt and deadener thoroughly, back approximately 2 to 3 inches from the fracture, on the under side of both portions of the panel. Also, remove paint and scuff area clean to provide a good bonding surface.
4. Remove all cracked and fractured material along the break. Bevel the attaching edges of the panels at approximately a 30° angle with a file or grinder and scuff plastic surfaces along edges of break.

NOTE: Mask surrounding panels using a non-staining masking tape.

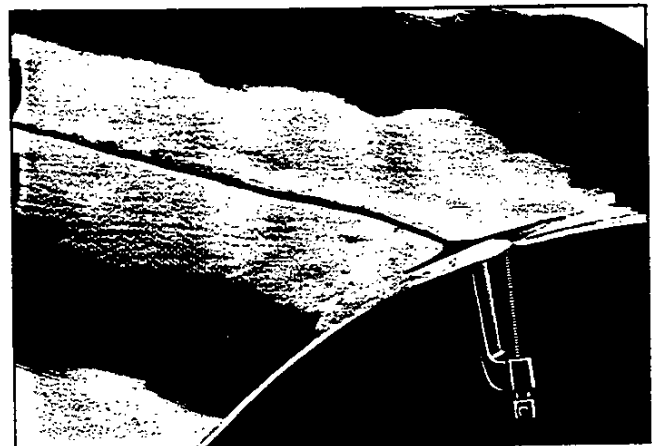


Fig. 59—Cracked Panel Preparation

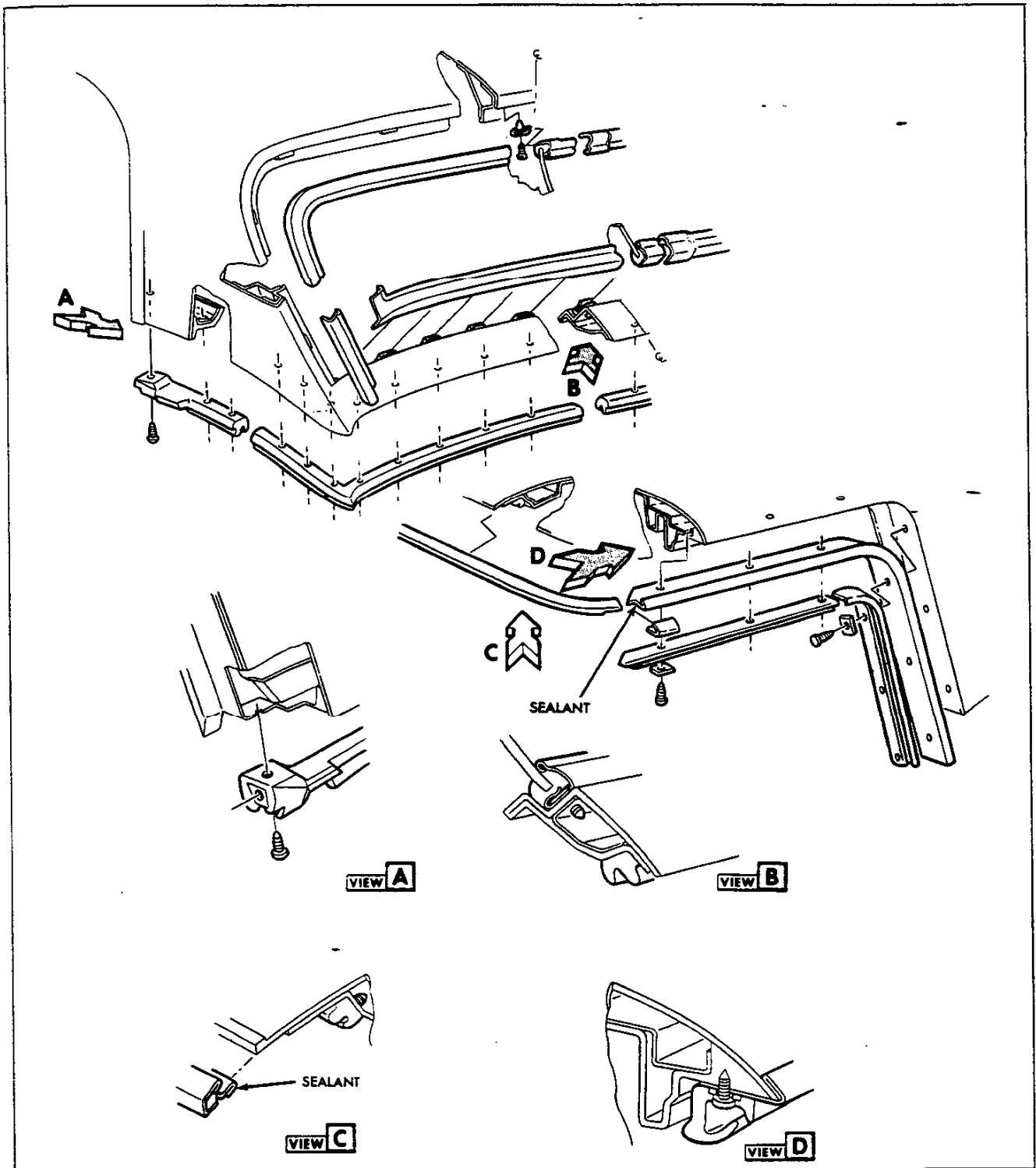


Fig. 60—Molding and Weatherstrip (Convertible Hardtop)

5. Use "C" clamps to align panel portions allowing approximately 1/8" between the panels or as necessary to provide proper alignment of panels, Figure 59.
6. Cut two pieces of woven glass fiber cloth for backup of sufficient size to overlap the fracture by approximately two inches.

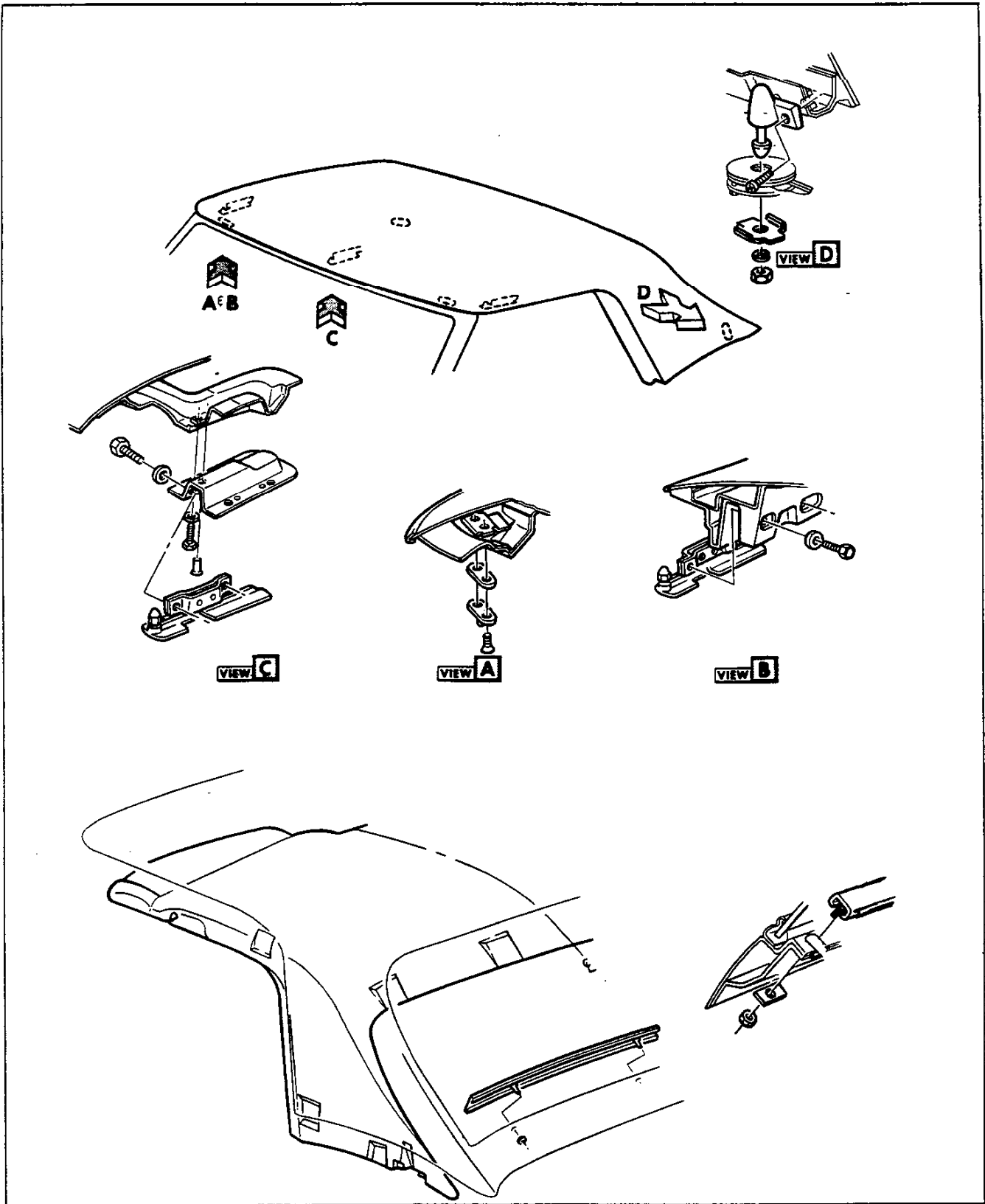


Fig. 61—Top Attachments and Headlining (Convertible Hardtop)

7. Clean up repair area with Prep-Sol, then use tack rag for finish cleanup.
8. Use the Resin Repair Procedure previously described.

NOTE: In some cases it may be advantageous to provide additional reinforcements along a fracture. This may be accomplished by placing glass cloth strips in the panel break before applying the plastic mixture.

Fractured Panels

Sometimes damage will occur to panels where the underside is inaccessible or for reasons of panel contour it is impractical to use back plies of fiberglass cloth. The following repair operations are typical of this type of damage.

1. Prepare the damaged area by grinding or filing all cracked and splintered material away from the fracture.
2. Bevel the edge of the fracture at approximately a 20° angle.
3. Remove paint from area surrounding fracture with Lacquer Solvent, or its equivalent.
4. Scuff surface to provide a good bonding surface. Then, clean up area with Prep-Sol and wipe dry.
5. Protect adjacent panels by masking, use non-staining masking tape.
6. Cut a strip of fiberglass cloth of sufficient size, so the fracture will be lapped from 1 to 2 inches on all sides.
7. Prepare plastic mixture in an unwaxed paper cup. (See Resin Repair Kit procedure.)
8. Impregnate glass fiber cloth by brushing or dipping in plastic mixture. Squeeze excess mixture from cloth.

NOTE: Avoid over-rich plastic areas in the glass cloth, as the strength of the patch is directly proportional to the glass content of the patch.

9. Position plastic impregnated fiberglass over the fracture on the exterior of the panel, lap the break by 1 to 2 inches, and depress into fracture.
10. Carefully work excess plastic out of woven glass by sponging from the center of the break outward.

NOTE: Hold woven glass in place until plastic resin "gels" with Saranwrap or some similar material.

11. Trim excess or loose strands of fiberglass from patch.
12. If low spots exist, prepare another plastic mixture of resin and hardener and mix thoroughly. To this mixture add short fibers cut from glass cloth to give the mixture a putty-like consistency.
13. Liberally apply the plastic mixture with a spatula to fracture and surrounding area. Deposit enough material build-up to allow for filing and sanding operations.
14. Allow the patch to harden.
15. File or grind patch to match the general contour of the panel. Exercise care when performing these operations to avoid gouging the patch or surrounding panel.

16. Use plastic solder as necessary to fill any imperfections.
17. Allow fill to harden, then sand finish preparatory to paint operation.

Panel Replacement

To install a replacement panel, the following method may be used. Various repair panels are available for service. See Repair Panels in general instructions at beginning of this section. These complete panels may be used or sections may be cut to accommodate the type of repair necessary. The panels should be fitted in and all attaching parts installed to insure proper alignment.

To replace panel, proceed as follows:

1. Cut out damaged panel with a hacksaw blade and thoroughly remove all dirt and paint from the underside of the old panel or panels for a distance of approximately 2 to 3 inches back from the attaching line.
2. Remove the paint from the finish side, for a distance of 2 to 3 inches on the panel adjacent to the replacement panel location with lacquer solvent or equivalent.
3. Scuff the surface on both the replacement panel and adjacent panel for a distance of 2 to 3 inches back from the attaching line and wipe clean.
4. Bevel all attaching edges at approximately 30° across the entire thickness of the plastic so a single "V" butt joint will be formed on the finish surface when the pieces are joined. If the replacement panel does not fit closely to the break, reshape to suit.
5. Cut two backup pieces of woven glass fiber cloth to run the entire length of the joint or shorter lengths of fiber cloth may be lapped over entire length of joint, also cut wide enough to lap the junction line on either side by two or three inches.
6. Prepare a sufficient amount of liquid plastic in an un-waxed paper cup by mixing resin with hardener (See Resin Repair procedure).
7. Align replacement panel, then clamp panel in place to form a closed "V" butt joint at the panel junction. When panel cannot be clamped, use 3/16" bolts with large washer on inner and outer of panel to hold panels in alignment or use straps and sheet metal screws.
8. Impregnate backup plies of woven glass cloth with prepared plastic mixture by dipping or brushing. Remove excess plastic from cloth by squeezing.
9. Place impregnated backup plies on underside of panels. If necessary, hold backup plies in place with paper until plastic "gels."
10. Prepare another plastic mixture of resin and hardener and mix thoroughly. To this mixture add cut glass fiber (1/2" lengths) until mixture has a putty-like consistency, or utilize glass cloth.
11. Fill "V" groove with reinforced plastic material or saturated glass cloth. Build up surrounding area with sufficient material to allow for finish operations.
12. Allow patch to harden.
13. File or sand (#80-D sandpaper) to general panel contour.
14. Allow plastic fill to harden, then sand, preparatory to paint operations.

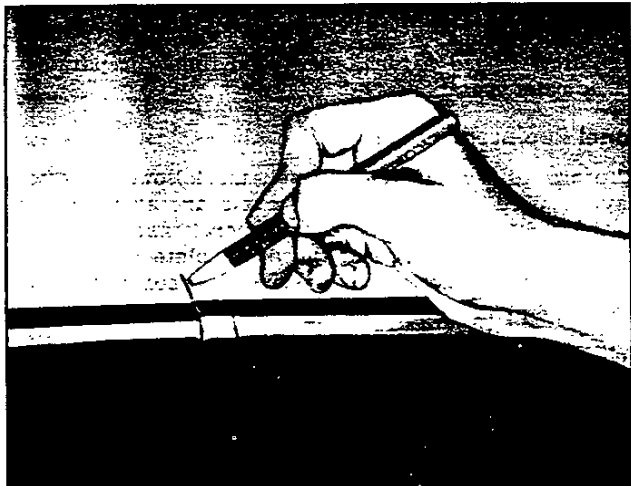


Fig. 62—Marking Molding Position

HARD TOP

CARE AND STORAGE

The outside painted finish of the hard top should be cleaned in the same manner as the rest of the body. The inside headlining should be cleaned as outlined under Cleaning Soft Trim.

When hard top is not in use, it should be stored indoors where it can be kept clean and dry. If stored for a long period of time, keep covered to prevent dirt settling on headlining and outside surface.

REAR WINDOW

Refer to Figures 60 and 61 for parts identification.

Removal

1. Remove hard top from vehicle and place protective covering over headlining.
2. Mark position of right-hand upper reveal molding end (fig. 62) and pry out from retaining clips. Repeat for left-hand and lower molding assemblies.
3. Remove lower (inside) garnish molding by removing four (4) nuts from fixed studs and carefully pulling molding outward.
4. Follow Steps 8 through 13 as outlined in the section entitled FRONT END--WINDSHIELD for removal of glass.

Installation

1. Position replacement glass in opening and carefully check relationship of glass to flange completely around opening. Overlap of glass should be equal with a minimum overlap of 3/16 inches.
2. Where necessary, place shims under lower spaces to obtain required overlap of glass to upper and lower flanges.
3. After proper alignment is attained, mark position on glass and top surface with grease pencil.
4. Follow Steps 16-22 in the section entitled FRONT END--WINDSHIELD for installation of glass.
5. Press glass lightly to set caulking to window opening flanges. Paddle material where necessary to ensure proper seal.

6. Water test immediately using a cold water spray. If water leaks are encountered, use flat bladed screw driver or splint, and from the inside, paddle caulking material into point of leakage.

CAUTION: DO NOT RUN A HEAVY STREAM OF WATER DIRECTLY ON CAULKING MATERIAL WHILE THE MATERIAL IS STILL SOFT.

7. Install previously removed moldings in reverse order of removal.

TOP ATTACHMENTS

Figure 61 illustrates location and installation of guides and lock mechanisms. With headlining removed as outlined in this section, to adjust left and right hand locks fore and aft, mark original position, loosen two (2) mounting bolts, and move in desired direction. Make certain that lock is engaged in serrations before tightening mounting screws.

Up-and-down adjustment is performed by turning hexagonal latch bolts clockwise and counter-clockwise respectively. Header guide pins and rear pin housings are retained by mounting screws located at flanges. Center trim plate is removed by first removing center lock, and then four (4) retaining screws.

HEADLININGS

The headlining assembly is secured to the top by plastic fasteners located around the periphery of the hard top inner panel. The headlining is removed by carefully disengaging fasteners by prying outward with fingers on flat-bladed instrument. After removal from plastic top, the headlining can be disassembled into three parts by removing retaining nuts at inside surface of headlining. For installation, make certain to align headlining to top before engaging plastic fasteners.

WEATHERSTRIP AND DRIP MOLDING

As shown in Figure 60, door window weatherstrip and drip molding are retained by screws to top assembly. Side outer and rear outer weatherstrip are mounted to body at ends-by screw and around periphery by special plastic retaining clips. Weatherstrip is replaced by removing two (2) screws and carefully pulling outward at clip location.

Inner forward weatherstrip is replaced by removing mounting screws and disengaging special clips along length of weatherstrip. All drip molding must have pumpable sealer on underside and adhesive applied to weatherstrips.

VINYL COVERING

Removal

1. Remove weatherstrip assemblies.
2. Remove reveal moldings.
3. Prior to removing fabric cover, application of heat to cemented areas will permit easier loosening of cemented edges.

CAUTION: Apply heat by lamps held 18" (minimum) from fabric only until fabric is warm. If lamps are held too close, or fabric cover is

heated over 200°F, the fabric may lose its grain, blister, or become very shiny.

- Loosen cemented edges of fabric roof cover.

Installation

- Wipe roof panel with a Xylol solvent such as 3M Adhesive cleaner or equivalent. Remove or smooth out excess old cement. Apply solvent and allow to soak before rubbing.
- Where possible, install new cover at room temperature (approximately 72°) to permit easier fitting and removing of wrinkles from the cover assembly.
- Determine center line of roof panel by marking center points on front of hard top and back window opening. Fold cover lengthwise. Lay cover on roof panel. Determine overhang (approximately 1").
- Apply nitrile non-staining vinyl trim adhesive (such as 3M Vinyl Trim Adhesive) to the roof panel adjacent to center line of fabric roof cover.
- Application of nitrile vinyl trim cement should be as thin as possible. An excessive amount of cement may result in trapped solvents (blisters) between fabric cover and roof panel. A mohair roller should be used for thin adhesive application.

NOTE: If nitrile non-staining cement is not available, neoprene type non-staining weatherstrip cement (3M weatherstrip cement or equivalent) may be used.

- Apply cement to entire fabric roof cover.

NOTE: Allow approximately 15 minutes for cement to dry.

- Fold vinyl cover back to contact adhesive on roof panel. Vinyl cover seam must be parallel to centerline of vehicle.
- Repeat above steps for opposite side of roof.
- Use suitable spatula or roller to remove wrinkles and/or bubbles from vinyl cover.
- Trim excess vinyl around entire top to provide a minimum of 1/2" flange which will be cemented to substructure of removable hardtop with adhesive.
- Reinstall reveal moldings and weatherstrips.

Vinyl Roof Cover Repairs

Certain types of fabric roof cover discrepancies can successfully be repaired without replacing or removing the cover.

Scuffs or Small Cuts Near Exterior Moldings

If a small cut is present, an attempt should be made to cement the loose ends prior to performing the following:

- Obtain a scrap piece of fabric roof cover material, or material from a hidden area directly on complaint car (such as under reveal moldings).
- Using an electric wood burning needle or low heat soldering gun, scrape off an appropriate amount of vinyl from scrap piece of material or from hidden area and immediately apply to scuffed or cut area on car.

CAUTION: Be certain low heat is maintained to prevent discoloration of cover.

- Carefully blend applied vinyl to fabric roof cover, utilizing electric needle or soldering gun.

Wrinkles, Blisters and Bubbles

- Pierce each wrinkle, blister and bubble on fabric roof cover with a small needle.
- Completely saturate a clean shop towel with water and wring out.
- Apply cloth to wrinkle or blistered area.
- Apply a home type laundry iron over shop towel using back and forth strokes until towel is dry. (If iron has heat control settings, control should be set to "wool".)

CAUTION: Do not continue to use iron after towel has become dry as excess heat may cause permanent damage to vinyl roof cover.

- Remove towel and inspect area. If slight wrinkles or blisters are still present, perform the following steps:
- Using a syringe and hypodermic needle filled with clear water, inject sufficient water into wrinkle or bubble to dampen fabric backing.
- Repeat Steps 2 through 4.

FOLDING TOP

CARE OF THE FOLDING TOP

To avoid water stains, mildew, or possible shrinkage of the top material, do not keep the top folded for extended periods of time if it is damp or water soaked. Permit top to dry out in a raised position before stowing. Also avoid pasting advertising stickers, gummed labels or masking tape on the plastic back window. In addition to being difficult to remove, the adhesive on these stickers may also be injurious to the plastic composition of the window.

Care of Rear Window

The large plastic rear window in the folding top will remain in good condition for the life of the top if given proper care. Due to the texture of the plastic window, it is susceptible to scratches and abrasions; therefore, when cleaning the window, follow the steps outlined below.

- To remove superficial dust, do not use a dry cloth. Use a soft cotton cloth moistened with water and wipe cross-wise of the window.
- To wash the rear window, use cold or tepid (not hot) water and a mild neutral soap suds. After washing, rinse with clear water and wipe with a slightly moistened clean soft cloth. A high quality plastic window cleaner is available from Chevrolet parts sources.

CAUTION: Never use solvents such as alcohol or volatile cleaning agents on the plastic window. These liquids may have a deteriorating effect on the plastic and if spilled, may spot the painted finish on the rear body panels directly below the rear window.

- When removing frost, snow or ice from the plastic window, DO NOT USE A SCRAPER. In an emergency, warm water may be used. Use care that the

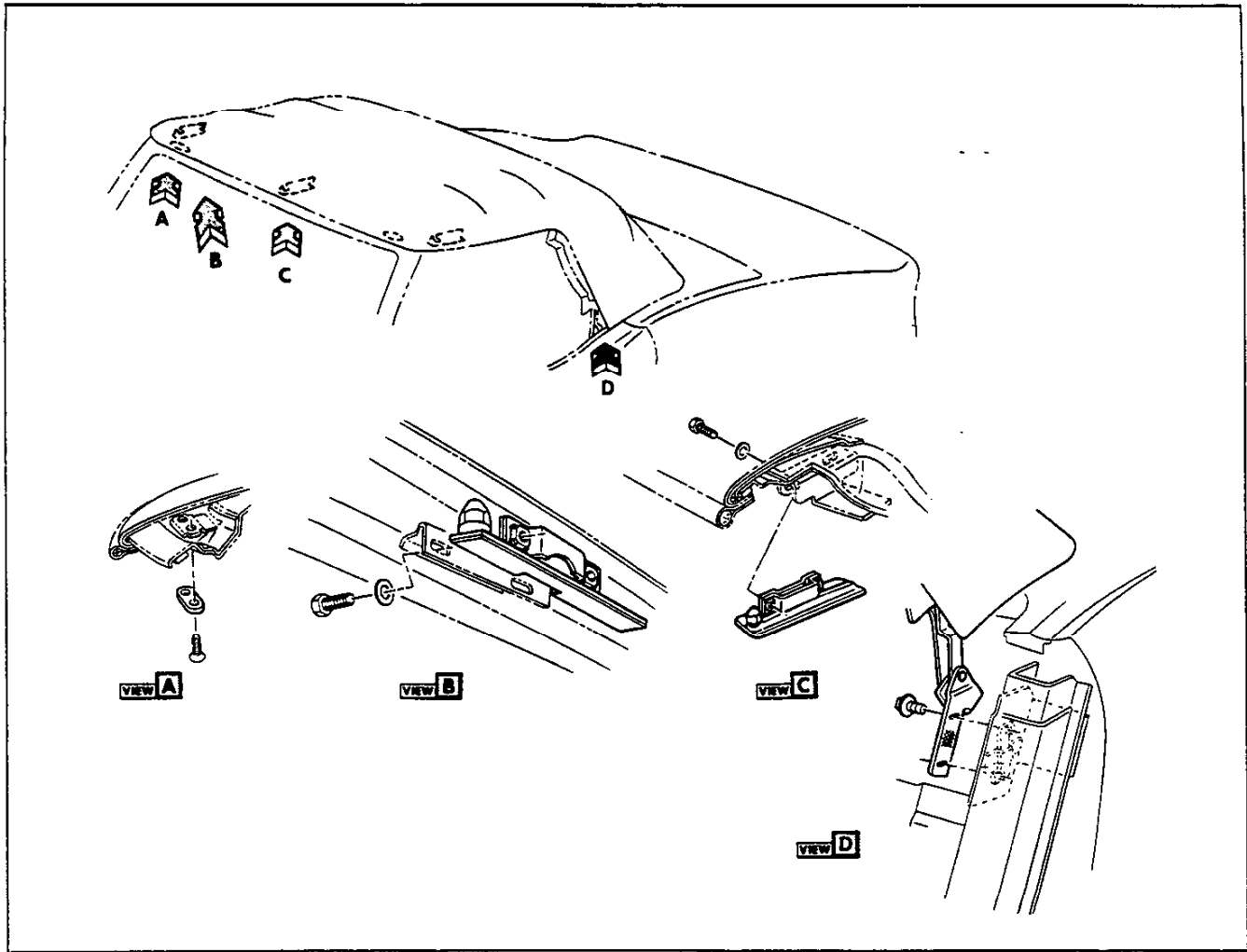


Fig. 63—Folding Top Adjustments

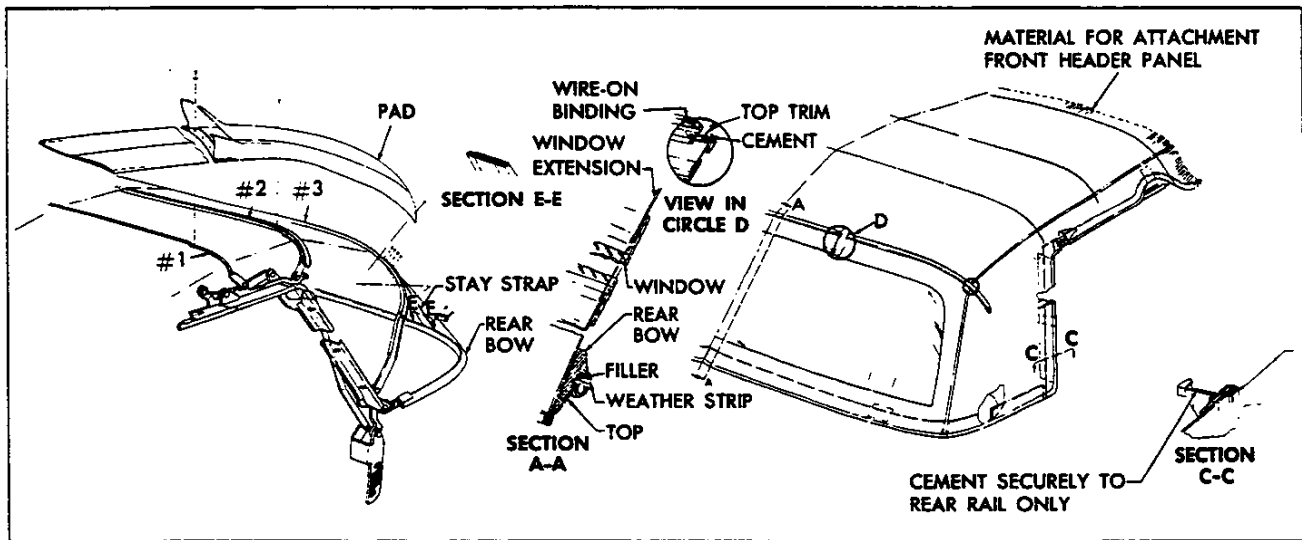


Fig. 64—Folding Top Trim Installation

warm water does not contact the glass windows or windshield.

ADJUSTMENTS

To correct variations in the top fit, adjustments are made at three locations shown in Figure 63. A combination of adjustments may be necessary to correct any given problem, including door and window adjustments which are covered elsewhere in this section.

The folding top adjustments are:

Header

After removing header trim panel, header assembly may be moved fore and aft when the two clamping screws are loosened. This will correct such conditions as header latch guide pin alignment with the holes in the windshield upper frame. Indications of misalignment are loose top trim when top is up and locked, and excessive effort required to engage header locks. Note that it will be necessary to remove side roof rail weatherstrip to gain access to header outer clamping screw. Refer to Weatherstrip portion of this section.

Hinge

The hinges may be moved up and down and fore and aft to the limit of the slotted holes in hinge plate and body. To gain access to hinge, remove rigid plastic trim as explained in Interior Trim portion of this section. Repositioning hinge will correct conditions such as poor top fit at upper and rear edge of windows; faulty fore and aft

engagements of rear bow hold-down pins in lock assemblies and loose or over-tight top rear panel when top is raised and properly locked in position.

Rear Bow Hold-Down Locks

Fore and aft adjustment is provided by slotted holes in lock housing. Turning of locating pins adjusts force that holds seal to folding top lid. The hold-down pins may be moved to left or right to center top on body in raised position; thus correcting poor alignment at windows and difficult entry of pins in locks.

TOP ASSEMBLY REMOVAL AND INSTALLATION

The entire top assembly (frame with trim attached) may be removed from vehicle as follows:

1. Raise top, but do not engage header or rear bow locks.
2. Remove rigid plastic trim as outlined in Interior Trim portion of this section.
3. Mark installed position of hinge by scribing outline of hinge plate on lock pillar surface.
4. Remove two screws retaining each hinge to lock pillar and remove top assembly from vehicle.
5. When installing top assembly, carefully match hinge plate with scribed marks on body lock pillar and install screws. If necessary, proceed as outlined under Top Adjustments.

TOP TRIM AND REAR WINDOW ASSEMBLY

The following information deals with removal and installation of the folding top trim and window assembly

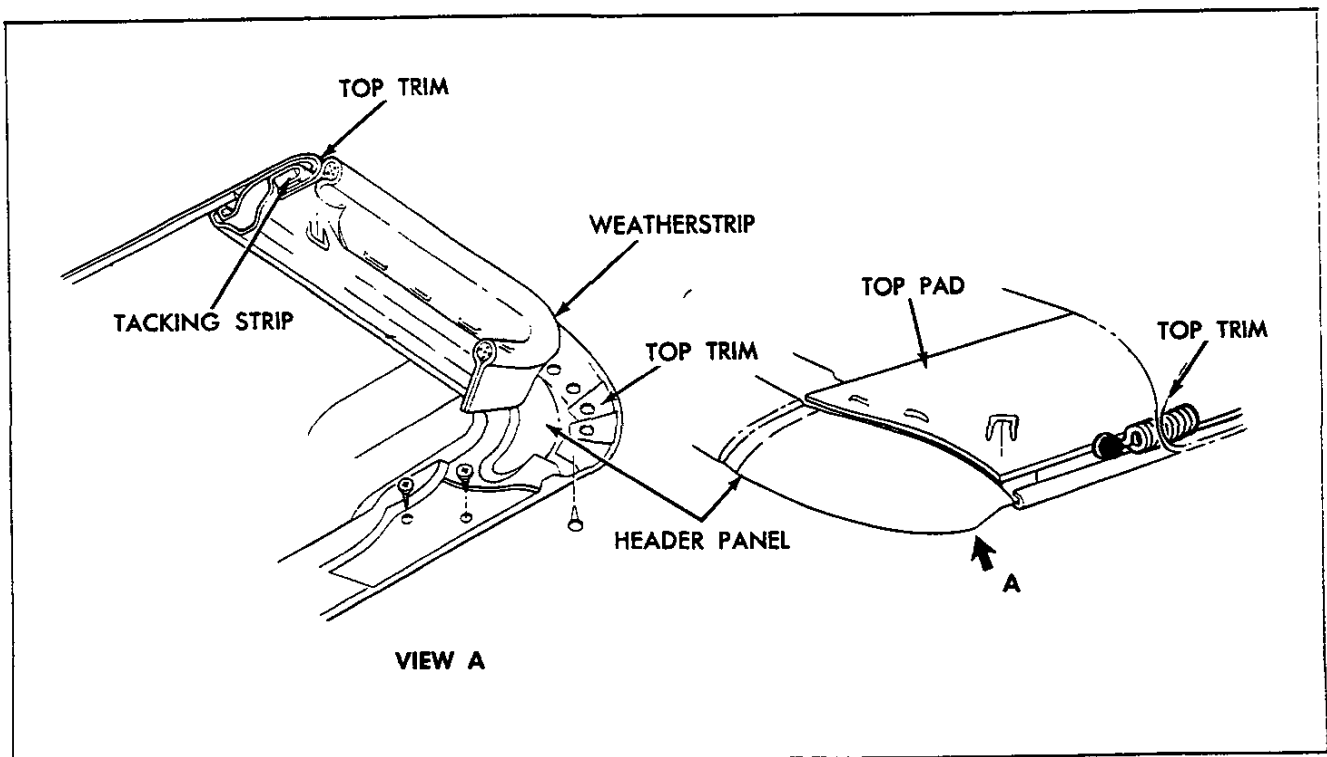


Fig. 65—Trim at Header

complete. Figure 64 may be referred to for parts identifications. Lettered sections (i.e. Section A-A) referred to in the instructions may also be found in Figure 71. Note that the sections are illustrated as they would appear if the parts were cut through on the lettered lines on the top assembly and the cut surface exposed. Arrows indicate direction in which you would have to look in order to see the view shown.

Before old trim assembly is removed, top should be thoroughly adjusted as outlined in this section. As loose parts are removed such as stay straps and pads, their installed positions should be marked as an aid to installation of replacements.

Removal

1. Remove rear side rail window sealing weatherstrip as explained further on in this section; also remove screws from ends of header inner weatherstrip. Note, however, that it is not necessary to remove header weatherstrip entirely and that header strip must be in place during final installation procedures of top trim so that correct tension of installed trim is achieved.
2. Remove tacks securing top and header outer weatherstrip to header (fig. 65).
3. Remove screw securing trim hold cable and spring assembly to header.
4. Pull cemented trim from rear side rail (Section C-C).
5. Remove end caps from wire-on binding; remove tacks securing binding to #3 bow (View F.). See frame and linkage portion for bow identification.
6. Remove staples securing trim to #3 bow.
7. Remove tacks securing upper ends of stay straps to #3 bow. Pads may be removed at this time, if desired. Mark position of pads and straps on head and #3 bow before removal.
8. Disconnect rear bow from top frame assembly. Two screws retain at each side. Figure 66.
9. Remove trim-rear bow assembly from vehicle to clean work bench or table.
10. Remove plastic filler from rear bow weatherstrip and pull weatherstrip and trim from rear bow.

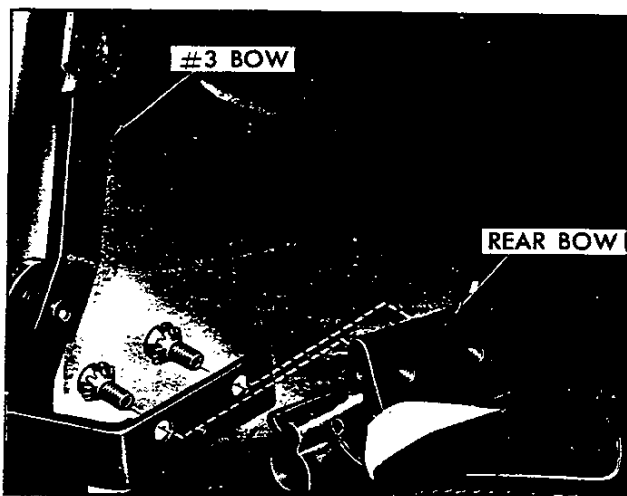


Fig. 66—Rear Bow Retaining Screws

Section A-A shows installed position of these components. Refer also to Figure 67.

Installation

1. Find and mark center of header, #3 bow, rear bow and leading and trailing edges of top trim. Align these marks during installation and recheck their alignment from time to time while installation is in progress, especially during tacking or stapling.
2. Assemble top trim and weatherstrip to rear bow, referring to Section A-A and Figure 67. Note that filler strip locks this assembly together and goes in last. Align center marks.
3. If new pads are required, install at this time, aligning with marks made when old pads were removed. Figure 68 shows pad construction; Figure 69 shows pad installed.
4. Install top trim-rear bow assembly on top frame with four screws removed at disassembly.
5. Lock down rear bow in desired "top up" position. Pull up stay straps and staple or tack to #3 bow (fig. 70).
6. Using a piece of mechanics wire, fish trim hold down cable assembly through top pocket and secure spring cable assembly to header with a screw.
7. Pull leading edge of trim up to header and align center marks. Smooth out fabric and clamp, tack or staple temporarily to header.
8. Draw window extension up to #3 bow, aligning centering marks. Turn an ample amount of fabric under and tack to #3 bow. Apply neoprene trim cement, GM Part #3695016 or equivalent, to area shown in View D of Figure 64. Follow directions on package.
9. Draw roof portion of trim over #3 bow, align marks and tack on staple.
10. Trim off excess material and install wire-on binding

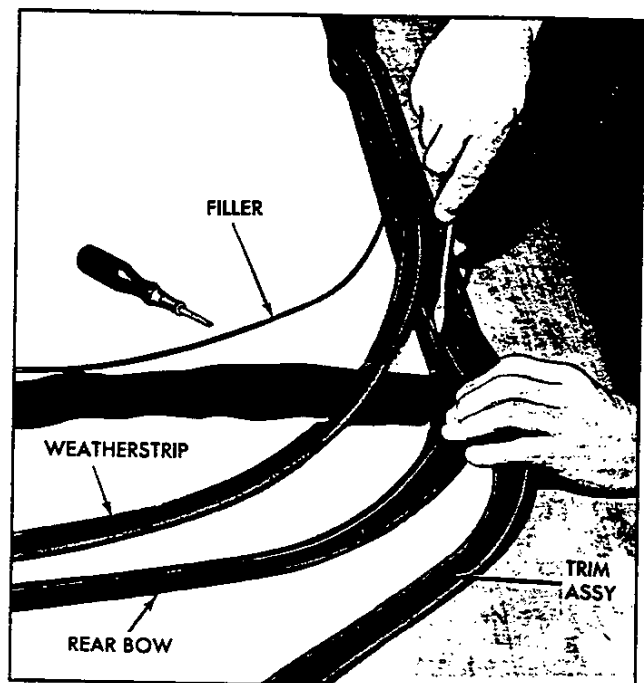


Fig. 67—Installing Trim and Weatherstrip to Rear Bow

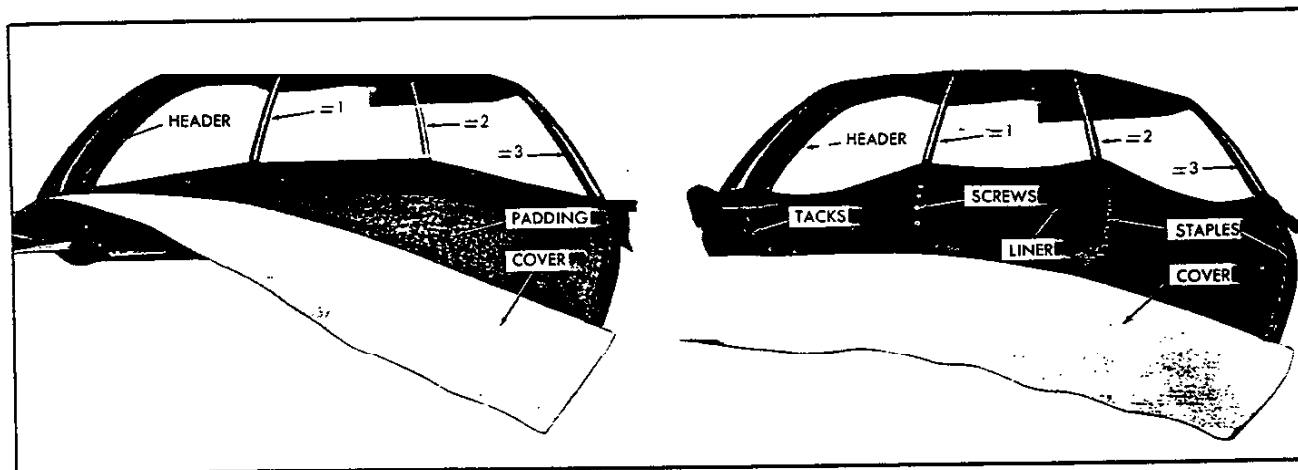


Fig. 68—Pad Construction

as shown in Figure 71 and View D of Figure 64. Install binding caps.

11. Remove temporary clamps or fastenings holding trim to header.
12. With header locked down, pull trim assembly up tight and mark for final installation.
13. Apply trim cement to header and rear side rail.
14. Release header from windshield. Tack or staple trim to header (fig. 65).
15. Apply trim to rear side frame, previously cemented.
16. Install weatherstrips which were removed at disassembly and install retaining screws in header weatherstrip.
17. Install header trim panel.
18. Make any adjustments necessary, following instructions listed under Folding Top—Adjustments.

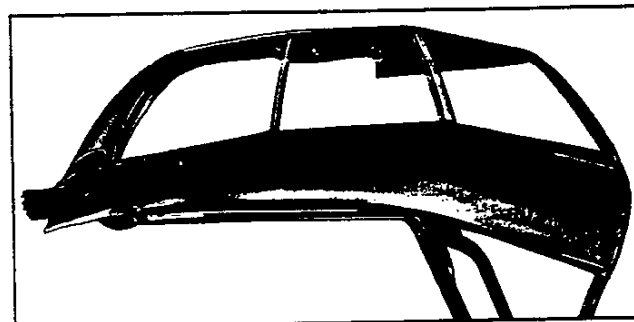


Fig. 69—Pad Installed

FRAME AND LINKAGE

Figure 72 illustrates construction features of the folding top frame and linkage. Various cross sections in Figure 72 show the pivoting joints and their assembly.

If an operation is being performed which requires removal of folding top trim, follow directions in this section. The entire frame assembly may be removed and replaced as a unit. Follow instructions for Folding Top Trim and Rear Window Assembly and Top Assembly—Removal and Installation.

The pivoting joints should be lubricated with light machine oil once a year. Apply oil sparingly so as not to stain top trim.

WEATHERSTRIP

Side Rail Weatherstrip

Figure 73 illustrates installation of side rail weatherstrip which acts to seal window opening. The weatherstrip is held in place by loose screws which are part of the weatherstrip assembly, and by neoprene base cement which is applied between weatherstrip and side rail surface.

When replacing weatherstrip remove all rust, old cement and foreign material from the surfaces to be cemented, to assure successful bonding. Use only good

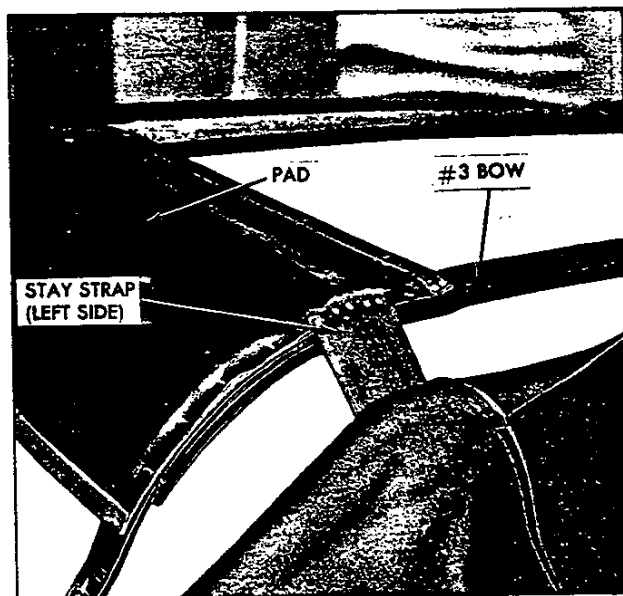


Fig. 70—Installing Stay Strap

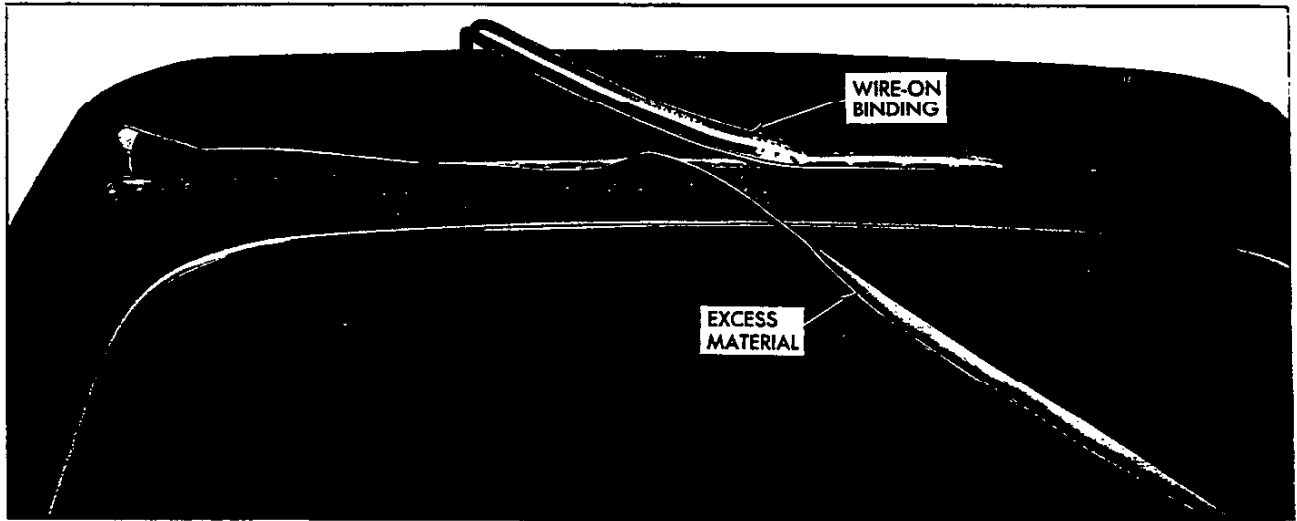


Fig. 71—Installing Binding

quality neoprene cement suitable for weatherstrip application.

Header Weatherstrip

Weatherstrip assembly is retained to the header panel by a combination of studs, and special fasteners as shown

in Figure 74 along with neoprene base weatherstrip cement.

SPORT COUPE MODEL 19437

ROOF PANEL ADJUSTMENT (Fig. 75)

Each roof panel is adjusted in relationship to the other

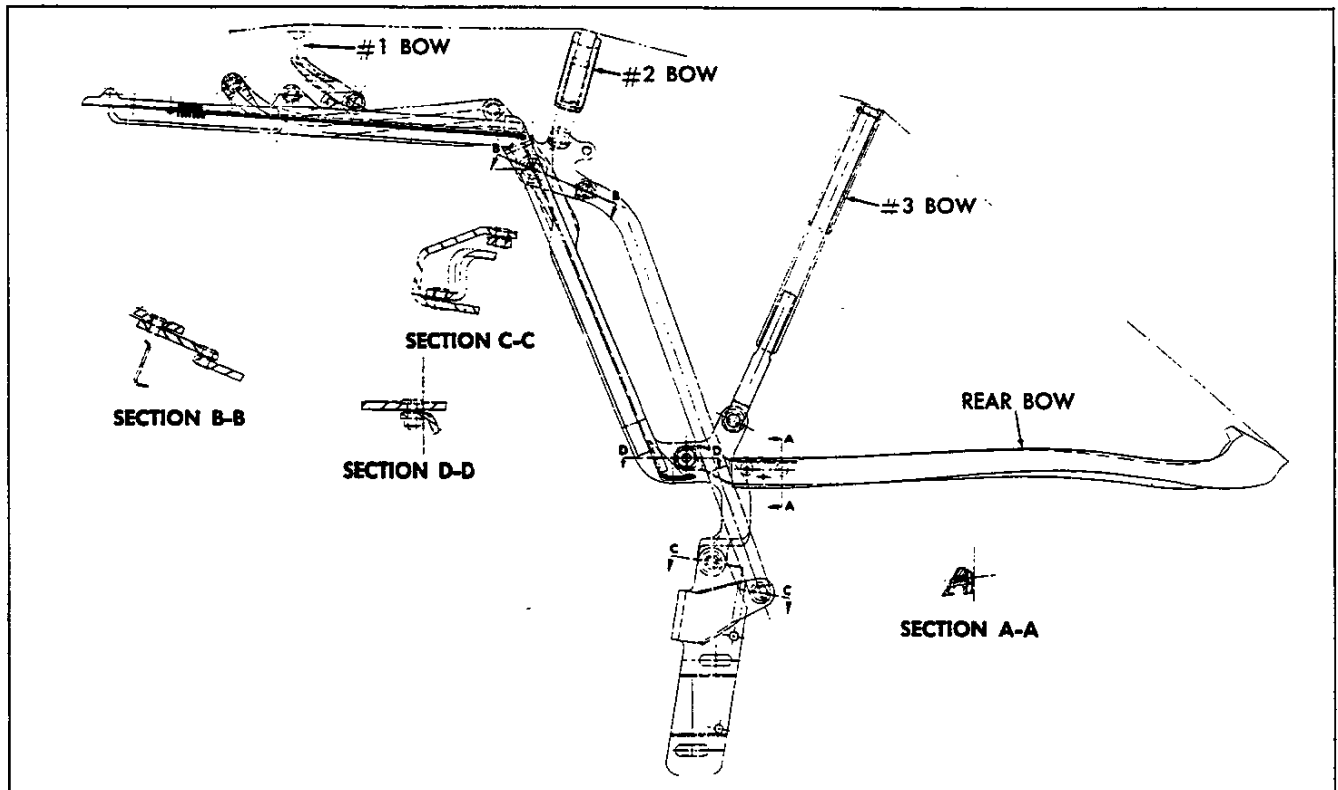


Fig. 72—Top Frame and Linkage

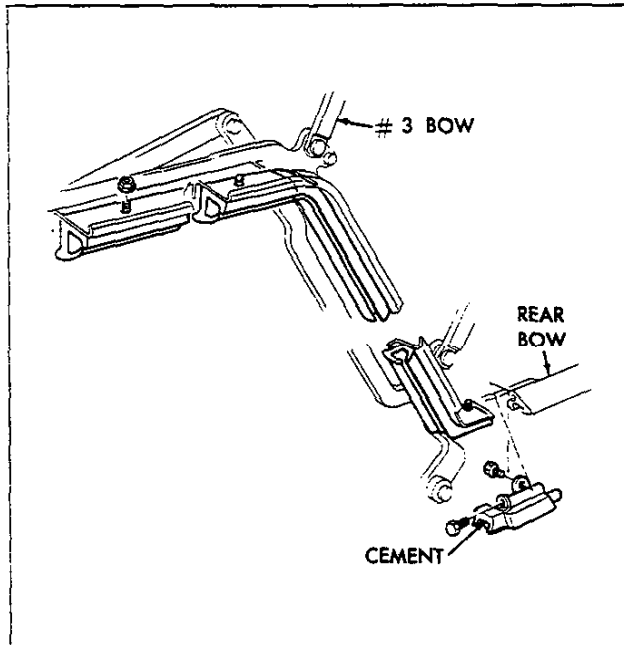


Fig. 73—Side Rail Weatherstrip

and to the header and roof crossover.

Roof panel inner edges are spaced parallel $1/16''$ to $3/16''$. The rear edges of the roof panel are spaced $1/8''$ to $1/4''$ side to side. The outboard edge of the roof panel to header spacing is determined by the triangular headed pin fastened to the roof crossover. The back edge of the triangular headed pin should measure $1/4''$ from the plate it screws into.

All latches and adjustments must be loose before starting the roof panel alignments. The only shimming possible is at the center guides.

Adjustment Procedure

1. Remove roof panel and place upside down on a clean soft surface.

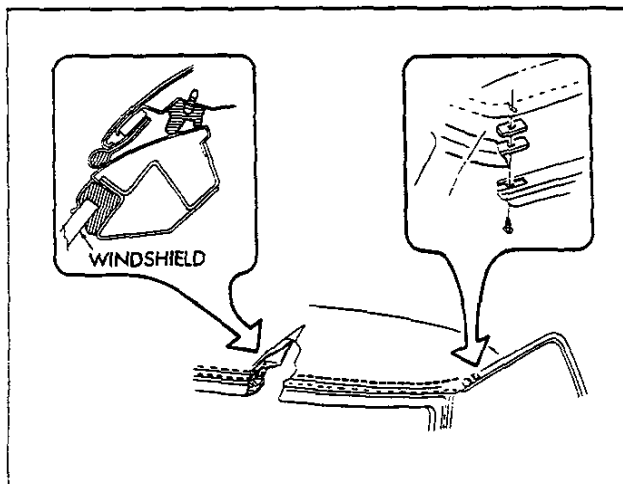


Fig. 74—Header Weatherstrip

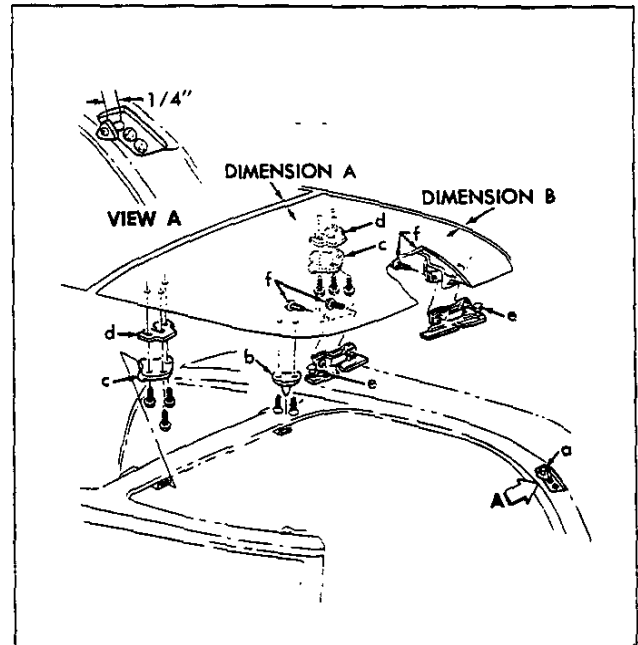


Fig. 75—Roof Panel Alignments

2. Remove screw from each side of headlining panel and gently pry headlining loose from plastic retainers.
3. Loosen screws on underside of roof panel at forward (b) and center guides (c).
4. Repeat steps 1-3 for opposite roof panel.
5. Check dimension of triangular pin (a) on header panel at outer edges of the roof panel attachment locations. Refer to View A.
6. Reinstall roof panels and observe spacing. The roof halves should meet within $1/16''$ - $3/16''$ in the center (dimension A) and within $1/8''$ - $1/4''$ to the header (dimension B).

NOTE: Contour of roof is controlled by shims (d) (no more than 4). It should be noted that the fewer shims used at this location, the more compression on the seating gasket.

7. Once dimensions A and B have been obtained by manipulating each roof panel with respect to one another and the header, tighten the screws securing the center and forward guides in the roof panels.

NOTE: If compression at the lock locations is needed, adjust bolts (e) accordingly. If point of contact of latch bolt needs adjustment loosen bolts (f) and move latch assemblies fore or aft as necessary.

8. Align headlining with a $3/16''$ gap all around and push headlining panels upward with firm palm pressure at nylon retainers.
9. Remove panels, make sure all nylon fasteners are engaged and reinstall headlining screws.
10. Reinstall roof panels on vehicle.

Weatherstrip Replacement (Fig. 76)

1. Remove roof panel and place upside down on soft clean surface.

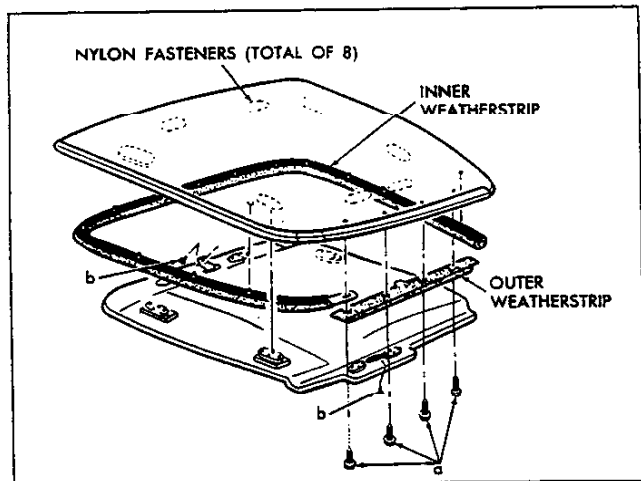


Fig. 76—Roof Panel Weatherstrips

2. Remove four (4) screws (a) retaining outer weatherstrip. Remove weatherstrip.

NOTE: Butt joints are rubber cemented to inner weatherstrip. Use care when separating.

3. If inner weatherstrip is to be removed, proceed as follows:
 - a. Remove screw (b) on each side of headliner panel.
 - b. Pry headliner loose from nylon retainers at eight (8) locations. Remove headliner.
 - c. Pry out plastic buttons retaining weatherstrip to roof panel. Remove weatherstrip.
4. Clean old sealer off roof panel.
5. If inner weatherstrip was removed, perform the following:
 - a. Apply sealer to roof panel along the entire periphery of the roof panel where the inner strip is to lie.
 - b. Install new weatherstrip starting at screw attachment end engaging all plastic retainers. Push down along strip to uniformly spread the sealer. Apply rubber cement to butt joint ends.
- NOTE:** It may be necessary to cut the rearward end of weatherstrip to have it properly butt against outer weatherstrip.
- c. Reinstall headliner panel.
6. Apply a 3/16" bead of sealer on the roof panel where outer weatherstrip will lie.
7. Apply rubber cement to butt ends of the new outer weatherstrip and reinstall to roof panel with four (4) screws.
8. Reinstall roof panel.

INTERIOR QUARTER PANEL TRIM REMOVAL (Fig. 77)

1. Remove rear window.
2. Gently pry off back window lower garnish molding (f) by pulling lower edge forward, then after unhooking nylon fasteners, lift up.
3. Remove (right or left) rear roof trim panel latch cover (a) secured by screws.

4. Remove (right or left) rear roof trim panel (b).
5. Remove (right or left) quarter trim panel secured by screws.

NOTE: Four (4) screws retaining forward lip of interior quarter trim panel are removed and installed from inside door jamb.

6. Install interior trim and rear window in the reverse order of removal.

CENTER ROOF REINFORCEMENT TRIM REMOVAL (Fig. 77)

1. Remove both rear roof trim panel latch covers (a)—2 screws each.
2. Remove rear window.
3. Remove both rear roof panels (b) secured by screws.
4. Remove left and right sun visor assemblies. Remove windshield upper garnish molding (c) secured by screws.
5. Remove center roof trim screws. Pull assembly (d) downward to release the attachment stud (e).
6. Install interior trim in the reverse order of removal, then install rear window.

STORAGE TRAY

The storage tray which provides a means of storing rear window assembly when removed from vehicle, is replaced by removing hinge screws at rear body panel. The latch is adjusted by bending for proper engagement.

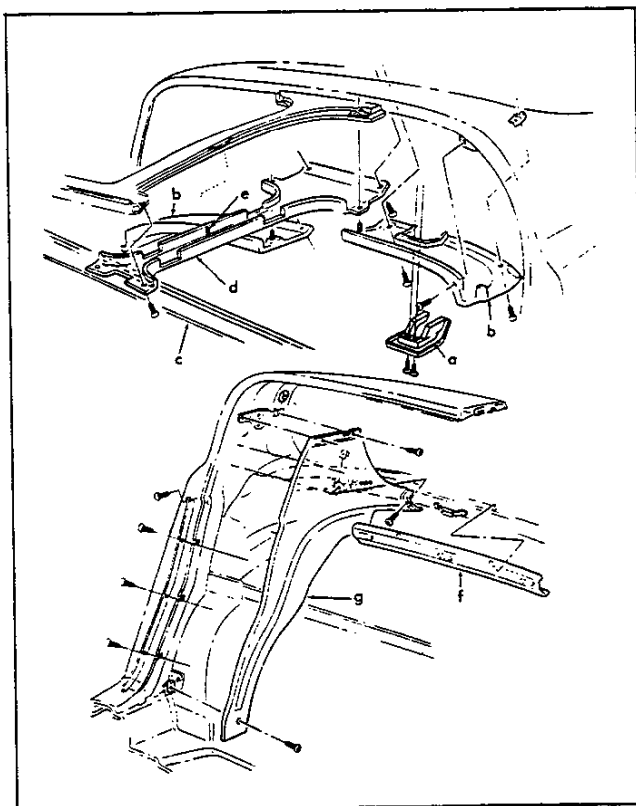


Fig. 77—Interior Quarter Trim

REAR WINDOW

Glass Replacement

To replace rear window glass, the following procedure is recommended.

1. Remove rear window assembly from vehicle and place on bench.
2. Remove lower frame member from old glass and frame assembly.
3. Remove glass from upper frame member and clean out sealer by carefully scraping from groove around entire perimeter of frame.
4. Apply bead of caulking material (polysulfide or equivalent) around slot of both frame components.
5. Insert replacement glass into curved frame member.

6. Assemble frame by aligning lower member with glass.
7. Clean excess caulking material from surface of glass.

Adjustment

The locks and lower receiving plates which determine the holding force are adjusted to the extent of slotted mounting holes to attain an even, adequate seal.

Weatherstrip

The weatherstrip between the rear window assembly and rear body opening is replaced by cementing to rear inner body surface around opening. The weatherstrip is then screwed in place.

SPECIAL TOOLS

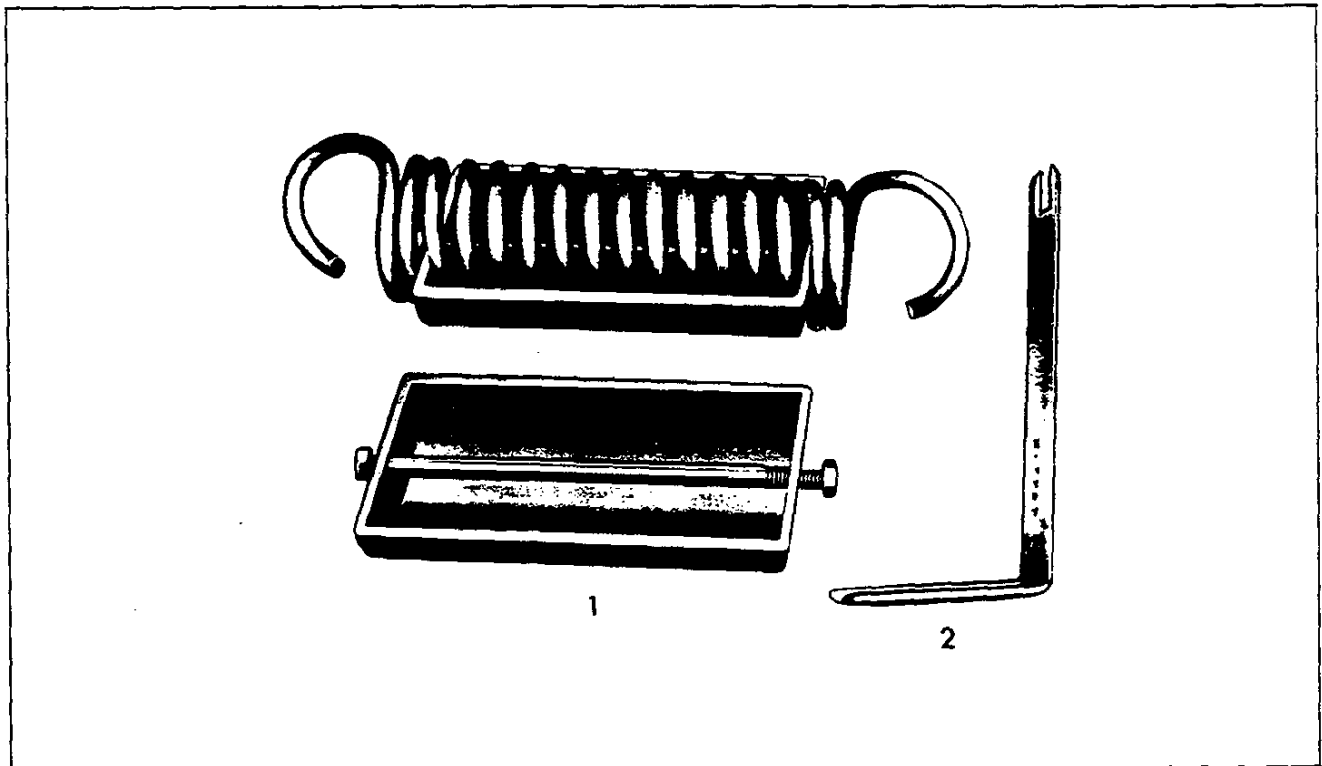


Fig. 78—Special Tools

1. J-9559 Hood Spring Tool
2. J-7797 Door Handle Clip Remover



AMA-40A
197J

AMA Specifications—Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

MANUFACTURER	Chevrolet Motor Division General Motors Corporation	CAR NAME	CORVETTE	
MAILING ADDRESS	[REDACTED]	MODEL YEAR	1970	ISSUED: 2-70 REVISED (•)

NOTES:

1. The General Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
 - a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
 - b. Nominal design dimensions are used throughout these specifications.

TABLE OF CONTENTS

Car & Body Dimensions	1,2	Drive Units	14	Suspensions	21
Engine - Mechanical	4	Brakes	18, 19	Weights	24
Electrical	12	Steering	20	Index	25

BODY - TYPES AND STYLE NAMES - Body type, style names; use manufacturer's code for series & body style.

2-Door Sport Coupe, 2-Passenger	19437
2-Door Convertible, 2-Passenger	19467

AMA Specifications—Passenger Car

MAKE OF CAR CORVETTE MODEL YEAR 1970 DATE ISSUED 2-70 REVISED (e)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only. Dimensions are to be shown for:
4-Dr. Sedan, 2-Dr. H.T., 4-Dr. H.T., Convertible and Station Wagon.

MODEL	SAE Ref. No.	Sport Coupe	Convertible
WIDTH			
Track - Front	W101		58.7
Track - Rear	W102		59.4
Maximum overall car width	W103		69.0
Body width at No. 2 pillar	W117		66.2
LENGTH			
Body "O" to front of dash	L 30		-1.7
Wheelbase	L101		98.0
Overall car length	L103		182.5
Overhang - front	L104		40.6
Overhang - rear	L105		43.9
Body upper structure length	L123		
Body "O" line to $\text{\textcircled{C}}$ of rear wheel	L127		72.0
Body "O" line to w. s. cowl point	L130		
HEIGHT			
Passenger Distribution (front & rear)			2 - 0
Trunk/Cargo load (lbs.)			
Overall height	H101	47.4	47.5
Cowl height	H114		26.6
Deck height	H138		
Rocker panel - front	To ground		7.3
	From front wheel $\text{\textcircled{C}}$	H112	21.0
Rocker panel - rear	To ground		7.1
	From rear wheel $\text{\textcircled{C}}$	H111	16.6
Windshield slope angle	H122		57.0
GROUND CLEARANCE			
Bumper to ground - front	H102		20.3
Bumper to ground - rear	H104		19.3
Angle of approach	H106		22.0
Angle of departure	H107		21.0
Ramp breakover angle	H147		22.0
Min. running clearance (Specify)	H156		4.5 (a)

(a) Exhaust system to ground

Auxiliary removable hardtop (convertible). Black vinyl roof covering for auxiliary hardtop. Wheel covers. Shoulder belts and retractors (convertible). Rear-window defroster. Four-Season air conditioning. Tilt-telescopic steering wheel. AM/FM pushbutton radio. AM/FM/Stereo pushbutton radio. Power brakes. Power steering. Power windows. White-lettered tires. White-stripe tires. Audio alarm system.

All Corvette engines for 1970 have transmission-controlled spark advance for improved emission control. New slim-line gasketless spark plugs for Turbo-Jet V8 engine. High-performance and special-performance camshafts and mechanical valve lifters as listed.

300-hp Turbo-Fire 350 V8, standard. Four-barrel carburetor, premium fuel, general-performance camshaft. Compression ratio—10.25:1. Hydraulic valve lifters. **Transmissions:** 4-Speed, Turbo Hydra-matic.

350-hp Turbo-Fire 350 V8, extra cost. Four-barrel carburetor, premium fuel, high-performance camshaft. Compression ratio—11.0:1. Hydraulic valve lifters. **Transmission:** 4-Speed.

370-hp Turbo-Fire 350 V8, extra cost. NEW. Four-barrel carburetor, premium fuel, special-performance camshaft. Compression ratio—11.0:1. Mechanical valve lifters. **Transmission:** 4-Speed.

390-hp Turbo-Jet 454 V8, extra cost. NEW. Four-barrel carburetor, premium fuel, high-performance camshaft. Compression ratio—10.25:1. Hydraulic valve lifters. **Transmissions:** 4-Speed, Turbo Hydra-matic.

460-hp Turbo-Jet 454 V8, extra cost. NEW. Large four-barrel carburetor, premium fuel, high-performance camshaft. Compression ratio—11.25:1. Mechanical valve lifters. **Transmissions:** 4-Speed, Turbo Hydra-matic.

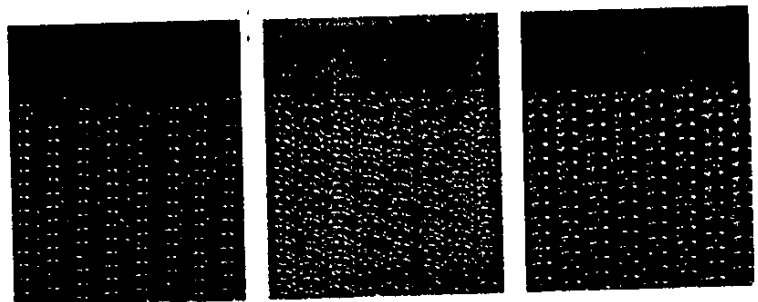
Transmissions: 4-Speed, *standard.* Wide range, fully synchronized. Console-mounted shift lever. Gear ratios: first—2.52:1, second—1.88:1, third—1.47:1, fourth—1.00:1. Also available in close ratio version: first—2.20:1, second—1.64:1, third—1.27:1, fourth—1.00:1 (close ratio not available with 300-hp engine; wide range not available with 460-hp engine). **Turbo Hydra-matic, extra cost.** Console-mounted shift. Can be shifted manually through three forward ranges, or left in "drive" for automatic shifting.

For performance: Special-purpose engine, suspension and chassis components, such as a special power brake system, are included with specific engine/transmission option packages.

New: Corvette for '70 accentuates its aerodynamic look. There's a bright new precision-cast grille, new bright accents on fender side louvers, and new stainless steel body sill moldings.

Also new for '70: New wider flared wheel openings front and rear. New improved windshield wiper cowl panel operation. New faster headlight positioning control. New improved hood locking system. New improved door latching system for convertible. New parking lights. New side marker lights, front and rear. New rectangular exhaust pipe extensions. New instrument cluster. New high-back bucket seats with built-in head restraints.

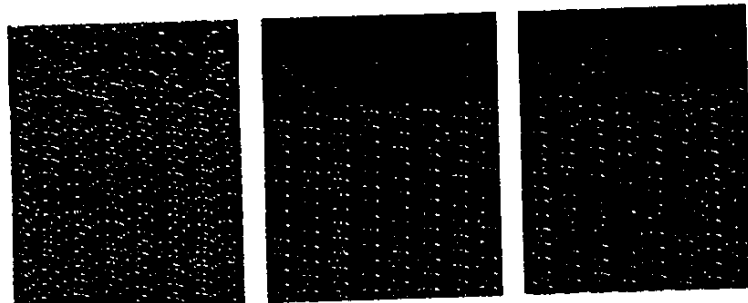
Others you'll like: ~~Steel-reinforced fiberglass~~ body. High-rise fenders with functional louvers. Power-operated retractable dual headlights. Front and rear air spoilers. Removable roof panel sections and rear window (coupe). Concealed outside door handles. Keyless door locking. Full door-glass styling without ventipanes. Hide-A-Way windshield wipers with integral washers (under power-operated cowl panel). Twin rear-deck air exhaust grilles. Wheel trim rings and center caps. Four-wheel disc brakes—self-adjusting. Positraction rear axle. All-welded ladder-type frame. Dual master cylinder brake system with warning light. Wide 15 x 8-inch wheels with safety rims. P70 x 15 wide-oval tires. Ball-race steering. Side-terminal energizer-type Delco-eye battery. Aircraft-type instrumentation. Astro Ventilation. Folding seat back latches. Seat belt retractors. Center console. Day-night inside rearview mirror. Console-mounted parking brake control. Sport-styled steering wheel. Tachometer. Trip odometer. Rally-type electric clock. Ammeter, oil pressure, fuel, temperature gauges. Courtesy light with automatic door switches. Light monitoring system. Tinted glass. Suspended accelerator pedal. Rear compartment stowage wells. Warning lights for door and seat belts. Delcotron generator with integral micro-switch regulator.



*Black

*Saddle

Red



Blue

Dark Brown

Dark Green

*Also available with leather seat trim in Custom Interior option described below.

Standard:

All-vinyl bucket-seat interior luxury for the '70 Corvette comes in six color choices: black, saddle, red, blue, dark brown, dark green.

Custom interior:

A new Custom Interior option in black or saddle, includes leather seat trim, plush cut-pile carpeting, special door trim with carpeted lower panels, plus wood-grain accents on doors and console.

Classic White



Mulsanne Blue

Bridgehampton Blue

Donnybrooke Green



Laguna Gray

Marlboro Maroon

Ontario Orange



Monza Red

Cortez Silver

Daytona Yellow

Choice of 10 exterior colors for '70: • Mulsanne Blue • Bridgehampton Blue • Donnybrooke Green • Laguna Gray • Marlboro Maroon • Ontario Orange • Monza Red • Cortez Silver • Classic White • Daytona Yellow.

Convertible soft top available in white, black or sandalwood with any exterior color.

Wheelbase.....98"
Length, overall.....182.5"
Width, overall.....69.0"
Height, overall—coupe.....47.8"
 convertible.....47.9"
Tread, front.....58.7"; rear.....59.4"
Tire size.....F70 x 15
Fuel tank capacity (approximate).....20 gals.

V8 MODELS (300-hp Turbo-Fire 350 V8)

Corvette

MODEL NUMBER	DESTINATION GROUP NO.	MFR'S SUGGESTED RETAIL PRICE*
Coupe 19437	42	\$5192.00
Convertible 19467	42	4849.00

With manually-operated folding top

DESTINATION CHARGE:

GROUP 42 _____

*Manufacturer's suggested retail price including federal excise tax and suggested dealer new car preparation charge. Destination charges, state and local taxes and optional equipment additional.

DESCRIPTION	RPO NUMBER	MFR'S SUGGESTED RETAIL PRICE
POWER TEAMS		
Engines:		
350-hp Turbo-Fire 350. Available only when standard 4-Speed wide-range or 4-Speed close-ratio transmission is ordered.....	L46	\$158.00
370-hp Turbo-Fire 350. Available only when standard 4-Speed wide-range or 4-Speed close-ratio transmission is ordered. Includes full-transistor ignition system.....	LT1	447.65
390-hp Turbo-Jet 454. Available only when standard 4-Speed wide-range, 4-Speed close-ratio or Turbo Hydra-matic transmission is ordered. Includes HD battery.....	LS5	289.65
460-hp Turbo-Jet 454. Available only when 4-Speed close-ratio, 4-Speed special close-ratio or Turbo Hydra-matic transmission is ordered. Includes HD battery, full-transistor ignition system, aluminum cylinder heads, special hood and ornamentation.....	LS7	---
Transmissions:		
Turbo Hydra-matic:		
With 300-hp or 390-hp engine.....	M40	N.C.
With 460-hp engine.....	M40	95.05
4-Speed (Close-Ratio).....	M21	N.C.
4-Speed (Special Close-Ratio) Available only when 460-hp engine is ordered.....	M22	95.05
Axle, Positraction Rear:		
Economy Ratio.....	ZQ8	12.65
Performance Ratio.....	ZQ9	12.65

(Continued of Page 43) N.C.—No charge

DESCRIPTION	RPO NUMBER	MFR'S SUGGESTED RETAIL PRICE
3.70 Ratio.....	YE1	\$12.65
4.11 Ratio.....	YE2	12.65
4.56 Ratio.....	YE3	12.65

POWER ASSISTS

Brakes, Power.....	J50	47.40
Steering, Power (Power brakes recommended) Not available when 370-hp engine is ordered.....	N40	105.35
Windows, Power.....	A31	63.20

OTHER OPTIONS

Air Conditioning, Four-Season: Available only when 4-Speed wide-range transmission with standard, 350-hp or 390-hp engine or Turbo Hydra-matic transmission with standard or 390-hp engine is ordered.....	C60	447.65
Alarm System, Audio	UA6	31.60
Battery, Heavy-Duty: Included when 390-hp or 460-hp engine is ordered.....	T60	15.80
Belts, Shoulder Custom Deluxe: (Convertible only) Driver and passenger.....	A85	42.15
Defroster, Rear Window	C50	36.90
Radio: (Includes fixed height rear antenna) AM-FM pushbutton control.....	U69	172.75
AM-FM stereo pushbutton control.....	U69/U79	278.10
Roof Cover, Vinyl: Black; Convertible with auxiliary top only.....	C08	63.20
Steering Wheel, Tilt-Telescopic	N37	84.30
Top, Auxiliary: Hard top; Convertible only In addition to folding top.....	C07	273.85
Top, Folding: Convertible only. All tops available with all exterior colors		
Black.....	BB	N.C.
White.....	AA	N.C.
Sandalwood.....	EE	N.C.
Trim, Custom: Includes leather seat trim, special cut pile carpeting, door trim panels with wood-grained accents and lower carpeting plus console with wood-grained accents.....	---	158.00
Wheel Covers: Special.....	P02	57.95

FACTORY-INSTALLED REGULAR PRODUCTION TUBELESS TIRES

Replaces (5) F70 x 15 Special Nylon Blackwall		
(5) F70 x 15 Special Nylon White Lettered Blackwall.....	PU9	33.15
(5) F70 x 15 Special Nylon White Stripe.....	PT7	28.10

N.C.—No charge

1970 Corvette

	V8
Coupe	19437
Convertible	19467

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NEW CORVETTE FEATURES FOR 1970 . . .

- New bright precision-cast grille with new larger parking/turn signal lights
- New body sill moldings
- New bright outlined front fender louvers
- New wider flared wheel openings front and rear
- New rectangular exhaust outlets with bright accents
- New side marker lights front and rear
- New taillight and back-up light styling
- New interior trim styling and colors
- New high-backed slim-tapered bucket seat styling with integral head restraints
- New unitized seat and shoulder belt buckle design
- New Custom Interior option
- Tinted glass now standard in all windows
- New 370-horsepower 350-cu.-in. V8 option
- New large displacement 454-cu.-in. V8 option rated 390 horsepower with quiet hydraulic valve lifters and 10.25:1 compression ratio
- New top-output 460-hp includes aluminum cylinder heads, special camshaft with mechanical lifters, and 11.0:1 compression ratio
- 4-Speed fully synchronized transmission standard equipment
- Positraction rear axle standard with choice of ratios available
- Special high-domed hood included with 370-, 390- and 460-hp engines
- New improved windshield wiper cowl panel operation
- Faster headlight positioning control
- New improved hood locking system
- Improved door latching system for Convertible
- Side-terminal energizer battery

Safety and security features . . .

Occupant Protection Features

- Seat belts and shoulder belts (except Convertible) with pushbutton buckles and retractors—driver and passenger
- Built-in head restraints
- Energy-absorbing steering column
- Passenger-guard door locks
- Safety door latches
- Energy-absorbing padded instrument panel
- Thick-laminate windshield
- Padded sun visors
- Safety armrests
- Safety steering wheel

Accident Prevention Features

- Side marker lights and reflectors
- Parking lights that illuminate with headlights
- Four-way hazard warning flasher
- Back-up lights
- Lane-change feature in direction signal control
- Windshield defroster, washers and dual-speed wipers
- Wide-view inside day-night mirror (vinyl-edged, shatter-resistant glass and deflecting support)
- Outside rearview mirror
- Tire tread wear indicators
- Dual master cylinder brake system with warning light
- Starter safety switch

Anti-Theft Features

- Anti-theft ignition key warning buzzer
- Anti-theft steering column lock

Traditional quality features . . .

- Dramatic aerodynamic styling with long sloping hood and short rear deck with flared air spoiler

- Power-operated retractable dual headlights with built-in headlight washers
- High-rise fenders with functional louvers
- Unique Coupe roof styling with removable roof panel sections and rear window
- Removable hardtop styling for Convertible
- Concealed outside door handles
- Full door-glass styling without ventipanes
- Flush-mounted windshield wipers hidden beneath power-operated cowl panel
- Twin rear deck air exhaust grilles
- Bright license plate frames
- Wheel trim rings and center caps
- Instrument panel and console with aircraft-type instrumentation
- Astro Ventilation with adjustable vents in instrument panel
- Console-mounted parking brake control
- Deep-twist floor carpeting
- All-vinyl interior trim
- Special sport-styled steering wheel
- Tachometer
- Separate trip odometer
- Rally-type electric clock
- Ammeter, oil pressure, fuel and temperature gauges
- Vinyl-covered molded headlining on Coupe
- Courtesy light with automatic door switches
- Light monitoring system standard with indicators built into console
- Rear compartment stowage wells
- Warning lights for seat belt and door ajar
- Armrests designed to shield door handles and lock buttons
- Efficient valve-in-head engine design
- Positive-shift starter
- Automatic choke
- Controlled pressure lubrication system with full-flow oil filter
- Full dual exhaust system
- Exhaust emission control system standard on all engines
- Suspended accelerator pedal with cable-type linkage
- High-output DelcoTron generator
- High-capacity energizer-type battery
- Magic-Mirror acrylic lacquer finish
- Steel-reinforced fiberglass body
- Curved side windows
- Built-in blended-air heater and defroster system
- Carpeted luggage compartment behind front seats
- Color-matched seat belts
- Keyless door locking
- Concealed Convertible top stowage
- Separate spare tire stowage with key lock
- Front lower air spoiler
- Rear deck air spoiler
- Full independent suspension system
- Disc brakes at all four wheels
- Rugged all-welded ladder-type frame
- Wide 15" x 8" wheels
- F70 x 15 wide-oval tires
- Precise Ball-Race steering
- Tire safety rim
- Built-in control of acceleration and braking forces
- Rayon-reinforced front and rear brake hoses
- 6000-mile or four-month chassis lubrication
- Rubber-mounted front stabilizer bar

Interior Trim

models	seat style	Black		Blue vinyl	Brown vinyl	Green vinyl	Red vinyl	Saddle	
		vinyl	leather					vinyl	leather
Coupe & Convertible	bucket	400	403	411	414	422	407	418	424

Exterior Colors

	code							
Mulsanne Blue	26	•	•					
Bridgehampton Blue	27	•	•					
Donnybrooke Green	44	•		•	•			•
Laguna Gray	15	•	•	•	•	•		•
Marlboro Maroon	77	•		•				•
Ontario Orange	62	•						
Monza Red	72	•		•		•		•
Cortez Silver	14	•	•	•	•	•		•
Classic White	10	•	•	•	•	•		•
Daytona Yellow	51	•			•			

Vinyl Roof Cover Color Choice (RPO C08)

Available for removable hardtop (RPO C07) in black only with all exterior colors.

Convertible Top Colors

Choice of white, black or sandalwood convertible top available with all exterior colors.

Seat and Shoulder Belt Colors

interior trim color	belt colors
Black	Black
Blue	Dark Blue
Green	Green
Red	Red
Brown	Dark Brown
Saddle	Saddle

Engines, Transmissions and Axle Ratios

engines	transmissions and positraction rear axle ratios											
	4-speed (2.52:1 low)				4-speed (2.20:1 low)				Turbo Hydra-matic			
	std.	econ.*	perf.*	spec.*	std.	econ.*	perf.*	spec.*	std.	econ.*	perf.*	spec.*
Standard V8 300-hp Turbo-Fire 350 V8	3.36	3.08							3.08		3.36	
(RPO L46) 350-hp Turbo-Fire 350 V8	3.36		3.55		3.70		4.11					
(RPO LT1) 370-hp Turbo-Fire 350 V8	3.55	3.36	3.70		3.70	3.55	4.11					
(RPO LS5) 390-hp Turbo-Jet 454 V8	3.08		3.36		3.36	3.08	3.55	3.70	3.08	2.73		
(RPO LS7) 460-hp Turbo-Jet 454 V8					3.36	3.08	3.55		3.08	3.36		

*Optional at extra cost.

Equipment Included With Optional* V8 Engines

Important equipment is included with optional* V8 engines, supplementing or replacing equipment included with the standard V8. Other specialized equipment is also available.

	350-hp Turbo-Fire 350	370-hp Turbo-Fire 350	390-hp Turbo-Jet 454	460-hp Turbo-Jet 454
Special high-domed hood		•	•	•
Heavier duty front springs		•	•	•
Heavier duty front stabilizer bar		•	•	•
Heavier duty rear wheel spindle support arms		•	•	•
Rear suspension stabilizer bar		•	•	•
Heavier duty clutch				•
Larger capacity radiator		•	•	•
Dual water pump and fan pulleys	•	•	•	•
Finned aluminum valve rocker covers	•	•		
Full-transistor Ignition system		•		•
Chrome-finish valve rocker covers			•	•
Higher performance starting motor		•	•	•
Aluminum cylinder heads				•
Heavier duty battery			•	•

*Optional at extra cost.

10 / Corvette power teams

Transmissions

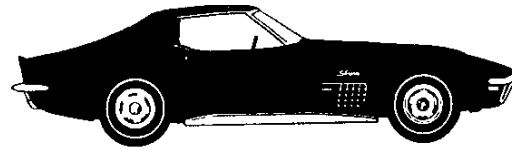
	engine	transmission gear ratios (:1)					shift selector location
		1	2	3	4	R	console
4-Speed Fully Synchronized (Standard)	300-hp V8 350-hp V8 370-hp V8 390-hp V8	2.52	1.88	1.46	1.00	2.59	•
4-Speed Fully Synchronized (RPO M21)	350-hp V8 370-hp V8 390-hp V8 460-hp V8	2.20	1.64	1.27	1.00	2.26	•
Turbo Hydra-matic (RPO M40)	300-hp V8 390-hp V8 460-hp V8	Drive (maximum)—5.21:1 to 1:1 Low 2—5.21:1 to 1.48:1 Low 1—5.21:1 to 2.48:1 Reverse—4.37:1 to 2.08:1					•

Clutches for Corvette 4-Speed Transmission Power Teams

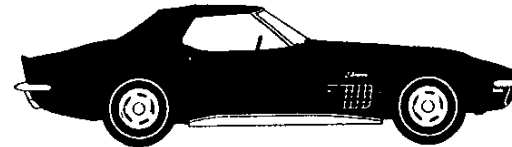
type	300- & 350-hp	370- & 390-hp	460-hp
		Semi-centrifugal bent-finger-design diaphragm spring with single dry disc—pearlitic or nodular iron pressure plate	
Disc Facing Material	Premium grade woven asbestos		
Disc Facing Outside Diameter	11.00		
Disc Facing Total Area (sq. in.)	123.70		
Spring Effective Plate Load (lbs.)	2450-2750		2600-2800

Stinson

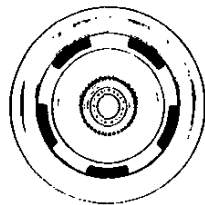
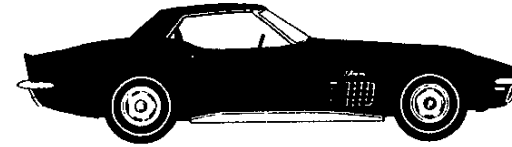
Corvette Coupe



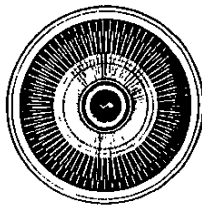
Corvette Convertible



Corvette Convertible
with optional removable hardtop (RPO C07)



Corvette standard wheel trim
ring with center cap



Optional Corvette
full wheel cover (RPO P02)

12 / Corvette exterior features