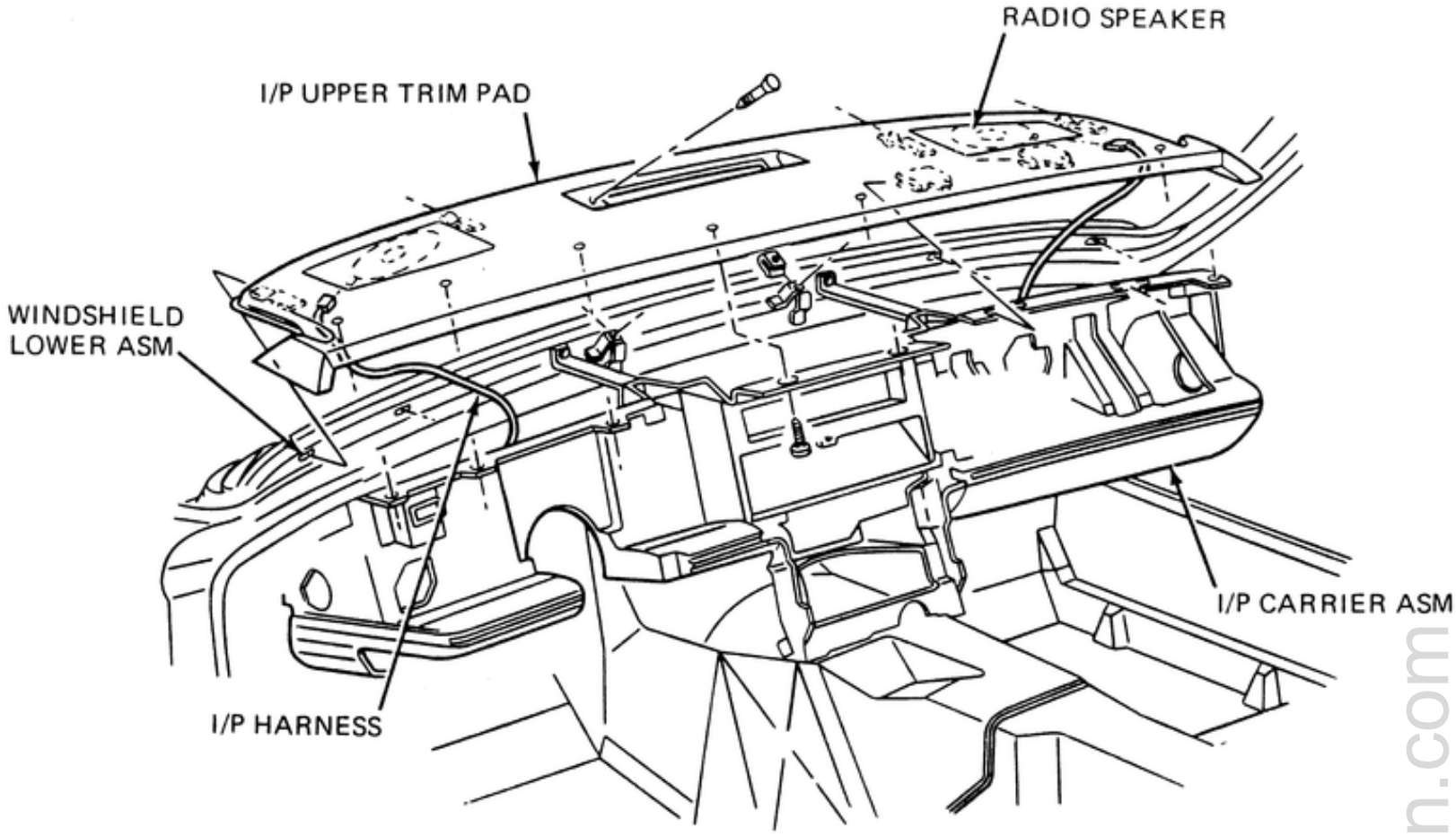

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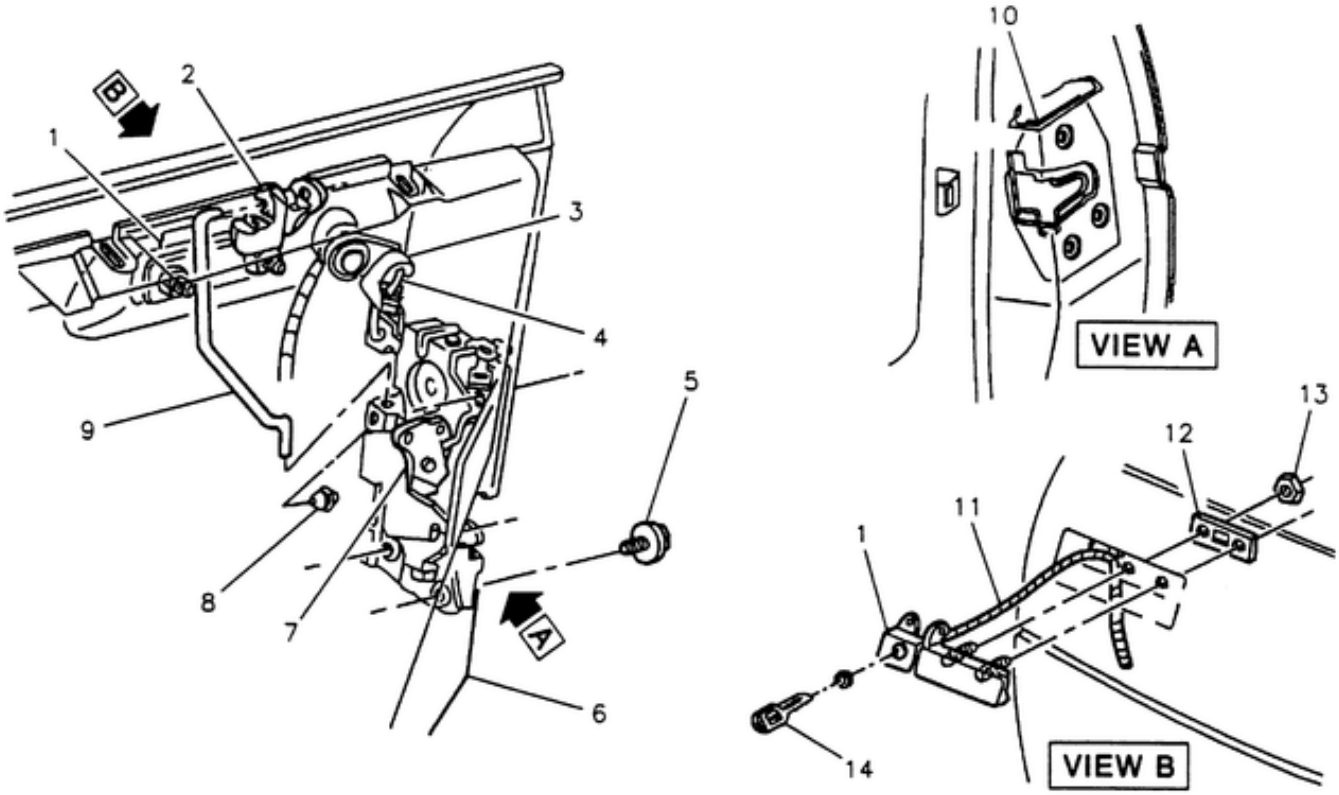

1 OUTSIDE DOOR HANDLE
2 OUTSIDE HANDLE RELEASE ROD CLIP
3 LOCK CYLINDER ROD CLIP
4 LOCK CYLINDER ROD
5 BOLT 7 N•m (63 LB. IN.)
6 DOOR PANEL
7 LOCK
8 INSULATOR/BUMPER, ANTI RATTLE
9 OUTSIDE HANDLE RELEASE ROD
10 DOOR LOCK REINFORCEMENT
11 THEFT DETERRENT WIRE HARNESS
12 BRACKET
13 NUT, 6 N•m (53 LB. IN.)
14 KEY

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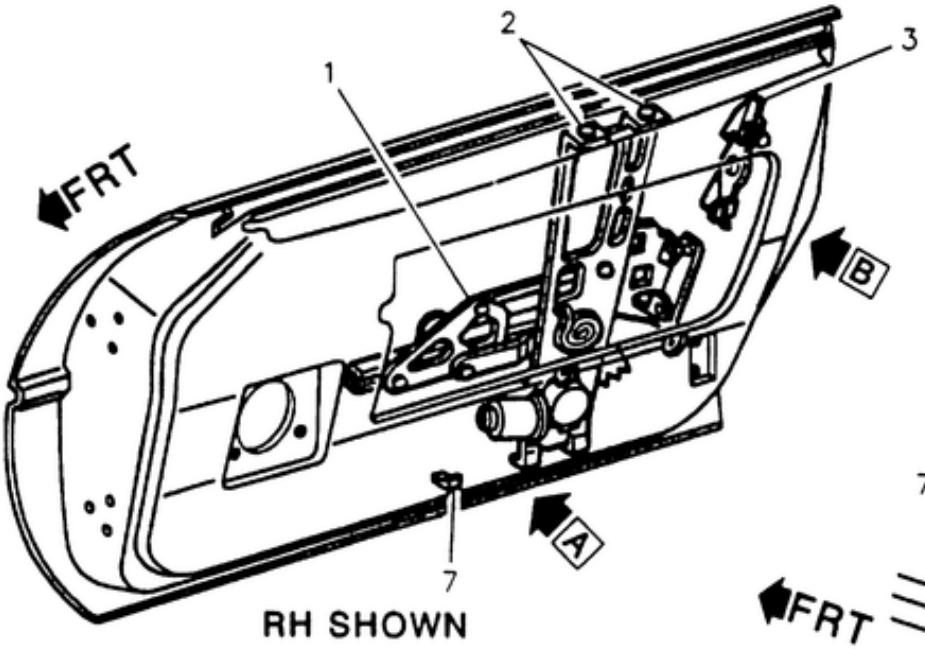
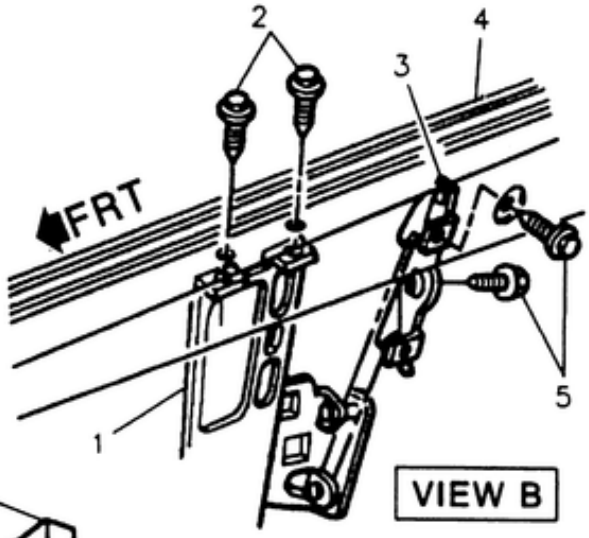
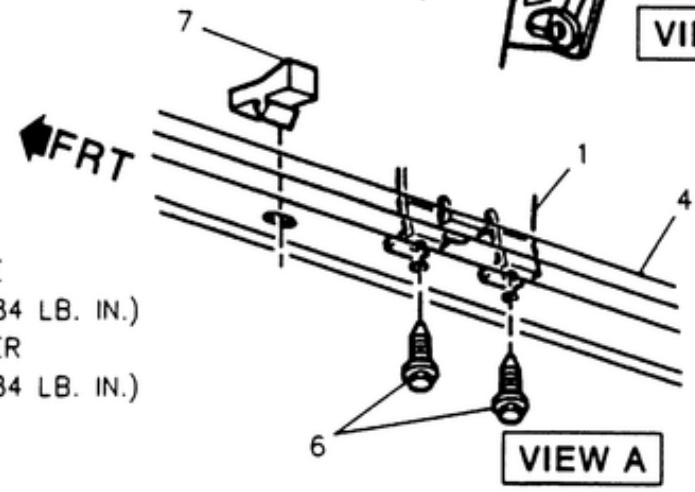


RH SHOWN
LH OPPOSITE





1 REGULATOR WITH MOTOR
2 REGULATOR UPPER BOLT 9.5 N·m (84 LB. IN.)
3 STABILIZER GUIDE
4 DOOR PANEL
5 STABILIZER GUIDE BOLT 9.5 N·m (84 LB. IN.)
6 REGULATOR LOWER BOLT 9.5 N·m (84 LB. IN.)
7 LOWER WINDOW STOP

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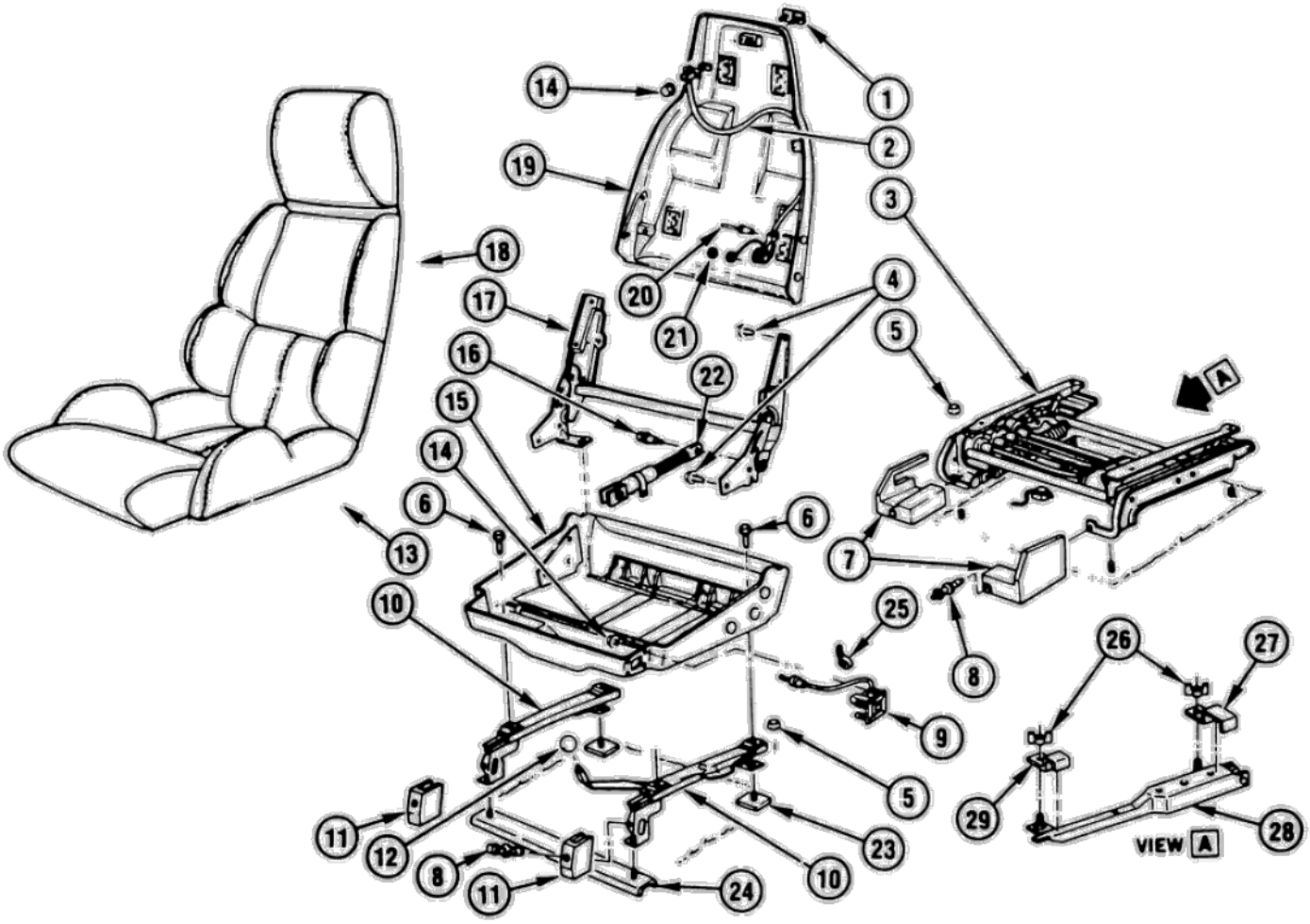

1 BEZEL, SEATBACK RELEASE HANDLE
2 RELEASE, SEATBACK
3 ADJUSTER
4 BOLT
5 NUT (W/WASHER)
6 BOLT
7 COVER
8 RETAINER
9 LEVER
10 ADJUSTER
11 COVER
12 KNOB
13 TRIM
14 NUT
15 FRAME, SEAT CUSHION
16 BOLT
17 HINGE
18 TRIM
19 FRAME, SEATBACK
20 RIVET
21 RETAINER
22 ACTUATOR
23 PLATE
24 REINFORCEMENT
25 RETAINER
26 WING NUT
27 RETAINER, WRENCH INTERIOR
28 HANDLE, JACK/WHEEL WRENCH
29 RETAINER, WRENCH OUTER

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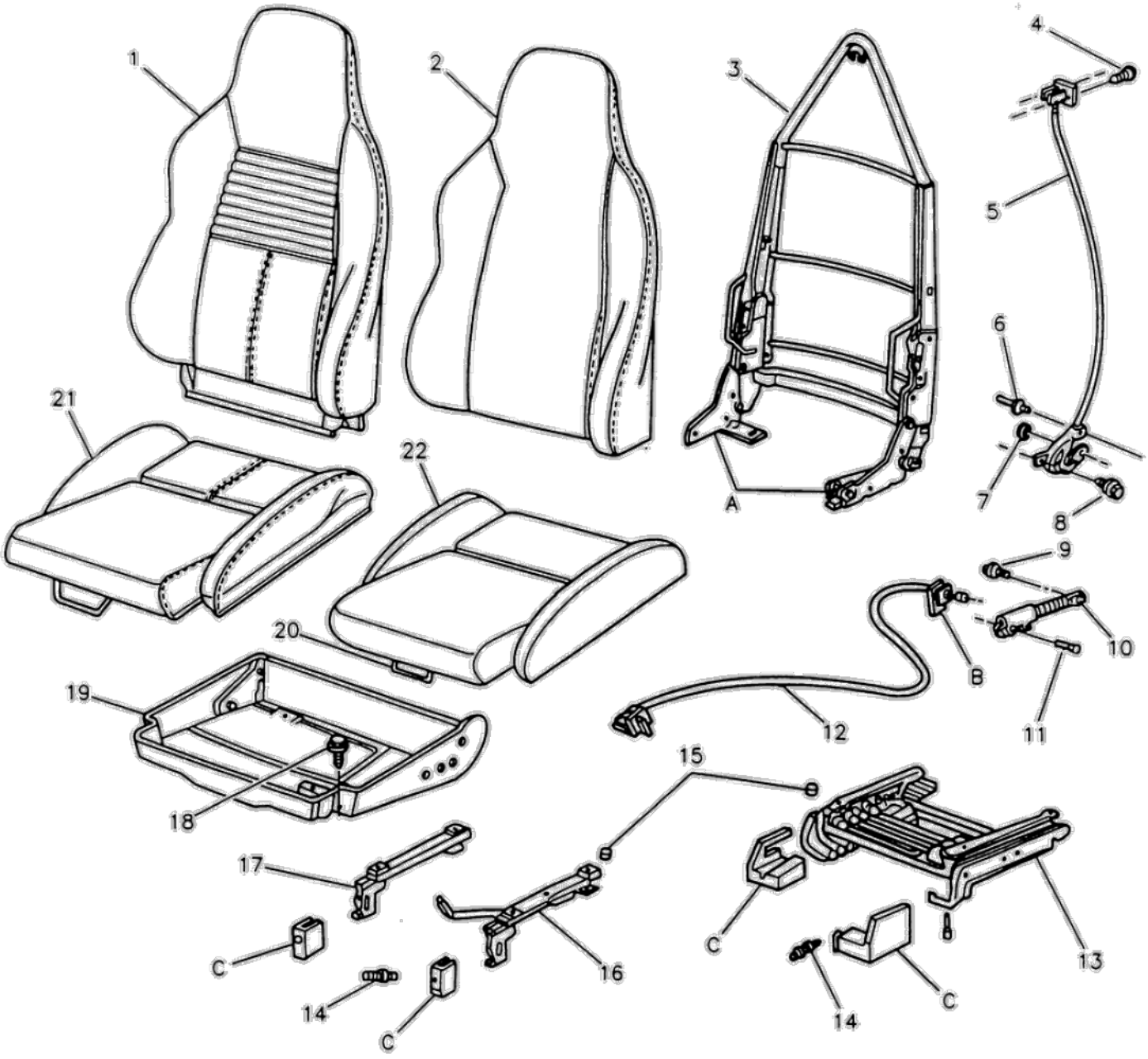

A HINGE (PART OF 3)
B TAB (PART OF 12)
C COVER, ADJUSTER
1 TRIM, SEATBACK
2 PAD, SEATBACK
3 FRAME, SEATBACK
4 SCREW, LOCK RELEASE CABLE BEZEL
5 CABLE, SEATBACK LOCK RELEASE
6 RIVET
7 RETAINER
8 BOLT, LOCK RELEASE CABLE
9 BOLT, SEATBACK ADJUSTER (REAR)
10 ADJUSTER, SEATBACK RECLINING
11 ROLL PIN
12 CABLE, SEATBACK ADJUSTER
13 ADJUSTER, POWER SEAT
14 RETAINER, COVER PUSH–IN
15 NUT, SEAT ADJUSTER MOUNTING, 27 N•m (20 LB. FT.)
16 ADJUSTER, SEAT MANUAL (LEFT)
17 ADJUSTER, SEAT MANUAL (RIGHT)
18 BOLT, SEAT MOUNTING, 27 N•m (20 LB. FT.)
19 FRAME, SEAT CUSHION RETAINING
21 TRIM, SEAT CUSHION
22 PAD, SEAT CUSHION

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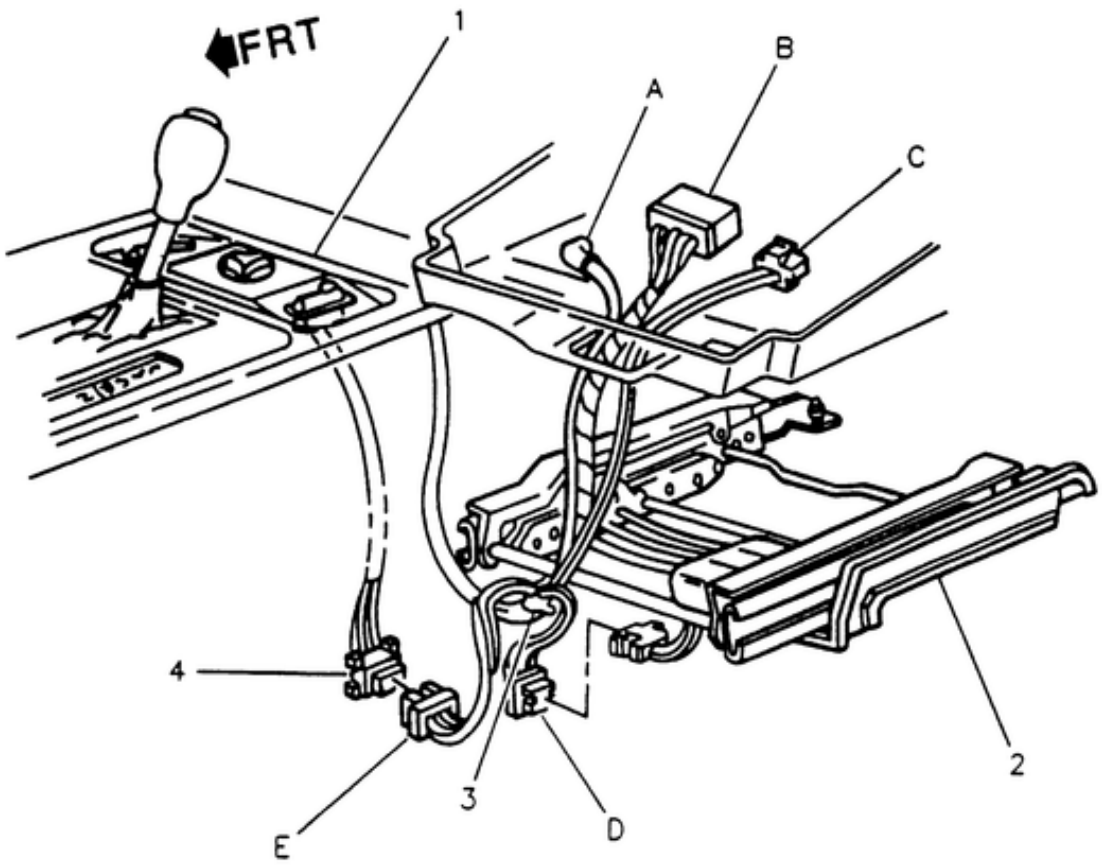

A HOSE, VACUUM (PART OF 3)
B RELAY MODULE (PART OF 3)
C CONNECTOR, SOLENOID (PART OF 3)
E CONNECTOR, POWER SEAT SWITCH (PART OF 3)
D CONNECTOR, ADJUSTER MOTOR (PART OF 3)
1 HOUSING, FRONT FLOOR CONSOLE ACCESSORY SWITCH
2 ADJUSTER, POWER SEAT
3 HARNESS, SPORT SEAT JUMPER
4 SWITCH, POWER SEAT ADJUSTER

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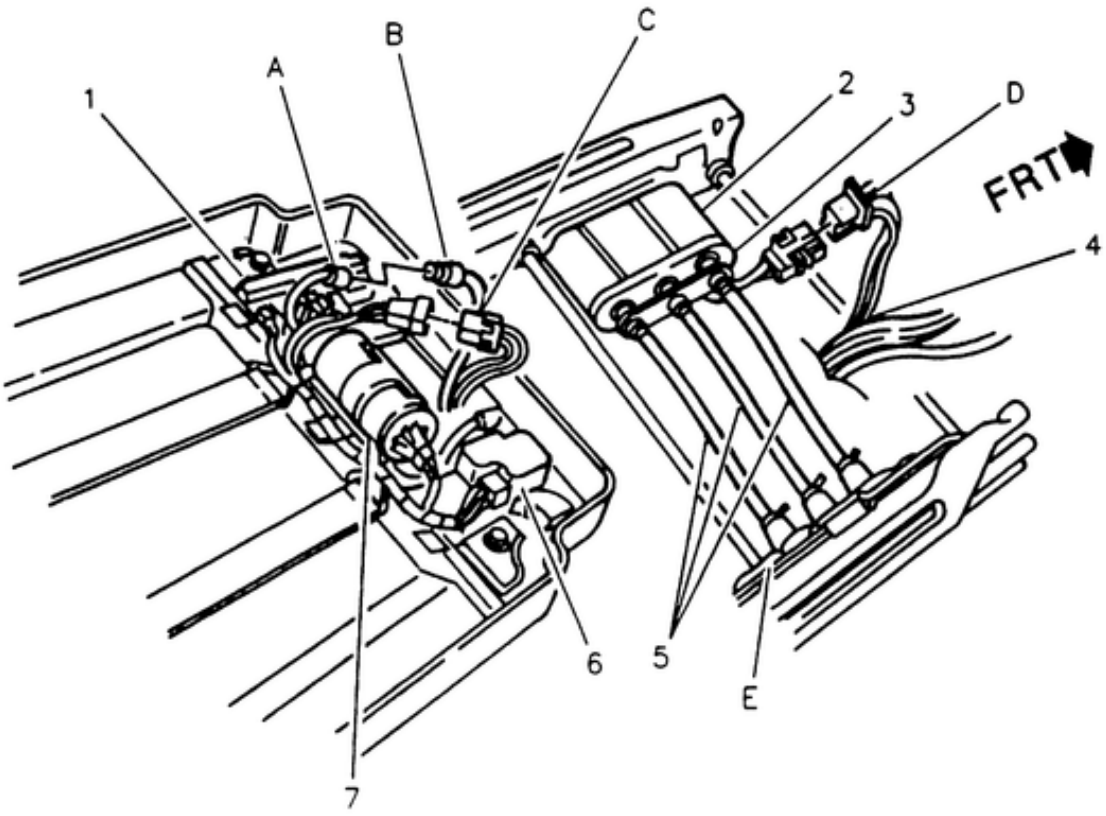

A LOCKING TABS
B HOSE, VACUUM (PART OF 4)
C CONNECTOR, SOLENOID (PART OF 4)
D CONNECTOR, POWER SEAT (PART OF 4)
E TRANSMISSION ASSEMBLY
1 SOLENOID, SEAT INFLATION
2 MOTOR, SEAT ADJUSTER
3 RETAINER, SEAT ADJUSTER CABLE
4 HARNESS, SPORT SEAT JUMPER
5 CABLE, SEAT ADJUSTING
6 CONTROL, MODULE, SEAT INFLATION
7 PUMP, SEAT INFLATION

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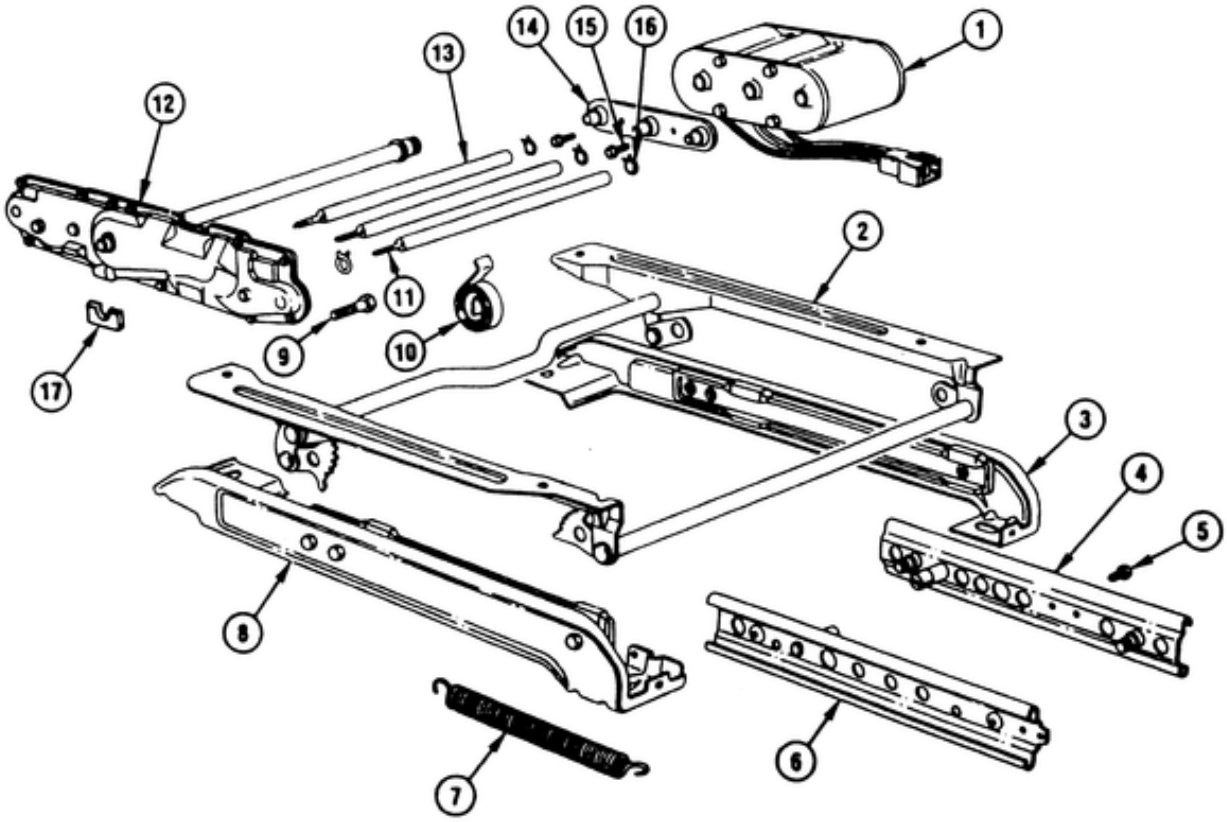

1 MOTOR, SEAT ADJUSTER
2 SUPPORT, UPPER SEAT ADJUSTER
3 BASE, RACK AND MOUNTING SEAT ADJUSTER-LH
4 CARRIAGE, SEAT ADJUSTER-LH
5 SCREW, TAP
6 CARRIAGE, SEAT ADJUSTER-RH
7 SPRING, HORIZONTAL SEAT ADJUSTER
8 BASE, RACK AND MOUNTING SEAT ADJUSTER-RH
9 SCREW
10 SPRING, VERTICAL SEAT ADJUSTER
11 CABLE, SEAT ADJUSTER
12 TRANSMISSION, SEAT ADJUSTER
13 HOUSING, SEAT ADJUSTER CABLE
14 RETAINER, SEAT ADJUSTER HOUSING
15 SCREW
16 CLAMP
17 RETAINER, PINION

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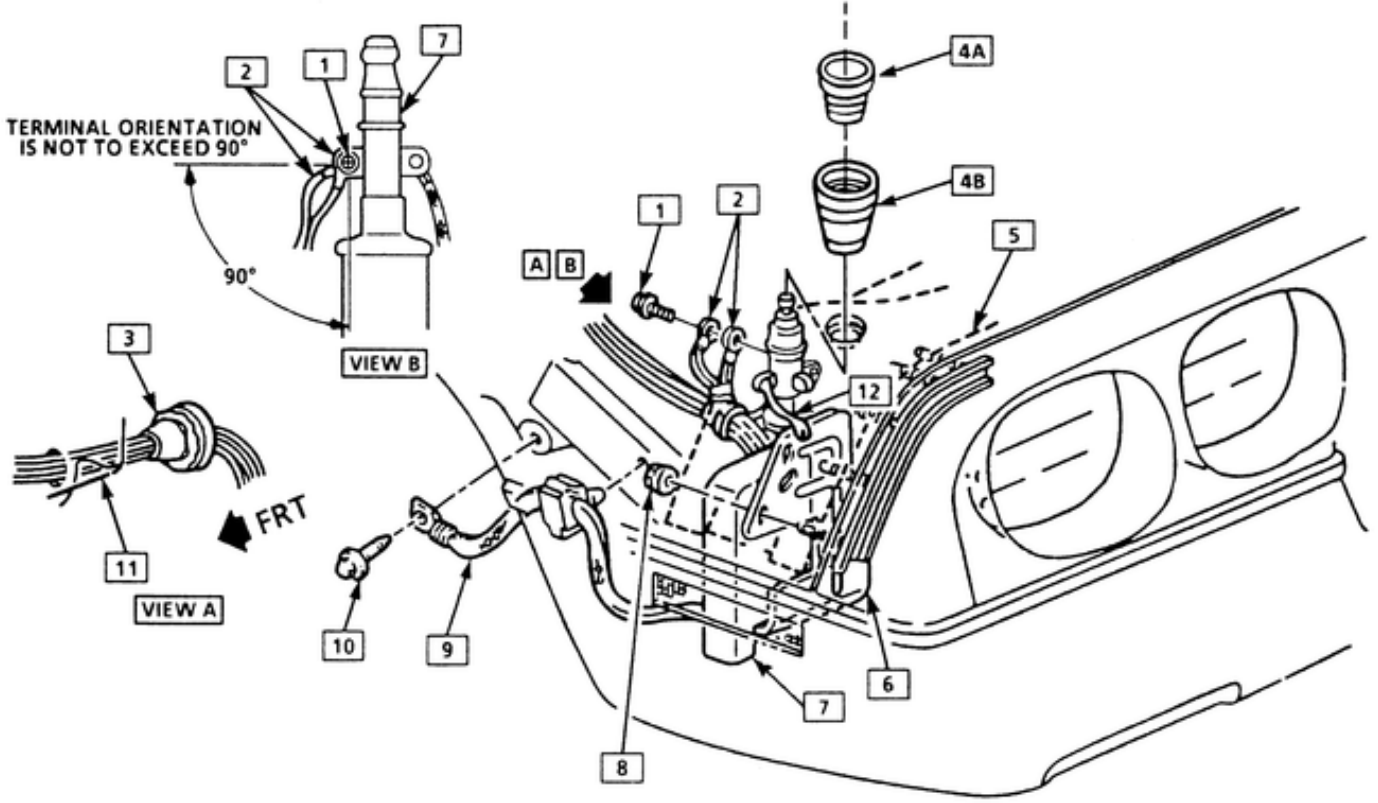

1	SCREW	7	ELECTRIC ANTENNA
2	GROUND PLANE TERMINALS	8	NUT
3	GROMMET	9	GROUND STRAP
4A	BEZEL-EXCEPT ZR1	10	SCREW
4B	BEZEL-ZR1	11	REAR FLOOR PANEL
5	RADIO NOISE SUPRESSION SHIELD	12	GROUND WIRE
6	BRACKET		

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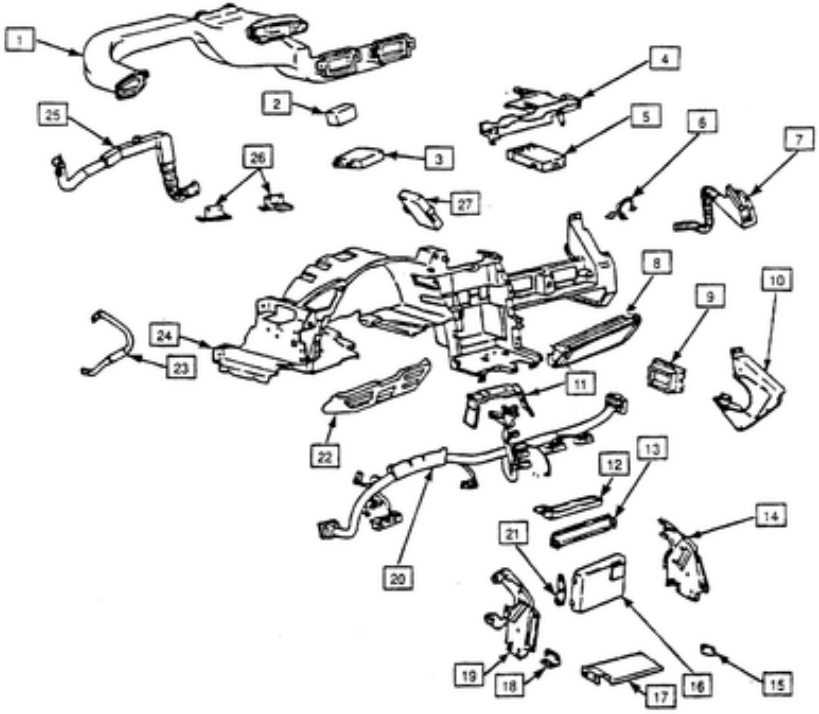

1	DUCT, AIR DISTRIBUTOR
2	MODULE, ALARM
3	MODULE, PKE
4	BRACKET, MULTIUSE RELAY
5	MODULE, CRUISE
6	RETAINER, PLASTIC 7" ADJUSTABLE STRAP
7	DUCT, SIDE WINDOW DEFOG OUTLET RH
8	BOLSTER, PASSENGER KNEE
9	BRACKET, WIRING HARNESS FUSE BLOCK
10	BRACKET, KNEE BOLSTER OUTER RH
11	SUPPORT, LOWER CENTER
12	CARRIER, INSTRUMENT
13	BRACE, KNEE BOLSTER INNER BRACKET
14	BRACKET, KNEE BOLSTER INNER RH
15	BRACKET, ARMING SENSOR - RIGHT
16	MODULE, CENTRAL CONTROL
17	BRACKET, ARMING SENSOR
18	BRACKET, ARMING SENSOR - LEFT
19	BRACKET, KNEE BOLSTER INNER LH
20	HARNESS, I/P WIRING
21	BRACKET, CENTRAL CONTROL MODULE
22	BOLSTER, DRIVERS KNEE
23	BRACKET, KNEE BOLSTER OUTER LH
24	PANEL, INSTRUMENT
25	OUTLET DUCT, SIDE WINDOW DEFOG LH
26	BRACKET, MULTIUSE RELAY LH
27	MODULE, LOW TIRE PRESSURE INDICATOR

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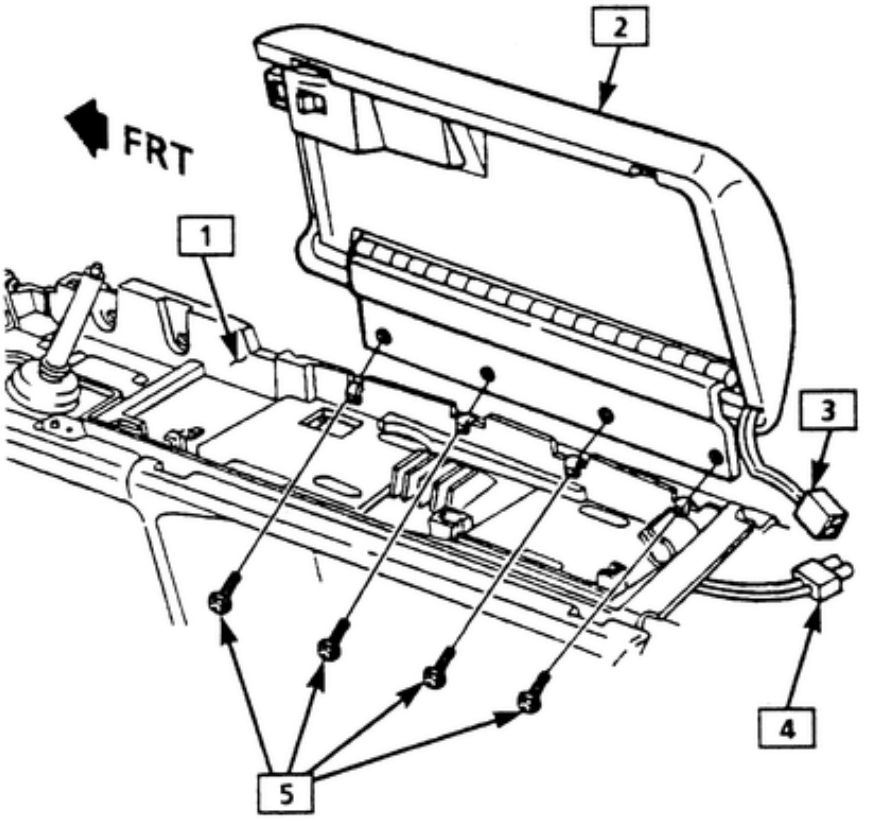

1	CONSOLE ASSEMBLY
2	CONSOLE DOOR ASSEMBLY
3	CONSOLE DOOR LAMP CONNECTOR
4	INSTRUMENT PANEL HARNESS CONNECTOR
5	SCREWS

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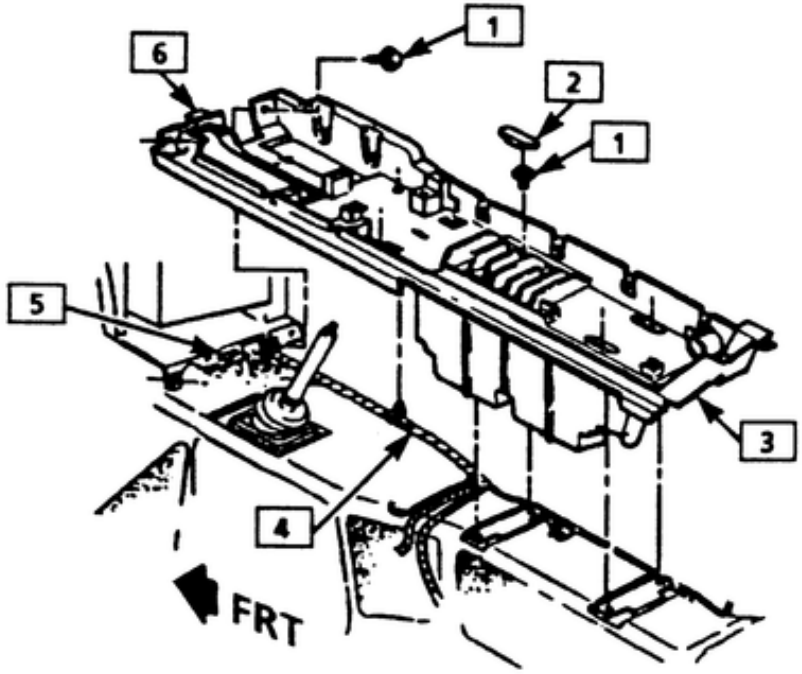

CONSOLE ASSEMBLY

1	CONSOLE BOLT/SCREW
2	FILLER (CAP)
3	CONSOLE CARRIER ASSEMBLY
4	INSTRUMENT PANEL HARNESS
5	INSTRUMENT PANEL CARRIER LOCATING SLOT
6	CONSOLE LOCATING TAB

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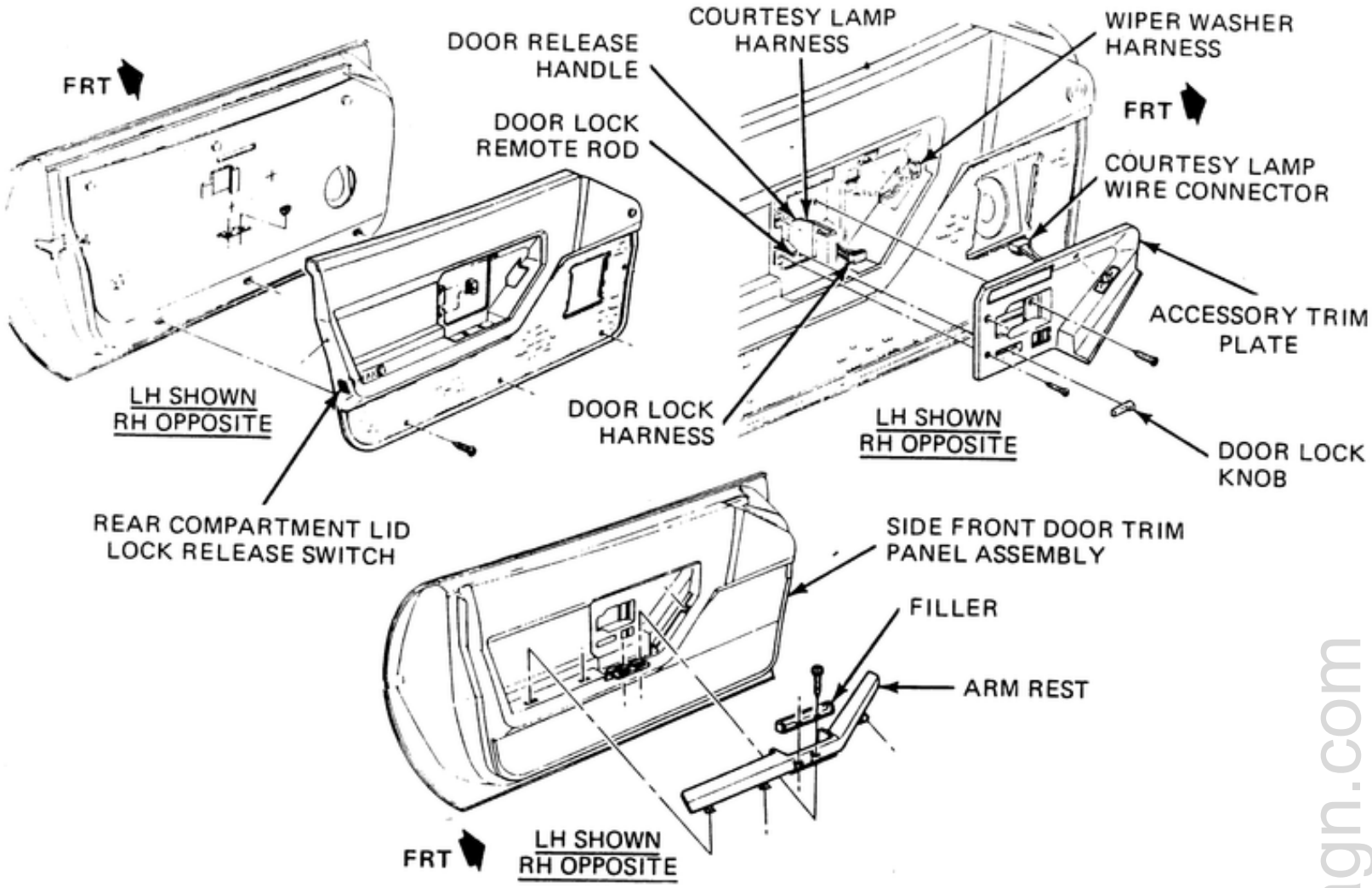

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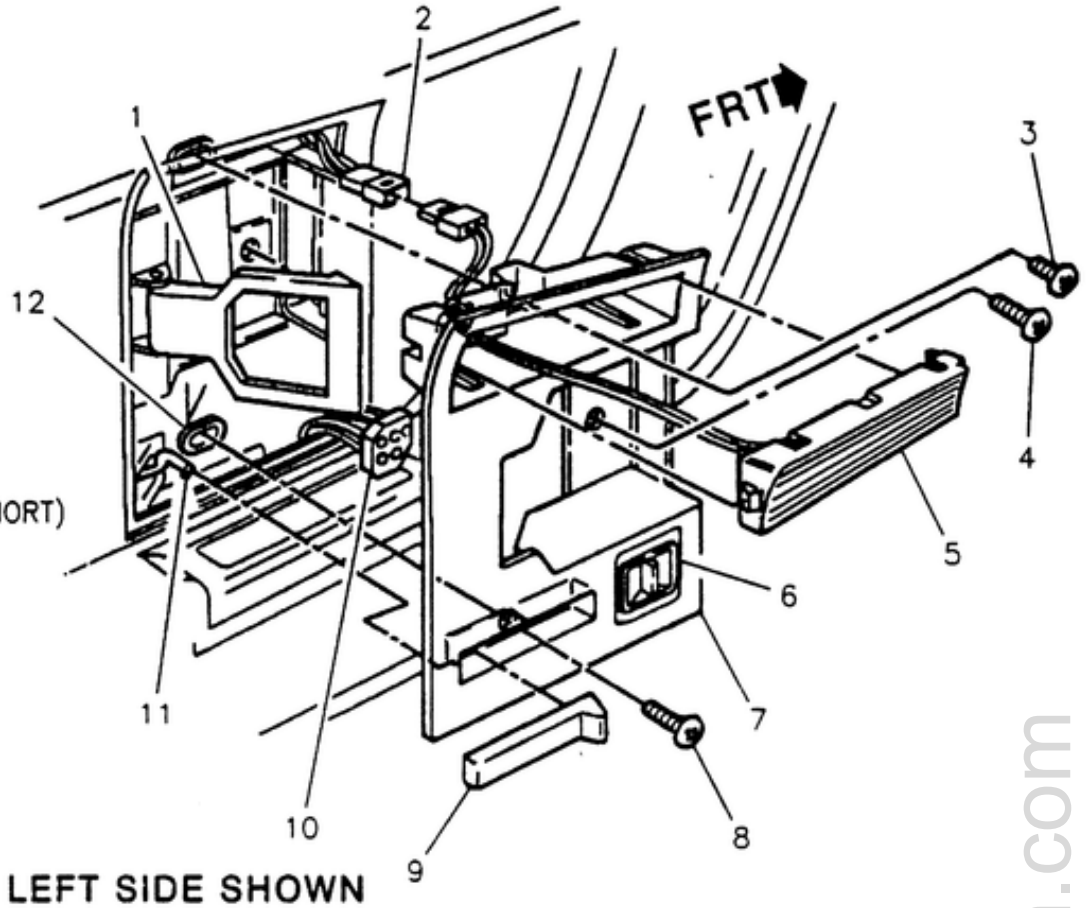

1 HANDLE, INSIDE
2 CONNECTOR, HARNESS
3 SCREW, 1.4 N•m (12 LB. IN.) (SHORT)
4 SCREW, 1.4 N•m (12 LB. IN.)
5 LAMP, DOOR COURTESY
6 SWITCH, DOOR LOCK
7 BEZEL, INSIDE HANDLE
8 SCREW, 1.4 N•m (12 LB. IN.) – LEFT DOOR ONLY
9 KNOB, LOCK
10 CONNECTOR, DOOR LOCK HARNESS
11 LOCK ROD, REMOTE CONTROL
12 NUT, NYLON

LEFT SIDE SHOWN
RIGHT SIDE TYPICAL

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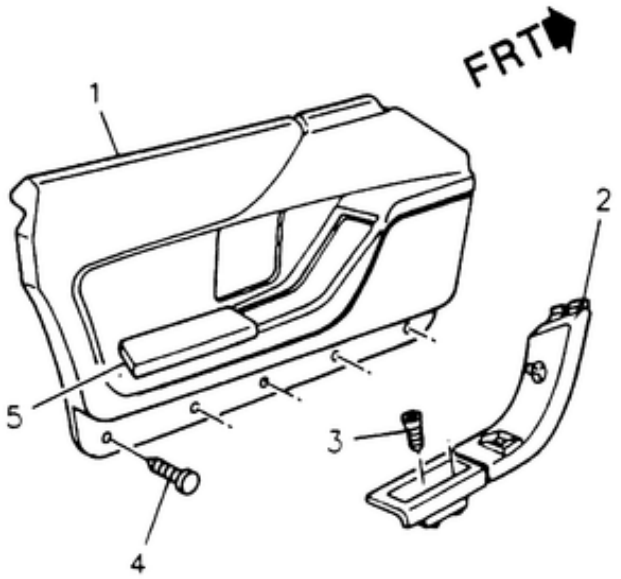
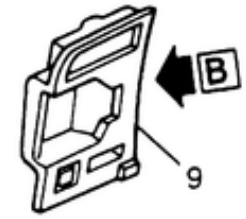
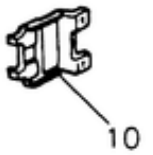


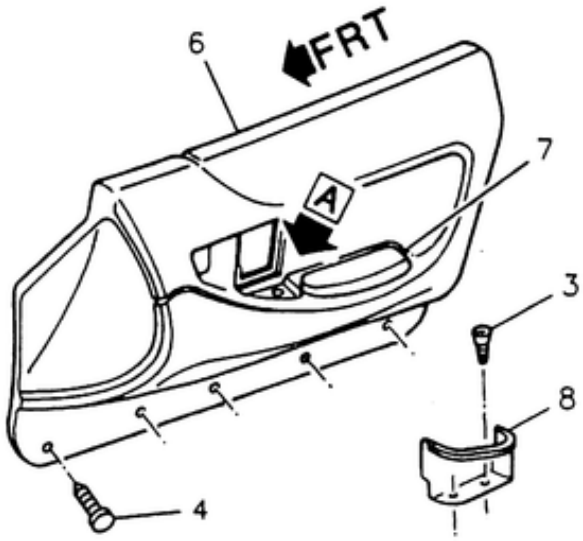
LEFT SIDE



VIEW A



VIEW B



RIGHT SIDE

1 PANEL, DOOR TRIM–LEFT
2 FILLER, ARMREST–LEFT
3 SCREW, ARMREST 1.4 N•m (12 LB. IN.)
4 RETAINER, PUSH–IN
5 DOOR ASSEMBLY, ARMREST STOWAGE
6 PANEL, DOOR TRIM–RIGHT
7 DOOR ASSEMBLY, ARMREST STOWAGE
8 FILLER (PULL CUP), ARMREST–RIGHT
9 BEZEL, INSIDE HANDLE
10 INSERT, TRIM PANEL

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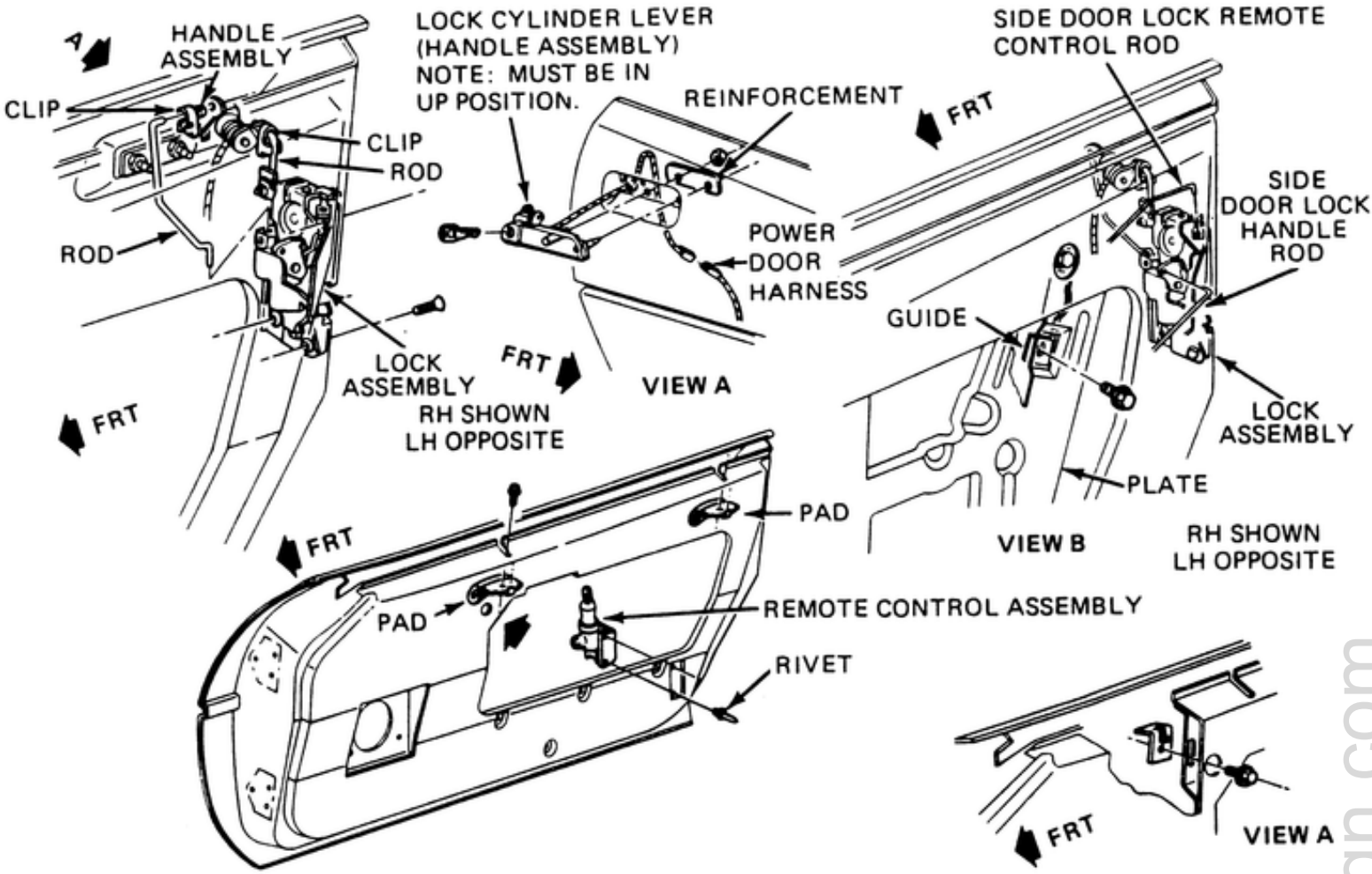

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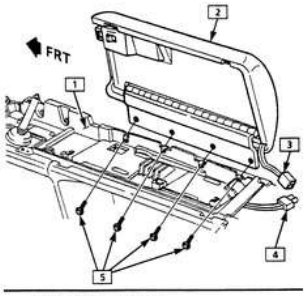
1990 Chevrolet CORVETTE

Submodel: | **Engine Type:** V8 | **Liters:** 5.7
Fuel Delivery: FI | **Fuel:** GAS

NOTE: The following procedure is a general procedure for console removal. You may have to modify or skip certain steps depending upon your vehicle.

1. Disconnect the negative battery cable.
2. Remove the shift knob, floor compartment door and console trim plate.
3. Remove the instrument panel accessory trim plate.
4. Unfasten the retaining bolts, detach the connector, then remove the console door.

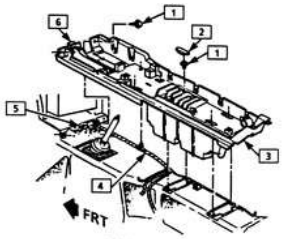
Fig. 1: Remove the retainers, unplug the connector, then remove the console door



1. CONSOLE ASSEMBLY
2. CONSOLE DOOR ASSEMBLY
3. CONSOLE DOOR LAMP CONNECTOR
4. INSTRUMENT PANEL HARNESS CONNECTOR
5. SCREWS

5. Remove the seats, as outlined later in this section, in order to get to the lower rear screw(s) on the side trim panels.
6. Remove the console side trim panels.
7. If equipped, remove the switch pack housing with the switches.
8. Remove the console compartment floor protector, bolt covers and bolts.
9. Unfasten the screws mounting the console to the instrument panel and tunnel.
10. Unclip the harness and accessory plug.
11. Tag and detach all necessary electrical connectors.
12. If necessary, remove any remaining retainers.
13. Tilt the rear of the console up, then slide the front tab back out of the instrument panel and remove the console from the vehicle.

Fig. 2: Exploded view of a typical console mounting



CONSOLE ASSEMBLY

1. CONSOLE BOLT/SCREW
2. FILLER (CAP)
3. CONSOLE CARRIER ASSEMBLY
4. INSTRUMENT PANEL HARNESS
5. INSTRUMENT PANEL CARRIER LOCATING SLOT
6. CONSOLE LOCATING TAB

To install:

14. Position the console in the vehicle by placing the front tab of the console into the instrument panel slot, making sure to align the screw holes.
15. Attach the electrical connectors as tagged during removal.
16. The remaining of installation is the reverse of the removal procedure. Tighten the console retaining screws to 89 inch lbs. (10 Nm).

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1990 Chevrolet CORVETTE

Submodel: | **Engine Type:** V8 | **Liters:** 5.7
Fuel Delivery: FI | **Fuel:** GAS

1. Remove the door trim panel and water deflector.
2. Matchmark the installed position of the window pads, then loosen an move the window pads away from the window.
3. Remove the inner mounting panel. For details, refer to the door lock procedure in this section.
4. Connect the window switch, then position the window regulator to access the window nuts and window stop/guide.
5. Detach the window switch electrical connector.
6. Remove the window nuts and window stop/guide. You may need to use a special window retainer nut wrench to remove the nuts.

Fig. 1: View of the window pads, stop and stabilizer

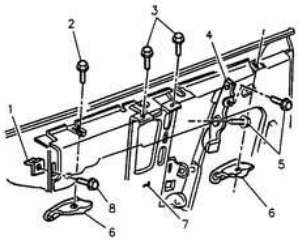
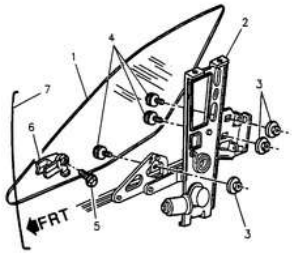


Fig. 2: Exploded view of the window and regulator — 1996 shown, others similar



7. Matchmark the installed position of the upper regulator bolts, then loosen the bolts.

NOTE: When removing the window from the door, use the openings on the inner edge of the door to clear the studs on the windows.

8. Carefully remove the window from the top of the door and place in a safe place.
9. If replacing the window, transfer the necessary parts to the new window.

To install:

10. Carefully place the window into the door by rotating the window and mounting studs through the openings on the inner edge of the door frame.
11. Install the window regulator nuts to the window studs. Tighten the nuts to 66 inch lbs. (7.5 Nm).
12. Instlal the window stop/guide.
13. Position the window regulator to the marks made during removal, then secure with the retaining bolts. Tighten the bolts to 84 inch lbs. (9.5 Nm).
14. Install the inner mounting panel.
15. Reposition the window pads to their proper locations, and secure with the mounting bolts. Tighten the bolts to 79 inch lbs. (9 Nm).
16. Install the water deflector and door trim panel.

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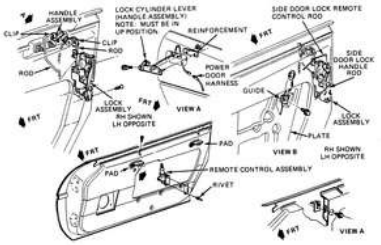
1990 Chevrolet CORVETTE

Submodel: | **Engine Type:** V8 | **Liters:** 5.7
Fuel Delivery: FI | **Fuel:** GAS

1984–88 Vehicles

1. Disconnect the negative battery cable.
2. Remove the armrest and the speaker grille.
3. Remove the foam insulator.
4. Remove the door trim panel, as outlined earlier in this section.
5. Remove the inner mounting plate as follows:
   A. Disconnect the wire harness rose bud clip.
   B. Unfasten the 8 plate screws and 2 bolts.
   C. Disconnect the actuator rod.
   D. Remove the remote rod by pushing the plate down and pulling out slightly to remove the clip.
   E. Unfasten the screws from the lock mechanism.

Fig. 1: Exploded view of the door lock and remote control system — 1984–88 vehicles

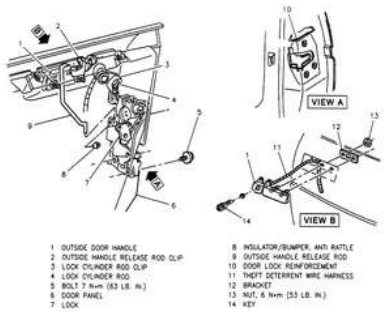


   F. Disconnect the lock cylinder rod.
   G. Lower the lock mechanism, pushing the rod and plate assembly back into the door to get to the opening in the door for the lock. With the rod and lever in sight, disconnect the clip and rod, then remove the plate.
6. Unfasten the 2 nuts and backing plate from the handle. Unplug the power door lock connector. If necessary, plate clips on the remote rods to make removal easier.
7. Installation is the reverse of the removal procedure.

1989–96 Vehicles

1. Disconnect the negative battery cable.
2. Remove the door trim panel and water separator.
3. For 1989 vehicles, remove the accessory mounting plate, as follows:
   A. Slide the lock remote control rod from the side outside handle rod clip.
   B. Remove the inside handle clip from the inside handle lock, then disconnect the rod.
   C. Remove the inside handle lock rod and lock remote control rod from the inside handle lock rod guides.
   D. Unfasten the accessory mounting plate screws and glass stabilizer guide bolt, then remove the plate.
   E. Remove the wire harness rosebud clips.

Fig. 2: Exploded view of the door lock assembly — 1996 vehicle shown, others similar



   F. Remove the inside handle by drilling out the attaching rivets.
4. For 1990–96 vehicles, remove the inner mounting panel, as follows:

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A. Remove the door lock extension plate screw.
B. Remove the window stabilizer guide bolt.
C. Unfasten the mounting panel bolts/screws.
D. Reposition the mounting panel.
E. Remove the lock rods from the handle, actuator, and anti-rattle clips.
F. Detach the lock actuator electrical connector.
G. Remove the inner mounting panel.

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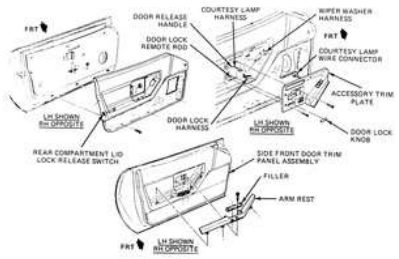
1990 Chevrolet CORVETTE

Submodel: | **Engine Type:** V8 | **Liters:** 5.7
Fuel Delivery: FI | **Fuel:** GAS

1984–89 Vehicles

1. Raise the hood, then disconnect the negative battery cable.
2. Unfasten the 2 screws attaching the armrest to the trim panel. Push the armrest inward to remove the plastic hooks on the armrest from the slot on the door trim panel.
3. If equipped, remove the armrest filler.
4. Remove the retaining screws, then remove the speaker grille.
5. If equipped, remove the manual lock knob.
6. Unfasten the accessory trim plate screws. Note there is a hidden screw behind the door release handle.
7. Detach the electrical connectors from the hatch lid release switch, door lock courtesy light and, if removing the driver's side door panel, the wiper switch.

Fig. 1: Exploded view of the door trim panel — 1984–88 vehicles

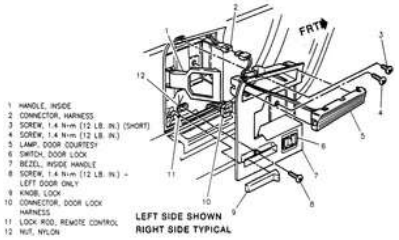


8. Remove the accessory trim plate.
9. Remove the remote control plate and the courtesy lamp.
10. Remove the upper molding an air outlet.
11. Unfasten the door trim panel retaining screws, the pull the panel partially away from the door.
12. Detach the hatch lid release switch electrical connector.
13. Remove the door panel from the vehicle.
14. Installation is the reverse of the removal procedure.

1990–96 Vehicles

1. Disconnect the negative battery cable.
2. Remove the accessory/inside handle bezel, as follows:
3. Remove the courtesy lamp from the bezel by gently prying down on the top edge, about $^{1}/_{2}$ in. (13mm) inboard of the corners and rotating the lamp downward and out.
   A. Remove the remote control lock knob from the rod by carefully prying it outward.
   B. If removing the right door panel, remove the armrest filler panel by unfastening the screws retaining the armrest filler.
   C. Remove the bezel screws. The right and left side bezels may have different numbers of screws.
   D. Pull the inside handle outward, then reposition the bezel.
   E. Detach the courtesy lamp harness from the wiring harness connector.
   F. Unplug the electrical connector from the door lock switch.
   G. Remove the bezel.

Fig. 2: Exploded view of the inside handle bezel — 1996 vehicle shown, others similar



4. If removing the left door panel, remove the armrest filler panel, as follows:

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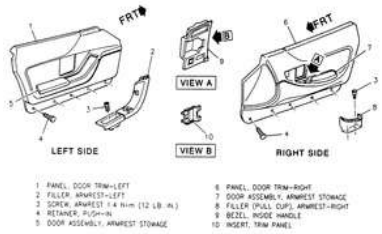
A. Unfasten the screws from the armrest filler pull cup.
B. Remove the armrest filler by raising the rear edge and pulling towards the rear to clear the armrest filler clip on the forward edge.
C. Unplug the wiring harness connectors for the side window switch and outside rearview mirror switch.

5. If removing the right side door panel, you must remove the window switch for access to the trim panel mounting retainer. Carefully pry the switch away from the trim panel, then detach the electrical connector.
6. Unfasten the door trim panel retaining bolts and screws.

Fig. 3: Right and left side door trim panels — 1996 vehicle shown, others similar



7. Detach the rear hatch lid release switch electrical connector by pulling the bottom edge of the trim panel out, then reaching between the panel and the door to disconnect it.
8. Remove the door trim panel by pulling the panel out at the bottom, then up out of the door alignment slots.
9. Installation is the reverse of the removal procedure.

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1990 Chevrolet CORVETTE

Submodel: | **Engine Type:** V8 | **Liters:** 5.7
Fuel Delivery: FI | **Fuel:** GAS

1984–88 Vehicles

1. Remove the back glass center garnish molding. Loosen the hatch opening side garnish moldings as necessary.
2. Remove the roof panel storage bracket.
3. Unfasten any necessary retainers, then remove the lock.
4. Installation is the reverse of the removal procedure.

1989–96 Vehicles

1. Remove the roof panel storage bracket handle.
2. Remove the back glass center garnish molding.
3. Relocate the interior light switches to access the lock assembly.
4. Unfasten the lock assembly retaining nuts, detach the electrical connector, then remove the lock assembly from the vehicle.

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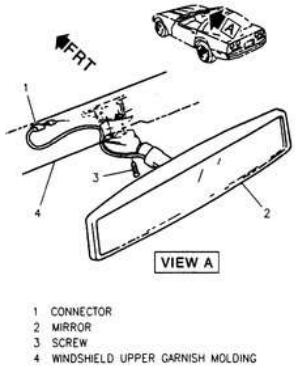
1990 Chevrolet CORVETTE

Submodel: | **Engine Type:** V8 | **Liters:** 5.7
Fuel Delivery: FI | **Fuel:** GAS

1. Disconnect the negative battery cable.
2. Unfasten the windshield upper garnish molding screws.
3. Remove the mirror retaining screw.
4. If equipped, detach the electrical connector from behind the garnish molding.
5. Remove the mirror.

Fig. 1: Exploded view of the inside rear view mirror mounting — 1996 shown, others similar



1 CONNECTOR
2 MIRROR
3 SCREW
4 WINDSHIELD UPPER GARNISH MOLDING

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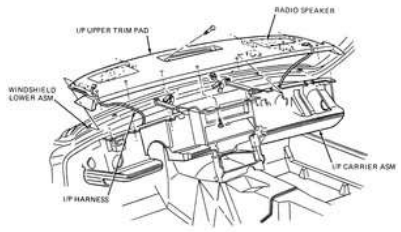
1990 Chevrolet CORVETTE

Submodel: | **Engine Type:** V8 | **Liters:** 5.7
Fuel Delivery: FI | **Fuel:** GAS

1984–88 Vehicles

1. Disconnect the negative battery cable.
2. Remove the instrument panel pad, as follows:
   A. Remove the instrument panel cluster bezel.
   B. Remove the steering column tilt lever.
   C. Unfasten the 5 screws securing the instrument panel pad to the carrier.
   D. Remove the 2 screws from the defroster ducts.
   E. Remove the instrument panel pad.
3. Unfasten the 2 left close out panel attaching screws. Detach the courtesy lamp electrical connector, then remove the panel.
4. Remove the right side instrument panel trim and fuse cover.
5. Unfasten the 4 upper dash brace attaching screws, then remove the braces.
6. Remove the right flexible A/C duct hose and duct.
7. Unfasten the 2 screws securing the instrument panel to the side glass defroster hose.
8. Remove the right side trim pad.
9. Unfasten the retainers, then remove the right lower carpeted panel.
10. Remove the radio.
11. Remove the 4 screws from the center cluster and carrier.
12. Tag and detach the electrical connectors from the main cluster. Note that there are metal clips on the back of the connectors.
13. Remove the center cluster.
14. Unfasten the 4 main cluster screws.
15. Remove the console bezel and shift handle. Unplug the bulb connector.
16. Remove the 4 A/C control-to-instrument panel mounting screws, then push the control back through the opening.
17. Unfasten the headlamp switch attaching nut.

Fig. 1: Exploded view of the instrument panel pad and carrier assembly — 1984 vehicle shown, others similar



18. Remove the fog lamp switch.
19. Remove the trim piece at the hood release handle.
20. Remove the steering column trim cover and the 2 column attaching bolts.
21. Unfasten the 2 bolts securing the carrier to the console. Remove the 2 nuts from the upper sides of the console and the 2 bolts from the lower sides. Detach the fuse block from the carrier.
22. Detach the center A/C duct.
23. Disconnect the left side A/C duct, then remove the 2 screws from the carrier-to-defroster duct.
24. Remove the harness-to-carrier screws from the backside of the carrier and from the left defrost hose at the column brace.
25. Carefully remove the remove the instrument panel carrier from the vehicle.
26. Installation is the reverse of the removal procedure. Make sure all electrical connectors are properly attached, and all components installed and tightened securely.

1989 Vehicles

1. Disconnect the negative battery cable.
2. Remove the steering column tilt lever and the headlamp switch knob.
3. Unfasten the 8 instrument panel courtesy trim plate screws, then remove the trim plate.
4. Remove the instrument panel accessory trim plate.
5. Remove the floor console trim plate and the instrument panel fuse plate.
6. Remove the instrument panel upper pad.
7. Remove the instrument panel gauge cluster.
8. Remove the radio and the HVAC control head assembly.
9. Remove the information center telltale.
10. Unfasten the 4 instrument panel upper brace screws and braces.
11. Disconnect the right duct and flex hose.
12. Remove the 2 right side glass defroster screws and the flexible hose.
13. Unfasten the headlamp switch nut.

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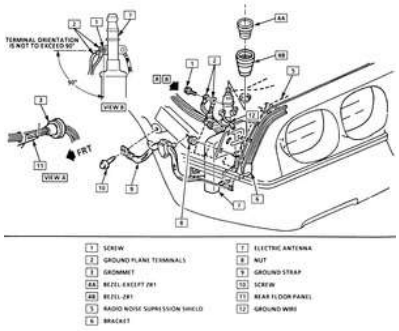
14. Detach the fog lamp switch electrical connector.
15. Remove the instrument panel left and right side sound insulators.
16. Remove the hood release handle trim piece.
17. Remove the instrument panel left lower trim pad.
18. Unfasten the 12 instrument panel carrier bolts and nuts.
19. Remove the fuse block from the carrier.
20. Unfasten the 2 left hand side defroster screws and flex hose.
21. Remove the 2 steering column-to-carrier attaching bolts.
22. Unfasten the 2 retainers, then remove the center A/C duct.
23. Remove the multi-use relay bracket.
24. Pull the carrier rearward for access.
25. Remove the left A/C duct.
26. Unfasten the 2 wiring harness retaining screws and 3 clips.
27. Remove the instrument panel left carrier support and 2 nuts.
28. Remove the theft deterrent control, PASS key module and LTPWS module.
29. Carefully remove the instrument panel carrier from the vehicle.
30. Installation is the reverse of the removal procedure. Make sure all electrical connectors are properly attached, and all components installed and tightened securely.

1990–96 Vehicles

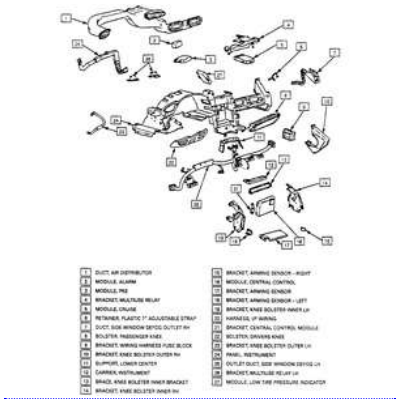
1. Properly disable the SIR system, as outlined in Section 6 of this manual.
2. If not done already, disconnect the negative battery cable.
3. Remove the driver's side knee bolster.
4. Remove the right side lower trim panel and support.
5. Remove the console and accessory trim plates.
6. Unfasten the console-to-instrument panel bolts/screws.
7. Remove the console side trim panels.
8. Unfasten the retaining bolts/screws holding the instrument panel to the inner knee bolster brackets.
9. Remove the bolts from the stack bracket.
10. Remove the Driver Information Center (DIC), HVAC control panel and radio control assembly.
11. Remove the lateral accelerometer.
12. Remove the upper trim pad.
13. Remove the cluster and headlamp switch.
14. Unfasten the wire harness retainers from the instrument panel.

Fig. 2: Exploded view of the instrument panel and related components — 1996 vehicle shown



15. Remove the side window defogger outlet ducts.
16. Remove the inside air temperature sensor.

Fig. 3: Instrument panel removal — 1996 vehicle shown, others similar



17. Remove the upper instrument panel brace.
18. Unfasten the upper and lower outer instrument panel-to-dash nuts from the studs.
19. Carefully drill out the rivet heads, then remove the fuse box.
20. Remove the multi-use relay brackets.
21. Remove the air distribution duct from the instrument panel.

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22. Tag and detach the harness connectors from the instrument panel mounted modules.
23. Remove the instrument panel from the vehicle.
24. Installation is the reverse of the removal procedure. Make sure all electrical connectors are properly attached, and all components mounted securely.

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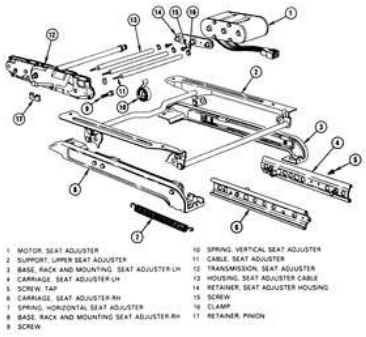
1990 Chevrolet CORVETTE

Submodel: | **Engine Type:** V8 | **Liters:** 5.7
Fuel Delivery: FI | **Fuel:** GAS

1984–92 Vehicles

1. Remove the carriage assembly from the seat, as outlined earlier.
2. Line up the access hole in the left side rack and mounting base, then remove the mounting base-to-motor screws.
3. Remove the motor from the vehicle.

Fig. 1: Exploded view of the power seat components — 1989 vehicle shown



4. Installation is the reverse of the removal procedure. Make sure to lubricate all gears and frictional surfaces.

1993–96 Vehicles

NOTE: If removing the right seat, this procedure will be a lot easier if you have a thin wall, deep well 1/4 in. socket. Also, if either of the motors is broken, you will need a variable speed drill.

1. Remove the seat assembly without the adjuster, as outlined earlier in this section.
2. Remove the adjuster.
3. Power up the adjuster motor.
4. If the motor does not work, perform the following:
   A. Separate the retainer with the cables from the motor.
   B. Use a low speed drill, or manually turn the middle drive cable to position the adjuster. Do not force into stop.
5. On the right seat, position the adjuster to align the access hole in the adjuster with the motor mounting rear bolt.
6. On the right seat, remove the motor mounting rear bolt using a thin-walled socket.
7. Move the seat fully rearward.
8. Unfasten the motor mounting bolts. On the right seat, remove the front bolt and on the left seat, remove the front and rear bolts.
9. If reconnected earlier, detach the harness connector.
10. If not already removed, remove the drive cable retainer with the cables from the motor.
11. Remove the motor from the vehicle.
12. Installation is the reverse of the removal procedure.

TORQUE SPECIFICATIONS

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1990 Chevrolet CORVETTE

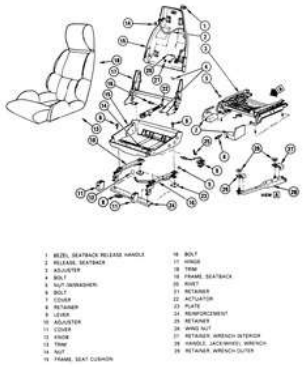
Submodel: | **Engine Type:** V8 | **Liters:** 5.7
Fuel Delivery: FI | **Fuel:** GAS

1984–92 Vehicles

EXCEPT 1984–88 POWER SEATS

1. Move the seat to the full forward position, then fold the seat back forward for access to the support bracket rear bolts or floor pan studs and nuts. Unfasten the bolts/nuts.
2. 1989–92 vehicle's driver side seats, remove the jack wheel wrench handle.
3. Reposition the seat back, then slide the seat rearward.
4. Either move the carpeting away at the edges of the seats, or remove the seat adjuster cover for access to the support front bolts and nuts. You may have to pry the seat adjuster cover retainers out with a suitable prytool.
5. Remove the seat adjuster front nuts.

Fig. 1: Exploded view of a manual seat assembly — 1989 vehicle shown



NOTE: Vehicles with power seats required removing the seat cushion to get to 1 of the 2 electrical connectors The connection under the seat cushion is attached to the seat frame with a push-on type fastener.

6. If equipped, detach the electrical connectors.
7. Remove the seat from the vehicle. If replacing the seat, transfer all necessary components to the new seat.

NOTE: On 1991–92 vehicles, make sure that the power seat wiring harness is protected with a 4 in. section of plastic hose which is split and taped to cover the harness at the gear nut support bracket. This hose protects the harness from shorting with the weight of a person on the seat.

8. Installation is the reverse of the removal procedure.

1984–88 POWER SEATS

The driver's seat is attached to the floor pan with 4 nuts secured to the floor pan. There are electrical connectors from the motor to the switch, and from the switch harness to the body harness.

1. Disconnect the negative battery cable.
2. Remove the seat cushion for access to the adjuster bolts.
3. Remove the seat assembly-to-adjuster bolts, then remove the seat.
4. Remove the front adjuster leg trim covers.
5. Remove the power seat mechanism-to-floor pan stud nuts.
6. Unplug the wire connector from the adjuster and power seat mechanism.
7. Unfasten the cable retainer-to-motor screws, then remove the cable.
8. Remove the vertical adjuster spring, pry off or out of slot with a suitable prytool.
9. Remove the cotter pins from the left side adjuster and split the carriage. You may need to lightly tap with a mallet to disengage the driveshaft at the transmission. The shaft is tubular and is fitted over a mating shaft at the transmission.
10. Remove the driveshaft by prying it out at the left adjuster.
11. Remove the adjuster from the rack and seat mounting.
12. Remove the horizontal adjuster springs.
13. Remove the bolts from the spring retainer.
14. Remove the rack from the adjuster at the carriage assembly.

To install:

15. Align the adjuster in the rack and slide the block to the other slide. Place the plastic side blocks on the mating surface to the rack and gear.
16. Installation is the reverse of the removal procedure, with the following exceptions:

    A. Make sure to align the adjusters before replacing them.
    B. The adjuster can be moved into position using the motor to access the attaching bolts.

1993–96 Vehicles

SEAT WITH ADJUSTERS

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1. Move the seat to the full forward position, then fold the seat back forward.
2. If removing the driver's side seat, remove the jack handle and retainers.
3. Remove the nuts rear of the adjuster to the floor studs.
4. Move the seat rearward.
5. Remove the seat cushion, then detach the electrical connector, if equipped.
6. If equipped with sport seats, perform the following:

NOTE: Do NOT overbend the locking tabs when disassembling the vacuum hose under the right seat. The tabs will break if they are bent too far, which will require replacing the hose.

   A. Disconnect the vacuum hose from the connector (right seat), or from the solenoid (left seat).
   B. Detach the solenoid harness connector.

Fig. 2: Exploded view of the base seat assembly, sport seat similar

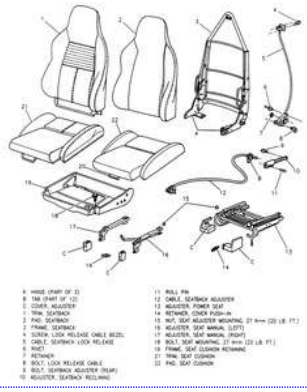


Fig. 3: View of the driver's side sport seat components

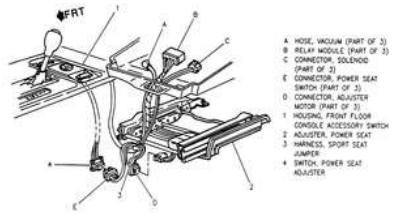
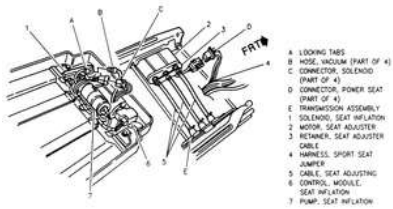


Fig. 4: Passenger's side sport seat components



   C. If removing the left seat, remove the retainer, strap and relay module.
7. Remove the front adjuster covers by carefully prying out the retainers.
8. Remove the front of the adjusters-to-floor stud nuts.
9. Remove the seat assembly with the adjusters.
10. Installation is the reverse of the removal procedure. Tighten the adjuster nuts to 20 ft. lbs. (27 Nm).

SEAT WITHOUT ADJUSTERS

1. Remove the seat cushion, then detach the electrical connector, if equipped.
2. If equipped with sport seats, perform the following:

NOTE: Do NOT overbend the locking tabs when disassembling the vacuum hose under the right seat. The tabs will break if they are bent too far, which

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will require replacing the hose.

   A. Disconnect the vacuum hose from the connector (right seat), or from the solenoid (left seat).
   B. Detach the electrical connector from the harness (right side) or solenoid (left side).
   C. If removing the left seat, remove the retainer, strap and relay module.
3. Remove the seat frame-to-adjuster bolts.
4. Remove the seat assembly.
5. Installation is the reverse of the removal procedure. Tighten the seat-to-adjuster bolts to 20 ft. lbs. (27 Nm).

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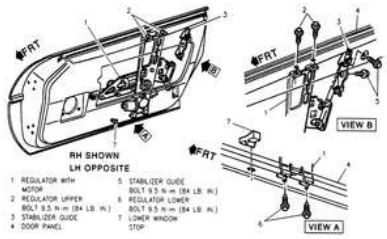
1990 Chevrolet CORVETTE

Submodel: | **Engine Type:** V8 | **Liters:** 5.7
Fuel Delivery: FI | **Fuel:** GAS

1. Remove the door trim panel and water deflector.
2. Remove the window, as outlined earlier in this section.
3. Lower the window regulator about $^{3}/_{4}$ of the way down. Matchmark the location of the upper regulator mounting bolts, then remove the bolts.
4. Detach the window regulator motor electrical connector.
5. Remove the window regulator from the door by rotating the assembly counterclockwise, then tilt the upper rear surface out from the door, rotate clockwise and lift the regulator assembly out.

Fig. 1: Window regulator and motor mounting — 1996 shown, others similar



To install:

6. Position the regulator assembly in the door.
7. Start threading the upper and lower regulator mounting bolts, align the upper bolts with the matchmark made during removal, then tighten the bolts to 84 inch lbs. (9.5 Nm).
8. Attach the regulator motor electrical connector.
9. Install the window, as outlined earlier in this section.
10. Instlal the water deflector and door trim panel.

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1990 Chevrolet CORVETTE

Submodel: | **Engine Type:** V8 | **Liters:** 5.7
Fuel Delivery: FI | **Fuel:** GAS

If your windshield, or other fixed window, is cracked or chipped, you may decide to replace it with a new one yourself. However, there are two main reasons why replacement windshields and other window glass should be installed only by a professional automotive glass technician: safety and cost.

The most important reason a professional should install automotive glass is for safety. The glass in the vehicle, especially the windshield, is designed with safety in mind in case of a collision. The windshield is specially manufactured from two panes of specially-tempered glass with a thin layer of transparent plastic between them. This construction allows the glass to "give" in the event that a part of your body hits the windshield during the collision, and prevents the glass from shattering, which could cause lacerations, blinding and other harm to passengers of the vehicle. The other fixed windows are designed to be tempered so that if they break during a collision, they shatter in such a way that there are no large pointed glass pieces. The professional automotive glass technician knows how to install the glass in a vehicle so that it will function optimally during a collision. Without the proper experience, knowledge and tools, installing a piece of automotive glass yourself could lead to additional harm if an accident should ever occur.

Cost is also a factor when deciding to install automotive glass yourself. Performing this could cost you much more than a professional may charge for the same job. Since the windshield is designed to break under stress, an often life saving characteristic, windshields tend to break VERY easily when an inexperienced person attempts to install one. Do-it-yourselfers buying two, three or even four windshields from a salvage yard because they have broken them during installation are common stories. Also, since the automotive glass is designed to prevent the outside elements from entering your vehicle, improper installation can lead to water and air leaks. Annoying whining noises at highway speeds from air leaks or inside body panel rusting from water leaks can add to your stress level and subtract from your wallet. After buying two or three windshields, installing them and ending up with a leak that produces a noise while driving and water damage during rainstorms, the cost of having a professional do it correctly the first time may be much more alluring. We, therefore, advise that you have a professional automotive glass technician service any broken glass on your vehicle.

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1990 Chevrolet CORVETTE

Submodel: | **Engine Type:** V8 | **Liters:** 5.7
Fuel Delivery: FI | **Fuel:** GAS

NOTE: Check with your state and local authorities on the laws for state safety inspection. Some states or municipalities may not allow chip repair as a viable option for correcting stone damage to your windshield.

Although severely cracked or damaged windshields must be replaced, there is something that you can do to prolong or even prevent the need for replacement of a chipped windshield. There are many companies which offer windshield chip repair products, such as Loctite'sBullseyewindshield repair kit. These kits usually consist of a syringe, pedestal and a sealing adhesive. The syringe is mounted on the pedestal and is used to create a vacuum which pulls the plastic layer against the glass. This helps make the chip transparent. The adhesive is then injected which seals the chip and helps to prevent further stress cracks from developing

NOTE: Always follow the specific manufacturer's instructions.

Fig. 1: Small chips on your windshield can be fixed with an aftermarket repair kit, such as the one from Loctite(

Fig. 2: Most kits use a self-stick applicator and syringe to inject the adhesive into the chip or crack

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