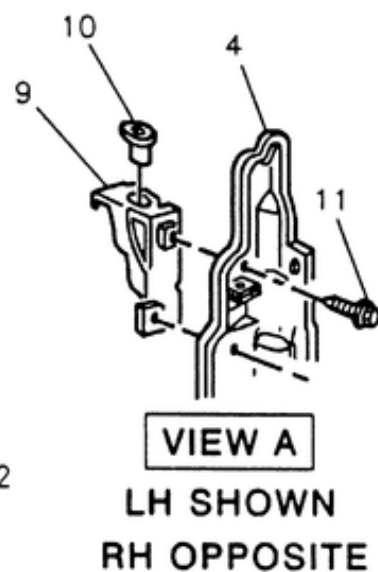
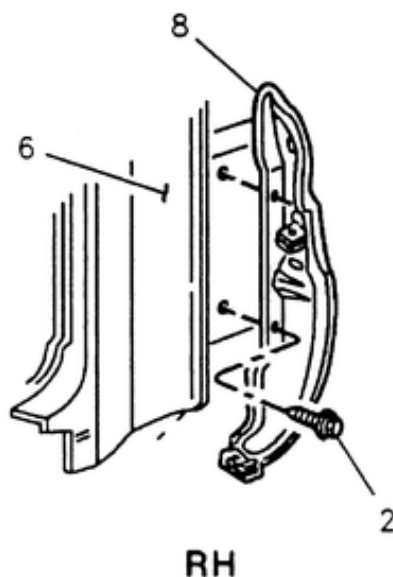
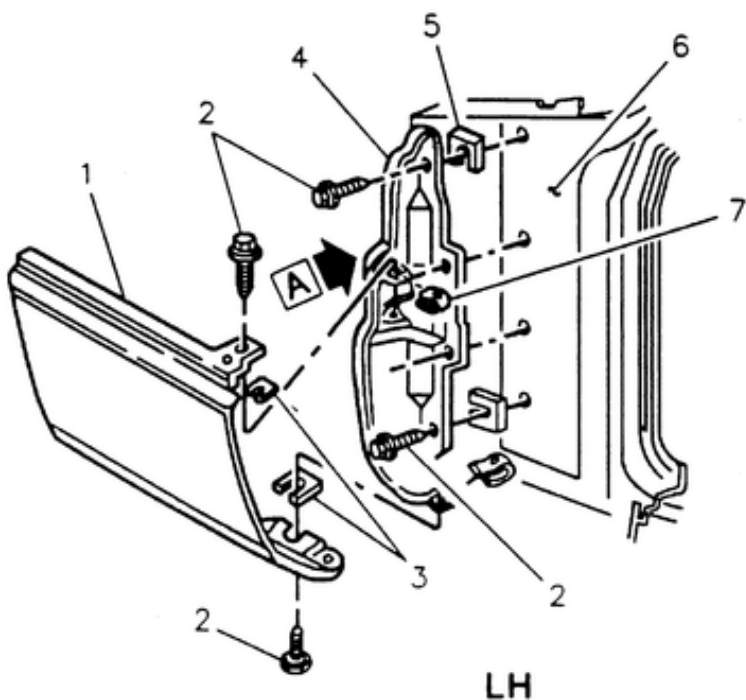
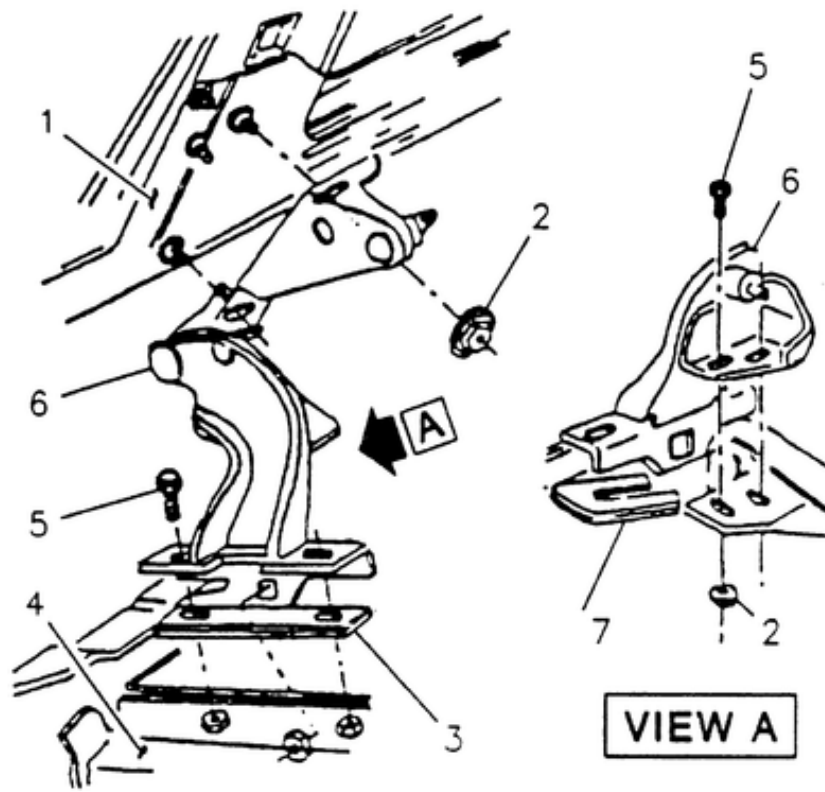
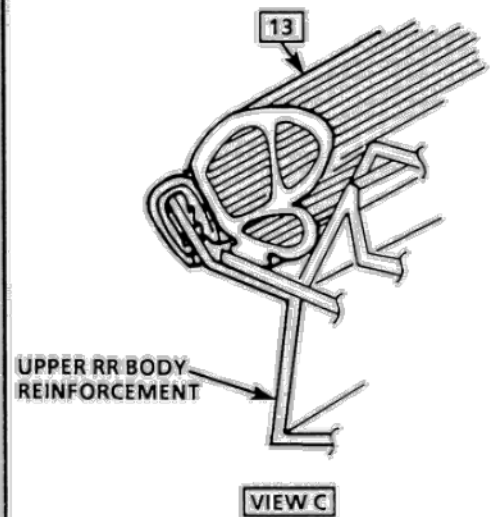
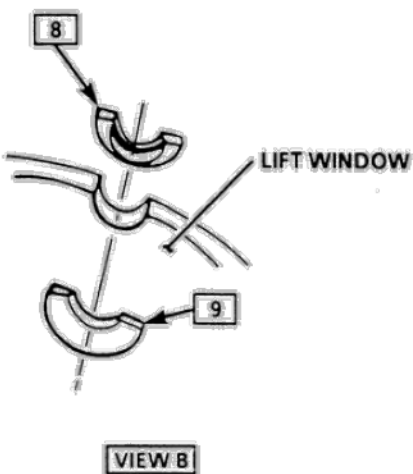
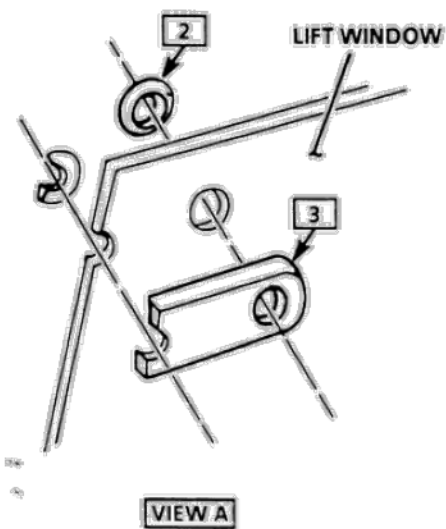
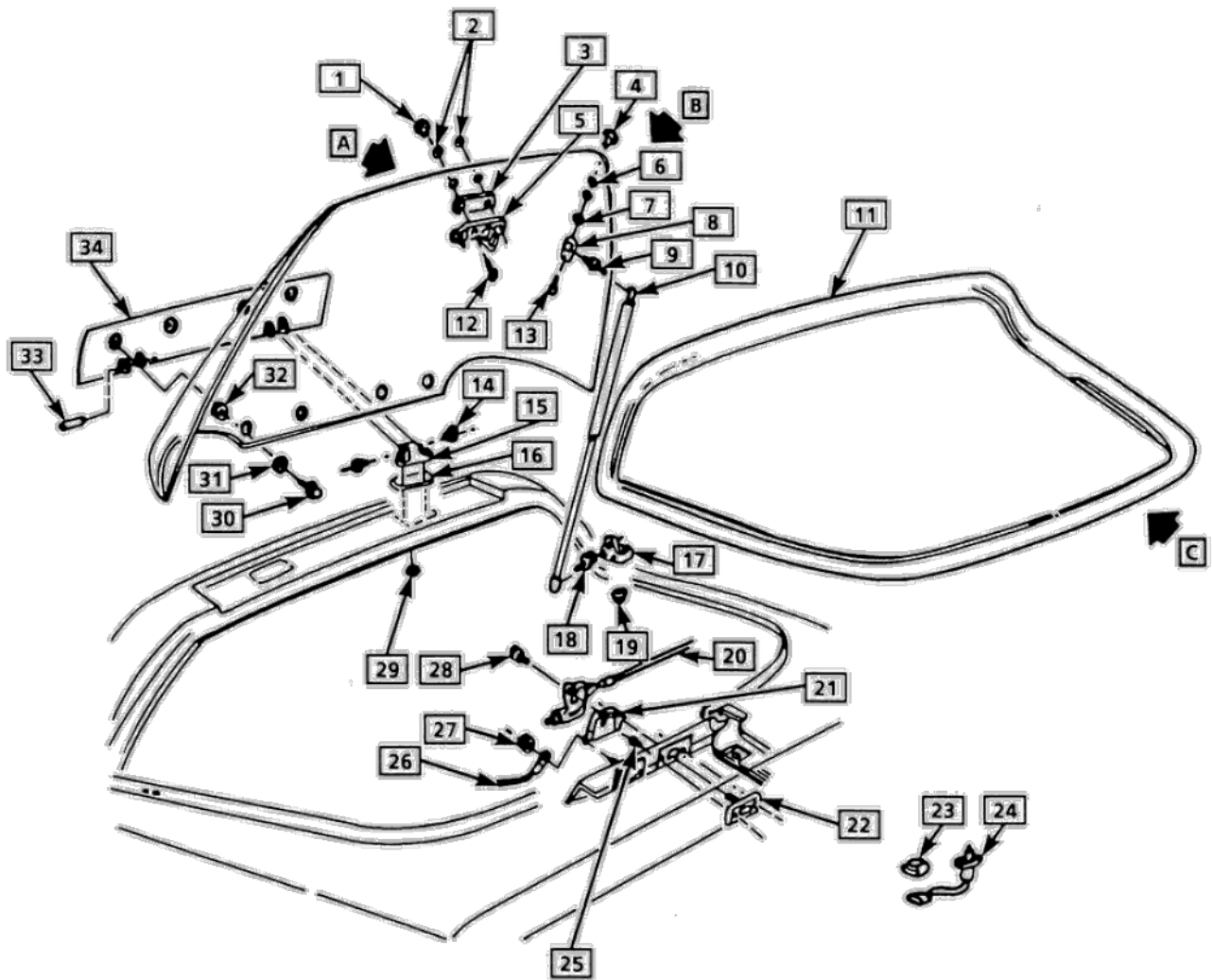




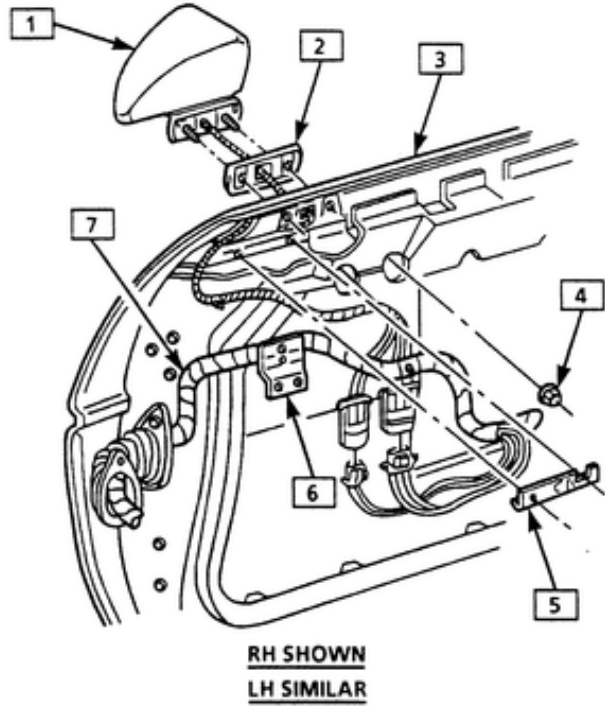
- | | | |
|----------------------------|-----------------------------|------------------------------|
| 1 FRONT FENDER-LH | 5 FENDER REINFORCEMENT SHIM | 9 HOOD GUIDE PIN BRACKET-LH |
| 2 BOLT-20 N•m (15 LB. FT.) | 6 HINGE PILLAR | 10 HOOD GUIDE PIN BUSHING |
| 3 FENDER SHIM | 7 U-NUT | 11 BOLT-9.5 N•m (84 LB. FT.) |
| 4 FENDER REINFORCEMENT-LH | 8 FENDER REINFORCEMENT-RH | |



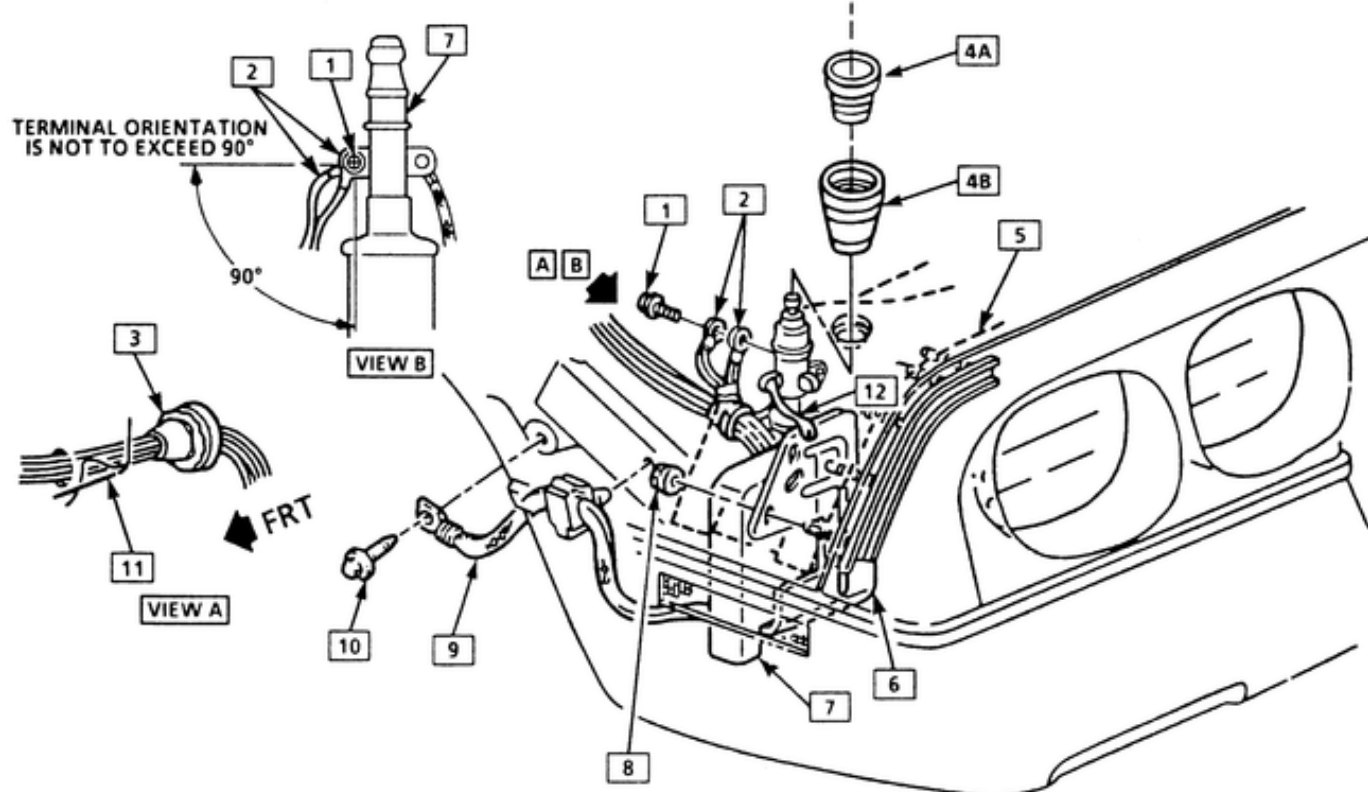
- 1 HOOD
- 2 NUT WITH WASHER-27 N•m (20 LB. FT.)
- 3 SHIM
- 4 SIDE MEMBER, FRONT
- 5 BOLT, 27 N•m (20 LB. FT.)
- 6 HINGE, HOOD
- 7 SHIM



1	NUT, CATCH STRIKER	18	STUD, STRUT-BODY SIDE
2	SEAL	19	NUT, HEX
3	SPACER, LATCH STRIKER	20	CABLE/SOLENOID ASM., LATCH RELEASE
4	NUT, STRUT BRACKET	21	LATCH, LIFT WINDOW
5	STRIKER, LATCH	22	RETAINER, LATCH STUD
6	SEAL	23	RELAY, LIFT WINDOW RELEASE
7	SPACER, STRUT BRACKET	24	SWITCH, CARGO LAMP/THEFT DETERRENT
8	BRACKET, STRUT-WINDOW SIDE	25	RIVET
9	STUD, STRUT-WINDOW SIDE	26	GROUND WIRE
10	STRUT	27	NUT, HEX
11	WEATHERSTRIP	28	SCREW
12	BOLT, LATCH STRIKER	29	NUT, HEX
13	BOLT, LIFT WINDOW	30	BOLT, HINGE-WINDOW SIDE
14	BUSHING, HINGE PIN	31	WASHER, HINGE
15	HINGE, BODY SIDE - LOWER	32	SPACER, HINGE
16	SPACER, BODY SIDE	33	PIN, LIFT WINDOW
17	BRACKET, STRUT-BODY SIDE	34	HINGE, WINDOW SIDE - UPPER



- 1** OUTSIDE REAR VIEW MIRROR
- 2** MIRROR INSULATOR
- 3** DOOR ASSEMBLY
- 4** NUT 5 N·m (44 lb. in.)
- 5** RETAINER
- 6** BRACKET
- 7** WIRING HARNESS



- | | | | |
|----|--------------------------------|----|------------------|
| 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 SUPPRESSION SHIELD | 12 | GROUND WIRE |
| 6 | BRACKET | | |

1990 Chevrolet CORVETTE

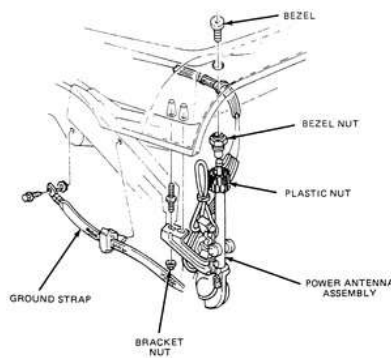
Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

1984–88 Vehicles

1. Disconnect the negative battery cable.
2. Open the hatch, then remove the rear trim panel.
3. Disconnect the power antenna lead from the relay.
4. Remove the left side trim.
5. If equipped, remove the luggage shade.
6. Remove the left side carpet trim, then pull the carpet back.
7. Remove the left side trim panel.
8. Raise and safely support the vehicle.
9. Remove the inner fender screws and brace open for access.
10. Remove the antenna ground strap.

Fig. 1: Power antenna removal and installation — 1986 vehicle shown



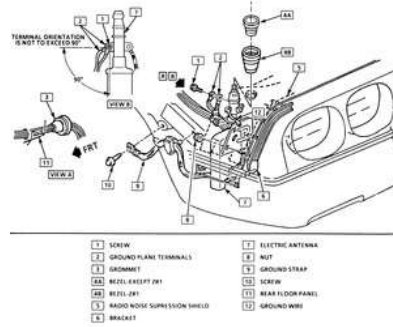
11. Unfasten the plastic nut at the top of the mast.
12. Remove the antenna bracket nuts.
13. Remove the power and antenna leads by pulling them through the body.
14. Remove the antenna from the vehicle. Transfer the bracket and ground strap.
15. Installation is the reverse of the removal procedure.

1989–96 Vehicles

COUPE

1. Release the hatch, then disconnect the negative battery cable.
2. Remove the hatch rear trim panel.
3. Remove the left rear speaker grille.
4. Reposition the hatch left side trim panel.
5. Unfasten the shade latch.
6. Remove the rear carpet retainer and sound insulator.
7. Reposition the carpet in order to get to the antenna lead, then detach the lead.
8. Unplug the connector from the antenna relay.
9. For 1992–96 vehicles, push the rubber grommet, electrical harness and antenna cable through the body hole.
10. Raise and safely support the vehicle.
11. If necessary, unfasten the screws holding the rear wheelhouse for access to the antenna.
12. For 1989–91 vehicles, perform the following:
 - A. Remove the retainers securing the antenna and ground wire.
 - B. Remove the antenna ground strap.
 - C. Remove the grommet from the body hole.
 - D. Remove the electrical and antenna leads through the hole in the body.

Fig. 2: Exploded view of the power antenna mounting



13. For 1992–96 vehicles, perform the following:
 - A. Remove the body ground strap and antenna from bracket.
 - B. Remove the antenna from the bezel.
 - C. Unfasten the screw securing the ground plane terminals.
 - D. Remove the screw fastening the ground strap to the bracket.
14. Remove the antenna from the vehicle.
15. Installation is the reverse of the removal procedure.

CONVERTIBLE

1. Release convertible top stowage lid.
2. Disconnect the negative battery cable.
3. Unfasten the left side carpet retainers, then pull the carpet back.
4. Remove the power antenna relay.
5. Detach the coaxial connector and relay electrical connector.
6. Push the rubber grommet through the hole in the body.
7. For 1992–96 vehicles, pull the electrical and antenna leads through the body hole.
8. Raise and safely support the vehicle.
9. For 1992–96 vehicles, perform the following:
 - A. Remove the ground strap from the bracket.
 - B. Remove the ground strap from the antenna to the bracket.
 - C. Unfasten the screw securing the ground plane terminals.
10. Unfasten the antenna mounting bracket, then remove the antenna assembly from the vehicle.
11. Installation is the reverse of the removal procedure.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

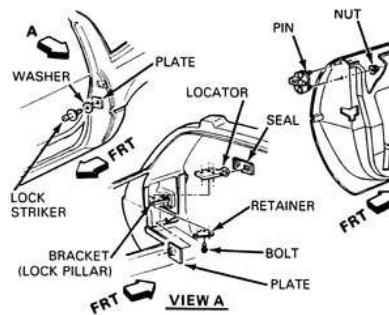
Fuel Delivery: FI | Fuel: GAS

Door Lock Striker

The door lock striker consists of a single metal bolt and washer assembly which threads 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 ford-bolt snaps over and engages the striker bolt.

1. To adjust the striker up or down, or in or out, loosen the striker bolt then shift the striker as necessary, then tighten the bolt.

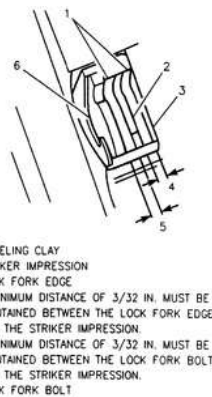
Fig. 1: View of the door lock striker and locator



2. To figure out if the striker fore or aft adjustment is necessary, perform the following:

- A. Make sure the door is properly aligned.
- B. Apply modeling clay or body caulking compound to the lock bolt opening.
- C. Close the door only as far as necessary for the striker bolt to form an impression. Do not close the door all of the way, because that will make removing the clay very difficult.

Fig. 2: Checking the striker adjustment



- D. Measure the striker impression as follows: The striker head should be centered fore and aft as shown in the accompanying figure; but, some tolerances are allowed. In this alignment, it is important that the minimum dimensions in the accompanying figure 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 in. spacer
- 5/32 in. spacer
- 1/4 in. spacer
- 5/16 in. spacer

If your check indicated a need for spacers, proceed with the following:

3. Use a pencil to matchmark the position of the striker on the body lock pillar.
4. Insert a suitable wrench into the head of the striker bolt, then remove the striker.
5. Installation is the reverse of the removal procedure. Make sure the striker is placed within the pencil mark. 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 the lock fork-bolt is properly engaging with the striker.

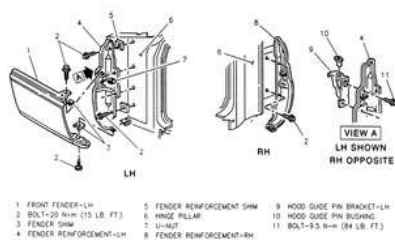
Door

NOTE: To adjust the door assembly, you must remove the fender for access to the door hinge.

1. Remove the front fender as follows:
 - A. Raise the hood.
 - B. Remove the bolts attaching the lower wheelhouse to the front fender. If you turn the wheels to the right, you will have better access to the lower bolts.
 - C. Remove the upper fender bolt and shim.

- D. Remove the lower front rocker panel-to-frame side rail.
- E. Reposition the rocker panel to access the lower fender bolt, then loosen the lower fender bolt.
- F. Remove the front fender and lower shim from the vehicle.

Fig. 3: Exploded view of the front fender mounting — 1996 vehicle shown



- 2. Loosen the hinge-to-pillar bolts and hinge-to-door.
- 3. Adjust the door and check for a proper fit, then tighten the hinge-to-pillar bolts to 26 ft. lbs. (35 Nm).

To install:

- 4. Install the fender as follows:
 - A. Position the fender to the vehicle on the loosely installed lower mounting bolt.
 - B. Loosely install the upper fender mounting bolt to the bracket.
 - C. Adjust the fender-to-door opening and the fender-to-hood opening with shims, as necessary.
 - D. Tighten the fender upper and lower mounting bolts to 15 ft. lbs. (20 Nm) and the wheelhouse-to-fender bolts to 51 inch lbs. (5.75 Nm).
 - E. Reposition the rocker panel, then install the bolt to the side rail. Tighten the wheelhouse-to-side rail bolts to 84 inch lbs. (9.5 Nm).
 - F. Lower the hood.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

NOTE: You will need an assistant to help you remove the glass. The rear hatch window upper hinge and glass are serviced as an assembly.

1. Disconnect the negative battery cable.
2. Open the rear hatch window.
3. Remove the roof panel.
4. For 1984–89 vehicles, remove the interior center roof trim panel.
5. For 1990–92 vehicles, remove the right and left hatch front trim panels.
6. Peel back (both sides at the glass attachment access holes) and reposition the noise control patch.
7. If necessary, detach the ground connector for the electric rear defogger, and or the high-mounted stop lamp connector and retainer.

Fig. 1: To remove the hatch lid struts, detach the electrical connector



NOTE: Do not remove the high-mount stoplamp assembly from the upper hinge unless the hatch glass and upper hinge are being replaced.

8. With the hatch properly supported, pry the retaining clip out of the hatch lid struts, then pull the struts away from the ball sockets on the lid.

Fig. 2: Use a small flat-bladed tool to carefully pry the retaining clip out

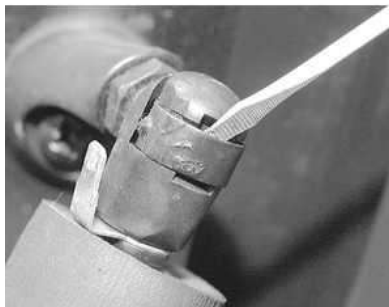


Fig. 3: You may find it easier to remove the clip with a pair of needle-nose pliers

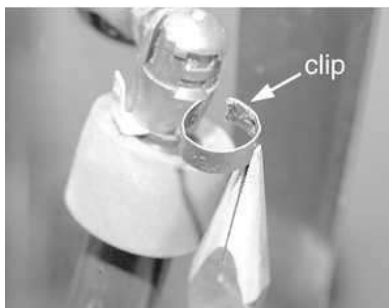


Fig. 4: Then, pull the strut away from the ball socket on the lid



9. With an assistant supporting the hatch window, unfasten the remaining retainers and/or hinge pins. Carefully remove the hatch from the vehicle and place on a suitable workbench.

Fig. 5: Exploded view of the rear hatch window and related components — 1993 vehicle shown, others similar

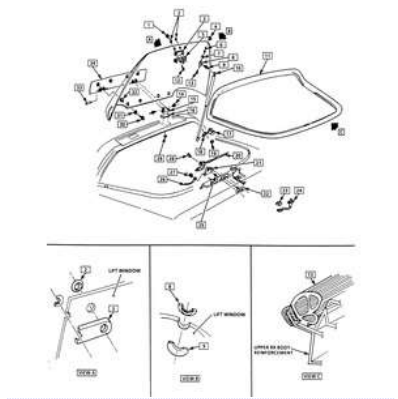


Fig. 6: Rear hatch window component key list — 1993 vehicles

1 NUT, CATCH STRIKER	18 STUD, STRUT BODY SIDE
2 SEAL	19 NUT, HEX
3 SPACER, LATCH STRIKER	20 CABLE/SOLENOID ASM., LATCH RELEASE
4 NUT, STRUT BRACKET	21 LATCH, LIFT WINDOW
5 STRIKER, LATCH	22 RETAINER, LATCH STUD
6 SEAL	23 RELAY, LIFT WINDOW RELEASE
7 SPACER, STRUT BRACKET	24 SWITCH, CARGO LAMP/THEFT DETERRENT
8 BRACKET, STRUT WINDOW SIDE	25 RIVET
9 STUD, STRUT WINDOW SIDE	26 GROUND WIRE
10 STRUT	27 NUT, HEX
11 WEATHERSTRIP	28 SCREW
12 BOLT, LATCH STRIKER	29 NUT, HEX
13 BOLT, LIFT WINDOW	30 BOLT, HINGE WINDOW SIDE
14 BUSHING, HINGE PIN	31 WASHER, HINGE
15 HINGE, BODY SIDE - LOWER	32 SPACER, HINGE
16 SPACER, BODY SIDE	33 PIN, LIFT WINDOW
17 BRACKET, STRUT BODY SIDE	34 HINGE, WINDOW SIDE - UPPER

10. If replacing the hatch, transfer the striker, assist rod rear brackets, and high-mounted stop lamp to the replacement hatch.

Fig. 7: If necessary, you can unfasten the retainers, remove the trim cover . . .



Fig. 8: . . . and access the rear hatch lock assembly



11. Installation is the reverse of the removal procedure.

1990 Chevrolet CORVETTE

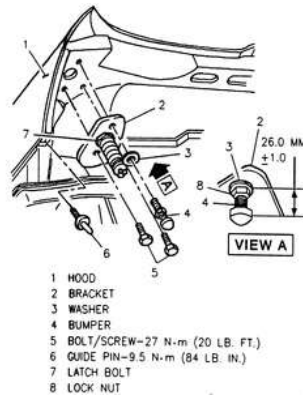
Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

1. Hood adjustment is as follows:

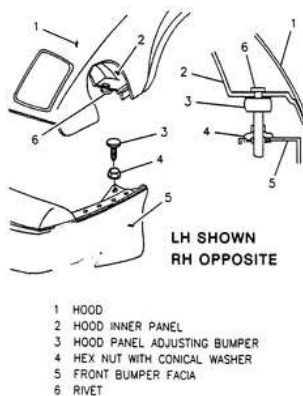
- A. Hood front edge-to-front fascia height adjustment is by shims under the hood hinge.
- B. Hood front edge-to-front fascia gap adjustment is set by loosening the nuts securing the hood to the hood hinge and setting the gap to the front fascia so that it is even across the entire length of the gap.
- C. The hood adjustment rear bumper should be set to a length of 1 in. (26mm) from tip to hood mounting, as shown in the accompanying figure.

Fig. 1: View of the latch bracket and latch bolts



- D. After all adjustments are made the front hood panel adjusting bumpers should be set to a touch condition of $\frac{3}{64}$ in. (1mm) interface to the hood rivet.

Fig. 2: Exploded view of the hood front bumper



- 2. The hood should latch when dropped from an open position, with the front edge of the hood's hood to fender line 6–12 in. (15–30cm) above the roof line.
- 3. If necessary, adjust the hood latch bolt with the spring to about 2 in. (50mm) from the bracket to the underside of the bolt tip.
- 4. Vertical hood height is adjusted by loosening the jam nut, then inserting a screwdriver in the slot in the end of the latchbolt, positioning the vertical height of the hood for proper seating and alignment to door edges. Tighten the jam nut to 92 ft. lbs. (125 Nm).
- 5. If necessary, center the latch bolt in the latch plate by repositioning the bracket and latch bolt assembly. Make sure to pay particular attention to the cross vehicle alignment.

1990 Chevrolet CORVETTE

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

1986-89 Vehicles

NOTE: Hood removal will require the use of an assistant.

1. Raise the hood, then disconnect the negative battery cable.
2. Remove the right and left upper wheel house from the hood panel. There are 8 screws on each side.
3. Detach the wiring, then remove the 2 underhood lamps.

Fig. 1: Tag and detach any necessary electrical connectors for hood removal



4. Remove the right and left bolt and spring assemblies which are secured by 3 bolts on each side.
5. Detach the head lamp electrical connectors, then remove the headlamps from the vehicle.
6. Unfasten the 2 nuts, then remove the hood emblem.
7. Remove the remaining fasteners and clips.
8. Remove the hood support rod.
9. Use a paint marker or equivalent to matchmark the position of the hinge to the hood, then with the help of an assistant, remove the 2 hinge-to-hood nuts on each side. Carefully remove the hood from the vehicle.

Fig. 2: Use a paint marker or equivalent to matchmark the lower hinge position



Fig. 3: All the hood hinges should be matchmarked before removal to assure proper alignment during installation



10. If the hinges are removed, make sure to note the number of shims used on each side.

Fig. 4: With hood properly supported, remove the necessary retaining nuts and bolts

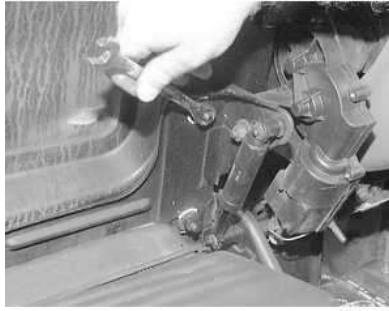


Fig. 5: It may be necessary to use a ratchet with an extension to access some of the retainers

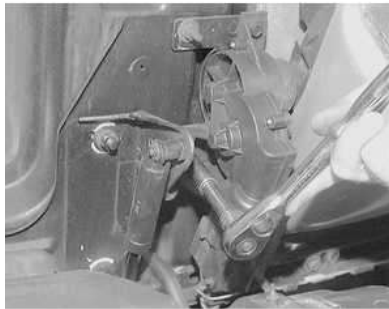


Fig. 6: It's very important to have the hood proper supported when removing the retaining bolts



Fig. 7: With the help of an assistant, carefully pull the hinge away, then remove the hood from the vehicle



11. For installation of the hood, align the hinges with the marks made during removal, then install the hinge-to-hood retaining nuts.
12. Installation is the reverse of the removal procedure. After completion, make sure the hood is proper aligned.

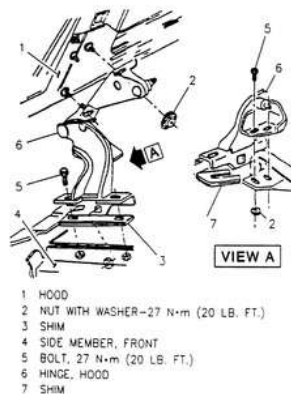
NOTE: You will need an assistant to help you remove the hood. Also, make sure to protect the front of the hood from damage from the hood shifting and hitting the fascia when the hinge nuts are removed.

1. Raise the hood.
2. Detach the electrical connectors from the head lights and underhood lamps.
3. Remove the hood strut.
4. Use a paint marker or equivalent to matchmark the installed positions of the hinges on the hood.
5. With an assistant supporting the hood, remove the nuts securing the hinges to the studs in the hood.

NOTE: The hood must be removed from the hinges while in the lowered position. Trying to remove the hood in the raised position will damage the hood.

6. Lower the hood then lift straight up to remove it. If the hinges are removed from the front side member, make sure to note the position of the hinge and the number of shims used at each hinge.
7. Transfer the parts as necessary.

Fig. 8: Exploded view of the hood hinge assembly — 1996 vehicles



To install:

8. With the help of an assistant, position the hood studs to the hinge and align the marks. Install the retaining nuts to secure the hinges to the hood. Tighten the nuts to 20 ft. lbs. (27 Nm).
9. Install the hood strut.
10. Attach the electrical connectors to the head lights and under hood lamps.
11. Lower the hood.
12. Adjust the hood as outlined later in this section.

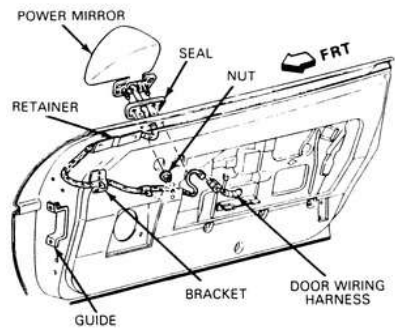
1990 Chevrolet CORVETTE

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

1984-88 Vehicles

1. Roll the window down, remove the door trim panel and water deflector.
2. Disconnect the negative battery cable.
3. Unfasten the clips holding the electrical wiring to the door.
4. Remove the 2 attaching nuts, then remove the mirror from the vehicle.

Fig. 1: Outside power mirror mounting — 1988 vehicle shown

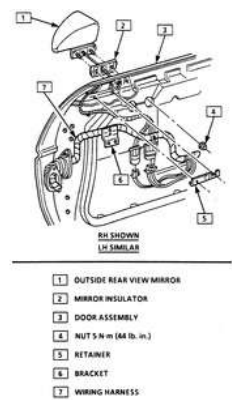


5. Installation is the reverse of the removal procedure.

1989-96 Vehicles

1. Lower the window.
2. Disconnect the negative battery cable.
3. Remove the door trim panel and water deflector.
4. Either remove the accessory mounting plate screws, or partially remove the inner mounting panel for access to the mirror electrical connectors.
5. Remove the mirror wiring harness retainer.
6. Detach the mirror electrical connector.
7. Unfasten the retaining nuts, then remove the mirror from the door. Make sure to note the mirror's wire harness routing. Convertibles are equipped with wind deflectors which are attached to the mirrors. The wind deflectors must be installed.

Fig. 2: Power outside mirror mounting — 1993 vehicle shown, others similar



8. Installation is the reverse of the removal procedure.