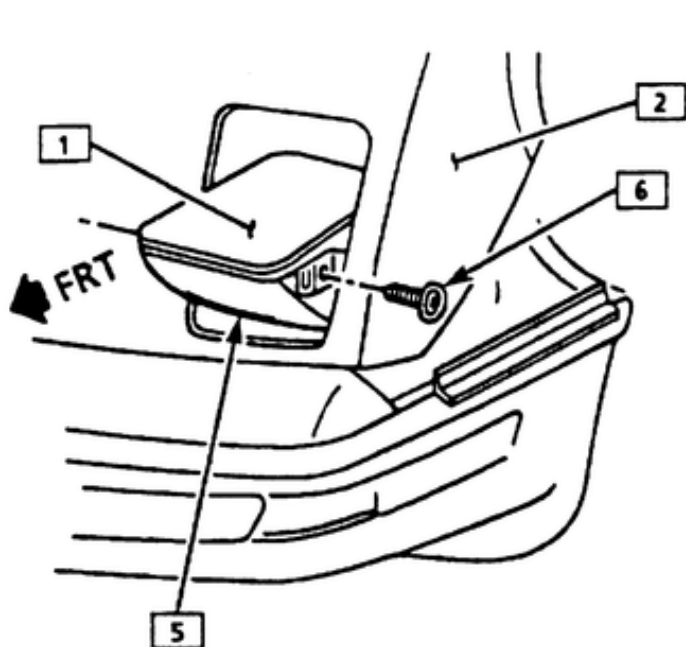
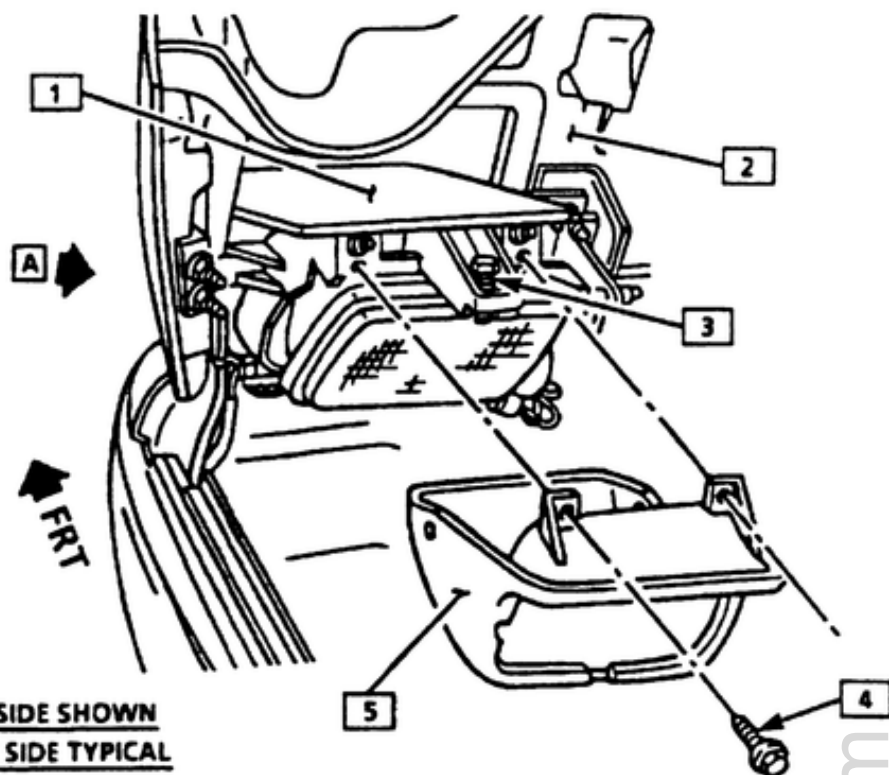




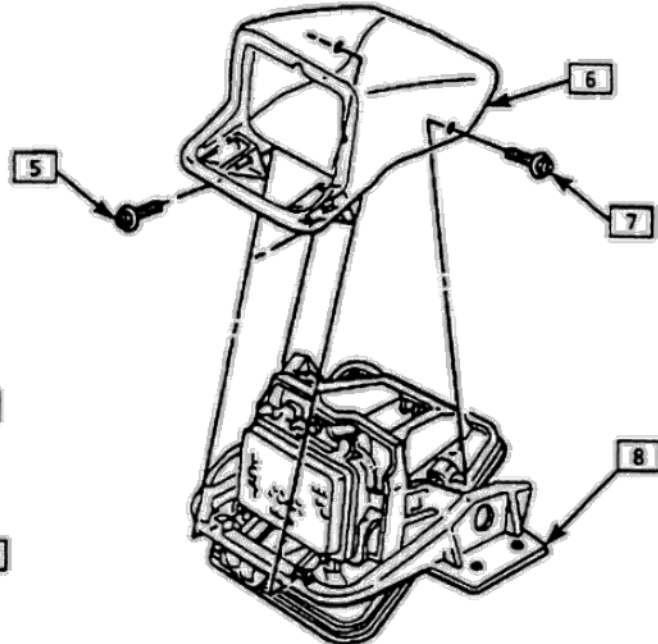
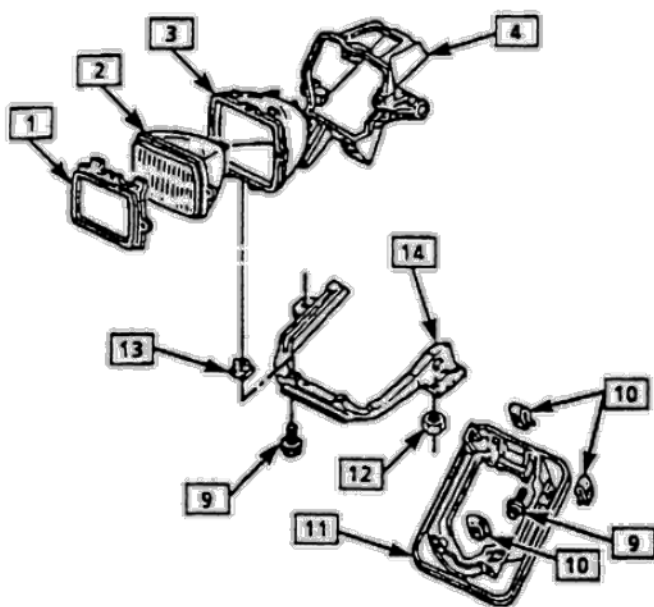
VIEW A
INSTALLED POSITION



LEFT SIDE SHOWN
RIGHT SIDE TYPICAL

- 1** DOOR, HEADLAMP OPENING
- 2** HOOD
- 3** BOLT WITH RUBBER STOP

- 4** SCREW 1.9 N·m (17 lb. in.)
- 5** BEZEL
- 6** SCREW 5.8 N·m (51 lb. in.)



1 RETAINING RING

2 HEADLAMP

3 MOUNTING RING

4 HOUSING

5 SCREW, 1.9 N·m (17 lb. in.)

6 BEZEL

7 SCREW, 5.8 N·m (51 lb. in.)

8 HEADLAMP ASSEMBLY

9 BOLT, 4 N·m (35 lb. in.)

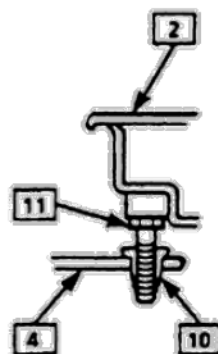
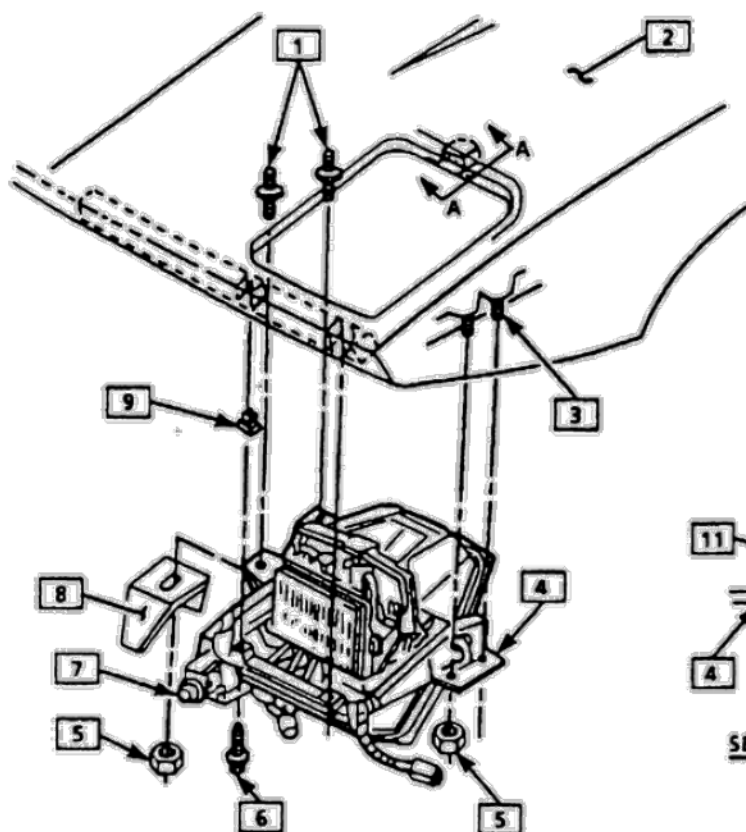
10 U TYPE NUT

11 DOOR, HEADLAMP OPENING

12 HEX NUT, 9.5 N·m (84 lb. in.)

13 NYLON NUT

14 BRACKET



SECTION A-A

1 HOOD/HINGE ASSEMBLY MOUNTING STUDS

2 HOOD ASSEMBLY

3 HOOD ASSEMBLY STUDS

4 HEADLAMP ASSEMBLY

5 NUT, 9.5 N·m (84 lb. in.)

6 BOLT, 2.7 N·m (24 lb. in.)

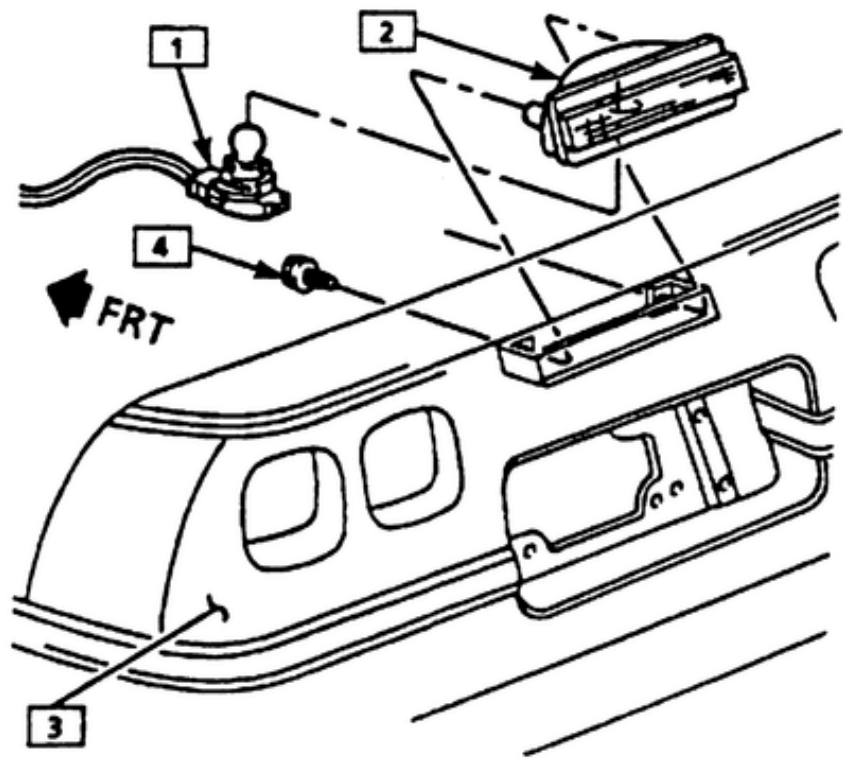
7 MOTOR/ACTUATOR

8 HOOD HINGE BRACKET

9 PUSH-IN TYPE NUT

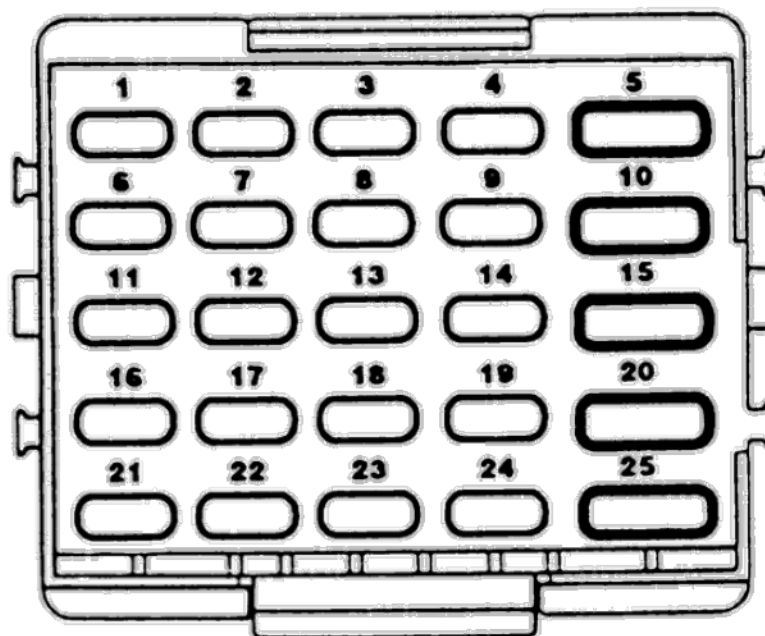
10 PUSH-IN NUT

11 BOLT WITH BUMPER



- 1** CENTER HIGH MOUNTED STOP LAMP
REAR BODY HARNESS ASSEMBLY
- 2** CENTER HIGH MOUNTED STOP LAMP ASSEMBLY
- 3** REAR FASCIA
- 4** BOLT

FUSE CHART



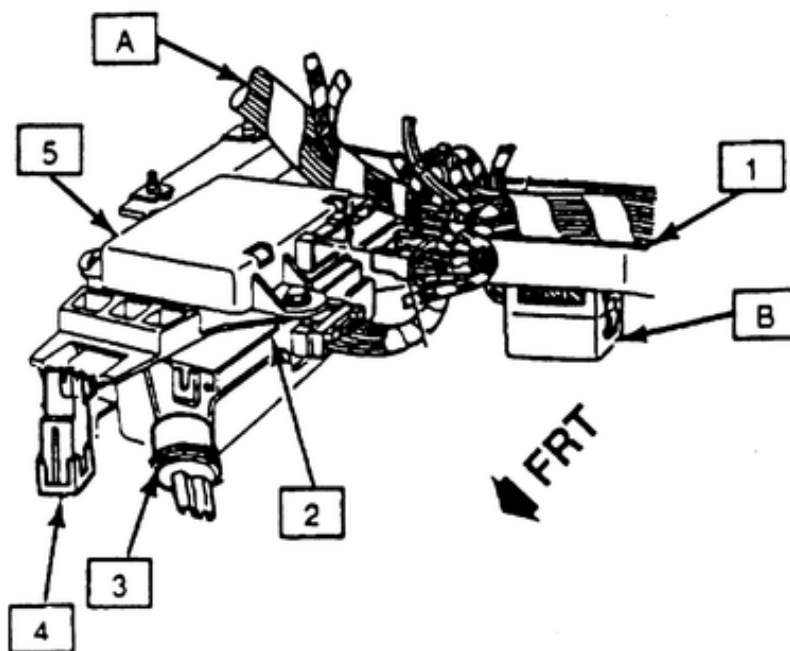
FUSE AMPS USAGE

1.	15	Courtesy Lights, Antenna, Bose * Speakers, A/C
2.	25	A/C, DRL, CCM, O ₂ Sensor (ZR1)
3.	10	CCM, LTPWS, Van. Mirrors
4.	5	Instrument Cluster, DIC Warning Lights
5.	30	Circuit Breaker-- Hatch Release
6.	15	Parking Lights, Fog Lamps, DRL, IP Lights
7.	5	HVAC, DIC, Radio, Power Seats
8.	20	Electronic Fuel Injectors
9.	10	HVAC, Cooling Fans, DRL, Ignition (ZR1)
10.	35	Circuit Breaker-- Rear Defogger
11.	10	CCM, Tone Generator, Dome Lights

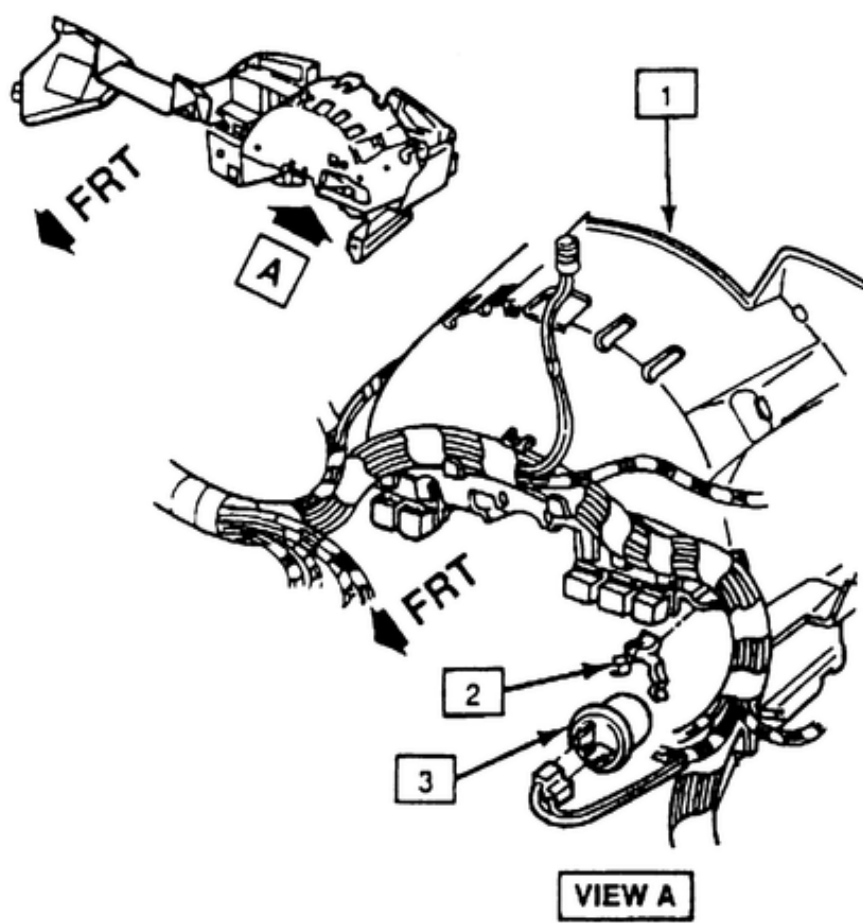
FUSE AMPS USAGE

12.	10	Heated Mirrors, A/C
13.	10	Electronic Fuel Injectors
14.	15	Turn Signals, Back Up Lights
15.	30	Circuit Breaker-- Power Windows
16.	10	Anti-lock Brakes
17.	10	Radio
18.	10	Instrument Cluster, S.I.R., ECM, ABS, Selective Ride
19.	3	Cruise Control, Power Mirror
20.	30	Circuit Breaker-- Power Seats, Locks
21.	20	Stop/Hazard Lamp
22.	25	Wipers, Radio
23.	3	ECM
24.	10	Primary Fuel Pump
25.		Not Used

- ★ **Electronic-AC (C68) has an under-hood fuse connector near the blower motor with a 5-AMP fuse for the blower motor.**
- ★ **ZR1 has an under-hood fuse connector near the left-hand wheel house with a 10-AMP fuse for the vacuum pump.**



- | | |
|---|----------------------------------|
| A | HARNESS, INSTRUMENT PANEL WIRING |
| B | MODULE, RELAY |
| 1 | BRACKET, MULTIUSE RELAY |
| 2 | MODULE, SIR (DERM) |
| 3 | FLASHER, HAZARD LAMP |
| 4 | DIODE |
| 5 | MODULE, CRUISE CONTROL |



- 1 INSTRUMENT PANEL
- 2 CLIP, TURN SIGNAL FLASHER
- 3 FLASHER, TURN SIGNAL LAMP

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

Circuit breakers differ from fuses in that they are reusable. Circuit breakers open when the flow of current exceeds specified value and will close after a few seconds when current flow returns to normal. Some of the circuits protected by circuit breakers include electric windows and power accessories. Circuit breakers are used in these applications due to the fact that they must operate at times under prolonged high current flow due to demand, even though there is not malfunction in the circuit.

There are 2 types of circuit breakers. The first type opens when high current flow is detected. A few seconds after the excessive current flow has been removed, the circuit breaker will close. If the high current flow is experienced again, the circuit will open again.

The second type is referred to as the Positive Temperature Coefficient (PTC) circuit breaker. When excessive current flow passes through the PTC circuit breaker, the circuit is not opened, but its resistance increases. As the device heats up with the increase in current flow, the resistance increases to the point where the circuit is effectively open. Unlike other circuit breakers, the PTC circuit breaker will not reset until circuit is opened, removing voltage from the terminals. Once the voltage is removed, the circuit breaker will not reset until the circuit is opened, remove voltage from the terminals. Once the voltage is removed, the circuit breaker will re-close within a few seconds.

Various circuit breakers are located under the instrument panel. In order to gain access to these components, it may be necessary to first remove the under dash padding. Most of the circuit breakers are located in the convenience center or the fuse panel. Replace the circuit breaker by unplugging the old one and plugging in the new one. Confirm proper circuit operation.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

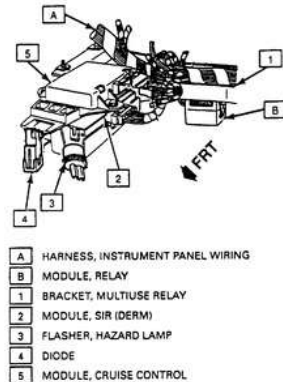
Fuel Delivery: FI | Fuel: GAS

Hazard Lamp Flasher

The hazard lamp flasher is located under the right side of the instrument panel behind the SIR module. To replace the hazard flasher:

1. Disconnect the negative battery cable.
2. Remove the fuse box cover and right side instrument panel trim panel.
3. Unfasten the bolts/screws from the side of the lower trim panel.
4. Remove the right side instrument panel air outlet assembly.
5. Remove the lower trim panel-to-instrument panel retaining nuts.

Fig. 1: Location of the hazard lamp flasher



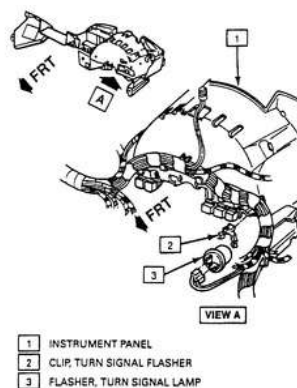
6. Partially remove the lower trim panel and detach the courtesy lamp connector.
7. Remove the trim panel. Pull it out from over the floor air outlet.
8. Unclip the flasher from the rear of the multi-use bracket.
9. Detach the electrical connector, then remove the flasher.
10. Installation is the reverse of the removal procedure.

Turn Signal Flasher

The turn signal flasher is located on the left hand multi-use relay bracket to the left of the steering column. To replace the turn signal flasher:

1. Disconnect the negative battery cable.
2. Remove the retainer securing the lower trim panel to the stud on the steering column.
3. Unfasten the screws holding the trim panel to the knee bolster.
4. Remove the screws mounting the trim panel to the instrument panel.
5. Remove the Data Link Connector (DLC) assembly mounting screw.
6. Unplug the courtesy lamp electrical connector.
7. Remove the left side lower trim panel.
8. Unclip the flasher, detach the electrical connector, then remove the flasher from the vehicle.

Fig. 2: Location of the turn signal flasher mounting



9. Installation is the reverse of the removal procedure.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

The main fuse block on these vehicles is located on the right side of the dash, behind an access panel. These also may be a convenience center which can be found under the hood.

Each fuse block uses miniature fuses which are designed for increased circuit protection and greater reliability. The compact fuse is a blade terminal design which allows easy pull-out/push-in removal and replacement.

Fig. 25: Typical fuse identification



Although the fuses are interchangeable, the amperage values are not. The values are usually molded in bold, color coded, easy to read numbers on the fuse body. Use only fuses of equal replacement value.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

1. Remove the fuse block access panel or cover.
2. Locate the fuse for the circuit in question.

NOTE: When replacing the fuse, DO NOT use one with a higher amperage rating.

3. Check the fuse by pulling it from the fuse block and observing the element. If it is broken, install a replacement fuse of the same amperage rating. If the fuse blows again, check the circuit for a short to ground or faulty device in the circuit protected by the fuse.
4. Continuity can also be checked with the fuse installed in the fuse block with the use of a test light connected across the 2 test points on the end of the fuse. If the test light lights, replace the fuse. Check the circuit for a short to ground or faulty device in the circuit protected by the fuse.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

In addition to circuit breakers and fuses, the wiring harness incorporates fusible links to protect the wiring. Links are used rather than a fuse, in wiring circuits that are not normally fused, such as the ignition circuit. The fusible links are color coded red in the charging and load circuits to match the color coding of the circuits they protect. Each link is four gauges smaller than the cable it protects, and is marked on the insulation with the gauge size because the insulation makes it appear heavier than it really is. The engine compartment wiring harness has several fusible links. The same size wire with a special Hypalon insulation must be used when replacing a fusible link.

NOTE: For more details, see the information on fusible links at the beginning of this section.

The links are located in the following areas:

1. A molded splice at the starter solenoid **Bat** terminal, a 14 gauge red wire.
2. A 16 gauge red fusible link at the junction block to protect the unfused wiring of 12 gauge or larger wire. This link stops at the bulkhead connector.
3. The alternator warning light and field circuitry is protected by a 20 gauge red wire fusible link used in the battery feed-to-voltage regulator number 3 terminal. The link is installed as a molded splice in the circuit at the junction block.
4. The ammeter circuit is protected by two 20 gauge fusible links installed as molded splices in the circuit at the junction block and battery to starter circuit.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

The headlights must be properly aimed to provide the best, safest road illumination. The lights should be checked for proper aim and adjusted as necessary. Certain state and local authorities have requirements for headlight aiming; these should be checked before adjustment is made.

CAUTION

About once a year, when the headlights are replaced or any time front end work is performed on your vehicle, the headlight should be accurately aimed by a reputable repair shop using the proper equipment. Headlights not properly aimed can make it virtually impossible to see and may blind other drivers on the road, possibly causing an accident. Note that the following procedure is a temporary fix, until you can take your vehicle to a repair shop for a proper adjustment.

Headlight adjustment may be temporarily made using a wall, as described below, or on the rear of another vehicle. When adjusted, the lights should not glare in oncoming car or truck windshields, nor should they illuminate the passenger compartment of vehicles driving in front of you. These adjustments are rough and should always be fine-tuned by a repair shop which is equipped with headlight aiming tools. Improper adjustments may be both dangerous and illegal.

For most of the vehicles covered by this manual, horizontal and vertical aiming of each sealed beam unit is provided by two adjusting screws which move the retaining ring and adjusting plate against the tension of a coil spring. There is no adjustment for focus; this is done during headlight manufacturing.

NOTE: Because the composite headlight assembly is bolted into position, no adjustment should be necessary or possible. Some applications, however, may be bolted to an adjuster plate or may be retained by adjusting screws. If so, follow this procedure when adjusting the lights, BUT always have the adjustment checked by a reputable shop.

Before removing the headlight bulb or disturbing the headlamp in any way, note the current settings in order to ease headlight adjustment upon reassembly. If the high or low beam setting of the old lamp still works, this can be done using the wall of a garage or a building:

1. Park the vehicle on a level surface, with the fuel tank about $\frac{1}{2}$ full and with the vehicle empty of all extra cargo (unless normally carried). The vehicle should be facing a wall which is no less than 6 feet (1.8m) high and 12 feet (3.7m) wide. The front of the vehicle should be about 25 feet from the wall.
2. If aiming is to be performed outdoors, it is advisable to wait until dusk in order to properly see the headlight beams on the wall. If done in a garage, darken the area around the wall as much as possible by closing shades or hanging cloth over the windows.
3. Turn the headlights on and mark the wall at the center of each light's low beam, then switch on the brights and mark the center of each light's high beam. A short length of masking tape which is visible from the front of the vehicle may be used. Although marking all four positions is advisable, marking one position from each light should be sufficient.
4. If neither beam on one side is working, and if another like-sized vehicle is available, park the second one in the exact spot where the vehicle was and mark the beams using the same-side light. Then switch the vehicles so the one to be aimed is back in the original spot. It must be parked no closer to or farther away from the wall than the second vehicle.
5. Perform any necessary repairs, but make sure the vehicle is not moved, or is returned to the exact spot from which the lights were marked. Turn the headlights on and adjust the beams to match the marks on the wall.
6. Have the headlight adjustment checked as soon as possible by a reputable repair shop.

1990 Chevrolet CORVETTE

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

The headlight doors can be opened automatically by turning the headlights switch to the on position, then turn the switch back 1 click to the parking lights on position and the headlight doors will stay open.

If necessary, then headlight doors may be opened manually. To open the headlight doors manually, raise the hood and turn the headlight manual control knob (located next to the headlight door) in the direction of the arrow, until the door is fully opened.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

[1984-88 Vehicles](#)

1. Open the hood, then turn the headlights on.
2. Detach the headlight motor wire on the outer side of the headlight.
3. Turn the headlights off (the disconnected light should stay open).
4. Unfasten the 4 screws at the bezel. There are 2 at the front and 2 at the sides.

Fig. 1: With the hood in the raised position, unfasten the Torx® screws from the outer side of the headlight bezel/trim piece



Fig. 2: You must then remove the screws from the inner side of the bezel/trim piece



5. Remove the bezel.

Fig. 3: Remove the first of the top bezel/retaining ring screws

...



Fig. 4: ... then remove the remaining Torx® screw



Fig. 5: Lift the bezel/trim piece away from the headlight assembly



6. Remove the retaining spring by carefully using a hooked end tool, such as a cotter pin removal tool to move it to the side.
7. Remove the headlight from the aiming pins by rotating the headlight toward the center of the car.
8. Unfasten the 4 retaining ring screws, then remove the ring.

Fig. 6: With the hood closed, you can see the 4 headlight retaining ring screws (1) and 2 aiming screws (2)

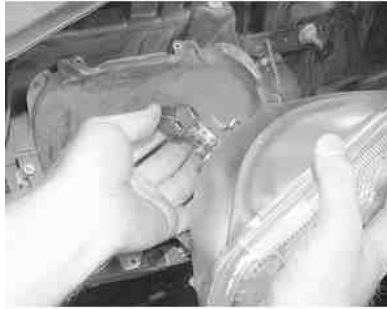


Fig. 7: Remove ONLY the 4 retaining ring screws, do NOT touch the aiming screws



9. Remove the headlight pump from the mounting bracket, unplugging the socket as you pull it away.

Fig. 8: Remove the headlight away from the mounting bracket, unplugging the socket as you pull it away



To install:

10. Install the headlight bulb, making sure it is plugged in properly.
11. Position the retaining ring and secure with the 4 screws.
12. Position the headlight into the aiming pins. Move the retaining spring back into place.
13. Install the bezel and secure with the retainers.
14. Turn the headlights on, then connect the headlight motor wire.
15. Turn the headlights off. Both should lower.
16. Close the hood. Check the aim of the headlights, and adjust if necessary.

1989-96 Vehicles

1. Open the hood.
2. Open the headlight door halfway. This can be done either by turning the headlight switch on, then back to the parking lamp on position, or by the manual headlamp control knob (which is located on the inboard side of the headlight door).

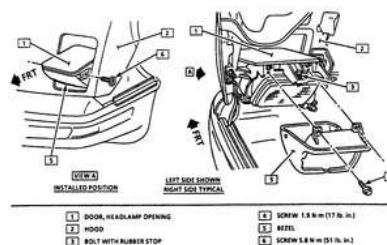
NOTE: Before removing the screws from the side of the headlight bezel, place your hand under the bezel to support and prevent damage to it.

3. Remove the screws from the front of the headlight bezel.

NOTE: Before removing the screws from the side of the headlight bezel, place your hand under the bezel to support and prevent damage to it.

4. Remove the Phillips head screws from each side of the headlight bezel.
5. Remove the bezel by pulling it straight out from the engine side of the hood.

Fig. 9: View of the headlight bezel mounting



6. Unfasten the screws from the headlight retaining ring.
7. Remove the headlamp from the assembly, unplugging the electrical connector as you are pulling it away.

Fig. 10: Exploded view of the headlight assembly

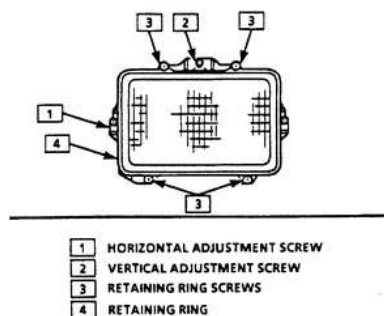
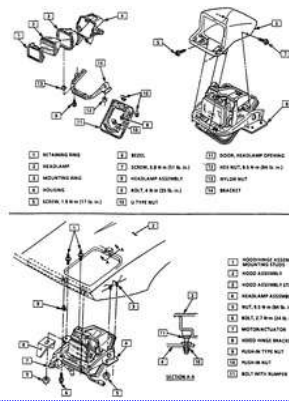


Fig. 11: Location of the headlight mounting and aiming screws



To install:

8. Attach the headlight electrical connector.
9. Position the retaining ring and install the screws securing the ring to the headlight.
10. Position the bezel in place on the headlight assembly.
11. Install the screws on each side of the bezel and tighten to 51 inch lbs. (5.8 Nm).
12. Install the screws on the front of the bezel and tighten to 17 inch lbs. (1.9 Nm).
13. Cycle the headlamps, then close the hood. Check the headlight aim, and adjust if necessary.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

Front Turn Signal and Parking Lights

1. Use your thumb to depress the side tab, rotate the socket and bulb assembly in the direction shown, then withdraw the bulb and socket from the lamp housing.

Fig. 1: You must depress the side tab, then rotate the socket and bulb assembly in the direction shown on the socket



Fig. 2: It may be necessary to pull up on the hood bumper to get enough clearance to remove the bulb and socket



2. Gently twist the light bulb to align the nubs on the bulb with the channels in the socket, then pull it straight out of the socket.

Fig. 3: Turn the bulb to align the nubs on the bulb with the channels in the socket, then carefully pull the bulb from the socket



To install:

3. Before installing the light bulb into the socket, ensure that all electrical contact surfaces are free of corrosion or dirt.
4. Line up the nubs of the light bulb with the channels socket, then insert the light bulb into the socket until it is fully seated. Twist the bulb to lock it into place.
5. To ensure that the replacement bulb functions properly, activate the applicable switch to illuminate the bulb which was just replaced. If the replacement light bulb does not illuminate, either it too is faulty or there is a problem in the bulb circuit or switch. Correct as necessary.
6. Install the socket and bulb assembly into the lens housing. Rotate as shown to lock the bulb and socket in the installed position.

Side Marker Light

Twist the socket to unlock the it from the housing, then carefully withdraw the bulb and socket from the lens housing. The bulb is replaced by pulling it straight out.

Fig. 4: To remove the side marker light bulb, twist the socket to unlock it, then pull it from the housing



Fig. 5: Then, simply pull the bulb straight out of the socket



Rear Turn Signal, Brake and Parking Lights

1984-89 VEHICLES

1. If removing an inner bulb, remove the license plate. For outer bulb replacement, reach from under the vehicle.

Fig. 6: To remove the inner rear brake light, you must reach behind the license plate and under the vehicle to access the bulb and socket



2. Remove the socket from the lens by releasing the locking tab and twisting.

Fig. 7: Once the bulb and socket are pulled from the rear of the lens, grasp it from behind the license plate opening



Fig. 8: Then, pull it out of the side and replace the bulb



3. Remove the bulb from the socket and replace.
4. Installation is the reverse of the removal procedure.

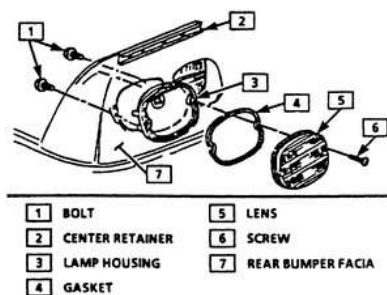
1990 VEHICLES — EXCEPT ZR-1

1. Disconnect the negative battery cable.
2. Remove the rear bumper fascia.
3. Remove the bulb and socket from the taillamp assembly.
4. Remove the bulb from the socket.
5. Installation is the reverse of the removal procedure.

1990 ZR-1 AND 1992-96 VEHICLES

1. Disconnect the negative battery cable.
2. Unfasten the lens retaining screws, then remove the lens cover.
3. Remove the bulb from the socket.

Fig. 9: Exploded view of the rear tail, stop and turn signal assembly — 1990 ZR-1 and all 1992-96 vehicles



4. Installation is the reverse of the removal procedure.

Rear Side Marker Lights

To remove the rear side marker light, reach up from underneath the vehicle, depress the tab and rotate the bulb and socket. Pull the bulb and socket down, turn the bulb to align the nubs with the channels in the socket, then pull the bulb out of the socket

Fig. 10: To remove the rear side marker light, reach up from underneath the vehicle, depress the tab and rotate the bulb and socket



Fig. 11: Pull the bulb and socket down, turn the bulb to align the nubs with the channels in the socket, then pull the bulb out of the socket



High-mount Brake Light

LIFT WINDOW MOUNTED

1. Open the hatch, then unfasten the center high mount light 2 Torx® retaining screws

Fig. 12: Open the hatch, then unfasten the center high mount light 2 Torx® retaining screws



2. For access to the underside of the lamp, lift the light assembly up. It may be slightly difficult to lift due to the water proofing sealant used

Fig. 13: Lift the light assembly up for access to the underside. It may be slightly difficult to lift due to the water proofing sealant used



3. Remove the retaining screws located on the under side of the 3rd brake light

Fig. 14: Remove the retaining screws located on the under side of the 3rd brake light



4. Lift the cover for access to the bulbs. It may be necessary to pry around the edges to remove the cover, but if you have to, be very careful.

Fig. 15: Lift the cover for access to the bulbs. If you have to pry around the edges to remove it, be very careful



5. Remove the bulbs, but be careful not to bend or break the pins.

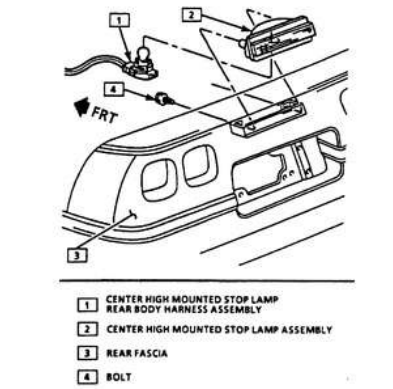
Fig. 16: When removing or installing bulbs, be careful not to bend the pins



6. Installation is the reverse of the removal procedure.

1. Remove the license plate and bracket for access to the high mount brake light connector.
2. Detach the wire connector from the bottom of the light assembly.
3. Unfasten the screws mounting the lamp assembly to the rear fascia.

Fig. 17: Exploded view of the rear fascia mounted high mount brake light assembly



4. Remove the lamp assembly by lowering the assembly and removing it through the license plate opening.
5. Installation is the reverse of the removal procedure.

Dome Light

1. Using a small prytool, carefully remove the cover lens from the lamp assembly.
2. Remove the bulb from its retaining clip contacts. If the bulb has tapered ends, gently depress the spring clip/metal contact and disengage the light bulb, then pull it free of the two metal contacts.

Fig. 18: Disengage the spring clip which retains one tapered end of this dome light bulb, then withdraw the bulb



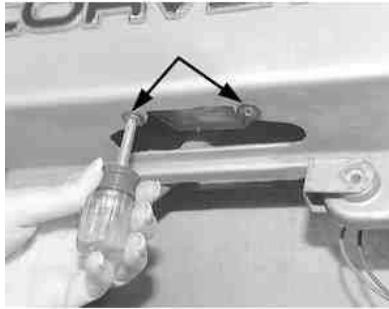
To install:

3. Before installing the light bulb into the metal contacts, ensure that all electrical conducting surfaces are free of corrosion or dirt.
4. Position the bulb between the two metal contacts. If the contacts have small holes, be sure that the tapered ends of the bulb are situated in them.
5. To ensure that the replacement bulb functions properly, activate the applicable switch to illuminate the bulb which was just replaced. If the replacement light bulb does not illuminate, either it is faulty or there is a problem in the bulb circuit or switch. Correct as necessary.
6. Install the cover lens until its retaining tabs are properly engaged.

License Plate Lights

1. Disconnect the negative battery cable.
2. Unfasten the license plate light lamp screws.

Fig. 19: Use a stubby screwdriver to unfasten the 2 license plate lamp retaining screws



3. Pull the lamp assembly down, rotate the socket $\frac{1}{4}$ turn to unlock it, then pull it from the housing.

Fig. 20: After removing the retainers, pull the license plate lamp down



Fig. 21: Rotate the socket $\frac{1}{4}$ turn to unlock it, then pull it out of the lens



4. Pull the bulb straight out of the socket to replace it.

Fig. 22: The bulb can be pulled straight out of the socket for replacement



5. Installation is the reverse of the removal procedure.

To remove the reverse light bulb, reach behind the license plate mounting and pull the reverse light bulb and socket out. Then, carefully pull the bulb straight out of the socket

Fig. 23: Reach behind the license plate mounting and pull the reverse light bulb and socket out



Fig. 24: Then, carefully pull the bulb straight out of the socket



[LAMP TRADE NUMBERS](#)