

# 1997 - 1998 Corvette: Chevrolet Pro Service News: Water Leak Repair Guide



**Source:** Chevrolet Pro Service News

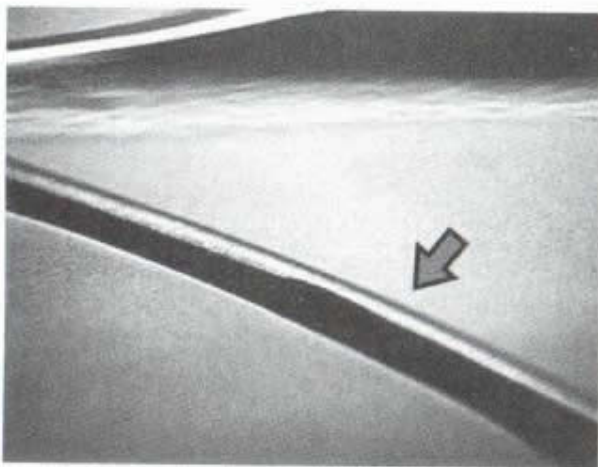
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**Subject:** Corvette Water Leak Repair

# Corvette Water Leak Repair

Water leaks and wind noise into the passenger and rear stowage compartments of 1997 and 1998 Corvette Coupes and Convertibles can really "rain on a customer's parade."

Service Bulletin 83-15-02 contains a Service Manual Update that addresses these conditions. It supplements Section 8, Body and Accessories, of the Corvette Service Manual. This segment addresses some of the fixes for the coupe model. Be certain to water-test every leak complaint before and after the fix is made.



*Rolled roof bow weatherstrip*

## Roof Panel Rear Corner Leaks

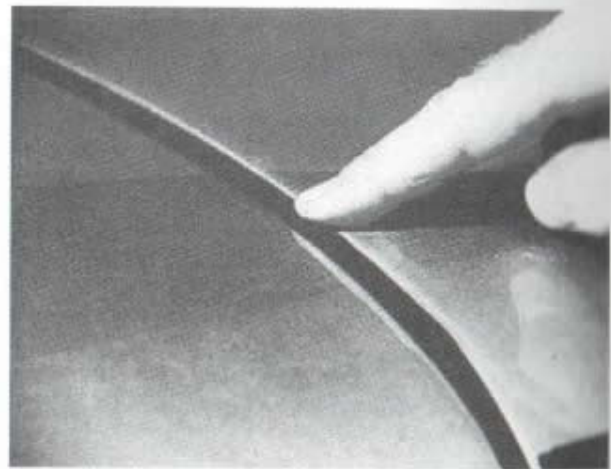
A drip from either rear corner of the roof panel is generally the simplest to correct. First, confirm the leak. Then check to see whether the forward edge of the roof weatherstrip has rolled rearward and overlaps the rear weatherstrip edge. The condition is caused during incorrect roof panel installation, where the customer lays the roof panel flat, and slides it into place from the front to the rear.

To correct it, remove the panel and position the rear dowel pins first. Use the dowel pins as pivots to lower the front of the panel onto its seal, then secure the roof latches.



*Pivoting roof panel on dowel pins*

Confirm that only the smooth edge of the rear weatherstrip seal is visible with the roof panel installed. You can prevent comebacks for this condition by demonstrating proper roof panel installation to the customer.



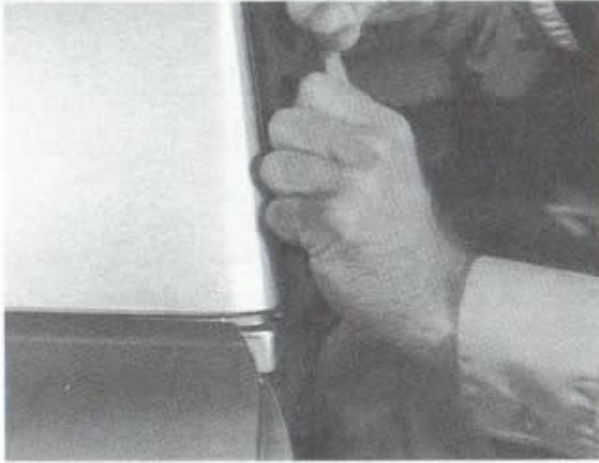
*Smooth rear weatherstrip seal edge*

## Door Glass — Front and Rear Leaks

A leak at the rear edge of either door window results from a lack of contact pressure between the window and the roof bow weatherstrip. To correct it, firmly grasp the roof bow side glass weatherstrip at its midway point up the glass. Then stretch the lower portion of the weatherstrip down in its retainer, forming a slight bulge near the bottom.



Continue holding the center of the weatherstrip in place, and stretch its upper portion snug against the roof weatherstrip. If the area still leaks, rear window tip-in adjustment is necessary to increase pressure between the door glass and the roof bow weatherstrip.



*Stretching lower portion of weatherstrip downward*



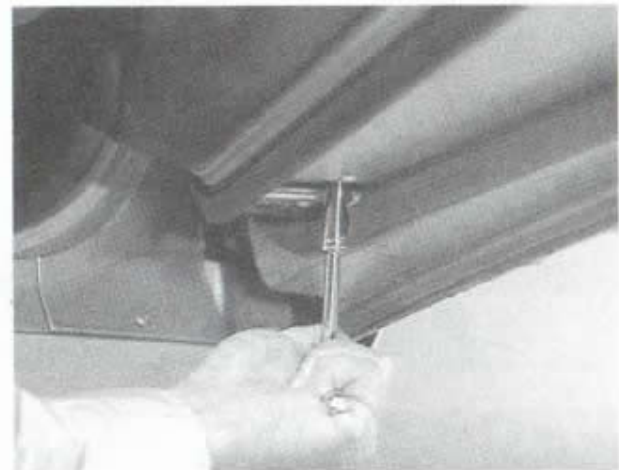
*Stretching upper portion of weatherstrip upward*

Window tip-in adjustments can also affect leaks at the front edge of the door glass. A confirmed leak along the windshield weatherstrip means you'll need to increase tip-in at the front of the window, ahead of the blow-out clip.



*Leaks ahead of the blow-out clip require tip-in adjustment.*

Start front tip-in adjustments by removing the front lower access plug from the door. Loosen the front lower regulator nut inside the door, slide the regulator outboard and retighten the nut. Reinstall the lower access plug.



*Loosening front lower regulator nut*

## Corvette Water Leak Repair

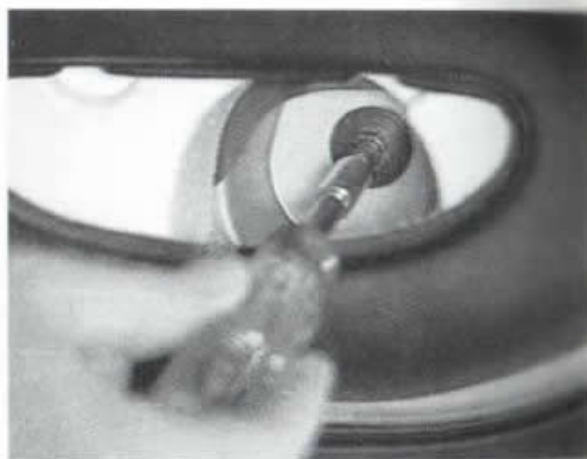


*Sliding regulator outboard*

If rear window tip-in is necessary, remove the reflector from the door after removing the front plug and loosening the regulator nut. Loosen the jack screw jam nut, and turn the jack screw counterclockwise to increase rear tip-in pressure. Finish by locking down the jam nut and re-installing the door reflector.



*Removing reflector*



*Jack screw is located behind reflector.*

If door glass front edge leaks persist following tip-in adjustment, place a block of wood along the lip of the windshield weatherstrip retainer. Tap the block with a hammer to bend the retainer slightly downward toward the window.



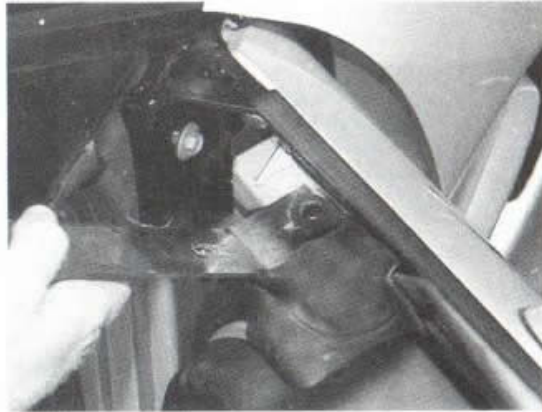
*Bending windshield weatherstrip retainer downward*

## Roof-to-A-Pillar Joint Leaks

Leaks from the roof at the upper corner of the A-pillar are caused by a lack of contact pressure between the roof panel and the windshield weatherstrip. This condition requires a roof latch adjustment. After water-testing, remove the roof panel, upper garnish trim and sunshades. Then loosen the latch striker bolts on each side. Adjust the strikers downward to increase the contact pressure of the roof panel to the windshield weatherstrip. Retighten the bolts, reinstall the roof panel and water-test to confirm the fix, and reinstall the garnish trim and sunshades.



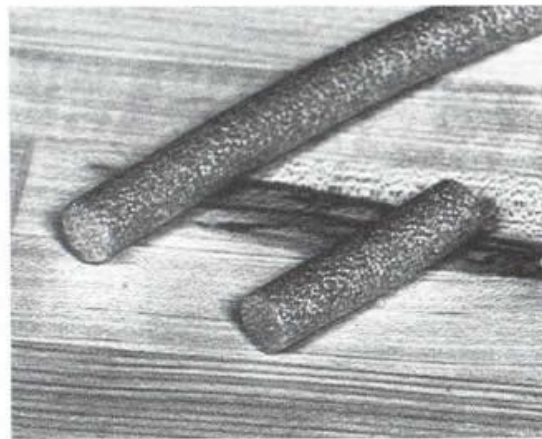
*Loosening latch striker bolts*



*Fir tree fastener at front lip of door weatherstrip*

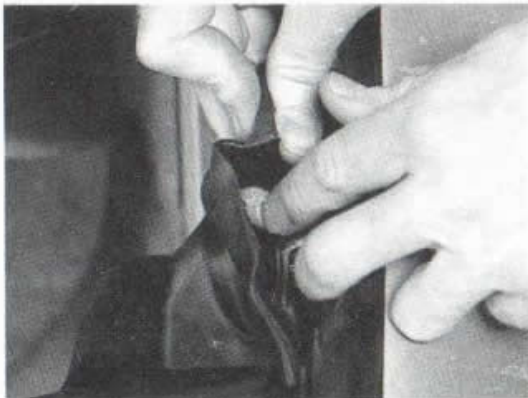
## A-Pillar-to-Door Panel Leaks

Complaints of leaks from the bottom of the windshield A-pillar onto the door trim panel are due to a collapsing door weatherstrip pocket. The collapsed pocket results in a lack of contact pressure between the windshield and door weatherstrips. After water-testing, remove the fir tree fastener at the front lip of the door weatherstrip. Then obtain a piece of closed-cell foam weatherstripping, about 1/2 inch in diameter by 1-1/2 inches long (12mm x 62mm). Rubber hose will also work. The insert stuffer simply needs to be water-resistant and moderately resilient.



*Closed-cell foam weatherstrip, 1/2 inch in diameter, 1-1/2 inches long*

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*Inserting stuffer into door weatherstrip pocket*

Push the stuffer into the door weatherstrip pocket until it just reaches the edge of the door trim panel. The stuffer increases contact pressure between the weatherstrips inboard of the A-pillar weatherstrip drain. It also prevents the collapse of the door weatherstrip under pressure.



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