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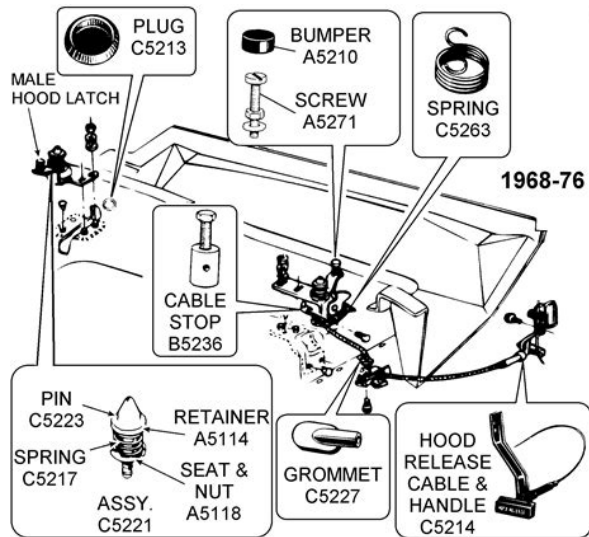
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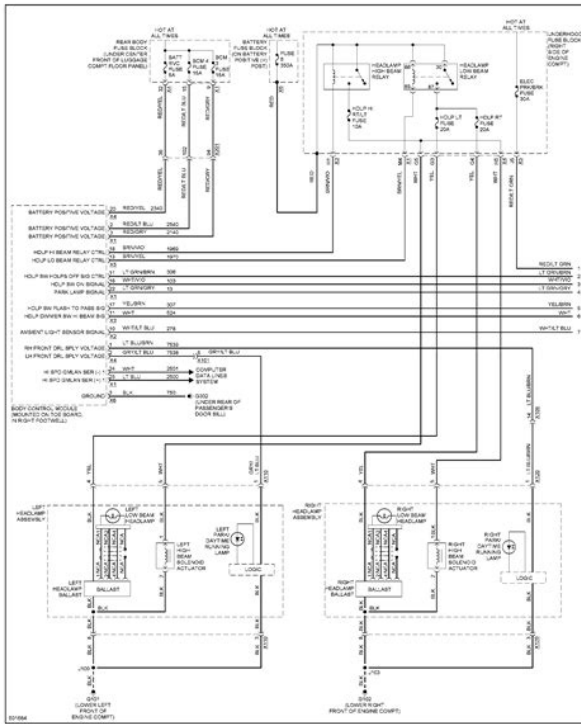


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After our 1998 Sebring Silver coupe aka "La Bala" starting racking up quite a list of worn or broken interior pieces, we decided it was time to start checking them off to keep her looking and working like a Corvette should. Here, we'll cover common problems in the interior and back hatch, returning another day for that annoying seat problem where the car stops before you do. After a couple months of hearing an ominous buzzing every time we hit the hatch release, we were finally left with just the buzzing, as the passengerside latch stopped working altogether. We bought a new OEM unit from Eckler's Corvette. In retrospect, that would have been a better choice, but there's probably some wisdom in replacing it all at the same time. At least that's what we'll tell ourselves. That's exactly the route you'll have to take to get the hatch open for repair, though slither over or around the seats and remove the cargo compartment cover on whatever side has the broken latch. With that panel out of the way, look for the narrow cable running down into the cargo compartment from

behind the carpeted interior panel. Pulling the cable will release the latch, freeing the hatch to open upward. It's probably smart to hit the release button on the dash or remote first so the other side is already free. The next order of business is removing the interior panel to get access to the latch. Once the cargo net retaining clip has been removed, you can start to work the panel free. When you can swing the bottom out a little, you'll need to pull the top downwards in order to free it since there's a metal clip on top of the trim piece that holds it in place. If you're swapping out the entire latch, as we did, you'll remove the old one and replace as per the accompanying photos. The holes through which the latch is mounted to the body are square and large enough to allow some adjustment for height.

When you're installing the new latch, you'll want to try to match the way the original latch was installed, for both aesthetics and function. The hatch will look silly if it's too low or too high, but you may find that moving it too much in the desired direction may put the hatch in a bind where it will no longer open. Such are the vagaries of the Corvette get it as close as you can and still have it work. Loosen them, remove the old actuator and put in the new one, being careful to orient its rotating tab in the matching slot in the latch. In either case, make sure you hang the emergency release cable down into the cargo compartment within reach. Vette Each latch there's one on either side of the car has a cable that drops down into the rear cargo compartment below it. Pulling the cable will release the latch on that side of the car. After pulling the panel off this bolt, extend the roof panel storage latch outwards and free the top of the panel, then work it forward and out. Note the blue bulb holder; we'll come back to that in a minute. Note the hole in the mounting bracket is square and much larger than the bolt itself so there's some adjustment in the height of the latch. If you're replacing the entire assembly, you'll want to install the new one as close as possible to where the old one was bolted in place. Helpfully, the washer has left a telltale mark at the bottom of the hole. Note the grooved grey connector mount you'll need to slide the connector off this mount to disconnect it, and back on during reassembly. Although the wiring at first appears to be different, the wiring connects with the same wires in the car's harness and functions correctly. Both the driver's and passenger's side use identical latches. In this photo, you can see both mounting bolts, one on either side. Be warned, though, that it is possible to get the hatch in a bind where it will not pop open, so perfect alignment may not be possible.

The tab, which is on the lower right near the cable, will need to be inserted into its matching slot in the latch mechanism. The latch bracket is shown here from the rear. While it will be bolted into place in the car and doesn't need to be removed to swap actuators this is the direction from which you'll see the two mounting bolts. Remove and replace, unplug and replug. Replacement is simple; unplug the old bulb and plug in the new. LEDs have polarity, however, which means that unlike a bulb, one of the two contacts is positive and the other negative. If yours doesn't light up, remove the bulb holder, rotate 180 degrees and reinstall. LEDs draw less power, last longer and produce a cleaner, whiter light. Due to the slot into which the handle fits when locked inwards, it's easier to remove and install the panel with the latch extended. Also note the sad condition of the rubber bumper. It may take some force, but make sure to get it seated down as far as it will go. While supergluing them back into place may buy you a month or two, it won't last forever. We replaced this one with a new piece from Corvette Central that has stronger, gusseted mounting tabs and should last a lot longer. The original is in the center, with a Corvette Central reproduction on the right and a different repro on the left that looks considerably different than the original part. No doubt it's serviceable, but if you want your car to look original, we'd pick the one on the right. Orient it correctly and press inwards until it snaps into place, filling the unsightly hole. Done. Think that your Vette is menagerie material. Send it in! Literally thousands upon thousands of cars and spectators converged in Effingham, Illinois, for a celebration of all things Corvette. Ironically, the car is so unique that Peggy no longer feels comfortable driving it. Check out this car and more in this month's Glass Menagerie for June 2013. After all, hes used to brakeneck speeds.

Click [here](#) for more details or check out the May issue of Vette Magazine. Check it out only at www.gmhightechperformance.com, the official website for GM HighTech Performance Magazine. For general Corvette information, see Chevrolet Corvette. Please consider expanding the lead to provide an accessible overview of all important aspects of the article. Please discuss this issue on the [articles talk page](#). February 2017 Production variants include the high performance Z06. To improve handling, the transmission was relocated to form an integrated, rear-mounted transaxle assembly. The LS1 engine initially produced 345 hp 257 kW, subsequently increased in 2001 to 350 hp 261 kW. The C5 was also the first Corvette to incorporate a drive-by-wire throttle; and variable-effort steering, whereby the assist level of the power steering is varied according to vehicle speed more at lower speeds, less at higher speeds. Also notable, though rarely discussed, the C5 generation was the first model to adopt the parallel or tandem windshield wiper configuration, abandoning the opposed configuration that was used on every previous Corvette model since the first in 1953. A number of factors are responsible for this the relatively light weight of the C5 a curb weight under 3,300 lb 1,500 kg; Chevrolet went so far as to omit the spare tire as a weight-saving measure, relying upon run-flat tires instead; the C5's low drag coefficient; and the vehicle's tendency to upshift into the higher gears as soon as possible. The manual transmissions Computer-Aided Gear Shifting results in an obligatory shift from 1st gear directly into 4th gear under certain driving conditions; the system can be deactivated through PCM tuning or the use of an aftermarket device. Late in the production run starting with the 2003 model year, the F55 Magnetic Selective Ride Control Suspension replaced the F45 as the third suspension choice.

The racing-inspired FE4 suspension used for the Z06 is stiffer than any offered on the base model C5, and is unique to that model with no optional suspension offered. The C5's suspension consisted of independent unequal-length double wishbones with transverse fiberglass mono-leaf springs and optional magnetorheological dampers. SMC provides better protection against direct blows because it is very stiff and will not dent. The floor boards on the C5 are a composite consisting of SMC with balsa wood in the middle. Balsa wood was chosen for its stiffness, light weight, and sound absorption qualities. The all-aluminum LS1 overhead valve engine is much lighter than its bi-metal cast iron block, aluminum heads predecessor, the LT1, and provides for a much lower hoodline when compared to an overhead cam design of relative displacement. The composite leaf springs are much lighter and sit much lower than typical coil springs and help provide the C5 with its smooth ride characteristics and low ride height. The Z06 uses a tuned version of the standard LS1 engine designated the LS6, with a higher power output of 385 hp 390 PS; 287 kW. Although its total output was less than that of the previous late model ZR1, the Z06 was much lighter, and could outperform the ZR1 in every category except top speed. It also cost substantially less than the ZR1. The Z06 had a total curb weight of 3,118 lb 1,414 kg. The Z06 model was only available with the six-speed manual transmission. The new components added to the Z06 included updated FE4 suspension, larger wheels and tires, revised gearing ratios, and functional brake cooling ducts. The Z06 is 38 lb 17 kg lighter than a standard C5 hardtop due to weight-saving measures such as a titanium exhaust system, thinner glass, lighter wheels, non-EMT tires, reduced sound proofing, fixed rear radio aerial, and a lighter battery.

Starting with the 2002 model year, power was increased to 405 hp 411 PS; 302 kW at 6,000 rpm and 400 lbft 542 Nm of torque at 4,800 rpm, due to a larger cubic feet per minute air intake, stiffer valve springs, lighter sodium-filled valves and more aggressive camshaft lift and timing. Other unique characteristics of the Z16 Commemorative Edition Z06 are the polished aluminum wheels, special paint color and striping, commemorative edition badging and wheel center caps. The Z16 also received shock damping tuning for improved handling. The Z16 option accounted for the majority of Z06 Corvettes in 2004, totaling 2,025 units, with 325 units shipped overseas. A new option for Corvette in 2003, the F55 Magnetic Selective Ride Control Suspension was standard on the 1SC-equipped Anniversary Edition vehicles. Also included were all of the convenience options offered

on the upscale Corvette models such as the headup display. It included 6.0 litre V8 engine, door window half dome, gull wing door hinged to the rear pillar. Special commemorative badging, headrest embroidery, and brightly polished wheel a first on the Z06 with unique centercaps completed the package. The VINs were sequenced numbers ranging from the first 100013, to the last 132518. It was based on the C5 road car but had a longer wheelbase, wider track, an enlarged 7.0 L V8 and different bodywork with exposed headlamps. It is raced in the American Le Mans Series in the GTS Class and has been to four 24 Hours of Le Mans races. A new transaxle unit replaced the previous years separate transmission and differential. Corvette faced stiff competition from the new Prodrive Ferrari 550, which led for most of race but had problems late, leaving the victory to Corvette. At the 2003 season opening 12 Hours of Sebring race, the C5Rs remained in winning form, with one of them finishing first in class and eighth overall.

Also in 2003 the yellow paint was dropped in favor of a special red, white, and blue color scheme to commemorate the Corvettes 50th anniversary. However, at Le Mans the Prodrive Ferraris spoiled the anniversary and hopes for a three in a row victory in the GTS class. The Prodrive Ferrari led most of the race, but with under 12 hours to go both the Prodrive cars had problems causing them to pit and lose laps. In FIA GT, the new Corvette Europe team won races at Imola and Zhuhai. The Euro team also managed a number of podium finishes. In the ALMS, the Pacific Coast Racing team achieved some podiums behind the factory C6R. It finished third in the GT1 class behind the C6R and Prodrive Aston Martin. CS1 maint: archived copy as title link Archived from the original on January 11, 2010. Retrieved November 3, 2010. Retrieved May 10, 2009. Retrieved May 10, 2009. Retrieved August 31, 2006. By using this site, you agree to the Terms of Use and Privacy Policy. For a better experience, we recommend using another browser. Learn more Facebook Email or phone Password Forgotten account. Sign Up See more of C5 Corvette Owners Page on Facebook Log In or Create New Account See more of C5 Corvette Owners Page on Facebook Log In Forgotten account. You front turn signals will operate normally. GO STEALTH and extend the life of your front turn signal bulbs changing them out is not picnic. 17. The sideview mirrors can twist both forward and backward, decreasing the chance of damage if struck. 18. If you pull the seatbelts all the way out while youre buckled in, they ratchet back in to hold you tighter into the seat thats how the owners video describes this feature 19. The parking brake is self adjusting. Not mentioned in the owners manual looked for it. 20. I didnt realize there is a red LED light on the left side of the radio so I had one installed to work when the security system is on. Someone told me to program the radio theft lock feature and that initiated the LED flashing.

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