



## MR. Y2000

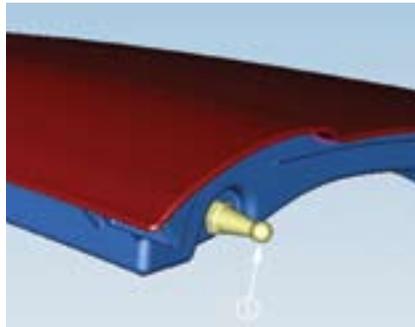
Email questions to: [c5dan@c5registry.com](mailto:c5dan@c5registry.com) with "Mr. Y2000" in subject line

*Thanks to our Corporate Member Dealers for this latest update regarding the following Mr. Y2000 question below which was published in the Summer 2008 edition on page 8.*

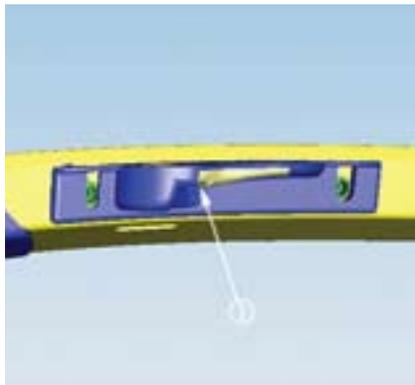
**Q:** What is going on with the roof on my 2007 Coupe? It snaps, crackles and pops just like my favorite breakfast cereal! The dealership has already looked at it and said it was coming from the front of my roof. They put some new parts in, but, to no avail, the noise is back. Is there anything that can be done to make it quiet like it was when it was new?

**Mr. Y2000 UPDATE:** Bulletin **08-08-67-13A** indicates there are new handles now released. So stop by your Corvette Dealer and have them order these new handles for you. The new part numbers are **19206591** and **19206592**.

A very important step in the bulletin is to use GM Super Lube (P/N 12371287), which is a dielectric grease, and put a thin layer in the "pocket" of the stainless steel track where the roller for the handle slides across in the steel receiver plate. Make sure you put a little extra in the groove where the roller comes to rest. Finally, remove the roof and put a dab of the Super Lube on the ball of the rear mounting pins as well.



Apply GM Super Lube® around the entire guide pin ball (1) on the roof panel.



Apply GM Super Lube® inside the "pocket" of the stainless steel track (1).

**Q:** Sometimes my 2003 Corvette makes a snapping or popping noise from the rear axle. I understand that GM has released a new rear axle fluid (P/N 88862624) for the C6 to address this issue. Can I use this fluid in my C5?

**Mr. Y2000:** The short answer is YES. This new fluid, which became available January 2008, known as Dextron LS Gear Oil 75W-90 (P/N 88862624) (in Canada P/N 88862625) can be used in Corvettes from 1997 through the present 2009 model year. Have three quarts handy as you will probably use most of them.

**Q:** I just got my ZR1 and what an awesome machine it is, but I have a question. When I'm turning around in my driveway, I get a noise from the rear end that sounds like a posi-traction noise. Should I have the rear axle fluid changed?

**Mr. Y2000:** I suspect the noise you are hearing is actually tire scrub and it is coming from the front tires. The condition is the result of the wide Michelin tires, their rubber compound and the front suspension alignment settings. That's not to say that there is anything wrong with your ZR1, that's just the way they are. If you want to prove this to yourself, wet your driveway under your front tires and I think you will see that the noise disappears.

**Q:** I was talking with some of the other members of our Corvette Club and someone was talking about the differences in gasoline. It all comes out of the ground, so what makes some different?

**Mr. Y2000:** It is true that it all comes out of the ground. In many locations, the basic gasoline stock comes from the same refinery, but different retailers like Shell, BP, Texaco, et cetera, have the refinery add different compounds to market *their* particular brand.

Several years ago GM and some other Automotive Manufacturers developed standards for gasoline that they call "Top Tier". These standards are more stringent than the government mandated standards and are intended

to provide consumers with gasoline that the Automotive Manufacturers believe would prevent engine deposits that result in such issues as hard starting, hesitation and rough running, as well as others. In order for a gasoline brand to meet the "Top Tier" standard, all of the retailer's gasoline (in their various octane ratings) must meet the "Top Tier" guideline.

GM publishes a Service Bulletin that is updated on a regular basis and contains a listing of the gasoline retailers that meet the "Top Tier" qualifications. The most up to date version of this Service Bulletin can be obtained from your local GM Dealer.

**Q:** My Convertible top has several dark stains. How can I get them out?

**Mr. Y2000:** First, let's talk about what is causing these "stains". They aren't really stains. They are an

accumulation of dirt that is made worse by the top rubbing on itself when it is in the folded (down) position. The first thing to do is to keep the top clean. You can use a mild soap and soft brush, or try using RAGGTOPP Cleaner which is available from the National Corvette Museum Store. The Museum also sells another product, RAGGTOPP Protectant, which is intended to be used after cleaning. This product adds a protective coating to help resist dirt and moisture. Not putting the top down when it is dirty would also help, but, of course, is not very practical.

**Q:** I drag race my Corvette and have failed the manual 6-speed transmission several times. Each time the second gear synchronizer has exploded. Several of my friends race their Corvettes and have not had this happen. Is there something wrong with

the way I drive, or am I just unlucky?

**Mr. Y2000:** YES and YES, but I'll bet you probably win most of your races and have the fastest 60 foot time because you warm up your tires more than your friends. I suspect that what is happening is that you are shifting from first to second gear while you are warming up your tires. When you do this, the loads that are exerted on the transmission's internals increase tremendously! When you shift with the wheels spinning, the transmission momentarily stops when the clutch is depressed. When the clutch is released, the engine's torque is applied to the stationary gear set and attempts to rapidly accelerate it. This greatly exceeds the loads that are applied to the transmission when the vehicle is in motion. The transmission was NOT designed to withstand this amount of stress and will eventually fail.

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