



## MR. Y2000

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

**Q:** My 2007 Coupe's weather-strips around the door and windshield pillar look terrible. Can I use Armor All® to make them look new again?

**Mr. Y2000:** The weather strips are coated with a UV protectant that helps them hold up against sun and exposure to the airborne elements. You may coat them with an "Armor All®" type product, but the best way to care for them is to wash them with *warm soapy water*, dry them off and then coat them with Super Lube. This is a synthetic dielectric grease product that lubricates the rubber to keep them soft and looking like new. If an owner neglects the weather strips, the coating can come off. It can also come off if it is scratched with a window scraper, like when clearing the ICE and SNOW from your Corvette. I have heard that some people actually drive their Corvettes in this type of arctic weather. I know it's hard to believe, but check out Rob Dodson's [CSR# W0701] C5 picture page of his 1999 Coupe in Alaska. <http://64.209.142.240/W0701.htm> As an additional note, the owner's manual states that weather strips are part of normal maintenance, so it is important to keep them clean and lubricated!

**Q:** I recently read that GM changed the Differential Fluid in the 2009 Corvettes to a Dextron LS Fluid. Can I use this improved Differential Fluid in my C5?

**Mr. Y2000:** Bowling Green began building new Corvettes with the Dextron LS Fluid at the start of 2009 production. GM also issued a Service

Bulletin that Dextron LS is the *ONLY* fluid that should be used in *all* of the C6 differentials. The Dextron LS fluid has the friction modifier already mixed within the fluid, so additional modifier no longer needs to be added. In fact, if you do add additional modifier to the Dextron LS, the posi traction is not likely to operate properly. GM has not approved the Dextron LS for the C5 differentials because it has not been validated, and you know GM won't approve anything until they test the heck out of it. You must keep in mind that almost every seal in the C6 differential was changed from the C5 differential design. These differentials work pretty much the same and have pretty much the same components, but the seals of the C5 differential are of a different material. GM's position is always the same, without testing and validating the C5 seals with the new Dextron LS fluid, GM is not likely to recommend the new fluid.

**Q:** Do I have to use Mobil 1 and the AC filter to keep my warranty valid?

**Mr. Y2000:** NO... But the oil used has to meet the GM Specifications **GM4718M**. Your LS engine requires that you use an oil that meets this minimum specification. The oil filter is another kettle of fish. There is an increase in the number of knock off oil filters on the market today. There are also a number of aftermarket companies that have gotten into the oil filter business.

Please note this information from GM Bulletin **07-06-010016B**.

**Important: Engine damage that is the result of an incorrect or improperly installed engine oil filter is not a warrantable claim. The best way to avoid oil filter quality concerns is to purchase ACDelco® oil filters directly from GMSPO.**

Oil filter misapplication may cause abnormal engine noise or internal damage. Always utilize the most recent parts information to ensure the correct part number filter is installed when replacing oil filters. Do not rely on physical dimensions alone. Counterfeit copies of name brand parts have been discovered in some aftermarket parts systems. Always ensure the parts you install are from a trusted source. Improper oil filter installation may result in catastrophic engine damage.

You have a huge investment in your Corvette and it is obviously very important to you. Let me put it this way, if you needed a blood transfusion, you would go to a hospital you trust. I don't think you would be shopping around to find a low cost alternative. The little extra you pay to get a Genuine GM filter is worth the money. Buying it from a GM dealership ensures your warranty will be kept intact.

**Q:** Can I install the headers from the Genuine Corvette Accessory catalog and still keep my warranty?

**Mr. Y2000:** This question comes up all the time. Please review Page 11 of your Winter 2009 Registry Magazine or in the Members Only section at [www.c6registry.com/membersonly/mry2k/index.htm](http://www.c6registry.com/membersonly/mry2k/index.htm). Buying GM accessories does **NOT** mean that everything on

the warranty stays the same. GM accessories are warranted with the written warranty that is provided. The warranty on your Corvette is maintained as long as your vette remains in stock condition. If you install headers on your Corvette, anything touched or affected by the headers does not have to be warranted.

*Example #1:* If the headers increase the horsepower output of the engine and you have a transmission failure, it would be up to you to prove the headers and the increased horse power did not cause the failure. Yes, GM sells accessories, but it does not mean that the New Vehicle Warranty will cover them if they cause a failure.

*Example #2:* GM accessories sells 20 inch wheels and they will fit on a Corvette, but just because they fit does not mean the Corvette will operate as it was designed. The speedometer may be off slightly or the active handling and anti-lock brake systems may not operate as designed. If an ABS or traction control light came on after installing the wheels, it would not be covered. In most cases the dealership would ask the driver to return the vehicle to stock condition so it could be properly diagnosed.

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**Q:** Is there a place that can fix my seat belt on my C5. The little button that stopped the belt from retracting all the way is gone and the dealership wants to sell me a complete new belt.

**Mr. Y2000:** You're in luck! GM does make a bunch of replacement buttons for seat belts! Please see Bulletin **07-09-40-0025A**. It tells the dealership that they can find the stop buttons in group 14.875 for cars and group 16.1714 for trucks. I'm sure most Dealerships will not have every color in stock, but they should have most of them. Worst case

is you may have to replace both the driver and passenger side so they will match.



**Q:** My Volume is stuck...Please help! I've got a 2006 Convertible with the Navigation radio. It is so frustrating! When I start my vette, the radio is ON and the volume is High. I push the OFF button, but nothing happens. Should I have the radio replaced?

**Mr. Y2000:** Dear High Volume: Replacing the radio won't help. GM routes *all* of their electronic communications through your C6's radio, and it is also the last device to come online. What I mean by this is everything that is on the "bus" circuit, or main electrical highway, has to wake up and check with the Body Control Module (BCM) before it releases the device to operate. In essence, when you push the engine start button, the engine wakes up and says it's okay to start, so it starts; followed by the instrument cluster that wakes up and accepts the engine and electrical information; then the A/C cluster wakes up and provides A/C, and finally at the end of the electronic communications chain is the radio. After everything else is up and running, the radio is finally allowed to operate. The radio will come ON to the position stored in memory that you left the volume at when you turned your C6 engine off. The ON and OFF switch and channel can't be changed until it comes online. This could take up to 30 seconds. When the BCM releases

the radio to operate, then you can regain control. That's just the way GM designed it!

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**Q:** I've had my 2007 Z06 to a couple of HPDE (High Performance Driving Events) and I've noticed small cracks developing on my brake rotors. I took it to my dealership and asked them to replace these cracked rotors and they told me it wasn't necessary. Do these cracks weaken my brake rotors?

**Mr. Y2000:** When you talk about "cracks" you need to provide a little more detailed information. Some folks call the Grand Canyon a "crack" in the earth. Small hairline cracks are a result of overheating the rotor and they usually are not an issue, except when the cracks reach from one vent hole to another (on the face of the rotor) or if they reach the edge of the rotor. GM Bulletin **05-05-23-007A** provides the dealership with some guidelines. Keep in mind that most dealerships will tell you that because of your track use the replacement of the brake rotors is not covered by the GM warranty.

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**Q:** My fabulous C6 has 62,000 miles and the warranty is long over. In my area of the country, E85 is a little less expensive. My understanding is that it is a higher octane fuel than regular and burns hotter. Can I use E85 in my 2005 Corvette?

**Mr. Y2000:** **NO!** E85 should never be put into a Corvette fuel system! The higher alcohol content can damage the fuel system and cost a boat load to repair. Yes, E85 burns hotter, but it is less efficient, so it will not develop the power or the efficiency of 89 or 92 octane fuel. E85 fuel systems are specially engineered so the high alcohol content does not corrode the fuel system.