



## MR. Y2000

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

**Q:** I recently bought a new 04 Z06 Le Mans Z-16 Commemorative Edition. There are a couple of things about which I am puzzled. The dealer has no clue as to what is happening. The carbon fiber hood opens like a shot out of a cannon...but closing it is a different matter. The hardware used to attach the carbon fiber hood is the same as what is used on the regular hoods. It is virtually impossible to close the hood using the outer edge...where the latches are. The hood deflects big time. I now close it by holding it in the middle of the hood, but even that poses some problems as it doesn't latch usually unless you slam the heck out of it. Usually one side or the other will not latch so you have to unlatch and start the process all over again...slamming the heck out of it. THEN I was on a nice stretch of lonely Texas road and I got carried away with the heat of the moment and got the car up to speed. As you approach 100 the hood starts to shake, rattle and roll. Over 100 it really gets bad and I thought it was going to come off...lots of deflection, bending, distortion, etc. I then remembered that hey, it is attached in the front, but latched at the rear. (It was latched.) It was almost like the incoming air from the front of the car was flexing the hood like cardboard in a hurricane. I am afraid that mechanics/lube boys etc. will bend the heck out of the hood trying to close it and induce stress cracks...and then heaven forbid if I ever get it going fast again...I am afraid the hood will come off altogether. Have you heard of any problems like this and will Chevrolet replace the hood if it cracks?

**Mr. Y2000:** Yes, we use the same hardware as the standard hood. I personally tested the combination and felt that it was fine from an opening and closing efforts point of view. Based on the fact that you are having such a problem

getting both sides to latch I suspect that the latches need to be adjusted. As for the hood flexing, the first thing I want to know about is, are there any aftermarket additions to this car; bra, spoiler, etc. If so, it is not uncommon for them to disturb the air flow and create this kind of a problem. This hood passed all of the required durability testing so I am not worried about there being any concerns. I would also tell you that I would expect there to be more flex than the standard hood because of the difference in the mass.

**Q:** I have a 97 and when I drive it in the winter and hit a pot hole or bump, the sudden jerk to the car will set off the warning light to service the traction control. When I turn it off and back on to reset the computer, it stays off until the next good crunch. Seems as though in the summer I hardly ever have a problem with it.

**Mr. Y2000:** My guess would be a bad wheel speed sensor. More accurately, a broken wheel speed sensor wire, one that's broken inside the insulation.

**Q:** I have a 2004 C5. The instrument lights are non-illuminated during the day. Can you please tell me how to turn them on?

**Mr. Y2000:** This is right out of the owner's manual:

The knob for this feature is located on the left side of the instrument panel. Push the knob to release it from the stored position. Turn the knob clockwise to brighten the lights or counterclockwise to dim them. Be sure not to have this knob turned all the way down with the lamps on during the day. Your Driver Information Center (DIC) may not be visible.

**Parade Mode:** The instrument panel brightness knob has an added feature

called parade mode to assist you in seeing certain instrument panel controls if your headlamps are on in the daylight. Turn the knob counterclockwise to dim the instrument panel lights or clockwise to brighten the lights. This will occur only with the parking lamps or headlamps on.

**Courtesy Lamps:** When any door or the hatch/trunk lid is opened, the interior lamps will go on unless it is bright outside. You can also turn on the courtesy lamps by turning the instrument panel brightness knob all the way clockwise.

**Exit/Entry Lighting:** With entry lighting, the interior lamps will come on when entering the vehicle. The interior lamps will come on for about 20 seconds when the key is turned to OFF or a door is ajar. You can turn exit and entry lighting off by quickly turning the headlamps on and off or by quickly turning the courtesy lamps on and off.

**Reading Lamps:** Your inside rearview mirror includes two reading lamps. The lamps will go on when a door is opened. When the doors are closed, each lamp can be turned on individually by pressing the switch for that lamp. There is also an interior console flood lamp located underneath the rearview mirror which comes on during nighttime operation or when the reading lamps are on.

**Battery Run-Down Protection:** Your vehicle has a feature to help prevent you from draining the battery in case the under-hood lamp, vanity mirror lamps, cargo lamps, reading lamps, console or glove box lamps are accidentally left on. If you leave any of these lamps on, they will automatically timeout after about 15 minutes. To reset it, all of the above lamps must be turned off or the ignition key must be in ON.