

1968 Corvette: Inter-Organization Letter: Water Leaks - 1968 Corvette Aero-Coupe and Convertible A.I. 68-11



Model Year: 1968 Corvette

Subject: 1968 Corvette Aero-Coupe and Convertible A.I. 68-11

Source: Chevrolet Inter-Organization Letter

Date: August 27, 1968



ADVANCE INFORMATION

CHEVROLET MOTOR DIVISION
General Motors Corporation

Inter-Organization Letter

To REGIONAL SERVICE ENGINEERS Location
From G. F. Jackson Location Central Office
Subject WATER LEAKS - 1968 CORVETTE Date August 27, 1968
AERO-COUPE & CONVERTIBLE A.I. 68-11

This A.I. provides information to assist in the correction of water leaks into the passenger compartment of 1968 Corvettes. The majority of the items covered apply to the Aero-Coupe. Those items which also apply to convertibles are noted and are in addition to information contained in Chevrolet Dealer Service Technical Bulletin 68-T-37, "1968 Corvette Convertible Top Air and Water Leak Correction", and the importance of proper door glass adjustment, as covered in the January, Service News, must be recognized.

Diagnosis of water leaks can be difficult and generally will require a thorough water test. On units where the cause of the leak is not readily apparent, it is recommended that the following trim panels be removed:

1. Both roof panel trim pads
2. Windshield header trim and sun visors
3. Windshield pillar trim
4. T-bar trim pad
5. Both rear upper roof panel trims
6. Trim panel below the rear glass
7. Door trim pads

Trim at 1/4 panels or dome light area need not be removed.

Inspection of complaint units has shown the following principal areas to be involved:

1. Windshield Header and Center T-Bar Moulding/Aero-Coupe - Page 3
 2. Windshield Pillar Post Weatherstrips/Aero-Coupe - Page 4
 3. Door Glass Rear Vertical Weatherstrips/Aero-Coupe - Page 5
 4. Rear Window - Aero-Coupe - Page 6
 5. Door Locks and Sill Plates - Aero-Coupe & Convertible - Page 7-8-9
 6. Removable Roof Panels - Aero-Coupe - Page 10-11
 7. Door Glass Opening Seal - Aero-Coupe & Convertible - Page 12
 8. Rear Plenum - Convertibles - Page 13
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In addition, the installation of floor drain plugs is suggested to minimize damage from standing water should windows inadvertently be left open, top down, etc. - See page 7.

To assist in seeing that parts are available when required, Central Office will initially furnish ten (10) car sets (kits) for Aero-Coupes of weatherstrips, door lock water sheds and floor pan drains to each Region. Additional quantities of this kit (additional 400) will also be shipped from Central Office to the Regions in amounts as listed below. At a later date, kits for both the Aero-Coupe and Convertible will be available through regular parts channels. At that time, a regular Dealer Service Technical Bulletin will be issued.

It is not intended that all weatherstrips be replaced on a unit as our investigation has shown that often it is not necessary. The weatherstrips contained in the kit are to be used only when required - seal damaged, etc. The purpose in furnishing the weatherstrips and other parts in kits is to assure all parts are available when required to completely correct all leaks the first time the unit is brought to the dealership.

It must be recognized that this entire program is aimed at satisfying owners. In some cases, considerable time will be required to completely correct a unit. It is Management's direction that each unit be thoroughly water tested and completely corrected to prevent owner dissatisfaction.



G. F. Jackson
Service Department

CRW:mm

- cc: Regional Service Engineers
- Regional Service Managers
- Field Service Engineers
- Resident Field Service Engineers
- Zone Service Managers (10 extra copies)

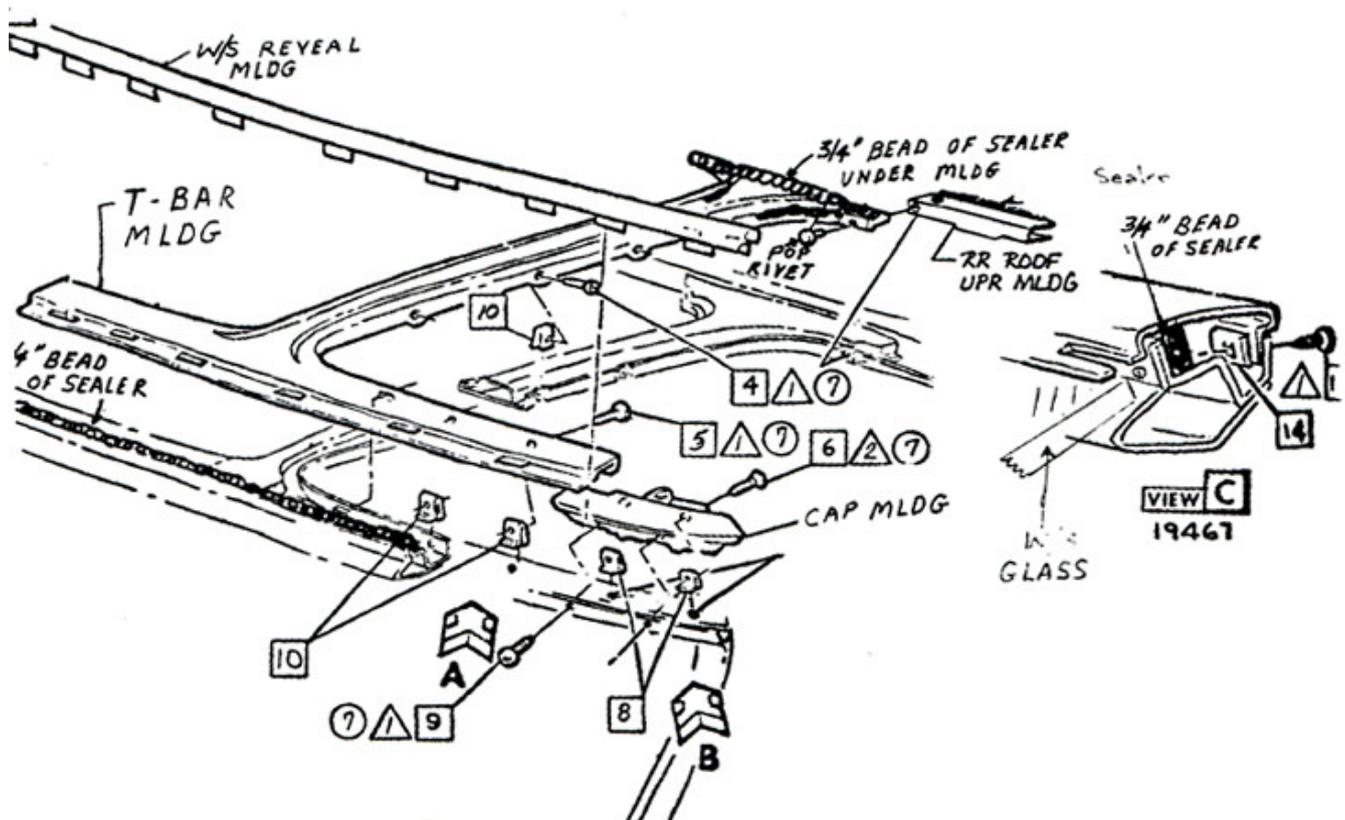
<u>Regions</u>	<u>Kit Quantities</u>
North Central	40
Atlantic Coast	50
Eastern	50
Southeast	50
Mid-East	40
Mid-West	40
Great Lakes	40
Southwest	40
Pacific Coast	50

* Each Regional Service Manager should advise, G. F. Jackson by letter, the number of above kits he would like sent direct to each Zone.

1. WINDSHIELD HEADER AND CENTER T-BAR MOULDING - See Sketch Below
Leakage Under Mouldings

- a) Remove upper windshield reveal moulding which is retained by clips.
- b) Remove T-bar moulding screws but not the pop rivets at the rear corners - Tip it up at the front - Do not disturb the pillar post cap mouldings.
- c) Fill the forward trough of the windshield header with a 3/4" bead of non-hardening caulking. Also, put a 3/4" bead of sealer under the rear of the T-bar moulding to seal it to the body.
- d) Re-install the T-bar moulding and windshield moulding - Seal windshield glass as necessary. This may be done from the inside of the car.
- e) Seal the rear outside of the T-bar moulding and rear roof panel opening mouldings to the body by filling the trough between the mouldings and the body. Use a hardening type sealer. A small trough should be made in the sealer using a putty knife.

W/S HEADER AND T-BAR MOULDING SEALING

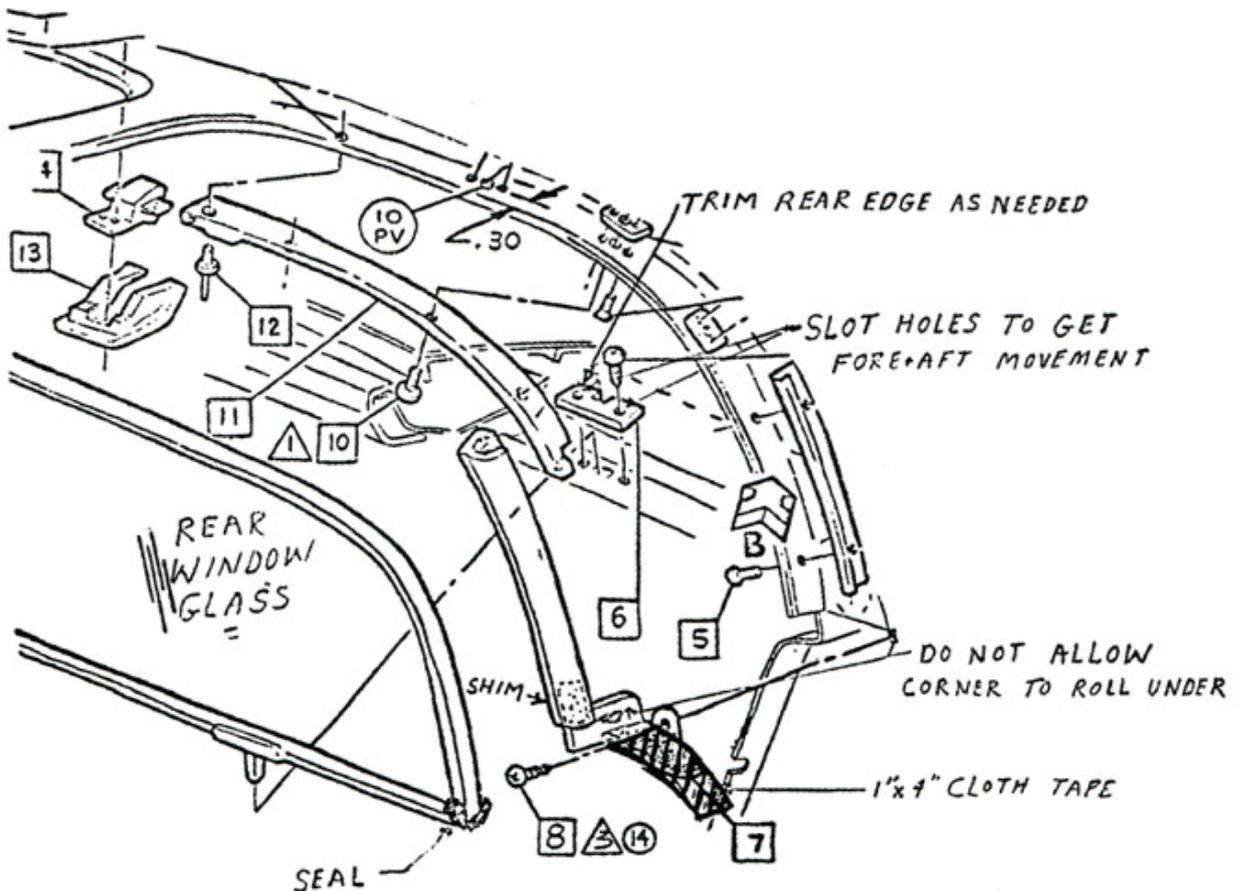


2. WINDSHIELD PILLAR POST W/STRIPS
Leakage Usually Occurs At Upper End

- a) Check upper end of w/strip for screws or rivets - remove as required.
- b) Remove pillar post w/strip from retainer only - remove completely if replacement is required.
- c) Clean retainer and w/strip.
- d) Re-install w/strip, cementing it with a good adhesive being sure that the upper edge will align to the upper edge of the pillar post cap moulding.
- e) To better retain the upper end of this w/strip, drill a small hole through the rubber and the windshield pillar chrome cap moulding and install a small screw or pop rivet. The hole should be located in the window glass channel area, not in the sealing surfaces.

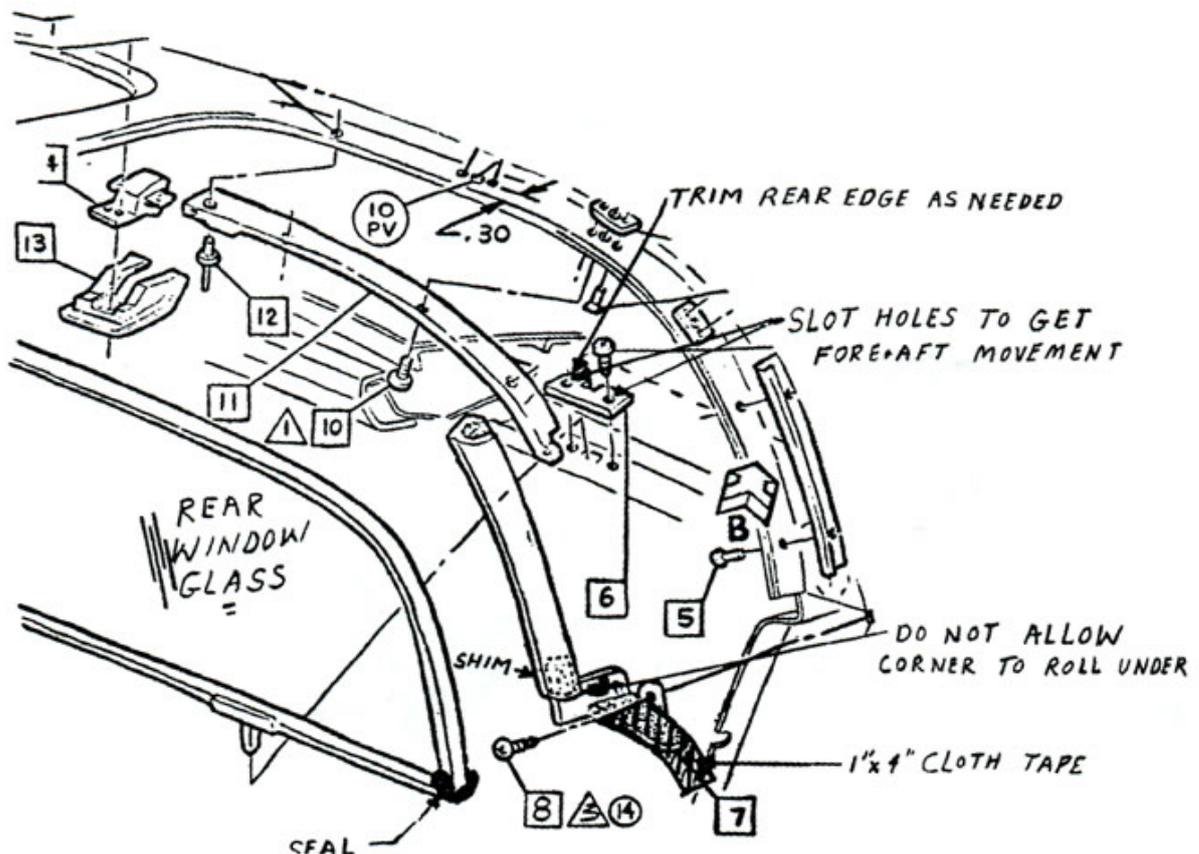
3. DOOR GLASS REAR VERTICAL W/STRIP - See Sketch Below
Leakage At Upper or Lower Ends

- a) Align the door for good appearance and operation.
- b) The door w/strip should brush the lower end of the vertical glass w/strip but should not crush it.
- c) To align the w/strip or replace it, remove the screw at the lower end and break the rear edge loose from the cement and roll it out of the forward edge retainer. Align it vertically to get the brushing effect at the lower end and re-cement and re-install retaining screw.
- d) As the door w/strip has a tendency to compress the lower end of this vertical w/strip, a 1/2" diameter x 1" long shim may be necessary to give it more strength. The door w/strip also will roll the tapered lower section of the vertical w/strip at the screw retainer. This may be corrected by using a 4" long piece of 1" wide cloth tape, and after cementing the w/strips, tape it to the lock pillar flange and w/strip to act as a friction surface.



4. REAR WINDOW LEAKAGE - See Sketch Below
Leakage Usually Occurs at Lower Corners

- a) Shimming of the w/strip to the body is not recommended except for filling an opening in the lower rear corners, on the rear side of the w/strip. A soft rubber filler may be added to fill these openings but not to shim the w/strip from the body. The w/strip must fit flush to the body.
- b) Remove the lower glass wedge plates from the body and elongate the holes to allow for fore and aft movement of the plates. It may also be necessary to grind metal from the rear edge to allow for rearward movement.
- c) Adjust the glass to get ample crush of the w/strip with the glass as low in the opening as possible.
- d) Adjust the upper latches so that easy operation is possible with a good seal.
- e) Using a w/strip adhesive cement (that remains pliable), seal the miter joints of the window frame inside and out being sure that the outer sealing surface is flush. It may be necessary to file the sealing surface at the miter joint due to burrs and bending. Caulking is not recommended for this joint, as it will compress and leave an opening.



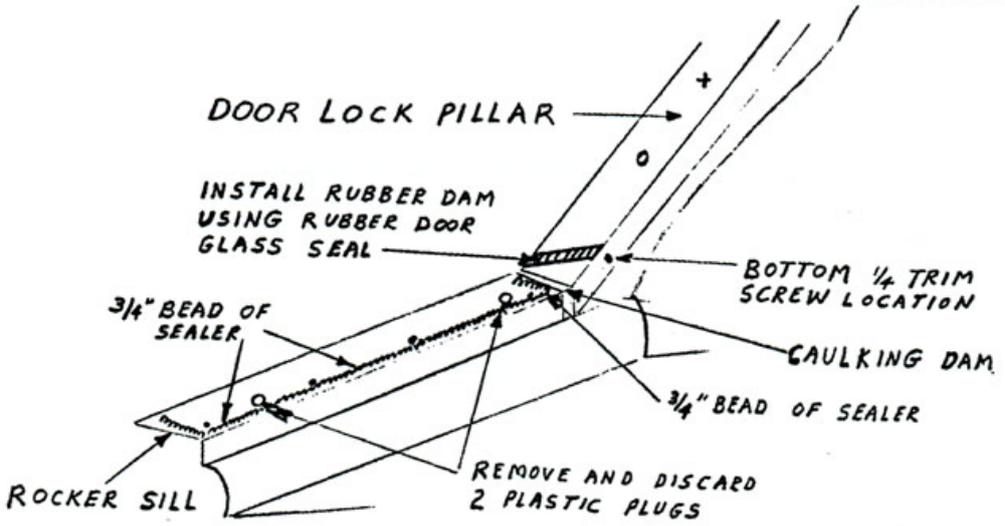
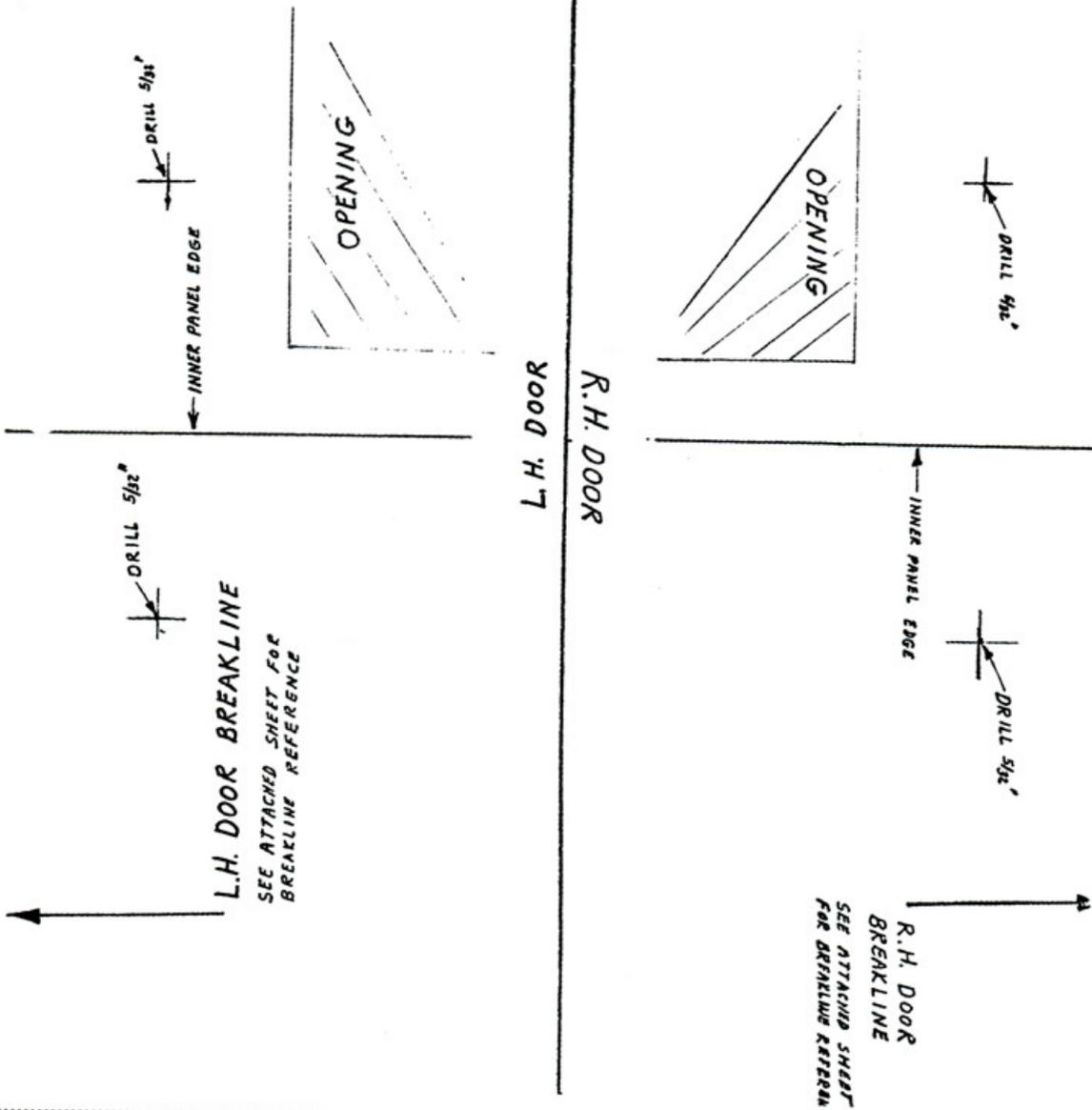
5. DOOR LOCKS AND SILL PLATES - See Sketches - Page 9
Leakage Is Noted As Water On Floor Under Seats

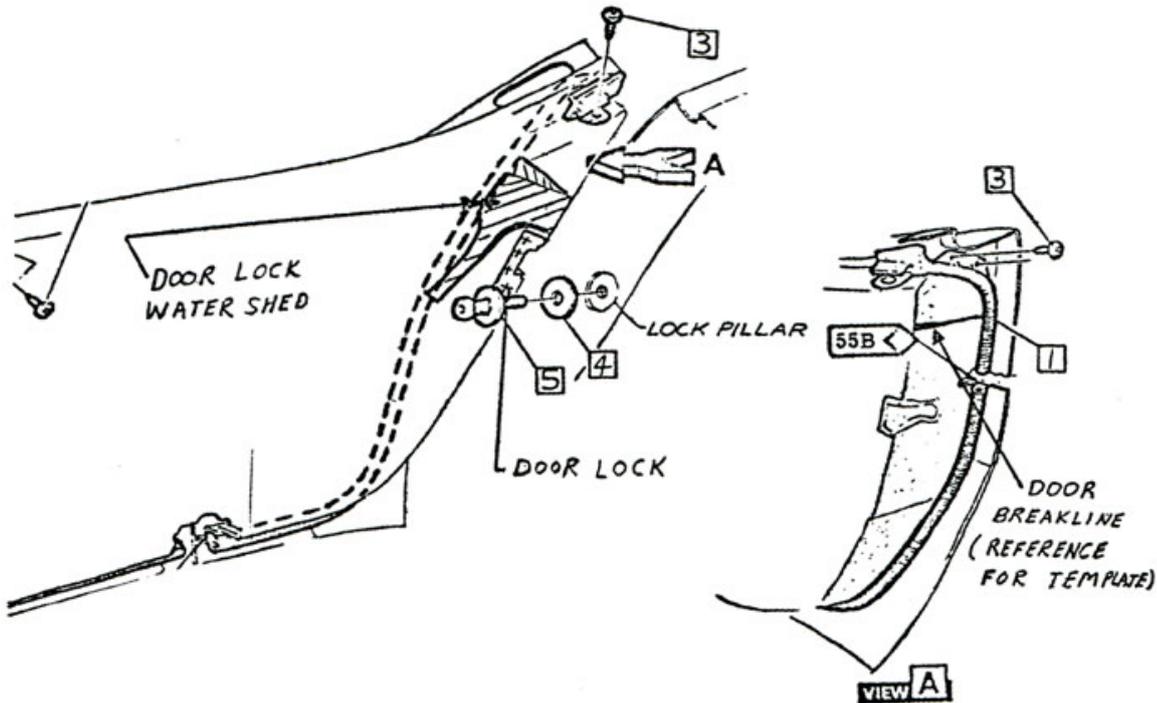
- a) Remove plastic water deflector and lower inspection plate from the door inner panel.
- b) Install door lock water sheds using the attached templates - shown as Page 8.
- c) The upper edge of these water sheds must be completely sealed to the door inner panel. Use pumpable caulking to seal, just prior to installing screws. Beads of sealer can be put on the water sheds through the opening in the upper door inner panel. Install screws being sure that the inner edge of the water shed is under the door lock push button mechanism. This can be checked by operating the push button.
- d) Additional sealer can be applied after installation if leakage is noted.
- e) Cement a w/strip section (L-shaped) to the 1/4 lock pillar to act as a dam for any water running down the pillar. Notch door w/strip sealing surface at end of dam to allow water to run out.
- f) R & R sill plates and seal front, rear and inner edges by laying a 3/4" bead of pumpable caulking along rear, front and along the sill just inboard of the screw holes.
- g) Remove two plastic plugs from rocker sills and discard them.
- h) Re-install sill plates and caulk the rear inboard edge to the 1/4 pillar flange by forming a small dam at that area.

5a. FLOOR PAN DRAINS

Drainage of the floor pan area can be accomplished by installing a "One Way" drain in the existing plugged holes in the floor pans. This drain plug is currently used in the battery stowage compartment. The drains are located in each rear floor pan under each seat and in the center of each forward floor pan. Those units equipped with heat insulator pads must have a hole cut into the pad at each drain location. The drain plugs should be installed while the sill plates are removed so that the carpeting can be easily raised to allow exchanging of plugs.

TEMPLATE
DOOR LOCK WATER SHED

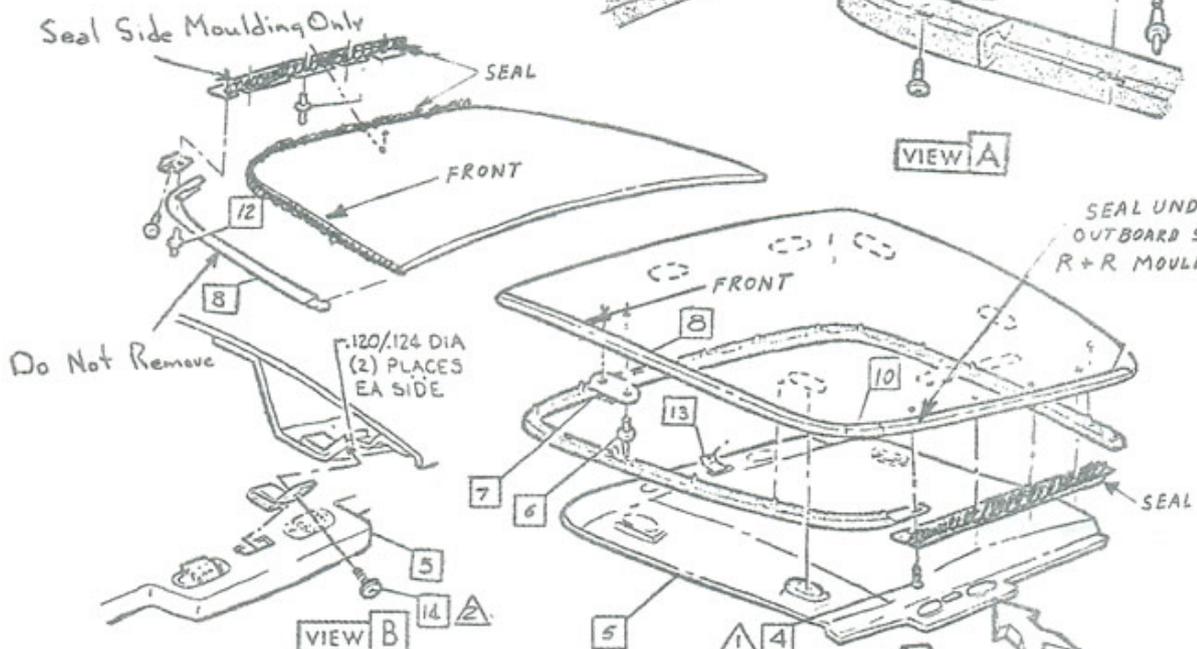
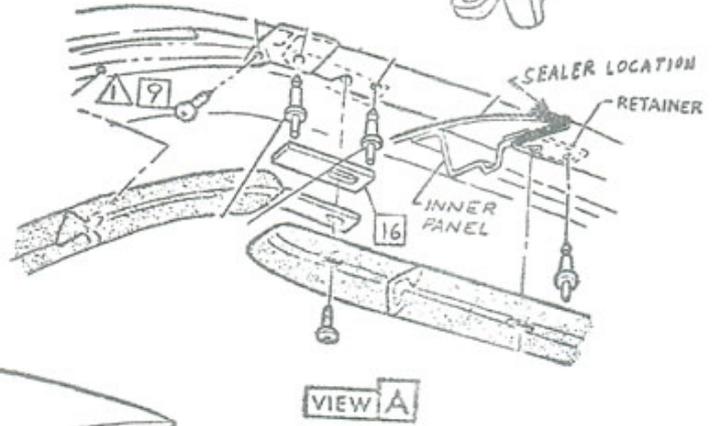
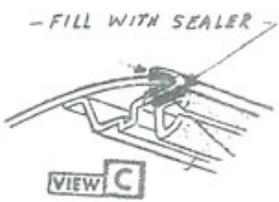
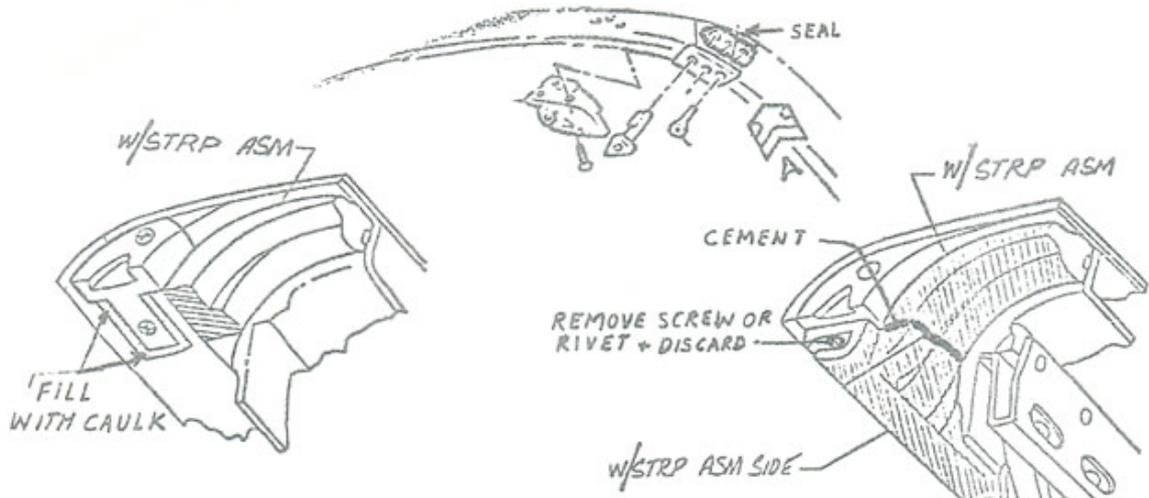




6. REMOVABLE ROOF PANELS - See Sketches - Pages 10 and 11
Leakage Usually Occurs Above Door Glass W/Strips And At Rear Outboard
Corners

- a) Remove roof panels and remove door glass upper w/strip.
- b) Drill out pop rivets retaining outer edge moulding.
- c) Using pumpable caulking seal mouldings to roof panel and re-install mouldings using pop rivets.
- d) Seal w/strip to roof panel moulding and re-install w/strip bolts loosely.
- e) Loosen all latch bolts, alignment pins, hold-down pegs, and body locking stud plate.
- f) Align roof panels for appearance, getting them as far inboard as possible. Snug bolts and attaching parts.
- g) Water test for leaks - Re-align as necessary by using shims under hold-downs or removing shims.
- h) Align door glass w/strip to glass and rear vertical glass w/strip. Tighten two rear screws. Pull front section of upper glass w/strip as far forward as necessary to seal to the windshield pillar post w/strip. **Tighten two (2) front screws.**
- i) Seal the rear outboard stud plate and stud to the body.

The alignment of the roof panels is extremely important in correcting leakage at the rear outboard corners. All attachments of the roof panel to the body must be loose to obtain maximum movement of the panel. The locks should be re-adjusted to give maximum holding power with the least amount of adjustment at the adjustment bolt. Shims may be required at the inboard edges under the hold-down tangs to give a good appearance; however, removal of shims tightens the w/strip to the moulding surface. All striker plate screws should also be tightened to reduce any chance of movement.

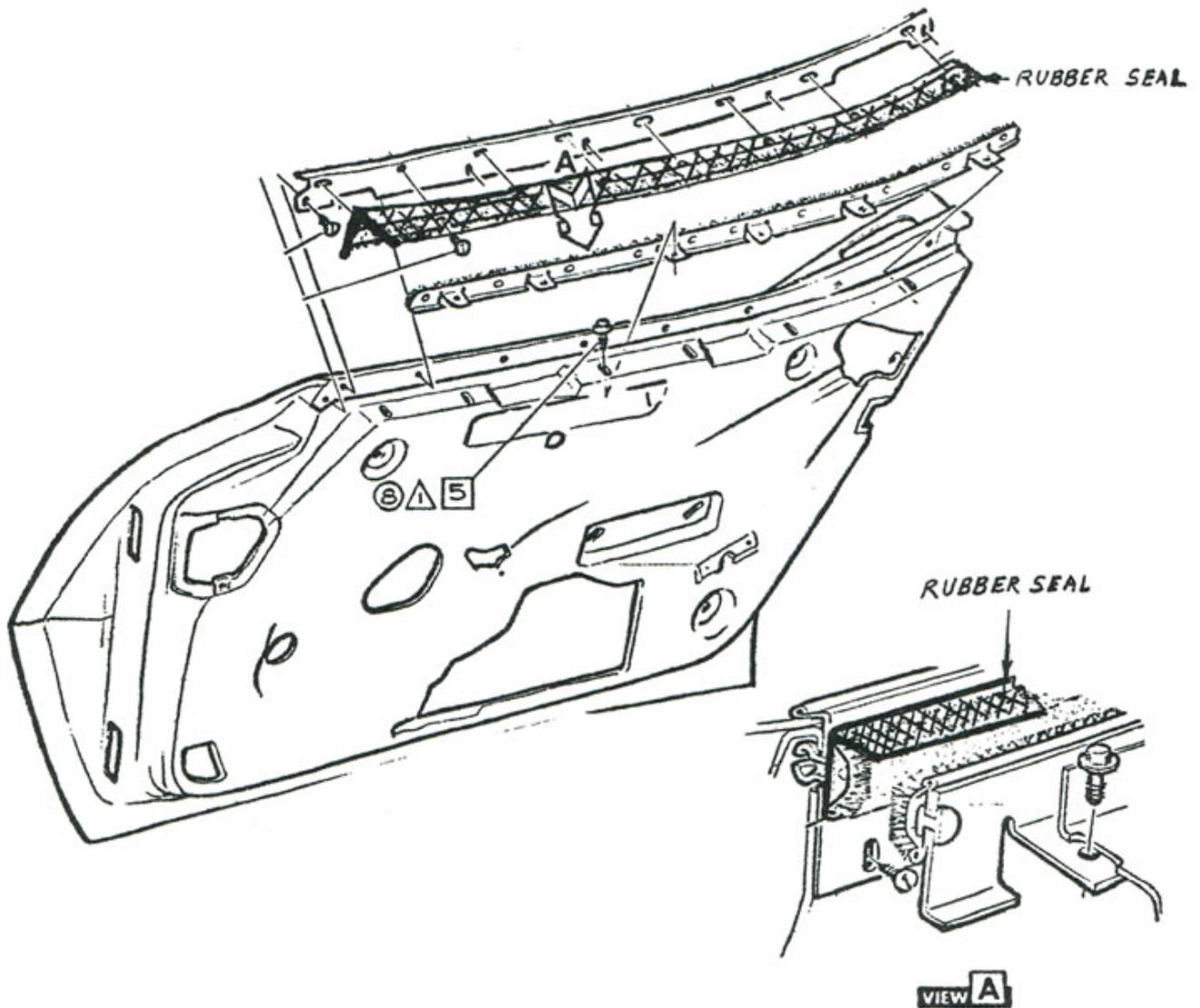


NOTE The removable roof panels surface must be within $\pm .03$ in. of being flush with the rear roof panel.



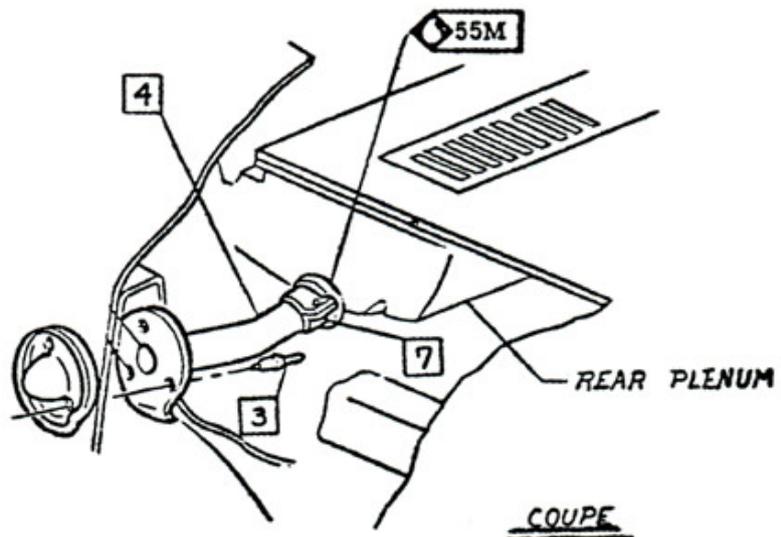
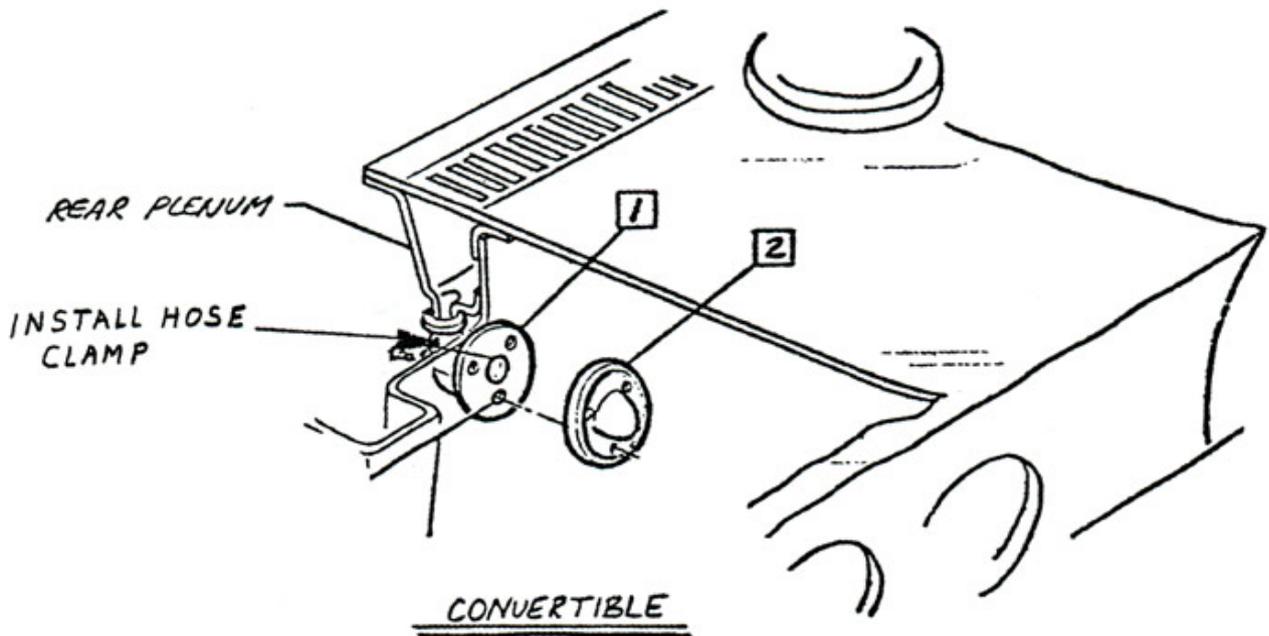
7. DOOR GLASS OPENING SEAL - See Sketch Below

- a) If the vehicle does not have the rubber door glass opening seals, they should be installed.
- b) Remove the whisker seal on the outer edge of the opening and install the rubber L-shaped seal between the whisker seal and the moulding with the flap edge towards the glass.
- c) Re-install the whisker seal and trim rubber seal ends to fit entire length of opening.



8. REAR PLENUM WATER DRAINAGE
Into Passenger Compartment - See Sketch Below

- a) Convertibles Only - Remove carpeting from rear compartment rear panel - vertical section.
- b) Check hoses for proper installation to rear plenum drain nipples.
- c) Install a 1-1/2" dia. hose clamp to retain each hose to the nipples.
- d) Re-cement carpet to retainer - Convertibles only.



SUBJECT: Aero Coupe Sealing Kit Parts List

<u>Quantity</u>	<u>Part Number*</u>	<u>Description</u>
1 each	3913045-6	Door Weatherstrip
1 each	3947943-4	Hinge Pillar Weatherstrip
1 each	3935607-8	Lock Pillar Weatherstrip
1	3938104	Back Glass Seal
1 each	3958733-4	Door Lock Water Shed
3	3937924	Side Door Glass Outer Seal
1 each	3935521-2	Roof Panel Inner Weatherstrip
1 each	3935527-8	Roof Panel Outer Weatherstrip
1	3773981	Seal - for weatherstrip shimming
2	3948148	Plug - Drain
	Obtain Locally	Fast Drying Rubber Cement
	" "	Commercially Available Caulking Strips
	" "	Commercially Available Sealer

* Parts will be tagged by part number for identification only. Under no circumstances are these numbers to be ordered through regular channels.

Online URL:

<https://www.corvetteactioncenter.com/tech/knowledgebase/article/1968-corvette-inter-organization-letter-water-leaks-1968-corvette-aero-coupe-and-convertible-a-i-68-11-878.html>