

Noises Coming from C6 Removable Roof Panel

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THIS IS INFORMATION THAT IS COMBINED FROM THE GM TSB AND ALSO SERVICE TIPS FROM THE CORVETTEMECHANIC. THIS INFORMATION IS DIFFERENT FROM THE TSB IN SOME CASES AND EACH INDIVIDUAL NOISE MUST BE EVALUATED AND CHECKED TO SEE WHERE IT IS COMING FROM.

<http://www.thecorvette mechanic.com/forum/showthread.php?3648-08-08-64-13H-Noises-coming-from-removable-roof-REVISED-BY-THECORVETTEMECHANIC>

Condition #1:

Some customers may comment of a clicking or popping noise coming from the rear area of the door.

Cause:

There have been reported cases of a clicking noise coming from the door striker area. This condition may be a result of the door striker studs loosening slightly and flexing. Pinpoint the location of the noise by removing the lift off roof panel and driving the car with the windows in the full up position. If the noise is still present when the roof is removed, check the door striker.

Correction:

Verify the striker is flexing by pulling outward on the striker and listening for a clicking noise. If the noise is evident, replace the striker.

Condition #2:

Important: The roof of the car is flexible and there is always some movement between the roof and the body. It is important to keep weatherstrips clean and lubricated to allow the roof to have movement without noise. The number one reason for noise in the roof area is often found to be weatherstrip itch. Maintaining the weatherstrips is a customer responsibility. The frequency of cleaning and applying lubrication may vary from once a month, to once a season, depending on the environment and climate of vehicle operation.

Some customers may comment on an itch noise coming from the roof panel.

Cause #1: The roof weatherstrips may be dirty or lacking lubrication.

Cause #2: The customer may have applied a silicon spray such as Armor-all, or plastic cleaners, to the weatherstrips. These can leave a residue on the weatherstrip which may cause the roof to make noise.

Correction 1: Remove the lift off roof panel and clean all weatherstrips on the roof and the body with a mild soap and water solution.

2. Check weatherstrips for damage.

Important: Rub the lubrication into the weatherstrips until it is worked into the weatherstrip material. DO NOT leave a thick coating of lubrication on the weatherstrips as it will attract dirt and dust, and create an itch condition.

3. Apply a thin coating of dielectric silicone grease, GM P/N 12345579 (In Canada, P/N 10953481) to all weatherstrips.

THECORVETTEMECHANIC RECOMMENDS WEATHERSTRIP LUBRICANT P/N 3634770 DUE TO THE EFFECTIVENESS OVER THE LONG TERM AND THE ABILITY OF THE WEATHERSTRIPPING TO ABSORB THIS LUBRICANT. REMEMBER TO ALLOW LUBRICANT TO SIT ON WEATHERSTRIPS FOR 1 FULL HOUR AND THEN REMOVE ANY RESIDUE!

4. Reinstall the roof panel.

Important: Test drive the car with the roof panel installed. If a noise is still present, note the particular area of the noise

and use the following conditions/guidelines to determine the necessary repair.

Condition #3: Some customers may comment of a snap, pop, creak, or rattle noise coming from the roof, rear center area.

Cause: This condition may be caused by any of the following:

- Insufficient clearance between the lift off roof panel and the leading edge of the rear roof bow.
- Possible crack at the rear edge of the lift off roof panel.
- Insufficient tension on the roof rear latching mechanism.

Correction: **Important: There should be between 3-8 mm (0.120-0.315 in) of space between the lift off roof panel and the rear roof bow.**

1. Verify there is sufficient gap, and that the lift off roof panel is not hitting the leading edge of the rear roof bow. If this condition exists, adjust the roof panel. Refer to Roof Lift Off Panel Adjustment in SI.

2. Inspect the rear edge of the lift off roof panel for cracks or chips. If a roof panel is dropped, or has been set down hard on the rear edge, it may crack the edge and cause a noise.

3. Check the roof rear latching mechanism. The rear latch should have some resistance when the latch is closed, but it should not be difficult to release. If there is insufficient tension on the latch, the roof may be allowed to move too easily. Adjust the latch by unscrewing the set-screw and rotating the "J" hook of the latch inward to tighten, and outward to loosen. Tighten the set-screw after the "J" hook is adjusted.

Condition #4: Some customers may comment of a snap, pop, creak, or rattle noise coming from the roof, rear outboard edges.

Cause: The rear locator pins on the lift off roof panel may be loose, or someone may have attempted to adjust the height of the roof panel to this location.

Correction: **TORQUE YOUR LOCATION PINS AT ALL 4 POINTS TO 16 FOOT POUNDS FIRST**

2. Verify proper alignment of the rear locator pins and the rear locators. Refer to Roof Lift Off Panel Adjustment in SI.

3. Apply a coating of dielectric silicone grease, GM P/N 12345579 (In Canada, P/N 10953481) to the rear locating pins (1) on the roof panel AND the rear locators on the roof bow. This will help to insulate the pins and prevent noise from radiating through the roof panel.

4. Reinstall the rear roof bow trim panel.

Condition #5: Some customers may comment of a snap, pop, creak, or rattle coming from the side of the roof, above the door window.

Cause: The upper edge of the door windows may be contacting one or more of the screws that attach the roof weatherstrip retainers to the lift off roof panel. To verify this condition, lower the windows approximately 12.7 mm (0.500 in) and test drive the car. If the noise is still present, move ahead to the next condition.

Correction: Inspect the front leading edge of the door windows on both sides for evidence of contact with these screws. This is best done by completing the following steps:

1. Lower both door windows and run your fingernail across the edge of the glass, feeling for chips.
2. If a chip is detected, place a crayon mark on the window below the chip so it can be seen when the window is in the full up position.
3. Close the door, raise the window and note the position of the crayon mark at the weatherstrip.
4. Open the door and check that location for a screw in the weatherstrip retainer. Ensure that the screw is fully seated and there are no burrs on the screw head.
5. Reseat the screw or adjust the door window down to make sure the window is no longer contacting the screw. Check that all weatherstrip retainer screws are fully seated.

Condition #6: Some customers may comment of a snap, pop, creak, or rattle noise coming from the roof near the windshield, at the front latch area.

Cause: This condition may be caused by the nylon roller/slide block inside the left and/or right front roof panel latching handle becoming loose and causing the roller to move on the pin, creating the noise.

Correction: Important: For any latch handle replacement, use only P/N 19206591 (left) and P/N 19206592 (right). These current handles have a revised roller that was redesigned so it does not roll, but now slides across the latch receiver. All 2009-2013 removable roofs (painted and transparent) have the new handle design. Handles should not be changed for vehicles built after the beginning of production for the 2009 model year.

1. If the noise is verified to be coming from the front latch area, inspect the handle roller. identify the design, and the resulting repair, from the two choices below:

◦If the roller is round and will spin on its axis (as shown above), they are early design handles and should be replaced. Replace the left and right front lift off roof panel handles with the current handle design parts noted previously, and include the lubrication steps below. Refer to Roof Lift Off Panel Front Latch Handle Replacement in SI.

2. Whether the latch handles are replaced or the vehicle already has the current design, apply lubrication following the steps below:

2.1. Add a small amount of dielectric silicone grease, GM P/N 12345579 (In Canada, P/N 10953481) to the barrel of the handle attaching bolt. DO NOT get grease on the bolt threads as it will reduce the effectiveness of the tread locking compound.

Important: Verify that the steel plate on the underside of the latch receiver is secured to the receiver. If any motion is detected when the plate is moved up or down, replace the receiver. Because both of the receivers are adjustable up and down, make note of the location of the receiver plate prior to removing it. Too much downward pressure may cause the roof to make noise, and too little can create a wind noise/water leak.

2.2. Always make sure there is a thin coat of dielectric silicone grease, GM P/N 12345579 (In Canada, P/N 10953481), on the underside of the latch receiver along the path of the roller (2). Also apply a thicker 1 mm (0.040 in) coating where the roller rests when the latch is closed (1).

3. After the latch handles have been installed and before reinstalling the roof panel, check the right and left front latch receiver inserts.

3.1. These can be removed by carefully using a thin blade screwdriver from the underside, and moving the four locking tabs toward the center and pushing the inserts up.

3.2. Once removed, inspect each insert (1) to verify the cones are not cracked or broken.

Part Number for handles and lubricant are below:

3634770
WEATHERSTRIP LUBRICANT

19206591
Handle, Roof Lift Off Panel – Left

19206592
Handle, Roof Lift Off Panel – Right

12345579 (U.S.)
Dielectric Silicone Grease

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