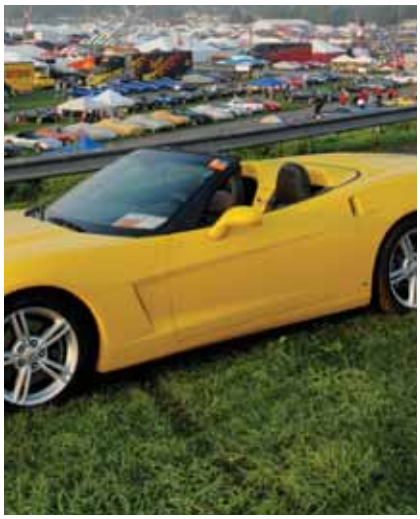
MR. Y2000

Email questions to: c5dan@c5registry.com with "Mr. Y2000" in subject line

Q: A friend of mine has a 2007 Corvette which I thoroughly enjoy riding around in. You know the old adage; if you can't afford one, know someone who owns one! Recently it seems that he is having a problem with his power Convertible top. It no longer opens or closes without us manually assisting. What's going on? Any help would be appreciated.



Mr. Y2000: It sounds like someone has attempted to open or close the top manually without first releasing the pressure in the top's hydraulic system. If this is the case, some of the top's linkage has probably been bent or broken. The easiest way to determine if any of the linkage is bent or broken on your friend's top is to compare it to another Corvette Convertible that is not having a problem.
Before opening or closing a power Convertible top manually, you have to release the pressure in the hydraulic system. Locate the pressure release bolt on the front side of the hydraulic pump. Then, using the wrench located in the console, turn the pressure release bolt counter-clockwise one revolution to relieve the pressure. This allows the top to be raised or lowered manually without damage.

Q: I purchased a used C5 about six months ago and made several minor improvements to make it more to my liking. Now it seems like I am having a shifting problem with my automatic transmission. Are there any common problems that I should look for before taking it back to my dealer? By the way, I changed the transmission fluid and filter with no improvement.

Mr. Y2000: As with most newer vehicles, all of the systems are tied together through the various electronic modules and sensors that are on the Corvette. Making changes in one area can quite possibly affect the operation of other seemingly unrelated components. You mentioned you made improvements more to your liking. Did you install an after-market air induction system? We have seen issues related to those types of modifications, particularly those filter systems that use a filter medium that is treated with oil. If the filter element is over oiled, it's the old adage "if a little is good, more is better" syndrome. The air flowing through the filter will pick up some of the oil and this oil will end up on the sensing element of the mass airflow (MAF) sensor. This causes the MAF sensor to misread the actual amount of air flowing into the engine, which in turn results in the transmission making inappropriate shift decisions. Even if you have not installed this type of filter, I would recommend that you remove all of the "improvements" that you have installed and see if your problem still exists.

Q: I have a 2005 Corvette with a 6-speed manual transmission. When I drive it spiritedly, the transmission becomes harder and harder to get into gear. I have checked the clutch system for leaks and can't find any. I also keep the system topped off with fluid. Do you have any suggestions?

Mr. Y2000: It is quite possible that you have water in the clutch hydraulic system. Water in the system will boil at a much lower point, and then the water vapor will compress and result in reduced clutch travel. This reduced travel doesn't fully disengage the clutch, making it hard to get the transmission into gear. The only time fluid should be added to the system is during a service procedure. Checking the fluid should be done visually without opening the reservoir. Opening the reservoir allows the fluid to come into contact with the air, allowing the clutch fluid to absorb moisture. Open containers of DOT 4 clutch fluid have a shelf life of two weeks. You should not be using DOT 4 fluid that has been in an open container for longer than that. At this time I would start by completely flushing and refilling the clutch hydraulic system.