

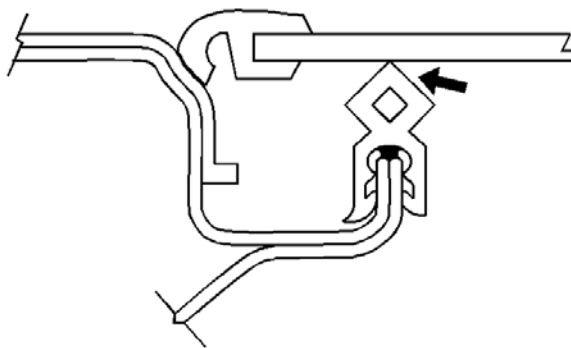
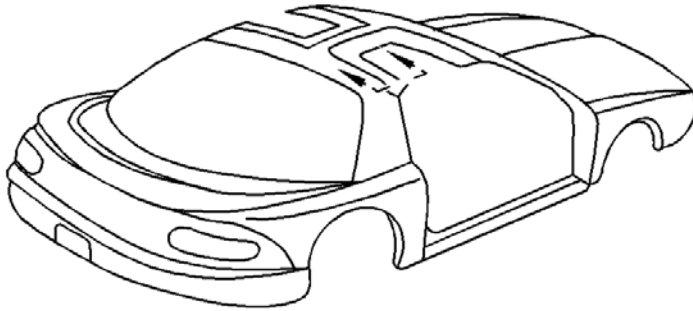
Make sure the weatherstrip is seated properly in the run channel. Refer to Figure 17.

### **Condition**

There is windnoise from the T-top.

### **Cause**

### **Figure 18**



The T-top may not be seated against the roof seal. A business card should not be able to easily slip between the T-top and the seal.

### **Correction**

Remove the shim under the striker.

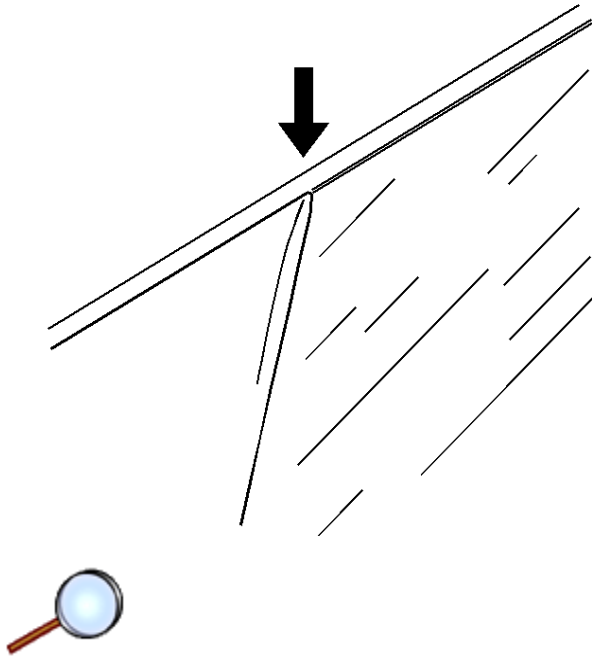
### **Condition**

There is windnoise around the mirror patch (convertible, hard top, T-top models).

### **Cause**

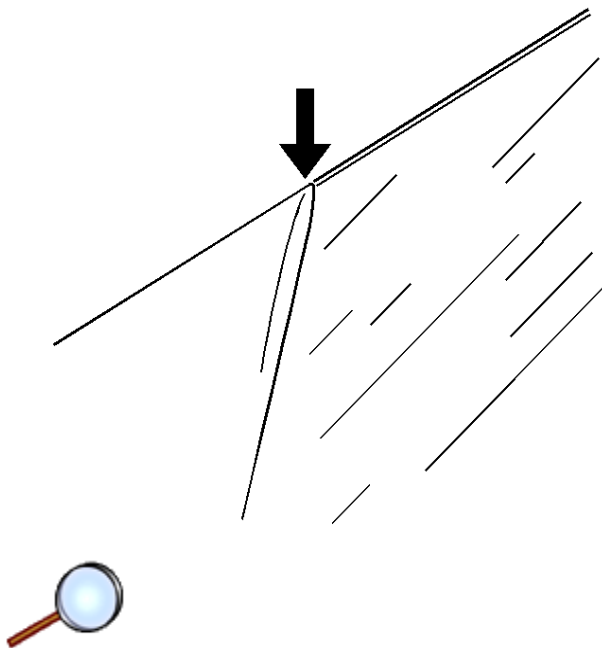
The door glass or the mirror patch may need adjustment. Refer to Figures 19, 20 and 21.

### **Figure 19**



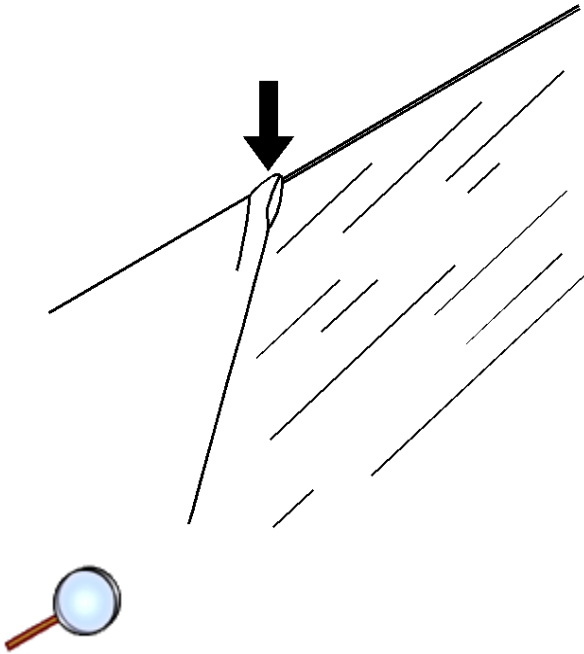
Align the mirror patch applique with the door open and the window up. The applique should be perfectly in line with the window or it should have a slight "bump" in the seal at the top of the mirror patch applique. Refer to Figure 19 for location.

**Figure 20**



With the door open and the window up, apply pressure on the weatherstrip with a finger at the location shown by the arrow in Figure 20. The weatherstrip should not move.

## Figure 21



If the glass is not adjusted properly for height at the arrow, it will cause a bulge in the seal and create a windnoise. Refer to Figure 21.

### Condition

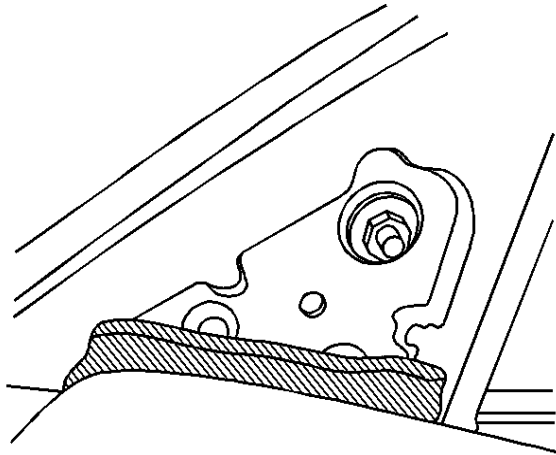
There is road noise or windnoise around the mirror patch (convertible, hard top, T-top models).

### Cause

The foam blocker may not be in place.

### Correction

## Figure 22



Remove the foam blocker and split the difference between the upper and the lower part of the trim pad. Refer to Figure 22.

### **Correction**

Adjust the mirror patch or the door glass. Refer to General Information on Door Glass Adjustments later in this bulletin.

### **Condition**

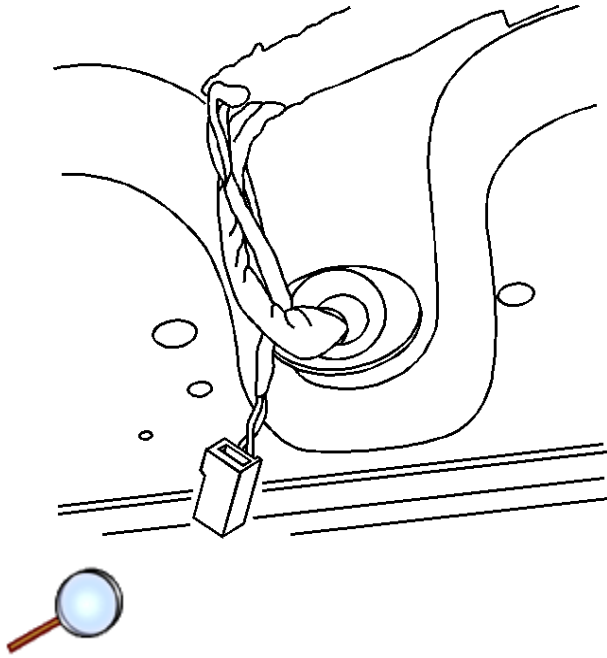
There is a water leak in the rear compartment.

### **Cause**

The taillamp harness grommet may not be seated properly.

### **Correction**

### **Figure 23**



Make sure that the grommet lip is seated properly. Refer to Figure 23.

### **Condition**

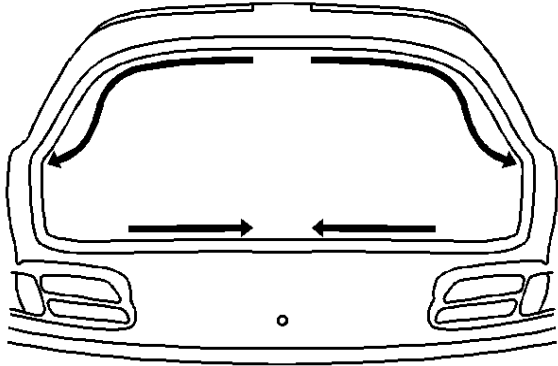
There is a water leak in the rear compartment (hard top, T-top models).

### **Cause**

The rear compartment primary seal may not be seated properly.

### **Correction**

### **Figure 24**



Center the weatherstrip in the opening and install the weatherstrip. Make sure the seal is fully seated to the hem flange. Refer to Figure 24.

### **Condition**

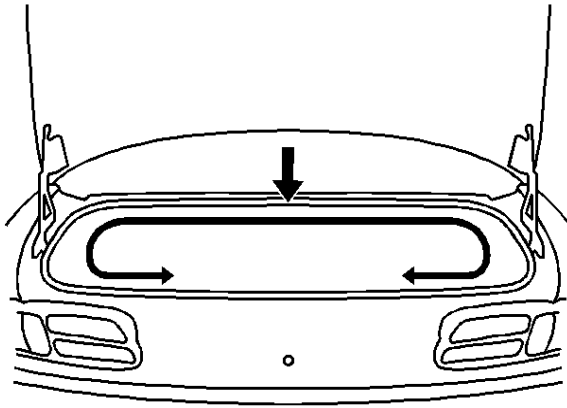
There is a water leak in the rear compartment (convertible models).

### **Cause**

The rear compartment primary seal may not be seated properly.

### **Correction**

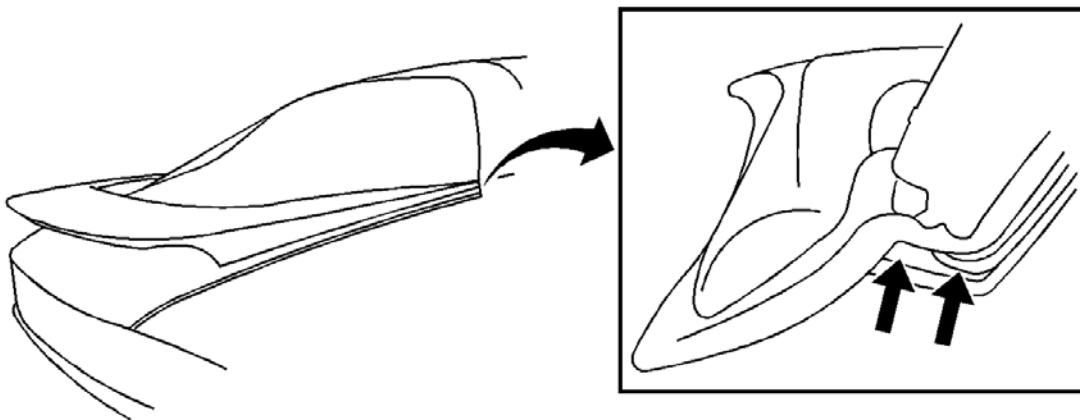
### **Figure 25**



Center the weatherstrip in the opening and install the weatherstrip. Make sure the seal is fully seated to the hem flange. Refer to Figure 25.

## **Condition**

**Figure 26**



There is a water leak in the rear hatch (hard top, T-top models). Some customers may comment that when the rear hatch is opened, water runs out of one or both front lower corners. Refer to Figure 26.

## **Cause**

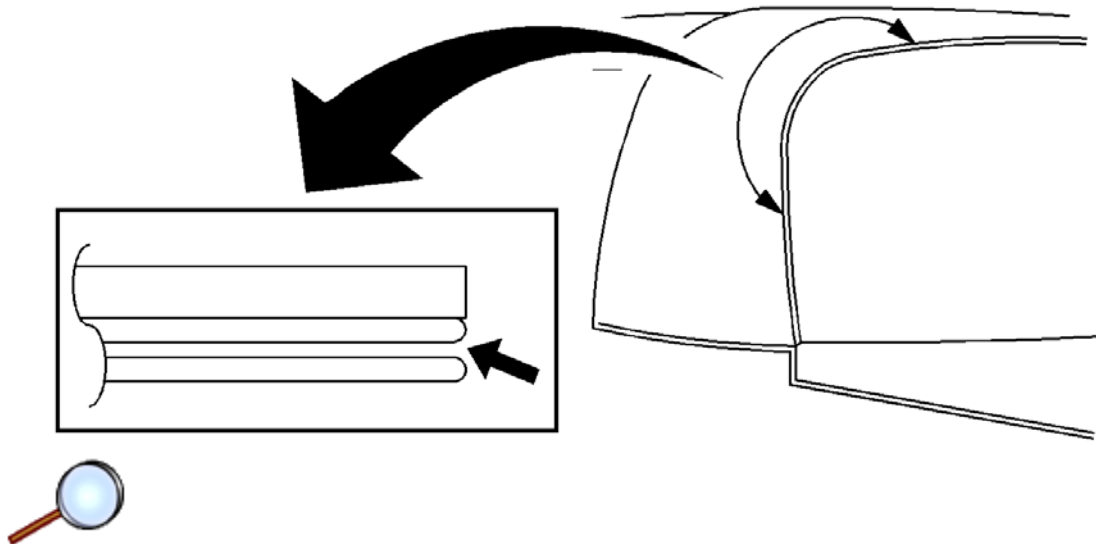


Sealing operations may have been missed at the two locations during assembly.

- The sealer may be missing at both of the lower front corners.
- The sealer may be missing downward from the hinges.

## Correction

**Figure 27**



- Open the rear hatch to make sure there is no trapped water.

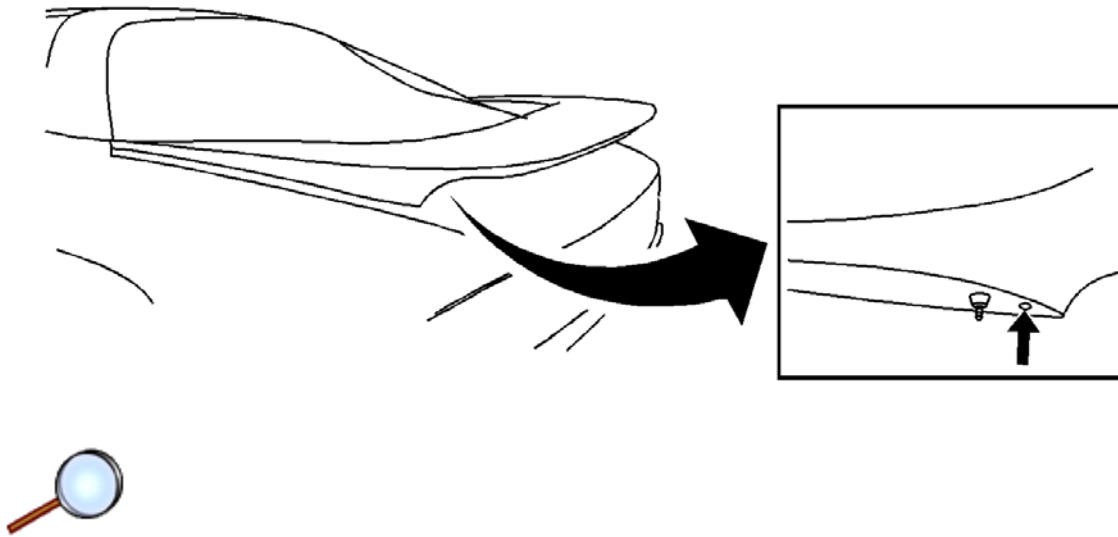
**Important:** Wear safety glasses and use compressed air to dry the area.

- Determine which area needs to be sealed. Refer to Figures 26 and 27.
- Clean the surface to be sealed using one of the following, or an equivalent:
  - 3M® General Purpose Adhesive Cleaner, P/N 08984
  - Dominion Sure Seal, Sure Solve Stock BSS
  - Kent Acrosol™
- Seal the flange(s) using one of the following, or an equivalent:
  - 3M® Ultropro™ Autobody Sealant
  - Kent High Tech Seam Sealer Clear 10200
  - Dominion Sure Seal Heavy Duty Drip Check LSC Item #9019

## Condition

Water drips from the left hand side strut attachment on the deck lid (hard top, T-top models).

## Cause

**Figure 28**

A plug may be missing from under the left side spoiler. Refer to Figure 28.

### **Correction**

Remove the spoiler and install plug, P/N 10231979.

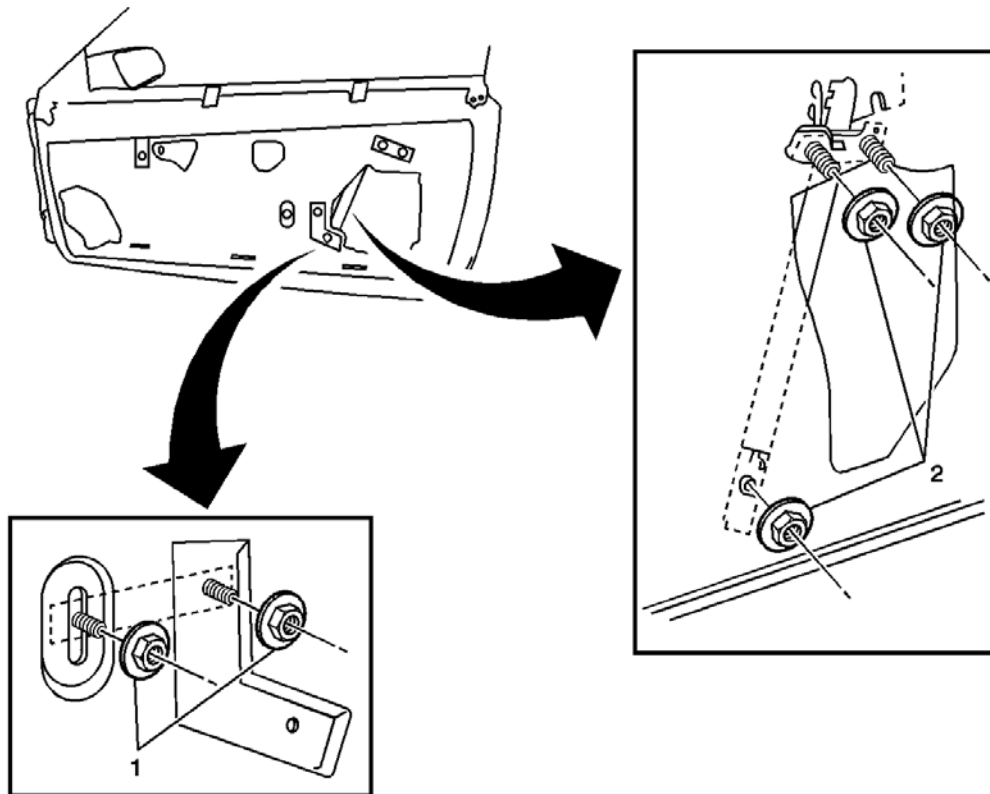
### **General Information on Door Glass Adjustments**

**Important:** On frameless door glass, always check and verify door alignment to the body prior to adjusting the door glass. Some items may require that the door glass be adjusted. It is important that the door glass be able to contact and seal to the weatherstrip when operating the glass with the door closed ("reroll"). Always check the ability to "reroll the door glass" with the door in the closed position when door glass adjustments are made.

The glass is not parallel to the weatherstrip or is not contacting the up stops at the same time.

1. Lower the glass part way and raise to within 25 mm (1 in) from the weatherstrip.

**Figure 29**



2. Loosen the inner panel cam attachments. Refer to item 1 in Figure 29. The front attachment is slotted for adjustment
3. Position the glass parallel to the weatherstrip and tighten the attachments.

### **Tighten**

Tighten the attachments to 10 N·m ( 89 lb in).

The glass is forward or rearward.

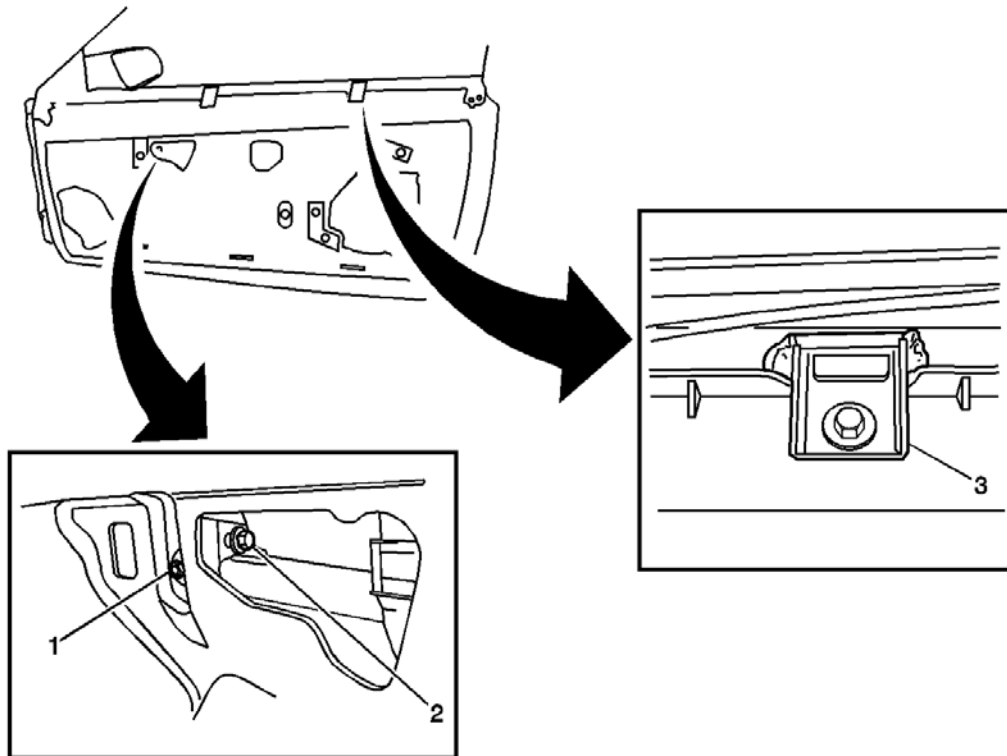
1. Loosen the rear guide channel attachments. Refer to item 2 in Figure 29.
2. Position the glass to the desired location and tighten the attachments.

### **Tighten**

Tighten the attachments to 27 N·m (20 lb ft).

This glass is up or down at the front.

## **Figure 30**



- Loosen the front up stop attachment. Refer to item 1 in Figure 30.
- Position the glass to the desired location and tighten the attachments.

### **Tighten**

Tighten the attachments to 10 N·m (89 lb in).

The glass is up or down at the rear.

1. Loosen the rear up stop attachment in the rear guide channel.
2. Position the glass to the desired location and tighten the attachments.

### **Tighten**

Tighten the attachments to 10 N·m (89 lb in).

The upper edge of the glass is inboard or outboard.

1. Loosen the rear guide channel attachments
2. Loosen the front up stop in/out attachment (access through the hole in inner panel rearward of the front up stop). Refer to item 2 in Figure 30.

**Important:** The front up stop will "float" in or out as the jack screws are adjusted in or out.

- Adjust the rear guide channel jack screws in or out as desired.

#### Tighten

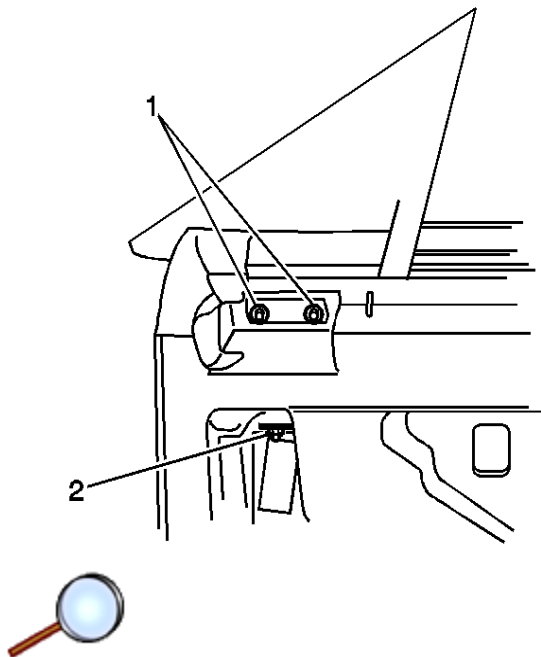
- Tighten the rear guide channel attachments to 27 N·m (20 lb in).
- Tighten the front up stop in/out attachment to 10 N·m (89 lb in).

Belt stabilizers will reduce noise during glass travel or improve glass stability. Refer to item 3 in Figure 30.

- With the glass in the full up position, loosen the stabilizer attaching screw.
- Apply slight outboard pressure on the glass.
- Tighten the stabilizer attaching screw.

**Important:** If the glass binds or moans/squeaks during travel, loosen stabilizer and reposition it slightly inboard to reduce pressure on the door glass.

**Figure 31**



Adjust the window to the proper height to the roof weatherstrip. Then adjust the mirror patch to fit the door glass and the "A" pillar. Refer to item 1 in Figure 31 for up down and for and aft adjust. Refer to item 2 in Figure 31 for in and out adjustment.

### Parts Information

Part Number	Description
12345097 (U.S.)	Weatherstrip Adhesive Gel (Black)

10953479 (Canada)	
12345739 (U.S.)	RTV Silicone Rubber Sealant (Black)
10953541 (Canada)	

Parts are currently available from GMSPO.

## Warranty Information

Dealers should use the closest labor operation code for each separate repair operation.

For individual repair operations that require labor time in excess of 0.5 hr, prior District Service Manager approval is required.

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