

TRUNK AND LID ADJUSTMENT

With all the T-shirts proclaiming this and that nowadays, how about one stating "A Real Vette has a trunk" and on the back, a drawing of your year car's rear end. Well, as we all know some rears of years look better to some folks than others! So this brings us to trunk fit! Usually if you see a poorly fitting trunk top or lid, the top area of the trunk is either higher or lower than the body panel between the top lid and trunk. Also this will mean a loose or tight fit at the bottom area. GM used p/n 370634 shims to raise the trunk top lid at the hinge assembly. But what if the trunk is too high? I have not found any GM instruction manuals on how to solve the problem, but someone at GM did by modifying one of the shims (Fig. 2), adding shims as required to the top bolt. This allowed the trunk edge to pivot down as the hinge assembly lowered to shut. Add as needed to lower the edge.

After you have determined this adjustment now is the time to adjust the trunk to fit properly. First loosen the (6) bolts at the hinges, also the (2) bolts at the striker (lock assembly) letting the striker lower all the way down. Now assuming that the trunk weather stripping is in good condition and installed right side out, adjust the trunk gap evenly all around. This done and the hinge bolts tightened, bring the striker plate up until the trunk will lock while putting pressure down on the trunk with your hand. By the way, the second design rubber GM sells is too fat or round to allow the trunk to lower itself into the body properly. Unless your trunk or body was damaged and the repair was poor, your trunk should fit as GM intended. Now, to mention some problem solving; those of you that are getting cracked on the head from the trunk due to weak springs add a 1/2 or 3/4 in. long pipe to the bottom end of the spring to increase spring tension. Adding it at the bottom, no one will be able to see it. To keep from removing the spring which is no fun, cut the side of the pipe out so that it will pass through the spring rod. The whole trunk procedure we mentioned can be applied to the top cover lid as well.

By the way, many people have asked me and told me how hard or expensive the lock assembly, cylinder, escutcheon, striker retainer, and covers are to find. Well next time you see a 55 or 56 chevy

any model but wagon, you have just found what you need. The lock assembly is extended, but if you have a welder cut the extended arm out and reweld the part *presto!* no one will ever know! Good luck.

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