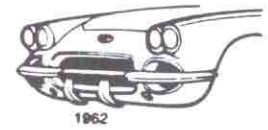




DOOR STRIKERS

By Roy Braatz



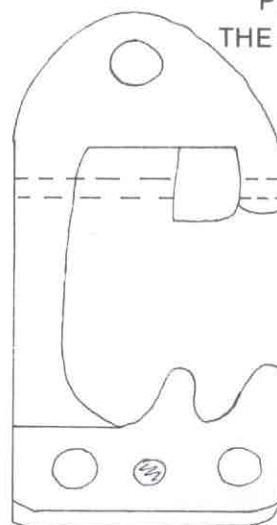
Again, the problem is first, second and third design parts. G.M. No. 4664963 R.H. and No. 4664964 L.H. part numbers are used for all three designs. Figure 1 shows the first original striker. Corvettes from 56 to 62 were all the same and had a screw holding a rubber cushion to take up the shock of the door closing. Corvettes are made of plastic, right? Cars from 55 to 62 also used the same striker as corvettes but didn't use

a rubber cushion. Cars were made of metal, can't crack. Now that the first design is not available, what are we to do? Find a 55 to 62 two door or four door. I like four doors because the rear strikers will be in better condition, then drill and add the rubber cushions. Also you'll notice that the spacers and locking plates are the same as vettes and so are the bolts. Chevy meets are a good place to check.

Original Design



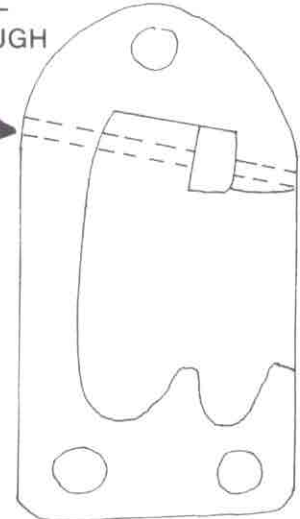
Second Design



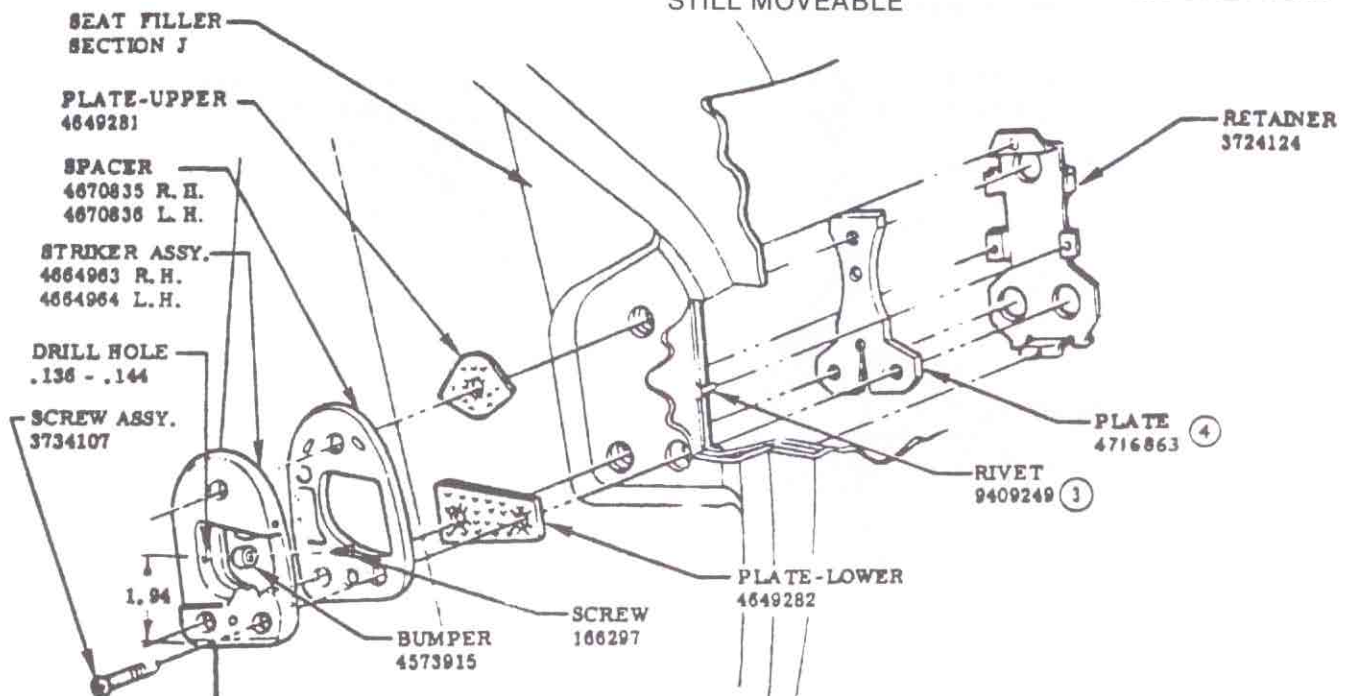
LOWER PLATE IS STILL MOVEABLE

Third Design

PIN GOES ALL THE WAY THROUGH



LOWER AREA IS ALL ONE PIECE



SEE LUBRICATION CHART SECTION 14

LOCK & STRIKER.