

Repair and Installation Help from

Willcox Inc,

Corvette Parts, Service and Sales

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For technical assistance email us at

Willcoxcustomerservice@willcoxcorvette.com

Rear Storage Compartment Suggestions:

Rear storage compartment assemblies upon first inspection look easy to build and to repair while in fact they are not. If your car is in a repair shop the smart thing to consider is the cost of the labor to build your old compartment against the cost of buying a new assembly.

All the parts are available to build and repair the rear storage compartments from our web site including the outer trims, the floor frame, the carpet for the doors, locks and most other parts needed. However, the time required to tear apart the existing structure can well exceed the price to repair the unit. As a comparison, most shops charge you \$50.00 - \$70.00 per hour labor to work on your cars. On a good day our shop can not build a completed unit from start to finish in less than two hours. It is with this in mind that we suggest first and most often to purchase the unit assembled over putting one together.

The rear storage compartment assembly when purchased new will come with new doors with matching carpet and trim already installed, new hinges, new floor bezel. It will not include new locks, pulls, striker, striker retainers or screws. These items will need to be purchased separate.

Parts list with links should you decide to build.

[Rear Compartment Unit Door Frames. Black 3 Piece](#)

[Rear Compartment Unit Master Frame. Black 3-Door 68-79e](#)

[In Color Rear Compartment color trims Click Here](#)

[In color Rear Compartment Master Frame Click Here](#)

[Rear Compartment Locks Click Here](#)

[Rear Compartment Assemblies Click Here](#)

[Rear Compartment Screws Click Here](#)

[Rear Compartment Pulls Click Here](#)

[Rear Compartment Hinge Click Here](#)

[Rear Compartment Glue for Carpet](#)

Suggestions for building your unit!

For those of you that choose to build your existing unit, the use of a press will come in pretty handy.

You should first take all the components of the compartment apart and inspect them for damage. This would include the hinge if appropriate for your car and all other items that can break. On cars with Plastic doors and trims bonded to them, you can use a bench grinder to remove the old trims and custom fit the new trim to the old door. On cars with wooden doors just remove the screws from the old door trims and make sure the new trim fits the door. If the door has been wet it will be swollen and need to be replaced. All doors should be inspected to make sure they are not warped or damaged before the new install is begun.

To install new trims on your old doors, make sure the doors are clean and free of old carpet debris. After testing the fit of the door, new trims, and the carpet for accuracy place your new carpet on the door and glue it down with our fast tach trim adhesive. To glue carpet to the door use the same technique used to glue rubber or contact cement. Spray the door, spray the carpet and then allow both to dry. When both are dry, apply another fine misting coat of glue to the door and apply the carpet section. With the carpet glued to the door, you may now trim off any excess carpet from the door. To do this, place the door face down and trim from the backside only.

Once you have all the doors carpeted, it's time for the press to do its job. Place a shop towel on your press surface, lay your new trim on the press face down, insert the new carpeted door and gently apply pressure with your press until the door is flush with the trim. When you have this compressed, insert your screws in the side of the trim and move to the next door.

On cars with the finger pulls made in to the door trim, (2 door compartments 1979 Late – 1982) you will need to allow for the handle when pushing the door down. This can be done by using multiple boards and then placing your towel on top of it.

Once you have your doors built, you can then install them in the main frame. Testing the doors for fit in the main frame can not be done unless the frame is level. There is a little variance in the screw which will allow you to bolt the doors up crooked. Make sure the doors are in the proper place before you tighten all the screws.

One of the biggest complaints we have from customers that attempt to build the rear compartments is that the doors now hit the sides of the unit. If the unit is level and the doors hit on one side or the other, there is a problem in the hinged area of the doors, the door is warped or there is an install issue the rear compartment when in the car. You must check for all of these things and remember the rear compartment parts are sold in bulk over and over again. These parts are the same parts used to build our complete units and they are the correct size. Bent or warped doors, hinges, and all cracked trims should be replaced and not used again.

Always remember that when you install your new or rebuilt rear compartment assembly to make sure that none of the carpet padding from the rear T section of carpet is under the outer lip of the rear compartment. ACC will sometimes make the carpet pad too long and it will run under the lip causing the frame to not want to seat all the way down in the floor area. When you have carpet padding under the RCU lip, it will not allow you to screw it down properly and it will not allow your doors to close properly.

If you find an error in this page or would like to make a suggestion please contact willcox@willcoxcorvette.com

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