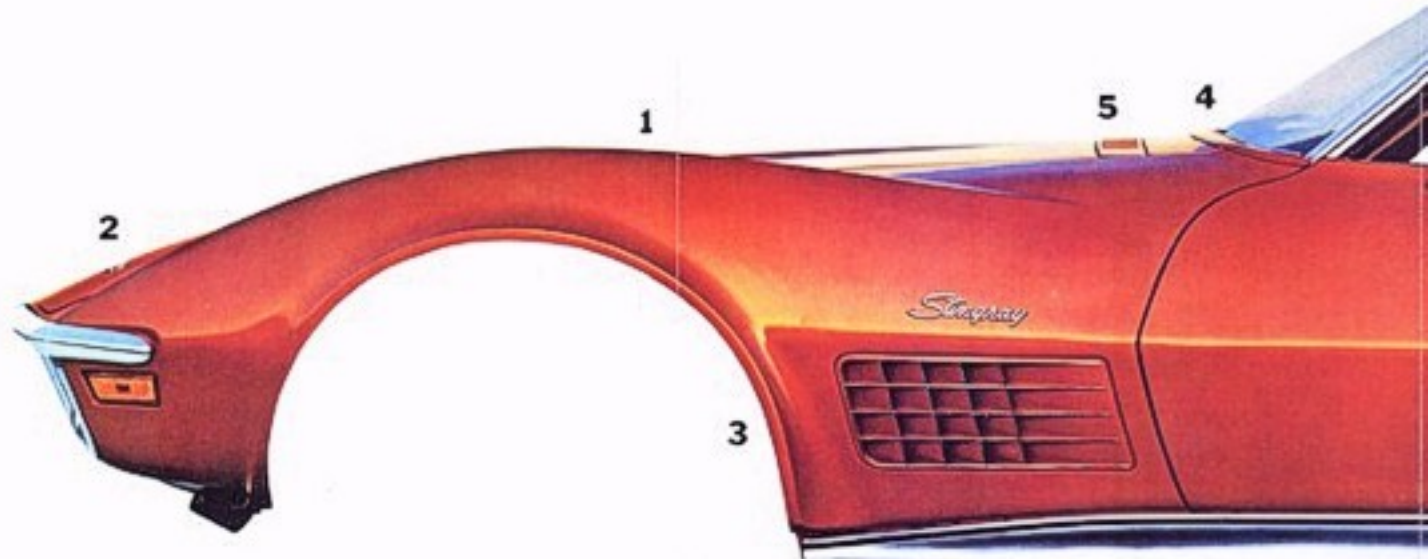


Sports car buyer's guide: 1972 Corvette



CHEVROLET

Corvette's body is Solid frame, all independent



Corvette's desirability as a sports car is enhanced by its advanced design and engineering. A team of craftsmen assembles each body almost entirely by hand in our plant. They take pride in their work, because they know they've helped build every new Corvette they see. We've taken a 1972 model to show you exactly why Corvette is outstanding.

1 Wind-tunnel tested design. Corvette's smooth shape begins here. Integral front lower spoiler aids stability, minimizes effects of crosswinds.

2 Pop-up headlights. Fitted into the body design. Headlight arm is factory aligned for accuracy. Body side louvers. Functional to exhaust engine heat.

4 Hidden windshield wipers assist driving in the windshield and reduce effects of sunlight and the elements on wiper blades.

5 Radio ventilation system. Air intakes exhaust through vent louvers behind the (7) back window.

6 Keyless locking. Push door handles, window windows. You can set the inside door lock switches so when you get out and close either door it will lock. Astro Ventilation system makes conventional vent windows unnecessary. Windows-up driving vastly reduces noise.

7 Removable back window for coupe and Astro Ventilation exhausts. Take the back window out for open-air pleasure in a coupe. With windows closed, stale air exhausts through louvers.

8 Integral Kamm-Dowry spoiler, high-visibility tail lights, backup lights and strong bumper. Body shape includes spoiler lip that, in conjunction with the front spoiler, aids stability.

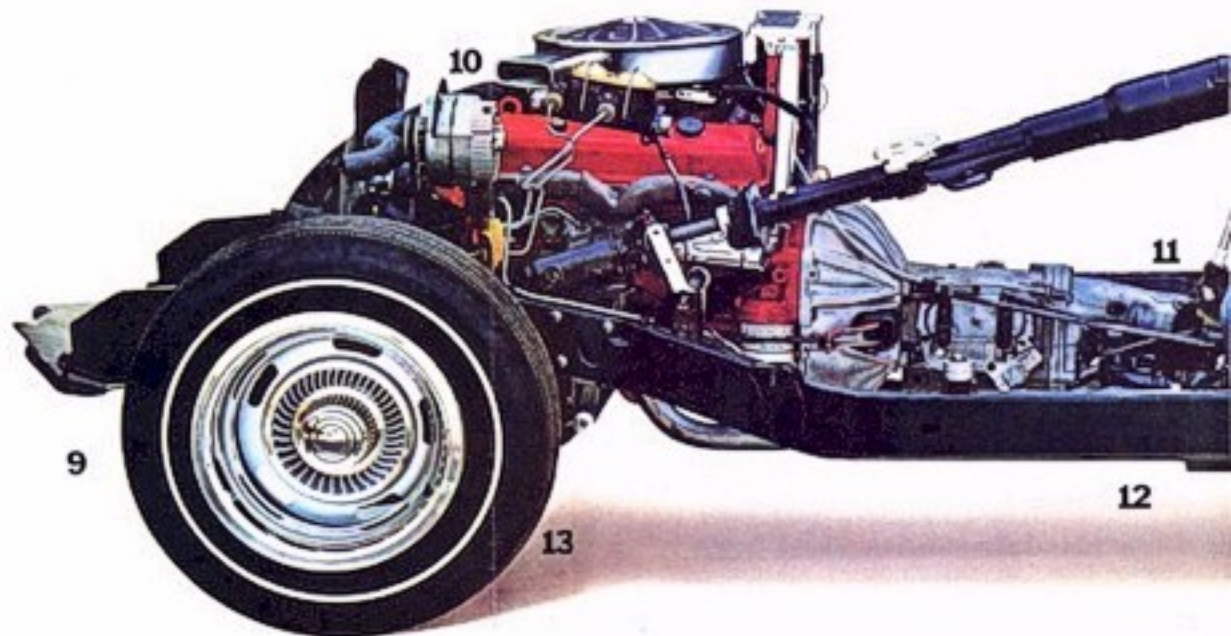
9 All-independent suspension. Variable-rate front suspension, stabilizer bar. Matched to engine choice. Fully independent with coil springs, stabilizer bar and new welded-pin-in shock absorbers.

Fully independent rear suspension. Variable-rate system is one key to Corvette's unsurpassable road manners. Seals up bumps from one wheel independently. A boon on rough surfaces. Sophisticated systems include, on each side, a trailing arm to absorb acceleration and brake torque reactions, with lateral control provided by a drive

shaft with universal joints at each end and a lower control arm. Includes transverse leaf spring, two new welded-pin shock absorbers. Corvette's system is nearly identical with those found on grand prix cars.

10 Engines. Standard engine is a 200-hp Turbo-Fire 300 with an 8.5:1 compression ratio, 4-barrel carb, cast aluminum alloy pistons and precision-bored crank. All Vettes include full dual exhaust system, emission controls and run on regular, low-lead or no-lead fuel.

You can order Corvette's famous L71 engine—250-hp Turbo-Fire Special 300 V8, 9:0:1 compression ratio, impact-extruded aluminum alloy pistons, forced aluminum rocker covers, special performance cam, mechanical lifters and a forged steel-alloy crank. Aluminum



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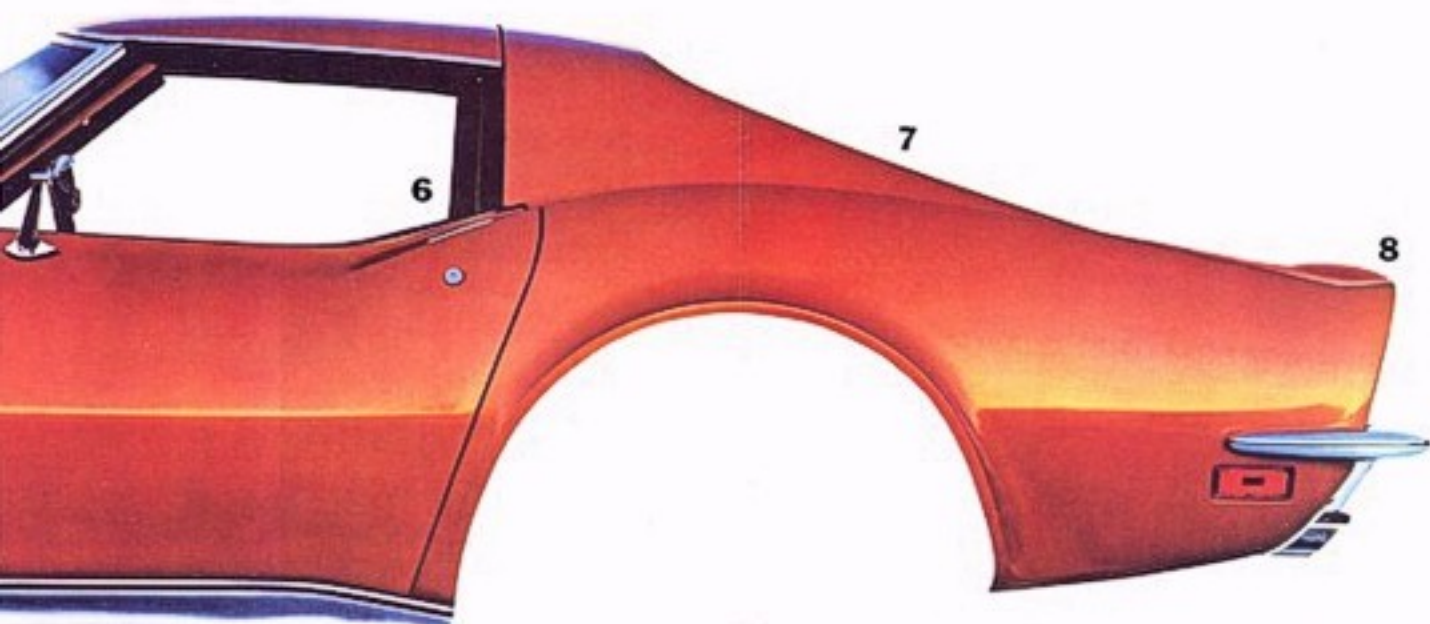
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largely handmade. nt suspension, disc brakes.



intermediate, high-domed hood with "LT1" and striping, are included.

One 434-cu.-in. V8 engine is offered, except in California. It is the LS5, a 275-hp Turbo-Jet 434 V8 with 8.5:1 compression ratio, low-harsh cam and stressed dual-ported air cleaner under a high-dome hood. The LS5's oil pan is extra large, the front stabilizer bar is large diameter, a stabilizer bar is added at the rear, and rear wheel spindle support arms are heavier duty. Plus a larger capacity radiator, dual pulleys for the fan and water pump. It all cranks with a higher performance starter motor.

In limited quantity: the ZR1 Special-Purpose 250-hp Turbo-Fire 330 V8 package. This engine package is

not recommended for normal street driving; therefore, it is not available when you order power windows, power steering, air conditioning, rear window defroster, wheel covers or radio. Because of its specialized use, the package includes Special 4-Speed transmission, heavy-duty power brakes, steering radiator, special springs with matching shock absorbers, special front stabilizer and rear wheel spindle strut shafts.

11 **Transmissions.** Standard wide-range 4-Speed with 2.52:1 low gear. Also on order: a close-ratio 4-Speed with 2.70:1 low gear. You can specify 3-range Turbo-Hydro-matic fully automatic transmission with hydraulic filter engines. Does the shifting for you, plus lets you select

two hold in range, or 1st and 2nd range manually.

12 **Rugged frame.** Nearly platform from which suspension, engine and driveline components are attached, reinforced by Corvette's body.

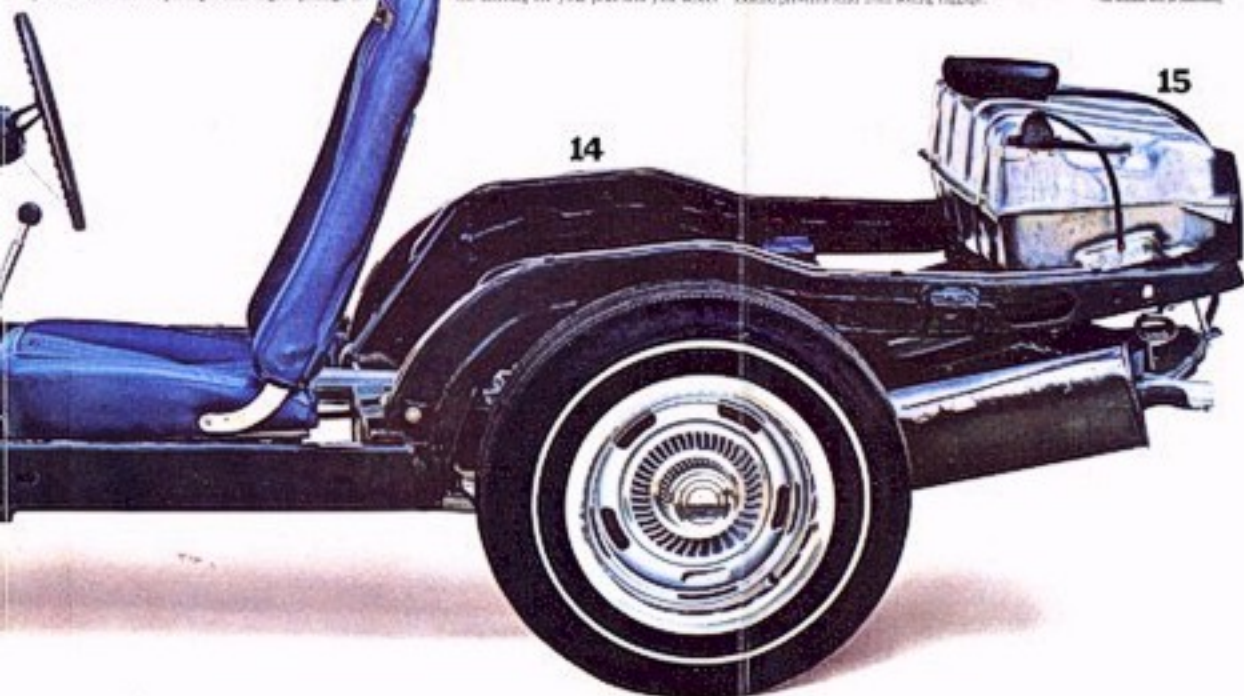
13 **The brakes on all four wheels** were pioneered by Corvette and have been standard since 1962. Vented discs exist late under the severest use. Parking brake integral with rear axle.

14 **Protraction differential.** Standard with all Corvette engines. Gives traction if one rear wheel loses grip. Power test chart (at right) gives ratio availability.

15 **Fuel tank and spare tire.** Fuel tank, with evaporative emission control, holds 18 gallons. Spare tire location prevents road from soiling luggage.

POWER TEAM CHART

ENGINE	TRANSMISSION		RATIOS		MPG (City/Hwy)
	Std.	Optional	1st	2nd	
Standard 250-hp 275-hp V8	4-Speed 2.52:1 low	4-Speed 2.70:1 low	2.52	2.70	21/28
Optional ZR1 250-hp V8	4-Speed 2.52:1 low	4-Speed 2.70:1 low	2.52	2.70	21/28
Optional ZR1 250-hp V8	4-Speed 2.52:1 low	4-Speed 2.70:1 low	2.52	2.70	21/28
Optional ZR1 250-hp V8	4-Speed 2.52:1 low	4-Speed 2.70:1 low	2.52	2.70	21/28
Optional ZR1 250-hp V8	4-Speed 2.52:1 low	4-Speed 2.70:1 low	2.52	2.70	21/28
Optional ZR1 250-hp V8	4-Speed 2.52:1 low	4-Speed 2.70:1 low	2.52	2.70	21/28
Optional ZR1 250-hp V8	4-Speed 2.52:1 low	4-Speed 2.70:1 low	2.52	2.70	21/28
Optional ZR1 250-hp V8	4-Speed 2.52:1 low	4-Speed 2.70:1 low	2.52	2.70	21/28



Corvette's desirability as a sports car is enhanced by its advanced design and engineering. A team of craftsmen assembles each body almost entirely by hand in one plant. They take pride in their work, because they know they've helped build every new Corvette they see. We've taken a 1972 apart to show you exactly why Corvette is outstanding.

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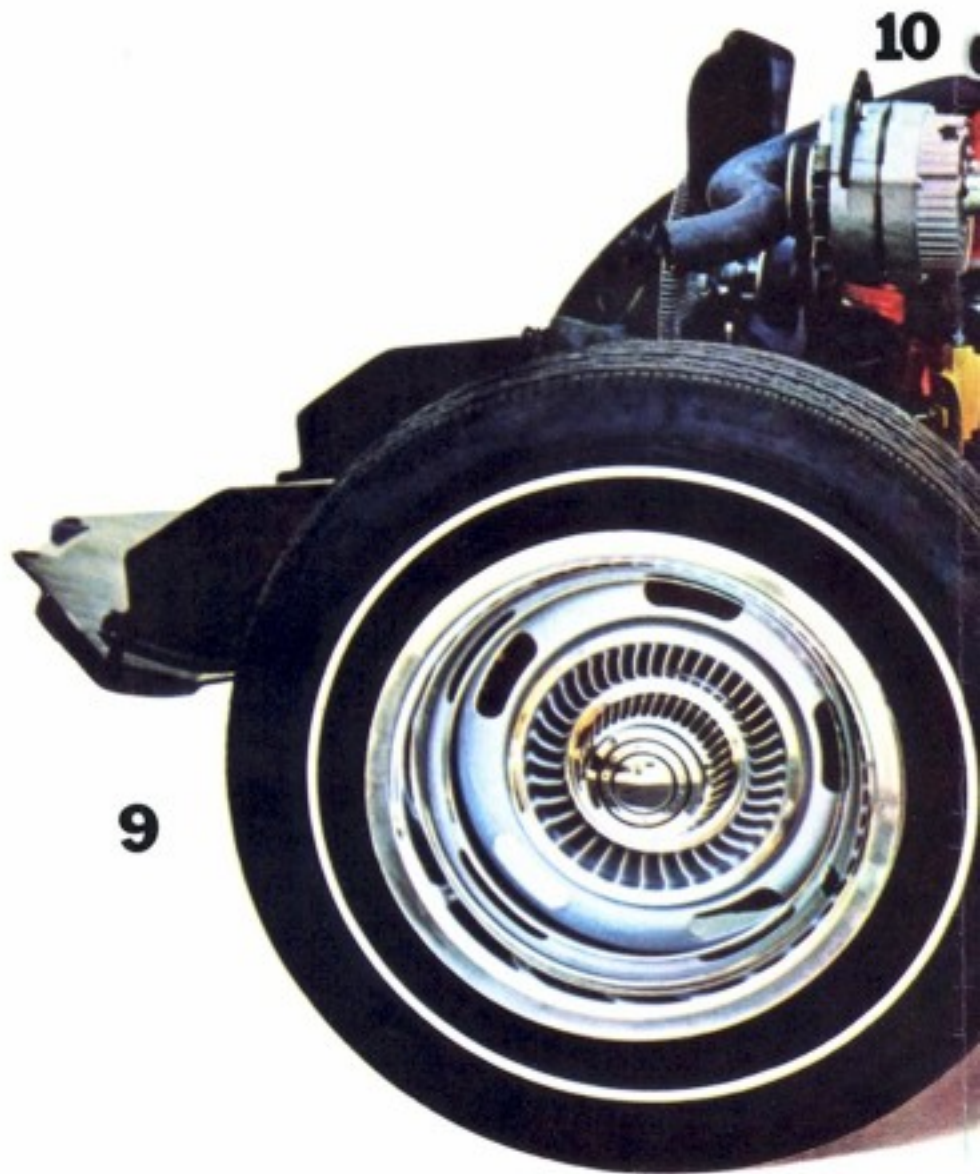
2 Pop-up headlights. Faired into the body design. Headlight aim is factory aligned for accuracy.

3 Body side louvers. Functional, to exhaust engine heat.

4 Hidden windshield wipers resist freezing to the windshield and reduce effects of sunlight and the elements on wiper blades.

5 Astro Ventilation system air intakes exhaust through vent louvers behind the (7) back window. Keyless locking, flush door handles, ventless windows. You can set the inside door lock switches so when you get out and close either door it will lock. Astro Ventilation system makes conventional vent windows unnecessary. Windows-up driving vastly reduces noise.

7 Removable back window for coupe and Astro Ventilation exhausts. Take the back window out for open air pleasure in a coupe. With windows closed, stale air exhausts through louvers.



8 Integral Kamm-theory spoiler, high visibility tail-lights, backup lights and strong bumper. Body shape includes spoiler lip that, in conjunction with the front spoiler, aids stability.

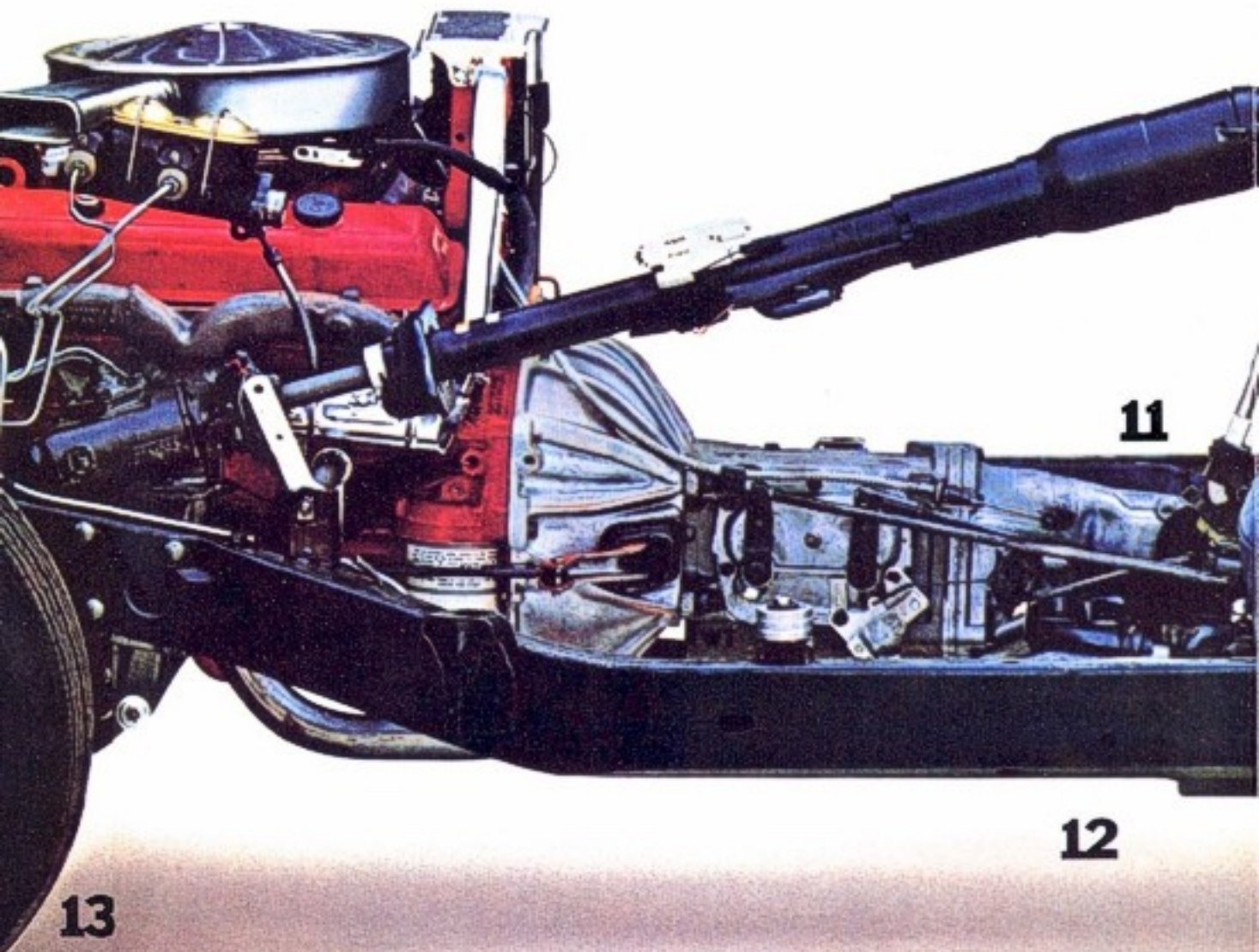
9 All-independent suspension. Variable-rate front suspension, stabilizer bar. Matched to engine choice. Fully independent with coil springs, stabilizer bar and new welded-piston shock absorbers.

Fully independent rear suspension. Variable-rate system is one key to Corvette's impeccable road manners. Soaks up bumps from rear wheels independently. A boon on rough surfaces. Sophisticated system includes, on each side, a trailing arm to absorb acceleration and brake torque reactions, with lateral control provided by a drive

shaft with universal joints at each end and a lower control arm. Includes transverse leaf spring, two new welded-piston shock absorbers. Corvette's system is nearly identical with those found on grand prix cars.

10 Engines. Standard engine is a 200-hp Turbo-Fire 350 with an 8.5:1 compression ratio, 4-barrel carb, cast aluminum alloy pistons and precision-formed crank. All Vettes include full dual exhaust system, emission controls and run on regular, low-lead or no-lead fuel.

You can order Corvette's famous LT1 engine—255-hp Turbo-Fire Special 350 V8, 9.0:1 compression ratio, impact-extruded aluminum alloy pistons, finned aluminum rocker-covers, special performance cam, mechanical lifters and a forged steel-alloy crank. Aluminum



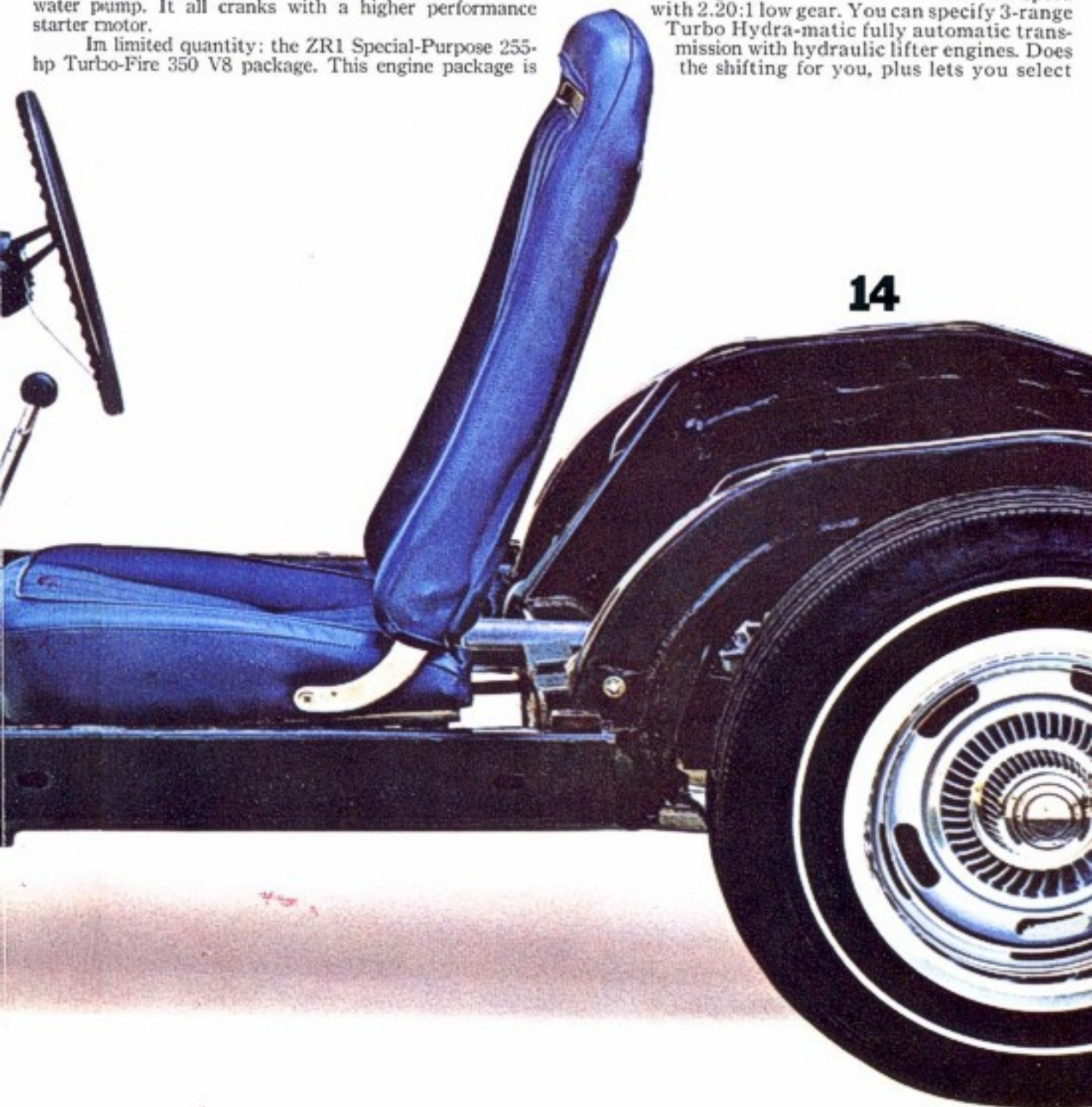
intake manifold, high-domed hood with "LT1" and striping, are included.

One 454-cu.-in. V8 engine is offered, except in California. It is the LS5, a 270-hp Turbo-Jet 454 V8 with 8.5:1 compression ratio, four-barrel carb and chromed dual-snorkel air cleaner under a high-dome hood. The LS5's oil pan is extra large, the front stabilizer bar is larger diameter, a stabilizer bar is added at the rear, and rear wheel spindle support arms are heavier duty. Plus a larger capacity radiator, dual pulleys for the fan and water pump. It all cranks with a higher performance starter motor.

In limited quantity: the ZR1 Special-Purpose 255-hp Turbo-Fire 350 V8 package. This engine package is

not recommended for normal street driving; therefore, it is not available when you order power windows, power steering, air conditioning, rear window defroster, wheel covers or radio. Because of its specialized use, the package includes Special 4-Speed transmission, heavy-duty power brakes, aluminum radiator, special springs with matching shock absorbers, special front stabilizer and rear wheel spindle strut shafts.

11 Transmissions. Standard wide-range 4-Speed with 2.52:1 low gear. Also on order: a close-ratio 4-Speed with 2.20:1 low gear. You can specify 3-range Turbo Hydra-matic fully automatic transmission with hydraulic lifter engines. Does the shifting for you, plus lets you select



14

and hold 1st range, or 1st and 2nd range manually.
12 Rugged frame. Sturdy platform from which suspension, engine and driveline components are attached; enfolded by Corvette's body.

13 Disc brakes on all four wheels were pioneered by Corvette and have been standard since 1965. Vented rotors resist fade under the severest use. Parking brake integral with rear units.

14 Positraction differential. Standard with all Corvette engines. Gives traction if one rear wheel loses grip. Power team chart (at right) gives ratio availability.

15 Fuel tank and spare tire. Fuel tank, with evaporative emission control, holds 18 gallons. Spare tire location prevents mud from soiling luggage.

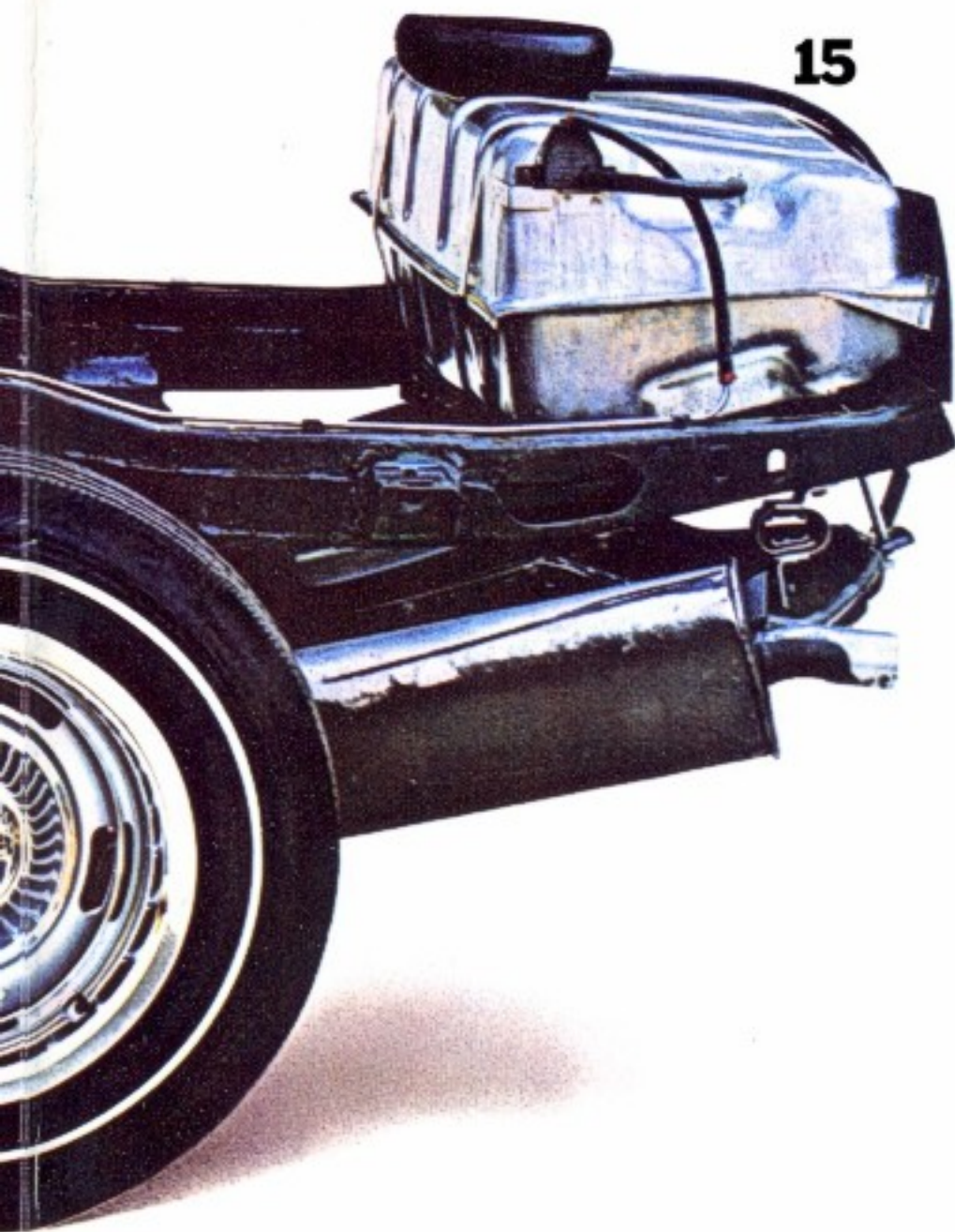
POWER TEAM CHART

ENGINES	TRANSMISSIONS	POSITRACTION AXLE RATIOS			
		Std.	Economy	Perf.	Special
Standard: 200-hp†	Std: 4-Speed (2.52:1 low)	3.36	3.08	—	—
Turbo-Fire 350 V8	Turbo Hydra-matic	3.08	—	3.36	—
AVAILABLE ENGINES					
255-hp†	4-Speed (2.52:1 low)	3.55	3.36	3.70	—
Turbo-Fire 350 V8	4-Speed (2.20:1 low)	3.70	3.55	4.11	—
(RPO LT1)	Special 4-Speed (2.20:1 low)	3.36	3.08	3.55	3.70, 4.11
270-hp†	4-Speed (2.52:1 low)	3.08	—	3.36	—
Turbo-Jet 454 V8 (RPO LS5*)	4-Speed (2.20:1 low)	3.36	3.08	3.55	3.70
	Turbo Hydra-matic	3.08	—	3.36**	—

†Net horsepower ratings, in accordance with Society of Automotive Engineers Standards, represent the power output of engines as installed in the automobile.

**Not available in California.

**Not available with air conditioning.



Corvette's Well instrumented and

When you slip behind the wheel of a sports car like Corvette, we think you have the right to expect three things: instrumentation, comfort and convenience.

1972 Corvettes provide all three.

Get seated and look around. Immediately behind Corvette's steering wheel, recessed deeply in circular pods, you'll see Corvette's speedometer and tachometer. For 1972, these and all instruments have a new blue lighting effect.

To the right is the rest of Corvette's thorough instrumentation: coolant temperature, oil pressure, ammeter, fuel level and clock with a sweep second hand. Above the gauges: windshield washer and wiper controls.

The radio, if you order one (and most Corvette buyers do), is below the gauges, with speakers mounted in the instrument panel: one for driver, one for passenger.

In 1972, all knobs are made with a new soft-feel material and are marked with function symbols. Astro Ventilation, standard, allows outside air to circulate through the car with the windows shut.

Down on the console, between the seats, are heating and ventilating controls with a three-speed fan.

Rearward from the heater controls is the standard 4-Speed transmission lever. A lock-out device keeps you from making inadvertent shifts into reverse. Try this famous gearbox and instantly you'll know why it's the standard by which others are judged. Between the seats is a pull-up parking brake handle.

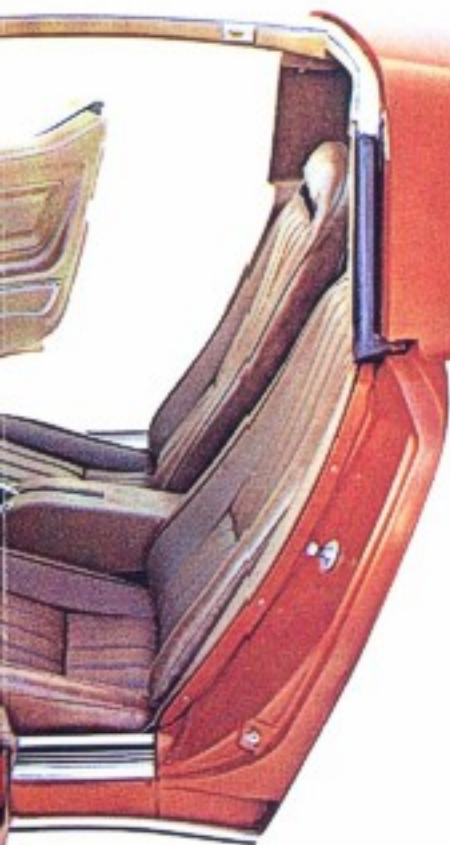
Corvette's high-rise seats are unlike any other. Virtually handmade and cushioned with thick foam, they have built-in head restraints plus, in coupes, slots for the inertia-reel shoulder belts.

We haven't overlooked luggage room, either. Pivot either seat forward for easy access to Corvette's fully carpeted, illuminated luggage area. Two stowage compartments, behind the seats, conceal room for copious inside-the-car necessities. A third conceals the battery.

The balance of the interior is trimmed in rich leather-grain padded



s interior. d laid out for the driver.



vinyl. The floor, of course, is carpeted.

If you're getting the idea that Corvette's standard interior is well stocked, you're getting the right idea. You can choose black, red, saddle or blue all-vinyl interiors.

Corvette's interior options.

We've left some available luxuries for you to individualize your own Corvette. Here they are:

Air conditioning. One of the most sophisticated heating/ventilation/air conditioning systems available in any sports car. Heating, ventilation and air conditioning functions are controlled by one thumbwheel; temperature range by the other. Fan switch selects the volume of conditioned air you like. For coupe and convertible.

Corvette Custom Interior. Even more sumptuous with genuine leather seats, wood-grained accents on the doors and console. Underfoot, there's cushy cut-pile nylon carpeting. Your choice of saddle or black.

AM/FM/Stereo radio. Receives FM Stereo broadcasts miles farther than it has any right to with its 16-transistor, 9-diode circuitry. FM

monaural, plus AM monaural, lets you tap the pulse of musical America. Two speakers, fixed-height rear antenna. Full ignition shielding.

AM/FM radio. Monaural FM and AM. Same features as above, only without FM Stereo. Two speakers, fixed-height rear antenna. Full ignition shielding eliminates static.

Tilt-telescoping steering wheel. Ideal for comfort on long trips, for short and tall drivers. Wheel moves in and out about six inches; tilts to seven positions.

Power steering. With faster steering ratio for quicker response.

Power brakes. Retain excellent disc brake feel while lessening effort.

Power windows. Let your finger do the window lifting and lowering.

Infant safety carrier. Utilizes Corvette's built-in seat belts to retain carrier in passenger's seat. For infants up to 12 months old.

Floor mats. Preferred by owners who want the longest life from the carpet. Clear vinyl lets carpet color show.

Fire extinguisher. For added security.

Our Corvette Coupe has two removable roof panels.



Should your choice be a Corvette Coupe, a lot comes with it as standard equipment. Like the two removable roof panels shown in the picture. In addition, the rear window is also removable. With both top sections and the rear window taken out and stowed neatly behind you, the joys of open-air

driving are yours. In minutes, both sections can be reinstalled for complete closed-car comfort.

Standard wheels include bright trim rings along with a ribbed center hub on each wheel. A lock, visible on the stern above the name, turns the new standard audio alarm system on and off. When activated,

any attempt to force doors or hood open is greeted by a loud, raucous hooting from somewhere under the car. How long does it blast? Until you turn it off or the battery wears down. The Corvette has a very strong battery.

Corvette's fiberglass body features an advanced "low profile"

resin for smoother surfaces, and a strong steel "birdcage" surrounding the passenger area. The result is a very rigid structure with less weight than a comparable steel copy.

1972 Corvettes are available in 10 colors, four new: Pewter Silver, Targa Blue, Bryar Blue, Elkhart Green. Plus: Steel Cities

Gray, Sunflower Yellow, Millie Miglia Red, Classic White, War Bonnet Yellow, Ontario Orange.

Of the ten, three—Steel Cities Gray, War Bonnet Yellow and Ontario Orange—are firemist colors with metallic flakes in the paint.

Corvette exterior options

Luggage carrier. Many owners

like this convenience available from your dealer. Adds to your vacation pleasure.

We've shown you white-stripe tires, which are available; blackwall tires are standard.

Custom wheel covers. Distinctive appearance, available to dress up your wheels.



The convertible's folding top is standard. The hardtop is well worth the price.



If you've a bent to enjoy driving with nothing but nature around you, the Corvette Convertible must be your choice. In seconds you can unlatch the top, raise the deck lid, drop the top into the compartment and snap the deck cover down without leaving the driver's seat. One person can raise it back, too. The folding top may be ordered

in either black or white.

For owners considering a Corvette in colder climes, or if you just like the appearance of the available hardtop, you should specify it. In winter, the hardtop gives you a warm, snug feeling against the icy winds. Saves the folding top, too. You can specify the hardtop with

an available black vinyl roof cover.

Like the coupe shown above, the convertible carries the classic bumper, grille and parking light motif forward from previous models.

We've retained the great basic body shape, with fender flares to help protect the paint behind the

wheels against the ravages of stones. You survey all you see through Soft-Ray tinted glass. Plus, high visibility taillights, stainless steel body sill moldings, rectangular exhaust bezels and square die-cast body side louvers. Everything works. It all has a purpose. One of the finest driving experiences the Western Hemisphere

has to offer, enjoyed the world over.

More exterior options

Removable hardtop. For appearance, extra-strong cold weather driving.

Vinyl roof cover. On the extra-cost hardtop. Black, to accent the top.

Tires. White-stripe or white lettered. Both in F70 x 15 sizes.

Locking gas cap. Non-vented type.

Rear window defroster. Helps keep the back window clear.

Heavy-duty battery. Extra starting power.

Door edge guards. In vinyl to help protect your doors.

Compass. Helps keep you on the straight and narrow.



Safety, emission controls and anti-theft are built in.

Safety and security features:

Occupant protection features . . .

Seat belts and shoulder belts (except convertible) with pushbutton buckles and retractors—driver and passenger. Built-in head restraints. Energy-absorbing steering column. Passenger-guard door locks. Safety door latches and hinges. Folding seat back latches. Energy-absorbing padded instrument panel. Thick-laminate windshield. Padded sun visors. Safety armrest. Safety steering wheel.

Accident prevention features . . .

Side marker lights and reflectors

(front side marker lights flash with directional signal). Parking lamps that illuminate with headlamps. Four-way hazard warning flasher. Backup lights. Lane change feature in direction signal control. Windshield defroster, washers and dual-speed wipers. Wide-view inside day/night mirror (vinyl-edged, shatter-resistant glass and deflecting support). Outside rearview mirror. Dual master cylinder brake system with warning light. Starter safety switch.

Anti-theft features . . . Anti-theft audio alarm system. Anti-theft igni-

tion key warning buzzer. Anti-theft steering column lock.

1972 engine fuel requirements:

For 1972, all Corvette engines have been designed to operate efficiently on the no-lead or low-lead gasolines. In addition to the lower exhaust pollutants attainable with this engine/fuel combination, there are benefits in longer life for your spark plugs, exhaust system and other engine components. If these gasolines are not available, any leaded regular grade gasoline with an octane number of 91 or higher may be used.



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