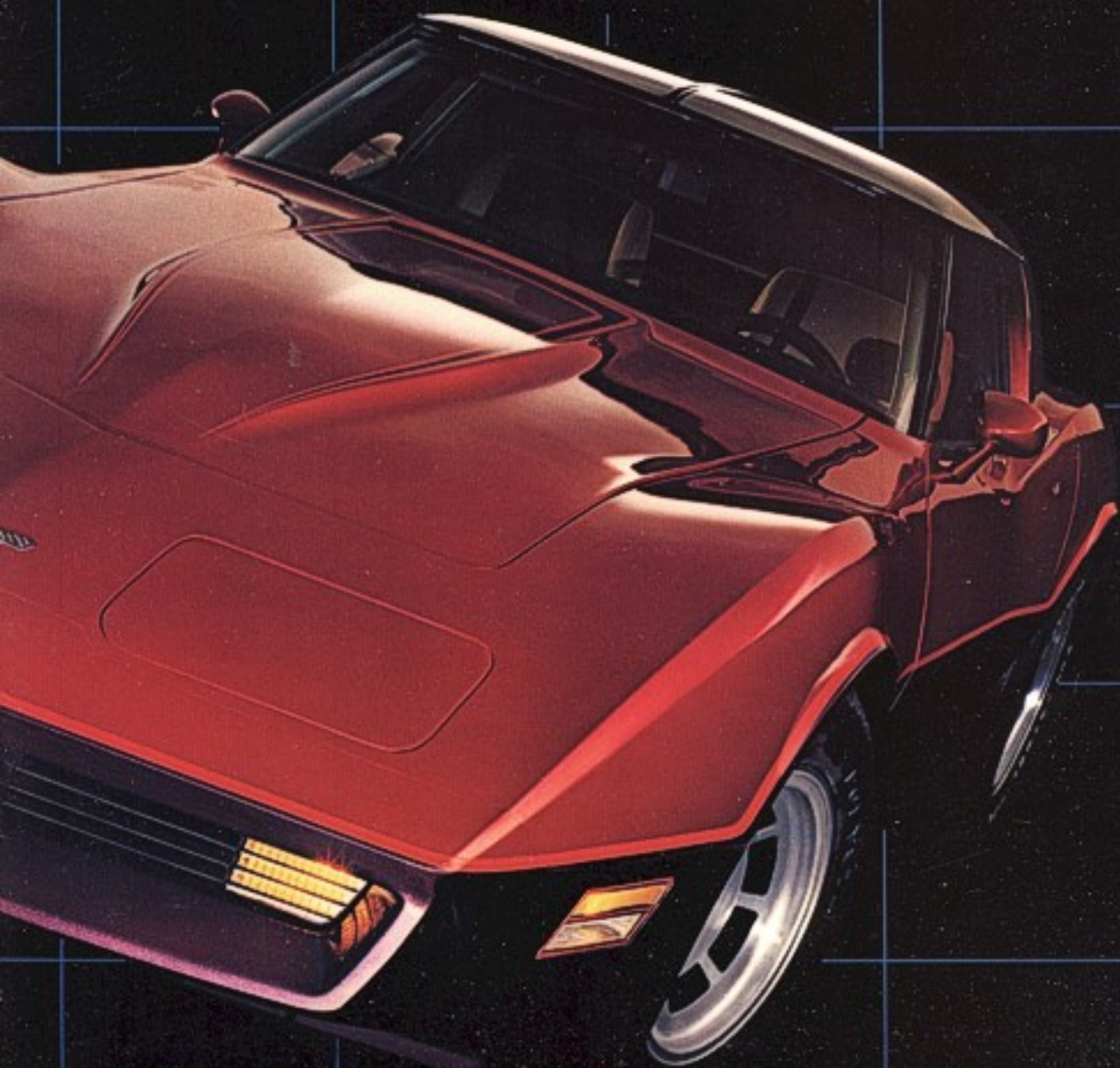
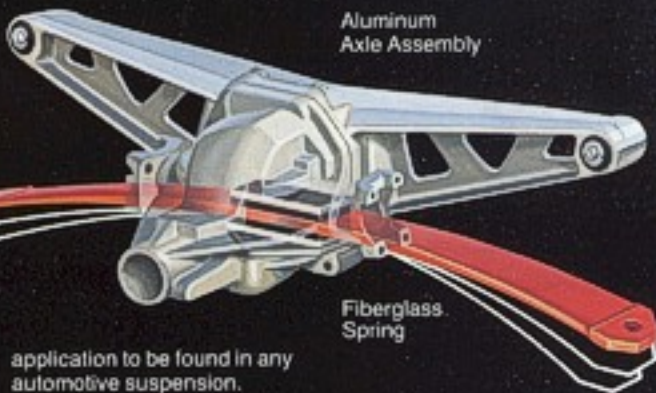


# C10 R9V E8T T1E



Corvette is a rolling showcase of new technology, new materials and new thinking—all part of an evolutionary process that continues year after year. Adherence to the principle of engineering excellence has been applied to all areas, from the front bumpers to the aircraft-style cockpit to the rear suspension system. It is these kinds of developments—detailed here—that make Corvette what it is today: one of the most renowned two-seat sports cars in the world.

For 1981, Corvette engineers tried where none have gone before by developing the world's first and only fiberglass-reinforced composite automotive spring (used with automatic transmission only). It even won the Society of Plastic Engineers Grand Award. This monoleaf rear spring—at 8 lbs.—replaces a 41-lb. steel multileaf spring. And it's not just lighter, it's more efficient. It can store six times the strain-energy per unit weight than a comparable weight of spring steel. This is the lightest possible leaf spring



Aluminum  
Axle Assembly

Fiberglass  
Spring

application to be found in any automotive suspension. And steel interleaf friction is eliminated. This fiberglass spring supports the weight of the car that rests on the rear wheels and provides suspension compliance. Wheel position is

controlled by a system of links and pivots.

Attention to detail for 1981 includes other engineering developments such as magnesium valve rocker covers and stainless steel exhaust manifolds. And an

*"We critique Corvette with the same engineering objectivity we'd use to evaluate a military aircraft: What is Corvette's mission? How well does it carry out that mission?"*

Dave McLellan,  
Chief Engineer, Corvette



Improved anti-theft alarm system with starter-interrupt feature to disable the starting circuit if forced entry is made, even if the ignition switch is bypassed. The whole system is passive—it is easily armed and disarmed automatically when you lock and unlock the doors.

Also new is an auxiliary electric fan that cuts in quietly and automatically if extra cooling is needed. This allows use of a smaller engine fan with fewer, lower-pitched blades for reduced drag and quieter operation.

Computer Command Control. It sounds high tech, and it is. It's an on-board computer that adjusts ignition timing and air/fuel mixture. By continuously monitoring specific functions, it fine-tunes the engine under all normal

operating conditions as you drive. Altitude, barometric pressure and temperature changes are factored in. The whole system is even self-diagnostic. It pinpoints problems for your Chevrolet service technician. And it's even covered by the 5-year/50,000-mile emissions system warranty. Ask your dealer for details.

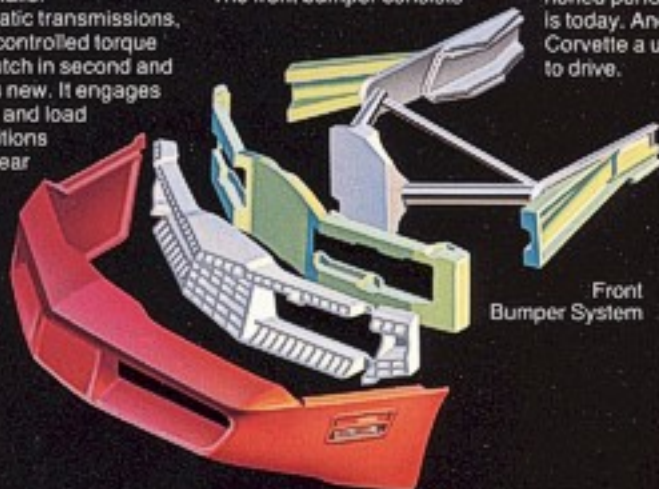
For automatic transmissions, a computer-controlled torque converter clutch in second and third gears is new. It engages at most road and load driving conditions for efficient rear

wheel power transfer—unlike the slippage normally found in conventional automatic transmissions.

Look at engineering breakthroughs introduced in 1980. Corvette's front and rear bumper systems were reduced by 84 lbs. Fit and appearance were improved, as well as aerodynamic drag efficiency. The front bumper consists

of a three-piece fiberglass supporting structure to replace the earlier steel parts. Aluminum intake manifolds eliminated another 24 lbs. And aluminum also found its place in a new rear axle assembly.

A lot has gone into Corvette. The evolutionary process adds, subtracts and improves. It's what makes Corvette the finely honed performance machine it is today. And it's what makes Corvette a unique experience to drive.



Front Bumper System




**A WORD ABOUT THIS CATALOG:** We have tried to make this catalog as comprehensive and factual as possible and we hope you find it helpful. However, since the time of printing, some of the information you will find here may have been updated. Also, some of the equipment shown or described throughout this catalog is available at extra cost. Your dealer has details and, before ordering, you should ask him to bring you up to date. The right is reserved to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models. Check with your Chevrolet dealer for complete information.

In line with the Corvette philosophy of evolutionary development is a brand-new assembly plant in Bowling Green, Kentucky, that will replace during this year the plant at St. Louis, where Corvettes have been built for 28 years. The Bowling Green facility, which will build Corvettes exclusively, is an investment in Corvette's future. It represents the experience and knowledge learned over all those years, which are reflected in the state-of-the-art innovative technology used to build Corvettes.


Just one of these modern technological innovations is a new paint process. In addition to many solid colors, four new optional two-tone treatments celebrate the opening of the new plant. All solid and two-tone metallics employ a base coat/clear coat application for outstanding beauty. This method allows use of glamor metallics with large-flake high-metallic content. And the clear acrylic enamel finish

coat gives a depth of luster not possible with conventional paint finishes. It also provides a measure of protection against the elements.

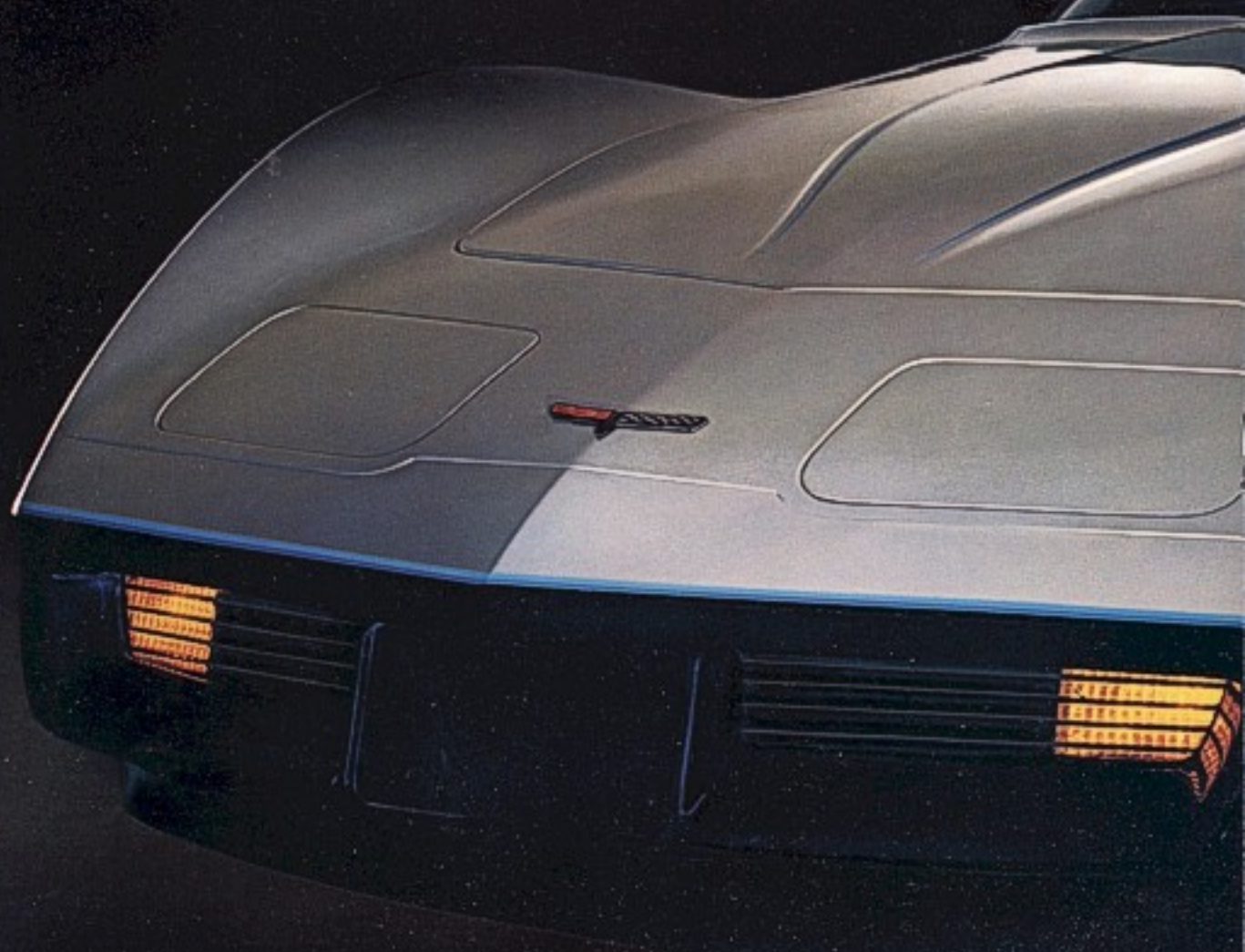
The four two-tone color combinations are shown on this page. See the back cover for solid color listing.



Claret Metallic  
over Dark Claret Metallic



Silver Metallic  
over Dark Blue Metallic



Beige over  
Dark Bronze Metallic

Silver Metallic  
over Charcoal Metallic

*"What you see here is a reflection of our constant striving to build a great road machine. The plant and the paint system are two examples of Chevrolet's commitment to quality."*

Dave McLellan



## STANDARD EQUIPMENT

### Engine

5.7 Liter (350 CID) 4-Bbl. 90° V8 engine  
Black-accented magnesium rocker covers  
Tubular stainless steel exhaust manifolds  
Chrome-plated air cleaner cover  
Sealed side terminal Delco Freedom II heavy-duty battery  
Auxiliary electric cooling fan  
Computer Command Control  
High Energy Ignition system

### Drive train

Fully synchronized 4-speed manual transmission or automatic transmission with converter clutch feature in both second and third gears  
Console-mounted shift lever with leather boot  
Limited-slip rear axle with aluminum differential housing support

### Electrical

Power windows with console-mounted controls  
AM/FM push-button radio with dual front speakers and fixed mast antenna (may be deleted for credit)  
Air conditioning, heater and defroster with 3-speed blower  
Full instrumentation—speedometer with trip odometer, 7000-RPM tachometer, voltmeter, oil pressure and water temperature gauges  
Quartz analog clock  
Warning lights for low fuel, brakes, electric choke, seat belts and generator  
Washer and dual-speed wipers with time-delay feature  
Illuminated visor mirror for passenger  
Courtesy and dome lights with time delay  
Ashtray and cigarette lighter in center console  
Dual-unit retractable headlamps with halogen inner high beams  
Automatic cornering lights  
Dual horns  
Underhood light

### Body exterior

Steel-reinforced fiberglass construction  
Removable roof panels, with stowage bags and tie-down  
Tinted glass for all windows  
Magic Mirror lacquer, enamel, or enamel/clear coat on all paint finishes  
Dual body color sport mirrors with remote controls

### Body interior

Molded shell seats with foam pads and high pivot folding backs that fold flat (passenger only)  
Padded vinyl and carpeted doors with map pockets  
Leather with vinyl bolsters or full cloth seat trim  
Molded cut-pile carpeting with carpeted floor mats  
Glove box lock and light  
Dual padded sunshades (driver's shade extends)  
Rear underfloor storage compartment with lock  
Interior hood release  
Tilt-Telescopic steering wheel with leather-wrap rim  
Center console with coin tray  
Carpeted luggage area with concealment shade  
Day-night rearview mirror

### Chassis

Power steering  
Power four-wheel disc brakes with dual hydraulic circuits and brake warning light  
Steel-bolted radial ply blackwall tires (4)  
Rally wheels with bright trim rings (4) and center caps  
Lightweight bias ply fully inflated spare tire and wheel  
Independent front suspension with coil springs and stabilizer bar  
Independent rear suspension, Fiberglass-reinforced composite single leaf spring with automatic transmission, steel multi-leaf spring with manual transmission  
Integrated energy-absorbing front and rear bumpers  
Side lift jack  
24-gallon fuel tank with high-density polyethylene liner

### Corrosion resistance

Steel-reinforced fiberglass body  
Galvanized steel body floor  
Hot-melt-wax frame coating  
Zincroterme® coating for power steering, fuel and brake lines

## SAFETY FEATURES

### Occupant protection

Manual lap/shoulder belts for driver (with reminder light and buzzer) and passenger  
Energy-absorbing steering column  
Passenger guard door locks  
Safety door latches and stamped steel hinges  
Energy-absorbing padded instrument panel with anti-reflective upper surface  
Laminated windshield/tempered side and rear glass  
Safety armrests  
International identification symbols for controls and displays

### Anti-theft

Anti-theft audio alarm system with starter interrupt feature  
Anti-theft ignition key reminder buzzer  
Anti-theft steering column lock

### Accident avoidance

Side marker lights and reflectors  
Parking lamps that illuminate with headlamps  
Four-way hazard warning flasher  
Backup lights  
Lane change feature in direction signal control  
Windshield defrosters, washer and dual-speed wipers with time delay feature  
Vinyl-edged inside mirror  
Dual remote outside rearview mirrors, convex right-hand  
Dual master cylinder brake system with warning lights  
Starter safety switch



## OPTIONAL EQUIPMENT

**Delco radios.** Choose a Delco AM/FM stereo radio.

Or select from available **Delco ETR AM/FM stereo radio models:**

- with 8-track tape player
- with cassette tape player
- with CB and 8-track tape player
- with CB and cassette tape player

These ETR™

(Electronically

Tuned Receiver)

AM/FM stereo

models

feature LED

readout, improved power

(40% increase over 1980

models), improved AM noise reduction, electronic

station memory, front/rear balance controls,

automatic loudness control and more.

All Citizens Band ETR radios include power

tri-band antenna. Power antenna optional

with other radios. All ETR radios include

a digital clock (standard clock

replaced by oil temperature gage when

ETR radio is ordered).

Dual rear speakers, with extended

frequency range, included with all stereo

radios for dynamic sound reproduction.



**Electric twin remote control sport mirrors.**

Twin sport mirrors are electrically controlled by two switches on the center console.

**Automatic speed control with Resume Speed feature.**

Designed to operate above speeds of approximately 30 MPH (50 km/h). The speed you preset remains constant up or down hills until braking or turning the system off.



**Six-way power driver's seat.**

Six-way control provides good seat position for comfort, visibility and operating control access.

**Electric rear window defogger.**

**Aluminum wheels.**

**Removable glass roof panels**

with solar screening to help keep vehicle interior cooler

**Goodyear white-lettered, steel-belted radial tires.**

P225/70R-15

P255/60R-15—Eagle GT

**Roof panel carrier (rear deck).**

**Gymkhana sports suspension**

includes rear stabilizer bar, higher rate rear steel springs and special tuned front and rear shock absorbers (included with trailing equipment package).

**Power door lock system.**

**Heavy-duty shock absorbers.**

**Trailing package**

includes heavy-duty radiator and Gymkhana suspension (requires automatic transmission).

**2.87 ratio performance axle**

for automatic transmission (California only).

## The GM Continuous Protection Plan

It offers service protection in addition to that provided by GM's new vehicle limited warranty. Ask your dealer about it. Coverage is limited to U.S.A. and Canada for 1981 model year.



### A word about assembly, components and optional equipment in these Corvettes.

The Chevrolets described in this catalog are assembled at facilities of General Motors Corporation operated by the GM Assembly Division. These vehicles incorporate thousands of different components produced by various divisions of General Motors and by various suppliers to General Motors. From time to time during the manufacturing process, it may be necessary, in order to meet public demand for particular vehicles or equipment, or to meet federally mandated emissions, safety and fuel economy requirements, or for other reasons, to produce Chevrolet products with different components or differently sourced components than initially scheduled. All such components have been approved for use in Chevrolet products and will provide the quality performance associated with the Chevrolet name.

With respect to extra cost optional equipment, make certain you specify the type of equipment you desire on your vehicle when ordering it from your dealer. Some options may be unavailable when your car is built. Your dealer receives advice regarding current availability of options. You may ask the dealer for this information. GM also requests the dealer to advise you if an option you ordered is unavailable. We suggest that you verify that your car includes the optional equipment you ordered or, if there are changes, that they are acceptable to you.



# Specifications

| CORVETTE POWER TEAMS               |               |              |                   |                   |                           |                |           |
|------------------------------------|---------------|--------------|-------------------|-------------------|---------------------------|----------------|-----------|
| Engine                             |               |              |                   |                   |                           | Transmissions  |           |
| Standard all states                | Ordering Code | Displacement | Compression Ratio | Net Horsepower    | Net Torque                | 4-Speed Manual | Automatic |
| 5.7 Liter 4-8bl, V8 <sup>(A)</sup> | L81           | 350 Cu. In.  | 8.2:1             | 190<br>@ 4200 RPM | 280 Lb.-Ft.<br>@ 1600 RPM | Standard       | (B)       |

<sup>(A)</sup>Produced by GM: Chevrolet Motor Division.

<sup>(B)</sup>Available in place of standard four-speed manual transmission at no extra charge.

|                             |   |
|-----------------------------|---|
| <b>A WORD ABOUT ENGINES</b> | Corvettes are equipped with GM-built engines produced by Chevrolet Motor Division. Please refer to power team information on this page, or see your dealer for details. |
|-----------------------------|---|

|   |   |   |  |                            |        |  |  |
|---|---|---|--|----------------------------|--------|--|--|
| <b>GENERAL</b>  | Rear-Wheel Drive: Front Engine: Corrosion-resistant, Steel-reinforced Fiberglass Body.  |   |  |                            |        |  |  |
| <b>TRANSMISSION</b>   | Standard<br>Optional  | 4-speed Manual with 2.72 Final Drive Ratio<br>(No Extra Charge) 3-speed Automatic with 2.87 Final Drive Ratio   |  |                            |        |  |  |
| <b>CHASSIS</b>  | Front Suspension<br>Rear Suspension   | Independent, Upper and Lower Control Arms, Coil Springs, Stabilizer Bar<br>Independent, Transverse Leaf Spring, Lateral Struts<br>Fiberglass-reinforced Monoleaf Rear Spring (standard with automatic transmission) |  |                            |        |  |  |
| <b>STEERING—TYPE</b>  | Power-assisted Recirculating Ball with Tilt and Telescopic Adjustments<br>Steering Wheel Turns, Lock to Lock 2.58<br>Turning Circle, Curb to Curb 40.4 Feet |   |  |                            |        |  |  |
| <b>BRAKE SYSTEM</b>   | Power Four-wheel 11.75-inch Ventilated Disc Brakes with Dual Hydraulic Circuits and Warning Lights  |   |  |                            |        |  |  |
| <b>TIRES—TYPE</b>   | Steel-belted, Radial Ply Blackwall—Size P225/70R-15   |   |  |                            |        |  |  |
| <b>DIMENSIONS (Inches)</b>  | <b>Exterior</b>   |   | <b>Interior</b>  |                            |        |  |  |
|   | Wheelbase   | 98.0  | Head Room  | 36.2                       |        |  |  |
|   | Length (overall)  | 185.3   | Leg Room   | 42.1                       |        |  |  |
|   | Width (overall)   | 69.0  | Hip Room   | 49.9                       |        |  |  |
|   | Height (loaded)   | 48.0  | Shoulder Room  | 47.5                       |        |  |  |
|   | Tread, Front/Rear   | 58.7/59.5   | Usable Luggage Capacity (cu. ft.)                          | 8.4                        |        |  |  |
| <b>APPROXIMATE CURB WTS. (lbs.)</b>                                   | Manual Transmission   |   | 3345   |                            |        |  |  |
|   | Automatic Transmission  |   | 3345   |                            |        |  |  |
| <b>COLOR CHOICES</b>  |   |   |  |                            |        |  |  |
| <b>Solid Exterior</b>   |   | <b>Two-Tone Exterior (Upper/Lower)</b><br>(Optional at Extra Cost)  |  | <b>Interior</b>            |        |  |  |
| Red   | Silver Metallic   | Claret Metallic/Dark Claret Metallic  | Cloth Bucket Seats   | Leather/Vinyl Bucket Seats |        |  |  |
| Yellow  | Dark Blue Metallic  | Silver Metallic/Dark Blue Metallic  | Camel  | Silver Gray                | Red    |  |  |
| Black   | Mahogany Metallic   | Silver Metallic/Charcoal Metallic   | Dark Blue  | Charcoal                   | Rust   |  |  |
| White   | Claret Metallic   | Beige/Dark Bronze Metallic  | Silver Gray  | Dark Red                   | Silver |  |  |
| Beige   | Maroon Metallic   |   | Dark Red   | Camel                      |        |  |  |
|   | Charcoal Metallic   |   | Black  | Dark Blue                  |        |  |  |
|   | Dark Bronze Metallic  |   | Rust   | Black                      |        |  |  |
|   | Dark Claret Metallic  |   |  |                            |        |  |  |
| <b>LONG RECOMMENDED SERVICE INTERVALS*</b>                            | Engine Oil  |   | 12 months or 7,500 miles                                   |                            |        |  |  |
|   | Oil Filter  |   | 12 months or 7,500 miles;<br>every 15,000 miles thereafter |                            |        |  |  |
|   | Spark Plugs   |   | 30,000 miles   |                            |        |  |  |
|   | Chassis Lubrication   |   | 12 months or 7,500 miles                                   |                            |        |  |  |
|   | Automatic Transmission Fluid Change   |   | Every 100,000 miles  |                            |        |  |  |
| *See Owner's Manual for conditions requiring more frequent intervals. |   |   |  |                            |        |  |  |

