CORVETTE

COLLECTOR'S EDITION.
SECOND PRINTING.
SIX DOLLARS.

IMPORTANT: A WORD ABOUT THIS CATALOG.

We have tried to make this catalog as comprehensive and factual as possible. However, since the time of printing, some of the information 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.

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CORVETTE...

The name first appeared 30 years ago in a limited-edition styling variation of an experimental Chevrolet show car.

Through succeeding years the Corvette evolved from showcase car to a performance machine that typified the American life-style—fast, young and sexy. And though from time to time other American carmakers attempted products to vie with Corvette, none could truly compare, and none survive today.

In recent years Corvette's primary competition in the marketplace has come from the exotic imports from Germany and Italy.

But now it is another era. And now there is a new Corvette.

One that marks a profound turning point in the proud Corvette lineage. This is a complete performance machine that manifests much more than Corvette's traditional attributes of styling distinction and power.

Here is a Corvette equally adept at cornering, braking, top speed and acceleration. A Corvette that blends brute strength with luxury and comfort. A Corvette that introduces new standards of precision, control, style and finesse.

In these 58 pages you will come to know a new American sports car that blends the complexities of space-age technology and advancements in automotive engineering to achieve what has never been achieved before.

The New Corvette.

A 30-YEAR LEGEND IN A THOROUGHLY CONTEMPORARY NEW EDITION.

1953. *The first Corvette. And the first sports car of the modern era. A white body, a red interior, a black soft top and an in-line Six with a 2-speed automatic transmission. It is estimated that two-thirds of these "originals" are still around today. All of them are revered and valuable collectors' items.*

1956. *The Chevrolet V8 became a standard feature, with two added optional choices. The most powerful was equipped with dual 4-barrels. And even with 3-speed manual or Powerglide automatic, it began to notch racetrack wins.*

1957. *The dawn of the American performance-car era. Corvette entered with a 283-cubic-inch engine. Fuel injection was offered on two of the five available engines. Seekers after that something extra could order the optional suspension and heavy-duty braking packages. Sheer, raw horsepower was the fashion and Corvette responded to all challenges.*

1961. *A major rear-end redesign, and first appearance of four functional, round taillights. This period marked the first major use of lightweight aluminum components on Corvette, including radiators, carburetors, and transmission cases. The 327-cubic-inch V8 was introduced in 1962.*

1963. *The production version of the famed Sting Ray race car. This was the first Corvette with fully independent suspension and the only year of the coupe with split rear window. A "Special Performance Package" (Z06) was optional.*

1966. *The first of the 427-cubic-inch engines completed the transformation of the Sting Ray into a machine that was equally adept at winning handily on both road course and drag strip. By now, 4-wheel discs were standard and a heavy-duty, close-ratio 4-speed was optional. Cornering and braking capability were engineered to handle the added horsepower.*

1953

1961

1956

1963

1957

1966

1968. A leaner, sleeker Corvette with a completely new interior and exterior. For the first time, Corvette coupes had removable roof panels. The 3-speed Turbo Hydra-matic was introduced and a 427-cubic-inch V8 topped engine availabilities.

1973. The beginning of the transformation from street machine to international-class exotic car. Attention was directed to a totality of purpose—an integration of performance to design—as witnessed by the soft, body-colored front-end bumper assembly.

1975. The last convertible. Engine displacement stabilized at 350 cubic inches, with only the L-82 option offered in addition to the standard L-48. Corvette moved into the demanding realm of the grand-touring machine with a full range of luxury and comfort features.

1978. The 25th year. The Indy 500 Pace Car was the first box-stock, showroom-fresh car to pace the race in years. A Silver Anniversary Model was avidly sought after by collectors. The major styling change was a true fastback rear window design, which made for enhanced luggage capability.

1982. The first generation to be built in its entire production run in the all-new Corvette plant at Bowling Green, Kentucky. Increasing emphasis was placed on quality of construction and brilliance of paint. The fiberglass composite monoleaf spring was introduced in the '81 and '82 models, and in skidpad tests Corvette achieved 0.79g lateral acceleration with Gymkhana suspension. A 4-speed automatic with overdrive was introduced as standard equipment.

TODAY. A new-generation Corvette. Still the only American automobile designed as a driver's car rather than a passenger car. The culmination of 30 years of evolutionary engineering dedicated to perfecting the complete performance machine.

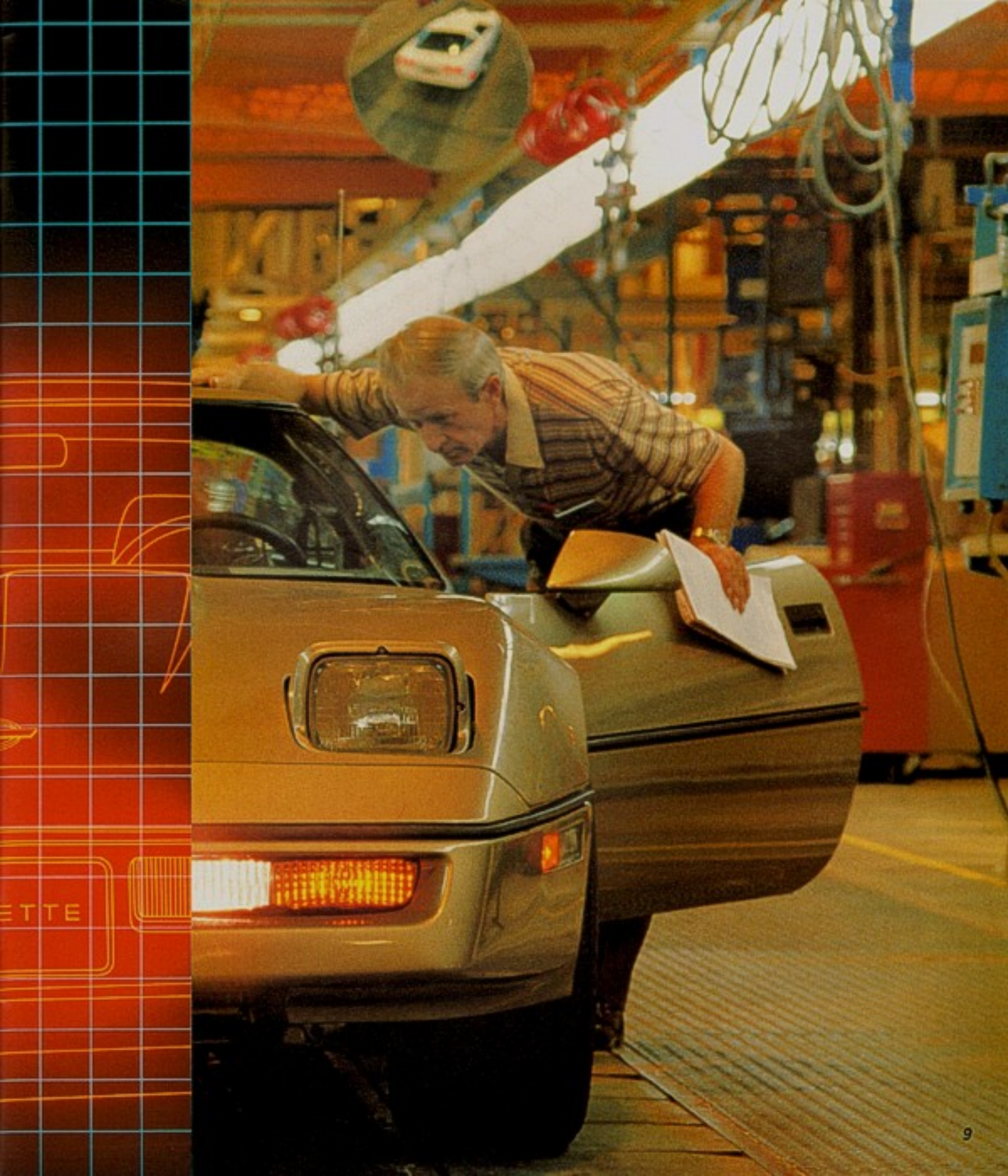
A DEDICATED TEAM.
Corvette is the pride of Chevrolet. And the people assigned to work on Corvette are men and women of outstanding ability.

The designers, engineers, technicians, managers and assembly workers who comprise the Corvette team are dedicated individuals.

Now, through innovative engineering, computer science, new-materials technology and good workmanship, these people are advancing the legend.

The new Corvette can reaffirm your pride in American ingenuity and skill. And it could not have been developed without the vast technological and human resources available to Chevrolet.

The new Corvette. A car created by a select group of uncommonly talented Americans to take its place among the most respected nameplates in the world.



COMMITMENT

The fact that the first chapter in this Corvette brochure concerns the final chapter in the Corvette building process is in itself significant. We are committed to excellence in the production of the product, in

The Corvette plant, Bowling Green, Kentucky.

order to achieve excellence in the product.

A good example of the totality of the Corvette commitment is the scene pictured here—"The Morning Audit." Each morning, salaried and hourly employes meet to examine cars in detail and search for ways to assure and enhance the quality of Corvette.

It is typical of the attention to detail in evidence throughout the new Corvette plant in Bowling Green. One plant, one select group of people, dedicated to building one brand, one model, at a deliberate pace of just a few cars each hour.

QUALITY STARTS WITH AN EXACT-SIZE DIMENSIONAL "BLUEPRINT."

The match check frame you see here serves as a full-size "blueprint" used to check structural parts to within minute tolerance limits.

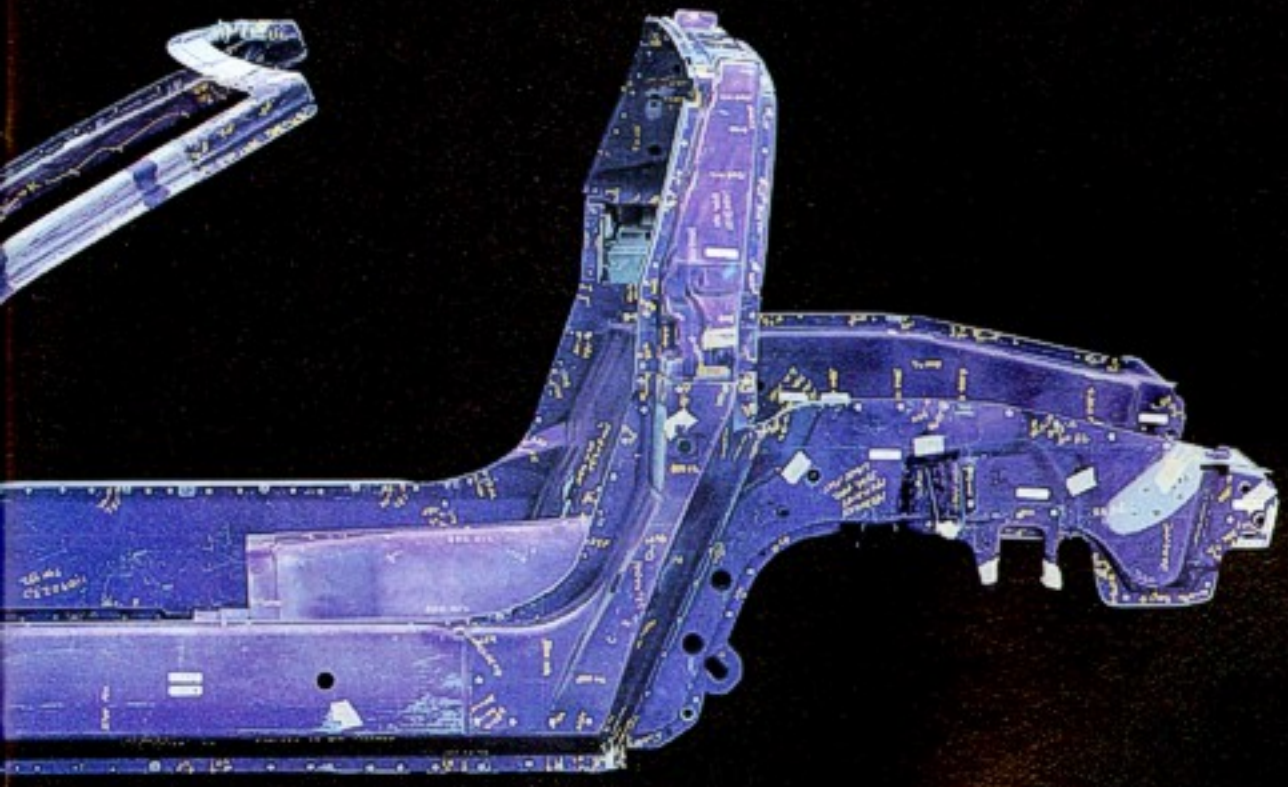
The two-stage robot welder, also shown here, produces a precision skeleton as it "builds" the Corvette uniframe automatically, applying 142 precision welds in a matter of 97 seconds. It's a state-of-the-art engineering marvel.

A solid fiberglass body continues to be one of the most enduring qualities of Corvette.

Point-check inspection to make sure body panel assembly meets design intent.

Technicians use computerized instruments to measure body panels to close tolerance on three planes.

Two-stage welder builds uniframe.



Match check permits part-by-part analysis.

Even with an automatic welder, you check and recheck.

Advanced techniques have honed fiberglass construction and provided a smooth degree of beauty.

The chassis, drive train and suspension (described in detail in the engineering section) are married to the body in a specially built new hydraulic "towveyer" interlocking system designed to assure that every contact point will have a perfect match.

Application rate of computer technology is among the highest in the industry. We even have computers to double-check the computers. CRT terminals are used for inventory control, parts allocation, manpower control, and quality control. Computer-generated inspection tickets follow a new Corvette throughout the assembly process. Even the front-suspension and rear-wheel alignment are computerized for precise accuracy.

Specially built hydraulic towveyer system "marries" chassis to body.

Uniframe components get additional precision robot welds.

Hand sanding.

THE NEW CORVETTE. A MATTER OF PRIDE.

One thing visitors are quick to notice throughout the plant is product pride. You can see it in the way people work and the way they work together. All employes are encouraged to inspect their own work. And the work of others. It is their pride that is on the line, their emblem that embellishes each Corvette that leaves the plant.

Employe Awareness Groups meet after work to discuss procedures, work conditions and any factors relating to product quality.

In another program, employes spend time visiting Chevrolet dealer service departments and working with service technicians.

And four nights a week, one salaried and four hourly workers drive Corvettes to test vehicles in what's called, "A Drive for Quality." The idea behind this program is for the people who build Corvette to experience the car the same way as the people who buy it.

The intent is to give the new Corvette the highest quality ratings in Corvette history.

Whenever our employes see a new Corvette on the road, they know it's their Corvette, with their pride on the line.

You are welcome to tour our new Bowling Green facility.

Polane® prime coat fills even minute surface pits.

New Corvette gets its first color coat.

New molded-in coatings give fiberglass panels built-in luster.

One-piece hood/fender assembly eliminates seams.

High point of the plant tour is final inspection.

Management working with line workers.

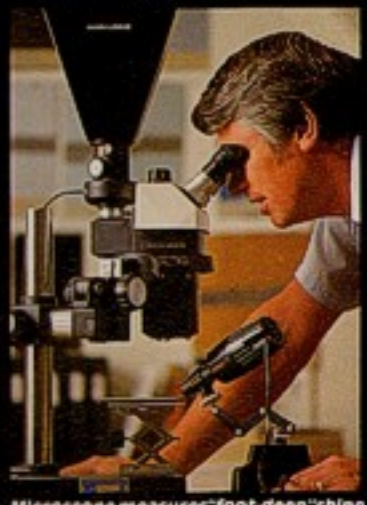
Employes get a chance to experience Corvette quality firsthand in the "drive for quality."

Clean-room environment is a key part of the paint process.

Between-coat inspection of Corvette paint.

Gloss test reflects a beautiful finish.

Paint-thickness gage.



Microscope measures "foot-deep" shine.

Corvette gets final water test.

Microprocessor testers are used throughout assembly for quality control.

This proud emblem is under the hood.

DESIGN

State of the art. Unmistakably Corvette.

There were goals personally embraced by each designer involved in creating a new generation of the marque.

No effort was spared exploring shapes, alternatives, technologies.

The result is as clean and contemporary a statement as any designer could wish. A Corvette that slips effortlessly through the wind yet takes advantage of its stabilizing downforce, front and rear,

without resorting to bolt-on wings or gimmicky appendages.

A Corvette with a presence so special that it will turn heads 20 years from now.

The techniques excite any enthusiast:

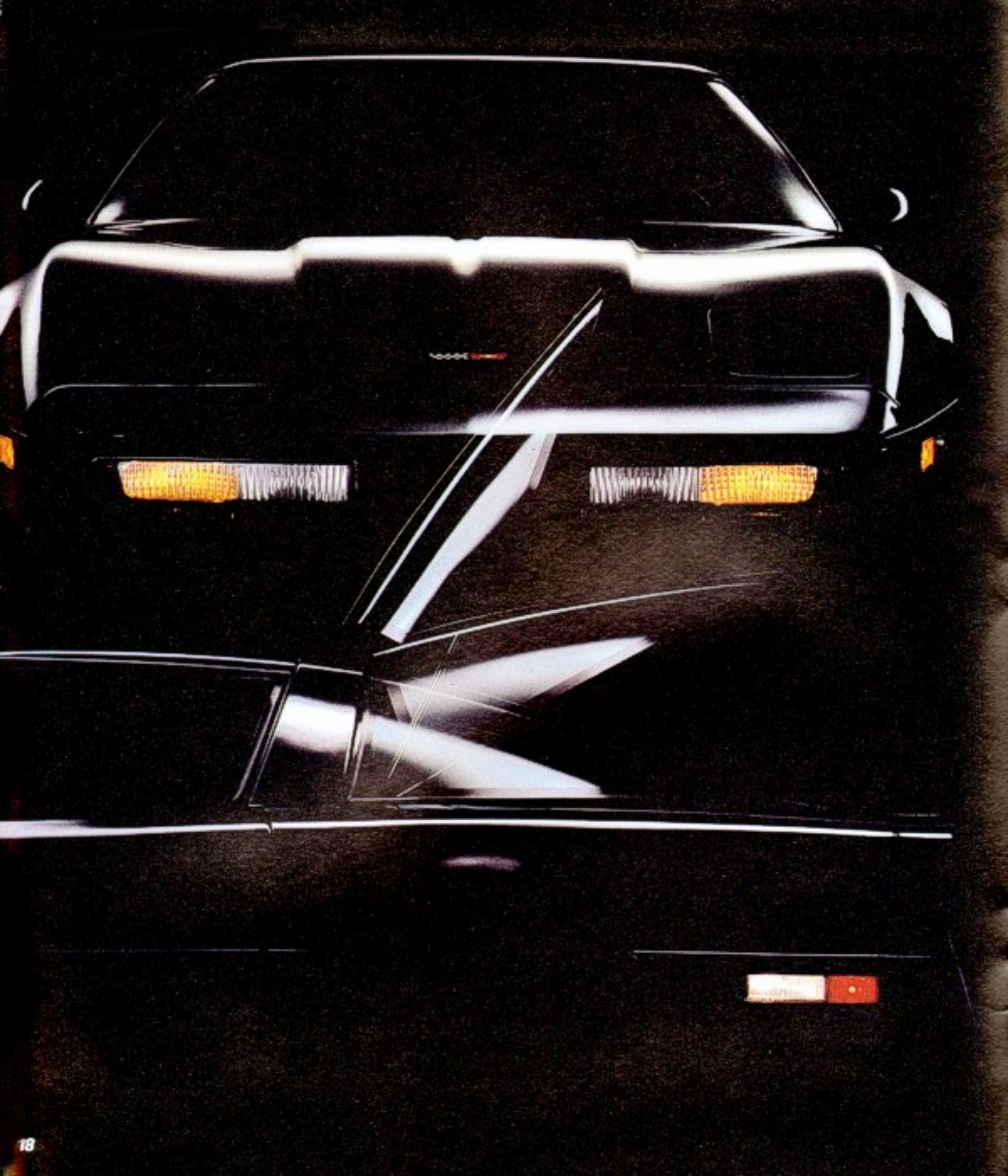
Long, graceful, sloping hood that eludes the full frontal force of the wind.

Nearly flush undercarriage parts for unruffled aerodynamic flow.

The slow rise of the expanding wedge that terminates elegantly in a Kamm-style tail.

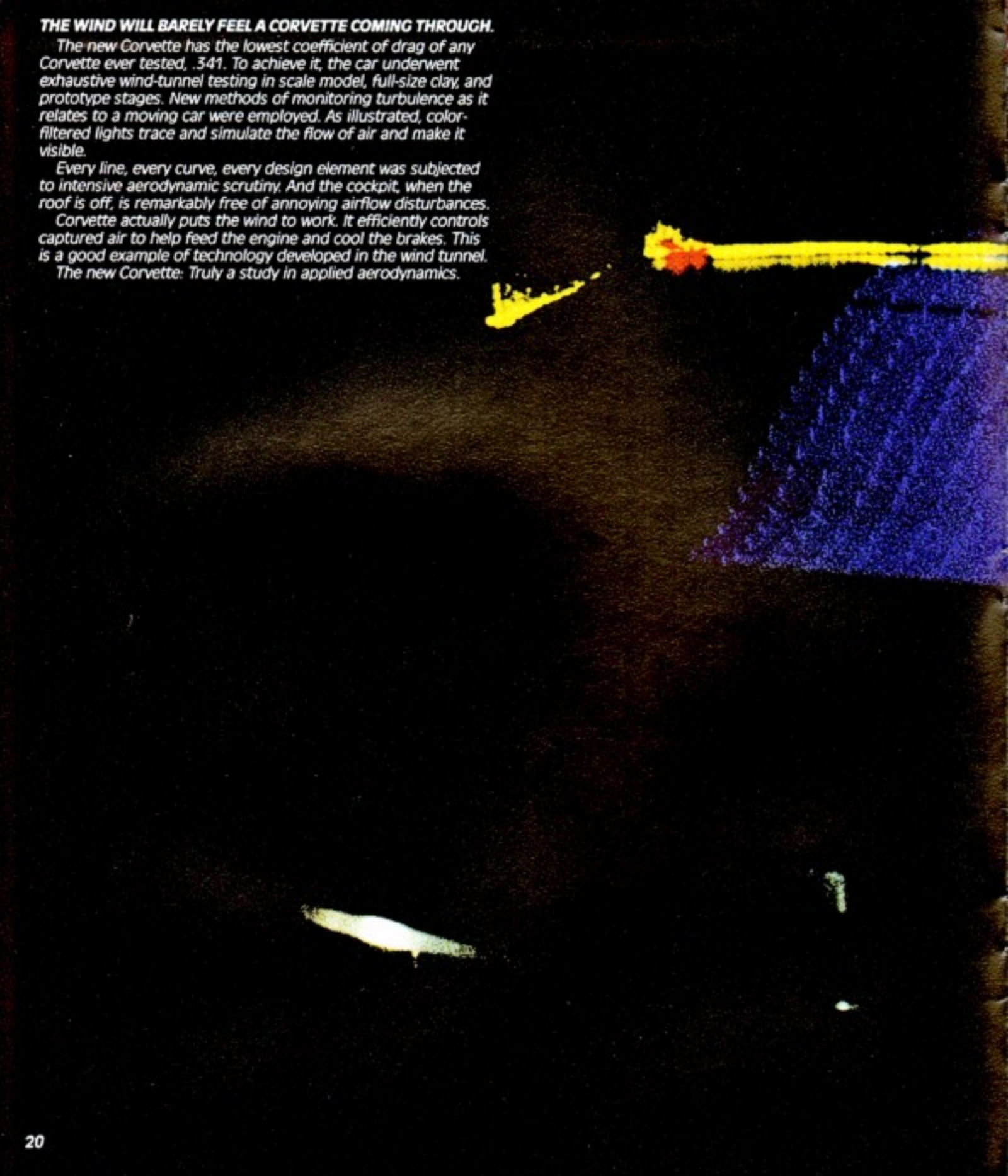
But it is the full integration of these elements that makes this Corvette so memorable. The way light plays over its three-dimensional form.

Here is art born of technology.



DESIGN HIGHLIGHTS.

A most acute windshield rake for a production car: 64.7 degrees. Hidden headlights tumble forward 158 degrees as they emerge, revealing a lean, aerodynamic shape. Clear, integrated halogen fog lamps. Front and rear side-mounted cornering lamps. Twin Sport mirrors are electrically adjusted and aerodynamically shaped. Body side rub strip is an integral part of the body design. Frameless glass rear window doubles as a hatch, with invisible hinge. Removable one-piece roof, with no T-bar, helps recreate the open-air feeling of sports cars past. Four functional circular taillights.



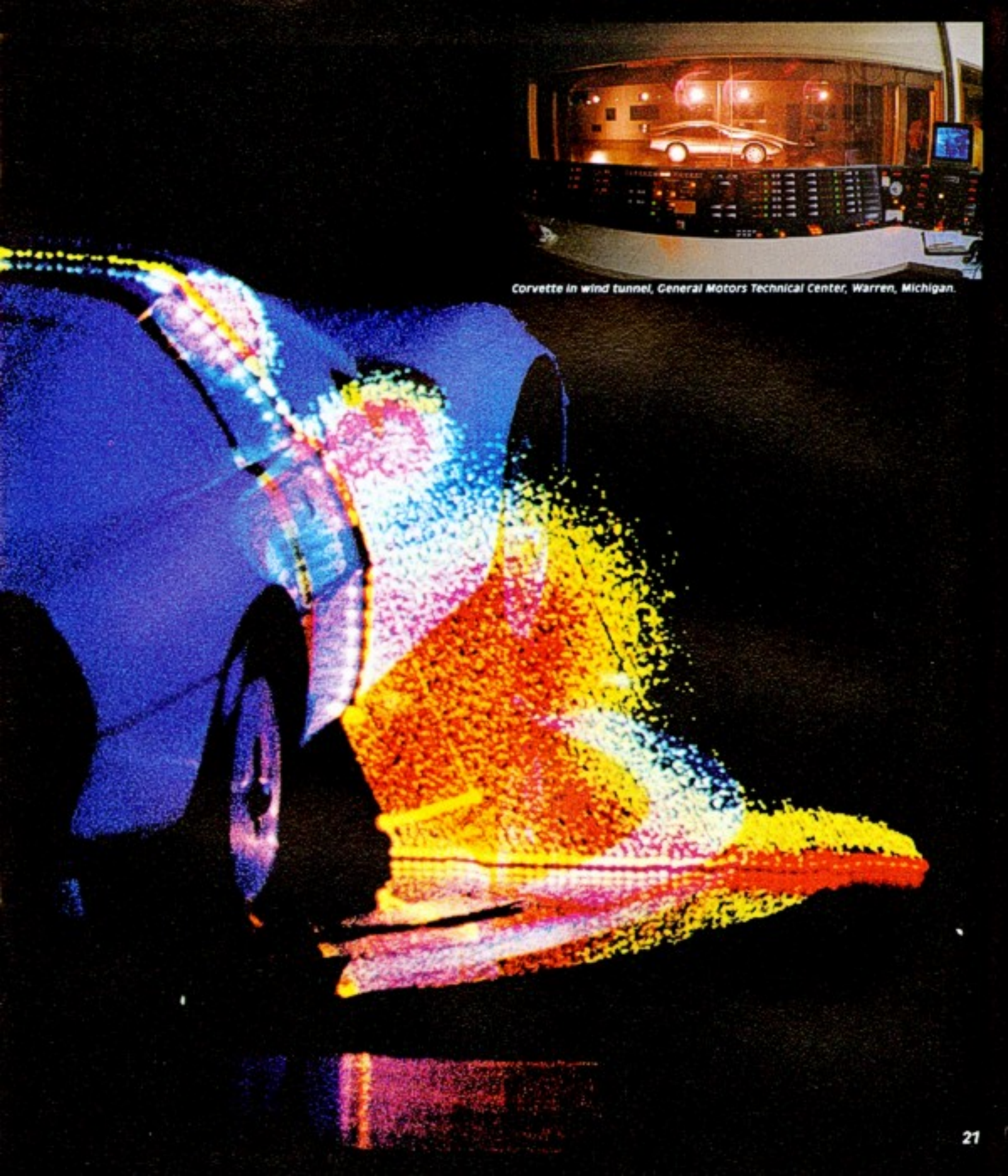
THE WIND WILL BARELY FEEL A CORVETTE COMING THROUGH.

The new Corvette has the lowest coefficient of drag of any Corvette ever tested, .341. To achieve it, the car underwent exhaustive wind-tunnel testing in scale model, full-size clay, and prototype stages. New methods of monitoring turbulence as it relates to a moving car were employed. As illustrated, color-filtered lights trace and simulate the flow of air and make it visible.

Every line, every curve, every design element was subjected to intensive aerodynamic scrutiny. And the cockpit, when the roof is off, is remarkably free of annoying airflow disturbances.

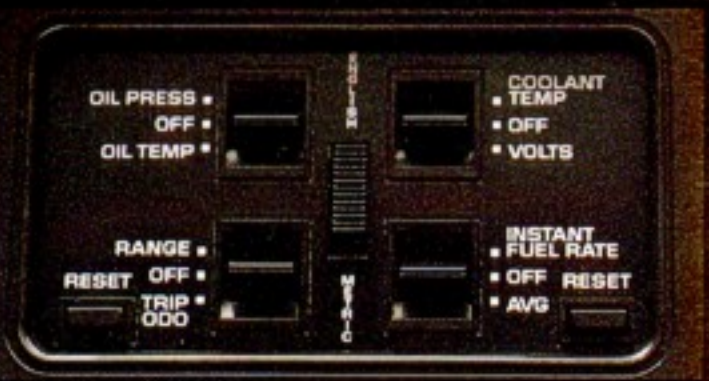
Corvette actually puts the wind to work. It efficiently controls captured air to help feed the engine and cool the brakes. This is a good example of technology developed in the wind tunnel.

The new Corvette: Truly a study in applied aerodynamics.

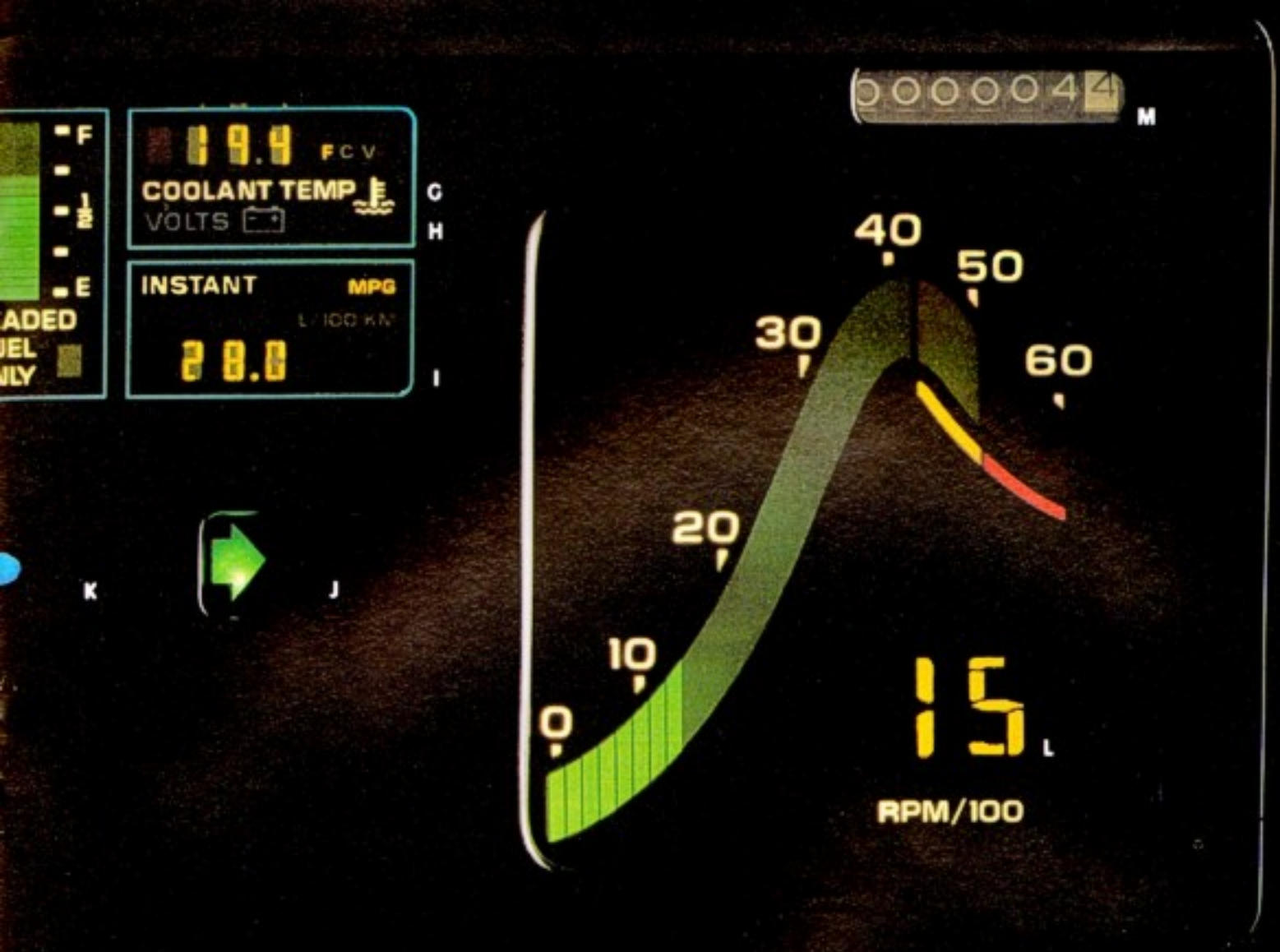


Corvette in wind tunnel, General Motors Technical Center, Warren, Michigan.

THE CORVETTE COMMUNICATION CENTER. *You've never seen an instrument panel like this one. At least not in a vehicle designed to remain on the ground. A multitude of relevant information is electronically displayed in vivid detail. Electronic liquid crystals display multi-colored readouts, analog and digital. Speed, engine revolutions, and numeric readouts of engine and electrical conditions, fuel consumption and trip mileage data are provided in your choice of language: English or metric. Conversion from one language to the other is handled in an instant with a flip of the switch located to the right of the instrument panel. The entire system is illuminated brightly enough to be read easily even in full daylight. Illumination intensity is controlled automatically by a built-in photoelectric cell.*



Multiple function switches.



The Driver Information System, located between the speedometer and tach, is worthy of close inspection. Digital readouts in this cluster pull double duty to give the driver a choice of several different instrumentation combinations (shown unlit above). A set of switches enables you to select readouts of oil pressure or oil temperature, engine coolant temperature or voltage, trip odometer or mileage range on available fuel, instantaneous fuel consumption or average fuel consumption. An additional system on the console warns the driver of unfastened seat belts, low brake-line pressure or engaged parking brake, door ajar, hatch ajar, and Electronic Control Module malfunction. This system also reminds the driver to set Corvette's anti-theft system by locking the doors when exiting the vehicle.

Corvette's new instrumentation is more accurate and more immediate than conventional gages. And surely more informative.

A *Analog speedometer. 5-85 MPH, 10-140 KM/H.*

B *Digital speedometer. MPH and KM/H.*

C *Oil pressure and temperature. English or metric.*

D *Fuel range. English or metric.*

E *Trip odometer and distance on reserve. Miles/kilometers.*

F *Fuel gage. Bar graph has low fuel warning with miles on reserve.*

G *Coolant temperature readout.*

H *Voltage readout.*

I *Fuel economy readouts. Precise average and instantaneous MPG and L/100K.*

J *Turn signal indicators and warning flashers.*

K *High-beam indicator.*

L *6000 RPM tachometer.*

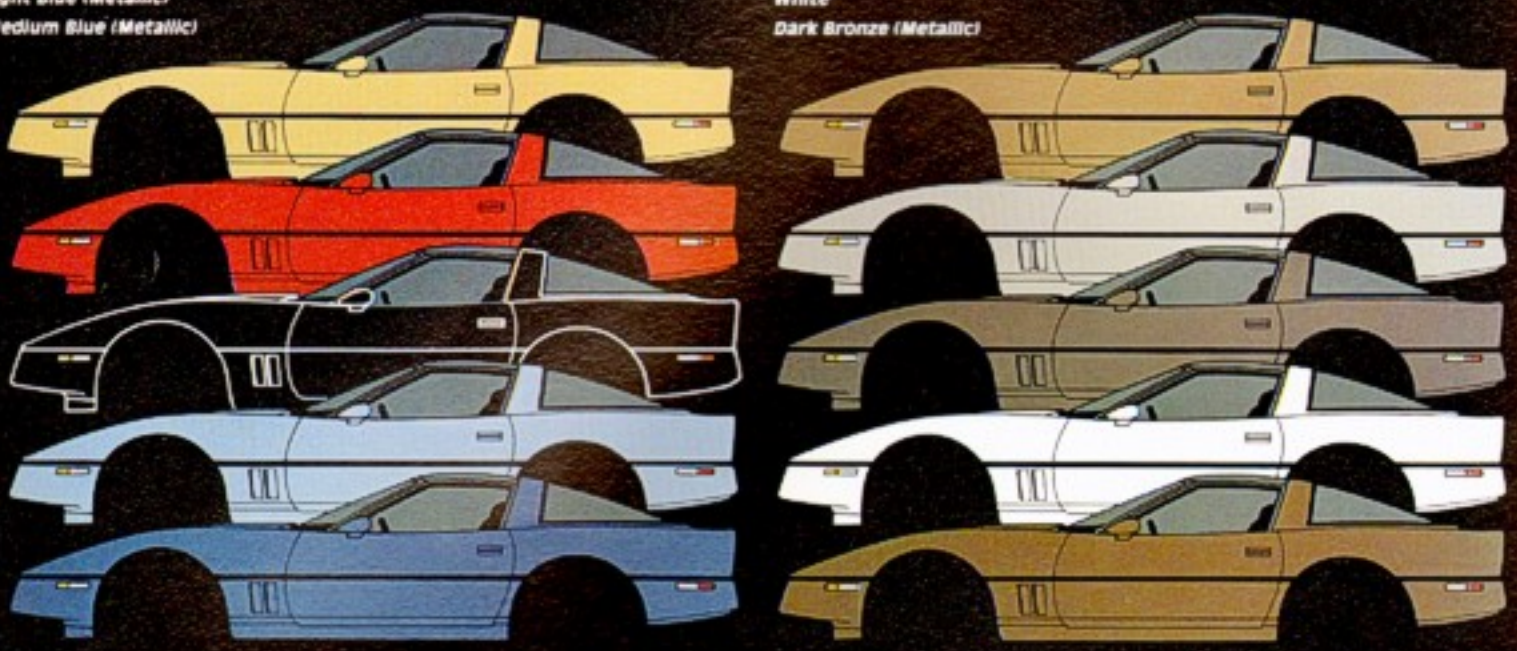
M *Seven-digit odometer. Miles.*

CORVETTE SHOWS ITS TRUE COLORS.

Corvette colors are carefully chosen and painstakingly applied. The paint system for the new Corvette is one of the most advanced in the world. We're using a new kind of paint with new chemistry and a new multi-step process. First, the body-in-white (in-mold coated fiberglass) is carefully sanded; then it receives a coat of Polane primer. It's baked, wet-sanded to prepare a smooth surface, primed again, then inspected and spot-sanded to remove any imperfections in the primer coat. All this before the first coat of color is applied. The entire paint operation is contained in a dust-free, clean-room environment in which the air pressure is maintained positive to keep foreign airborne contaminants from entering. New Corvette owners are certain to appreciate the car's advanced paint application system. With all 10 exterior colors, there are two wet-on-wet base coats followed by oven curing. Then, there are two wet-on-wet coats of clear enamel, also followed by oven curing. To top it all off, every new Corvette gets a gentle buffing with lamb's-wool-type polishing pads.

Exterior Colors

Gold (Metallic)
Red
Black
Light Blue (Metallic)
Medium Blue (Metallic)
Light Bronze (Metallic)
Silver (Metallic)
Gray (Metallic)
White
Dark Bronze (Metallic)



Carefully applied paint... leads to a beautiful finished result.

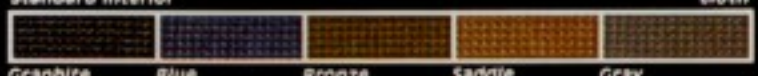
Anti-corrosion measures.

An extensive program has been designed to help the new Corvette withstand the elements even better than any previous model.

Fiberglass, the material used in exterior body panels, will not rust. The steel understructure of the body is 100% galvanized and dip-painted. As a major anti-corrosion effort, the new Corvette features extensive use of aluminum alloys, magnesium and stainless steel. Underbody steel brackets, clamps, clips, braces and retainers are coated or painted to withstand a severe salt spray durability standard. And the steel underbody members receive a special protective coating.

These are some of the highlights of a comprehensive program designed to keep the new Corvette new-looking longer.

Standard Interior ***Cloth***



Graphite ***Blue*** ***Bronze*** ***Saddle*** ***Gray***

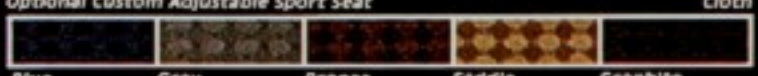
Optional Leather Seat

Graphite ***Saddle*** ***Bronze*** ***Dark Red*** ***Gray***

Custom Two-Tone Option

Light Blue (Metallic) over Medium Blue (Metallic)
Silver (Metallic) over Gray (Metallic)
Light Bronze (Metallic) over Dark Bronze (Metallic)

Optional Custom Adjustable Sport Seat ***Cloth***



Blue ***Gray*** ***Bronze*** ***Saddle*** ***Graphite***

No matter which Corvette color you choose, one thing is certain: a beautifully luxurious Corvette finish. It's the result of one of the most advanced paint systems in the world.

PREPARE FOR LIFT-OFF.
A full-width, one-piece fiberglass roof section lifts off to create a true open-air feeling. There is no T-bar. And Corvette's advanced aerodynamics help to minimize cockpit turbulence. Available at extra cost is a transparent lift-off roof panel, impregnated with a solar screen to reduce glare.

Put yourself here. Behind the wheel of the world's most technologically sophisticated production sports car. Corvette, by Chevrolet.


CORVETTE

ENGINEERING

Throughout all the conceptual engineering stages there was a driving determination for the new Corvette to achieve remarkable directional stability, precise on-center steering, transient response and cornering power.

That dedication has resulted in an entirely new uniframe structure, light in weight but strong and highly resistant to the strenuous flex that can reduce tire patch contact with road surfaces during cornering.

The suspension solution, too, is new. Perhaps the most unique feature of the new Corvette is the substitution of a single, fiberglass composite monoleaf transverse spring in the front in lieu of the traditional coils. The unequal length (or SLA, for short/long arm) control arms are of forged aluminum, a design that was computer-generated for minimal weight and extraordinary tensile strength. The knuckles, too, are of forged aluminum. The spindle is offset from the kingpin for directional stability. Telescoping shocks, of course. The standard suspension has a front stabilizer bar of 24mm and power-assisted rack-and-pinion steering with a 15.5:1 ratio.

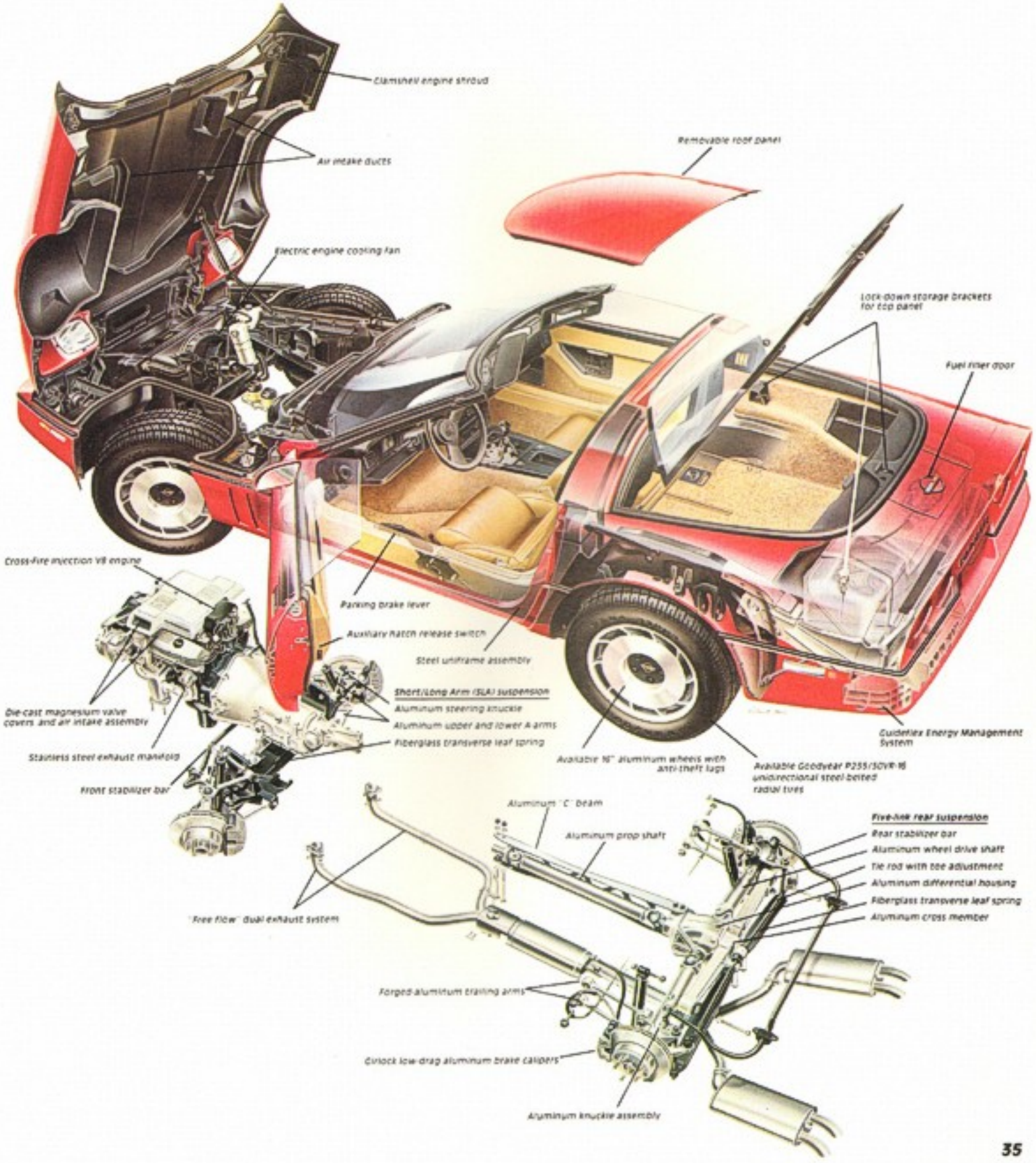
At the rear, another transverse, fiberglass composite monoleaf spring works within a 5-link independent system featuring forged aluminum knuckles located fore and aft by aluminum upper and lower trailing links and laterally via strut and tie rod assembly. Telescoping shocks are incorporated into the rear suspension, also, as is another 20mm stabilizer bar.

Tractive forces are reacted to by a driveline beam of C-shaped aluminum extrusion, which connects from in front of the rear axle and to the rear of the transmission, thus eliminating transmission and differential-mounting cross members. The result is an improvement in driveline strength, greater structural rigidity and a dramatic savings in weight.

Dramatic improvements were registered in tire engineering during the development of the new Corvette. Goodyear personnel worked closely with Chevrolet engineers throughout the car's development. Goodyear borrowed much from its existing Formula 1 rain-tire technology to create a new kind of performance tire. The optional 16-inch Eagle VR with "natural path" tread is rated equal to the 142-MPH top speed of the new Corvette with 3.31 axle, and is of "50" aspect ratio. Once mounted, each wheel/tire combination is specific to one side of the car, just like the most sophisticated racing cars.

Natural path unidirectional tire footprint.

Fiberglass composite monoleaf springs.


Clamshell engine shroud
Air intake ducts
Removable roof panel
Electric engine cooling fan
Lock-down storage brackets for top panel
Fuel filler door
Cross-fire injection V8 engine
Parking brake lever
Auxiliary hatch release switch
Steel unibrame assembly
Short/Long Arm (SLA) suspension
Aluminum steering knuckle
Aluminum upper and lower A-arms
Fiberglass transverse leaf spring
Die-cast magnesium valve covers and air intake assembly
Stainless steel exhaust manifold
Front stabilizer bar
Guidelex Energy Management System
Available 16" aluminum wheels with anti-theft lugs
Available Goodyear P255/50VR16 unidirectional steel-belted radial tires
Aluminum "C" beam
Aluminum prop shaft
Five-link rear suspension
Rear stabilizer bar
Aluminum wheel drive shaft
Tie rod with toe adjustment
Aluminum differential housing
Fiberglass transverse leaf spring
Aluminum cross member
"Free Flow" dual exhaust system
Forged aluminum trailing arms
Girlock low-drag aluminum brake calipers
Aluminum knuckle assembly

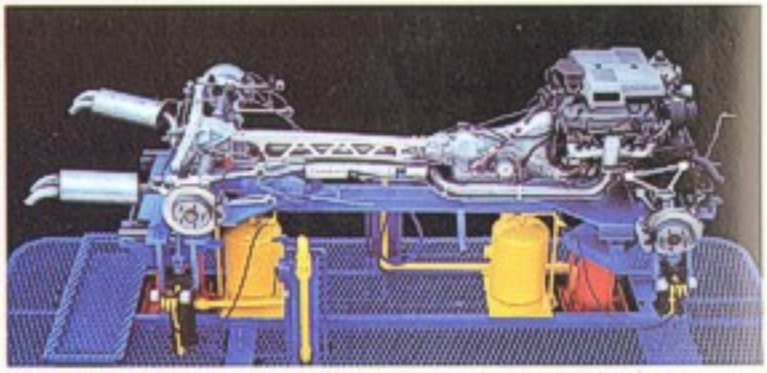
You'd expect the new Corvette to brake handily and it does. With a Girlock Ltd. four-wheel disc brake system, the new Corvette can decelerate from its top speed as high as 1.00g. Girlock Ltd. is internationally respected for high performance and racing brake expertise. The low-drag, aluminum caliper design for the new Corvette effects a considerable weight savings over previous Corvette four-wheel disc systems, which helps to reduce unsprung mass. The resulting vehicle dynamics are impressive.

With the standard suspension and Goodyear Eagle VR tires, lateral acceleration is rated at 0.90g on our skidpad, in the hands of a professional driver.

1.00g is equal to the pull of

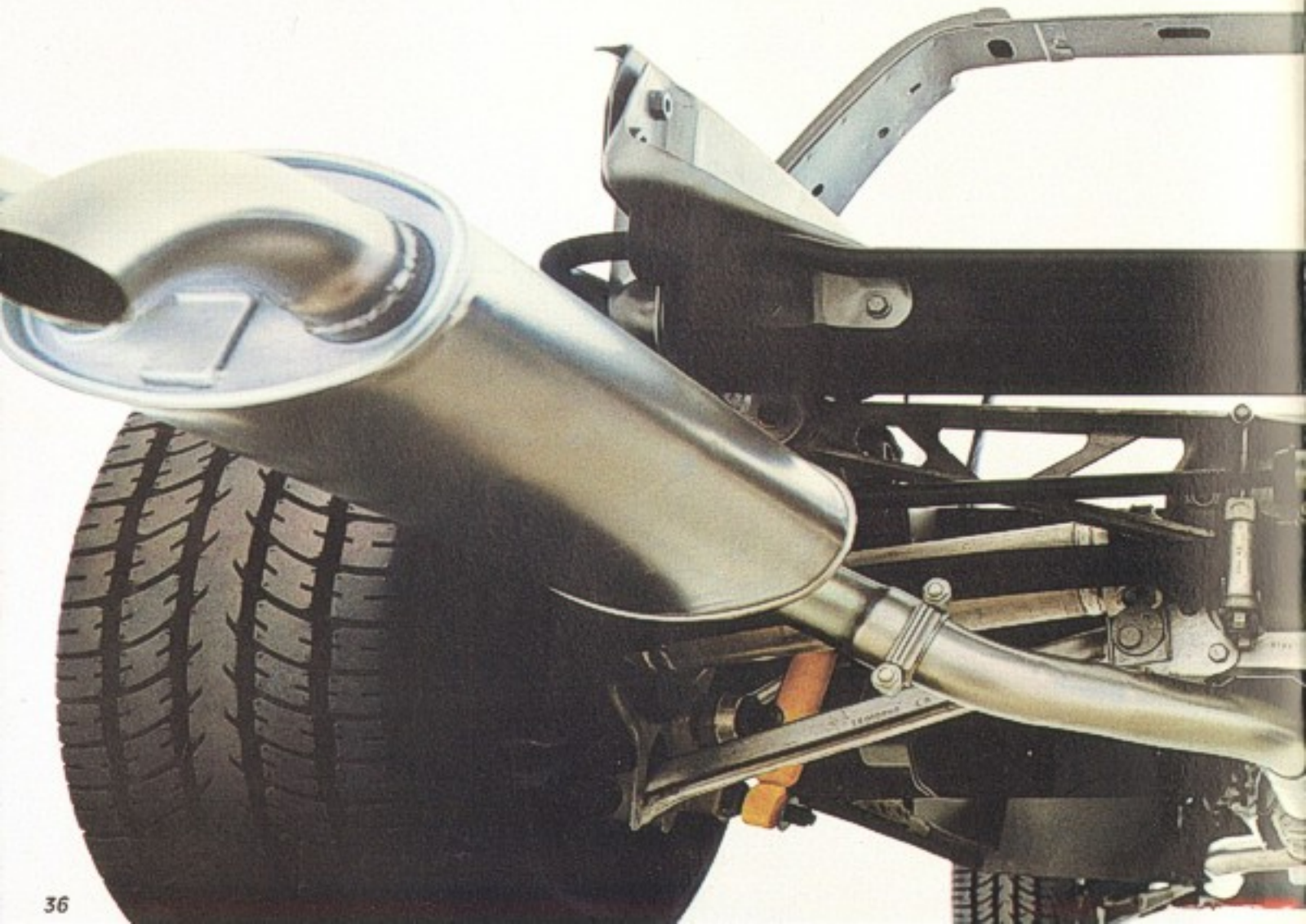
gravity. Cornering or braking at 1.00g means we are encountering a horizontal component (or force) equal in pull to the gravity vector (or the full weight of the car). With Corvette's 0.90g reading, the lateral force is equal to 90% of the weight of the car.

There is an optional suspen-



sion, the Z51 Performance Handling Package. It generates 0.95g under lateral acceleration on GM's skidpad. Readings in this range are remarkable, yet Corvette is still a comfortable car to drive.

The Z51 incorporates 16" x 9½" rear wheels, larger stabilizer bars, 25mm front, 23mm rear. Different bushings are used, allowing low deflection while cornering. There are differences, too, in the stiffness of the fiberglass monoleaf



springs at both front and rear and in the valving of the shocks. The 13.0:1 ratio, power-assisted

rack-and-pinion steering of the Z51 package makes for quick response to driver control input.

Delco/Bilstein gas pressure shock absorbers are available as an optional addition to the Z51 suspension package. Their sophisticated design with a valved main piston and additional dividing piston helps

prevent "cavitation," or foaming, of the oil which can occur in some twin-tube-type shocks. Bilstein engineers have worked very closely with Corvette and Delco engineers to provide shock absorbers that enhance ride characteristics and are precisely tuned to this advanced sports car.

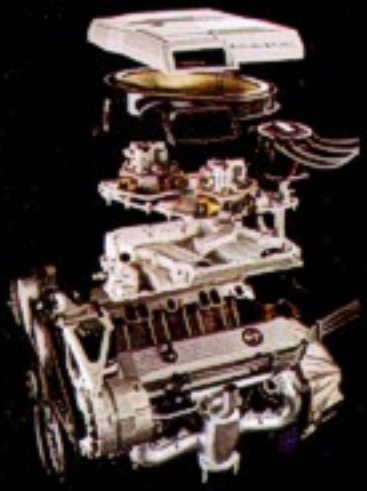
The suspension of the new Corvette is a totally integrated package which reflects many of the proven and efficient racing engineering practices. The use of forged aluminum suspension components reduced unsprung mass by nearly 30%, which contributes to wheel control, ride and road holding. The payoff is that the new Corvette has demonstrated remarkable directional stability and transient response in surface testing on the GM proving grounds.

The new Corvette. A true world-class sports car.

THE HEART OF CORVETTE. The new Corvette body design eliminates the traditional hood and introduces the front shroud. It's something we learned on the race circuit and gives you unobstructed access to the engine and front suspension, with each component deployed in exactly the right place for function, serviceability, and fit.

At the heart of it all is the 5.7 Liter (350 CID) twin-throttle-body, Cross-Fire Injection V8.

This is basically one of the world's finest high-performance engines, and now also one of the smartest. For example, under



quartz sender in the engine block emits a signal to the Electronic Control Module (ECM), resulting in a precise retard of the spark to prevent detonation (spark knock). When higher octane fuel is used, the ECM will automatically program a higher spark advance level to give you increased engine horsepower.

When you want rapid acceleration, the ECM senses your throttle action in less than a millisecond and instructs the

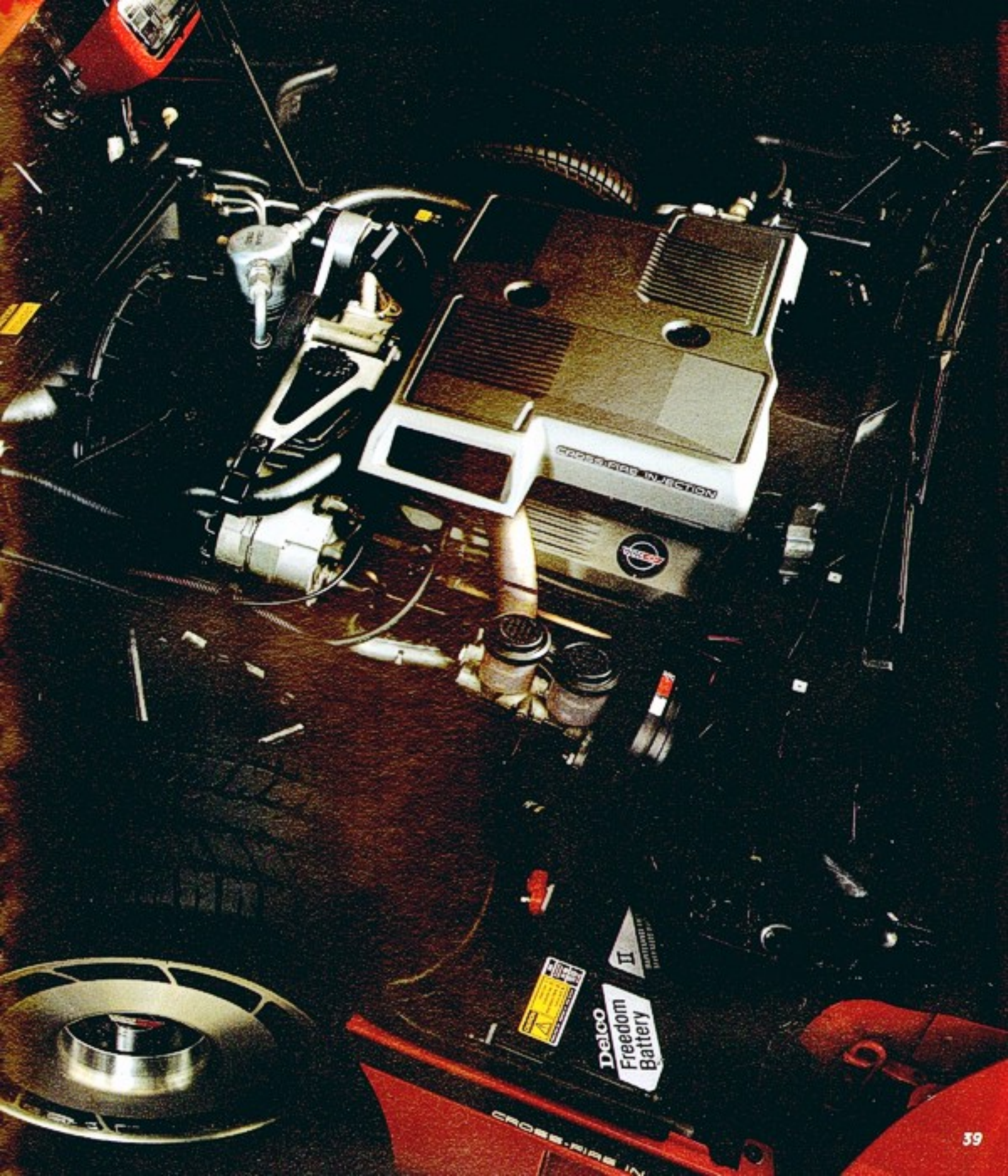
ideal operating conditions, with cool damp air and a good fuel octane level, the engine's Computer Command Control automatically advances the spark curve to provide maximum performance advantage. But under adverse conditions—heat, low humidity, and/or low-fuel octane—a tiny piezo

TBI to give the optimum air/fuel ratio. On the track at the GM Proving Ground, this powerplant with available 4-speed manual and Z51 suspension has delivered top speed of 142 MPH and 0 to 60 MPH times of 6.7 seconds.

When you're cruising down the highway, ECM provides a set of instructions to the TBI and transmission overdrive to enhance fuel economy. And, when you are decelerating, the TBI gets a waste-reducing signal which totally stops fuel flow (without your sensing it) until a programmed lower RPM level is reached.

Our basic small-block V8 is already a legend. No other engine originally developed as a regular street-car engine has won as many races in so many different arenas of motor sport.

The new Corvette launches a new winning tradition.


CROSSFIRE INJECTION
Delco
Freedom
Battery

SPECIAL ENGINEERING FEATURES.

Much of the excitement in the new Corvette relates directly to the many design and engineering features apparent throughout the car. Chevrolet believes a high-performance machine should also be a car its owner can live with comfortably and rely upon.

We offer an automatic 4-speed transmission with overdrive, as standard equipment.

Or, if you prefer, there's an all-new 4-speed manual transmission with automatic overdrive on its top three gears, exclusive to Corvette. It's an option, but at no additional cost. Engineered with a hydraulically operated clutch at the front and a computer-controlled overdrive at the rear.

The basic feature of the hydraulic clutch is that it reduces shock-loading along the driveline during maximum acceleration from a standing start, and it also introduces damping similar to a shock absorber during quick shifts. The computer blocks out the overdrive during high-performance acceleration.

When the overdrive system is operating, an "Overdrive Engaged" message is illuminated in the center of the dash panel. If you want total command of the manual transmission operation, there's an overdrive "On/Off" switch on the center console.

The engineering of the new Corvette goes far beyond transmissions that think, however. There's a cold-air induction system supplying air to the engine by a twin-duct arrangement designed integrally with the clamshell hood. Stainless steel headers lead to an exhaust system that is carefully engineered to fit the new undercarriage configuration yet maintains the high-flow characteristics of the traditional Corvette dual exhaust. And no other car has anything quite like the one-piece, cast magnesium covers for the air cleaner and valve train.

Integral halogen fog lamps.

Parking brake on driver's left.

Multi-faceted anti-theft system is standard.

There's more. The parking brake is located to the driver's left, which helps to reduce driveshaft tunnel width. For easy access to the cockpit, the handle retracts to the floor after the brake has been set. Little things. The glass is flush for better aerodynamics. There's an optional foul-weather package of dual, heated Sport mirrors (also aerodynamically efficient) and a rear window defogger. Both systems are actuated by a single switch. From the coin holder in the console to the fully accessible fuse box location, the new Corvette emphasizes convenience and serviceability.

Inspect the one-piece roof panel. Note how securely it fits. A specially designed tool is supplied for its removal. The top may be stored within the car and there's still room enough for a two-suiter in the luggage area. Even the top tool fits into a special retainer compartment.

The theft deterrent system has been specifically designed for the new Corvette. (Perhaps that information is more properly left for your perusal of the Owner's Manual.)

The list of innovative and practical design features is far longer than on most cars: halogen fog lamps, a designed-in body side molding to help prevent unsightly paint chips and scratches, a fuel tank access lid which provides a recessed area in which to set the removed gas cap so that paint isn't marred and hidden halogen headlights that rotate open from a sealed compartment which shields them from under-car road spray.

The interior is ergonomically designed for optimum comfort, luxury, and driver control. Driving purists will appreciate all that, just getting in. Open the door, step over the beaming structure into the pilot's seat. A seat and belt system that hold you in position, with upholstery support that molds and conforms to the contour of your body—like the fit of a good ski boot.

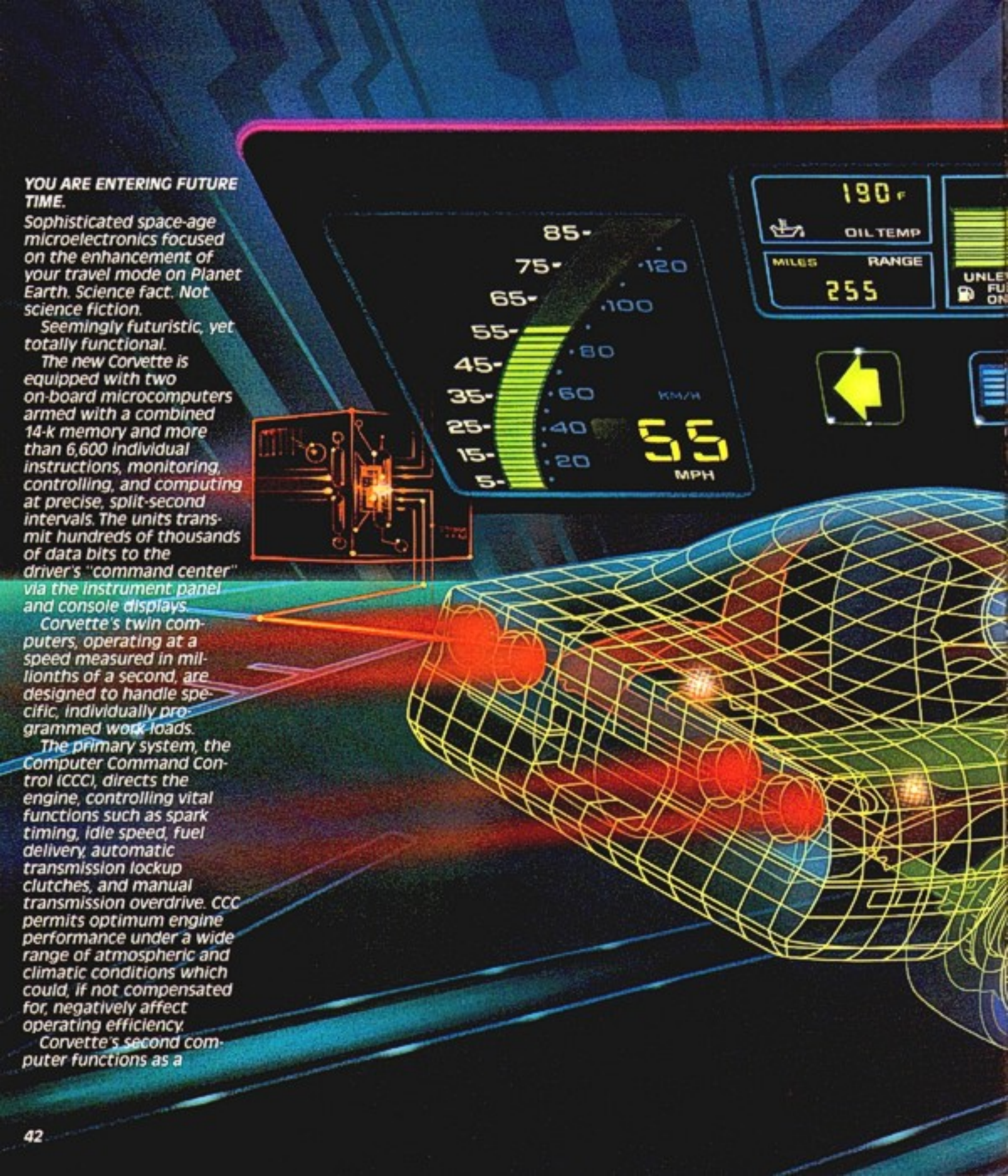
All this and more is precisely why the new Corvette is respected as so much more than the kind of road machine that it is. The new Corvette is a designer's car, an engineer's car and, most important, an owner's car.

Protective molding also covers the only horizontal body seam.

A special tool to open the roof.

Removable transparent roof panel.

Powerful electric motors rotate the headlights.



YOU ARE ENTERING FUTURE TIME.

Sophisticated space-age microelectronics focused on the enhancement of your travel mode on Planet Earth. Science fact. Not science fiction.

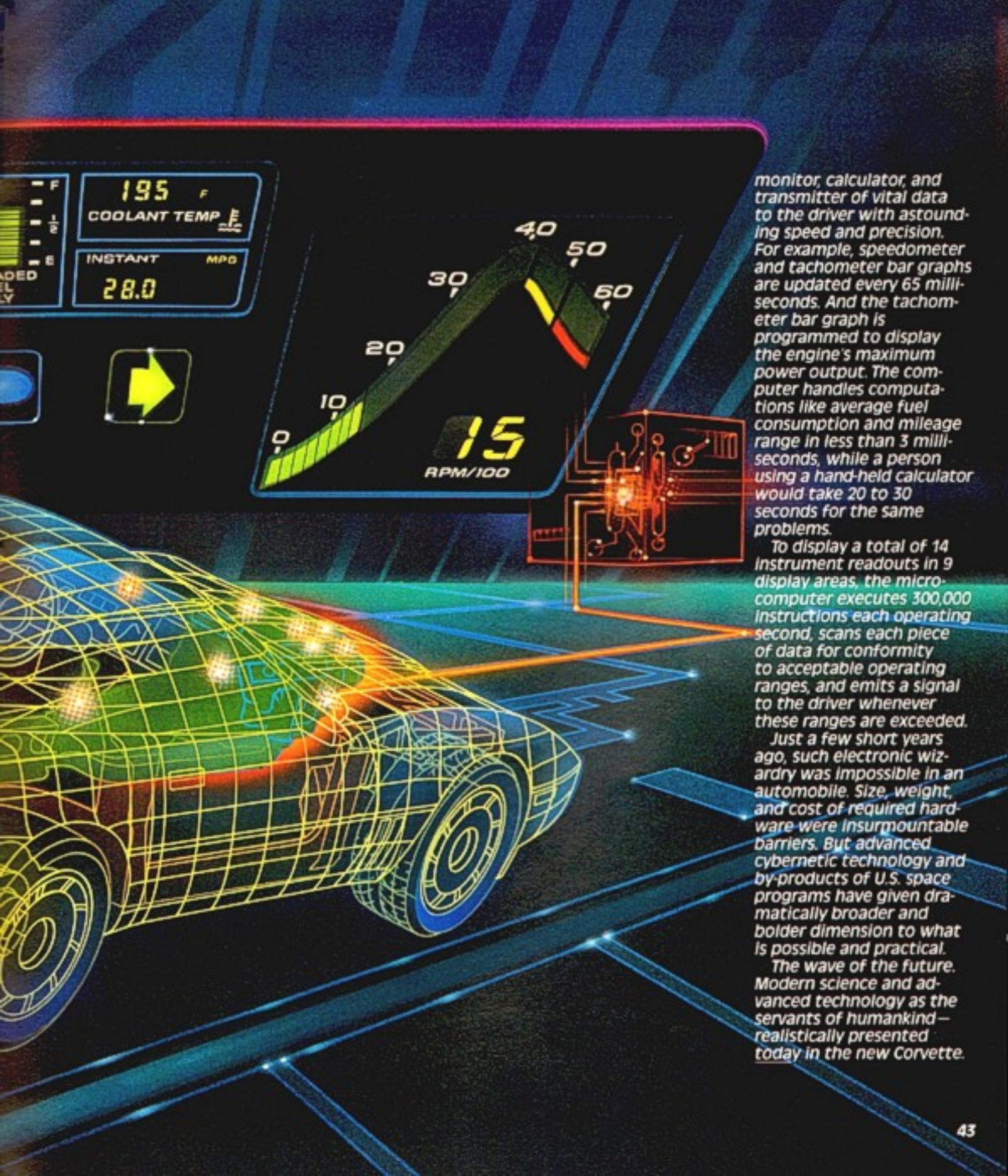
Seemingly futuristic, yet totally functional.

The new Corvette is equipped with two on-board microcomputers armed with a combined 14-k memory and more than 6,600 individual instructions, monitoring, controlling, and computing at precise, split-second intervals. The units transmit hundreds of thousands of data bits to the driver's "command center" via the instrument panel and console displays.

Corvette's twin computers, operating at a speed measured in millionths of a second, are designed to handle specific, individually programmed work loads.

The primary system, the Computer Command Control (CCC), directs the engine, controlling vital functions such as spark timing, idle speed, fuel delivery, automatic transmission lockup clutches, and manual transmission overdrive. CCC permits optimum engine performance under a wide range of atmospheric and climatic conditions which could, if not compensated for, negatively affect operating efficiency.

Corvette's second computer functions as a



monitor, calculator, and transmitter of vital data to the driver with astounding speed and precision. For example, speedometer and tachometer bar graphs are updated every 65 milliseconds. And the tachometer bar graph is programmed to display the engine's maximum power output. The computer handles computations like average fuel consumption and mileage range in less than 3 milliseconds, while a person using a hand-held calculator would take 20 to 30 seconds for the same problems.

To display a total of 14 instrument readouts in 9 display areas, the microcomputer executes 300,000 instructions each operating second, scans each piece of data for conformity to acceptable operating ranges, and emits a signal to the driver whenever these ranges are exceeded.

Just a few short years ago, such electronic wizardry was impossible in an automobile. Size, weight, and cost of required hardware were insurmountable barriers. But advanced cybernetic technology and by-products of U.S. space programs have given dramatically broader and bolder dimension to what is possible and practical.

The wave of the future. Modern science and advanced technology as the servants of humankind—realistically presented today in the new Corvette.

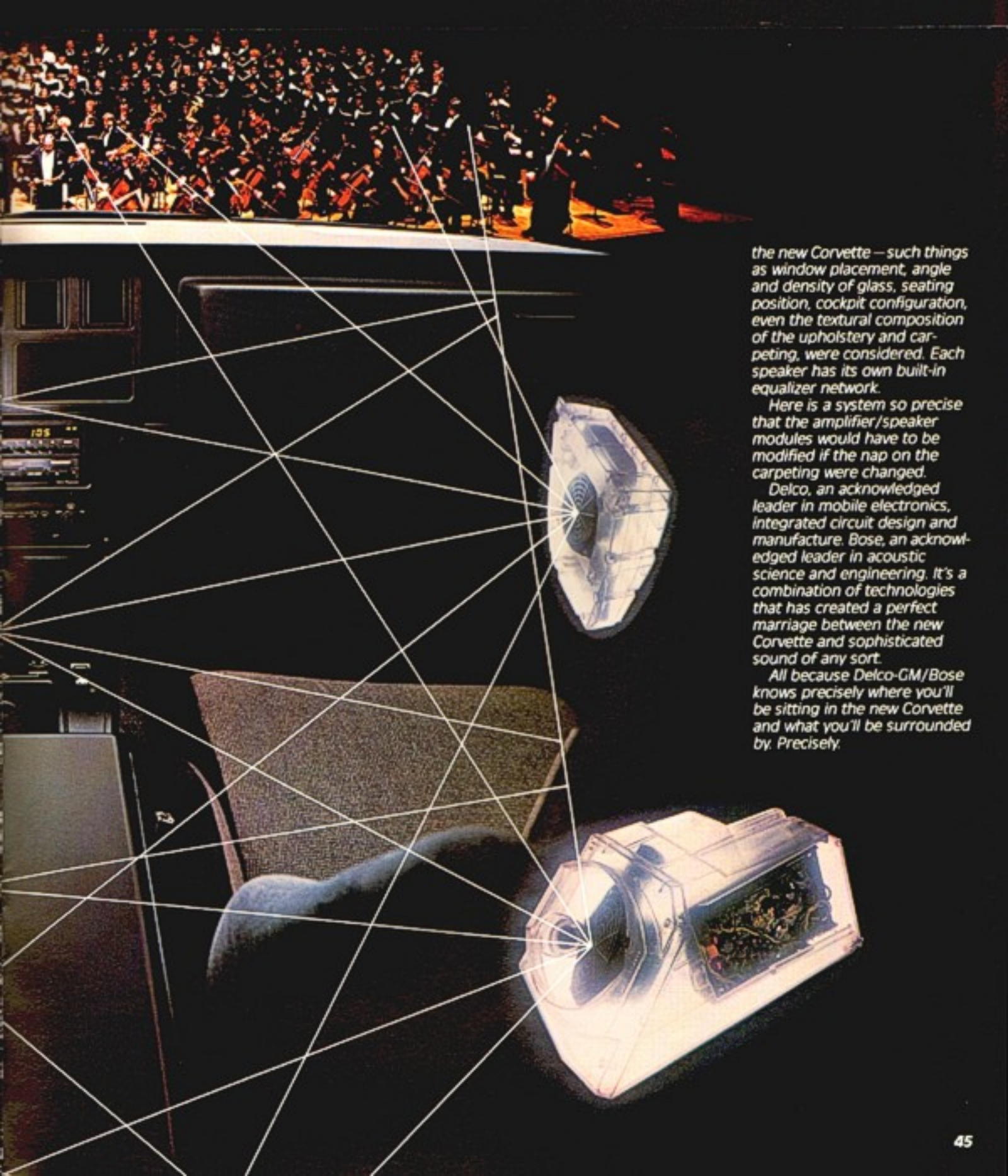
DELCO-GM/BOSE. A PREMIER STEREO SYSTEM.

Delco and Bose know something no other maker of fine music reproduction systems knows—precisely where you'll be sitting in the new Corvette.

Consider the fact that, even with the most expensive home stereo components, acoustics aren't predictable in a living room or a den, if only by the differences in the position of a wall or the placement of a chair. These are factors which can dramatically affect sound realism.

With the new Corvette, however, Delco and Bose combine to create a 5-unit, wraparound sound system so advanced, so unique, that it must be installed as an option at the factory. It's a superb music system totally tailored for the new Corvette.

The Delco-GM/Bose system is composed of a receiver and four bass reflex amplifier/speaker enclosures designed and engineered specifically for the acoustic characteristics of



the new Corvette—such things as window placement, angle and density of glass, seating position, cockpit configuration, even the textural composition of the upholstery and carpeting, were considered. Each speaker has its own built-in equalizer network.

Here is a system so precise that the amplifier/speaker modules would have to be modified if the nap on the carpeting were changed.

Delco, an acknowledged leader in mobile electronics, integrated circuit design and manufacture. Bose, an acknowledged leader in acoustic science and engineering. It's a combination of technologies that has created a perfect marriage between the new Corvette and sophisticated sound of any sort.

All because Delco-GM/Bose knows precisely where you'll be sitting in the new Corvette and what you'll be surrounded by. Precisely.

CORVETTE OWNER PROTECTION

A very thorough owner protection program for 36 months or 36,000 miles.

The Corvette owner will be given an exceptional protection program. It is unlike any other new vehicle coverage ever included in the purchase of a Corvette by Chevrolet.

HERE ARE THE HIGHLIGHTS:
For the first year, or those all-important first 12,000 miles, whichever comes first, you get this broad protection. Any repairs or needed adjustments to correct defects in materials or workmanship are covered, except tires. Your Chevrolet dealer will make such repairs or adjustments at no charge.

Upon expiration of the 12-month/12,000-mile New Car Limited Warranty, the Powertrain Limited Warranty covers engine and other powertrain components up to 24 months or 24,000 miles, whichever comes first.

These two warranties are then enhanced by a third limited warranty which provides coverage for up to 36 months or 36,000 miles of vehicle usage, whichever comes first. Here are some of the features of this third layer of coverage:

BROAD COVERAGE
The Corvette owner is covered for repair or replacement of most parts of ten major assemblies: the engine, transmission, driveline, cooling system, fuel system, steering, suspension, brakes, electrical system and factory-installed air conditioner.

RENTAL-EXPENSE PROVISION
If your car becomes inoperable and is kept in the dealer's service department overnight or longer for work included in this three-year, 36,000-mile coverage (whichever comes first), a rental car allowance is provided.

TOWING AND ROAD SERVICE ALLOWANCE
During the first 12 months/

12,000 miles, an allowance of up to $25 is provided for the cost of towing or road service for any disablement of your Corvette. This includes such causes as running out of fuel, flat tire, dead battery and lost keys. After the first 12 months/12,000 miles and until expiration of your 36/36 protection, the allowance applies when disablement is caused by a failure of a covered part.

YOUR PERSONAL ID CARD AND TOLL-FREE NUMBER
You'll receive a personal identification card which lists a toll-free number to call in the event of a breakdown. Whenever you are unable to contact your dealer, you can report trouble by calling between 8:00 a.m. and 5:00 p.m., (local time) any day including weekends. You'll get service instructions on what to do and the dealer service locations nearest you.

SMALL DEDUCTIBLE
After the first 12 months/12,000 miles, there is a small deductible of only $25 per covered repair visit.

PROMPT CLAIMS HANDLING
There is no red tape. The repairing dealer will be paid by check. So you can count on fast, smooth and efficient claims handling.

Your Chevrolet dealer has the complete details on this exceptional coverage that breaks new ground for this world-class sports car. A Corvette owner is assured even greater satisfaction from a product that has been designed and built with the utmost care to the highest standards. You will benefit substantially from the long-range protection from major repair bills and from the even broader coverage in those important first months of ownership. The new Corvette, a remarkable all-around production sports car, is worthy of the finest all-around owner protection we can provide.

CORVETTE QUICK FACTS

ENGINE
- Cross-Fire Fuel-Injected V8 Engine . . . . . 5.7 Liter (350 Cu. In.)
- Block . . . . . Cast Iron Alloy
- Pistons . Forged Aluminum
- Camshaft . . Cast Iron Alloy
- Bore . . 4.00"; Stroke . . 3.48"
- Horsepower . . . 205 net @ 4300 RPM
- Torque . . . . . 290 ft.-lb. @ 2800 RPM

Produced by GM-Chevrolet Motor Division.

TRANSMISSIONS
- Available 4-speed manual with computer-controlled overdrive in 2nd, 3rd, and 4th gears.

Ratios:

1st	2.88:1
2nd	1.91:1
3rd	1.33:1
4th	1.00:1
O.D.	0.67:1

- Standard 4-speed automatic with overdrive and high stall torque converter.

Ratios:

1st	3.06:1
2nd	1.63:1
3rd	1.00:1
4th	0.70:1

- Axle Ratio—automatic or manual.

Standard	3.07:1
Optional	3.31:1

DIMENSIONS AND WEIGHTS

Exterior

Width:

Front tread	59.6"
Rear tread	60.4"
Overall body	71.0"

Length:

Wheelbase	96.2"
Overall body	176.5"

Height:

Total vehicle	46.7"
Min. ground clearance	5.0"

Interior

Head room	36.4"
Leg room	42.6"
Shoulder room	54.0"
Hip room	49.3"
Cargo volume	17.9 cu. ft.

Weight:

Curb weight

4-speed . . . . 3,164 pounds

Automatic . . 3,192 pounds

Includes standard equipment as designed with oils, lube, coolant, and 20-gallon full fuel capacity.

Distribution:

Front

4-speed . . . 1,606 lbs. (51%)

Automatic . 1,630 lbs. (51%)

Rear

4-speed . . . 1,558 lbs. (49%)

Automatic . 1,562 lbs. (49%)

ENGINE OPERATING EFFICIENCY

16 EPA EST. MPG

28 EST. HIGHWAY

Use estimated MPG for comparisons. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

BRAKING

An all-new 4-wheel disc brake system was developed exclusively for the new Corvette by Girlock Ltd. of Australia, one of the world's leading manufacturers of high-performance equipment. The system features lightweight aluminum calipers with low-drag operation and 11½" rotors.

ACCELERATION

On the test track from zero to whatever speed you want takes but a few seconds in the new Corvette. Just a scant few of the world's exotic sports cars can better our acceleration numbers—and only by the narrowest of margins. And Corvette was built to provide performance through tight curves as well as the straightaways.

Acceleration chart data is for a new Corvette equipped with 4-speed automatic transmission and an optional 3.31 rear-axle ratio. The 4-speed manual unit can move Corvette along a bit quicker—0 to 60 in 6.7 seconds.

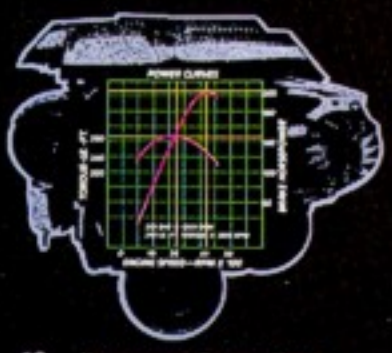
LATERAL ACCELERATION

The critical test of a sports car's cornering capability. This test is conducted on a 108' radius skidpad. The test vehicle is driven up to a maximum speed beyond which it will begin to slide laterally. The "g" indicator refers to the average lateral force generated by the vehicle while at the sustained maximum speed during passes in both directions around the circular course.

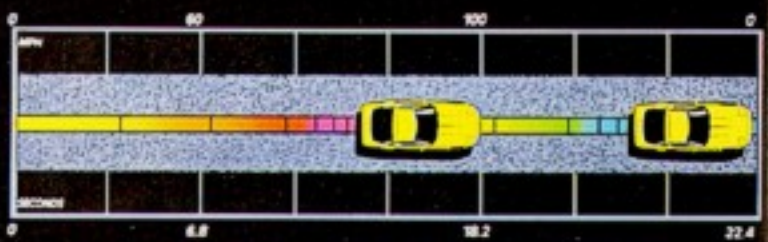
New Corvettes equipped with the new standard Goodyear VR radials mounted on 16" x 8½" wheels achieved a sustained reading of 0.90g. When equipped with the full Z51 Performance Handling Package, Corvette achieved 0.95g.

Special Note:

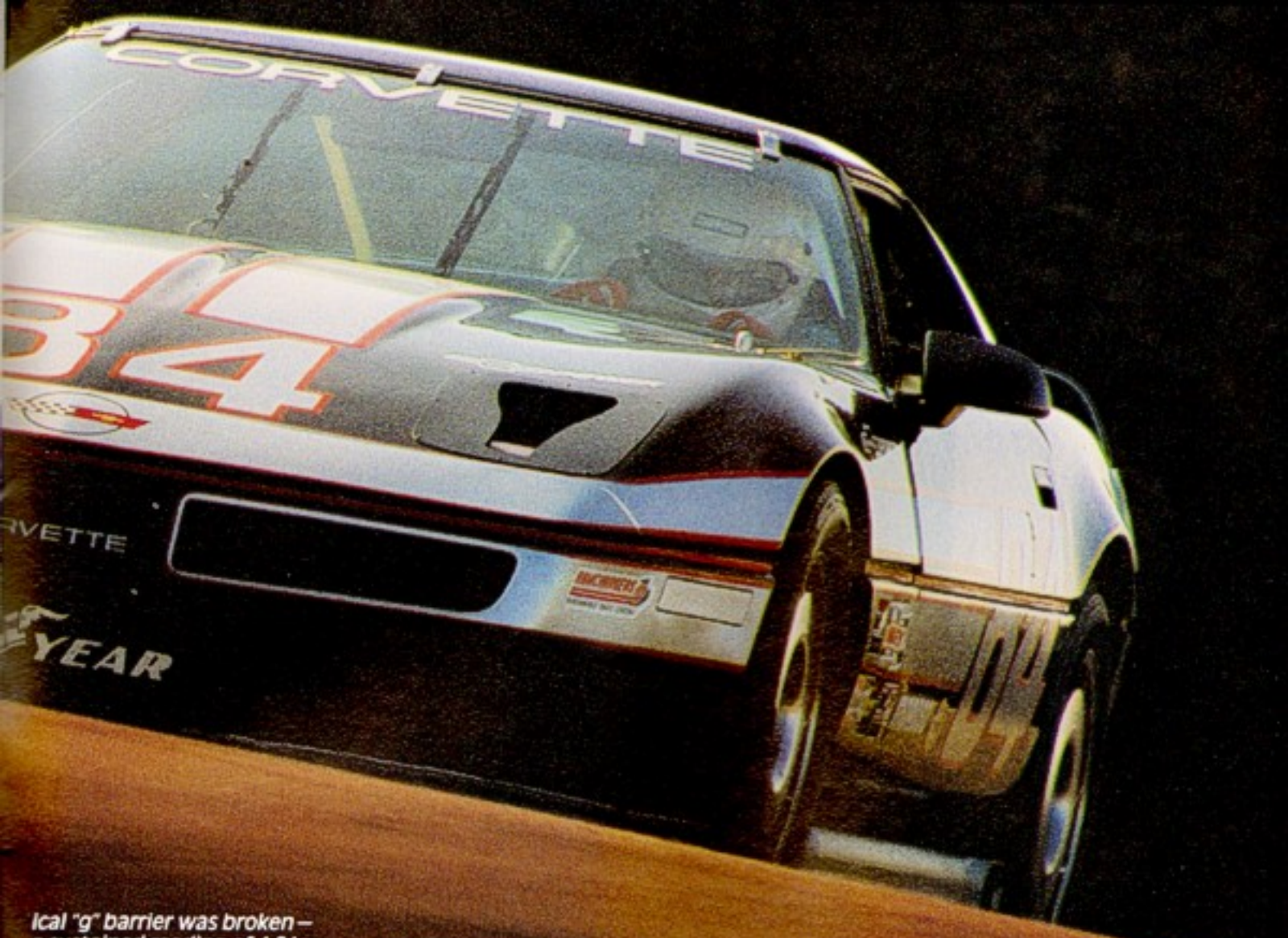
In a special test to determine the upper limits of the new Corvette's lateral acceleration capability, a Z51-equipped car with full treaded VR tires and 16" x 9½" wheels front and rear was



48 Horsepower-Torque Chart



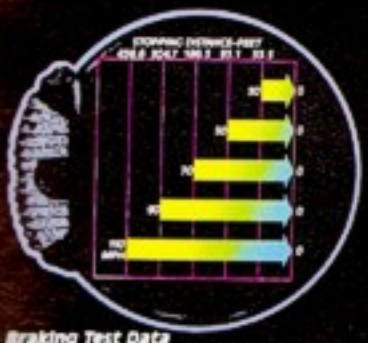
Acceleration and Braking Performance with Automatic Transmission



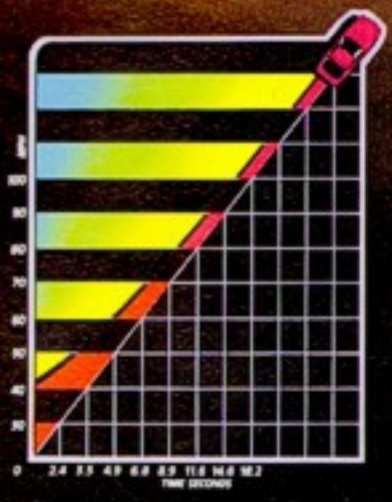
ical "g" barrier was broken—a sustained reading of 1.01g. You wouldn't like the ride of a car set up like this, and we do not offer it. But it demonstrates the sophisticated quality of the Corvette suspension.

ALL-AROUND PERFORMANCE
The objective for the design and engineering of the new Corvette was to create a vehicle capable of producing all-around sports-car performance: braking, acceleration, cornering, straight-line performance, overall ride, and fuel economy.

Balance was the key consideration in the effort aimed at achieving this monumental objective in the new Corvette. There would have to be a balanced relationship between engine horsepower and overall vehicle weight; between the rigid structure and the suspension-wheel-tire system supporting it; between sprung and unsprung mass; and in weight distribution on all four wheels of the car. With the new Corvette, this kind of critical balance has been achieved. When you take to the road, we think you'll agree.



Braking Test Data



Acceleration
4-speed Automatic/opt. 3.31 Axle

Lateral Acceleration Test

STANDARD EQUIPMENT. As you'd expect with a sports car as superbly designed and engineered as the new Corvette, the list of standard features is extensive. Prepare yourself for some fascinating reading as we unfold this incredibly comprehensive package.

BODY AND STRUCTURE.

- All-new, wind-tunnel-designed fiberglass body with full-tilting clamshell hood and upper fenders for easy service access to engine and front suspension. Flush-mounted tinted glass, single rectangular hidden headlamps, and functional, fully integrated front and rear spoilers enhance body appearance and give a new definition to advanced automotive aerodynamics.
- One-piece removable fiberglass roof panel opens to provide the exhilarating open ride of a convertible. Top is conveniently stored in a rigid lock-down position in rear compartment.
- Frameless rear glass hatch opens widely when you activate switch in console glove box or at the rear edge of door-trim panels to provide convenient outside access to rear compartment. A roller-shade security panel is built into the rear compartment to help keep your personal belongings hidden from view.
- Exterior lighting package includes integral grille-mounted halogen fog lamps, front cornering lamps. Parking and fog lamps are hinged to help prevent damage in the event of front facia deformation.
- Galvanized steel uniframe structure has been engineered to be light in weight yet stiff in beaming and torsioning.
- Integral body side moldings, functional front fender louvers for added engine cooling, and body color electric-control sport mirrors are also included as standard equipment.
- Integrated bumper system. Front and rear bumpers on the new Corvette are excellent examples of the "designed-in" rather than the "hung-on" approach. Skins or facias are made of a flexible plastic material which is backed up by a soft mass known as the Guide-flex Honeycomb Energy Management System. Energy from low-speed impact is absorbed by the system, which assumes its original shape after the pressure of impact is released.
- Unibase color plus clear urethane enamel paint treatment.

CORVETTE SAFETY FEATURES.

OCCUPANT PROTECTION.

- Manual lap/shoulder belts with push-button buckles for driver and passenger (driver's side includes visual and audible warning).
- Energy-absorbing steering column.
- Passenger-guard door locks.
- Safety door latches and stamped steel hinges.
- Energy-absorbing instrument panel and front seatback tops.
- Laminated windshield/tempered side and rear glass.
- Safety armrests.
- Identification symbols for controls and displays.

ANTI-THEFT.

- Audible anti-theft ignition key reminder.
- Anti-theft steering column lock.
- Inside hood release.
- Audio alarm system with starter interrupt feature.
- Roof panel with theft deterrent mount.

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.
• Vinyl-edged inside mirror.
• Dual electric remote outside rearview mirrors, convex on right-hand side.
• Dual master cylinder brake system with warning light.
• Starter safety switch.

CHASSIS AND DRIVE TRAIN.

• High-compression 5.7 Liter (350 CID) Cross-Fire V8 engine with electronic throttle body fuel injection, serpentine accessory drive and electric cooling fan. This is a special Corvette version of the V8 that has proved itself one of the world's great performance powerplants as a consistent winner in NASCAR, IMSA GT, SCCA, TransAm and Can-Am racing.
• To complete the drive train, there's a 4-speed automatic transmission with overdrive and 3.07 ratio Positraction rear axle.
• Standard tire and wheel combination features P255/50VR-16 Goodyear unidirectional steel-belted radial tires mounted on 16" x 8½" aluminum alloy wheels with functional turbine blade design with anti-theft nuts.
• The Corvette suspension is unquestionably the most exotic package ever offered on a production automobile. A performance-oriented combination of advanced space-age materials with unique suspension geometry. Standard package includes 5-link independent rear suspension, rear stabilizer bar, fiberglass mono-leaf front and rear springs, and aluminum alloy forged control arms, steering knuckles, and rear suspension struts.
• New 4-wheel power disc system includes "floating" aluminum calipers, semi-metallic brake linings, and an advanced overall aerodynamic effect to help keep brakes "cool under pressure."

INTERIOR FEATURES AND EQUIPMENT.

• All-new instrument panel featuring liquid crystal display with digital readout, vehicle condition monitor, and analog and digital speedometer and tach. Instrument system converts instantly to English or metric with a single switch. Definitely the most sophisticated and intelligent instrumentation and driver information package ever offered as standard equipment on a production automobile.
• Aircraft-cockpit-style high-back contour cloth bucket seats with manual back angle adjustment and wool-pad comfort liner. A totally new Corvette seat design to provide the feeling of individualized fit and comfort.
• Air conditioning, tilt and telescope steering wheel, power windows, side window defoggers, and driver-side door-mounted windshield wiper and washer controls are provided to create a totally enjoyable interior motoring environment.
• AM/FM stereo ETR™ radio with four speakers, digital clock and power antenna. Radio's "Seek and Scan" feature can electronically assist you in finding listening tuned to your mood or taste. (Radio may be deleted for credit.)
• New manual, dual-spool, 3-point-locking lap seat-belt system permits driver and passenger to "buckle up" with the freedom of the inertial-locking system, or they can "cinch" themselves firmly in place using button on the lap buckle.
• Deluxe trim features include integral door armrests, lower door carpeting, leather-wrapped steering wheel—the kind of fine detailing you expect from a world-class sports car.
• The standard equipment package is rounded out with dual rear lockable stowage compartments, interior hood release, bright underhood service lights, rear compartment security shade, passenger-side lighted visor vanity mirror, high-intensity door and pillar lights, and under-dash courtesy lights.

The new Corvette is the most comprehensively packaged automobile of all time, serviceable by the most extensive dealer network in the business. And when you consider the new Corvette's advanced styling, innovative engineering and high technology—plus its combined acceleration and braking—you're taking charge with the best production sports car in the world.

The new Corvette has entered the prestigious world-class of exotic sports cars.

A WORD ABOUT ENGINES
Some Chevrolets are equipped with engines produced by other GM divisions, subsidiaries, or affiliated companies worldwide. See your dealer for details.

CORVETTE OPTIONS.

As a basic package, the all-new Corvette will occupy a position of dominance among the sports cars of the world. But Corvette options allow you to take this incredible car and tailor it to your specific taste and individual level of excitement. Corvette optional equipment:

4-SPEED MANUAL TRANSMISSION

• Corvette's all-new 4-speed manual with 3-speed automatic overdrive is optional at no extra cost. Unit works with Corvette's on-board computers to provide dual-mode operation—high performance or overdrive.

Z51 PERFORMANCE HANDLING PACKAGE

• For the true auto enthusiast. This package adds 9½-inch-wide wheels in the rear with the same functional turbine blade design. The exclusive P255/50VR-16 Goodyear Eagle unidirectional steel-belted radial tires are retained. With this package, higher rated monoleaf fiberglass composite springs, shock absorbers, stabilizer bars, and selected control-arm bushings replace standard units, front and rear. A quicker steering gear (13:1 vs. standard 15.5:1) is employed along with a higher-effort-feel steering gear torsion bar. Z51 package includes a 3.07:1 rear axle with either the automatic or manual transmission. Corvettes equipped with this total performance set-up have achieved an astonishing 0.95g level in lateral acceleration on the GM Proving Ground skidpad. Truly sophisticated high performance. (Package will not accommodate tire chains.)

DELCO/BILSTEIN GAS PRESSURE SHOCK ABSORBERS

• Advanced technology from the noted German shock manufacturer. Remarkable road-hugging characteristics with a marked reduction in the harshness normally associated with a high-performance suspension. Available only with Z51.

HEAVY-DUTY RADIATOR

• Provides increased cooling capacity.

DELCO-GM/BOSE MUSIC SYSTEM

• Truly a masterwork of advanced audio system design. Precisely tuned to the dimensions and materials of Corvette's interior to create a deluxe concert-hall listening atmosphere. System includes an ETR AM/FM stereo radio with "Seek and Scan," cassette tape and clock; special tone and balance control; four Bose power-amplified, direct reflecting speakers; and the Dolby® Sound dynamic noise reduction and automatic suppression system. Precision tuned to the new Corvette interior by Bose technicians to provide a magnificent audio environment.

"Dolby" is a registered trademark of Dolby Laboratories.

TRANSPARENT LIFT-OFF ROOF PANEL

• Gives the dual advantage of an unobstructed overhead view from the passenger compartment plus easy removal for the open ride of a convertible. Break and abrasion resistant, made of clear acrylic with an imbedded solar screen. Replaces standard fiberglass panel and can be stored, locked down, in rear stowage area.

side bolsters and lumbar support. Sport seats also feature electric power back-angle adjustment, special cloth trim and seat-cushion ventilation with wool-pad comfort liner. You can dial in your own precise, personal comfort.

SIX-WAY POWER SEAT

• Available for driver's seat only. System lets you adjust seat position 6.5 inches fore and aft, 1.5 inches up and down, and you can alter the overall angle of the seat. Can be selected for application with the standard bucket seats or the optional seats.

LEATHER SEATS

• The elegance of fine leather to add a further personalized touch. Leather inserts are perforated to provide seat ventilation beneath passenger and driver.

CUSTOM TWO-TONE PAINT

• Give your special Corvette that custom look. Available in three appealing metallic finish combinations: Silver over Gray; Light Blue over Medium Blue; and Light Bronze over Dark Bronze.

STEREO RADIO WITH CASSETTE PLAYER

• ETR AM/FM stereo radio with "Seek and Scan" and clock, with cassette player added to broaden your listening enjoyment. Unit includes two front and two rear speakers and power antenna.

CITIZENS BAND RADIO

• Gives you a mobile communications hookup with other CBers. A real advantage in an emergency or when in need of directions while traveling. Includes tri-band power antenna. Not available with the Delco-GM/Bose system. Interim availability.

REAR WINDOW DEFOGGER AND HEATED OUTSIDE MIRRORS

• Ice, frost, and moisture removal at your fingertips. Electric switch activates system to clear rear window and outside mirrors under foul weather conditions. For your convenience.

ELECTRONIC SPEED CONTROL

• Select your speed and then cruise without maintaining pressure on accelerator. Resume feature brings car's speed back to your preset level following an interrupt for braking. System contributes to fuel economy at highway speeds and is available with both manual and automatic transmissions.

POWER DOOR LOCKS

• Puts both door locks within convenient reach of driver. A single touch-type switch locks or unlocks both doors for security and convenience.


CORVETTE
P 1841

The new Corvette marks a dramatic turn in Corvette's 30-year reign as America's sports car.

It's a beginning.

The beginning of a new era in which an American automobile, by redefining the limits of gravity, space and time, can compete with any motorcar in the world, on any terms.

The Chevrolet family of people who conceived and construct the new Corvette, and those who proudly service and sell it, offer you their finest achievement.

A word about assembly components and optional equipment in this Chevrolet.

The Chevrolet described in this catalog is assembled at a facility of General Motors Corporation operated by the GM Assembly Division. The vehicle incorporates 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 optional equipment you ordered or, if there are changes, that they are acceptable to you.

Litho in U.S.A.

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