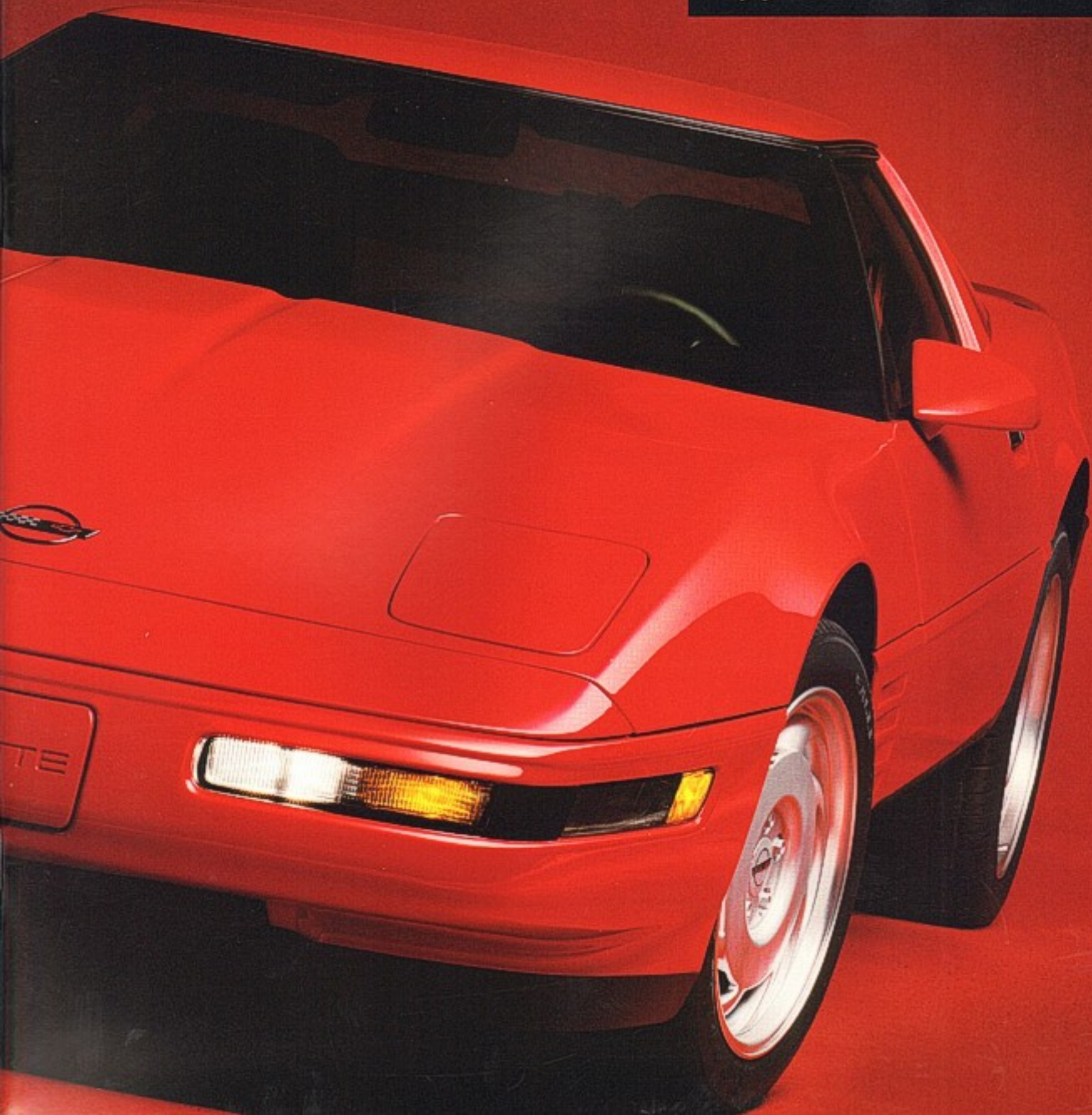


1991 Corvette





*Welcome to Corvette
for 1991.*

2 Corvette Heritage

Since 1953...the legendary American sports car.

6 Corvette 1991

The style is new, but classically Corvette.

8 The Coupe

This is what "grand touring" is all about.

12 Inside Corvette

A sporty (and luxurious) environment for two.

16 The Convertible

As different from other convertibles as Corvette is different from other cars.

20 Corvette Performance

The numbers speak volumes. One drive will say more.

24 Features and Options

The completely equipped sports car that's easy to personalize.

32 Additional Information

Corvette Heritage

*Nineteen ninety-one
looks like another
very good year.*







1953



1956



1958



1961



1963



1968



1978



1984



1986



1990 ZR-1

Corvette 1991

*Unmistakably new
appearance.
Unmistakably
Corvette.*

From any perspective, Corvette for 1991 is a treat for America's car enthusiasts.

Both coupe and convertible models share a new look — a revised front bumper/facia with wrap-around cornering/fog lamps, new horizontal side louvers, wider body-color side moldings and bolder, more massive rear styling (the trademark quad rear lamps are now rectangular). New 17" cast-aluminum wheels are the final touch.

This anything-but-subtle style promises performance — something the '91 Corvette delivers in full measure. Beneath this svelte fiberglass skin is a fully independent suspension, the choice of a six-speed manual or four-speed automatic transmission and the race-proven 5.7 Liter V8 with Tuned-Port Fuel Injection and lightweight aluminum cylinder heads.

One of the most advanced four-wheel anti-lock braking systems available in any production automobile (Bosch ABS IIS) is standard. When called upon to do so, the system can adjust brake pressure as rapidly as 15 times per second, a rate even the most skilled professional driver cannot attain. Bosch ABS IIS is combined with four-wheel power discs for up to 1.0g of stopping power.

Bilstein Selective Ride Control, the innovative suspension option introduced on the 1990 Corvette Coupe, is now available on both Coupe and Convertible. This system allows the driver to select from one of three levels of ride firmness (Touring, Sport or Performance).

There is another component that sets Corvette apart from other two-seaters: luxury. Standard equipment includes air conditioning, Delco AM/FM stereo with cassette tape player, leather-wrapped Comfortilt steering wheel, power door locks, power windows—the list goes on. Base-coat/clear-coat paint provides a "wet look" shine. And, of course, Corvette's fiberglass body panels will never rust.

Luxury options include leather-trimmed multi-adjustable sport seats and a 200-watt Delco/Bose ster-

eo with digital compact disc player, cassette tape player and a Speed Compensated Volume Control that increases volume automatically as vehicle speed increases. An override switch cancels this function if so desired.

Other technology has been incorporated to help reduce insurance rates and make the '91 Corvette an easier-to-own sports car. The standard PASS-Key® (Personalized Automotive Security System) is the most sophisticated theft-deterrent system Chevrolet has ever offered. PASS-Key is a special ignition key system utilizing a module with a resistor decoder and an ignition key with a pellet of specified resistance. If the resistance does not match the decoder, any attempt to start the car is thwarted. The standard driver's-side Supplemental Inflatable Restraint system (air bag) and four-wheel anti-lock brake system may also qualify you for comprehensive insurance discounts.

These are a few of the reasons why Corvette is one of the world's finest sports cars. There is one more: quality. The 1991 Corvette is backed by extensive, rugged development testing at the General Motors Proving Grounds.

Recent endurance testing (supervised by the United States Auto Club and confirmed by the Federation Internationale de l'Automobile) offers more evidence of Corvette quality. Two specially modified



1990 Corvette Coupes smashed three world endurance/speed records and set nine international class standards at the Firestone/Bridgestone track in Fort Stockton, Tex-

as. The new records are for 5000 kilometers and 5000 miles, including a new 24-hour speed record (175.8 MPH average). The only stops were for gas, tires and driver changes.

The '91 Corvette awaits one final test — yours, on your favorite stretch of highway.

More proof of Corvette quality. Two specially prepared 1990 Corvette Coupes set nine international endurance/speed records in USAC-sanctioned testing.

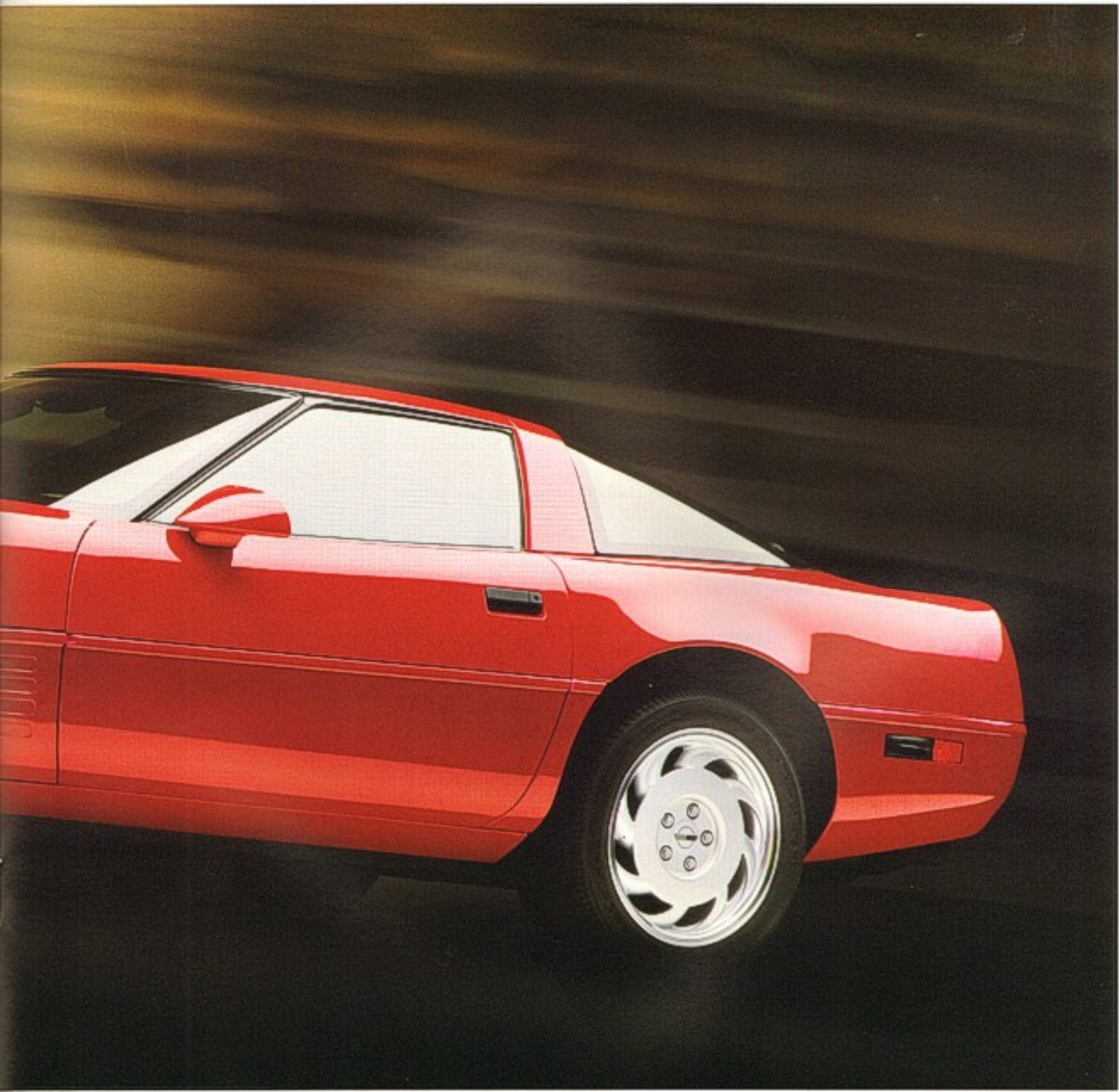
Corvette Coupe

World-class credentials

... with a uniquely

American personality.





For those who seek an all-out V8-powered sports car that is the envy of automakers the world over, Corvette Coupe is often the preferred choice. And no wonder.

In Sports Car Club of America-sanctioned Showroom Stock Series competition, the Corvette Coupe (with special modifications) is a force to be reckoned with. Racing technology has clearly influenced the design of the current-generation Corvette, and what Corvette engineers learn at the track is quickly reflected in the Corvette you buy from Chevrolet and drive on the street.

The performance of Corvette Coupe is enhanced for 1991 by 17" cast-aluminum wheels, P275/40ZR-17 Goodyear Eagle unidirectional high-performance tires, limited-slip rear differential, and your choice of a six-speed manual transmission or 4-speed automatic with overdrive.



Bilstein Selective Ride Control is an innovative suspension option designed for everyday driving. This computerized system allows the driver to select from one of three shock absorber damping levels (Touring, Sport or Performance) via a console-mounted switch. It is programmed for six automatic gradations of firmness within each mode, depending on vehicle speed.



Also available on Corvette Coupe: a special Performance Axle Ratio (requires an optional engine oil cooler).

Corvette Coupe has also earned a reputation as a highly refined grand touring machine. In a Corvette, even the drive across town or the daily commute to work is a time to be enjoyed, thanks to the accomplished engineering and a long list of standard luxury features.

The standard removable roof panel adds convertible-like flair to Corvette Coupe when you desire it.

Restyled side louvers enhance the performance image of Corvette.

These features include air conditioning, electronic speed control, halogen fog lamps, front and rear cornering lamps, power windows, power door locks and a Delco AM/FM stereo with seek-scan, cassette tape player, and digital clock. A standard "delay" feature for accessories continues power to the entertainment system and power windows for up to 15 minutes after the ignition key is



New quad tail lamps immediately identify this Corvette as the latest generation.

turned to "off" or until the driver's door is opened — whichever happens first. A power plug connection for a cellular phone is also standard. And when those summer weekends beckon (or whenever the spirit moves you), the one-piece removable roof panel may be lifted off for breezy open-sky motoring. A transparent roof panel (with blue or bronze tint) is available.

The Coupe features an all-glass lift-up rear hatch with remote release for convenient cargo loading. Luggage space is 12.6 cu. ft., enough for three large suitcases and two smaller overnight bags. A security shade is also provided. Two lockable storage compartments are located behind the seats.

Corvette Coupe's alluring dual nature (performance machine/grand touring car) is what makes it



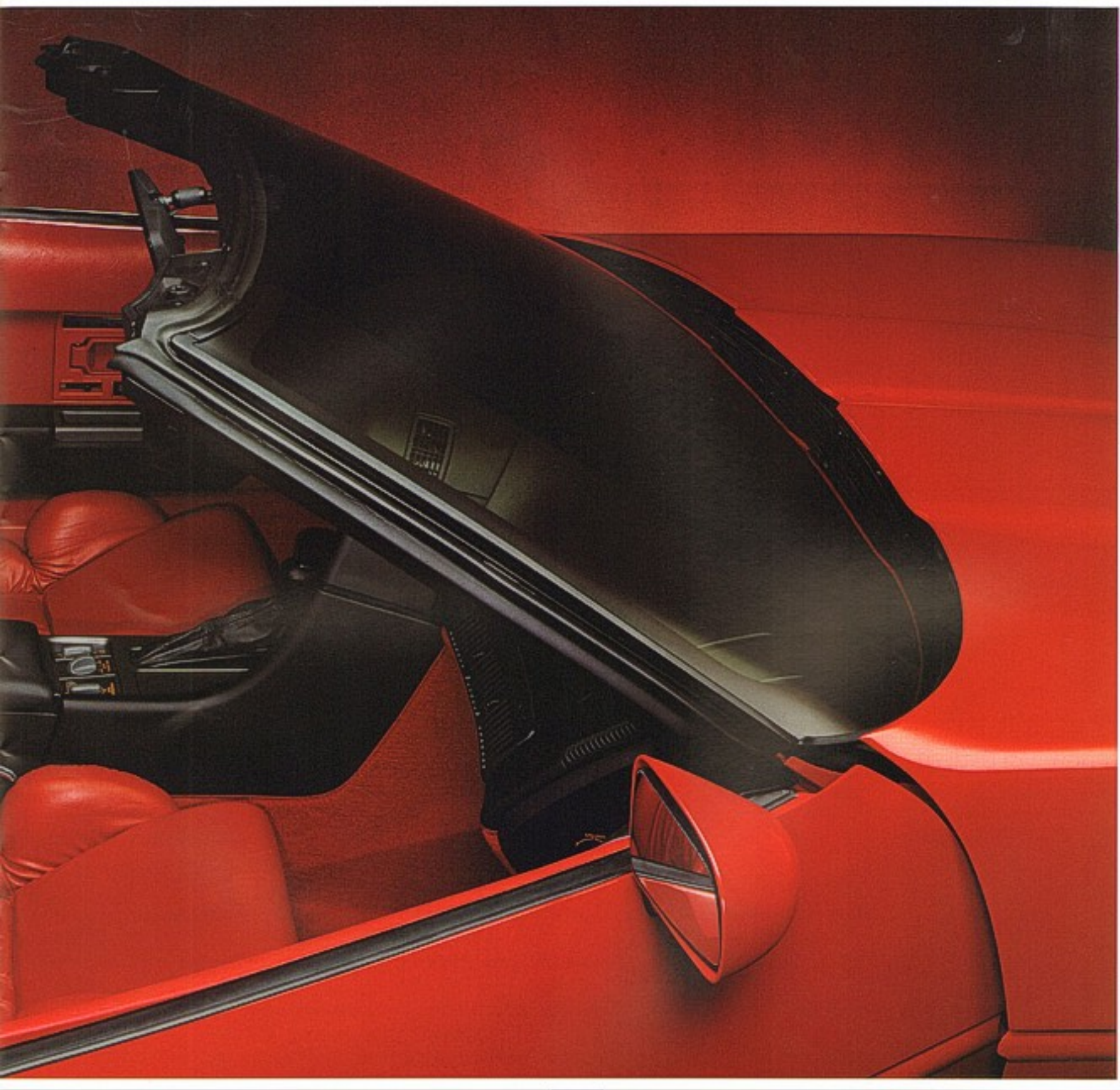
such a popular choice for so many enthusiasts. Whether your plans include a 1,000-mile tour or a night on the town, the Corvette Coupe is just fun to drive and ride in. And Corvette lets you express yourself with the choice of ten exterior colors (all lustrous base-coat/clear-coat), and a wide range of options, including a Delco/Bose sound system with digital compact disc player and stereo cassette tape player, power adjustable sport seats with power lumbar support and genuine leather trim (see pages 24-31 for more details).

Front cornering/parking lamps feature a "wraparound" design for '91.

Inside Corvette

*Where the marriage of
comfort and control is a
carefully considered
science.*





If you appreciate excellence in all facets of automotive design, you should spend some time in a Corvette. The relationship between driver and driving environment is strictly world-class.

Make no mistake. The Corvette interior is luxurious, even by traditional definitions (no Teutonic aus-



The optional leather sport seat includes power height and fore/aft adjuster, and power lumbar support feature.

terity here). The bucket seats are deeply contoured and feature quality cloths or supple optional leathers. The Comfortilt steering wheel is leather-wrapped. The Delco stereo systems are recognized as among the best available in any automobile. There are power controls for everything from windows to mirrors.

True luxury in a sports car, however, is the ability to make the driver feel as one with the car. Seats must help the driver stay securely in place during cornering. Those same seats should offer support and comfort for extended periods of time. Gages must be instantly readable without taking eyes off the road. All controls, from wipers to climate-control system, should be in easy reach.

Corvette is, by this more meaningful standard, a true luxury sports car with impressive comfort and unique style.

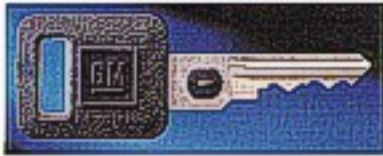
The standard fully reclining bucket seats are upholstered in sport cloth. Colors are Black or Saddle. Genuine leather seating surfaces (in Black, Blue, Gray, Red or Saddle) are optional. Corvette's ultimate comfort option is the leather Sport Seat interior shown above. Features include a six-way power adjuster plus power lumbar support.

The cockpit-style wraparound instrument panel communicates instantly and clearly to the driver. Instrumentation includes analog readouts for tachometer, water temperature, oil pressure, oil temperature and volts, and digital readouts for speed, instant average fuel economy and range.



Map light (located on the rearview mirror) is part of Corvette's standard interior courtesy lighting package.

Another important driver-information feature is an engine oil life monitor. It alerts the driver with a "Change Oil" light when an oil/filter change is recommended. A formula calculates engine oil tem-



perature and engine revolutions to decide actual oil life.

A low oil sensor is a new feature for 1991. It illuminates a "Low Oil"

lamp in the Driver Information Center when the oil level is one quart low.

Corvette's acclaimed sound systems include a standard Delco AM/FM stereo with seek-scan, cassette tape player, digital clock and power antenna. Two Delco/Bose systems are available: one with cassette player, and one with cassette player and compact disc player. Both are world-class systems with 200 watts of power, six speakers (including two tweeters for excellent high-range sound), and speed-compensated volume that will automatically compensate for the increase in road noise levels of higher speeds (a feature you will appreciate when driving with the roof panel off or convertible top down).

The center console includes storage for both cassette tapes and compact discs. Other features are a coin tray, headlamps-on reminder, power windows, power door locks and power mirrors. Courtesy lights are located under the instrument panel, on the doors and in the cargo area.

A standard driver's-side Supplemental Inflatable Restraint system (air bag) is located in the steering wheel hub. The S.I.R. is designed to provide added protection for the driver in the event of a moderate to severe frontal collision. It is a supplemental system only. For maximum protection in frontal and all other collisions, both driver and passenger should be properly restrained with safety belts.

Simply put, the Corvette interior was designed by people who love to drive. And the happy result is a sports/GT car that will complement your own driving style precisely.

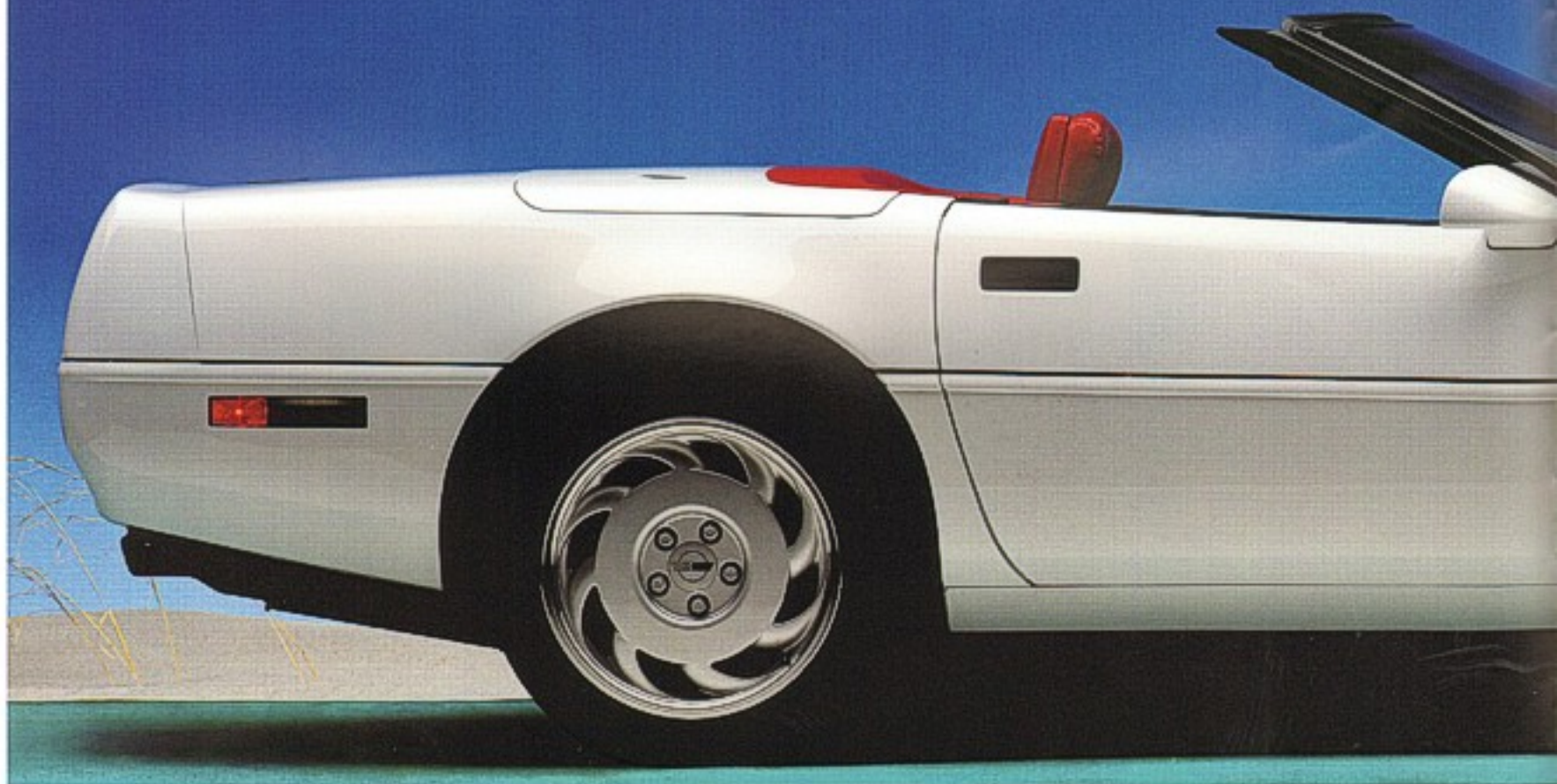


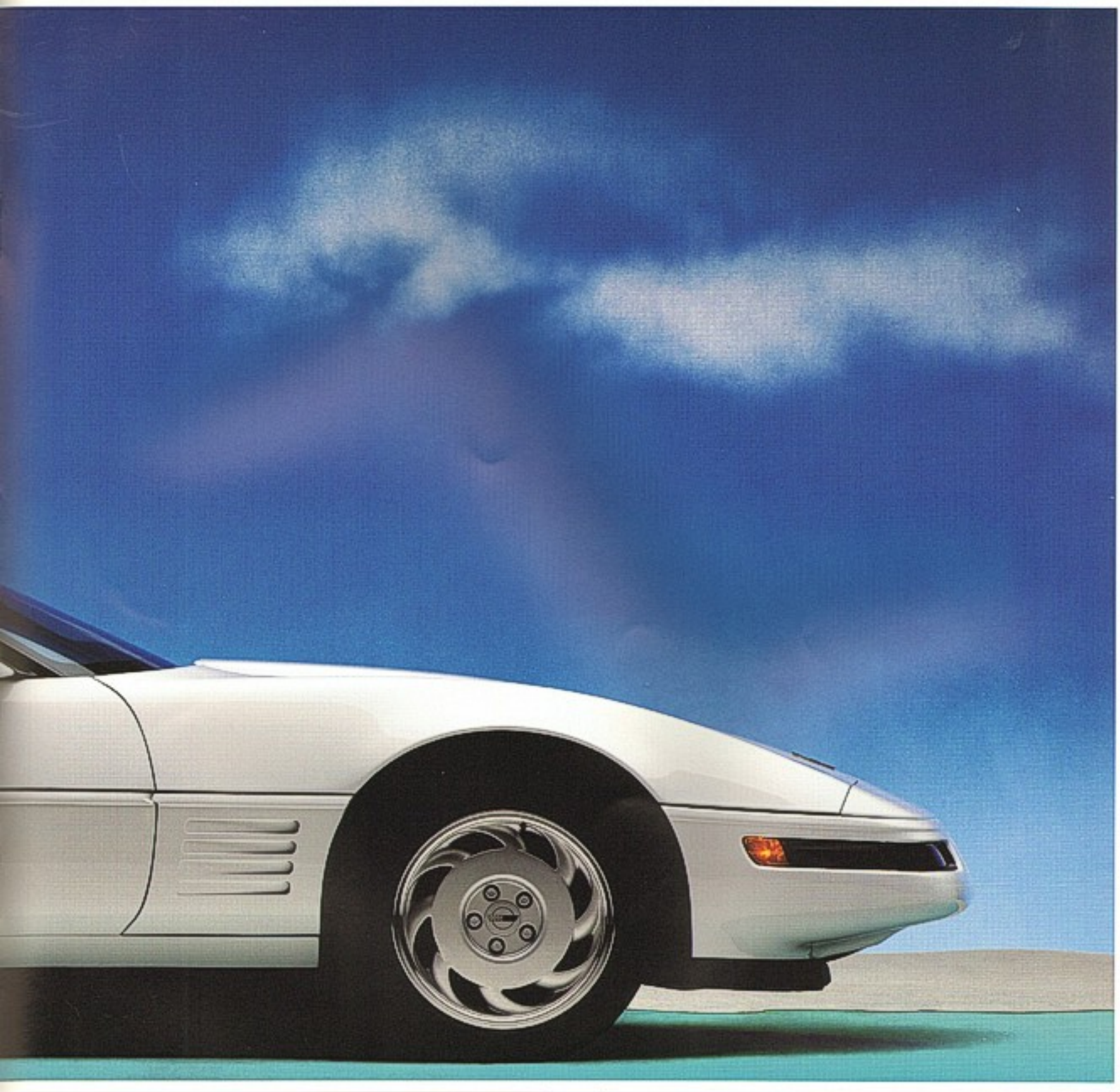
PASS-Key is the most sophisticated theft-deterrent system in GM history.

The Driver Information Center provides information regarding Corvette's various systems such as the anti-lock brake system, the Supplemental Inflatable Restraint system, Low Tire Pressure Warning System (optional) and Selective Ride Control (optional).

Corvette Convertible

*The slightly more
passionate approach to
high-performance
motoring.*





Corvette's convertible top is made of canvas or vinyl, depending on color selected.

For many sports car enthusiasts, there is but one body style to consider: the convertible, a.k.a, rag-top, droptop, roadster. The argument is compelling. After all, adding wind, sun and stars does tend to amplify the fun of a high-performance automobile.

The 1991 Corvette Convertible just may be the ultimate expression of this highly romantic breed. Consider this the slightly more intense Corvette, for more passionate souls. It is, too, the car most Americans have fantasized about owning. And the new-for-'91 styling only enhances the legend.



Historically, the Corvette Convertible has been one of autodom's best long-term investments. Vintage examples routinely sell for many times their original price. For example, it is not uncommon to see a mid-Sixties Corvette convertible or a "big-block" Sting Ray bring over \$50,000 at auction.

The restyled '91 opens a brand-new chapter in Corvette history, and there is no better time than right now to enjoy the style and spirit of America's premiere top-down sports car.

The performance technology and luxury of every Corvette is combined with the open-air appeal only a convertible can deliver. The standard 5.7 Liter V8 engine with Tuned-Port Fuel Injection is one of the most powerful V8s available in any production convertible.

Horsepower is 245 at 4000 RPM. In other words, this Corvette is guaranteed to rearrange your hairstyle.

Significantly, this is a factory-built convertible, manufactured to strict quality standards within the Bowling Green, Kentucky, Corvette plant. Features include a manually operated convertible top with integral headliner for enhanced sound deadening. Two lockable storage compartments are located behind the seats. There is additional storage space for small items in the lockable center console and

The optional removable hardtop adds another dimension of style and convenience. An electric rear-viewport defogger is included.



glove compartment, providing even more places for your belongings.

Five interior colors and ten exterior colors, including new Turquoise Metallic, Steel Blue Metallic and Medium Quasar Blue Metallic, are available for '91.

Choose from three top colors, depending on exterior color selected: Black (canvas), White (vinyl) or Saddle (canvas). See page 27 for information on available interior/exterior color combinations.



The soft top disappears below a fiberglass panel when lowered. There is no unsightly boot to mar the top-down appearance.

An optional body-color removable hardtop is a popular option you may wish to consider. This lightweight (64-lb.) fiberglass hardtop features a cloth headliner and electric rear-window defogger. In addition to providing coupe-like quiet and comfort during cold-weather months, the hardtop gives the Convertible a whole new, highly formal appearance and added security when you want it.

Another option that recalls the early days of two-seat motoring is a factory-installed rear decklid carrier. The black-finished carrier adds both style and cargo capacity. This carrier is available exclusively on the Corvette Convertible.

There was a time (1953 through 1962) when every Corvette was a convertible. To many, this is still *the*

Corvette. If your personal interpretation of "sports car" includes a top that goes down and brings you closer to the great outdoors, choosing this version of the 1991 Chevrolet Corvette will be one of the year's most rewarding decisions.



The optional black-finished luggage carrier is functional as well as good-looking.

The Convertible adds open-sky motoring to the many pleasures of Corvette ownership.

Corvette Performance

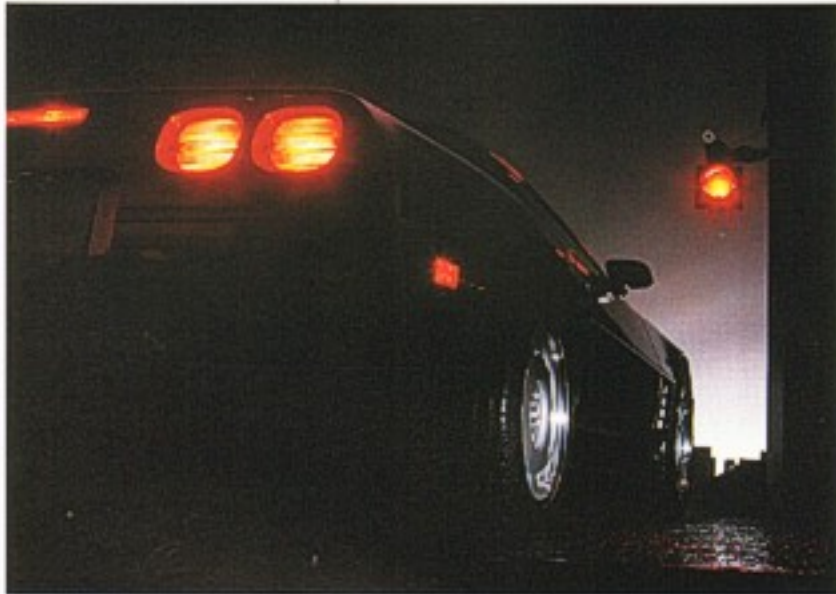
*Legendary in its
own time.*





Corvette performance has always been something to talk about. In the late Fifties, the fuel-injected "283" put Corvette on equal footing with all-out race cars. And in the Sixties, high-revving "327 fuelies" and muscular "big-block" Sting Rays were fearsome machines on the street or track.

The 1991 Corvette continues that winning tradition, with a formidable 5.7 Liter V8 (350 cubic inches),



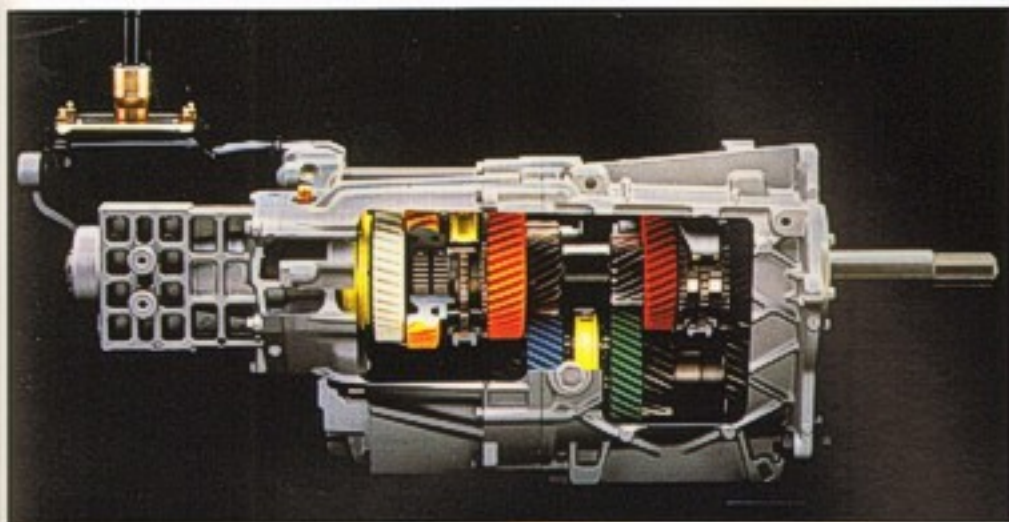
A Bosch ABS BS four-wheel anti-lock brake system, combined with a power disc at each wheel, gives Corvette the stopping power and control to complement its performance potential.

a choice of advanced 6-speed manual or 4-speed automatic transmissions and a competition-proven chassis design.

5.7 Liter V8 with Tuned-Port Fuel Injection This standard Corvette powerplant is widely regarded as one of the great engines of all time. Performance features include Tuned-Port Fuel Injection, lightweight aluminum cylinder heads, a high-lift camshaft and roller valve lifters. Horsepower is 245 at 4000 RPM. Torque is 345 lb./ft. at 3200 RPM. *Chassis Technology* The four-wheel

independent suspension features a 5-link rear design that helps maximize tire patch contact with the road. Exclusive glass-epoxy transverse front and rear springs, forged aluminum control arms and high-strength uniframe body construction all contribute to Corvette's remarkable poise and balance. The uniframe is 100% galvanized steel.

Optional Bilstein FX3 Selective Ride Control FX3 essentially gives you a range of comfort and cornering capabilities, from softer than the regular Corvette suspension to firmer than the previously available Z51 suspension. The system is operated by means of a rotary dial on the console. There are three settings: Tour, Sport and Perf (Performance), with six different automatic gradations within each mode, depending on the speed of the car and the console setting.



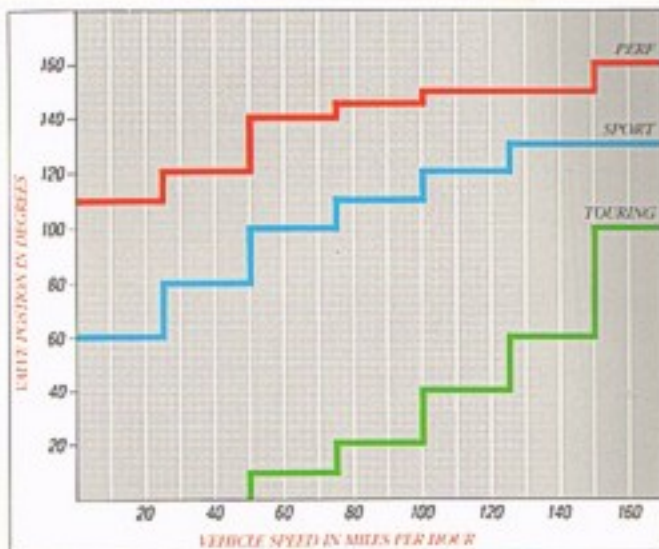
The standard six-speed manual transmission is a smooth-shifting, fully synchronized unit designed to please manual-gearbox fans. A dual-pivoted shifter provides a fast, narrow shift pattern.



The center console houses the Delco/Bilstein Selective Ride Control switch. The optional Delco/Bilstein Selective Ride Control system is programmed for six automatic gradations of firmness within each setting (Tour, Sport, Perf).



A driver's-side Supplemental Inflatable Restraint system (air bag) is standard in every 1991 Corvette. It can help protect the driver in certain frontal collisions. Sensors in the engine compartment react



as soon as the car is involved in a moderate to severe frontal impact and instantaneously inflate a protective "air bag" in the steering wheel hub. The air bag is a supplemental system only and was de-



signed for use in conjunction with safety belts. For maximum protection in frontal and all other collisions, all occupants must be properly restrained with safety belts.

Technical Data

ENGINE

5.7 liter (350 cu. in.) V8 with Tuned-Port Fuel Injection
 Block: Cast iron alloy
 Cylinder Heads: Cast-aluminum
 Valve Lifters: Roller hydraulic
 Bore: 4.00" Stroke: 3.48"
 Horsepower: 245 net @ 4000 RPM*
 Torque: 345 lb.-ft @ 3200 RPM
 Recommended Fuel: Unleaded premium
 Fuel Pump: Electric (in tank)
 Fuel Tank Capacity (in gals.): 20

TRANSMISSIONS

Choice of standard 4-speed automatic with overdrive or no-cost option 6-speed manual.

SUSPENSION—FRONT

TYPE AND DESCRIPTION
 Independent forged-aluminum upper and lower control arms and steering knuckle, transverse monoleaf spring and steel stabilizer, spindle offset.
Spring Type and Material: Mono-leaf, filament-wound glass-epoxy composite.

SUSPENSION—REAR

TYPE AND DESCRIPTION
 Independent 5-link design with toe and camber adjustment, forged-aluminum control arms, knuckles and struts; transverse monoleaf spring steel tie-rods and stabilizer. Tubular U-jointed drive shafts.
Spring Type and Material: Mono-leaf, filament-wound glass-epoxy composite.

BRAKES

TYPE AND DESCRIPTION
 Four-wheel power disc, with Bosch ABS IRS four-wheel anti-lock system, Electronic 4-wheel, 3-channel (standard).

WHEELS AND TIRES

Wheel Size and Type: 17x9.5 in. aluminum alloy.
 Tire Size and Type: P275/40ZR-17 Goodyear Eagle ZR (uni-directional)*

BODY

STRUCTURE
 Integral perimeter-frame birdcage forms unitized body structure.

ANTI-CORROSION TREATMENT
 All-encompassing corrosion protection including extensive use of aluminum; galvanization; use of specially treated fasteners; austenitic stainless steel or specially coated brackets, clamps, clips and braces; use of aluminized steel.

FRAME

All-welded steel body-frame construction, 100% galvanized.

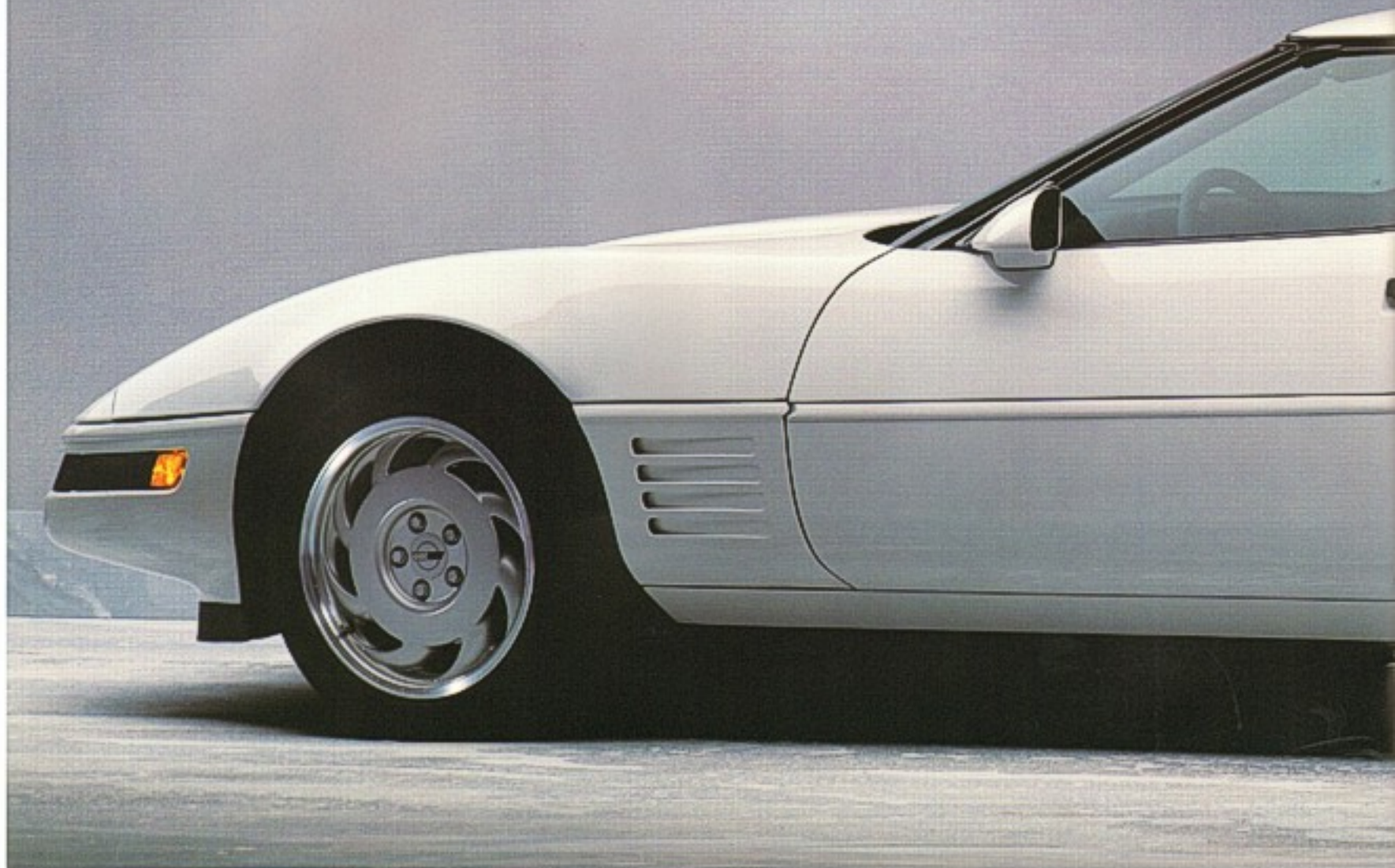
DIMENSIONS

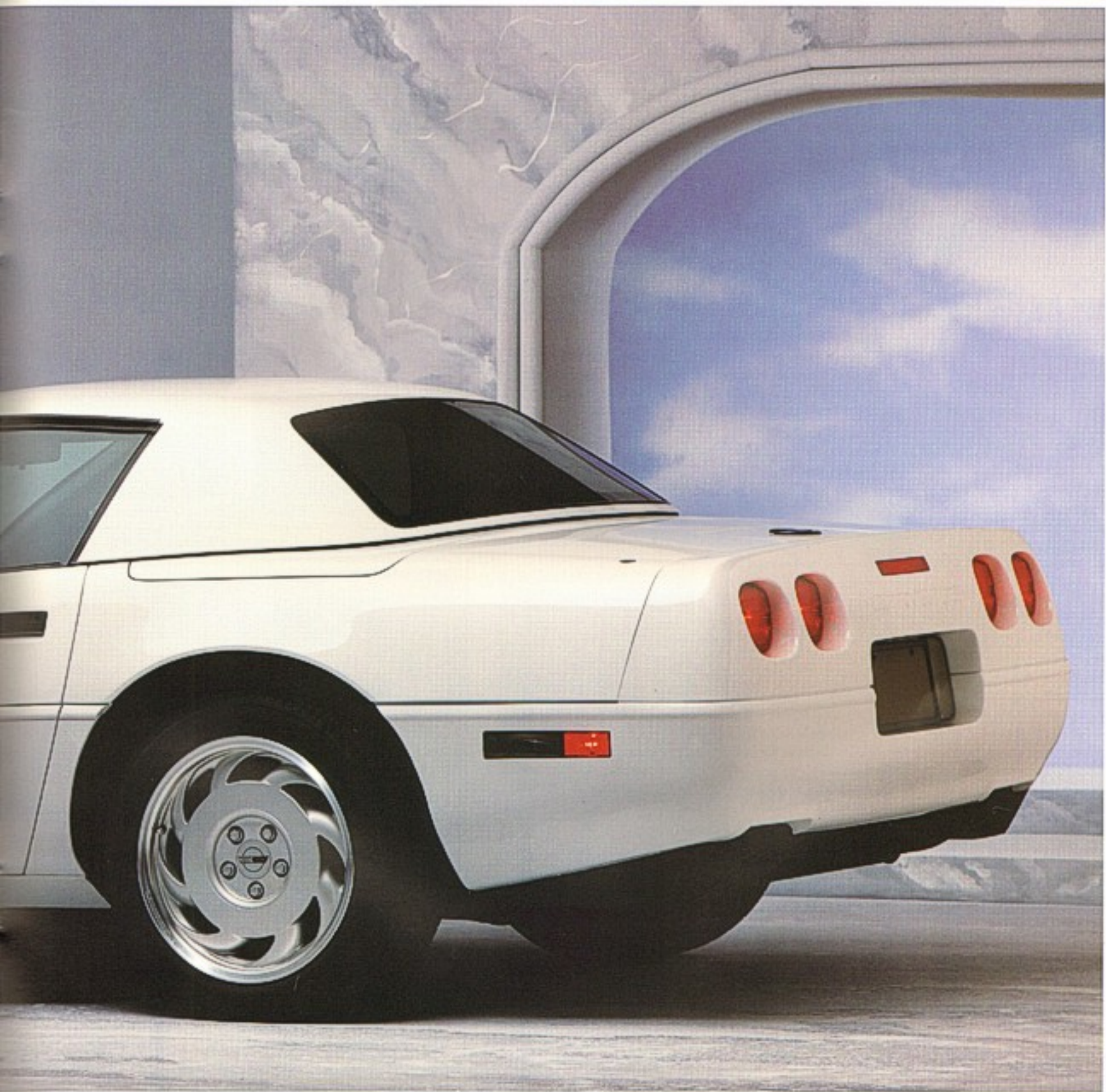
EXTERIOR
 Width: 71.0"
 Front Tread: 59.6"
 Rear Tread: 60.4"
 Wheelbase: 96.2"
 Overall length: 178.6"
 Height: 46.7"
 Minimum Ground Clearance: 4.7"
INTERIOR
 Head Room: 56.4" (56.5" Conv.)
 Leg Room: 42.6"
 Shoulder Room: 54.0"
 Hip Room: 49.3"
 Cargo Volume: 12.6 cu. ft. (6.6 cu. ft. Conv.)

* Tire chains should not be used because they may cause damage to your car.

Features & Options

*Choosing Corvette is
easy. Choosing which
Corvette is fun.*





The 1991 Corvette can be as hot as a bright red coupe with a six-speed manual transmission, Selective Ride Control, and special performance axle ratio.

The 1991 Corvette can be as cool as a white convertible with leather bucket seats, Delco/Bose stereo sound system, removable hardtop and rear-deck luggage carrier.

Corvette can be all these things, because Corvette offers choices matched by few other sports cars. The standard equipment list is a long one, including features that are optional on many other cars. Things like air conditioning, Delco AM/FM stereo with cassette tape player, Comfortilt steering wheel, removable roof panel (coupe), power windows and heated outside mirrors.

Every Corvette also includes technology unavailable on many other cars — at any price. Examples include the PASS-Key theft-deterrent system, driver's-side Supplemental Inflatable Restraint system (air bag), four-wheel anti-lock braking system, stainless steel exhaust system and corrosion-proof fiberglass body panels.

It's also reassuring to know that Corvette's uniframe/chassis is 100% galvanized steel, and that Corvette is covered by the GM Bumper to Bumper Plus Warranty (see page 32 for details), with service available at nearly 5000 Chevrolet dealers nationwide.

A unique selection of options, including Selective Ride Control and a specifically tuned Delco/Bose sound system, allows you to closely match your Corvette to your style of driving. There's even an optional low-tire-pressure warning system that activates a warning message if pressure is under 25 psi.

In this section you'll also find information on interior seat styles and color availability, convertible top colors and interior/exterior color combinations.

Now you're ready to have some fun — ordering that dream Corvette.

*The car is unique.
So are the choices
that go with it.*

Colors and Trim

A beautiful palette of paints, cloths and leathers.

Interior Colors

	Standard Cloth	Leather
BLACK	X	X
BLUE		X
GRAY		X
RED		X
SADDLE	X	X

Interior/Exterior Colors

EXTERIOR COLORS	INTERIOR COLORS				
	BLACK	BLUE	GRAY	RED	SADDLE
BLACK	X	X	X	X	X
MED. QUASAR BLUE MET.	X				X
CHARCOAL MET.	X		X		
STEEL BLUE MET.	X	X			
POLO GREEN MET.	X				X
TURQUOISE MET.	X				X
YELLOW	X		X		
WHITE	X	X	X	X	X
BRIGHT RED	X		X	X	X
DARK RED MET.	X				X

Standard Cloth Seat

Fully reclining bucket seat. Deeply contoured, with sport cloth fabric. Colors: Black, Saddle.

Optional Leather Seat

Genuine leather seats are optional at extra cost. Colors: Black, Blue, Gray, Red, Saddle.

Optional Leather Sport Seat

Deeply contoured leather sport seats are optional at extra cost. Features include full power lumbar adjustment. Colors: Black, Blue, Gray, Red, Saddle.

Convertible Top Colors

Black, White, Saddle.



Exterior Colors

BLACK



MED. QUASAR BLUE MET.



CHARCOAL MET.



STEEL BLUE MET.



POLO GREEN MET.



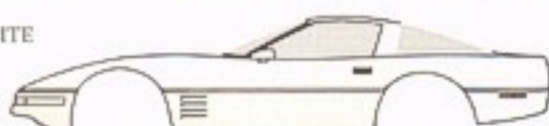
TURQUOISE MET.



YELLOW



WHITE



BRIGHT RED



DARK RED MET.



AM/FM STEREO WITH CASSETTE TAPE PLAYER

This electronically tuned Delco AM/FM stereo has four stereo speakers, seek-scan, stereo cassette tape player, power antenna and digital clock.

THEFT-DETERRENT FEATURES

PASS-Key (Personalized Automotive Security System), the most sophisticated theft-deterrent system in Chevrolet history, features an ignition key with a special electronic code. A thief using an improper key would cause the starter system and fuel delivery system to remain inoperative during any attempt to start the engine with the wrong key.

In addition to PASS-Key, a theft-deterrent horn alarm circuit is standard on every 1991 Corvette.

ELECTRONIC SPEED CONTROL

Electronic Speed Control includes a convenient resume-speed feature and a speed adjustment that allows you to change your speed in 1-MPH increments.

AIR CONDITIONING

Standard on every Corvette. Climate control system also includes heater, defroster, side-window defoggers and heated outside mirrors. An electric rear-window defogger is standard on Corvette Coupe and included with the Convertible's optional removable hardtop.

UNIDIRECTIONAL ZR40 TIRES

These high-performance Goodyear Eagle P275/40ZR-17 tires* feature a unidirectional tread pattern for excellent heat and water dissipation. New 17" x 9 1/2" aluminum wheels are standard. *Tire chains should not be used because they may cause damage to this vehicle.

ADDITIONAL STANDARD FEATURES

Power Team/Chassis/Mechanical

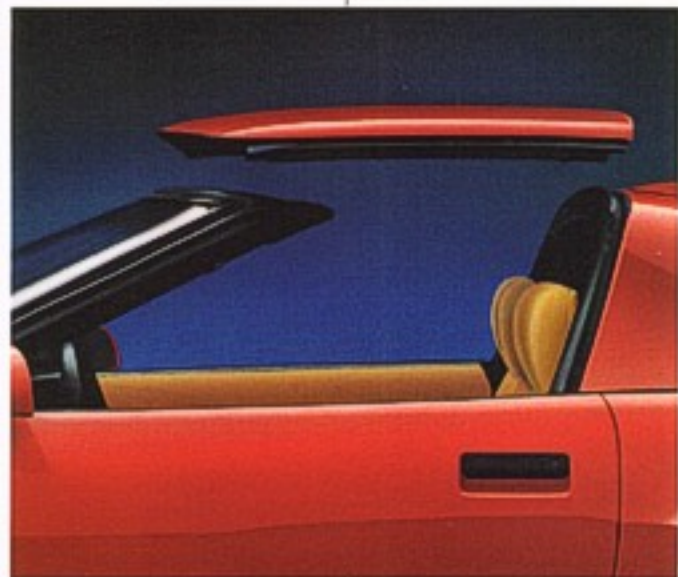
- o Bosch ABS IIS four-wheel anti-lock brake system.
- o Choice of 6-speed manual transmission or automatic transmission with overdrive fourth gear.
- o Delco Freedom Plus II battery with sealed side terminals.
- o Electric engine cooling fan.
- o Electric in-tank fuel pump.
- o Exclusive transverse front and rear springs with monoleaf glass-epoxy construction.
- o 5.7 Liter V8 engine with Tuned-Port Fuel Injection and aluminum cylinder heads.
- o Forged aluminum front and rear suspension arms.
- o Fully independent front and rear suspension.
- o Limited slip differential.
- o Magnesium engine valve covers.
- o Single-belt accessory drive.
- o Power rack-and-pinion steering.
- o Stainless steel exhaust pipes, catalytic converter, exhaust manifolds, and free-flow mufflers.
- o Uniframe body construction, 100 percent galvanized and dip-painted.

EXTERIOR

- o Concealed wipers with integral washers in wiper arms.
- o Corrosion-proof fiberglass body panels.
- o Designed-in body-side moldings.
- o Dual electric remote-controlled heated sport mirrors.
- o Dual halogen fog lamps.
- o Frameless rear-hatch glass with three remote releases (Coupe).
- o Front and rear cornering lamps.
- o Full-tilting clamshell hood.
- o Retractable halogen headlamps.
- o Tinted and flush-mounted glass.

INTERIOR

- o Center console with shifter, coin tray, cigarette lighter and ash-tray, plus controls for radio, air conditioning and electric mirrors.
- o Comfortilt steering wheel.
- o Day/night rearview mirror with integral map light.
- o Driver information system providing average MPG and cruising range in digital readouts.
- o Full instrumentation with multi-colored analog and digital display. Readouts include: speedometer, 6000-RPM tachometer, fuel level, oil pressure, voltmeter, water temperature, instant MPG and range.
- o Headlamps-on reminder.
- o High-intensity interior lamps.
- o Illuminated dual visor mirrors.
- o Intermittent windshield wipers.
- o Leather-wrapped steering wheel.
- o Power door locks.
- o Power windows.



A one-piece removable roof panel is standard on Corvette Coupe.



Standard Delco AM/FM stereo music system includes seek-scan, stereo cassette tape player, four speakers, automatic power antenna and digital clock.

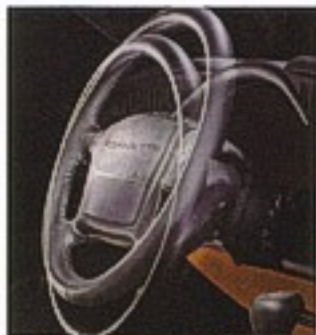


Standard electronic speed control includes resume-speed and speed adjustment features.





An advanced four-wheel anti-lock braking system gives the '91 Corvette stopping power to complement its performance potential.



Comfortilt steering wheel adjusts to your personal driving style.



A sophisticated five-link independent rear suspension is standard on Corvette.

Standard Features

*Everything you expect
to find, and more.*

The Corvette Convertible's soft top disappears below a fiberglass panel when lowered. Convertible top colors are Black, White or Saddle, depending on exterior color selected.



Optional Equipment

A selection of comfort, convenience and performance features you will want to consider...

Delco/Bose AM/FM Stereo Music System with Stereo Cassette Tape Player and Digital Compact Disc Player

o This world-class Delco/Bose music system features four bass reflex amplifier speakers engineered specifically for Corvette (each with its own equalizer network), an AM/FM stereo receiver with automatic adjustment, electronic tuning with seek-scan, Dynamic Noise Reduction (DNR™) and Dolby® Sound Noise Reduction to reduce high-frequency "hiss" on AM/FM and cassette tape.

o The cassette tape player includes automatic reverse (radio functions while cassette rewinds) and music search feature.

o The integral compact disc player includes digital readouts, repeat function and search-and-scan.

o A Speed Compensated Volume Control feature automatically increases radio volume as the speed of the car increases.

Delco/Bose AM/FM Stereo Music System with Stereo Cassette Tape Player

This Delco/Bose system is similar to the above music system, with the exception that it does

not include a compact disc player.

Selective Ride Control

Selective Ride Control is the ultimate Corvette suspension option. This computerized system allows the driver to select one of three suspension settings (Touring, Sport or Performance) via a console-mounted switch. Within each of the three settings, ride firmness automatically increases as speed increases.

Electronic Air Conditioning

This electronic control system features easy-to-use, color-coded push buttons and a digital temperature adjuster. Once set, the temperature is automatically maintained. A display registers outside temperature.

Leather Sport Seats

Aggressively contoured leather sport seats include a six-way power adjustment and full-power lumbar adjustment.

Low Tire Pressure Warning System

A transmitter in each tire is designed to measure tire pressure and activate a warning message if pressure is under 25 psi.

Additional Optional Equipment

- o Axle, Performance-ratio
- o Removable Hardtop (Convertible)
- o Seats, leather-trimmed
- o Seats, power six-way adjustment
- o Transparent roof panel (Coupe only).



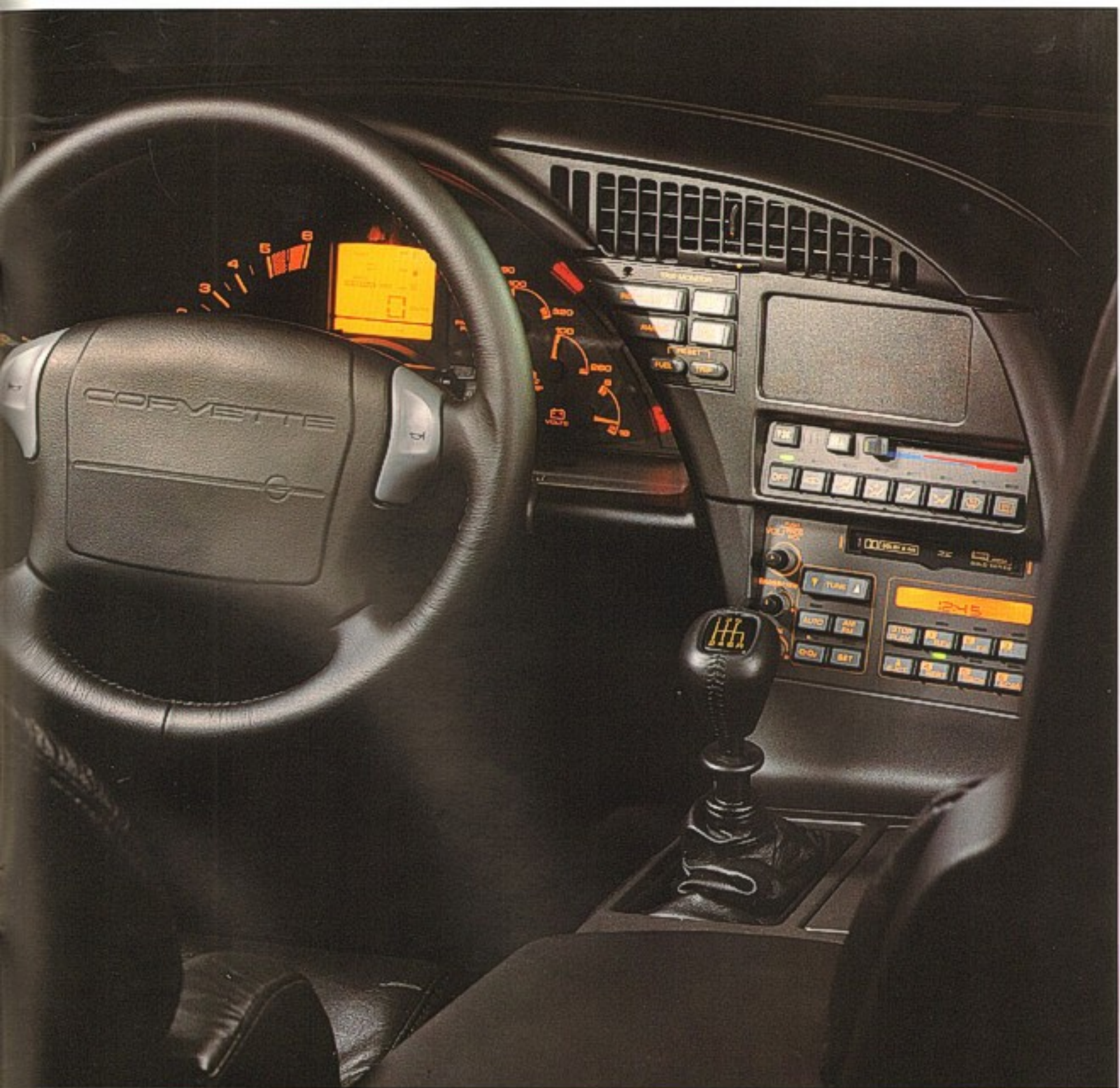
Electronic Air Conditioning is a fully automatic climate control system. Just set the temperature, and enjoy Corvette performance.



The optional transparent tinted roof panel gives Corvette Coupe occupants a view of the sun and stars.



The available Delco/Bose music system features a stereo cassette tape player and digital compact disc player.



Additional Information

SAFETY FEATURES

OCCUPANT PROTECTION

Supplemental Inflatable Restraint, driver only, with manual lap/shoulder safety belts for the driver and right front passenger — includes visual and audible warning system • Energy-absorbing steering column • Energy-absorbing instrument panel • Interlocking door latches • Side-guard door beam • Passenger-guard inside door lock handles • Safety armrests • Head restraints, driver and right front passenger (integral) • Breakaway inside rearview mirror • Security door lock and door retention components.

ACCIDENT AVOIDANCE

Side marker lamps and reflectors • Parking lamps that illuminate with headlamps • Four-way hazard warning flashers • Backup lamps • Center high-mounted stop lamp • Directional signal control with lane-change feature • Windshield defroster, washer and multi-speed wipers (pulse-type) • Inside rearview mirror • Dual electric remote outside rearview mirrors • Brake system with dual master cylinder and warning light • Starter safety switch • Low-glare finish on inside windshield moldings, wiper arms and blades • Illuminated heater and defroster controls • Tires with built-in tread wear indicators.

IMPORTANT: A WORD ABOUT THIS CATALOG

We have tried to make this catalog as comprehensive and factual as possible. We reserve the right, however, to make changes at any time, without notice, in prices, colors, materials, equipment specifications, models and availability. Since some information may have been updated since the time of printing, please check with your Chevrolet dealer for complete details.

A WORD ABOUT ENGINES

Chevrolets are equipped with engines produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide.

A WORD ABOUT ASSEMBLY

Chevrolets are assembled by different operating units of General Motors, its subsidiaries or suppliers to GM worldwide. Chevrolet incorporates thousands of components produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide.

We sometimes find it necessary to produce Chevrolets with different or differently sourced components than originally scheduled. All such components have been approved for use in Chev-

rolets and will provide the quality performance associated with the Chevrolet name. Since some options may be unavailable when your vehicle is assembled, we suggest that you verify that your vehicle includes the equipment you ordered, or if there are changes, that they are acceptable to you.

A WORD ABOUT UPDATED SERVICE INFORMATION

Chevrolet regularly sends its dealers useful service bulletins about Chevrolet products. Chevrolet monitors product performance in the field. We then prepare bulletins for servicing our products better. Now you can get these bulletins, too. Ask your dealer. To get ordering information, call toll-free 1-800-551-4125.

A WORD ABOUT CORROSION PROTECTION

Chevrolets are designed and built to resist corrosion. All body sheet metal components are warranted against rust-through corrosion for 6 years/100,000 miles. Application of additional rust-inhibiting materials is not required under the corrosion coverage.



GM's 3-year/50,000-mile limited warranty covers repairs for the 1991 Corvette, including labor and parts, to correct any defects in material or workmanship occurring during the warranty period. After the first year or 12,000 miles, there is a \$100 deductible per repair visit. Warranty features include air conditioning repair, towing, no-cost warranty transfer, 6-year/100,000-mile body sheet rust-through protection and 5-year/50,000-mile emissions control system coverage. Items not covered include tires (which are covered by their manufacturer) and normal maintenance. See your Chevrolet dealer for terms of this limited warranty. At your Chevrolet dealer's financing or leasing your new Corvette can be as easy as saying GMAC.

Let's get it together... buckle up.



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Litho in U.S.A. 5030 July 1990



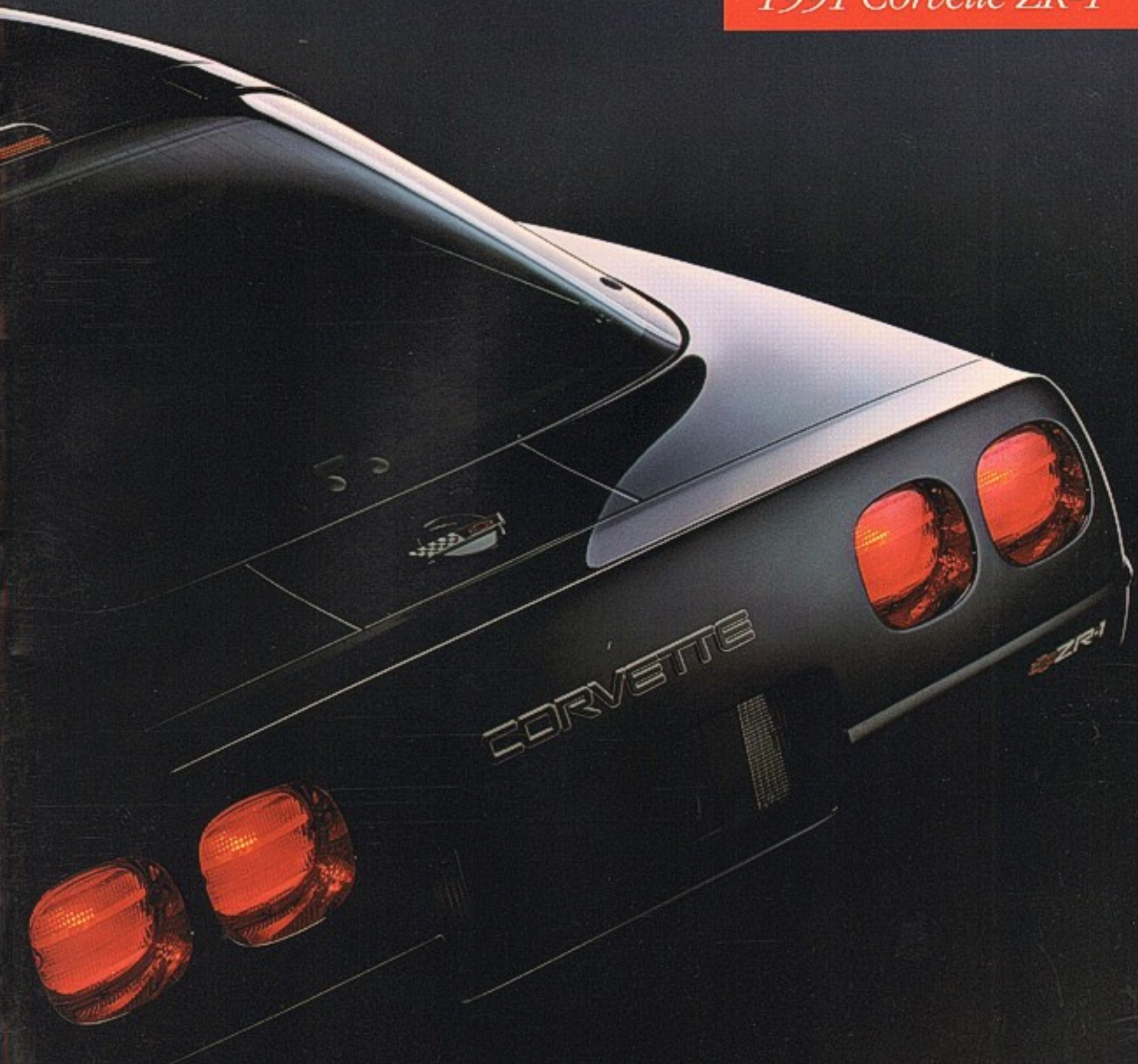
*The
Heartbeat*

of America is winning.

Today's Chevrolet.



1991 Corvette ZR-1





2 First-Year Reviews

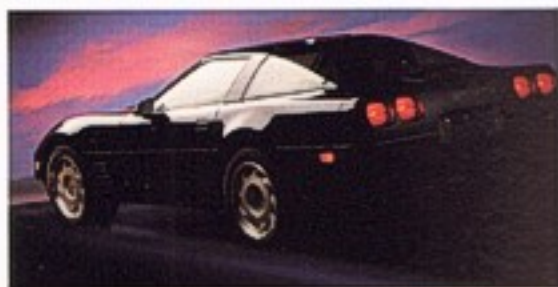
In the U.S.A. and across Europe, ZR-1 brings the house down.

4 Corvette ZR-1 Wins Endurance Record

A stock Corvette ZR-1 rewrites the record book on a Texas track.



8 1991 Corvette ZR-1



For '91, stunning new style for the American supercar.

12 ZR-1 Technology

At the heart of ZR-1: a 375-HP four-cam 32-valve V8.



18 ZR-1 Features & Options

The 1991 ZR-1 is the most completely equipped Corvette ever.



This catalog will provide you with a closer look at the high-content, highest-performance Corvette, the 1991 ZR-1.

First-Year Reviews

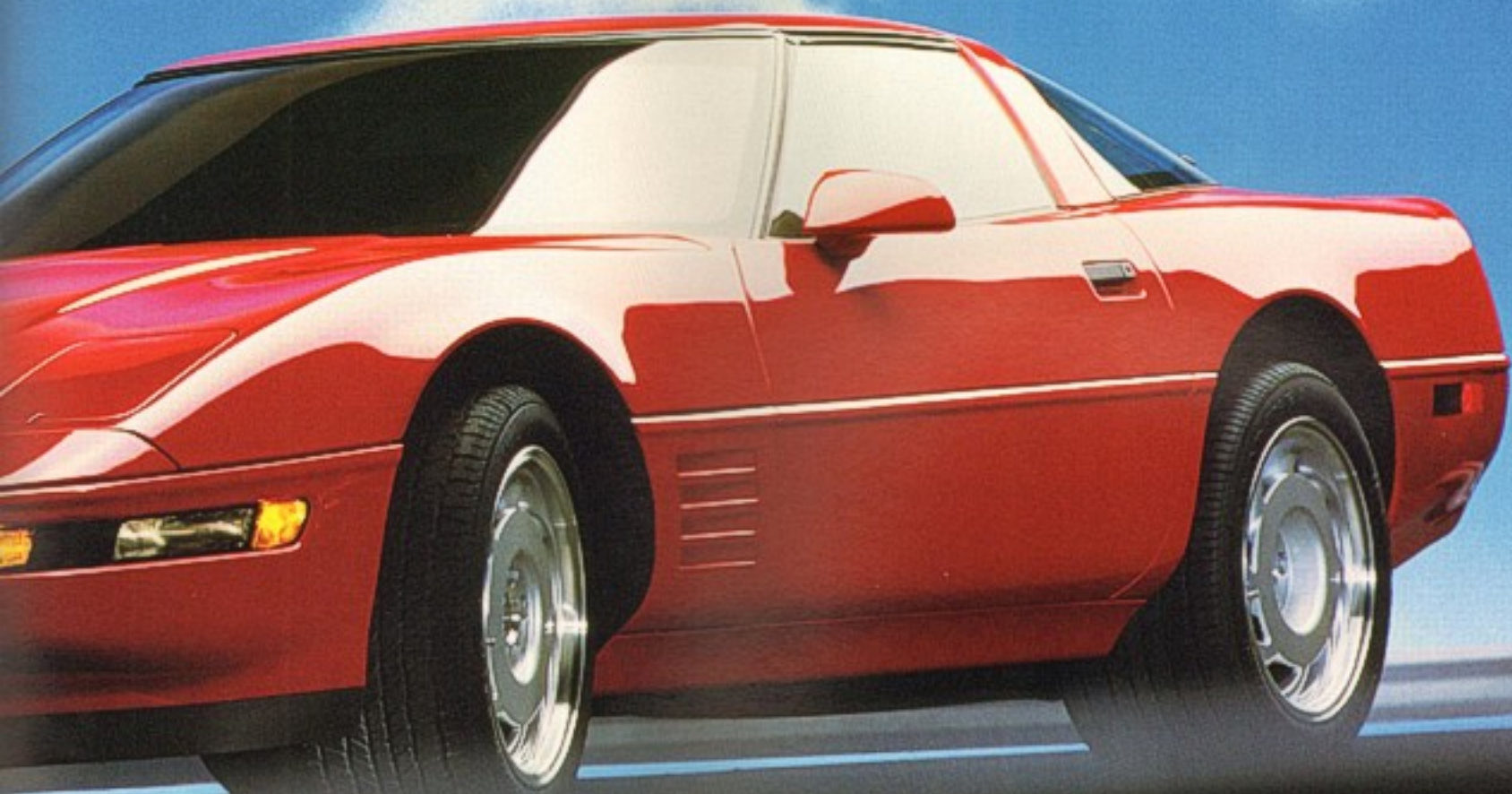
"It feels glued to the pavement, and it goes as if it were powered by equal parts lightning and solid rocket fuel...the engine's performance is best described as otherworldly. Its power just plain warps the mind."

—Car and Driver

"The Corvette ZR-1 runs in a class of precisely one."

—Automobile Magazine



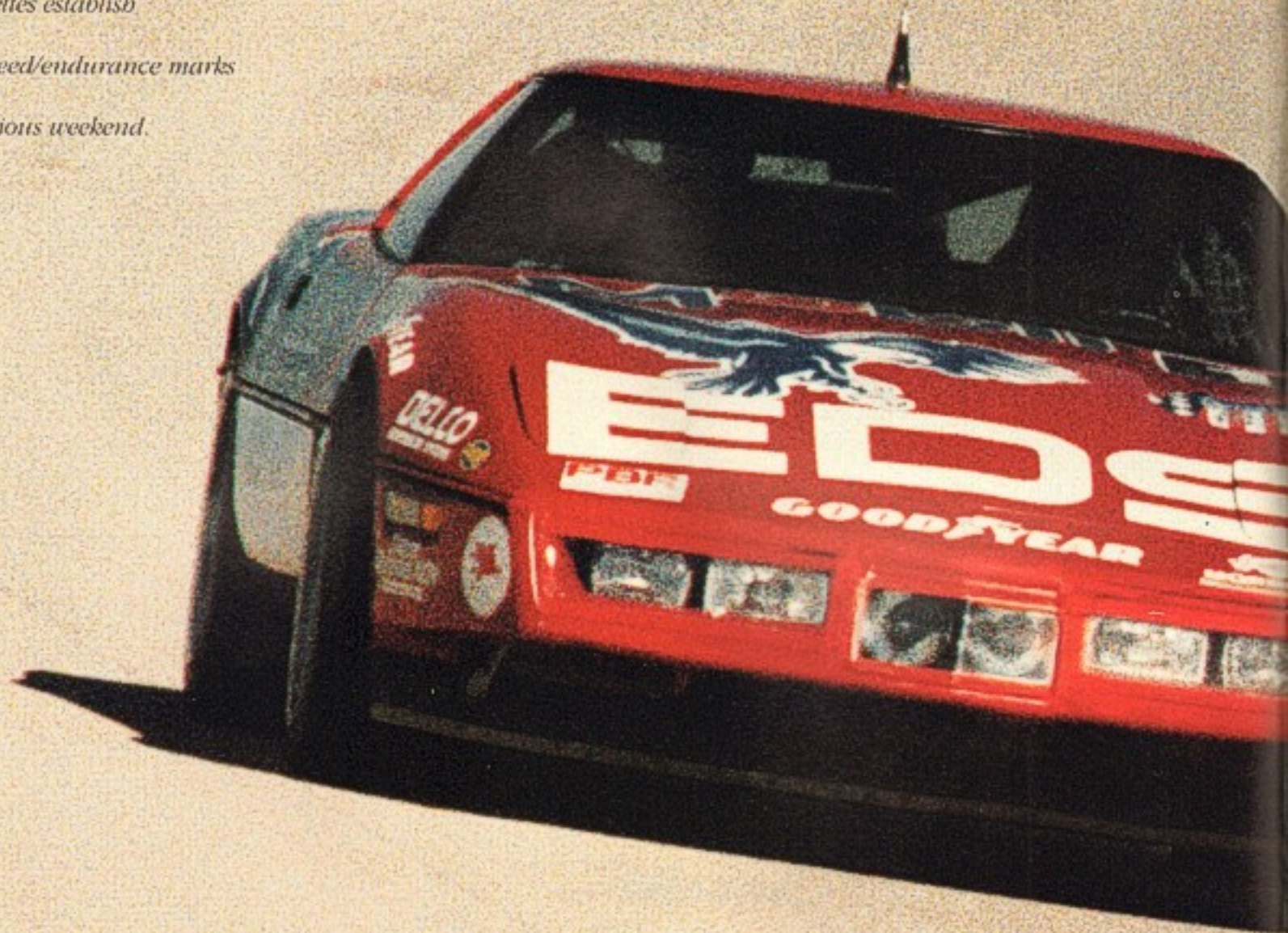


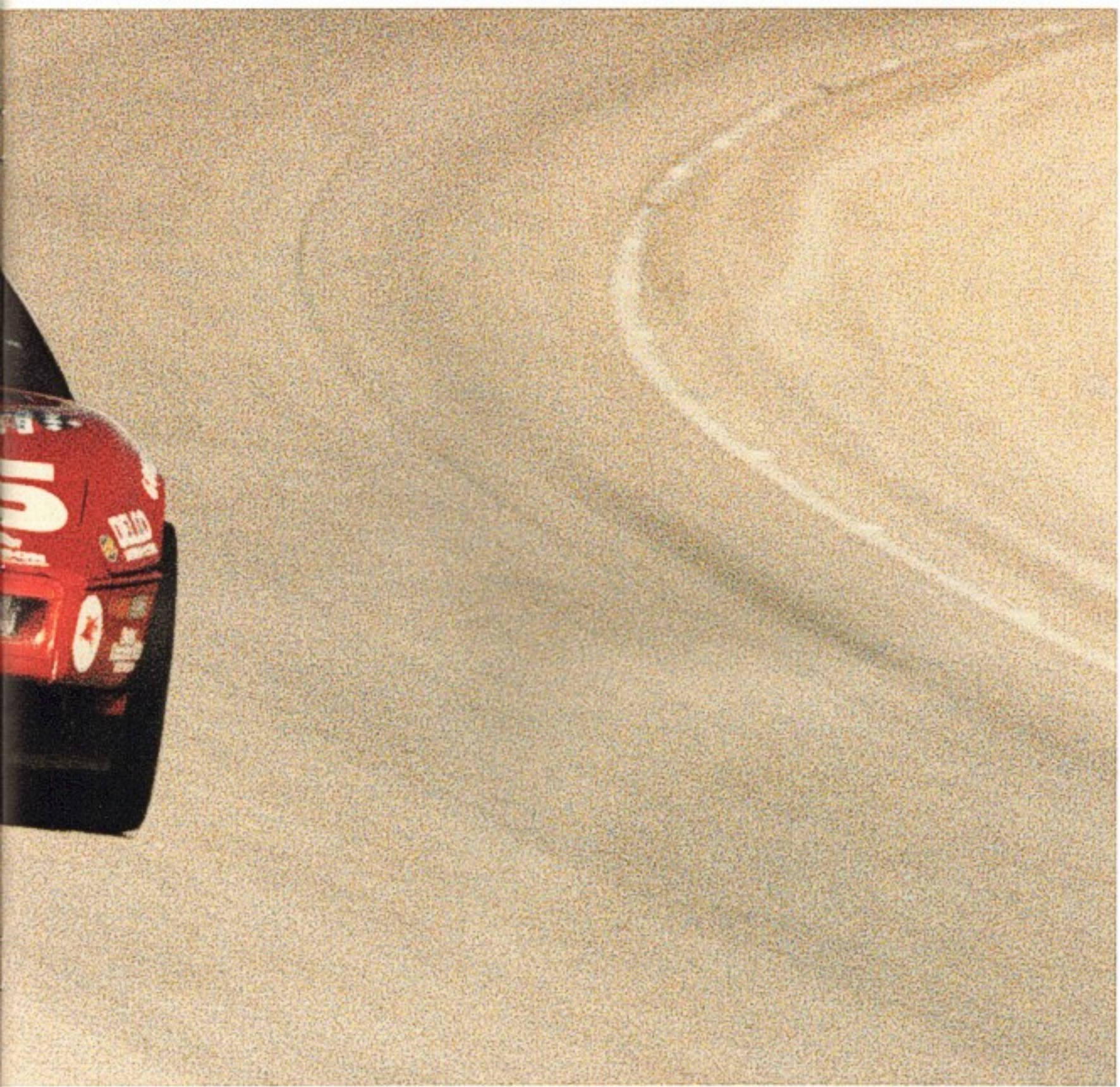
*"... the ZR-1 moves the Corvette out of its position
as merely America's best sports car ... and solidly
into the world class for performance cars."*

—Performance Car

Corvette Wins Endurance Record

*Two Corvettes establish
12 new speed/endurance marks
in one furious weekend.*





Fort Stockton, Texas, doesn't roll off the tongue like Indy, LeMans or Sebring. But it is where the fastest cars in the world come to run. It was here, at the Fort Stockton Firestone/Bridgestone high-



In March 1990, a specially modified '90 Corvette ZR-1 established a new 24-hour speed/endurance mark at the Fort Stockton Firestone/Bridgestone high-speed test track.

speed test track, that a pair of Corvettes set nine new international class standards and three world records in March 1990.

The previous record for the prestigious 24-hour speed/endurance mark was set 50 years earlier, by Ab Jenkins at the Bonneville Salt Flats in 1940. His "ride," the legendary Mormon Meteor III, was a Duesenberg-built one-passenger race car.

The red 1990 Corvette ZR-1 that smashed the decades-old mark by over 15 MPH (averaging 175.885 MPH) was factory-stock with the addition of a straight-pipe exhaust system, extended-range fuel cell and special Goodyear racing tires.

The official record books of the Federation Internationale de l'Automobile (FIA) will also show that the same Corvette ZR-1 holds the new world mark for 5000 kilometers and 5000 miles. The other Corvette — a 1990 L98 Coupe specially modified with off-the-shelf Chevrolet performance equipment — established five international



records in 100-kilometer, 500-kilometer, 1000-kilometer, 1-hour and 6-hour categories. The ZR-1 smashed the standing marks in 100-mile, 500-mile, 1000-mile and 12-hour categories. A world record is a

This record-breaking red Corvette ZR-1 averaged 175.885 MPH on its 24-hour run, stopping only for gasoline, tires and driver changes.

mark for the fastest vehicle of any kind, and an international record is another name for a class record.

Eight veteran endurance drivers, including three Corvette engineers, took turns behind the wheel of the ZR-1 in the 24-hour run. They braved gusty winds and freezing temperatures throughout the night,

and the hot Texas sun all day long. Through it all, the ZR-1 ran flawlessly. The only stops were for gasoline, tires, and driver changes.

"You need a world-class production car to set world records," said chief driver Tommy Morrison. "I had a lot of thoughts as we broke the 24-hour record. I remember thinking we'd done something historic. I felt fortunate to be in the car," he added.

Corvette ZR-1 had already distinguished itself as one of the world's best production sports cars in head-to-

head comparisons with Europe's finest. On the Fort Stockton race track, Corvette ZR-1 delivered race-car speed and endurance for the equivalent of ten Indy 500 races back to back — at an average speed of over 175 MPH.

Corvette ZR-1 had come to run — and run it most certainly did, accomplishing in 24 hours what no other car had been able to

do in the preceding 50 years. And the Federation Internationale de l'Automobile put it all into the record book, lest anyone forget the world-class run of a truly world-class vehicle.

CORVETTE REWRITES THE RECORD BOOK

WORLD AND INTERNATIONAL RECORDS

(Category A, Group II, Class 10)

CORVETTE ZR-1

24 hours: 175.885 MPH

INTERNATIONAL RECORDS

Corvette L98

100 kilometers: 172.843 MPH

500 kilometers: 171.874 MPH

1000 kilometers: 170.487 MPH

1 hour: 174.535 MPH

6 hours: 170.877 MPH

Corvette ZR-1

100 miles: 175.600 MPH

500 miles: 175.503 MPH

1000 miles: 175.710 MPH

500 kilometers: 175.710 MPH

5000 miles: 173.791 MPH

12 hours: 175.523 MPH

All speed/endurance records confirmed by the Federation Internationale de l'Automobile (FIA).



A '90 Corvette, specially modified with off-the-shelf Chevrolet performance equipment, established five international records of its own at Fort Stockton.

1991 ZR-1 Corvette

*One of the world's best
gets better.*





For Corvette enthusiasts, 1990 was quite a year. The introduction of Corvette ZR-1 was the sports car event of the modern era. And the competition is still running for cover.



At the rear: the distinctive "reside body" look of Corvette ZR-1.

Never before has an American car attracted so much attention, dominated so many magazine covers in the U.S.A. and in Europe, or received so much adoration worldwide. Among the accolades, a usually reserved *Road & Track* Magazine named the '90 Corvette ZR-1 one of the five best cars in the world.

After a debut like that, you'd expect the Corvette design team to take a bit of a breather. Didn't happen. The excitement continues in 1991 — and as before — it begins under the hood.

The already legendary ZR-1 engine (the LT5 V8) is an all-aluminum 5.7 Liter design. Each cylinder head has dual overhead camshafts (DOHC) and four valves per cylinder. Fuel delivery is by micro-processor-controlled Multi-Port Injection with two injectors per cylinder. There is no distributor. Ignition is via a four-coil "direct-fire" system.

Compression ratio is 11.01:1. Horsepower is 375 at 5800 RPM; torque is 370 ft.-lbs. at 4800 RPM.

All-new styling envelops this technological tour de force for 1991. At the front, wraparound halogen fog/cornering lamps and a reshaped front bumper design immediately identify the '91. The new look also includes horizontal front fender gill panels, wider body-color side moldings and restyled aluminum wheels. At the front and rear, a new version of the Corvette "crossed flags" emblem. Five interior colors and ten exterior colors, including new Turquoise Metallic, Steel Blue Metallic and Medium Quasar Blue Metallic, are available.



The stylish front fender louvers have a new look for '91.

New standard equipment includes a "delay" feature for accessories. This feature continues to supply power to the entertainment system and power windows for up to 15 minutes after the ignition key is turned to "off" or until the driver's door is opened — whichever happens first. A power plug connection for a cellular phone is another standard convenience feature.



In addition to the 32-valve V8, features that set the ZR-1 apart from other 1991 Corvettes include flared doors and rear bodywork to accommodate ZR-1's super-wide rear tires. Rear tread width on the ZR-1 is 61.9 inches — 1.5 inches more than the regular Cor-

vette. The ZR-1 is not available with an automatic transmission. The fully synchronized 6-speed manual transmission — rated at 425 ft.-lbs. of torque — was specifically designed for the ZR-1 by ZF of West Germany, but is offered as a no-cost option on other 1991 Corvettes.

A unique Power Key provides the ZR-1 owner with a choice of two engine settings. When "Full" mode is selected, the ZR-1's full potential is unleashed. "Normal" mode limits the driver to about 210 HP.

ZR-1 also includes a more complete roster of standard equipment than other Corvettes. Standard features include a Delco/Bose AM/FM stereo with stereo cassette tape player and digital compact disc player, electronic-control air conditioning, leather sport seats with 6-way power adjuster and lumbar support, and a low-tire-pressure warning system. The standard FX3 Selective Ride Control provides three settings: TOUR, SPORT and PERF (Performance) via a console-mounted switch. Each of these settings gives unique ride and handling characteristics.

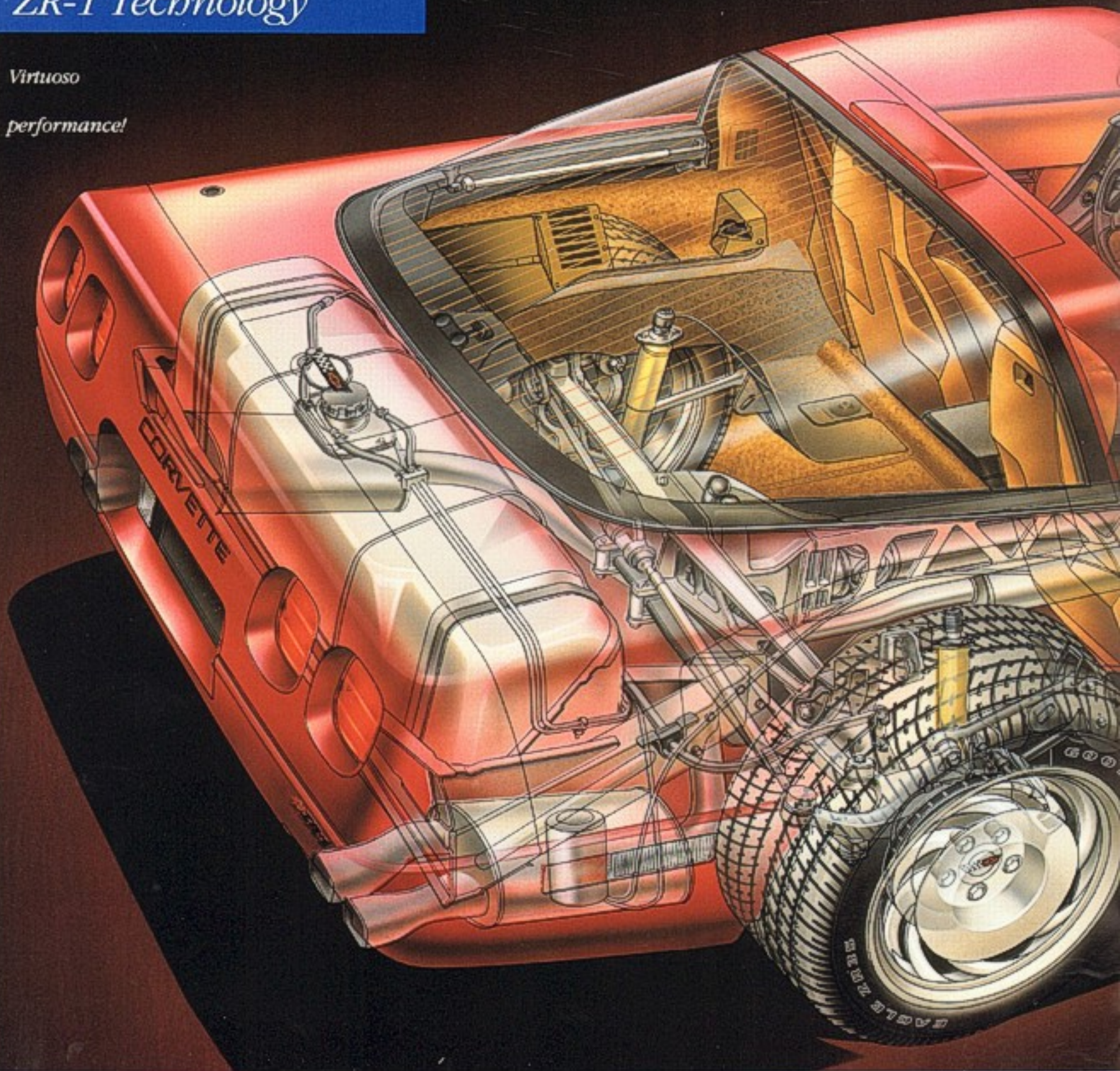
After driving the '90 ZR-1, *Road & Track* declared, "This car ushers in a new era, in which we are no longer faced with either-or choices ... now we can have it all."

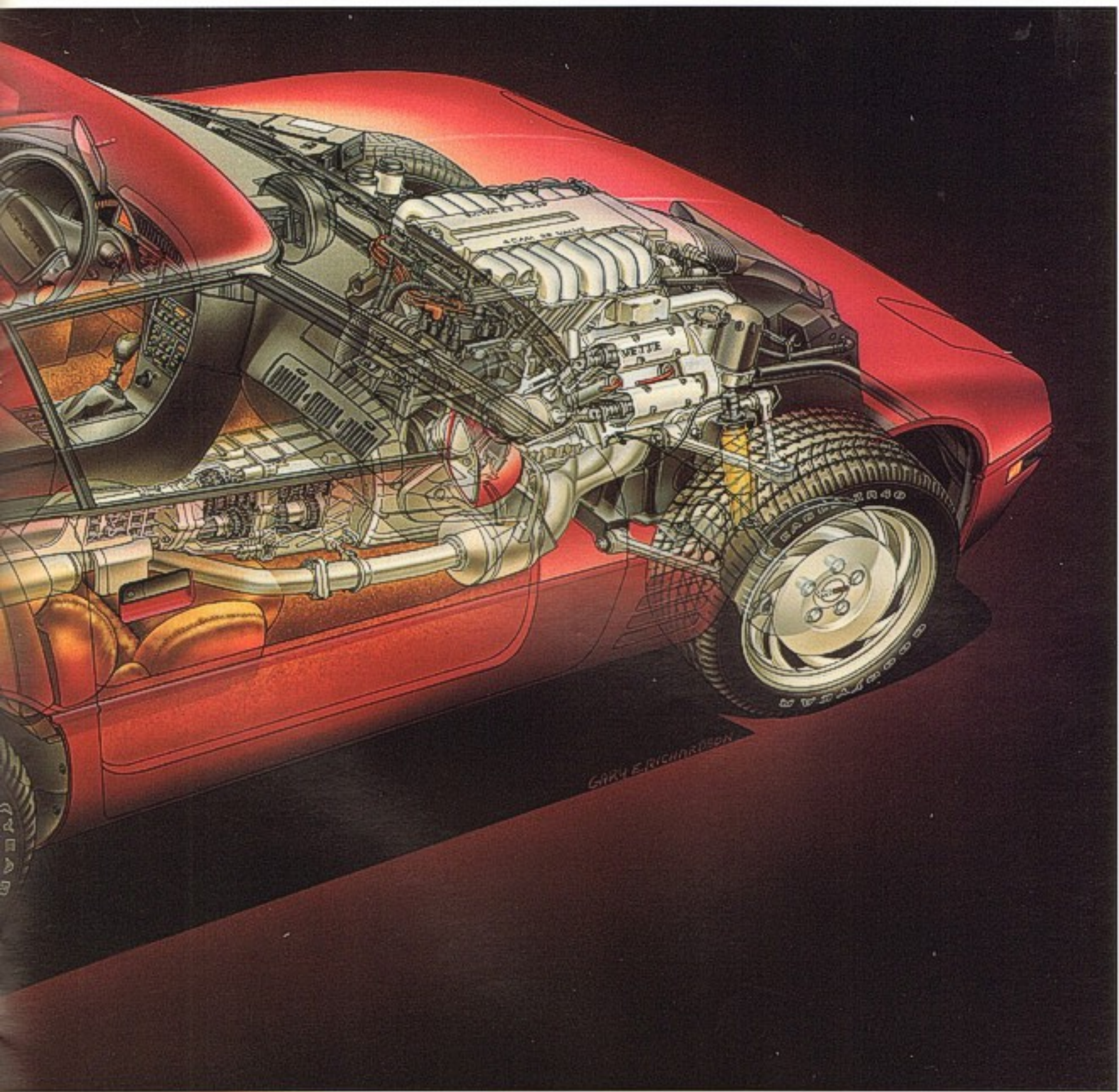
Front cornering halogen fog lamps wrap around to the sides and incorporate side marker lamps.

ZR-1 Technology

Virtuoso

performance!





The international motoring press has spent the better part of a year measuring Corvette ZR-1 against both stopwatch and Europe's finest.

To summarize their findings: ZR-1 stands alone among "U.S.-spec" production sports cars and is actually competitive with the all-out racing machines of just a few years ago.

The ZR-1 was designed as a total package; one that reaches beyond traditional parameters to create a new level of sports car for the discerning enthusiast.

The advanced engineering begins with the 5.7 Liter, 32-valve, dual-overhead-cam LT5 V8. This aluminum V8, exclusive to Corvette, is a joint engineering effort of Chevrolet Motor Division and GM's Group Lotus engineering center in Hethel, England. In addition to an efficient four-valve-per-cylinder design and dual overhead cams (four total), LT5 engine features include a 16-runner inlet manifold, two fuel injectors per cylinder, Multi-Port Fuel Injection, and an ultra-high 11.0:1 compression ratio. In other words, the stuff of a brand-new Corvette legend.

Other ZR-1 performance features include the acclaimed ZF 6-speed manual transmission, fully independent front and rear suspension, 17" Goodyear Eagle unidirectional tires, Selective Ride Control and a four-wheel anti-lock brake system.

The ZR-1 has undergone wide-ranging durability testing at the GM Proving Grounds, in actual racing and in USAC-sanctioned endurance tests. Every LT5 engine is assembled to exacting precision standards by Mercury Marine in Stillwater, Oklahoma. We're so confident of the quality of the LT5 engine and of the Corvette ZR-1 that the complete car is covered by the best warranty in Corvette history, the 3-year/50,000-mile GM Bumper to Bumper Plus Warranty. (See your Chevrolet dealer for terms of this limited warranty.)

*Corvette ZR-1 takes
the production sports
car to a higher level.*

Technical Data

ENGINE

Block.....	Cast-aluminum	
Pistons.....	Cast-aluminum	
Bore x Stroke.....	99.0 x 93.0mm (3.90 x 3.66 in.)	
Displacement.....	5.7 Liters (350 cu. in.)	
Compression Ratio.....	11.0:1	
Engine Control System.....	Computer-controlled coil ignition system with enhanced electronic spark control system.	
Emissions Controls.....	3-way catalytic converter with feed-back fuel-air-ratio control.	
Valve Train.....	DOHC (4 total) with direct lobe-to-lifter contact. A 32-valve engine utilizing camshaft duplex chain drive.	
Horsepower (SAE net).....	375 @ 5800 RPM	
Torque (SAE net).....	370 ft.-lbs. @ 4800 RPM	
Valve Diameter		
Inlet.....	39.0 x 2mm (1.54 in. x 2)	
Exhaust.....	35.2 x 2mm (1.38 in. x 2)	
Valve Lift		
Inlet.....	9.9mm (0.39 in.)	
Exhaust.....	9.9mm (0.39 in.)	
Bore Centers.....	111.76mm (4.40 in.)	
Fuel System.....	Multi-Port Fuel Injection	
Throttle Bore		
Primary.....	22.0mm (0.866 in.)	
Secondary.....	2 x 59.0mm (2 x 2.32 in.)	
Recommended Fuel.....	Unleaded Premium	

TRANSMISSION

6-Speed Manual		
Gear Ratios:1st.....	2.68	5th..... 0.75
2nd.....	1.80	6th..... 0.50
3rd.....	1.31	
4th.....	1.00	Reverse..... 2.50
Final drive ratio:	3.45:1	

TIRES AND WHEELS—STANDARD

TIRES

P275/40ZR-17 (front) and P315/35ZR-17 (rear) B/W high-speed steel-belted radial Eagle unidirectional (Goodyear)*.

WHEELS

17" x 9¹/₂" front, 17" x 11" rear.

SUSPENSION—GENERAL

Gas-pressurized shock absorbers with Selective Ride Control.

SUSPENSION—FRONT

TYPE AND DESCRIPTION

Independent, forged-aluminum upper and lower control arms and

steering knuckle, transverse monoleaf spring and steel stabilizer, spindle offset.

Spring Type and Material: Monoleaf, filament-wound glass-epoxy composite.

SUSPENSION—REAR

TYPE AND DESCRIPTION

Independent 5-link design with toe and camber adjustment, forged-aluminum control arms, knuckles and struts; transverse monoleaf spring steel tie-rods and stabilizer. Tubular U-jointed drive shafts.

Spring Type and Material: Monoleaf, filament-wound glass-epoxy composite.

BRAKES

DESCRIPTION

Aluminum caliper with nodular iron reaction bracket; self-adjusting.

TYPE

Front: Disc with sliding-head low-drag calipers.

Rear: Disc with sliding-head low-drag calipers.

Power Brakes: Standard.

Anti-Lock Brake System: Electronic 4-wheel, 3-channel.

BODY

STRUCTURE

Integral perimeter-frame birdcage forms unitized body structure.

ANTI-CORROSION TREATMENT

All-encompassing corrosion protection including extensive use of aluminum; galvanization.

STEERING

Power: Standard

Adjustable Steering

Wheel: Standard

Black-Leather-Wrapped

Four-Spoke Steering

Wheel

Turning Diameter:

40 ft.

Steering Type: Hydraulic

rack-and-pinion

Overall Ratio: 15.7:1

Turns: Lock-to-lock, 2.25

FRAME

All-welded steel-body-frame construction, 100% galvanized.

CAPACITIES/CALCULATED DATA

Engine Oil..... 12 qts.

Fuel..... 20 gals.

Engine

Coolant..... 16.7 qts.

Interior

Volume..... 48.7 cu. ft.

Trunk/Cargo

Volume..... 12.6 cu. ft.

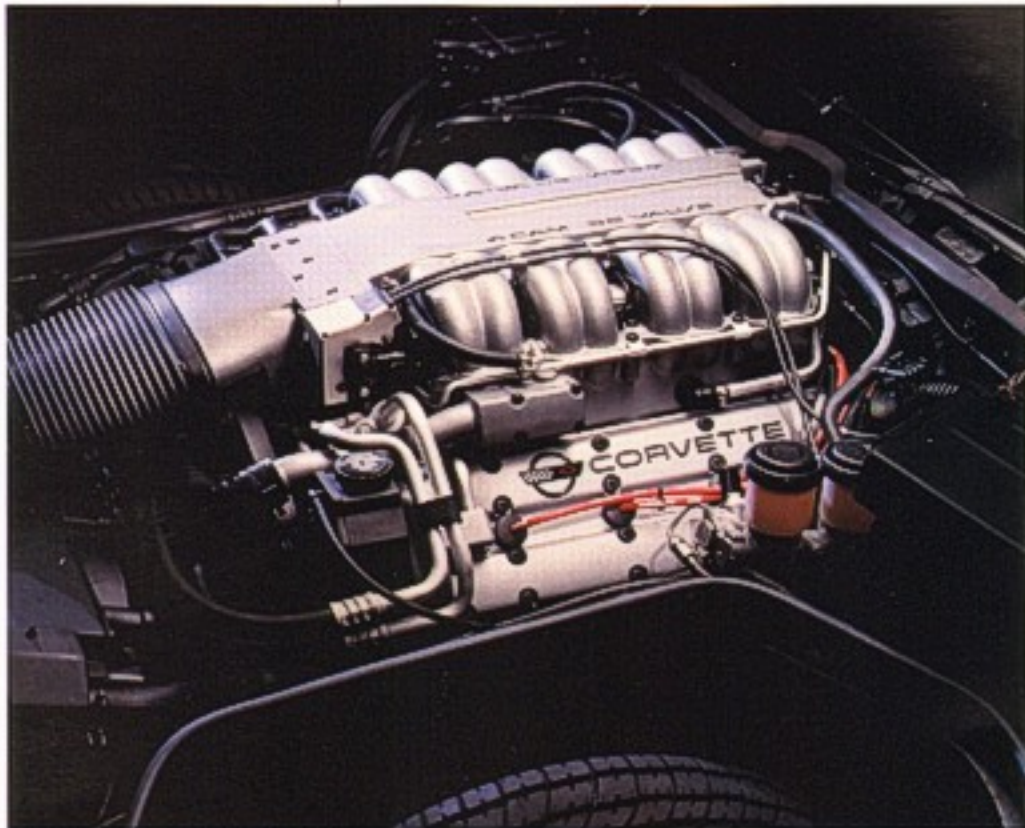
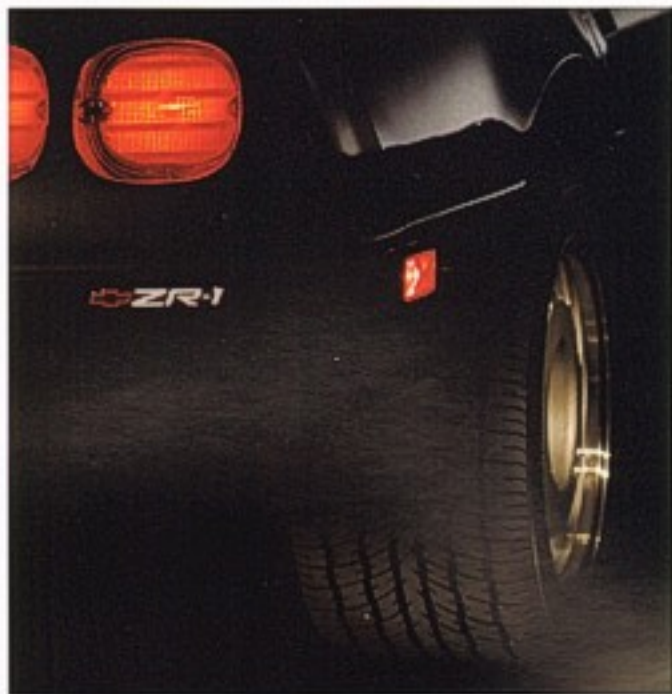
Frontal Area..... 19.4 ft.²

*Tire chains should not be used because they may cause damage to your car.

ZR-1 rides on the widest tires in Corvette history: P315/35ZR-17s in back and P275/40ZR-17s in front.



The Power Key is an exclusive feature of Corvette ZR-1. The NORMAL setting limits horsepower to about 210. When FULL is dialed in, the maximum potential of the LT5 engine is made available.



Corvette ZR-1 is powered by the ultra-high-performance 32-valve 4-cam 5.7 Liter V8. Construction is all-aluminum. Horsepower is 375 at 5800 RPM.

Why 32 valves?

A four-valve-per-cylinder engine design provides better breathing, higher output per cubic inch of displacement and enhanced efficiency.

In the LT5 V8, twin inlet and twin exhaust valves are featured in each of the eight combustion chambers. There are two camshafts above each bank of cylinders. One camshaft operates the intake valves and the other operates the exhaust valves. The inlet valves have distinct primary and secondary cam contours to accommodate the engine's unique induction system.

An overhead camshaft design allows for valve train weight savings and simplification.

Multiple Throttle Induction

The LT5 induction system looks much like Corvette's traditional Tuned-Port Injection, but the throttle body has three butterflies instead of two — and there are 16 runners instead of eight. These runners feed air directly into each of the injector housings, which have an electronically controlled, sequentially fired fuel injector positioned over each of the intake valves.

Within each cylinder, the intake ports, valves and cam lobes are divided into two groups: primaries at the front of the engine and secondaries toward the rear.

Below half-throttle, or 3000 RPM, the engine breathes through the primary ports only. So operation, in effect, is on three valves per cylinder.

During hard acceleration, the secondary port throttle valves open to permit fuel-air mixture to enter the secondary intake valves. The secondary port throttles open in a similar manner as "secondaries" on a four-barrel carburetor and the eight secondary injectors come on line. At this point, the engine is now running on all 16 injectors and all 32 valves.

The effect of multiple throttle induction is to provide low-speed civility, cruising-speed efficiency and high-RPM ferocity — all in one engine.

Ignition and Electronics

A computer-controlled coil direct-fire ignition is featured. The direct-fire ignition module is comprised of four coils, each with two separate plug leads.

Timing is constantly optimized by the engine computer. Electronic spark control minimizes the occasional spark "knock" that drivers may hear under acceleration or with lower octane fuel.

ZF 6-Speed Manual Transmission

The ZR-1 fully synchronized six-speed transmission is built by ZF of West Germany. This transmission, specifically designed for Corvette, is a rugged high-performance gearbox with a torque capacity rating of 425 ft.-lbs.

Special emphasis has been placed on shift quality/smoothness. "The gear lever feels as if it were pivoting on a jeweled movement," raved *Car and Driver*.

Not only does this 6-speed help get the most out of the 32-valve V8, it beautifully complements the ZR-1 engine's two tiers of performance with computer-aided gear selection (guiding you from 1st to 4th during certain light-throttle driving modes) and gear ratios perfectly spaced for both maximum performance and low-RPM highway cruising (65 MPH at 1600 RPM).

Gear Ratios:	1st	2.68
	2nd	1.80
	3rd	1.31
	4th	1.00
	5th	0.75
	6th	0.50

4-Wheel Independent Suspension

The ZR-1 fully independent suspension features fiberglass composite front and rear transverse springs with computer-selected spring rates, a unique 5-link rear suspension that helps increase tire patch contact during cornering, power rack-and-pinion steering and an aircraft-inspired 100% galvanized "uniframe."

Selective Ride Control

Selective Ride Control, standard on ZR-1, improves on the razor-sharp reflexes of Corvette and also provides a more comfortable, compliant ride — when desired.

The driver can select from Touring, Sport or Performance modes via a console-located switch.

Touring mode gives the Corvette driver smoothness and comfort you might not expect to find in a performance coupe.

Sport mode is not unlike Corvette's standard suspension, offering precise handling and well-controlled ride motion.

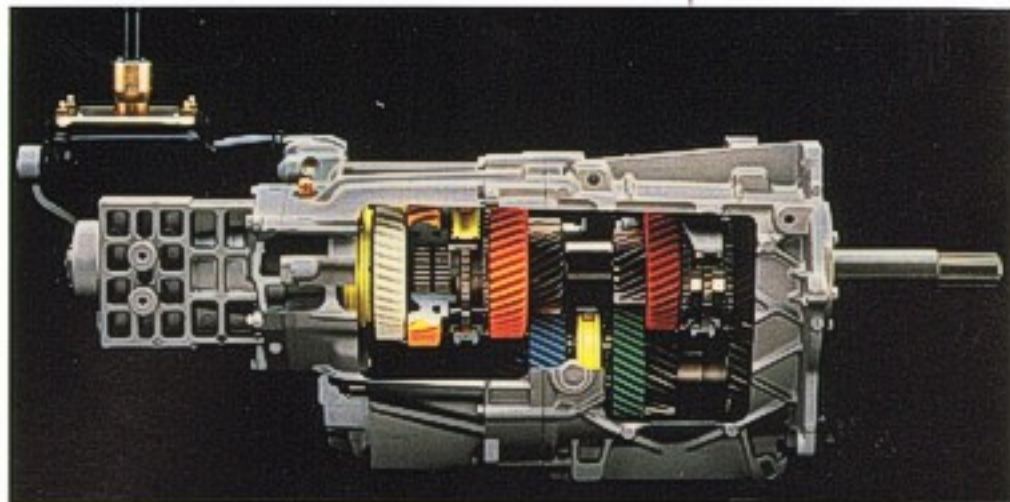
Performance mode delivers excellent cornering on smooth, dry pavement.

Within each mode, there are six different shock absorber damping levels, depending on vehicle speed. Damping levels are automatically adjusted by electric motors. A variable damping feature automatically "firms up" the ride as speed increases.

Goodyear Eagle Performance Tires

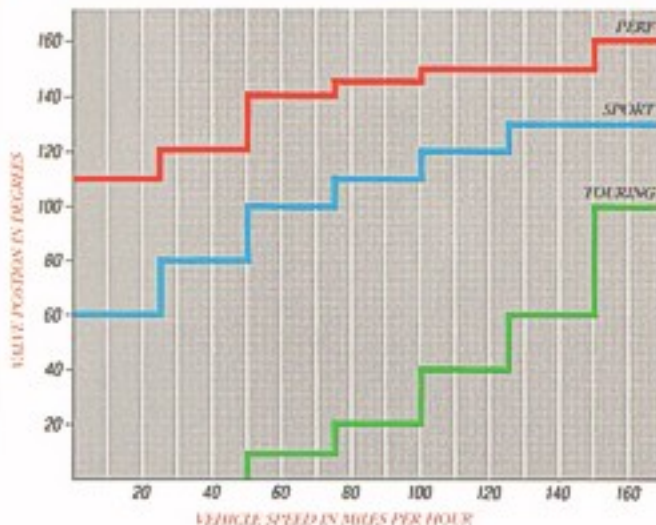
The ZR-1 features the widest rear tires ever put on a production sports car. These P315/35ZR-17 Eagle unidirectional tires (speed-rated to 195 MPH) were developed specifically by Goodyear for the ZR-1. The Eagle tires up front are P275/40ZR-17s. Aluminum wheel size is 17" x 9 1/2" in front and 17" x 11" in the rear.

A standard low-tire-pressure warning system continuously monitors the air pressure in each tire while the vehicle is being driven and activates a warning message if pressure is under 25 psi.



The fully synchronized 6-speed manual transmission has been designed specifically for Corvette by Zahnradfabrik Friedrichshafen (ZF) A.G. of West Germany.

Corvette's standard Bosch ABS III is one of the most sophisticated four-wheel anti-lock brake systems available in any car. ABS helps the driver to retain maneuverability under full braking. Bosch ABS is combined with a high-performance four-wheel ventilated disc system.



Standard Selective Ride Control allows the driver to select one of three system settings (Touring, Sport or Perf) by rotating a switch on the console panel (above). Each setting provides six different shock absorber damping levels — depending on vehicle speed (see chart at left).

Power driver and passenger seat controls are also located on the console panel.

Features & Options

*One Corvette ... with
everything ... to go.*





Exterior Colors

BLACK



MED. QUASAR BLUE MET.



CHARCOAL MET.



STEEL BLUE MET.



POLO GREEN MET.



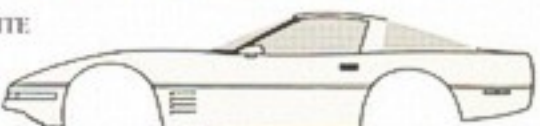
TURQUOISE MET.



YELLOW



WHITE



BRIGHT RED



DARK RED MET.



Interior/Exterior Colors

EXTERIOR COLORS

INTERIOR COLORS

	BLACK	BLUE	GRAY	RED	SADDLE
BLACK	X		X	X	X
MED. QUASAR BLUE MET.	X				X
CHARCOAL MET.	X		X		
STEEL BLUE MET.	X	X			
POLO GREEN MET.					X
TURQUOISE MET.	X				X
YELLOW	X		X		
WHITE	X	X	X	X	X
BRIGHT RED	X		X	X	X
DARK RED MET.	X				X

LEATHER SPORT SEATS

Deeply contoured, six-way power leather sport seats with power lumbar support are standard on Corvette ZR-1. Available colors: Black, Blue, Gray, Red, Saddle.



THEFT-DETERRENT FEATURES

PASS-Key® (Personalized Automotive Security System), the most sophisticated theft-deterrent system in Chevrolet history, features an ignition key with a special electronic code. A thief using an improper key would cause the starter system and fuel delivery system to remain inoperative during any attempt to start the engine with the wrong key. In addition to PASS-Key, a theft-deterrent horn alarm circuit is standard on every 1991 Corvette.

ELECTRONIC SPEED CONTROL

Electronic Speed Control includes a convenient resume-speed feature and a speed adjustment that allows you to change your speed in precise 1-MPH increments.

DELCO/BOSE AM/FM STEREO MUSIC SYSTEM WITH DIGITAL COMPACT DISC PLAYER

This music system, widely regarded as one of the finest available in any automobile, includes both a cassette tape player and a digital compact disc player.

Components include a receiver and four bass reflex amplifier/speaker enclosures engineered by placement and equalization to give both driver and passenger the full stereo effect. Each speaker has its own built-in equalizer network.

Other features include AM/FM stereo reception with automatic adjustment and speed-compensated volume, Dynamic Noise Reduction

(DNR™) and Dolby® Sound Noise Reduction are designed to reduce high-frequency "hiss" on AM, FM and cassette tape.

AIR CONDITIONING

The 1991 ZR-1 features electronic control air conditioning. The climate control system also includes heater, defroster and side-window defoggers. An electric rear-window defogger is also standard.

UNIDIRECTIONAL ZR40 TIRES*

The largest standard tire/wheel combination ever offered in a production sports car: P275/40ZR-17 Goodyear Eagle unidirectional tires on 17" x 9 1/2" aluminum alloy wheels (front), P315/35ZR-17 Goodyear Eagle unidirectional tires on 17" x 11" aluminum alloy wheels (rear).

POWER TEAM/CHASSIS/MECHANICAL

- o 5.7 Liter DOHC 32-valve V8 engine with Multi-Port Fuel Injection and all-aluminum construction.
- o 6-speed manual transmission.
- o Bosch ABS IIS anti-lock brake system.
- o Delco Freedom Plus II battery.
- o Electric engine cooling fans (2).
- o Electric in-tank fuel pumps (2).
- o Forged-aluminum front and rear suspension arms.
- o Fully independent front and rear suspension.
- o Limited-slip differential.
- o Power rack-and-pinion steering.
- o Power steering cooler.
- o Selective Ride Control.
- o Serpentine-belt engine

accessory drive.

- o Stainless steel exhaust system.
- o Transverse front and rear springs with monoleaf glass-epoxy construction.
- o Uniframe body construction.

EXTERIOR

- o Concealed windshield wipers with integral washers in wiper arms.
- o Corrosion-proof fiberglass body panels.
- o Designed-in body-side moldings.
- o Dual electric remote-controlled heated sport mirrors.
- o Dual halogen fog lamps.
- o Frameless rear-hatch glass with three remote releases.
- o Front and rear cornering lamps.
- o Full-tilt clamshell hood.
- o Retractable halogen headlamps.
- o Tinted glass.

INTERIOR

- o Center console with shifter, coin tray, cigarette lighter and ashtray, plus controls for radio and air conditioning.
- o Day/night rearview mirror with integral map light.
- o Driver information system providing average MPH and cruising range in digital readouts.
- o Driver's-side Supplemental Inflatable Restraint system (air bag).
- o Headlamps-on reminder.
- o High-intensity interior lamps.
- o Illuminated dual visor mirrors.
- o Leather-wrapped steering wheel.
- o Power door locks.
- o Power windows.
- o Tilt steering column.

DIMENSIONS (in.)

EXTERIOR

Width:	74.0
Front tread:	59.6
Rear tread:	61.9
Wheelbase:	96.2
Overall length:	178.6
Height:	46.7
Minimum ground clearance:	4.7

INTERIOR (in.)

Head room:	36.4
Leg room:	42.6
Shoulder room:	54.1
Hip room:	49.3
Cargo volume (cu.ft.):	12.6

Optional Equipment

- o Transparent roof panel.

* Tire chains should not be used because they may cause damage to this vehicle.



A driver's-side Supplemental Inflatable Restraint (air bag) is located in the hub of the steering wheel. The S.I.R. is designed to provide added protection to the



driver in the event that your Corvette is involved in a moderate to severe frontal impact. For maximum protection in frontal and all



Inside ZR-1, wraparound cockpit-style instrumentation. Readouts include speedometer, tachometer, fuel level, oil pressure, voltmeter, average MPG and cruising range.



An electronic-control air conditioning system is a ZR-1 standard feature. Just set the temperature you want, and this sophisticated climate control system does the rest.



The standard Delco/Bose Music System includes both a stereo cassette tape player and a digital compact disc player.



The standard PASS-Key® is the most sophisticated theft-deterrent system in Chevrolet history. Vital systems are deactivated when you lock the ignition and remain inoperative during any attempt to start the engine with the wrong key. A horn alarm is also standard on ZR-1.



Additional Information

SAFETY FEATURES

OCCUPANT PROTECTION

Supplemental Inflatable Restraint, driver only, with manual lap/shoulder safety belts for the driver and right front passenger – includes visual and audible warning system • Energy-absorbing steering column • Energy-absorbing instrument panel • Interlocking door latches • Side-guard door beam • Passenger-guard inside door lock handles • Safety armrests • Head restraints, driver and right front passenger (integral) • Breakaway inside rearview mirror • Security door lock and door retention components.

ACCIDENT AVOIDANCE

Side marker lamps and reflectors • Parking lamps that illuminate with headlamps • Four-way hazard warning flashers • Backup lamps • Center high-mounted stop lamp • Directional signal control with lane-change feature • Windshield defroster, washer and multi-speed wipers (pulse-type) • Inside rearview mirror • Dual electric remote outside rearview mirrors • Brake system with dual master cylinder and warning light • Starter safety switch • Low-glare finish on inside windshield moldings, wiper arms and blades • Illuminated heater and defroster controls • Tires with built-in tread wear indicators.

IMPORTANT: A WORD ABOUT THIS CATALOG

We have tried to make this catalog as comprehensive and factual as possible. We reserve the right, however, to make changes at any time, without notice, in prices, colors, materials, equipment specifications, models and availability. Since some information may have been updated since the time of printing, please check with your Chevrolet dealer for complete details.

A WORD ABOUT ENGINES

Chevrolets are equipped with engines produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide.

A WORD ABOUT ASSEMBLY

Chevrolets are assembled by different operating units of General Motors, its subsidiaries or suppliers to GM worldwide. Chevrolet incorporates thousands of components produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide. We sometimes find it necessary to produce Chevrolets with different or differently sourced components than originally scheduled. All such components have been approved for use in Chevrolets and will provide the quality performance associated with the Chevrolet name. Since some options may be unavailable when

your vehicle is assembled, we suggest that you verify that your vehicle includes the equipment you ordered, or if there are changes, that they are acceptable to you.

A WORD ABOUT UPDATED SERVICE INFORMATION

Chevrolet regularly sends its dealers useful service bulletins about Chevrolet products. Chevrolet monitors product performance in the field. We then prepare bulletins for servicing our products better. Now you can get these bulletins, too. Ask your dealer. To get ordering information, call toll-free 1-800-551-4123.

A WORD ABOUT CORROSION PROTECTION

Chevrolets are designed and built to resist corrosion. All body sheet metal components are warranted against rust-through corrosion for 6 years/100,000 miles. Application of additional rust-inhibiting materials is not required under the corrosion coverage.



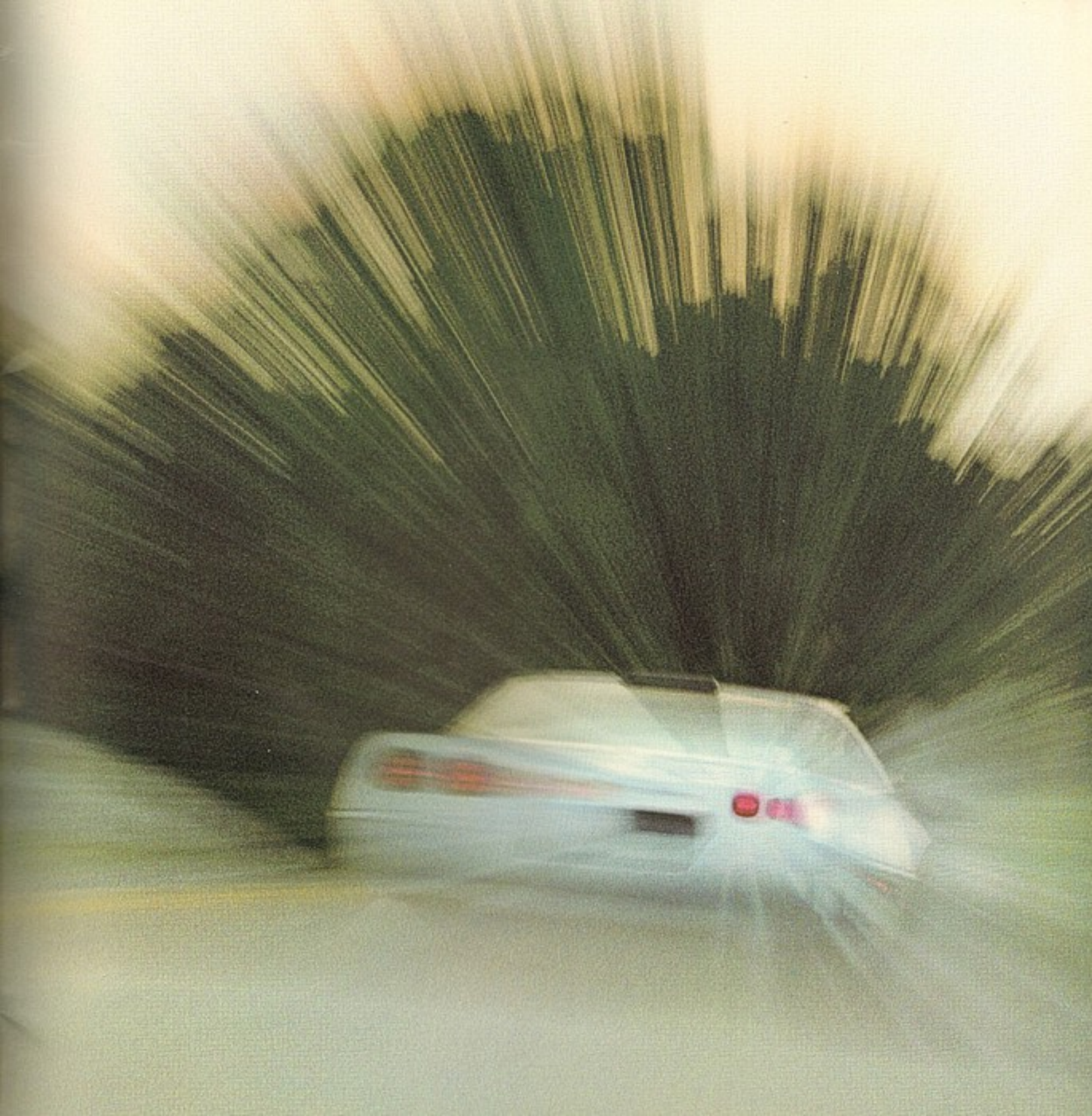
GM's 3-year/50,000-mile limited warranty covers repairs for the 1991 Corvette, including labor and parts, to correct any defects in material or workmanship occurring during the warranty period. After the first year or 12,000 miles, there is a \$100 deductible per repair visit. Warranty features include air conditioning repair, towing, no-cost warranty transfer, 6-year/100,000-mile body sheet rust-through protection and 5-year/50,000-mile emissions control system coverage. Items not covered include tires (which are covered by their manufacturer) and normal maintenance. See your Chevrolet dealer for terms of this limited warranty. At your Chevrolet dealer, financing or leasing your new Corvette can be as easy as saying GMAC.

Let's get it together... buckle up.



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