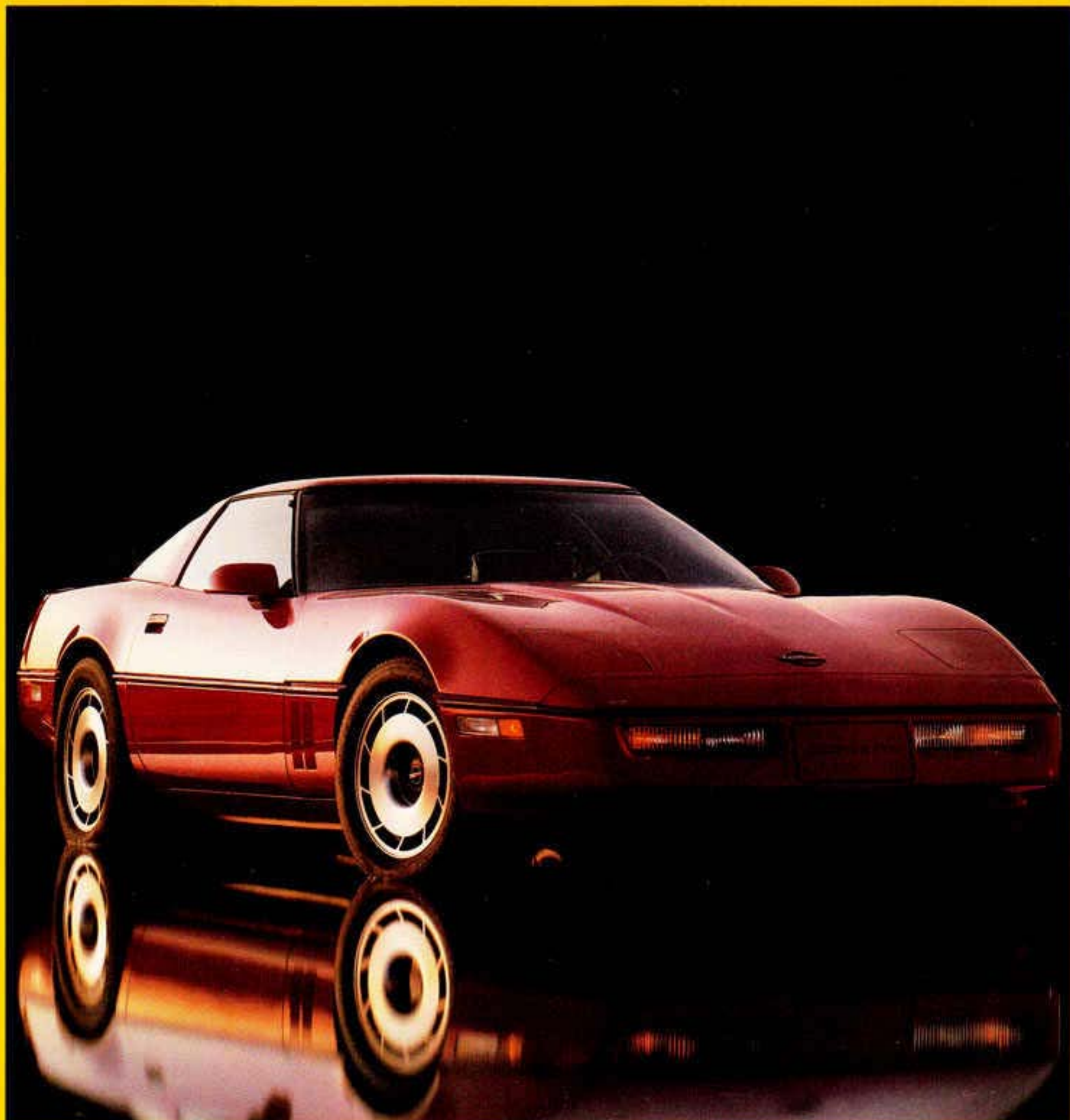


THE EXOTIC AMERICAN.

The new Corvette is born.
And it will take you
places you've never been
before.



ZERO TO 300,000 IN ONE SECOND.

Now that's quick thinking. But the new Corvette's twin computers can handle it. Processing more than 300,000 instructions each operating second, these electronic wizards are designed to execute specific, individually programmed workloads.

The primary computer, Computer Command Control, has an Electronic

Control Module which controls vital functions such as spark timing, idle speed, fuel delivery and automatic transmission converter clutch.

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. The computer simultaneously handles computations like average fuel consumption and mileage range in less than 3 milliseconds. And to display a total of 14 instrument readouts in 9 display areas, the microcomputer scans each piece of data for conformity to

acceptable operating range and alerts the driver whenever these ranges have been exceeded.

This is the wave of the future. Modern science and advanced technology as the servants of humankind, providing better communication between the man, the machine and the road.



THE STORY BEHIND THE BEST PRODUCTION SPORTS CAR IN THE WORLD.

THE NEW CORVETTE.



The first American production sports car hit the streets in 1953. And the legend immediately took charge, stirring the souls of driving enthusiasts from Woodward Avenue to Van Nuys Boulevard.

The name "Vette" embodied all the freedom and romance of the '50s and '60s, typifying the American life-style—fast, young and sexy.

But there's a new Corvette on the scene. And it's the most comprehensively packaged automobile of all time. One with advanced styling, innovative engineering, high technology, quality and comfort. This is the story behind the new Corvette. And that is what it takes to be the best production sports car in the world.

The culmination of 30 years of evolutionary engineering dedicated to the one true American sports car.



The pride of Chevrolet is its people. This dedicated team is using vast technological resources to build the legend that will reaffirm your pride in American ingenuity and skill.

a precision skeleton as it "builds" the new Corvette uniframe, applying 142 accurate welds in 97 seconds.

The solid fiberglass body continues to be one of the most enduring qualities of the Corvette. Advanced techniques have provided a smoother degree of beauty this year.

A hydraulic towveyer system in assembly is specially built to marry the chassis to the body. Its interlocking system helps assure that every contact point will have a precision match.

It takes design sophistication to be the best sports car in the world.

And the new Corvette has some very quick lines. A most acute windshield rake for a production car, front and rear side-mounted cornering lamps, twin sport mirrors that are electrically adjusted and aerodynamically shaped and four functional circular taillights are among its many design features.

The new Corvette was shaped in GM's wind tunnel for the lowest drag coefficient of any Corvette ever tested: .341. Advanced methods of monitoring turbulence as it relates to a moving car were employed to achieve wind assistance, rather than wind resistance.

With most hidden headlamps, when you flip the lights up they act as air brakes, and all those late nights designing an aerodynamic hood were in vain. But on the new Corvette, the retractable headlamps

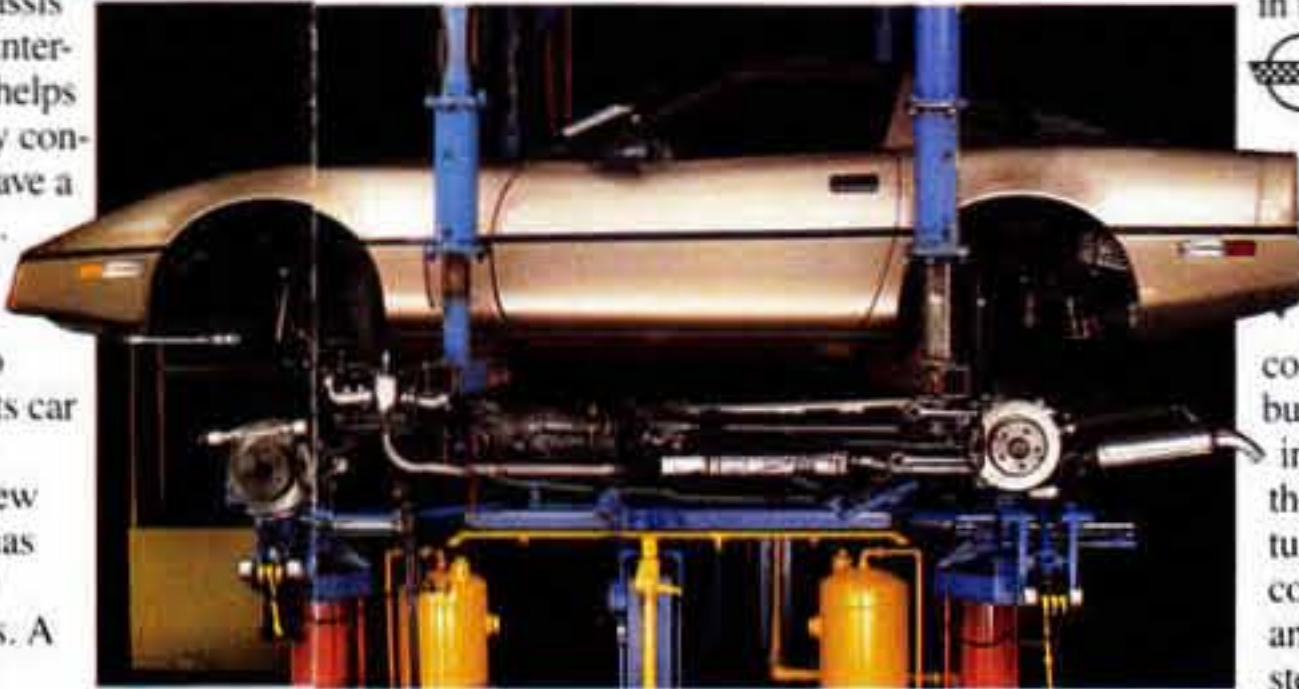
in beaming and torsioning. This rigid structure is vital to the sports car ride and handling achieved in the new Corvette.

One of the hardest workers on our assembly line, a two-stage automatic welder, produces

roll forward 158 degrees with authority and are teardrop shaped so that this Vette will slip through the wind at night and during the day.

The frameless rear glass hatch opens wide when you activate an interior switch to provide convenient access to the rear compartment.

The front and rear integrated bumper system on the new Corvette is an excellent example of



the "designed-in" rather than "tacked-on" approach to automotive design. Energy from a low-speed impact is absorbed by the system, which assumes its original shape after the pressure of impact is released.

The bold black protective side molding is designed-in to cover the only horizontal body seam.

The clamshell hood, a design seen on many of the world's great racetracks, can now be seen on the street in the new Corvette. The hood and front fenders open forward for easy service access to the engine and front suspension.

Lift off a full-width, one-piece fiberglass roof section

to create a true open-air feeling. Applied aero-

dynamics help reduce cockpit turbulence. And the top stores conveniently in a rigid lockdown position in the rear compartment when you're riding with the wind and bolts securely into place with a special wrench when there's stormy weather ahead.

Don't worry if you find yourself in a fog. The halogen fog lamps will help you see in foul weather.

The inner space of the new Corvette is a very pleasant environment in which to conduct the business of driving. Some of the standard features include air conditioning, tilt and telescoping steering wheel, power windows, side window defoggers, and windshield wiper and washer controls which are mounted on the driver's door for easier access.

The ergonomic design of the seats and seat belt system holds you in position and conforms to the curves and contours of your body as if it were individually designed for you.

The space-age instrumentation of the new Corvette is something to behold. Electronic liquid crystals display multi-colored readouts, both analog and digital. Speed, revolutions and numeric readouts of engine and electrical conditions are provided in your choice of languages: English or metric.

The result of these new design and manufacturing technologies is the best production sports car in the world. A new Corvette with



bilizer bars and telescoping shocks working for you.

Goodyear worked closely with Chevrolet engineers. The result is the 16-inch Goodyear Eagle VR, available on the Special Wheels and Tires Package, or the Z51 Performance Handling Package, a unidirectional tire modeled after Goodyear's Formula One rain tire found on race courses around the



world. So impressive is this new technology that, once mounted, there's a specifically engineered tire for each side for a new kind of performance.

The muscle behind the motion of the new Corvette is a 5.7 Liter 350 CID twin-throttle body,

Cross-Fire Injection V8. What all this means is the new Z51-equipped Vette, on the test track, can reach a top speed of 142 MPH and 0 to 60 times of 6.8 seconds. It's a new and exclusive version of our renowned small-block V8, for a completely new Corvette.

To get this power to the road, there's a 4-speed automatic transmission with overdrive. In the first three gears it performs like a conventional 3-speed automatic transmission. When the vehicle reaches cruising speed, the transmission automatically shifts into overdrive. Once in overdrive the engine turns slower and it doesn't have to work as hard. This adds up to smooth cruising with reduced engine wear.

The torque converter clutch provides the convenience of an automatic transmission with the performance features of a direct drive, manual transmission.

Because a car that goes fast must also stop fast, the Girlock brake system has been introduced to the new Corvette. These high-performance

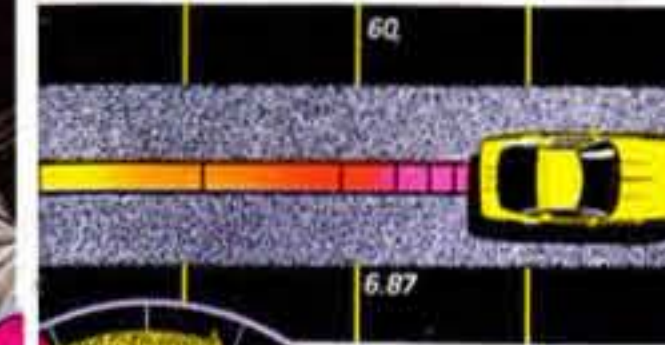
brakes have 11 1/2" discs and a low-drag, aluminum caliper design for reduced weight and remarkable vehicle dynamics. In the hands of a professional



driver, on the test track the new Corvette can go from 0 to 100 MPH and back to 0 again in 22.4 seconds!

Lateral acceleration is a critical test of a sports car's cornering capability. With the available Z51 Performance Handling Package, Corvettes were reaching lateral forces of .95g's in tests on GM's skidpad. This is a remarkable achievement for a car designed for grand touring.

Balance was the key to creating a vehicle capable of producing a high level of all-around sports car performance. This means virtually an equal weight distribution on all four wheels of the car, resulting in remarkable braking, acceleration, cornering, straight-line performance, overall ride and comfort.



The acoustics experts at Delco and Bose have combined forces to create a 5-unit, wraparound sound system so advanced,

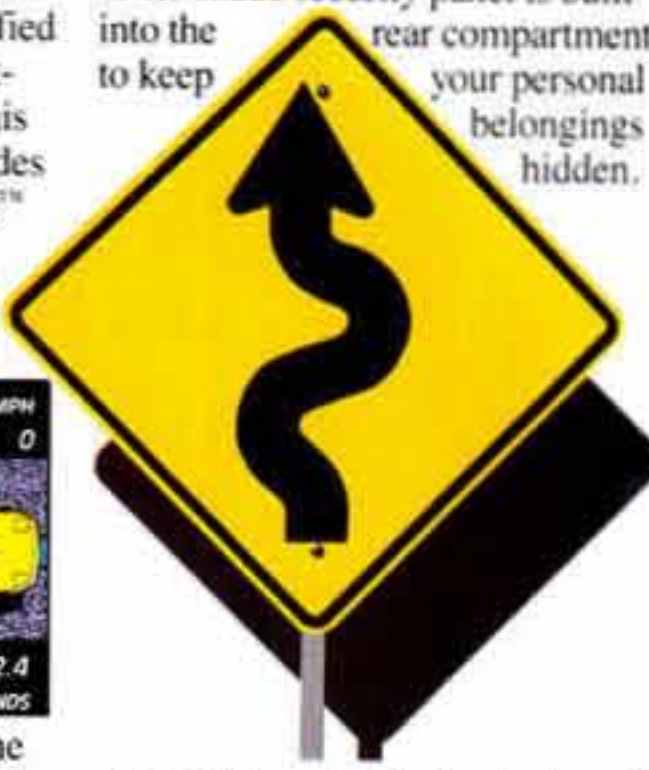
so unique, so tailored to the new Corvette interior that amplifier/speaker modules would have to be modified if the nap of the carpeting were changed. This optional system includes an AM/FM stereo ETR™ radio with digital clock, "Seek and Scan" and cassette.

The system of painting the new Corvette is one of the most advanced in the world. New paints, new chemistry and a new multi-step process in our brand-new Corvette plant are employed to achieve the beautifully radiant Corvette finish.

To help you protect your investment there's the Passive Theft Deterrent system with starter interrupt. It's specially de-

signed for the new Corvette. It's also standard.

To help you protect some of your other investments, a roller-shade security panel is built into the rear compartment to keep your personal belongings hidden.

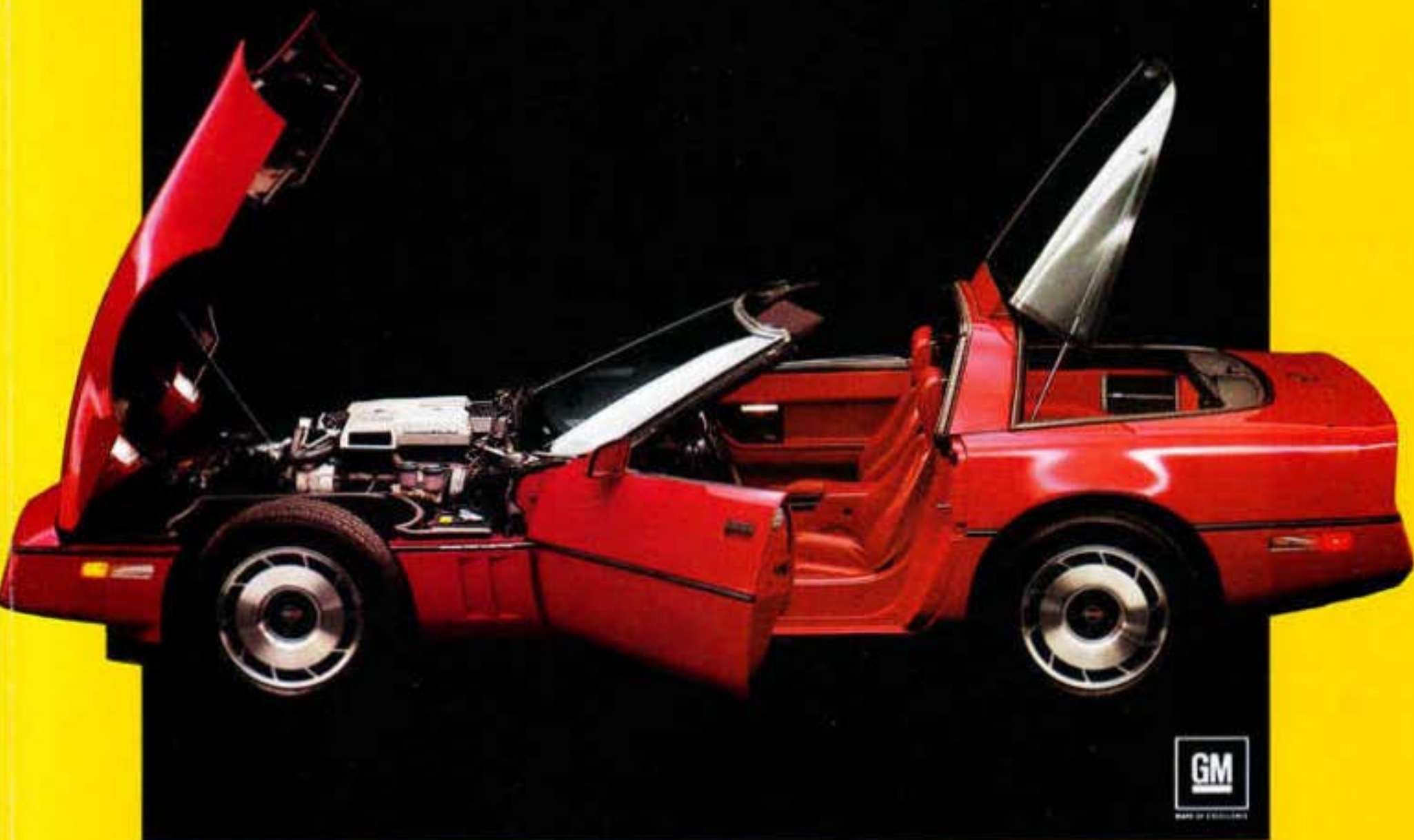


This marks the beginning of a new era in which the American automobile, by redefining the limits of gravity, space and time, has joined the elite of the exotic sports car world.

The Chevrolet family of people who have conceived and who construct the new Corvette, and those who proudly service and sell it, offer you their finest achievement: The best production sports car in the world.

The new Corvette.





COME ON IN AND OPEN ONE UP.

Standard Equipment.

Body and structure:

- All-new wind-tunnel-designed fiberglass body
- Full-tilting clamshell hood
- Flush-mounted tinted glass
- Power retractable headlamps
- Fully integrated front and rear spoilers
- One-piece removable roof panel
- Frameless rear glass hatch
- Integral grille-mounted halogen fog lamps
- Front and rear side cornering lamps
- Galvanized steel uniframe
- Integral body side molding
- Functional front fender louvers
- Electric control sport mirrors
- Integrated front and rear energy-absorbing bumpers.

Interior features and equipment:

- Liquid crystal display with digital and analog instrumentation
- Digital speedometer and tachometer readouts
- Vehicle condition monitor telltales
- Electronic driver information center
- Aircraft-cockpit-style high-back contour cloth bucket seats
- Manual seat back angle adjustment
- Air conditioning
- Tilt and telescope steering wheel
- Power windows

- Side window defoggers
- Driver-side-mounted windshield wiper and washer controls
- AM/FM stereo ETR radio with "Seek and Scan," four speakers, digital clock and power antenna (Radio may be deleted for credit.)
- Manual, dual-spool, 3-point-locking lap seat-belt system
- Leather-wrapped steering wheel
- Dual rear lockable stowage
- Interior hood release
- Rear compartment security shade
- Passenger-side lighted visor vanity mirror
- High-intensity door and pillar lights
- Passive Theft Deterrent system with starter interrupt

Chassis and drive train:

- High-compression 5.7 Liter (350 CID) Cross-Fire V8 with electronic Throttle Body Fuel Injection
- 4-speed automatic transmission with overdrive
- P215-65R-15 steel-belted Eagle GT radials
- Independent rear suspension
- Rear stabilizer bar
- Fiberglass monoleaf front and rear springs
- Aluminum alloy forged control arms, steering knuckles and rear suspension struts
- New Girlock brake system with 11½" discs and "floating" aluminum calipers

Corvette Options.

- 4-speed manual transmission with automatic overdrive (not available at Announcement)
- P255-50VR-16 Goodyear Eagle unidirectional steel-belted radial tires mounted on 8½"-wide turbine bladed aluminum alloy wheels
- Z51 Performance Handling Package includes the optional tires and wheels; higher rated monoleaf fiberglass springs, shock absorbers, stabilizer bars and selected control-arm bushings; and a quicker steering gear
- Heavy-duty radiator
- Delco-GM/Bose music system
- ETR AM/FM stereo with "Seek and Scan," cassette with digital clock
- Transparent lift-off roof panel
- Custom adjustable sport seats with power adjustments, special cloth trim and seat-cushion ventilation
- Six-way power seat
- Leather seats
- Custom Two-Tone paint
- Rear window defogger and heated outside mirrors
- Electronic Speed Control with resume speed feature
- Power door locks

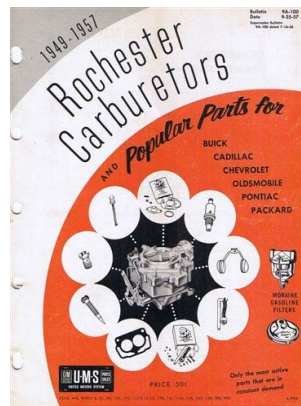
Corvette new car catalog, offered at Chevrolet dealers, contains facts about assembly, components, optional equipment, equipment availability, and safety features in Corvette.

USA-1 TAKING CHARGE 



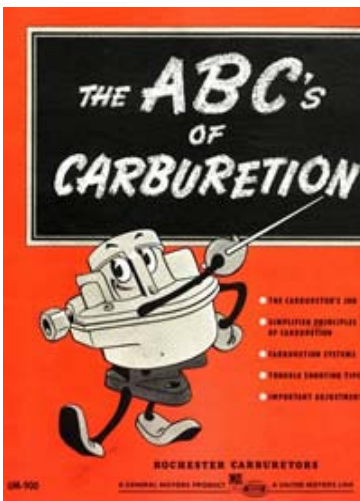
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