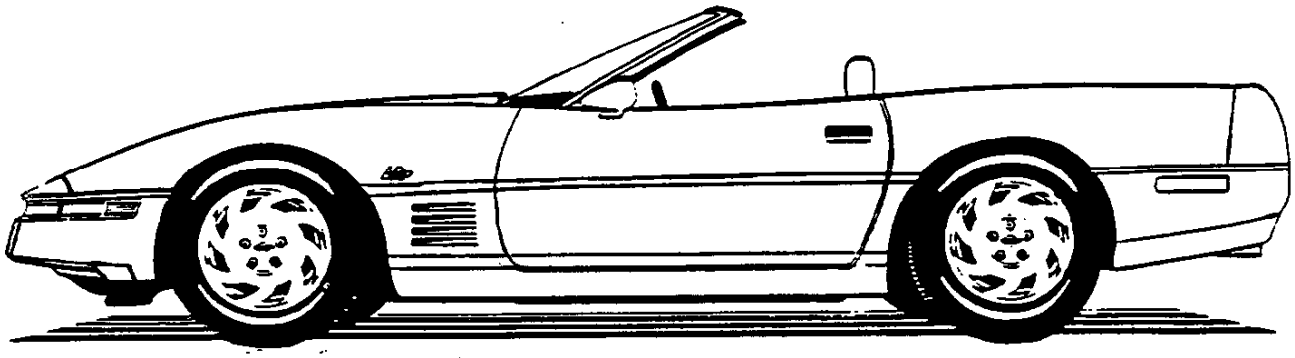
CHEVROLET

1993

CORVETTE

SPECIFICATIONS



GENUINE CHEVROLET™

1993 CORVETTE

Production: 15,898 coupe, 5,692 convertible, 21,590 total

1993 NUMBERS

Vehicle: 1G1YY23PXP5100001 thru 1G1YY23PXP5121142
1G1YZ23J3P5800001 thru 1G1YZ23J3P5800448 (ZR1)
- For convertibles, sixth digit is a 3.
- Ninth digit is a check code and varies.

Suffix: ZVA: 350ci, 300hp, at ZVC: 350ci, 405hp
ZVB: 350ci, 300hp, mt

Block: 10125327: 350ci, 300hp 10199001: 350ci, 405hp

Head: 10174389: 350ci, 405hp, lh 10174390: 350ci, 405hp, rh
10205245: 350ci, 300hp

Abbreviations: at=automatic transmission, ci=cubic inch, hp=horsepower, lh=left hand, mt=manual transmission, pl=possible late use, rh=right hand.

1993 FACTS

- Exterior appearance continued virtually unchanged for 1993, but a 40th Anniversary Package (RPO Z25) was optional with all models. The package included a Ruby Red metallic exterior, Ruby Red leather sport seats, power driver seat, special wheel center trim and emblems.
- All leather seats in 1993 Corvettes had "40th" anniversary embroidery in the headrest area. The base black cloth seats did not.
- Horsepower for the base LT1 engine remained 300, but three changes made the engine quieter. First, the heat shield design changed from a single-piece stamping to a two-piece sandwich type that was self-damping. Second, new thermoset polyester valve covers with "isolated" mounts replaced 1992's magnesium covers. Third, the LT1 camshaft exhaust lobe profile was modified to reduce the exhaust valve closing velocity. Also, a shortening of the inlet duration permitted more duration for the exhaust so there was no increase in overlap area. Emissions and idle quality weren't adversly affected. A side benefit of closing the inlet valve sooner was an increase in torque from 330 to 340 lb.-ft at 3600 rpm.
- Horsepower increased for the optional ZR1's LT5 engine from 375 to 405hp, a result of modifications to the cylinder heads and valvetrain. Other changes included four-bolt main bearings, a Mobil 1 synthetic oil requirement, platinum-tipped spark plugs, and an electrical, linear exhaust gas recirculation (EGR) system for improved emission control.
- The 1993 Corvette was the first auto sold by GM to feature a passive keyless entry (PKE) system. Working by proximity, a battery-operated key-fob transmitter sent a unique code picked up by a receiver in the Corvette through one of two antennas (in coupes, antennas were in the driver door and rear deck; in convertibles, antennas were in both doors). The transmitter required no specific action by the owner; approaching the vehicle with the transmitter would unlock the doors, turn on the interior light, and disarm the theft-deterrent. Leaving an unlocked vehicle with the transmitter would lock the doors and arm the theft-deterrent. The PKE could be turned off completely and transmitters were programmable for locking and unlocking just the driver door, or both driver and passenger doors. Transmitters for convertibles had a single button for programming and driver/passenger door unlocking; transmitters for coupes had an extra button for rear hatch release.
- Front wheels for base cars were decreased from 9.5x17 to 8.5x17 and the front tire size from P275/40ZR17 to P255/45ZR17. Rear tire size was increased from P275/40ZR17 to P285/40ZR17. For RPO Z07, 9.5x17 wheels and P275/40ZR17 tires were used front and rear.
- Although the same in design as the previous model, 1993's wheels had a different surface appearance due to a change in finish machining.

1993 OPTIONS

RPO#	DESCRIPTION	QTY	RETAIL $
1YY07	Base Corvette Sport Coupe	15,898	$34,595.00
1YY67	Base Corvette Convertible	5,692	41,195.00
AR9	Base Seats, leather	8,935	475.00
AR9 -	Base Seats, white leather	766	555.00
AQ9	Sport Seats, leather	11,267	1,100.00
AQ9	Sport Seats, white leather	622	1,180.00
AC1	Power Passenger Seat	18,067	305.00
AC3	Power Driver Seat	20,626	305.00
CC2	Auxiliary Hardtop (convertible)	976	1,995.00
C2L	Dual Removable Roof Panels (coupe)	4,204	950.00
24S	Removable Roof Panel, blue tint (coupe)	6,203	650.00
64S	Removable Roof Panel, bronze tint (coupe)	4,288	650.00
C68	Electronic Air Conditioning Control	19,550	205.00
FX3	Selective Ride and Handling, electronic	5,740	1,695.00
G92	Performance Axle Ratio	2,630	50.00
MN6	6-Speed Manual Transmission	5,330	0.00
NN5	California Emission Requirements	2,401	100.00
UJ6	Low Tire Pressure Warning Indicator	3,353	325.00
UU8	Stereo System, Delco-Bose	2,685	823.00
U1F	Stereo System with CD, Delco-Bose	16,794	1,219.00
V56	Luggage Rack (for convertible)	765	140.00
Z07	Adjustable Suspension Package (coupe)	824	2,045.00
Z25	40th Anniversary Package	6,749	1,455.00
ZR1	Special Performance Package (coupe)	448	31,683.00

- A 350ci, 300hp engine, 4-speed automatic transmission, removable body-color roof panel (coupe) or soft top (convertible), and black cloth seats were included in the base price.
- RPO Z07 included RPO FX3, heavy-duty suspension and heavy-duty brakes. Available with manual or automatic transmission.
- RPO ZR1 included unique bodywork (doors, rear quarters, rear facia, and rear upper panel) to accept Goodyear Z-rated P315/35ZR17 tires on 11-inch wide rear rims. RPOs AC1, AC3, AQ9, C68, FX3, LT5 (32-valve engine exclusive to the ZR-1), U1F, UJ6, and a specially laminated "solar" windshield were included. Available with coupes only.
- The RPO K05 engine block heater was available with base engines and sold for Canada export only.
- The RPO Z25 40th Anniversary Package included Ruby Red exterior and interior, and special trim. It was available with coupe, convertibles, and with RPO ZR1.

1993 COLORS

CODE	EXTERIOR	QTY	SOFT TOP	INTERIORS
10	Arctic White	3,031	Bg-Bk-W	Bk-Lb-Lg-R-W
41	Black	2,684	Bg-Bk-W	Bk-Lb-Lg-R-W
43	Bright Aqua Metallic	1,305	Bg-Bk-W	Bk-Lb-Lg-W
45	Polo Green II Metallic	2,189	Bg-Bk-W	Bk-Lb-W
53	Competition Yellow	517	Bg-Bk-W	Bk-Lb-Lg-W
68	Ruby Red	6,749	Rr	Rr
70	Torch Red	3,172	Bg-Bk-W	Bk-Lb-Lg-R-W
73	Black Rose Metallic	935	Bg-Bk-W	Bk-Lb-Lg-W
75	Dark Red Metallic	325	Bg-Bk-W	Bk-Lb-Lg-W
80	Quasar Blue Metallic	683	Bg-Bk-W	Bk-Lb-Lg-W

- Only interior-exterior combinations shown were considered acceptable.
- Restrictions applied to some soft top and interior color combinations.
- Ruby Red exterior/interior colors were exclusive to the 40th Anniversary Package. Convertibles included a Ruby Red soft top. Other new colors for 1993 were Competition Yellow (53) and Torch Red (70).

Interior Codes: 103=W/L, 143=Lg/L, 19C=Bk/C, 193=Bk/L, 643=Lb/L, 703=R/L, 793=Rr/L.

Abbreviations: Bg=Beige, Bk=Black, C=Cloth, L=Leather, Lb=Light Beige, Lg=Light Gray, R=Red, Rr=Ruby Red, W=White.

The Corvette Black Book

1953-1993

October 1992

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CONTENTS

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SECTION 0

GENERAL INFORMATION

CONTENTS

SECTION 0A

GENERAL INFORMATION

CONTENTS

SUPPLEMENTAL INFLATABLE RESTRAINT (SIR) HANDLING

CAUTION: This vehicle is equipped with Supplemental Inflatable Restraint (SIR). Refer to CAUTIONS in Section 9J under "ON-VEHICLE SERVICE" and the SIR Component and Wiring Location view in Section 9J before performing service on or around SIR components or wiring. Failure to follow CAUTIONS could result in possible air bag deployment, personal injury, or otherwise unneeded SIR system repairs.

SIR identification includes:

- INFL REST warning light on driver information center.
- A code "3" is the seventh digit of vehicle identification number.

WHEN TO DISCONNECT THE NEGATIVE BATTERY CABLE

CAUTION: Before removing or installing any electrical unit or when a tool or equipment could easily come in contact with "live" exposed electrical terminals, disconnect the negative battery cable to help prevent personal injury and/or damage to the vehicle or components. Unless instructed otherwise, the ignition switch must be in the "OFF" or "LOCK" position.

HANDLING ELECTROSTATIC DISCHARGE (ESD) SENSITIVE PARTS

Many solid state electrical components can be damaged by Electrostatic Discharge (ESD). Some will display a label as shown in Figure 1 but many will not.

NOTICE: In order to avoid possibly damaging any components, observe the following:

1. Body movement produces an electrostatic charge. To discharge personal static electricity, touch a ground point (metal) on the vehicle. This should be done any time you:
   - Slide across the vehicle seat.
   - Sit down or get up.
   - Do any walking.
2. Do not touch exposed electric terminals on components or connectors with your finger or any tools. Remember, the connector you are checking might be tied into a circuit that could be damaged by electrostatic discharge.
3. When using a screwdriver or similar tool to disconnect a connector, never let the tool come in contact with or come between the exposed terminals.
4. Never jumper, ground or use test equipment probes on any components or connectors unless specified in diagnosis. When using test equipment, always connect the ground lead first.
5. Do not remove the solid state component from its protective packaging until you are ready to install the part.
6. Always touch the solid state component's package to a ground before opening. Solid state components can also be damaged if:
   - They are bumped or dropped.
   - They are laid on any metal work benches or components that operated electrically, such as a radio, TV or oscilloscope.

SPECIAL TOOL ORDERING INFORMATION

Special service tools that are shown in this service manual that have tool product numbers beginning with "J" or "BT" are available for world wide distribution from:

Kent-Moore SPX Corporation
29784 Little Mack
Roseville, MI 48066-2298
1-800-345-2233
Mon.-Fri. 8:00 p.m. EST Telex: 244040 KMTR UR
FAX: 313-578-7375

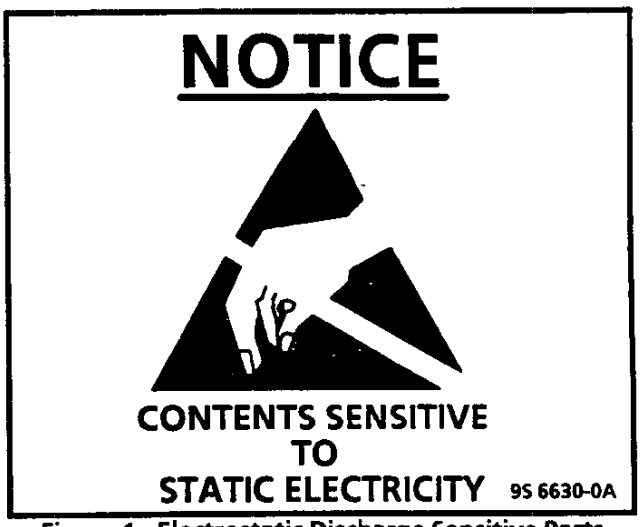


Figure 1 - Electrostatic Discharge Sensitive Parts Label

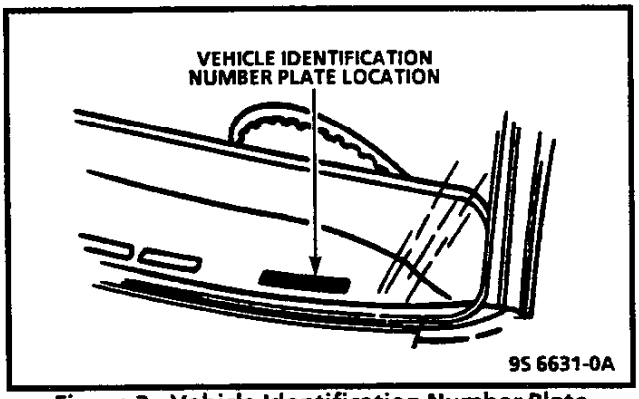


Figure 2 - Vehicle Identification Number Plate Location

General Motors dealers can purchase Tech 1 scan tools and accessories through Kent-Moore at the above address and phone number. Non-General Motors dealer repair facilities can purchase Tech 1 scan tools and accessories from Kent-Moore at the above address or:

Sun Electric Corporation
One Sun Parkway
Crystal Lake, IL 60014
1-800-CALL SUN (255-5786) 6:45 a.m. - 7:00 p.m. CST.

VEHICLE IDENTIFICATION NUMBER PLATE

The Vehicle Identification Number (VIN) plate (Figure 2) is the legal identifier of the vehicle.

The plate is located on the left upper of the instrument panel and can be seen through the windshield from outside the vehicle. Figure 3 identifies the numbers and letters that appear on the plate.

The last five digits of the plant sequential number are also stamped into the rear side of the front cross bar tie. This number is the same as the last five digits of the VIN. This plate also has bar code characteristics.

REMOVABLE ROOF PANEL (PLASTIC) VIN IDENTIFICATION

A VIN identification is stamped on the left front or right of the roof panel frame. The numbers are similar to the VIN plate (Figure 3):

1 = Chevrolet division (VIN#3)
P = 1993 model year (VIN#10)
5 = Bowling Green manufacture (VIN#11)

Position four through nine represent the assembly plant sequential number for the vehicle.

ENGINE IDENTIFICATION

The engine code letter is the eighth digit on the vehicle identification number (Figure 3) which identifies the engine as a 5.7L V8 (VIN P) (RPO LT1) or 5.7L V8 (VIN J) (RPO LT5).

Stick-on labels attached to the engine, laser etching, or stampings in the engine block, indicate the engine unit number or build date code.

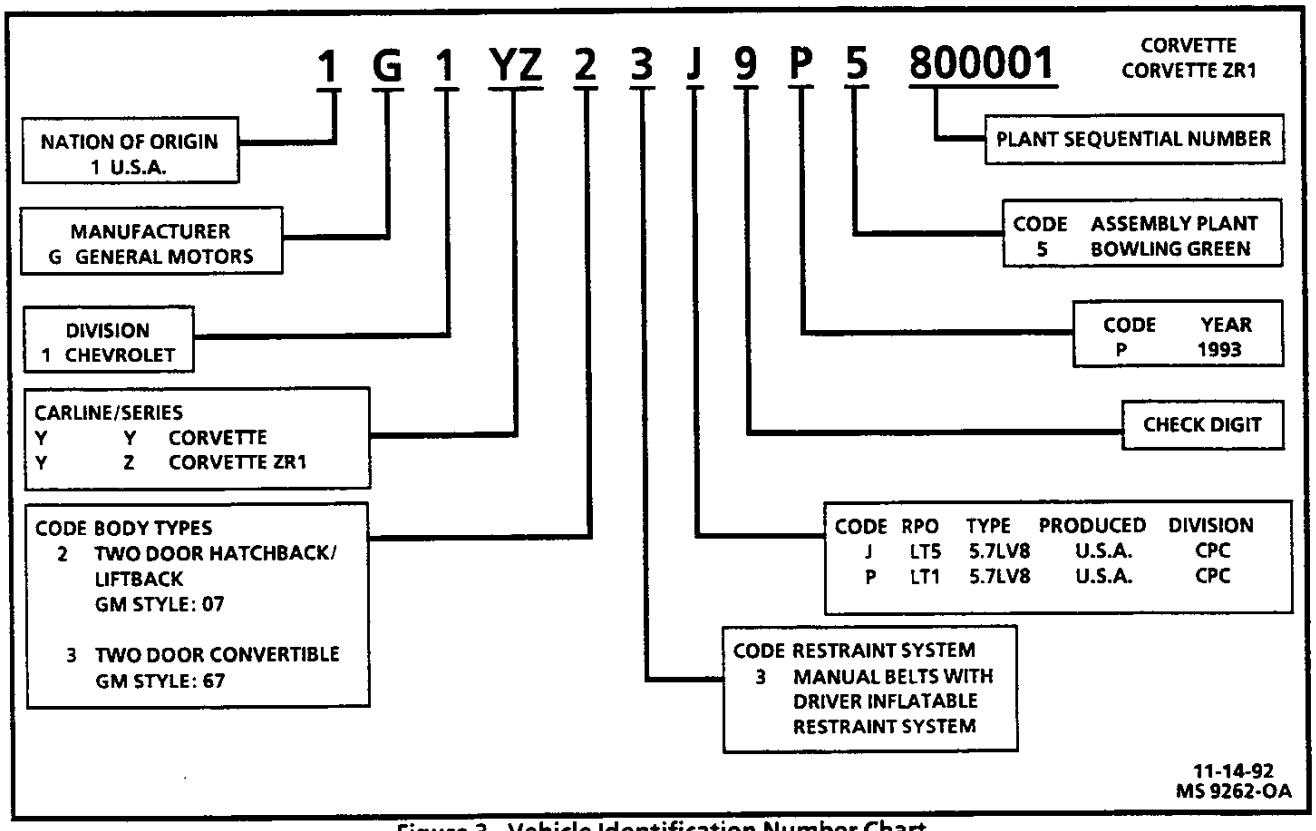


Figure 3 - Vehicle Identification Number Chart

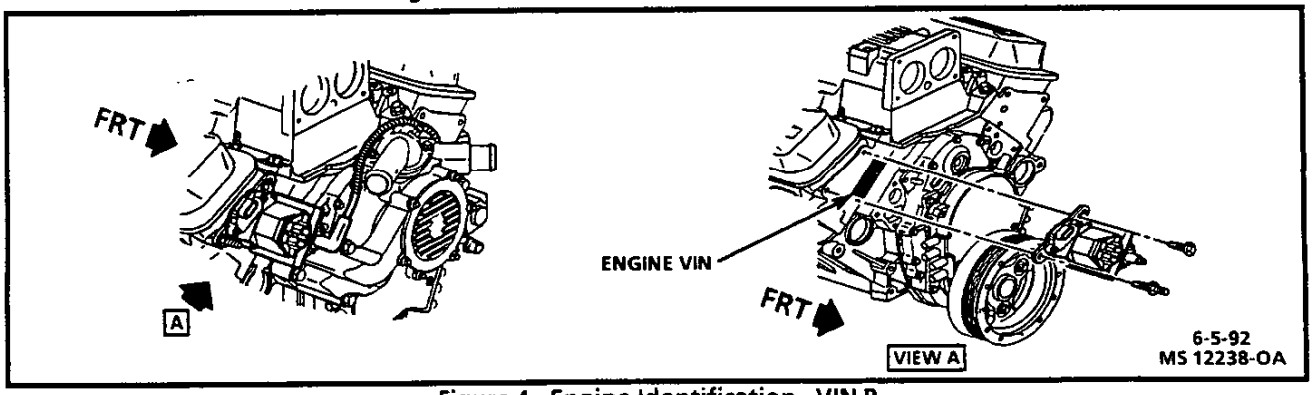


Figure 4 - Engine Identification - VIN P

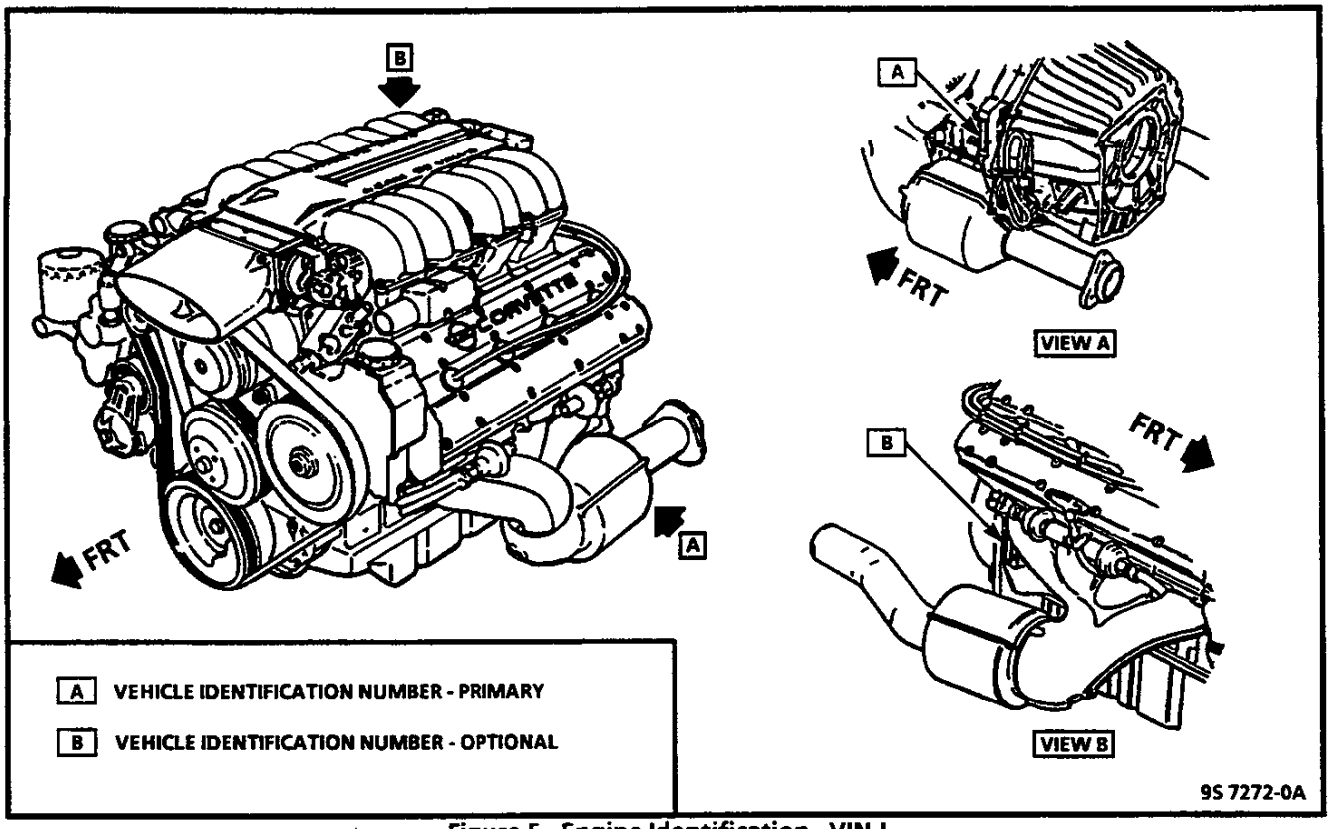


Figure 5 - Engine Identification - VIN J

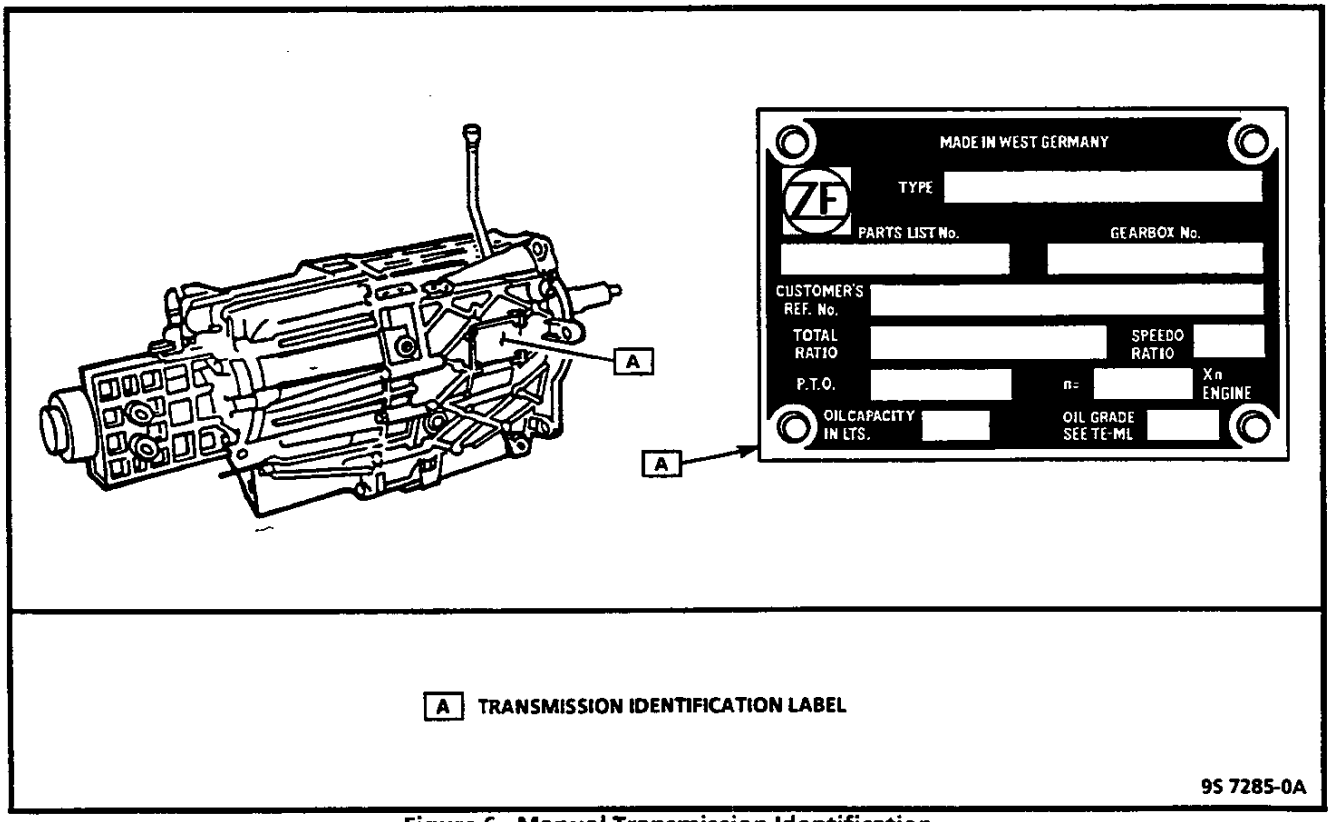


Figure 6 - Manual Transmission Identification

The engine is stamped with a partial vehicle identification number (Figures 4 or 5). The stamping contains nine positions:

- Position one is the GM division identifier:
  1 = Chevrolet
- Position two is the model year:
  P = 1993
- Position three is the Corvette assembly plant code:
  5 = Bowling Green, KY
- Positions four through nine represent the assembly plant sequential number for the vehicle.

TRANSMISSION IDENTIFICATION
Figures 6 and 7

The identification label for the ZF S6-40 6-speed manual transmission (Figure 6) is located on the left side of the transmission case.

Refer to Figure 7 to identify the model year and serial number for the 4L60 automatic transmission.

GENERAL VEHICLE LIFTING AND JACKING
Figures 8 and 9

Various lift points have been established, and are recommended when lifting a vehicle with other than the original equipment jack.

TRANSMISSION USAGE

ENGINE	MODEL	TRANSMISSION
5.7L V8 (VIN P) (RPO LT1)	Coupe and Convertible	ZF S6-40 6-Speed Manual (ML9) 4L60 Automatic (MD8)
5.7L V8 (VIN J) (RPO LT5)	Coupe - ZR1	ZF S6-40 6-Speed Manual (ML9)

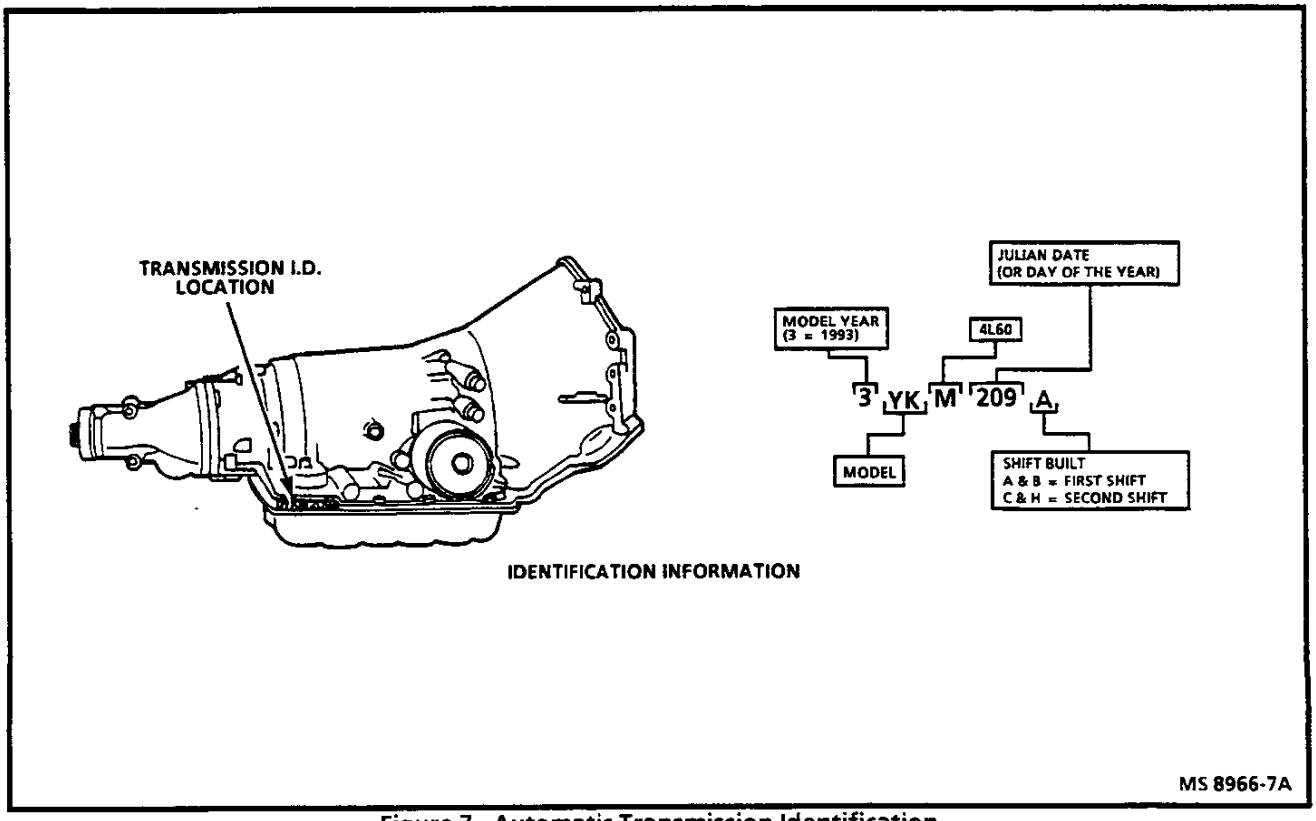
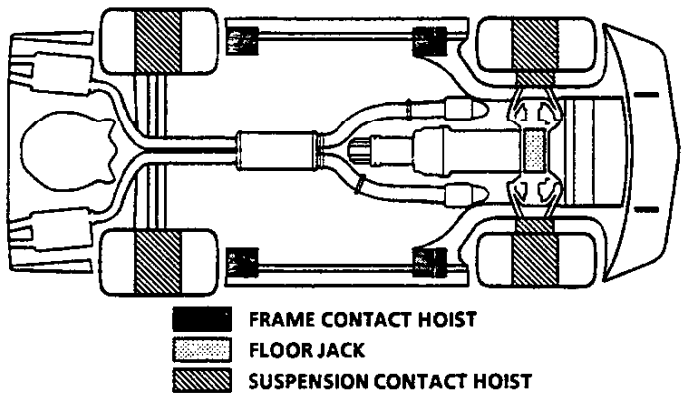
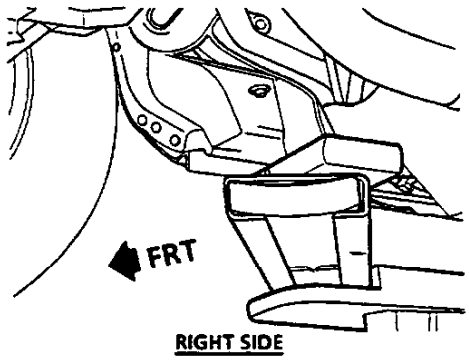
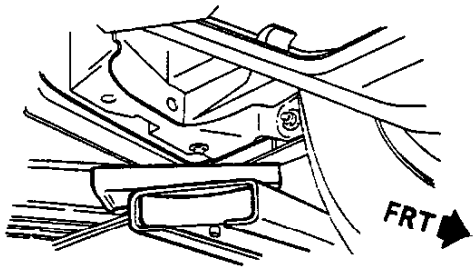


Figure 7 - Automatic Transmission Identification

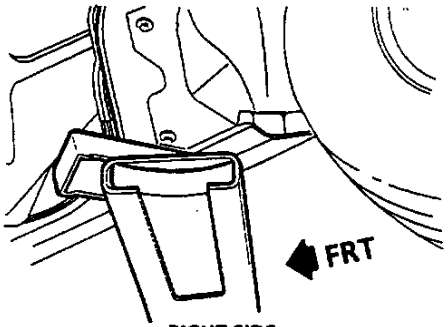




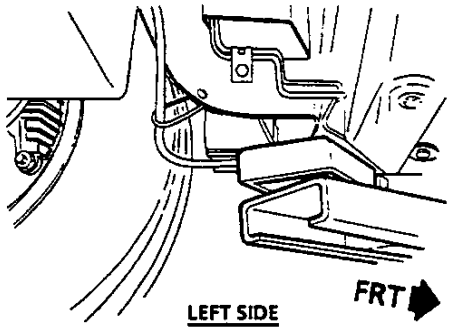
RIGHT SIDE
FRAME CONTACT HOIST
REARWARD OF FRONT WHEEL



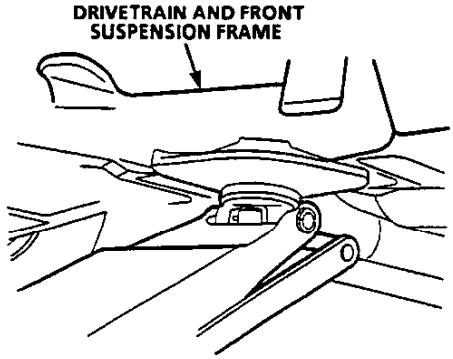
LEFT SIDE
FRAME CONTACT HOIST
REARWARD OF FRONT WHEEL



RIGHT SIDE
FRAME CONTACT HOIST
FORWARD OF REAR WHEEL



LEFT SIDE
FRAME CONTACT HOIST
FORWARD OF REAR WHEEL



FLOOR JACK - FRONT

MS 9264

Figure 8 - Vehicle Lift Points (1 of 2)

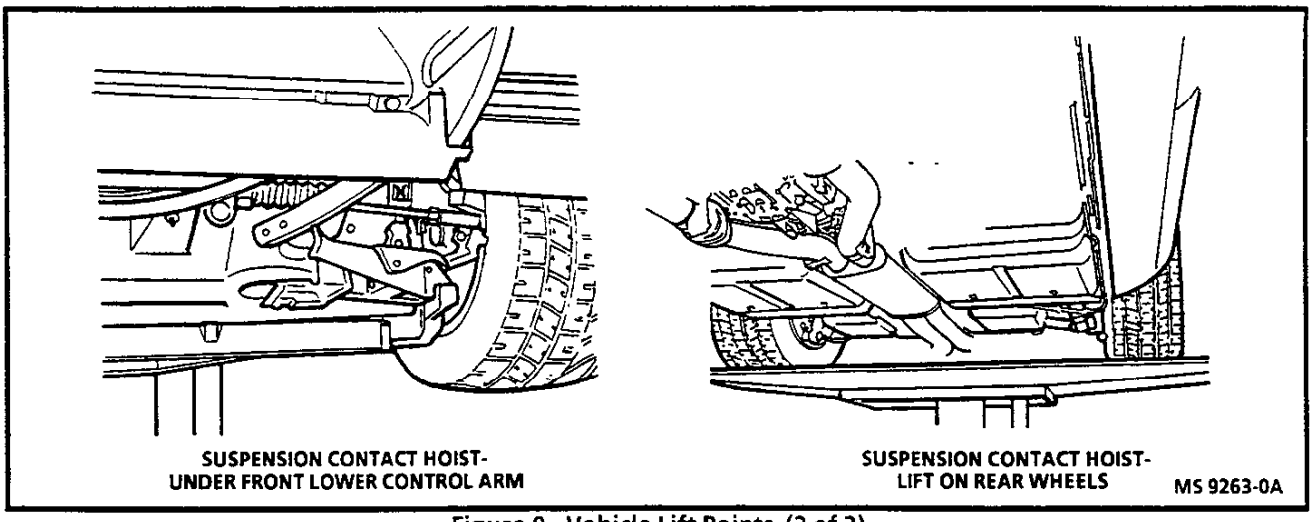


Figure 9 - Vehicle Lift Points (2 of 2)

NOTICE: When jacking or lifting a vehicle from the frame side rails, be certain the lift pads do not contact the catalytic converters as damage to the converters could result. If any other hoist methods are used, special care must be used not to damage the ABS brake pipes or cables, fuel lines, exhaust system or underbody.

When lifting, check for clearance to front ABS sensor wire harness and tie off/pull from grommets as necessary.

Rear Spindle Support Protector Sleeve *Figure 10*

The rear spindle support rods, along with a protector, may be used to support the rear end of the vehicle when using a twin post hoist.

A protector for the spindle support rods may be fabricated as shown in Figure 10 to prevent surface nicks or gouges where the lifts contact the rods.

LOCK CYLINDER CODING

KEY IDENTIFICATION AND USAGE

The lock cylinder keyway is designed so that other model keys will not enter a current model lock cylinder. Two non-interchangeable keys are used. The square head key is used in the ignition lock cylinder. The oval head key is used in doors, console door, I/P compartment and right storage compartment lock cylinders. The square ignition key will not fit into the door lock cylinder and the oval key will not fit into the ignition lock cylinder.

Key identification is obtained from the four-character key code stamped on the knockout portion of the key head and an identification letter stamped on the key shank. After code number has been recorded, plugs should be knocked out of the key head. From these numbers, lock combinations can be determined by use of a code list, which is available to owners of key cutting equipment from equipment suppliers.

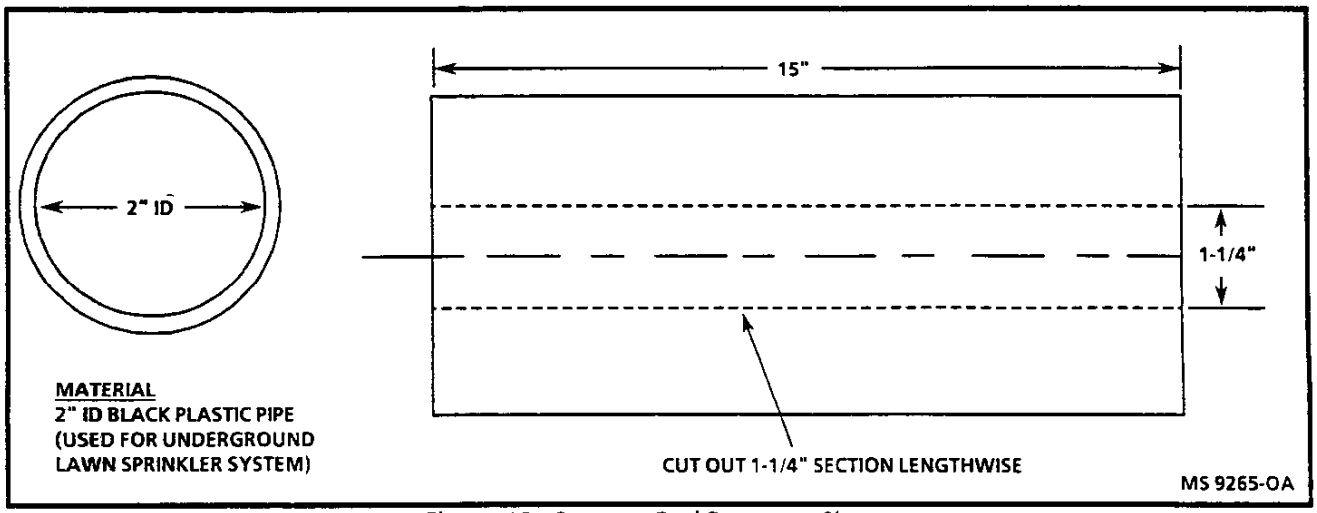


Figure 10 - Support Rod Protector Sleeve

If key code numbers are not available from records or from the knockout plug, lock combinations (tumbler numbers and position arrangement) can be determined by laying the key on the key code diagram.

NOTICE: The mechanical code for the ignition lock cylinder (square key) must be cut on a special key blank designed for use in the Personalized Automotive Security System (PASS-Key®). If all PASS-Key® ignition keys are lost or the ignition lock cylinder or PASS-Key® decoder module are replaced, all PASS-Key® ignition keys should be replaced. Refer to SECTION 8A for diagnosis. Refer to SECTION 9D for service.

The engine power key (Coupe - ZR1) is a special square-head key that is used to operate the engine power switch located on the console. Refer to SECTION 8C for service information and SECTION 8A for diagnosis.

CUTTING KEYS
Figure 11

After the code has been determined from the code list or the key code diagram, cut a blank key to the proper level of each of the six tumbler positions, and check key operation in lock cylinder.

REPLACEMENT LOCK CYLINDERS

Doors and Rear Storage Compartment

New lock cylinders, other than ignition lock cylinders, are available from the service parts warehouse with new lock cylinder locking bars. Tumblers are also available and must be assembled into cylinder as outlined below.

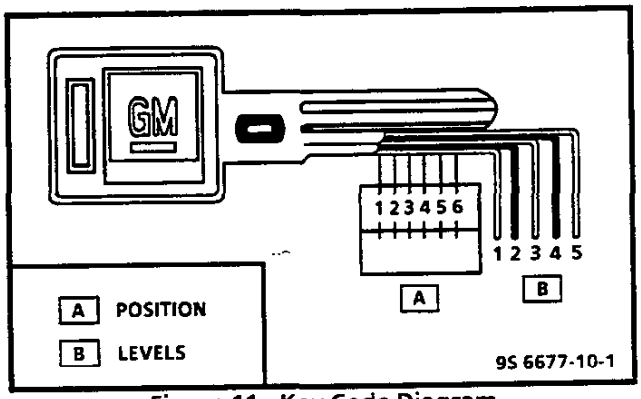


Figure 11 - Key Code Diagram

ASSEMBLING AND CODING LOCK CYLINDERS

All Lock Cylinders Except Console Door, Right Storage Compartment and Instrument Panel Compartment
Figures 12 through 15

Tumblers for all locks, except ignition lock, console door, instrument panel compartment, engine power key and rear storage compartment, are shaped alike with the exception of a notched position on one side. As key is inserted in lock cylinder, tumblers are lowered to correct height so that notches on each tumbler are at the same level. When the notches on all six tumblers line up, the side bar is pushed into the notches by two small springs; thus allowing cylinder to turn in its bore. Five types of tumblers are used to make various lock tumbler combinations and each is coded according to a number 1 through 5, stamped on its side.

1. Find lock cylinder tumbler numbers and tumbler arrangement by use of numerical key code lock cylinder code list. Code lists are made available to owners of key cutting equipment by equipment suppliers. If code list is not available, proceed as follows:
   A. Lay key on the key code diagram with key outlined by diagram.
   B. Starting at head of key blade, find and record lowest level (tumbler number) that is visible in position number 1 and subsequent position numbers 2 through 6. After tumbler numbers and arrangement have been determined, assemble as follows:
2. Starting at open end (head) of cylinder, insert tumblers in their proper slots in the order called by the code.
3. Pull out side bar with fingers so that tumblers will drop completely into place.

   NOTICE: If the springs become tangled, do not pull them apart. Unscrew them or they may be damaged. Insert one tumbler spring in space provided above each number.

4. Insert spring retainer so the two end prongs slide into the slots at either end of cylinder and press retainer down. If tumblers have not been assembled correctly, they can be removed from cylinder by holding cylinder with tumbler slots down, pulling side bar out with fingers and jarring cylinder to shake tumblers out. This procedure is necessary because once the tumblers have been pressed down into the cylinder, they are held in their slots by the side bar.

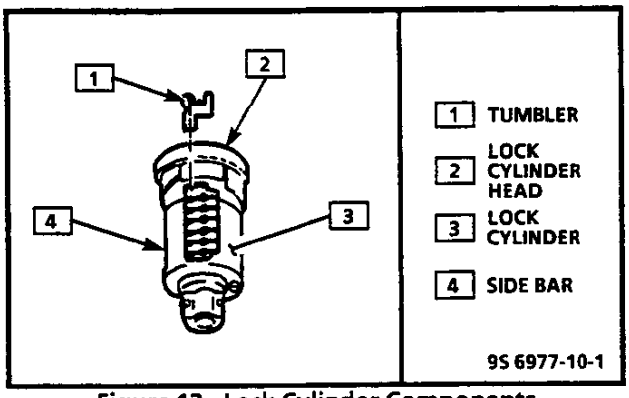


Figure 12 - Lock Cylinder Components

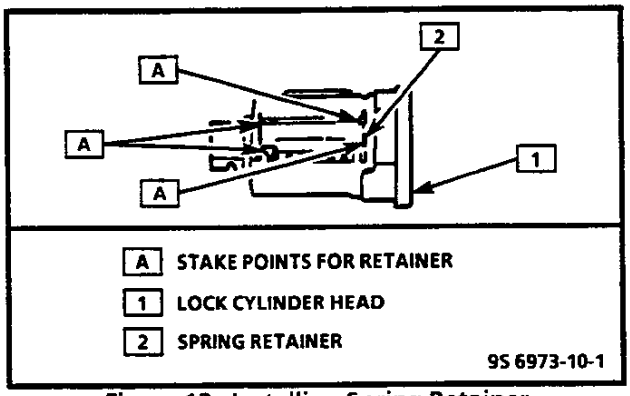


Figure 13 - Installing Spring Retainer

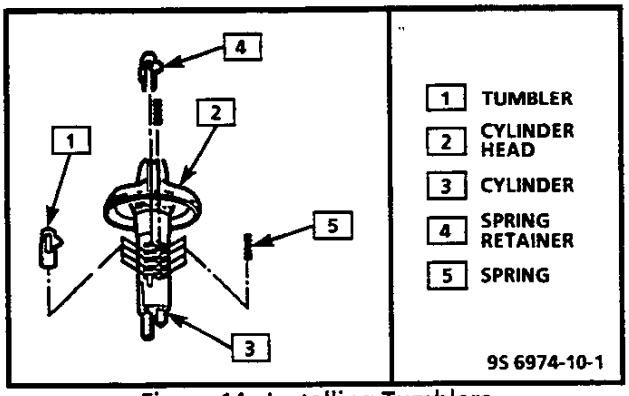


Figure 14 - Installing Tumblers

5. To check if tumblers have been installed properly, insert key into lock cylinder. If tumblers are installed properly, the side bar will drop down. If bar does not drop down, remove key, spring retainer, springs and tumblers and reassemble.

   NOTICE: Use leather or wood at each vise jaw to prevent damage to cylinder.

6. If lock cylinder is assembled properly, remove key and secure cylinder in a vise with spring retainer exposed.
7. Using suitable staking tool, stake spring retainer securely in place by staking cylinder metal over retainer at each end.

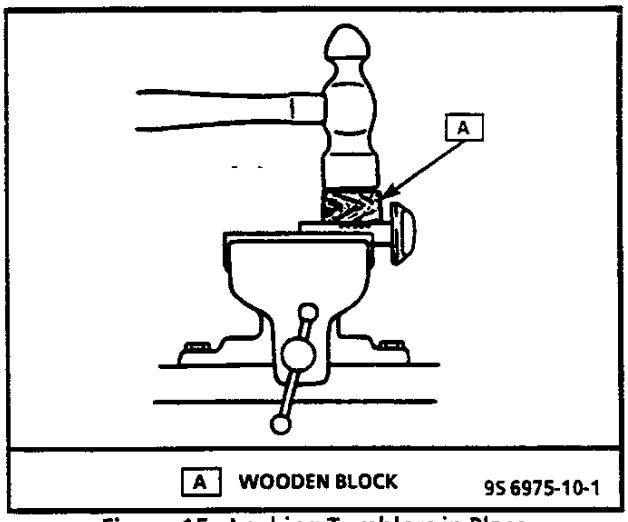


Figure 15 - Locking Tumblers in Place

8. Lubricate cylinder with a multipurpose lubricant GM part number 12345120 or synthetic SAE 5W30 engine oil.

Instrument Panel Compartment and Rear Storage Compartment Lock Cylinder

A lock cylinder with snap-in tumblers is used for the instrument panel compartment and right storage compartment lock. The lock cylinder has four or five tumbler positions. The number 1 or 2 position (closest to cylinder head) is a brass retainer tumbler. The 2 through 5 positions or 3 through 5 positions are standard tumbler positions depending upon cylinder type. Therefore, only the last 4 or 5 tumbler combinations are required.

Assemble

- Determine tumbler numbers and arrangement as previously described and install tumblers.

METRIC FASTENERS
Figures 16 and 17

The Corvette is primarily dimensioned in the metric system. Most metric fasteners are very close in dimension to well-known customary fasteners in the inch system. It is important that replacement fasteners be of the correct nominal diameter, thread pitch and strength.

Original equipment metric fasteners (except cross-recess head screws) are identified by a number marking which indicates the strength of the material in the fastener. Metric cross-recess screws are identified by a Posidriv or Type 1A cross-recess. For best results, use a Type 1A cross-recess screwdriver, or equivalent, in Posidriv recess head screws.

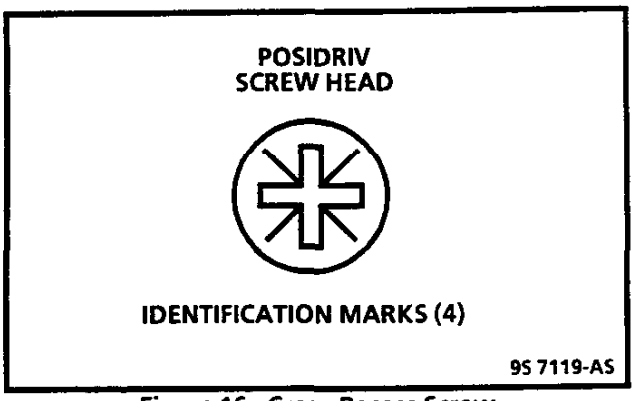


Figure 16 - Cross-Recess Screw

NOTICE: Most metric fasteners have a blue color coating. However, this should not be used as positive identification, as some metric fasteners are not color coated.

"General Motors Engineering Standards," along with "North American Industries," have adopted a portion of the standard metric fastener sizes defined by ISO (International Standards Organization). This was done to reduce the number of fastener sizes used, and yet retain the best strength qualities in each thread size. For example, the customary 1/4-20 and 1/4-28 screws are replaced by the metric M6.0 X 1 screw, which has nearly the same diameter and 25.4 threads per inch. The thread pitch is in between the customary coarse and fine thread pitches.

Metric and customary thread notation differ slightly. The difference is shown in Figure 17.

FASTENER STRENGTH IDENTIFICATION *Figure 18*

The most commonly used metric fastener strength property classes are 9.8 and 10.9, with the class identification being embossed on the head of each bolt. Customary (inch) strength classes range from grade 2 to grade 8. The number of markings is two lines less than the actual grade (i.e., grade 8 bolt will exhibit 6 embossed radial lines on the bolt head).

Some metric nuts will be marked with single digit strength identification numbers on the nut face.

When replacing metric fasteners, be careful to use bolts and nuts of equal or greater strength than the original (the same number marking or higher). It is also important to select replacement fasteners of the correct size. Correct replacement bolts and nuts are available through GM-SPO. Many metric fasteners available in the aftermarket parts channels were designed to metric standards of countries other than the United States and may be of a lower strength, may not have the numbered head marking system, and may be of different thread pitch. The metric fasteners used on GM products are designed to new, international standards that may not yet be manufactured by some non-domestic bolt and nut suppliers. In general, except for special applications, the common sizes and pitches are: **M 6.0 X 1, M 8 X 1.25, M 10 X 1.5, and M 12 X 1.75.**

PREVAILING TORQUE FASTENERS

A prevailing torque nut is designed to develop an interference between the nut and bolt threads. This is most often accomplished by distortion of the top of an all metal nut, or by using a nylon patch on the threads in the middle of the hex flat. A nylon insert may also be used as a method of interference between nut and bolt threads (Figure 19).

A prevailing torque bolt is designed to develop an interference between bolt and nut threads, or the threads of a tapped hole. This is accomplished by distorting some of the threads, or by using a nylon patch or adhesive.

Recommendations For Reuse

1. Clean, unrusted prevailing torque nuts and bolts may be reused as follows:
   A. Clean dirt and other foreign material from nut or bolt.

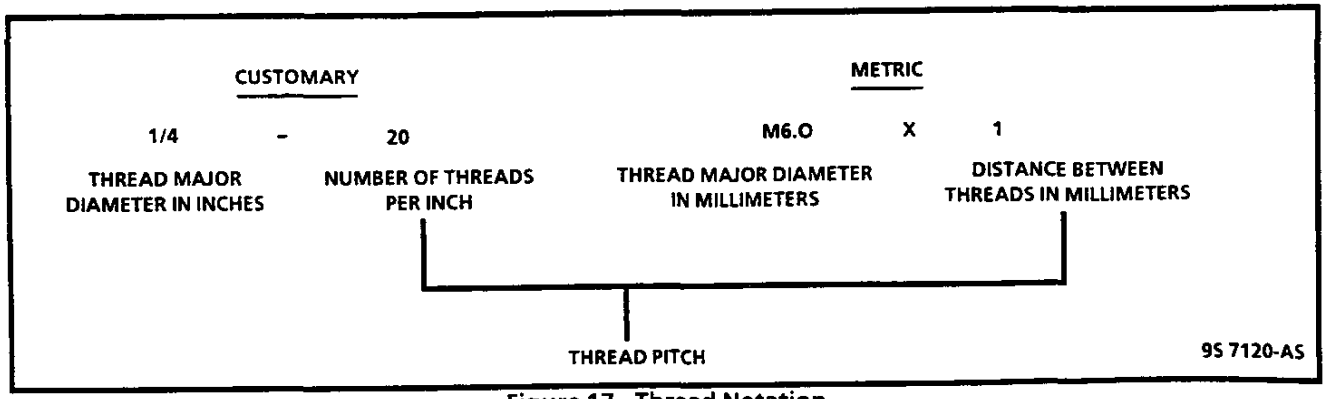


Figure 17 - Thread Notation

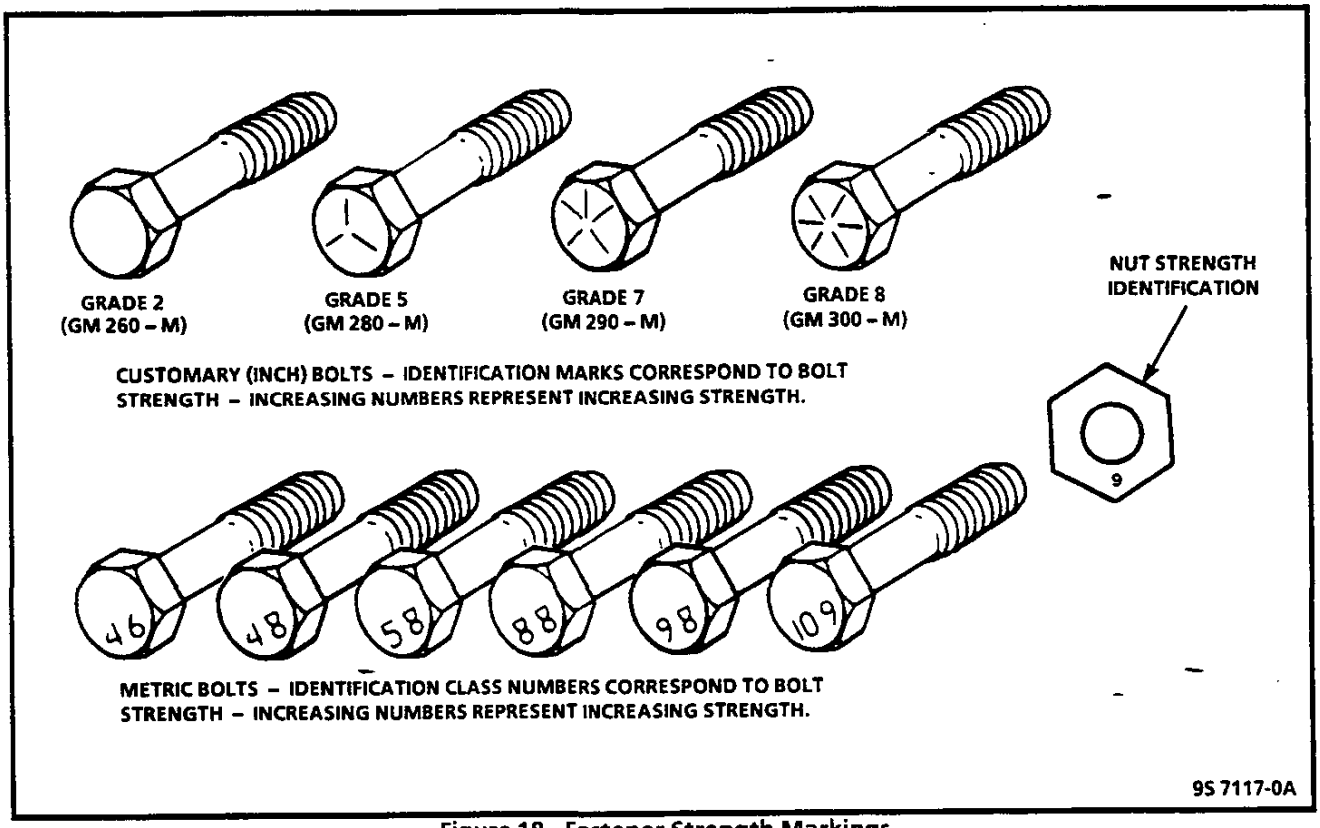


Figure 18 - Fastener Strength Markings

B. Inspect nut or bolt to assure there are no cracks, elongation, or other signs of abuse or overtightening. (If there is any doubt, replace with a new prevailing torque fastener of equal or greater strength.)
C. Assemble parts and hand start nut or bolt.
D. Observe that, before fastener seats, it develops torque per the chart in Figure 20. (If there is any doubt, replace with a new prevailing torque fastener of equal or greater strength.)
E. Tighten fastener to torque specified in appropriate section of this manual.

2. Bolts and nuts which are rusty or damaged should be replaced with new parts of equal or greater strength.

REPLACEMENT LABELS

Replacement labels are available through GM Service Parts Operations for the following:

- Vehicle Emission Control Information (Exhaust Emission Tune Up).
- Spare Wheel Caution.
- Jacking.
- Spare Tire Storage.
- Serpentine Belt Routine (when a separate label).
- Engine Fan Caution.
- Jump Start.
- Odometer Reset.

These and other labels will be found in the Standard Parts Catalog.

The Vehicle Certification Label, Tire Pressure Placard and Service Parts Identification Label are not available as service parts.

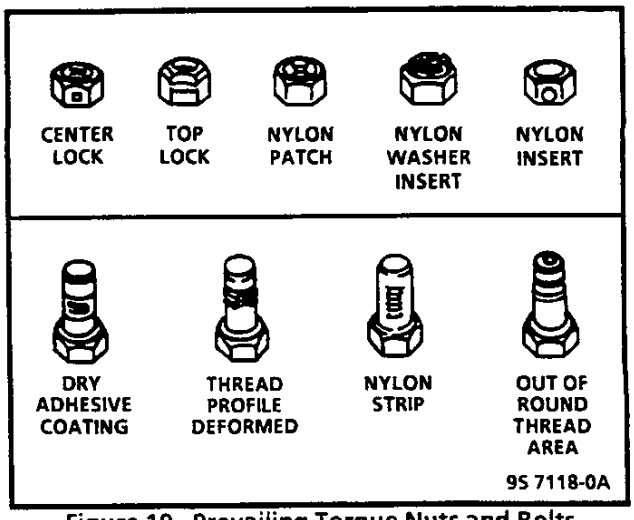


Figure 19 - Prevailing Torque Nuts and Bolts

FASTENER TYPE	TORQUE UNITS	METRIC-SIZE FASTENERS							
		6	6.3	8	10	12	14	16	20
Nuts and all Metal Bolts	N·m	0.4	0.4	0.8	1.4	2.2	3.0	4.2	7.0
	Lb. In.	4	4	7	12	19	27	37	62
Adhesive or Nylon Coated Bolts	N·m	0.4	0.4	0.6	1.2	1.6	2.4	3.4	5.6
	Lb. In.	4	4	5	11	14	21	30	50
FASTENER TYPE	TORQUE UNITS	INCH-SIZE FASTENERS							
		.250	.312	.375	.437	.500	.562	.625	.750
Nuts and all Metal Bolts	N·m	0.4	0.6	1.4	1.8	2.4	3.2	4.2	6.2
	Lb. In.	4	5	12	16	21	28	37	55
Adhesive or Nylon Coated Bolts	N·m	0.4	0.6	1.0	1.4	1.8	2.6	3.4	5.2
	Lb. In.	4	5	9	12	16	23	30	49

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Figure 20 - Prevailing Torque Chart

PRODUCTION AND PROCESS CODES

The production and process codes provide the description of the Regular Production Options (RPO) used on a Corvette. The RPO list is also printed on the Service Parts Identification Label. The following is a list of regular production options and description:

RPO Description

AC1 Passenger 6-Way Power Seat Adjuster

AC3 Driver 6-Way Power Seat Adjuster

AJ3 Front Seat Inflatable Restraint System

AQ9 Passenger/Driver Reclining Seat

AU3 Electric Door Locks

AR9 European Style Reclining Seat

CC2 Auxiliary Roof

CC3 Removable Panels (Plastic) Hatch Roof

CF7 Removable (nontransparent) Sun Roof

C2L Removable Roof Package (consists of CF7 and CC3)

C49 Electro-Clear Rear Window Defog

C60 Manual Control Air Conditioning

C68 Electronic Control Air Conditioning

DC8 Remote Control Electric LH & RH Outside Mirror

DL8 LH/RH Heated Sport Mirrors

D3W Speedometer Driven Gear (25513044) RED

D3X Speedometer Driven Gear (25513049) GRN

D4L Speedometer Driven Gear (25513050) PPL

D7A Speedometer Driven Gear (25513042) ORN

D8I Vehicle Speed Sensor (10456089)

D8K Vehicle Speed Sensor (10456091)

D8L Vehicle Speed Sensor (10456092)

D64 Passenger Vanity Mirror

D74 Driver Mirror

FE1 Soft Ride Suspension

FE7 Heavy Duty Suspension

FG3 Bilstein Gas Shocks

FX3 Electronic Ride & Handling

GH0 3.54 Ratio Rear Axle

GM1 2.59 Ratio Rear Axle

GM3 3.45 Ratio Rear Axle

GT7 3.33 Ratio Rear Axle

GU2 2.73 Ratio Rear Axle

G44	3.07 Ratio Rear Axle
G92	Performance Ratio Rear Axle
JL9	Antilock Front & Rear Disc Brakes
J55	Heavy Duty Brakes
KC4	Engine Oil Cooler
KO5	Engine Coolant Heater (Canada only)
K34	Electronic Cruise
K68	120 Amp. Generator
LT5	8-Cylinder, 5.7L (VIN J) Engine
LT1	8-Cylinder, 5.7L (VIN P) Engine
ML9	ZF 6-Speed Manual Transmission
MX0	Automatic 4-Speed 4L60 Transmission
NA5	Federal Emission System
NK4	Sport Leather Steering Wheel
NM5	Canadian Emission System
NN5	California Emission System
QA1	17 X 9.5 Aluminum Styled Wheel
QA2	17 X 9.5 Front and 17 X 11 Rear Aluminum Styled Wheel
QB6	17 X 8.5 Front and 17 X 9.5 Rear Aluminum Styled Wheel
T61	Daytime Running Lighting
UJ6	Low Tire Pressure Indicator
UM6	AM/FM Stereo, Seek/Scan, Auto Reverse Cassette, Clock, ETR Radio
UU8	AM/FM Stereo, Cassette, Dolby, Clock, ETR Radio
UXO	Dual Floor Sill and Dual Extended Range Delco/Bose Speaker System
UY5	Dual Floor Sill and Dual Extended Range Speaker System
U1F	AM/FM Stereo, Seek/Scan, Auto Reverse Music Search Cassette, Compact Disc, HPS, Clock and ETR Radio
U19	Kilometers and Miles Cluster
U52	Electronic Instrument Cluster
U75	Power Antenna
V56	Luggage Carrier
XAA	Front Tire (P255/45ZR17)
XAU	Front Tire (P275/40 ZR 17)
YAA	Rear Tire (P285/40 ZR17)
YAU	Rear Tire (P275/40 ZR 17)
YBE	Rear Tire (P315/35 ZR 17)
207	Sport Package
Z25	40th Anniversary Package
ZR1	Special Performance Coupe Package
10I	Arctic White Interior Trim
10T	Arctic White Vinyl Top
10U	Arctic White Exterior Color
103	Arctic White Leather Trim
14I	Light Gray Interior Trim
143	Light Gray Leather Trim
19C	Black Cloth Trim
19I	Black Interior Trim
19T	Black Vinyl Top
193	Black Leather Trim
199	Black Seat Belt
24S	Blue Removable Panel Roof
41T	Black Cloth Top
41U	Black Exterior Color
43U	Bright Aqua Metallic Exterior Color

45U	Medium Green Pearl Exterior Color
53U	Competition Yellow Exterior Color
64I	Light Beige Interior Trim
643	Light Beige Leather Trim
64S	Bronze Removable Panel Roof
68T	Neutral Beige Cloth Top
68U	Anniversary Ruby Red Exterior Color
70U	Torch Red Exterior Color
70I	Torch Red Interior Trim
703	Torch Red Leather Trim CB
71T	Ruby Red Cloth Top
73U	Black Rose Metallic Exterior Color
75U	Brilliant Red Metallic Exterior Color
79I	Ruby Red Interior Trim
793	Ruby Red Leather Trim
80U	Medium Quasar Blue Exterior Color

SERVICE PARTS IDENTIFICATION LABEL

The Service Parts Identification Label (Figure 21) has been developed and placed on the floor console door to aid service and parts personnel in identifying parts, production and process codes. The label also identifies the vehicle identification number, body type style, type of paint, paint color codes and trim combination.

CUSTOMARY/METRIC CONVERSION TABLE

Figure 22 provides a conversion table. Divide metric number by conversion number to get customary equivalent number. To convert temperature degrees Celsius to degrees Fahrenheit, multiply Celsius number by 1.8 and add 32.

DECIMAL AND METRIC EQUIVALENTS

Refer to Figure 23 for equivalent of fractions to decimal in inches to metric in millimeters.

ABBREVIATIONS CHART

Refer to Figure 24 for the abbreviation of words used in this manual.

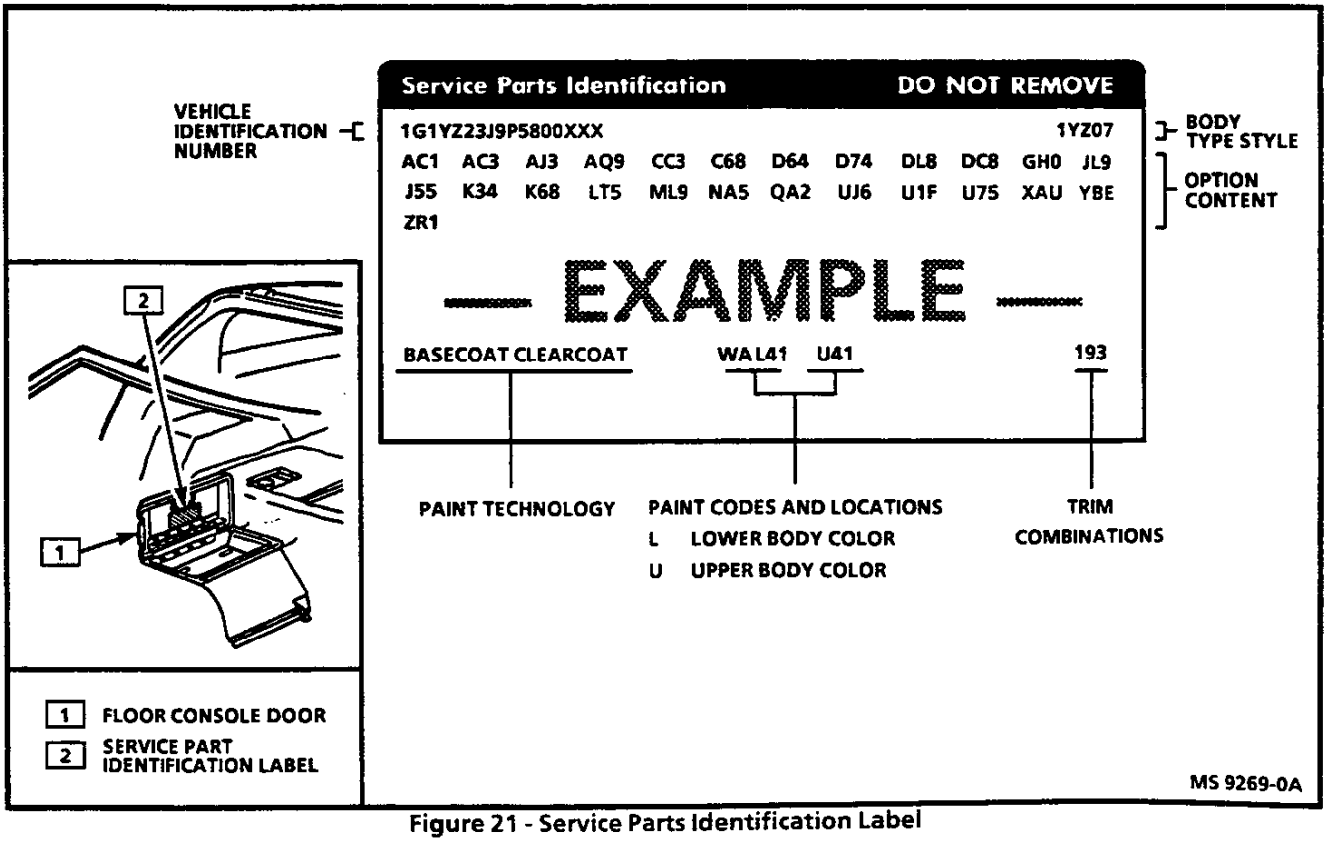
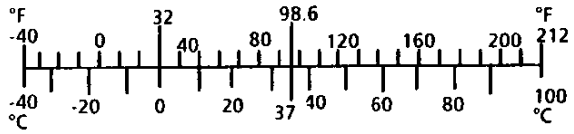


Figure 21 - Service Parts Identification Label

CUSTOMARY	CONVERSION	METRIC
Multiply	by	to get equivalent number of:
LENGTH		
Inch	25.4 '	millimeters (mm)
Foot	0.304 8	meters (m)
Yard	0.914 4	meters
Mile	1.609	kilometers (km)
AREA		
Inch^2	645.2	millimeters^2 (mm^2)
	6.45	centimeters^2 (cm^2)
Foot^2	0.092 9	meters^2 (m^2)
Yard^2	0.836 1	meters^2
VOLUME		
Inch^3	16 387.	mm^3
	16.387	cm^3
	0.016 4	liters (l)
Quart	0.946 4	liters
Gallon	3.785 4	liters
Yard^3	0.764 6	meters^3 (m^3)
MASS		
Pound	0.453 6	kilograms (kg)
Ton	907.18	kilograms (kg)
Ton	0.907	tonne (t)
FORCE		
Kilogram	9.807	newtons (N)
Ounce	0.278 0	newtons
Pound	4.448	newtons
TEMPERATURE		
Degree Fahrenheit	(t°F-32) ÷ 1.8	degree Celsius (C)



CUSTOMARY	CONVERSION	METRIC
Multiply	by	to get equivalent number of:
ACCELERATION		
Foot/sec2	0.304 8	meter/sec^2 (m/s^2)
Inch/sec2	0.025 4	meter/sec^2
TORQUE		
Pound-inch	0.112 98	newton-meters (N·m)
Pound-foot	1.355 8	newton-meters
POWER		
Horsepower	0.746	Kilowatts (kW)
PRESSURE OR STRESS		
Inches of water	0.249 1	kilopascals (kPa)
Pounds/sq. in.	6.895	Kilopascals
ENERGY OR WORK		
BTU	1055.	Joules (J)
Foot-pound	1.355 8	joules
Kilowatt-hour	3 600 000. or 3.6 x 10^6	joules (J = one W's)
LIGHT		
Foot candle	1.076 4	lumens/meter^2 (lm/m^2)
FUEL PERFORMANCE		
Miles/gal	0.425 1	kilometers/liter (km/l)
Gal/mile	2.352 7	liter/kilometer (l/km)
VELOCITY		
Miles/hour	1.609 3	Kilometers/hr. (km/h)

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Figure 22 - Customary/Metric Conversion Table

DECIMAL AND METRIC EQUIVALENTS

FRACTIONS	DECIMAL IN.	METRIC MM.	FRACTIONS	DECIMAL IN.	METRIC MM.
1/64	.015625	.39688	33/64	.515625	13.09687
1/32	.03125	.79375	17/32	.53125	13.49375
3/64	.046875	1.19062	35/64	.546875	13.89062
1/16	.0625	1.58750	9/16	.5625	14.28750
5/64	.078125	1.98437	37/64	.578125	14.68437
3/32	.09375	2.38125	19/32	.59375	15.08125
7/64	.109375	2.77812	39/64	.609375	15.47812
1/8	.125	3.1750	5/8	.625	15.87500
9/64	.140625	3.57187	41/64	.640625	16.27187
5/32	.15625	3.96875	21/32	.65625	16.66875
11/64	.171875	4.36562	43/64	.671875	17.06562
3/16	.1875	4.76250	11/16	.6875	17.46250
13/64	.203125	5.15937	45/64	.703125	17.85937
7/32	.21875	5.55625	23/32	.71875	18.25625
15/64	.234375	5.95312	47/64	.734375	18.65312
1/4	.250	6.35000	3/4	.750	19.05000
17/64	.265625	6.74687	49/64	.765625	19.44687
9/32	.28125	7.14375	25/32	.78125	19.84375
19/64	.296875	7.54062	51/64	.796875	20.24062
5/16	.3125	7.93750	13/16	.8125	20.63750
21/64	.328125	8.33437	53/64	.828125	21.03437
11/32	.34375	8.73125	27/32	.84375	21.43125
23/64	.359375	9.12812	55/64	.859375	21.82812
3/8	.375	9.52500	7/8	.875	22.22500
25/64	.390625	9.92187	57/64	.890625	22.62187
13/32	.40625	10.31875	29/32	.90625	23.01875
27/64	.421875	10.71562	59/64	.921875	23.41562
7/16	.4375	11.11250	15/16	.9375	23.81250
29/64	.453125	11.50937	61/64	.953125	24.20937
15/32	.46875	11.90625	31/32	.96875	24.60625
31/64	.484375	12.30312	63/64	.984375	25.00312
1/2	.500	12.70000	1	1.00	25.40000

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Figure 23 - Decimal and Metric Equivalents

ABS - AntiLock Brake System
A/C - Air Conditioning
ACL - Air Cleaner
A/D - Analog/Digital
Adj - Adjust
A/F - Air/Fuel Ratio
AH - Ampere Hours
AIR System - Secondary Air Injection System
Alt. - Altitude
AM - Amplitude Modulation
AMP - Ampere(s)
API - American Petroleum Institute
APT - Adjustable Part Throttle
ASM - Assembly
A/T - Automatic Transmission
ATC - Automatic Temperature Control
ATDC - After Top Dead Center
BARO - Barometric
Bat. - Battery
B+ - Positive Terminal
BHP - Brake Horsepower
BP - Back Pressure
BTDC - Before Top Dead Center
°C - *Degrees Celsius*
CC - Cubic Centimeter
CCM - Central Control Module
CCOT - Cycling Clutch (Orifice) Tube
CD - Compact Disc
CEAB - Cold Engine Airbleed
CEMF - Counter Electromotive Force
CID - Cubic Inch Displacement
CLOOP - Closed Loop
CMP - Camshaft Position
CO - Carbon Monoxide
CO_2 - Carbon Dioxide
Conn - Connector
CPU - Central Processing Unit
CS - Changing System
CTS - Closed Throttle Position
Cu.In. - Cubic Inch
CV - Constant Velocity
Cyl. - Cylinder(s)
DERM - Diagnostic Energy Reserve Module
DI - Distributor Ignition
DIC - Driver Information Center
Diff. - Differential
DLC - Data Link Connector
DTC - Diagnostic Trouble Code
DVM - Digital Voltmeter
EBTCM - Electronic Brake and Traction Control Module
ECC - Electronic Comfort Control
ECM - Engine Control Module
ECT - Engine Coolant Temperature
EEC - Evaporative Emission Control
EEPROM - Electronically Erasable Programmable Read Only Memory
EGR - Exhaust Gas Recirculation
EI - Electronic Ignition
EMF - Electromotive Force
EMI - Electromagnetic Interference
EPA - Environmental Protection Agency
EPROM - Erasable Programmable Read Only Memory
ESD - Electrostatic Discharge
ETC - Electronic Temperature Control
ETR - Electronically Tuned Receiver
EVAP - Evaporative Emission
Exh. - Exhaust
°F - Degrees Fahrenheit
Fed. - Federal (All States Exc. Calif.)
Feds - Fuel Enable Data Stream
FM - Frequency Modulation
FMVSS - Federal Motor Vehicle Safety Standards
gal. - Gallon
GMSPO - GM Service Parts
GND - Ground
GPM - Gallons Per Minute
HC - Hydrocarbons
HD - Heavy Duty
Hg. - Mercury
Hi. Alt. - High Altitude
HO2S - Heated Oxygen Sensor
HP - Horse Power
HPS - High Performance System
HVAC - Heater-Vent-Air Conditioning
HVACM - Heater-Vent-Air Conditioning Module
HVM - Heater-Vent-Module
IAC - Idle Air Control
IAT - Intake Air Temperature
IC - Ignition Control
IC - Integrated Circuit
ICM - Ignition Control Module
ID - Identification or Inside Diameter
IGN - Ignition
INJ - Injection
INT - Intake
I/P - Instrument Panel
ISO - International Standards Organization
km - Kilometers
km/h - Kilometers Per Hour
KV - Kilovolts (Thousands of Volts)
km/l - Kilometers per liter
kPa - Kilopascals
KS - Knock Sensor
Kv - Kilovolts (Thousands of Volts)
L - Liter
lb.ft. - Pound Feet
lb.in. - Pound Inch
LCD - Liquid Crystal Display
LED - Light Emitting Diode
LF - Left Front
LR - Left Rear
LTPWS - Low Tire Pressure Warning System
MAP - Manifold Absolute Pressure
MIL - Malfunction Indicator Lamp
MFI - Multiport Fuel Injection
mm - Millimeter
MPG - Miles Per Gallon
mph - Miles Per Hour
M/T - Manual Transmission
mV - Millivolt
N.C. - Normally Closed
N·m - Newton Metres
NOx - Nitrogen, Oxides of
OBD - On-Board Diagnostics
OC - Oxidation Catalytic Converter
OD - Outside Diameter
OE - Original Equipment
OHC - Overhead Cam
OL - Open Loop
OSA - Outside Air (Temperature)
O2S - Oxygen Sensor
O2 - Oxygen
PASS Key® - Personalized Automotive Security System
P/B - Power Brakes
P/N - Part Number
PNP - Park Neutral Position
PRNDL - Park, Reverse Neutral, Drive, Low
PROM - Programmable Read Only Memory
PS - Power Steering
PSI - Pounds Per Square Inch
Pt. - Pint
QDM - Quad-Driver
Qt. - Quart
R - Resistance
RC - Rate of Capacity
Ref. - Reference
RF - Right Front
RFI - Radio Frequency Interference
RH - Right Hand
R/M - Reaction Injection Molding
RPM - Engine Speed
RPO - Regular Production Option
RR - Right Rear
RTV - Room Temperature Vulcanizing (Sealer)
RVR - Response Vacuum Reducer
RWD - Rear Wheel Drive
SAE - Society of Automotive Engineers
SFI - Sequential Multiport Fuel Injection
SI - System International
SIR - Supplemental Inflatable Restraint
SOL. - Solenoid
ST - Scan Tool
Syn. - Synchronizer
TACH - Tachometer
TCC - Transmission Converter Clutch
TDC - Top Dead Center
TP - Throttle Position
TPC - Tire Performance Criteria
TPD - Tire Problem Detector
T.V. - Throttle Valve
TVV - Thermal Vacuum Value
TWC - Three Way Converter
UJT - Universal Joint
UTD - Universal Theft Deterrent
V - Volt(s)
V-8 - Eight Cylinder Engine - Arranged in a "V"
Vac. - Vacuum
VIN - Vehicle Identification Number
VMV - Vacuum Modulator Valve
VSS - Vehicle Speed Sensor
W/ - With
W/B - Wheel Base
W/O - Without
WOT - Wide Open Throttle
WU - Warm Up
X-Valve - Expansion Valve
ZF - Zahmradfabrik Friedrichshafen

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Figure 24 - Abbreviations Chart

STANDARD NOMENCLATURE

Starting with the 1993 model year, General Motors will be complying with the Society of Automotive Engineers (SAE) recommended Electrical/Electronic Systems Diagnostic Terms, Definitions, Abbreviations and Acronyms SAE J1930. SAE J1930 is an industry wide standard that was adopted into government regulations and requires certain electrical and electronic components and systems to be known by the same nomenclature that have the same function. The standard is also being applied to abbreviations and acronyms. This standard is being used in all 1993 service publications.

To comply with this standard, some GM terms, abbreviations and acronyms are being replaced with those recommended by the SAE J1930 term.

The following is a list of electrical/electronic components and systems terms that did not change:

Barometric Pressure Sensor - BARO Sensor

Closed Loop - CL

Early Fuel Evaporation - EFE

Evaporative Emission Control System - EECS

Exhaust Gas Recirculation - EGR

Exhaust Gas Recirculation System - EGR System

Idle Air Control - IAC

Idle Speed Control - ISC

Manifold Absolute Pressure - MAP

Mass Air Flow - MAF

Mixture Control - M/C

Open Loop - OL

Programmable Read Only Memory - PROM

Sequential Fuel Injection - SFI

Sequential - Port Full Injection - SFI

Torque Converter Clutch - TCC

Vehicle Speed Sensor - VSS

Wide Open Throttle - WOT

The following is a partial listing of SAE J1930 with the former GM term and abbreviation beside the new SAE J1930 term and abbreviation. Then a cross directory of new term next to former term.

STANDARD NOMENCLATURE FOR CERTAIN ELECTRICAL/ELECTRONIC COMPONENTS AND SYSTEMS

Former Term	New Term
Absolute Pressure Sensor - APS	Manifold Absolute Pressure Sensor - MAP Sensor
Air Cleaner Assembly	Air Cleaner - ACL
Air Cleaner Filter Element	Air Cleaner Filter - ACL Filter
Air Injection Reaction System - A.I.R. System	Secondary Air Injection System - AIR System
Assembly Line Communication Link - ALCL	Data Link Connector - DLC
Assembly Line Data Link - ALDL	Data Link Connector - DLC
BCM-PCM Data Problem	BCM-PCM Data Sensor
Calibration Pack - CAL-PAK	Electronically Erasable Programmable Read Only Memory - EEPROM
Calibration Pack - CAL-PAK	Erasable Programmable Read Only Memory - EPROM
Calibration Pack - CAL PAK	Programmable Read Only Memory - PROM
Camshaft Sensor	Camshaft Position Sensor - CMP Sensor
Canister Purge - CP	Evaporative Emission Canister Purge - EVAP Canister Purge

STANDARD NOMENCLATURE FOR CERTAIN ELECTRICAL/ELECTRONIC COMPONENTS AND SYSTEMS (continued)

Former Term	New Term
Catalytic Converter - Cat. Conv.	Oxidation Catalytic Converter - OC
Catalytic Converter - Cat. Conv.	Three Way + Oxidation Catalytic Converter - TWC + OC
Catalytic Converter - Cat. Conv.	Three Way Catalytic Converter - TWC
Catalytic Converter - Cat. Conv.	Warm Up Oxidation Catalytic Converter - WU-OC
Catalytic Converter - Cat. Conv.	Warm Up Three Way Catalytic Converter - WU-TWC
Check Engine Indicator	Malfunction Indicator Lamp - MIL
Code	Diagnostic Trouble Code - DTC
Computer Command Control - CCC	Control Module System
Computer Controlled Coil Ignition - C3I	Electronic Ignition - EI
Controlled Canister Purge - CCP	Evaporative Emission Canister Purge - EVAP Canister Purge
Coolant Temperature Sensor - CTS	Engine Coolant Temperature Sensor - ECT Sensor
Coolant Temperature Switch - CTS	Engine Coolant Temperature Switch - ECT Switch
Detonation Sensor	Knock Sensor - KS
Diagnostic Circuit Check	On-Board Diagnostic System Check - OBD System Check
Digital Electronic Fuel Injection - DEFI	Multiport Fuel Injection - MFI
Digital Electronic Fuel Injection - DEFI	Sequential Multiport Fuel Injection - SFI
Digital Fuel Injection - DFI	Multiport Fuel Injection - MFI
Digital Fuel Injection - DFI	Sequential Multiport Fuel Injection - SFI
Direct Ignition System - DIS	Electronic Ignition System - EI System
Distributor HEI Module	Distributor Ignition Control Module - DI Control Module
Distributorless Ignition System - DIS	Electronic Ignition System - EI System
Dual Bed Monolith - DBM	Oxidation Catalytic Converter - OC
Dual Bed Monolith - DBM	Three Way Catalytic Converter - TWC
Electronic Air Control - EAC	Second Air Injection Bypass Valve - AIR Bypass Valve
Electronic Air Switching - EAS	Secondary Air Injection Switching Valve - AIR Switching Valve
Electronic Control Module - ECM	Engine Control Module - ECM
Electronic Fuel Injection - EFI	Multiport Fuel Injection - MFI
Electronic Fuel Injection - EFI	Sequential Multiport Fuel Injection - SFI
Electronic Fuel Injection - EFI	Throttle Body Fuel Injection - TBI

STANDARD NOMENCLATURE FOR CERTAIN ELECTRICAL/ELECTRONIC COMPONENTS AND SYSTEMS (continued)

Former Term	New Term
Electronic Spark Control Circuit - ESC Circuit	Knock Sensor Circuit - KS Circuit
Electronic Spark Control System - ESC System	Knock Sensor System - KS System
Electronic Spark Timing - EST	Ignition Control - IC
Electronic Spark Timing Circuit - EST Circuit	Ignition Control Circuit - IC Circuit
Electronic Vacuum Regulator Valve - EVRV	Exhaust Gas Recirculation Electronic Vacuum Regulator Solenoid Valve - EGR Electronic Vacuum Regulator Solenoid Valve
Engine Calibration Unit - ECU	Programmable Read Only Memory - PROM
Evaporative Emission Control System - EECS	Evaporative Emission System - EVAP System
Exhaust Gas Recirculation/Thermostatic Vacuum Switch EGR/TVS	Exhaust Gas Recirculation Thermal Vacuum Valve - EGR TVV
Fuel CAL-PAC Missing	Programmable Read Only Memory Missing - PROM (CAL-PAK) Missing
High Energy Ignition - HEI	Distributor Ignition - DI
Lean Exhaust	Lean Heated Oxygen Sensor Signal - Lean HO2S
Lean Exhaust	Lean Oxygen Sensor Signal - Lean O2S Signal
Manifold Air Temperature Sensor - MAT Sensor	Intake Air Temperature Sensor - IAT Sensor
MEM-CAL Error	Erasable Programmable Read Only - Only Memory Error - EPROM Error
MEM-CAL Error	Programmable Read Only Memory Error - PROM (MEM-CAL) Error
Memory and Calibration Unit - MEM-CAL	Erasable Programmable Read Only Memory - EPROM
Memory and Calibration Unit - MEM-CAL	Programmable Read Only Memory - PROM
Multi-Port Fuel Injection - MPFI	Multiport Fuel Injection - MFI
Oxygen Sensor - O_2	Heated Oxygen Sensor HO2S
Oxygen Sensor - O_2	Oxygen Sensor O2S
Part/Neutral Switch - P/N Switch	Park/Neutral Position Switch - PNP Switch
Port Fuel Injection - PFI	Multiport Fuel Injection - MFI
Pulse Air Injection System - PAIR	Pulsed Secondary Air Injection System - PAIR System

STANDARD NOMENCLATURE FOR CERTAIN ELECTRICAL/ELECTRONIC COMPONENTS AND SYSTEMS (continued)

Former Term	New Term
Revolutions Per Minute - rpm	Engine Speed - RPM
Rich Exhaust	Rich Heated Oxygen Sensor Signal - Rich HO2S Signal
Rich Exhaust	Rich Oxygen Sensor Signal - Rich O2S Signal
"Scan" Data	Scan Tool Data - ST Data
Service Engine Soon Indicator - SES Indicator	Malfunction Indicator Lamp - MIL
Thermal Vacuum Switch - TVS	Thermal Vacuum Valve - TVV
Thermostatic Air Cleaner - TAC	Air Cleaner - ACL
Throttle Body Injection - TBI	Throttle Body Fuel Injection - TBI
Throttle Position Sensor -TPS	Throttle Position Sensor - TP Sensor
Throttle Position Switch - TPS	Closed Throttle Position Switch - CTP Switch
Throttle Switch	Closed Throttle Position Switch - CTP Switch
Throttle Switch	Wide Open Throttle Switch - WOT Switch
Tuned Port Injection - TPI	Multiport Fuel Injection - MFI
Viscous Converter Clutch - VCC	Torque Converter Clutch - TCC

STANDARD NOMENCLATURE FOR CERTAIN ELECTRICAL/ELECTRONIC COMPONENTS AND SYSTEMS (continued)

New Term	Former Term
Air Cleaner - ACL	Air Cleaner Assembly/Thermostatic Air Cleaner - TAC
Air Cleaner Filter - ACL Filter	Air Cleaner Filter Element
BCM - PCM Data Sensor	BCM - PCM Data Problem
Camshaft Position Sensor - CMP Sensor	Camshaft Sensor
Closed Throttle Position Switch - CTP Switch	Throttle Position Switch - TPS
Closed Throttle Position Switch - CTP Switch	Throttle Switch
Control Module System	Computer Command Control - CCC

STANDARD NOMENCLATURE FOR CERTAIN ELECTRICAL/ELECTRONIC COMPONENTS AND SYSTEMS (continued)

New Term	Former Term
Data Link Connector - DLC	Assembly Line Communication Link - ALCL
Data Link Connector - DLC	Assembly Line Data Link - ALDL
Diagnostic Trouble Code - DTC	Code
Distributor Ignition - DI	High Energy Ignition - HEI
Distributor Ignition Control Module - DI Control Module	Distributor HEI Module
Engine Coolant Temperature Sensor - ECT Sensor	Coolant Temperature Sensor - CTS
Engine Coolant Temperature Switch - ECT Switch	Coolant Temperature Switch - CTS
Engine Control Module - ECM	Electronic Control Module - ECM
Engine Speed - RPM	Revolutions Per Minute - RPM
Electronic Ignition - EI	Computer Controlled Coil Ignition - C3I
Electronic Ignition System - EI System	Direct Ignition System - DIS
Electronic Ignition System - EI System	Distributorless Ignition System - DIS
Electronically Erasable Programmable Read Only Memory - EEPROM	Calibration Pack - CAL - PAK
Erasable Programmable Read Only Memory - EPROM	Calibration Pack - CAL - PAK
Erasable Programmable Read Only Memory - EPROM	Memory and Calibration Unit - MEM - CAL
Erasable Programmable Read Only - Only Memory Error - EPROM Error	MEM - CAL Error
Evaporative Emission Canister Purge - EVAP Canister Purge	Canister Purge - CP
Evaporative Emission Canister Purge - EVAP Canister Purge	Controlled Canister Purge - CCP
Evaporative Emission System - EVAP System	Evaporative Emission Control System - EECS
Exhaust Gas Recirculation Electronic Vacuum Regulator Solenoid Valve - EGR Electronic Vacuum Regulator Solenoid Valve	Electronic Vacuum Regulator Valve - EVRV
Exhaust Gas Recirculation Thermal Vacuum Valve - EGR TVV	Exhaust Gas Recirculation/Thermostatic Vacuum Switch EGR/TVS
Heated Oxygen Sensor HO2S	Oxygen Sensor - O_2
Ignition Control - IC	Electronic Spark Timing - EST
Ignition Control Circuit - IC Circuit	Electronic Spark Timing Circuit - EST Circuit
Intake Air Temperature Sensor - IAT Sensor	Manifold Air Temperature Sensor - MAT Sensor

STANDARD NOMENCLATURE FOR CERTAIN ELECTRICAL/ELECTRONIC COMPONENTS AND SYSTEMS (continued)

New Term	Former Term
Knock Sensor - KS	Detonation Sensor
Knock Sensor Circuit - KS Circuit	Electronic Spark Control Circuit - ESC Circuit
Knock Sensor System - KS System	Electronic Spark Control System - ESC System
Lean Heated Oxygen Sensor Signal - Lean HO2S	Lean Exhaust
Lean Oxygen Sensor Signal - Lean O2S Signal	Lean Exhaust
Malfunction Indicator Lamp - MIL	Check Engine Indicator
Malfunction Indicator Lamp - MIL	Service Engine Soon Indicator - SES Indicator
Manifold Absolute Pressure Sensor - MAP Sensor	Absolute Pressure Sensor APS - APS
Multiport Fuel Injection - MFI	Digital Electronic Fuel Injection - DEFI
Multiport Fuel Injection - MFI	Digital Fuel Injection - DFI
Multiport Fuel Injection - MFI	Electronic Fuel Injection - EFI
Multiport Fuel Injection - MFI	Multiport Fuel Injection - MPFI
Multiport Fuel Injection - MFI	Port Fuel Injection - PFI
Multiport Fuel Injection - MFI	Tuned Port Injection - TPI
On - Board Diagnostic System Check - OBD System Check	Diagnostic Circuit Check
Oxidation Catalytic Converter - OC	Catalytic Converter - Cat. Conv.
Oxidation Catalytic Converter - OC	Dual Bed Monolith - DBM
Oxygen Sensor O2S	Oxygen Sensor - O_2
Park/Neutral Position Switch - PNP Switch	Part/Neutral Switch - P/N Switch
Programmable Read Only Memory - PROM	Calibration - CAL PAK
Programmable Read Only Memory - PROM	Engine Calibration Unit - ECU
Programmable Read Only Memory - PROM	Memory and Calibration Unit - MEM-CAL
Programmable Read Only Memory Missing - PROM (CAL-PAC) Missing	Fuel Cal-PAC Missing
Programmable Read Only Memory Missing - PROM (MEM-CAL) Error	MEM-CAL Error
Pulsed Secondary Air Injection System - PAIR System	Pulse Air Injection System - PAIR
Rich Heated Oxygen Sensor Signal - Rich HO2S Signal	Rich Exhaust
Rich Oxygen Sensor Signal - Rich O2S Signal	Rich Exhaust

STANDARD NOMENCLATURE FOR CERTAIN ELECTRICAL/ELECTRONIC COMPONENTS AND SYSTEMS (continued)

New Term	Former Term
Scan Tool Data - ST Data	"Scan" Data
Secondary Air Injection System - AIR System	Air Injection Reaction System - A.I.R. System
Second Air Injection Bypass Valve - AIR Bypass Valve	Electronic Air Control - EAC
Secondary Air Injection Switching Valve - AIR Switching Valve	Electronic Air Switching - EAS
Sequential Multiport Fuel Injection - SFI	Digital Electronic Fuel Injection - DEFI
Sequential Multiport Fuel Injection - SFI	Digital Fuel Injection - DFI
Sequential Multiport Fuel Injection - SFI	Electronic Fuel Injection - EFI
Three Way Catalytic Converter - TWC	Catalytic Converter - Cat. Conv.
Three Way Catalytic Converter - TWC	Dual Bed Monolith - DBM
Three Way + Oxidation Catalytic Converter-TWC + OC	Catalytic Converter - Cat. Conv.
Thermal Vacuum Valve - TVV	Thermal Vacuum Switch - TVS
Throttle Body Fuel Injection - TBI	Electronic Fuel Injection - EFI
Throttle Body Fuel Injection - TBI	Throttle Body Injection - TBI
Throttle Position Sensor - TP Sensor	Throttle Position Sensor - TPS
Torque Converter Clutch - TCC	Viscous Converter Clutch - VCC
Warm Up Three Way Catalytic Converter - WU-TWC	Catalytic Converter - Cat. Conv.
Warm Up Oxidation Catalytic Converter - WU-OC	Catalytic Converter - Cat. Conv.
Wide Open Throttle Switch - WOT Switch	Throttle Switch

SECTION 0B

MAINTENANCE AND LUBRICATION

NOTICE: When fasteners are removed, always reinstall them at the same location from which they were removed. If a fastener needs to be replaced, use the correct part number fastener for that application. If the correct part number fastener is not available, a fastener of equal size and strength (or stronger) may be used. Fasteners that are not reused, and those requiring thread-locking compound will be called out. The correct torque value must be used when installing fasteners that require it. If the above conditions are not followed, parts or system damage could result.

CONTENTS

SCHEDULED MAINTENANCE SERVICE

A maintenance schedule for all General Motors passenger vehicles is in the owner's manual. The information in this section includes only the maintenance services required for a Corvette.

The maintenance instructions contained in the Maintenance Schedule are based on the assumption that the vehicle will be used as designed:

- To carry passengers and cargo within the limitation indicated on the Tire Placard located on the edge of the driver's door.
- On the reasonable road surfaces within legal operating limits.
- On unleaded gasoline.

SCHEDULE I
Figure 1

Follow Schedule I if the vehicle is mainly driven under one or more of the following conditions:

- When most trips are less than 4 miles (6 km).
- When most trips are less than 10 miles (16 km) and outside temperatures remain below freezing.
- When most trips include extended idling and/or frequent low-speed operation as in stop-and-go traffic.
- When operating in dusty areas.

Schedule I should also be followed if the vehicle is used in delivery service, police, taxi or other commercial applications.

SCHEDULE I

Follow Schedule I if the vehicle is *mainly* driven under one or more of the following conditions:

- Most trips are less than 4 miles (6 kilometers).
- Most trips are less than 10 miles (16 kilometers) when outside temperatures are below freezing.
- When most trips include extended idling and/or frequent low-speed operation, as in stop-and-go traffic.
- Operating in dusty areas.

ITEM NO.	TO BE SERVICED	WHEN TO PERFORM Miles (Kilometers) or Months, Whichever Occurs First	The services shown in this schedule up to 48,000 miles (80 000 km) are to be performed after 48,000 miles at the same intervals															
		MILES (000)	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48
		KILOMETERS (000)	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80
1	Engine Oil & Oil Filter Change*	Every 3,000 (5,000 km) or 3 months	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
2	Chassis Lubrication	Every other oil change		●		●		●		●		●		●		●		●
3	Engine Accessory Drive Belt Inspection	Every 30,000 mi. (50,000 km) or 24 months										●						
4	Cooling System Service *	Every 30,000 mi. (50,000 km) or 24 months										●						
5	Transmission Service	See text for service interval																
6	Spark Plug Replacement *	Every 100,000 mi. (167,000 km)																
7	Spark Plug Wire Inspection *†	Every 30,000 mi. (50,000 km)										●						
8	Air Cleaner Filter Replacement*	Every 30,000 mi. (50,000 km)										●						
9	Fuel Tank, Cap & Lines Inspection *†	Every 30,000 mi. (50,000 km)										●						

FOOTNOTES: * An Emission Control Service

† The U. S. Environmental Protection Agency has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of vehicle useful life. General Motors, however, urges that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded in the 1993 General Motors Maintenance Schedule in the Owner's Manual.

Figure 1 - Maintenance Schedule I

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SCHEDULE II

Follow Schedule II only if none of the driving conditions specified in Schedule I apply.

ITEM NO.	TO BE SERVICED	WHEN TO PERFORM Miles (Kilometers) or Months, Whichever Occurs First	The service shown in this schedule up to 45,000 miles (75,000 km) are to be performed after 45,000 miles at the same intervals					
		MILES (000)	7.5	15	22.5	30	37.5	45
		KILOMETERS (000)	12.5	25	37.5	50	62.5	75
1	Engine Oil Change*	Every 7,500 mi. (12,500 km) or 12 months	●	●	●	●	●	●
	Oil Filter Change*	At first and then every other oil change	●		●		●	
2	Chassis Lubrication	Every 7,500 mi. (12,500 km) or 12 months	●	●	●	●	●	●
3	Engine Accessory Drive Belt Inspection	Every 30,000 mi. (50,000 km) or 24 months				●		
4	Cooling System Service*					●		
5	Transmission Service	See text for service interval						
6	Spark Plug Replacement*	Every 100,000 mi. (167,000 km)						
7	Spark Plug Wire Inspection*†	Every 30,000 mi. (50,000 km)				●		
8	Air Cleaner Filter Replacement*					●		
9	Fuel Tank, Cap & Lines Inspection*†					●		

FOOTNOTES: * An Emission Control Service
† The U. S. Environmental Protection Agency has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of vehicle useful life. General Motors, however, urges that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded in the 1993 General Motors Maintenance Schedule in the Owner's Manual.

Figure 2 - Maintenance Schedule II

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SCHEDULE II
Figure 2

Follow Schedule II ONLY if none of the driving conditions specified in Schedule I apply.

EXPLANATION OF SCHEDULED MAINTENANCE SERVICES

Refer to Figures 1 and 2 for the schedules of time and/or mileage intervals. The following text and illustration describe the details of the required maintenance services.

The proper fluids and lubricants are listed at the end of this section.

Item 1
Engine Oil and Oil Filter Change

An engine is filled at the factory with Mobil 1® synthetic oil, which meets all requirements for this engine.

The doughnut-shaped logo, as shown in Figure 3, must designate "API Service SG," SAE viscosity grade oil and "Energy Conserving II." Use only a synthetic oil that meets GM Standard GM4718M. Not all synthetic API service SG oils meet this standard.

NOTICE: Oil that does not have the GM4718M standards designation can cause engine damage not covered by warranty.

A SAE 5W-30 grade oil, as shown in Figure 3, is preferred for an engine. However, SAE 10W-30 grade oil can be used if temperature is -18°C (0°F) or above.

Protect the environment. Properly collect used oil for recycling.

Do not use engine oil additives. Reset engine oil life monitor after changing oil even if light was not "ON."

Adding Substitute Oil (VIN P Engine Only)

When adding oil to maintain engine oil level, if an oil meeting GM Standard GM4718M is not available, you can use oil designated either SAE 5W-30 API Service SG at all temperatures, or SAE 10W-30 API Service SG at temperatures above 0°F (-18°C). This oil should not be used for an oil change.

(VIN J Engine Only)

When adding oil to maintain engine oil level, if an oil meeting GM Standard GM4718M is not available, you can use oil designated SAE 10W-30 API Service SG at all temperatures. This oil should not be used for an oil change.

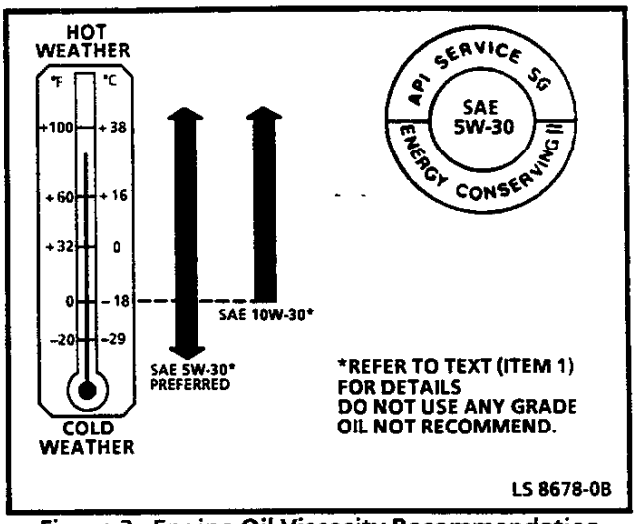


Figure 3 - Engine Oil Viscosity Recommendation

Engine Oil Life Monitor

The "CHANGE OIL" monitor light on the left side of the instrument cluster is a reminder to change oil.

When changing oil, reset engine oil life monitor whether "CHANGE OIL" light came "ON" or not.

Reset monitor as follows:

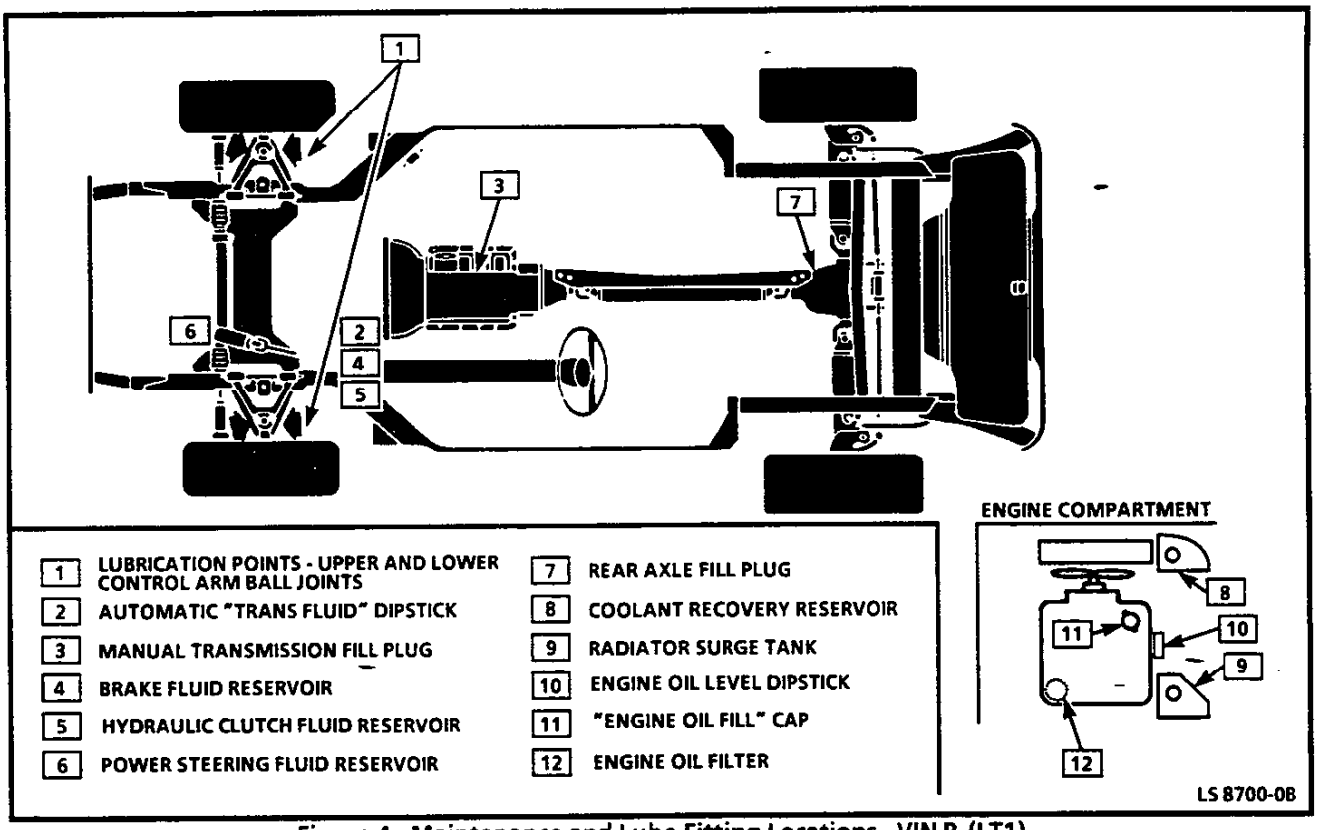
1. Turn the key to the "ON" position, but don't start the engine.
2. Press the "ENG MET" button on the trip monitor and release. Then, within five seconds, press and release the "ENG MET" button again.
3. Within five seconds of Step 2, press and hold the "GAUGES" button on the trip monitor. The "CHANGE OIL" light will flash.
4. Hold the "GAUGES" button until the "CHANGE OIL" light stops flashing and goes out. When the light goes out, the engine oil life monitor is reset. If it doesn't reset, turn the ignition "OFF" and repeat the procedure.

Item 2
Chassis Lubrication

Lubricate the transmission shift linkage, parking brake cable guides, underbody contact points and linkage. Lubricate the front suspension and steering linkage. Refer to Figures 4 and 5.

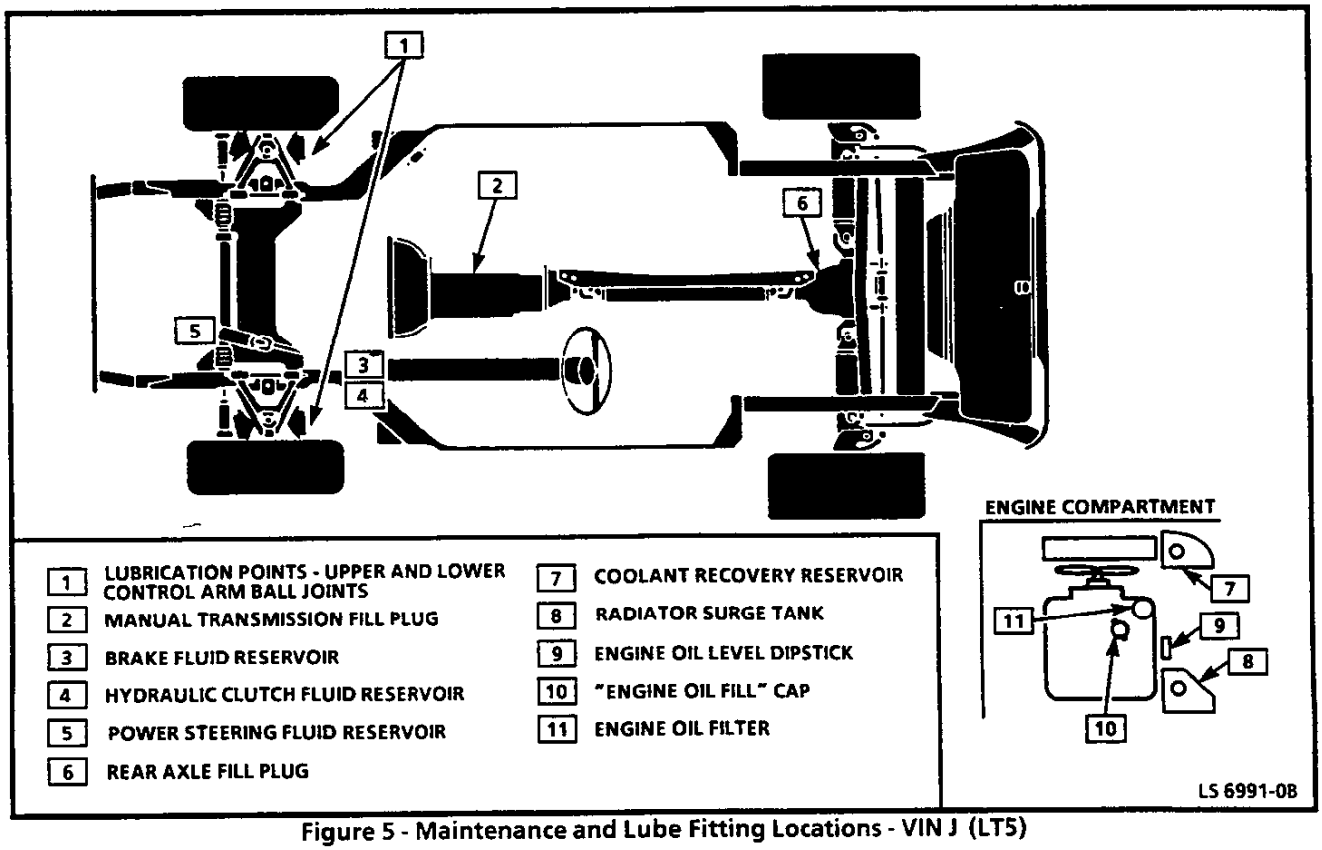
Item 3
Engine Accessory Drive Belt Inspection

Inspect the belt for cracks, fraying, wear and proper tension. Replace as needed. Refer to SECTION 6A1A (VIN P) and SECTION 6B (VIN J) for replacement.



1 LUBRICATION POINTS - UPPER AND LOWER CONTROL ARM BALL JOINTS
2 AUTOMATIC "TRANS FLUID" DIPSTICK
3 MANUAL TRANSMISSION FILL PLUG
4 BRAKE FLUID RESERVOIR
5 HYDRAULIC CLUTCH FLUID RESERVOIR
6 POWER STEERING FLUID RESERVOIR
7 REAR AXLE FILL PLUG
8 COOLANT RECOVERY RESERVOIR
9 RADIATOR SURGE TANK
10 ENGINE OIL LEVEL DIPSTICK
11 "ENGINE OIL FILL" CAP
12 ENGINE OIL FILTER

Figure 4 - Maintenance and Lube Fitting Locations - VIN P (LT1)



1 LUBRICATION POINTS - UPPER AND LOWER CONTROL ARM BALL JOINTS
2 MANUAL TRANSMISSION FILL PLUG
3 BRAKE FLUID RESERVOIR
4 HYDRAULIC CLUTCH FLUID RESERVOIR
5 POWER STEERING FLUID RESERVOIR
6 REAR AXLE FILL PLUG
7 COOLANT RECOVERY RESERVOIR
8 RADIATOR SURGE TANK
9 ENGINE OIL LEVEL DIPSTICK
10 "ENGINE OIL FILL" CAP
11 ENGINE OIL FILTER

Figure 5 - Maintenance and Lube Fitting Locations - VIN J (LT5)

Item 4
Cooling System Service

Drain, flush and refill the system with new or approved recycled coolant meeting GM Specification 1825M as described in SECTION 6B.

Keep coolant at the proper mixture as specified in SECTION 6B. This provides proper freeze protection, corrosion inhibitor level, and engine operating temperature.

Inspect hoses and replace if they are cracked, swollen, or deteriorated. Tighten screw-type hose clamps. Clean the outside of the radiator and air conditioning condenser. Wash the pressure cap and neck.

To help ensure proper operation, pressure test both the cooling system and the pressure cap. Refer to SECTION 6B.

Item 5
Transmission Service

MANUAL TRANSMISSION

No fluid changing service required.

AUTOMATIC TRANSMISSION

Change both the fluid and filter every 15,000 miles (25,000 km) if the vehicle is mainly driven under one or more of these conditions:

- In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
- In hilly or mountainous terrain.
- Uses such as found in taxi, police, or delivery service.

If the vehicle is not used under any of these conditions, change both the fluid and filter every 100,000 miles (160,000 km).

Change fluid and filter as described in SECTION 7A under "Fluid Filter and Seal."

Item 6
Spark Plug Replacement

Replace spark plugs with the type listed in "Maintenance Items" at the end of this section. Replace spark plugs every 100,000 miles (167,000 km).

Refer to SECTION 6D4 for replacement of spark plugs.

Item 7
Spark Plug Wire Inspection

Clean wires and inspect for burns, cracks or other damage. Check the wire boot fit at the coil and at the spark plugs. Replace wires as needed. Refer to SECTION 6D4.

Item 8
Air Cleaner Filter Replacement

Replace the air filter element every 30,000 miles (50,000 km), or more often under dusty conditions. Refer to SECTION 6E3-C14 for air filter element.

Item 9
Fuel Tank, Cap and Lines Inspection

Inspect fuel tank, cap, lines, fuel rails and injection assemblies for damage or leaks. Inspect fuel cap gasket for an even filler neck imprint or any damage. Replace parts as needed. Periodic replacement of the fuel filter is not required. Refer to SECTION 6C for more information.

INSPECTIONS AND OTHER REQUIRED SERVICES

Listed below are inspections and services which should be made at the time period specified.

Any safety related or emissions related components that could have been damaged in an accident should be inspected and all needed repairs should be performed before operating the vehicle.

Refer to SECTION 6E3 for driveability and emission service. Refer to "Recommended Fluids and Lubricants" at the end of this section when service is required.

SERVICE PERFORMED TWICE A YEAR

Steering and Suspension Inspection

Inspect front and rear suspension and steering system for damaged, loose or missing parts, signs of wear or lack of lubrication. Inspect power steering lines and hoses for proper hookup, binding, leads, cracks, chafing, etc. Refer to SECTION 3C and 3D.

Tire and Wheel Inspection

Inspect the tires for uneven wear or damage. If there is irregular or premature wear, check the wheel alignment. Inspect for damaged wheels. Refer to SECTION 3 for diagnosis and SECTION 3A for wheel alignment.

Exhaust System Inspection

Inspect complete system. Inspect body near the exhaust system. Look for broken, damaged, missing or out-of-position parts as well as open seams, holes, loose connections or other conditions which could cause a heat build up in the floor pan or could let exhaust fumes seep into the vehicle. Refer to SECTION 6F for exhaust system service.

Rear Axle Service

Check fluid gear lubricant level and add if needed. A fluid loss in this system may indicate a problem. Check the system and repair it if needed. Refer to SECTION 4B for service.

To check or add fluid:

Hoist vehicle, refer to SECTION 0A. Keep vehicle level. Clean dirt or foreign material from around filler plug opening before removing the filler plug. Maintain fluid level from flush with bottom of opening to no lower than 6 mm (1/4") below opening. Always replace fill plug, tighten to 41 N·m (30 lb. ft.).

Brake Systems Inspection

Inspect the complete system. Inspect brake lines and hoses for proper hookup, binding, leaks, cracks, chafing, etc. Inspect disc brake pads for wear and rotors for surface condition. Inspect other brake parts, including calipers, parking brake, etc., at the same time. Check parking brake adjustment. Cycling the parking brake lever three times should result in lever movement of 3 to 5 notches when a 270 N (61 lb.) force is applied.

Inspect brakes more often if habit or conditions result in frequent braking.

NOTICE: A low brake fluid level can indicate worn disc brake pads which may need to be serviced. Also, if the brake system warning light stays "ON" or comes "ON," something may be wrong with the brake system. If the anti-lock brake system warning light stays "ON" or comes "ON," something may be wrong with the anti-lock brake system. See SECTION 5 and 5E2.

SERVICE PERFORMED ANNUALLY

Key Lock Cylinders

Lubricate the key lock cylinders with lubricant specified in "Recommended Fluids and Lubricants."

Body Lubrication

Lubricate all body door hinges, including the hood, fuel door and rear compartment hinges and latches, the glove and console doors, and any folding seat hardware.

Starter Switch

CAUTION: Before performing the following transmission neutral or clutch start switch check, be sure to have enough room around the vehicle. Then, firmly apply both the parking brake and the regular brakes. Do not use the accelerator pedal. If the engine starts, be ready to turn "OFF" the ignition promptly. Take these precautions because the vehicle could move without warning and possibly cause personal injury or property damage.

On an automatic transmission vehicle, try to start the engine in each gear. The starter should crank only in "P" (Park) or "N" (Neutral). If the starter operates in any other position, the vehicle needs service. Refer to SECTION 8A for diagnosis and SECTION 7A for service.

On a manual transmission vehicle, place the shift lever in "Neutral," push the clutch halfway and try to start the engine. The starter should crank only when the clutch is fully depressed all the way to the floor. If the starter operates when the clutch isn't pushed all the way down, the vehicle needs service. Refer to SECTION 8A for diagnosis and SECTION 7B for service.

Steering Column Lock

While parked and with the parking brake set, try to turn key to "Lock" in each shift lever position. The key should turn to "Lock" only when the shift lever is in "Park" on an automatic transmission.

On a vehicle with manual transmission, try to turn key to "Lock" without depressing the key release button. The key should turn to "Lock" only with key release button depressed.

On all vehicles, the key should come out only in "Lock" position. Refer to SECTION 3F5B for service information.

Parking Brake and Automatic Transmission "P" (Park) Mechanism Check

CAUTION: When doing this check, the vehicle could begin to move. You could be injured and property could be damaged. Make sure there is room in case the vehicle begins to roll. Be ready to apply the regular brake at once should the vehicle begin to roll. Park on a fairly steep hill, with the vehicle facing downhill. Keeping your foot on the brake, set the parking brake.

To check the parking brake, with the engine running and transmission in (N) "Neutral," slowly remove foot pressure from the regular brake pedal (until the vehicle is held by only the parking brake). Refer to SECTION 5F for service information.

To check the automatic transmission "Park" mechanism holding ability, shift the transmission to "Park" and release all brakes. Refer to SECTION 7A for service information.

Underbody Flushing

At least every spring, use distilled water to flush any corrosive materials from the underbody. Take care to thoroughly clean any areas where mud and other debris can collect.

CAPACITIES

Cooling System	
VIN P Engine	17.8 qts. (16.9L)
VIN J Engine	14.7 qts. (13.9L)
Coolant High Fill Reservoir	
Pressure Cap	15 psi (103.4 kPa)
Thermostat	180°F (82°C)
Engine Crankcase	
VIN P (Less Filter)	4.0 qts. (3.8L)*
VIN P (With Filter)	4.5 qts. (4.2L)*
VIN J (Less Filter)	7.6 qts. (7.2L)*
VIN J (With Filter)	8.6 qts. (8.1L)*
* Recheck levels after refill.	
Fuel Tank	20.0 gal. (75.7L)
Transmission	
Automatic *	
Drain and Refill	10.0 pts. (4.7L)
Overhaul	22.4 pts. (10.6L)
Manual Overhaul	4.4 pts. (2.1L)
* Initial fill capacity - recheck after refill.	
Air Conditioning	
R-12 Refrigerant	2.25 lb. (1.02 kg)

MAINTENANCE ITEMS

Air Cleaner Filter	
All	AC Type A1097C
Engine Oil Filter	
VIN P Engine	AC Type PF51
VIN J Engine	AC Type PF970C (Black)
Fuel Filter	
All	AC Type GF481
PCV Valve	
VIN P Engine	AC Type CV895C
VIN J Engine	AC Type CV746CB and CV913C
Spark Plug and Gap	
VIN P Engine	AC Type 41 - 906 (0.050") 1.27mm
VIN J Engine	AC Type 41-907 (0.050") 1.27mm
Engine Drive Belt	
VIN P Engine	GM P/N 10186198
VIN J Engine	GM P/N 10067477
Coolant System (VIN P Only)	
Sealer Pellet	GM P/N 3634621
Battery	
VIN P Engine	Delco 75B-72
VIN J Engine	Delco 75Z-72

SPECIFICATIONS

TIGHTENING SPECIFICATIONS

Spark Plug (VIN P)	15 N·m (11 lb. ft.)
Spark Plug (VIN J)	20 N·m (15 lb. ft.)
Engine Oil Drain Plug (VIN P)	27 N·m (20 lb. ft.)
Engine Oil Drain Plug (VIN J)	50 N·m (37 lb. ft.)
Rear Axle Fill Plug	41 N·m (30 lb. ft.)

TIRE PRESSURE SPECIFICATIONS

Spare	60 psi (415 kPa)
Except Spare	
Coupe	35 psi (240 kPa)
Convertible	30 psi (207 kPa)

BELT TENSION

A single serpentine belt with a belt tensioner is used to drive all engine accessories. A tensioner controls belt tension. The tensioner on a VIN P engine has marks to indicate a minimum and maximum belt length and belt replacement. Any reading outside these limits indicates either a defective belt or tensioner. Refer to SECTION 6A1A (VIN P) or SECTION 6B (VIN J) for additional information.

RECOMMENDED FLUIDS AND LUBRICANTS

AUTOMATIC TRANSMISSION - DEXRON® IIE - Automatic transmission fluid (GM Part No. 12345881) or equivalent.

AUTOMATIC TRANSMISSION SHIFT LINKAGE - Engine Oil.

CHASSIS LUBRICATION - Chassis grease meeting requirements of NLGI Grade 2, Category LB or GC-LB (GM Part No. 1052497) or equivalent.

CLUTCH LINKAGE PIVOT POINTS - Engine Oil.

ENGINE COOLANT - A 50/50 mixture of water (preferably distilled) and good quality ethylene glycol base antifreeze (GM Part No. 1052753 or equivalent) conforming to GM Specification 1825M or approved recycled coolant conforming to GM specification 1825M.

ENGINE OIL - Use only a synthetic API service SG oil that meets GM standard 4718M. The preferred viscosity is SAE 5W-30. Also refer to engine oil and oil filter change in maintenance schedule for additional information.

FLOOR SHIFT LINKAGE - Engine Oil.

HOOD & DOOR HINGES, CONCEALED HEADLIGHT HINGES, FUEL DOOR HINGE, REAR COMPARTMENT LID HINGE, HATCH HINGES, FOLDING FRONT SEATS - Engine Oil.

HOOD LATCH, PIVOTS AND SPRING ANCHOR - Engine Oil.

HOOD RELEASE PAWL - Chassis grease meeting requirements of NLGI Grade 2, Category LB or GC-LB (GM Part No. 1052497) or equivalent.

HYDRAULIC BRAKE SYSTEM - Delco Supreme 11® Brake Fluid (GM Part No. 1052535) or equivalent DOT-3 Brake Fluid.

HYDRAULIC CLUTCH SYSTEM - Hydraulic Clutch Fluid (GM Part No. 12345347) or equivalent.

KEY LOCK CYLINDERS - Lubricate with Multi-Purpose Lubricant (GM Part No. 12345120) or synthetic SAE 5W-30 engine oil or silicone lubricant (GM Part No. 1052276 or 1052277).

MANUAL TRANSMISSION - Manual transmission fluid SAE 5W-30 (GM Part No. 1052931) or equivalent.

MANUAL TRANSMISSION SHIFT LINKAGE - Chassis lubricant meeting requirements of NLGL Grade 2, Category LB or GC-LB (GM Part No. 1052497) or equivalent.

PARKING BRAKE GUIDES- Chassis lubricant meeting requirements of NLGL Grade 2, Category LB or GC-LB (GM Part No. 1052497) or equivalent.

POWER STEERING SYSTEM - GM Synthetic Power steering fluid (GM Part No. 12345867 (32oz./0.946L) or 12345866 (16oz./0.473L) or equivalent.

REAR AXLE (LIMITED SLIP DIFFERENTIAL) - Axle lubricant (GM Part No. 12345977) or SAE 8W -90 GL-5 Gear Lubricant and Limited - Slip Differential Lubricant Additive (GM Part No. 1052358) or equivalent where required.

WEATHERSTRIPS - Dielectric Silicone grease (GM Part No. 12345579) or equivalent.

WINDSHIELD WASHER SOLVENT - GM Optikleen® washer solvent (GM part no. 1051515 (32oz./0.946L) or equivalent.

5-9-92
LS 8761-08

CORVETTE

FOR RELEASE: Immediately, June 2, 1993 CONTACT: [redacted]

#11259

CORVETTE BEGINS COUNTDOWN TO 40TH BIRTHDAY ON JUNE 30

WARREN, MI -- To many a mortal, reaching age 40 means the best is past. But for Chevrolet's remarkable Corvette, its upcoming 40th birthday on June 30 "begins still another decade of enduring greatness for the number one production sports car on the planet."

So says Jim Perkins, Chevrolet general manager, releasing plans for several Corvette birthday events planned during June.

Perkins called the first event this month "a wonderful coincidence" -- a new version of the classic 1960s television series "Route 66" featuring a mint-condition 1961 Corvette convertible -- which premieres Tuesday, June 8 on NBC-TV. The show stars Dan Cortese ("MTV Sports") and James Wilder ("Equal Justice.")

"Corvette's 40th birthday climaxes an historic year that began with the production of the One-Millionth Corvette last July 2nd," Perkins said. "No other car company has built anywhere near as many sports cars. That Millionth Corvette has been seen by tens of thousands during a national tour covering more than 30,000 miles since last fall.

"Corvette fever was never hotter. Sales thus far in the 1993 model year are up more than 20 percent and Corvette continues to dominate the sports car market."

Perkins listed these Corvette events to be held in June:

- June 3 -- A multitude of Corvette enthusiasts will participate in an NBC-TV event in Santa Monica, Calif. launching author Michael Wallis (Route 66:The Mother Road) and his wife, Suzanne, on a motor trip retracing U.S. Route 66 in a 1993 40th Anniversary Corvette convertible. They are scheduled to arrive in Chicago (the highway's starting point) on June 8, the day "Route 66" premieres. For further information, please contact Janine Jones at NBC-TV (818-840-3633.)

- more -

- June 3-6 -- The 13th annual Corvette Homecoming in Bowling Green, Ken. where the Corvette is built and the future site of the National Corvette Museum. More than 2,000 Corvettes and 25,000 people are expected. Each year the Corvette plant welcomes 60,000 visitors, many [redacted] of the 600 Corvette owner clubs around the world[redacted]

- June 19-20 -- A Corvette 40th Birthday celebration on Father's Day weekend hosted by the Museum of Transportation in Brookline, Mass. On Saturday, over 300 Corvettes from 1953 to 1993 will be on display before an estimated 150,000 visitors to Boston's Waterfront Park and Quincy Market. On Sunday, 200 "Vettes" will be displayed at a Corvette Concours d'Elegance at the Museum of Transportation.

- June 25-27 -- Corvette's birthday will be celebrated at Bloomington Gold, perhaps America's premier Corvette owner gathering. Held this year for the first time at the Illinois State Fair Grounds in Springfield, the show is expected to feature 5,000 Corvettes and attract 35,000 people.

- June 30 -- The actual 40th birthday of Corvette will be celebrated by Chevrolet and General Motors employes outside the Chevrolet Central Office Building at the GM Technical Center in Warren, Mich.

Corvette is the oldest car nameplate in Chevrolet and one of the oldest in the industry. It was a "dream car" rushed to production in response to public excitement -- pioneering the era of the "personal car" in the auto industry. Its mission from Day One has been to be "the uniquely American sports car for the driving enthusiast."

The first Corvette was hand-built in Flint, Mich. on June 30, 1953. It was the world's first production car to feature rustproof fiberglass body panels -- a body construction that has continued to the current model.

Production was shifted to St. Louis in December, 1953 and on June 1, 1981, production began at Corvette's first exclusive assembly plant in Bowling Green, where the sports car is built today.

In its four decades, Corvette has introduced a host of design and performance features, weathered competitive challenges from American, German and Japanese sports cars and become a world symbol of American automotive innovation.

Half of the over one million units built thus far are estimated to still be on the road. Corvette has an intensely loyal worldwide owner body and some aficionados own a dozen or more Corvettes.

From the time movie star John Wayne took delivery of his 1953 Corvette, the car has enjoyed special status with a "who's who" of VIP entertainers, astronauts, race drivers, sports figures, political leaders and industrialists.

Corvette enthusiasts are still talking about Johnny Carson stepping from a white Corvette coupe before 55 million viewers as he arrived at the NBC Studio last year in his final television show.

Chevrolet credits the Corvette for adding luster, excitement and owner pride to all its cars and trucks even though Corvette has never achieved more than two percent of annual Chevrolet car sales.

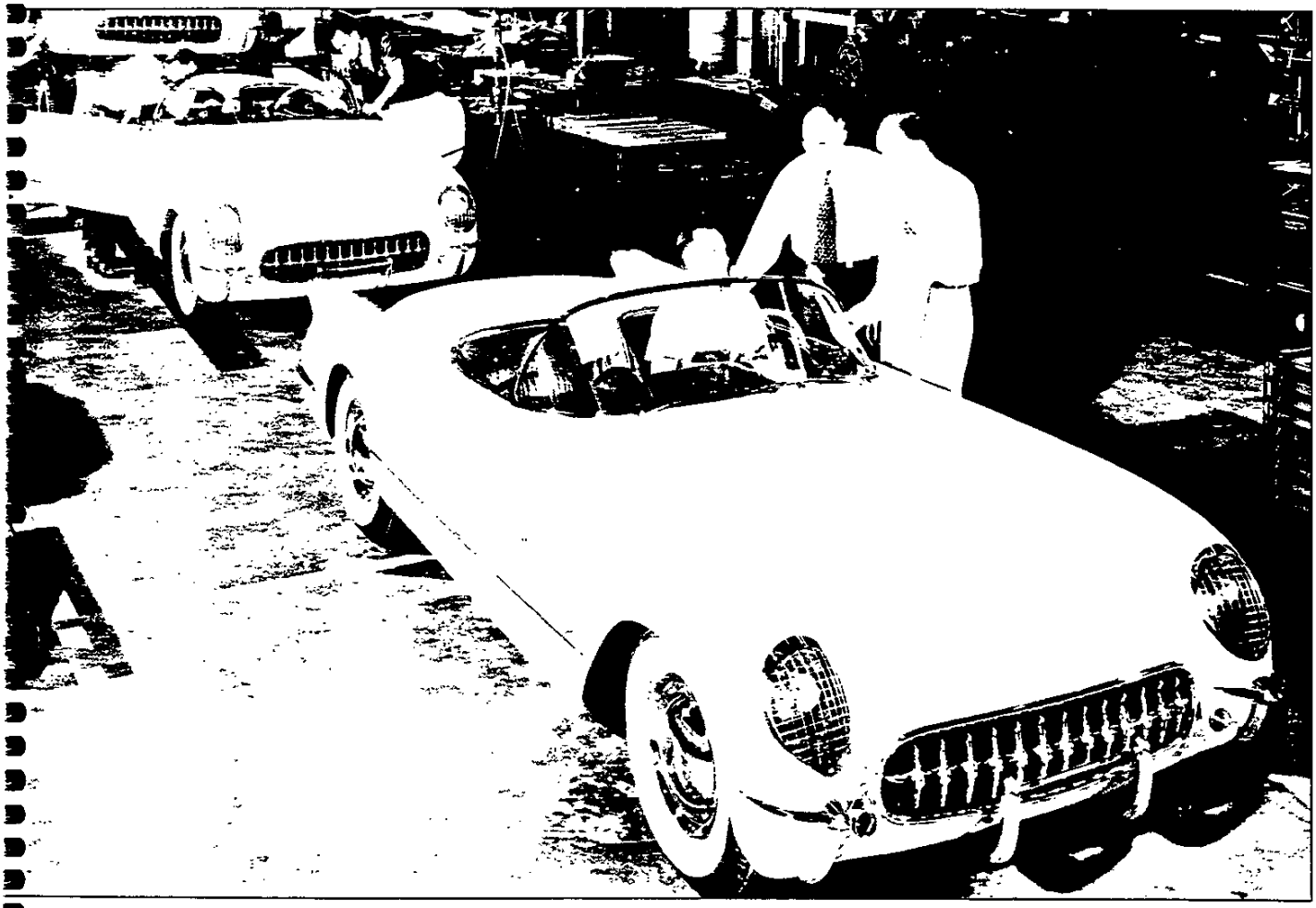
Highly popular in 1993 has been a 40th anniversary package featuring an exclusive "ruby red" exterior and interior with color-keyed wheel center, headrest embroidery and bright emblems on the hood, deck and side-grills.

Total Corvette production from June 30, 1953 through April 30, 1993 was 1,016,981, made up of 270,432 convertibles and 746,549 coupes. The car's name came from the sleek, fast submarine chaser and convoy escort vehicle of World War II.

* * * * *

6/93

Corvette Heritage



First Corvettes — The first 300 Chevrolet Corvettes were hand-built in Flint, Mich. Production began on June 30, 1953, six months after the sports car appeared as a "dream car" in the General Motors Motorama. All were polo white with a sportsman red vinyl interior, a 150-hp "Blue Flame Six" 6-cylinder engine and Powerglide automatic transmission. It was the world's first production car with rustproof fiberglass panels — the start of a leadership role that has made Corvette a worldwide symbol of American innovation and technical excellence. On July 2, 1992, the 1-millionth Corvette was built in Bowling Green, Ky. — a white convertible with a red interior duplicating the first Corvettes.

Heritage

Introduction

Since it burst onto the American automotive scene in 1953, only one car — Corvette — reflects the uniquely American way of driving.

A true *American* sports car, Corvette is equally at home on twisting country roads, long stretches of interstate, city streets — or the racetrack.

Corvette faithfully satisfies the need for power, style and comfort that is uniquely American. In short, Corvette stands for all-around world-class performance.

The Early Years

Before Corvette was introduced in 1953, fewer than 12,000 new sports cars were registered in the United States — mostly MGs and Jaguars.

1953:

Corvette was first introduced to the American public at GM's 1953 Motorama in New York. From the very beginning, Corvette was different — inspired by the look of early-1950s GM "dream cars."

The first Corvette was powered by Chevrolet's 150-hp "Blue Flame" six. The standard transmission was a 2-speed Powerglide automatic.

The very first Corvettes were built in Flint, Mich. Production moved to St. Louis, Mo., in December 1953. The first year's production totaled 300 units. All were Polo white with a red interior. Two options were available: a heater and a Delco radio.

In 1955, Corvette got the power to live up to its racy looks from a 265-cu. in. 195-hp V8. The rest, as they say, is history.

1956:

Styling was updated in 1956 and was considered truly classic — free from '50s clichés. Stone guards were removed from the headlights, new taillights were tastefully "frenched," bumperette-mounted exhaust outlets and a more rounded rear deck completed the look. Outside door handles were added and windup windows replaced side curtains. A removable hardtop was offered as optional equipment.

1956 Performance Highlights

	2x4bbl	SCCA Prep.	Sebring Prep.
Final Drive Ratio	3.27:1	4.10:1	3.55:1
0-60 mph	7.5 sec.	6.3 sec.	6.3 sec.
0-100 mph	19.3 sec.	NA	15.1 sec.
¼-mile time	15.9 sec.	15.0 sec.	15.1 sec.
¼-mile speed	91 mph	94 mph	99 mph
Top speed	120 mph	130 mph	148 mph

1957:

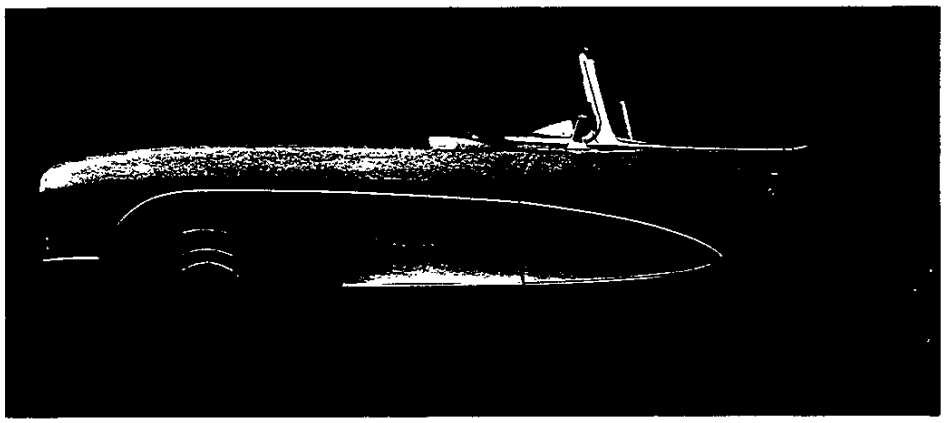
Corvette emerged as a true sports car and began to earn international recognition. A 283-cu. in. legend was born in 1957: the fuel-injected Corvette produced "one horsepower per cu. in." — unheard of at the time. Production totaled 6,339 units, including 1,032 fuel-injected models.

1958:

A body face-lift added air scoops and simulated louvers. Distinctive quad headlights were added. The bumpers were attached firmly to the frame instead of the body for added protection. Interior changes included a new instrument panel with a circular 160-mph speedometer and tachometer above the steering column.

The 283-cu. in. engine was available in several versions. Owners could order the relatively "tame" carbureted 230-hp version or opt for the ultimate: the fuel-injected 290-hp version.

Optional equipment could make a Corvette race-ready right out of the showroom: fuel-injected engine; Positraction; heavy-duty brakes and suspension; metallic brake linings.



1957 Corvette Roadster

The 1960s

Each model year brought mechanical refinements that built Corvette's reputation as an American legend. In 1960, compression on the 283 engine was bumped to 11.0:1, which increased top horsepower to 315 @ 6,200 rpm. Aluminum clutch housings replaced steel and saved weight on manual-shift cars. Aluminum radiators were specified for cars equipped with Duntov cam; an optional thermostatically controlled cooling fan and larger 24-gallon fuel tank were offered as well.

1962:

Engine displacement on the 283 engine increased to 327 cu. in. Top horsepower was now up to 360 with fuel injection.

1963:

The new Sting Ray was the first Corvette to offer a choice between a convertible or coupe with the distinctive split rear window. The new body style was so popular, the St. Louis factory added a second shift to meet demand.

1963 saw introduction of independent rear suspension and retractable headlamps. This was the only year for "split" rear window on coupes.

1965:

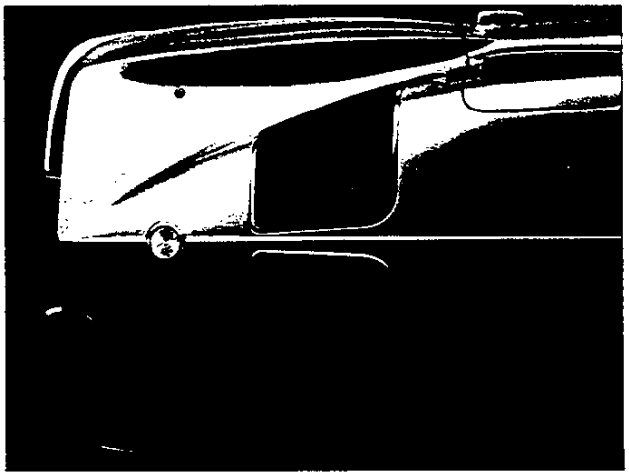
A major advancement in safety and performance was the introduction of optional 4-wheel disc brakes. A big block Mark IV 396-cu. in. engine raised available maximum horsepower to 425. The next year (1966), two versions of a 427-cu. in. engine with 390 hp and 425 hp became available.

1968:

The new "Mako II" inspired body style made its debut. Production reached a record 28,566 units. Corvette pioneered removable "T" top roof panels.

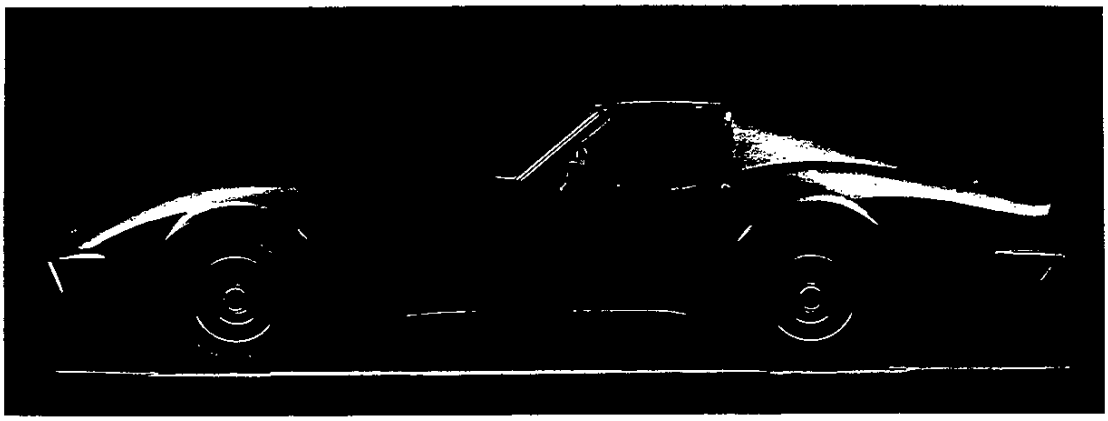
1969:

Horsepower continued to climb with the 435-hp L88 aluminum-head engine option. Also offered in 1969 was the ZL-1 aluminum head and block option, a light weight powerhouse that produced 115-mph quarter-mile times and top speeds in excess of 170 mph. A production milestone was reached when the 250,000th Corvette was built, Nov. 19, 1969.



1963 Corvette coupe with split rear window

Heritage



Corvette pioneered the removable "T" top in 1968.

The 1970s

The 454-cu. in. V8 replaced the 427 V8 as top engine option. *Road & Track* tested a stock 454 equipped with an automatic transmission and recorded 0-60 time of 7.0 seconds, a 93-mph quarter mile and 144-mph top speed. Reshaped seats improved driver comfort and support.

1973:

Radial-ply tires were introduced as standard equipment. New "soft" body-color nose designed to meet 5-mph bumper requirement was introduced. Steel side door beams were added to protect against side impact intrusion.

1975:

The convertible model was discontinued and would not return to the Corvette lineup until 1986. Breakerless electronic ignition was introduced.

1977:

The 500,000th Corvette came off the assembly line in the St. Louis plant on March 15, 1977, driven off the line by Chevrolet Division General Manager Robert D. Lund.

1978:

Two special edition Corvettes were produced: a 25th Anniversary Corvette and an Indianapolis 500 Pace Car facsimile.

The 1980s

Performance and handling improved through a weight reduction effort. Curb weight was reduced by 250 lbs., using aluminum components and greater use of plastics.

1981:

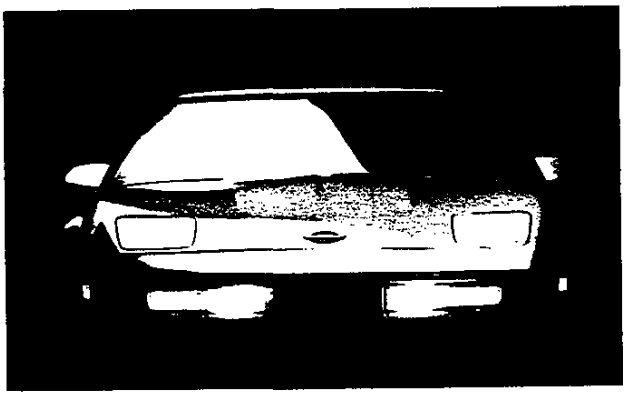
Corvette production moved from St. Louis to Bowling Green, Ky. Weight reduction efforts continued. A new lightweight fiberglass monoleaf transverse rear spring saved 33 lbs. Thinner glass and a stainless-steel exhaust manifold also helped reduce weight and enhance performance. A new Computer Command Control system was introduced to control emissions, engine idle and torque converter lockup.

1982:

Crossfire injection — twin Throttle-Body Electronic Fuel Injection — was introduced. A new 4-speed automatic transmission was the only transmission available in 1982.

1983:

No 1983 model.



1984 Corvette, **Motor Trend's** *"Car of the Year"*

1984:

Chevrolet unveiled the all-new Corvette. The automotive press gave the new model high marks for performance, comfort, styling and mechanical sophistication. *Motor Trend* named Corvette "Car of the Year." The 750,000th Corvette was built.

The new model featured 5-link suspension, 5.7L V8 with 205 hp and unidirectional Goodyear performance tires.

1985:

Tuned-Port Injection replaced Crossfire Injection. This boosted horsepower to 230.

1986:

A 4-wheel anti-lock brake system was added as standard equipment. Finally, a convertible model was reintroduced and became an instant hit. PASS-Key® theft-deterrent system added.

The convertible returns after a 10-year hiatus.

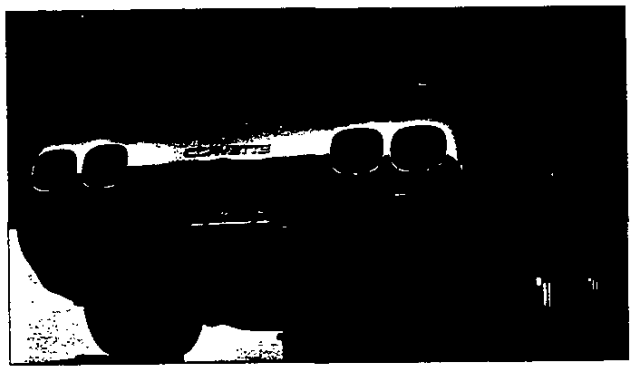
1989:

A new 6-speed manual transmission gave Corvette exceptional performance and fuel economy. A new optional Selective Ride Control allowed the driver to adjust suspension firmness from the driver's seat. The Z52 Performance Handling Package, with 17" wheels and tires, became standard.

The 1990s

The long-awaited ZR-1 was introduced in 1990. The ZR-1's all-aluminum 32-valve DOHC V8 produced 275 hp. All Corvettes received a driver-side air bag and an all-new interior.

A Corvette Coupe and a ZR-1 broke three world endurance records and established 12 international class standards, including a 24-hour speed/endurance record.



1990 Corvette ZR-1

1992:

The new 300-hp LT1 engine became standard. A traction control system made Corvette a true "all weather" machine. New Goodyear GS-C tires were introduced. The 1-millionth Corvette was built in Bowling Green on July 2, 1992.

1993:

The legend continues. A 40th Anniversary Package is offered with special Ruby Red interior and exterior. ZR-1 engine is boosted to 405 horsepower.

Motor Sports

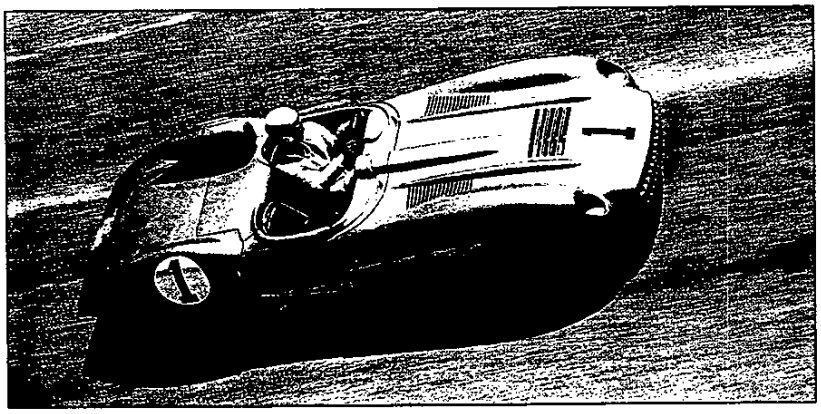
Selected Corvette Motor Sports Milestones

The technology that makes Corvette a consistent winner on the track and a legend on the street began with the very first Corvette built and continues today.

This partial list of Corvette motor sports achievements is proof positive that all Corvettes fulfill the Corvette Mission: to serve up a uniquely American sports car.

1955: Daytona Flying Mile Speed Trials: 150.583 mph (Zora Arkus Duntov).

1956: Won class and ninth overall in 12 Hours of Sebring. Won SCCA C Production National Championship.



1957 SS Corvette

1960: Won class at 12 Hours of Sebring. Eighth overall at 24 Hours of LeMans.

1961: Won class at Pikes Peak Hill Climb.

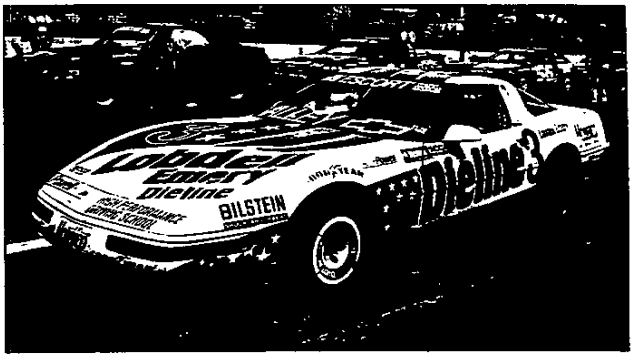
1968: Won GT Class at 12 Hours of Sebring and Daytona Continental

1970: SCCA A and B Production National Champion, Won GT Class at Sebring and Daytona Continental.

1972: Won GT class, eighth overall at Daytona Continental. SCCA A and B Production Class National Championship.

1975: SCCA Trans Am Series Overall Champions. SCCA Production National Champion.

1979: SCCA Trans Am Category I Champion. SCCA B Production and B Stock, B Prepared and B Stock Ladies Solo II Champion.



The Dieline Corvette won the 1992 SCCA World Challenge Championship.

1981: SCCA Trans Am Series Champion.

1987: Won all seven SCCA Showroom Stock Endurance Series races.

1990: Regular production Coupe and ZR-1 break three world endurance records and establish 12 international class standards, including a new 24-hour speed / endurance record.

1991: Won SCCA World Challenge Series Driver's, Team and Manufacturer's Championships.

1992: Won SCCA World Challenge Series Driver's and Team Championship.

Corvette Trivia Test:

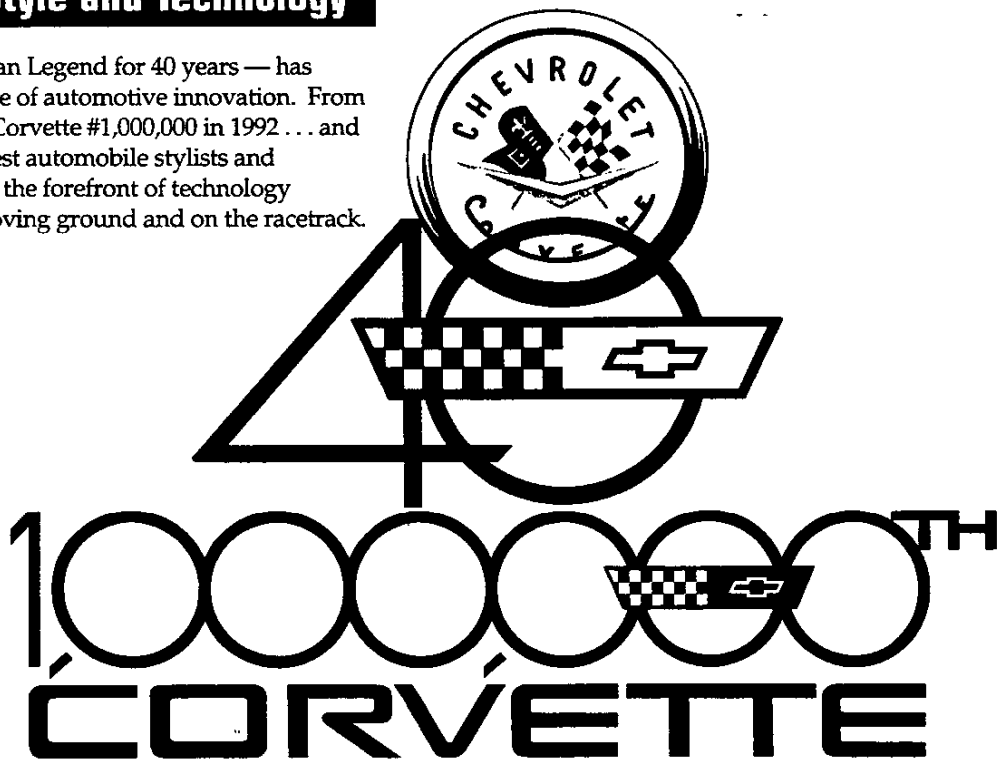
1. In which cities have Corvettes been built?
2. There were two model years when Corvette was available only with an automatic transmission. Which years?
3. In what year were two special edition Corvettes manufactured, and what were they?

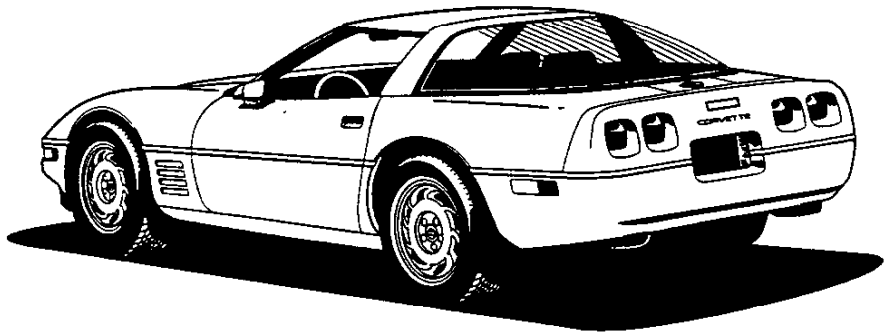
Answers to the Corvette Trivia Test on page 45.

Marketing Focus

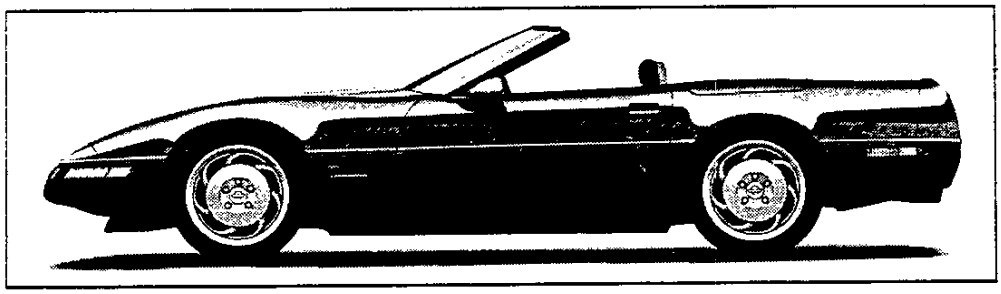
Legendary Style and Technology

Corvette — an American Legend for 40 years — has consistently set the pace of automotive innovation. From Job One in 1953 . . . to Corvette #1,000,000 in 1992 . . . and beyond, America's finest automobile stylists and engineers have been at the forefront of technology . . . in the lab, at the proving ground and on the racetrack.





Marketing Focus



Marketing Strengths

- Classic styling ... character ... personality.
- 40-year history of delivering world-class performance and handling.
- Unequaled performance in "race prepared" stock form:
  - — SCCA World Challenge race series championship
  - — 24-hour durability records set at Ft. Stockton
  - — "Proven design"
    - – Positive durability and reliability record.
- Corvette 40th Anniversary milestone.
- 1993 ZR-1 increased performance capabilities.
- Corvette's exceptional owner loyalty:
  - – Clubs
  - – Individuals.

1993 Corvette Model Forecast

	% CAR LINE	SALES
Coupe	69%	14,470
Convertible	29%	6,082
ZR-1 Coupe	2%	448
TOTAL		21,000

Marketing Opportunities

- Classic design:
  - — Corvette loyalists may want current design with LT1 power team
  - — Buyers new to target market may have aspired to own this design while gaining the purchasing power.
- Price position:
  - — Lower priced competition cannot offer Corvette performance, handling or proven track record
  - — Price expectations for Corvette may be inflated by ZR-1 pricing.
- Major competitive model proliferation:
  - — Many brand-new offerings
  - — New models moving into Corvette territory

	EQUIPPED PRICE
- Nissan 300ZX Turbo	$39,500
- Toyota Supra	33,800
- Mazda RX7	35,900
- Stealth/3000GT	35,250
- Porsche 968	39,950
— New models at the high end	
- Acura NSX	70,200
- Porsche 928 Turbo	82,985
— New convertible models	
- BMW 325iC	36,725
- Mercedes-Benz 500SL.	98,900

Product Position

- Corvette LT1 position:
  - — Highly sophisticated sports car
  - — Performance and handling equal to most cars in the world
    - "LT1" stands for the most powerful small-block V8 ever in a Corvette
    - *Automobile Magazine* writes: "The LT1 Corvette is truly America's sweetheart. A dream machine. An All-Star."
  - — GM Technology test bed and showcase
  - — Chevrolet "halo" car.
- Corvette ZR-1 position:
  - — Ultimate world-class performance sports car
  - — State-of-the-art engine technology.
- ZR-1 performance and handling characteristics equal to $100,000-plus exotic sports cars:
  - — Corvette ZR-1 keeps company with the fastest Ferraris, Porsches and Lamborghinis
  - — Competes at high end of market segment.

Overall High Sport Market

	Actual		Forecast (92-3)
	1991 (000's)	**1992 (000's)**	**1993 (000's)**
Total Industry	8,375	8,110	8,550
High Sport Segment	72	86	109
Corvette	18	18	21
Corvette % of Segment	20.5%	20.9%	19.3%

1993 Corvette Powertrain Lineup Forecast

Corvette	98%
5.7L V8 (LT1) + Auto (MXO) (w/o G92)	41%
5.7L V8 (LT1) + Auto (MXO) + G92	37%
5.7L V8 (LT1) + Manual (MN6)	20%
ZR-1	2%
5.7L V8 (LT5) + Manual (MN6)	2%

Segment Overview

High Sport Segment

- The high sport segment has been in a downward trend:
  - — Down 27 percent since 1988
  - — Expected to show modest rebound.
- Volume decline attributed to:
  - — Aging vehicle lines
  - — Rising vehicle prices
  - — Advent of luxury coupe offerings.

High-End High Sport Segment

- Definition: $50,000-plus price class.
- Volume: 8,000 units per year maximum.
- ZR-1 a major player.
- Key ZR-1 competitors:
  - — Acura NSX
  - — Dodge Viper.

Marketing Focus

1993 Competitive Specifications

EXTERIOR DIMENSIONS	Mazda RX-7 Coupe	Nissan 300ZX TBO	Porsche 911 Cab.	Porsche 968	Corvette Coupe	Corvette ZR-1
WHEELBASE (in.)	95.5	96.5	89.4	94.5	96.2	96.2
LENGTH (in.)	168.5	169.5	168.3	170.0	178.5	178.5
WIDTH (in.)	68.9	70.5	65.0	68.3	70.7	73.1
TREAD, FRONT (in.)	57.5	58.9	54.1	58.2	57.7	57.7
TREAD, REAR (in.)	57.5	61.2	53.9	51.1	59.1	60.6
POWERTRAIN						
ENGINE	RTRY	V6	H6	I4	V8	V8
DISPLACEMENT	1.3L	3.0L	3.6L	3.0L	5.7L	5.7L
BORE & STROKE (in.)	NA	3.50x3.78	3.94x3.01	4.09x3.46	4.00x3.48	3.90x3.66
FUEL DELIVERY	MFI	MFI	CFI	SFI	MFI	MFI
COMPRESSION RATIO (:1)	9.0	8.5	11.3	11.0	10.5	11.0
NET HORSEPOWER @ RPM	255@6,500	300@6,400	247@6,100	236@6,200	300@5,000	405@5,800
NET TORQUE (lb.-ft.) @ RPM	217@5,000	283@3,600	228@4,800	225@4,100	340@3,600	385@5,200
FUEL CAPACITY (gal.)	20.1	19.0	20.3	19.6	20	20
TRANSMISSION (standard)	5M OD	5M OD	5M OD	6M OD	6M OD	6M OD
AXLE RATIO (standard)	4.10	3.69	3.33	3.78	3.45	3.45
DRIVE SYSTEM	RWD	RWD	RWD	RWD	RWD	RWD
PERFORMANCE/PRICE						
ACCELERATION 0-60 SECONDS	5.3	5.7	5.3	5.9	5.2	4.8
ACCELERATION ¼ MILE SEC.	14.0	14.2	13.8	14.4	14.1	13.1
BRAKING 60-0 (feet)	109	125	135	138	115	112
LATERAL ACCELERATION / SKIDPAD (g)	.95	.95	.90	.90	.91	.95
SLALOM MILES PER HOUR	69.7	69.3	62.9	63.3	68.8	66.3
BASE PRICE	$33,275	$38,005	$55,525	$40,675	$35,145	$66,828

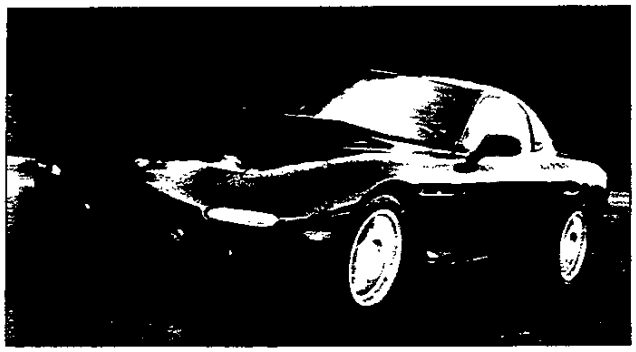
The performance figures shown above were gathered from various automotive periodicals. Use the above performance data as a guide; actual numbers may vary.

1993 Competitive Specifications

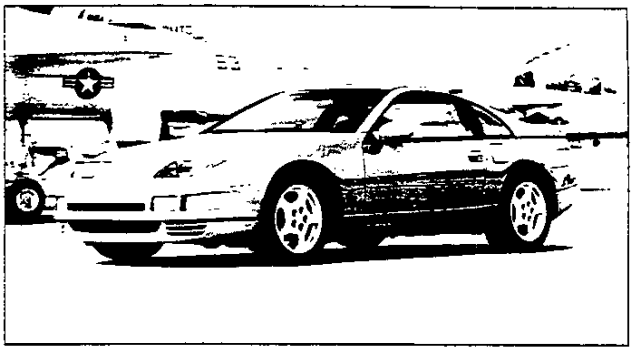
EXTERIOR DIMENSIONS	Dodge Stealth R/T Turbo	Dodge Viper	Lexus SC 400	Mercedes 500SL	Corvette Coupe	Corvette ZR-1
WHEELBASE (in.)	97.2	96.2	105.9	99.0	96.2	96.2
LENGTH (in.)	180.3	175.1	191.1	176.0	178.5	178.5
WIDTH (in.)	72.4	75.7	70.5	71.3	70.7	73.1
TREAD, FRONT (in.)	61.4	59.6	59.8	60.4	57.7	57.7
TREAD, REAR (in.)	62.2	60.6	60.0	60.0	59.1	60.6
POWERTRAIN						
ENGINE	V6	V10	V8	V8	V8	V8
DISPLACEMENT	3.0L	8.0L	4.0L	5.0L	5.7L	5.7L
BORE & STROKE (in.)	3.59x2.99	4.00x3.88	3.44x3.25	3.80x3.35	4.00x3.48	3.90x3.66
FUEL DELIVERY	MFI	MFI	MFI	EFI	MFI	MFI
COMPRESSION RATIO (:1)	8.0	9.1	10.0	10.0	10.5	11.0
NET HORSEPOWER @ RPM	300@6,000	400@4,600	250@5,600	322@5,500	300@5,000	405@5,800
NET TORQUE (lb.-ft.) @ RPM	307@2,500	480@3,600	260@4,400	332@4,000	340@3,600	385@5,200
FUEL CAPACITY (gal.)	19.8	22.0	20.6	21.1	20	20
TRANSMISSION (standard)	5M OD	6M OD	4A OD	4A OD	6M OD	6M OD
AXLE RATIO (standard)	2.88	3.07	3.92	2.65	3.45	3.45
DRIVE SYSTEM	AWD	RWD	RWD	RWD	RWD	RWD
PERFORMANCE/PRICE						
ACCELERATION 0-60 SECONDS	5.7	4.7	7.2	6.4	5.2	4.8
ACCELERATION ¼ MILE SEC.	14.2	13.1	15.4	14.9	14.1	13.1
BRAKING 60-0 (feet)	120	145	130	146	115	112
LATERAL ACCELERATION / SKIDPAD (g)	.90	.97	.79	.81	.91	.95
SLALOM MILES PER HOUR	67.3	68.4	59.4	59.8	68.8	66.3
BASE PRICE	$33,537	$50,700	$47,430	$98,900	$35,145	$66,828

The performance figures shown above were gathered from various automotive periodicals. Use the above performance data as a guide; actual numbers may vary.

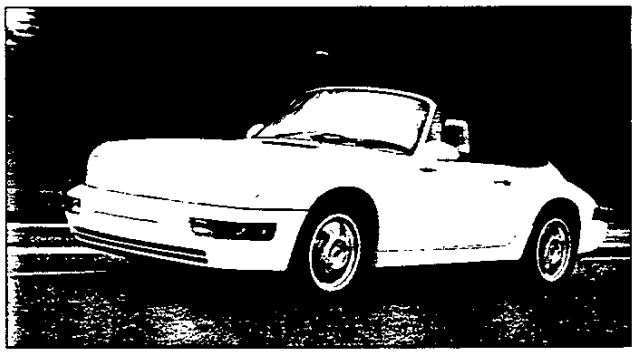
Competitive Vehicles



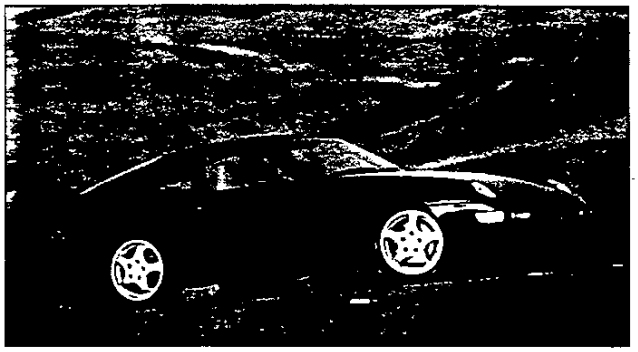
Mazda RX-7



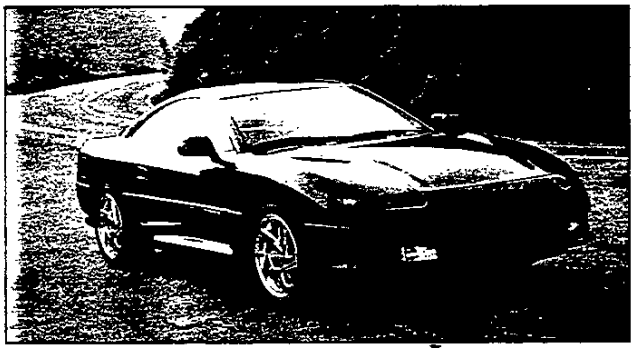
Nissan 300ZX Turbo



Porsche 911 Convertible



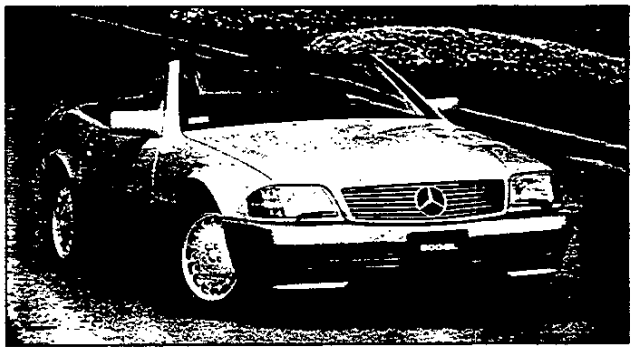
Porsche 968



Dodge Stealth R/T Turbo

Dodge Viper

Lexus SC 400



Mercedes 500 SL

Customer Focus

Buyer Profile

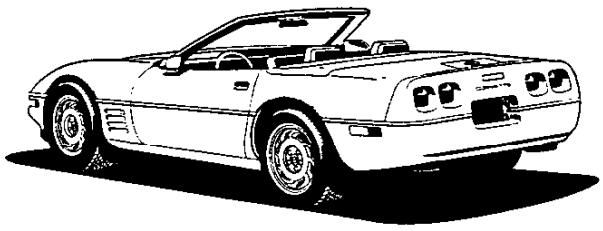
The Corvette continues to attract sophisticated, upscale enthusiast buyers who are not addressed by any other GM product. These buyers are primarily male (79 percent) and hold managerial or executive positions. For them, Corvette is a sign of their success and makes an immediate, unmistakable statement about their station in life. Corvette buyers are also appreciative of, and often highly informed about, Corvette's many technological features, and all are pleased to be heirs to the Corvette heritage. The car's sophisticated exterior styling and uncompromising performance are also compelling reasons to buy.

- Corvette buyers
  - — Annual household incomes are $75,000-plus.
- Corvette ZR-1 buyers
  - — Corvette loyalists
  - — At the top of their profession
  - — Want the very best performance "toy."

Lifestyle Report

Asking about your customers' lifestyles is an important key to understanding their transportation needs. Research indicates that Corvette owners are more likely than the average customer to be interested in the following:

- Easy-listening music.
- Golfing.
- Reading business and finance newspapers.
- Yachting.



Customer Demographics

	COUPE	CONVERTIBLE	ZR-1
Median Age	43	44	46
% Female	22	20	11
% Single	36	38	—
% College Graduate	56	63	44
Median Household Income	$90,000	$100,000	$232,500
VEHICLE USE:			
Recreation	30	32	26
Social Activity	24	25	12
Commute to Work	21	17	40
TOP OCCUPATIONS:			
Managerial	17	10	—
Executive	9	16	18
Semi-Professional	5	—	—
Self-Employed	—	—	15
Unskilled Labor	—	—	—
Misc.	6	11	—
Retired	6	6	—
Salesperson	6	7	—
TOP REASONS FOR PURCHASE:			
Fun to Drive	57	55	35
Exterior Styling	37	40	—
Vehicle Handling	25	26	—
Performance	—	—	34
Price/Cost	—	20	—
Quality/Workmanship	—	—	19
Quality/Engineering	—	—	19
Expected Resale	18	—	—
Prestige Nameplate	23	8	—
Median Price Paid	$35,000	$42,090	$60,000
Months Financed	60	60	60
Monthly Payment	$545	$600	$611
Replacement Frequency	3.7	4.2	—

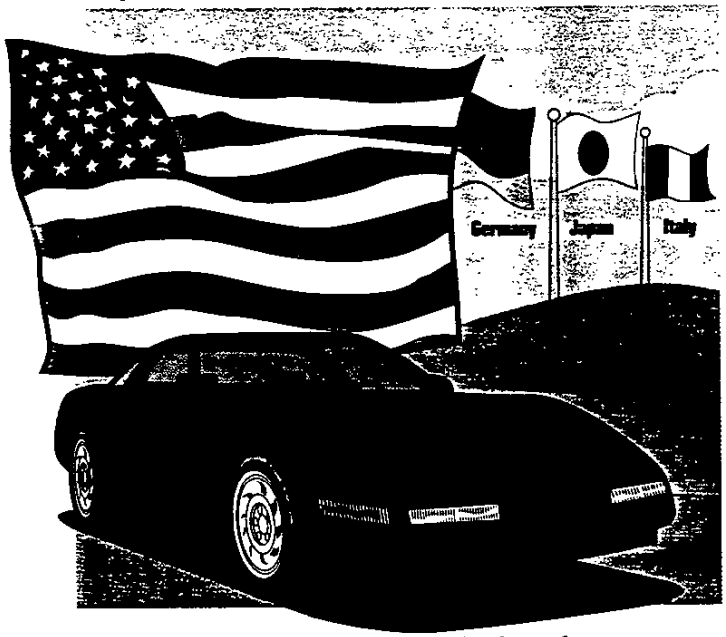
Customer Focus

Understanding the Corvette Customer

The following findings are based on extensive research interviews of prospective high sport car buyers by an independent research group, Kenny & Associates, Inc.

- Corvette buyers need to feel the car they buy is unique ... so they feel special:
  - — Must meet these buyers' emotional needs
  - — Often expressed with this statement: "I've always dreamed of owning a car like this."
- Research shows many Corvette buyers are of an entrepreneurial mind-set:
  - — "I'm an all or nothing person."
  - — "I want people to know that I take things to the max."

People See Corvette as the True American Sports Car



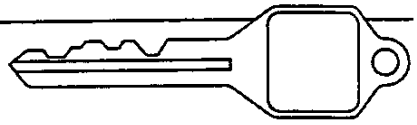
But brand loyalty is not a dominant factor in high sports car purchase decision

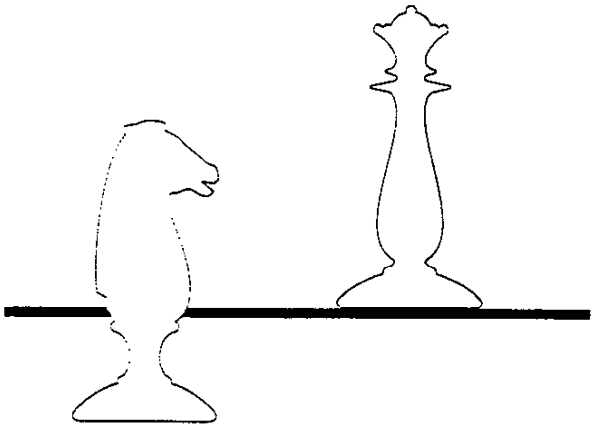
- Corvette has image problem with high sport car owners:
  - — Association between Corvette and Chevrolet
    - – Product quality expectations
    - – Dealership treatment.
- In general, if high-end buyers are turned off by first Chevrolet dealership contact — they will not visit a second Chevrolet dealership:
  - — Treatment, not price, is the determining factor
  - — Poor dealership treatment assaults their ability to fulfill the dream.
- High sport car buyers see price of car as subordinate to the desire to fulfill their dreams:
  - — Writing the check to buy the car is their emotional peak
    - – It represents the fulfillment of a longstanding dream about what being able to buy the car says about them.
- Insight into high-end customer motivation:
  - — Family and friends play little or no role in their decision
  - — They buy a high sport car to fulfill their own dreams, not those of other people.
- Corvette customers tell us what Corvette ownership means:
  - — "I feel impressive in this car. It gives me confidence."
  - — "It's nice to portray yourself as a certain type when you pull up for an appointment. They treat you differently."
  - — "Having a Corvette makes me feel special, individualistic, important, fun, sexy, successful, daring, attractive, powerful, superior and young."

Selling the Dream

- The test drive plays a major role:
  - — Gives prospects "a taste of their dream"
  - — Turning over the keys to them whenever possible enhances their feeling of control.

Give prospects "a taste of their dream." Turning over the keys to them enhances their feeling of control.





"I know exactly what the salesperson's going to do. I know the strategy. I know the sales manager's going to come over and try to close me. It's like starting over, but I'm ready for him."

- Product characteristics play minor role in clinching the sale:
  - — Image and expectations of ultimate performance are paramount
  - — Ownership experience is validation of expectations
  - — After sale treatment is critical to gaining this customer's loyalty.
- Most Corvette customers see the entire sales transaction as a "game":
  - — "I know exactly what the salesperson's going to do. I know the strategy. I know the sales manager's going to come over and try to close me. It's like starting over, but I'm ready for him."
  - — "It's like playing cat and mouse. I know there's no way around it. You have to play the game. You have to fight them."
- Often the customer feels superior to the salesperson:
  - — "He fits the typical definition of a salesman. He's putting out his cigarette. He's going to try to be slick. I'm anticipating having fun."
  - — "I've read a bit about the car, and I know more about it than he does. I feel some one-upmanship."
- The Corvette salesperson must be a worthy, knowledgeable opponent — with the authority to make things happen *quickly* — or the dream will unravel:
  - — "Car salesmen are meant for people who are ignorant. It's very disturbing when a person who's a novice knows more than the person who works at the dealership."
  - — "Don't I deserve better than this because I am the type of person who can buy this car?"
- The customer must be allowed to maintain the illusion of mastery of the game:
  - — Eager to play if controls the game
  - — Losing control endangers the fulfillment of the dream
  - — Inept sales techniques will halt the game
  - — This is the equivalent of forsaking the dream
    - "The guy doesn't want to talk price. They try to wear you down. I don't want to be pressured into taking the car that night. When I feel I'm being pressured, I try to leave."
    - "The guy wants me to meet the sales manager. The sales manager says, 'What's the problem? You like the car, don't you? Why don't you take it tonight?' I leave."

"I feel impressive in this car. It gives me confidence."

Customer Focus

$50,000.00

"I'm excited. I can't wait to have this car. I've lost all concept of cost. I could have paid $50,000 for it at this point."

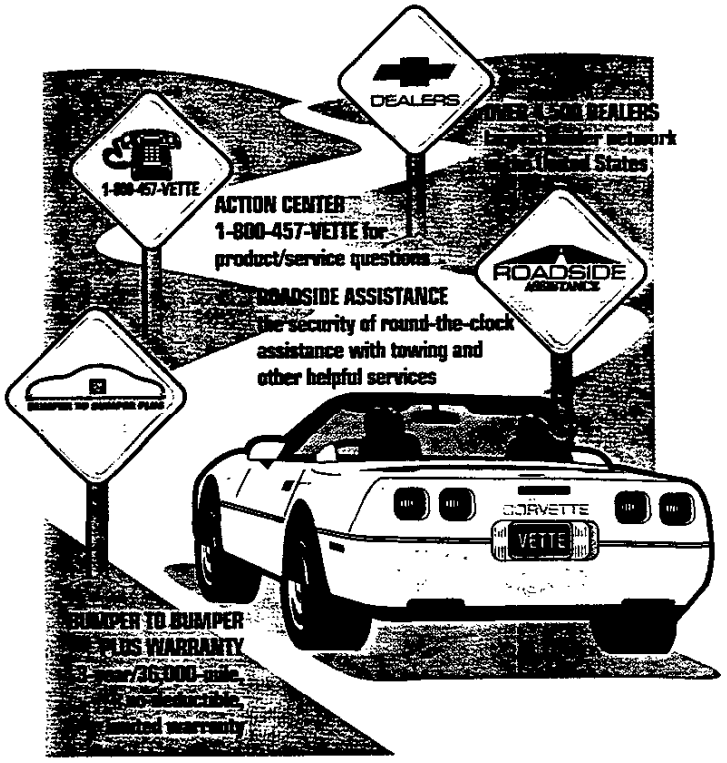
- Judgment calls can also undermine the dream:
  - — The customer sees it as a lack of respect
    - "I can buy and sell this joker at the dealership. I don't want somebody imposing their will on me."
    - "The sales manager took it upon himself to offer me this big deal. He spoke in a very condescending way. He asked if I thought I could afford the car."
    - "The salesman tried to make me feel stupid, so I left."
- When the "game" plays out the way the customer wants ... he surrenders to the impulse of fulfilling the dream:
  - — "I'm excited. I can't wait to have this car. I've lost all concept of cost. I could have paid $50,000 for it at this point."
  - — "I asked him how much. He told me. Any amount of money. Money is no object."
- Service experience also helps the owner preserve the dream of what owning the car says about them:
  - — Owners hesitate to surrender their "dream cars" to someone they fear is technically incompetent.
- Corvette owners generally own and/or buy more than one Corvette:
  - — So positive service experience is a must.

Caring for the Corvette Customer

Suggested actions directed at correct treatment of Corvette buyer as a sales customer ... and as a service customer:

- Based on emotional needs.
- All extremely important to Corvette customer.

Overall, the dealership must do nothing to shatter the dream and emotional significance of buying the car.



Caring for the Corvette Customer

The Sales Floor

- Dealership should have at least one designated Corvette Specialist on sales floor at all times ... because Corvette buyers respond to desires diametrically opposed to the typical Chevy buyer:
  - — They are buying a dream
  - — They are fulfilling special emotional needs through the purchase.
- Whenever possible, physically separate Corvette from other Chevrolets on display in showroom ... to emphasize the uniqueness of the automobile and, of course, the person who is buying it.
- Corvette Specialist fully trained in Corvette customer psychology:
  - — Understands mind-set
  - — Assumes anyone who comes to look at Corvette is a serious prospect
  - — Does not attempt to *sell the car* to the person
  - — Assumes customer knows exactly the car they are looking for
    - *Must not* try to change their minds (unless they indicate otherwise).
- Corvette Specialist never judges a customer on physical appearance:
  - — Assume anyone who expresses an interest is a potential buyer
    - Let customers qualify or disqualify themselves as potential buyers.
  - — Potential buyers tell us how they visualize the Corvette owner:
    - "A carefree entrepreneur would drive the Corvette. He'd be wearing a Levi's jean jacket."
    - "Owning a Corvette means not having to compromise."
- Corvette Specialist never questions a customer's financial resources:
  - — Always assume customer can afford to buy the car
  - — Interviews with prospects show that "impulsiveness" is clearly evident in their need to own the car
    - "Once I decided I wanted it, I had to have it. I just had to have it. Once I decide I have to have something, I go to extremes to get it."
    - "I'm not prepared to turn around and walk out. I'm there to buy that car."

"A carefree entrepreneur would drive the Corvette. He'd be wearing a Levi's jean jacket."

- Initial contact:
  - — Greet customer
  - — Step away and let customer look at car alone — at own pace
  - — Remain available in background to answer questions
  - — Do not hover over customer
  - — *Be attentive but invisible*
    - One owner told us: "I want it to be my decision. I don't want anybody looking over my shoulder telling me how nice it is. If the salesperson is too pushy, I stop liking the car because of the person."
- Test drive:
  - — If at all possible, let customer test-drive the Corvette alone to maintain illusion of control over the sale
    - A prosect told us: "When I test-drove my BMW, they let me keep it overnight. Real class."
- Special orders:
  - — Don't try to dissuade customer from *ordering* a car — if that's the desire expressed
    - "If I'm going to spend this kind of money, I want my own special Corvette. I want to order the car. I want that sense that it's made for me."
- Sales tactics:
  - — Don't employ classic sales techniques
    - Example: "Let me go check with the sales manager and see what we can do for you."
  - — Do have the authority to make a final decision
    - Customer must see Specialist as a *worthy adversary*
    - Makes customer's emotional challenge of "winning the game" more meaningful.

Customer Focus

The Corvette Specialist

- Corvette Specialist's office should be open to the showroom floor:
  - — Office layout open and unobstructed
  - — Eliminates "trapped" feeling
  - — Lets customer maintain illusion of control over transaction.
- Service after the sale:
  - — Show customer the service department
  - — Stress service department aim: *here to take care of you.*
- At least one designated Corvette Specialist in the service department so owner feels secure in turning over his dream car.
- Corvette Service Specialist:
  - — Understands Corvette customer's mind-set
  - — Functions as a service consultant
    - Available to discuss maintenance or Corvette performance
    - Familiar with service history of car
  - — Offers loaner car for lengthy repairs
  - — Insures repairs are completed when promised
  - — Checks that repairs are made correctly the first time
  - — Speaks directly with customer, *before and after* work is finished.

At least one designated Corvette Specialist in the service department so owner feels secure in turning over his dream car.

"You don't want someone you don't know fixing your car because it's like going on a date with someone you don't know."

The Service Department

- Corvette owners tell us that the role of service is to enable the customer to preserve the emotional meaning of the dream throughout the ownership experience:
  - — "You (the customer) should be assigned to a team. The team manager answers your questions. You know them, and they know you. It's the special attention that everybody wants."
  - — "Your everyday Joe Schmoe is not going to know how to fix a high-performance car."
  - — "You don't want someone you don't know fixing your car because it's like going on a date with someone you don't know."
- Service Department:
  - — Clean, efficient appearance
  - — Clean, comfortable waiting area with complimentary refreshments and telephones
    - Ideal waiting area is private — for Corvette customers only
  - — Open on Saturday.

Focus Walkaround

Corvette Key Features

Shown here are just a few of the features you may wish to show or explain during delivery. Corvette's owner manual explains vehicle operation and care in easily understood terms. Use it to answer questions customers may ask about Corvette's system operations. Additional details may also be found in the Value Features pages that follow. Also review the videotape that comes with every car.

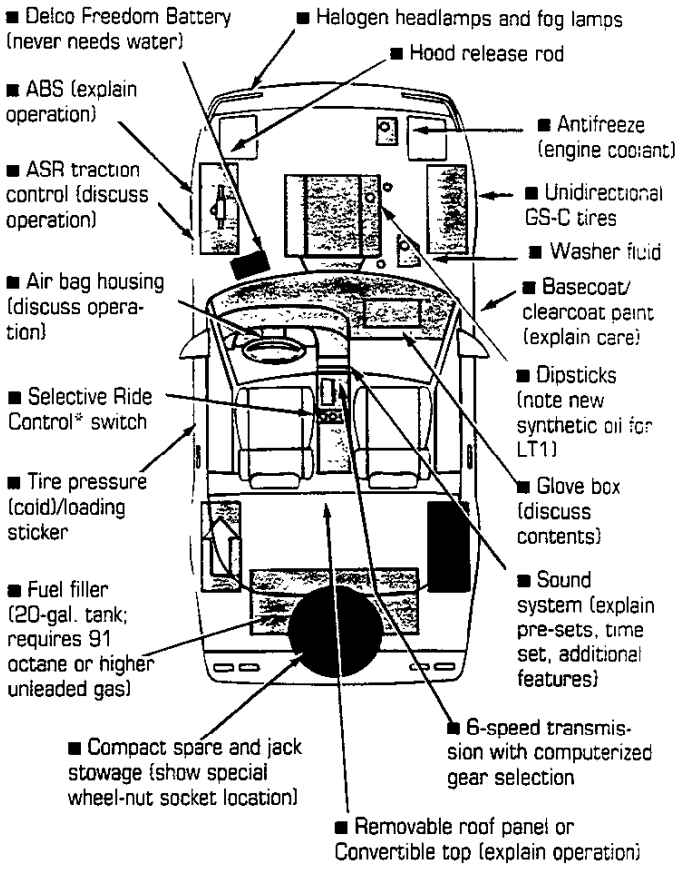
Safety and Security

- Driver-side air bag. Designed to help protect the driver in certain frontal collision situations when used in conjunction with seat belt. May qualify for insurance discounts.
- Power-operated retractable halogen headlamps illuminate the road brightly. Halogen fog lamps provide increased visibility when required.
- PASS-Key® theft-deterrent ignition system. Protects Corvette and may qualify for comprehensive insurance discounts.
- Acceleration Slip Regulation (ASR). Maximizes traction and helps maintain directional stability on a variety of road surfaces.

Performance

- 5.7 Liter LT1 V8 engine with Multi-Port Fuel Injection. Produces 300 hp @ 5,000 rpm — one of the most powerful ever versions of the "small-block Chevy" V8.
- ▲ New rear P285/40ZR-17 Eagle GS-C unidirectional/asymmetrical tires on 17" x 9½" cast-aluminum wheels combine with P255/40ZR-17 tires to provide even better performance and handling.
- Power 4-wheel disc brakes with 4-wheel anti-lock brake system (Bosch ABS IIU). Provides stopping power on par with Corvette's performance potential.
- Independent front and 5-link rear suspension with gas-charged Bilstein shock absorbers. Helps set up Corvette's remarkable road control capability.

Corvette Delivery Tips

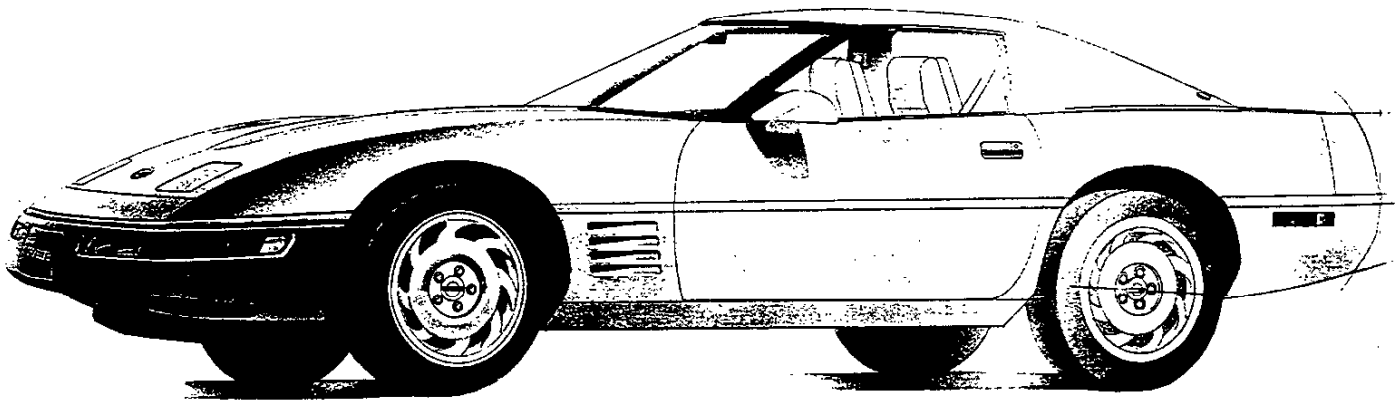


* Optional on Coupe and Convertible, standard on ZR-1.

Appearance

- Sleek, aerodynamic design is unmistakably Corvette.
- ▲ Three new exterior colors.
- Large, 17" cast-aluminum wheels.
- Square-tipped exhaust pipes add classic sport flair.
- Wraparound driver-oriented instrument panel gives a "cockpit" feel.

▲ New for 1993.



Comfort and Convenience

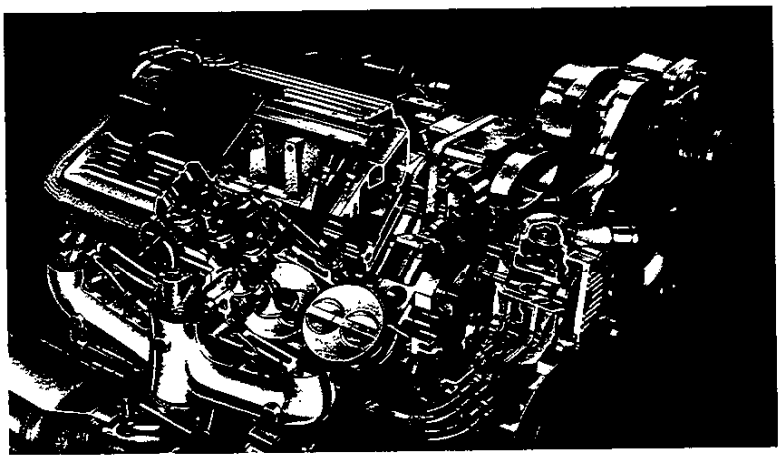
- Dual electrically adjusted and heated outside rear-view mirrors. Defrost electronically for convenience and help maintain visibility.
- One-piece removable roof panel. Lifts off for open-air driving. Optional transparent panels available with blue or bronze tint.
- AM/FM stereo sound system with stereo cassette player provides 4-speaker stereo listening pleasure. Optional Delco-Bose Gold Series systems include cassette tape player, or cassette tape player and compact disc player with 200 watts of power.
- Standard black cloth bucket seats with lateral support and seatback angle adjustment. Add to comfort with variable adjustment for long drives.

Easy-to-Own

- ▲ New Passive Keyless Entry system (PKE) engages the security system and automatically unlocks as the owner approaches the car for effortless security.
- Theft-deterrent systems, driver-side air bag and 4-wheel ABS may qualify for reduced insurance rates.
- Lightweight composite body panels will never rust.
- Stainless-steel exhaust system offers longer life and reduced owner maintenance.
- 3-year/36,000-mile Bumper to Bumper Plus Limited Warranty with no deductible for the entire term of warranty means more worry-free driving.

▲ New for 1993.

Value Features



Standard Corvette 300-hp LT1 V8. This latest version of Corvette's legendary small-block V8 is one of the most powerful ever.

Power Teams

Engine

LT1:

- Standard, 300-hp 5.7 Liter V8 engine features Multi-Port Fuel Injection for **improved fuel efficiency.**
- Aluminum cylinder heads and pistons help **reduce overall weight and increase performance.**

Opti-Spark:

- A sophisticated dual-electronic spark control system provides **optimum spark control with no audible detonation.** Nicknamed "Opti-Spark" after its optical position sensor, this angle-based ignition timing system (ABITS) "hears" detonation on each engine bank, and immediately trims spark advance. The system also has a learning algorithm that adjusts spark advance during low octane fuel use and saves information in its non-volatile memory between engine starts. Compared to a time based ignition system, Opti-Spark has fewer parts, is more precise and efficient, and eliminates the traditional distributor ignition entirely.

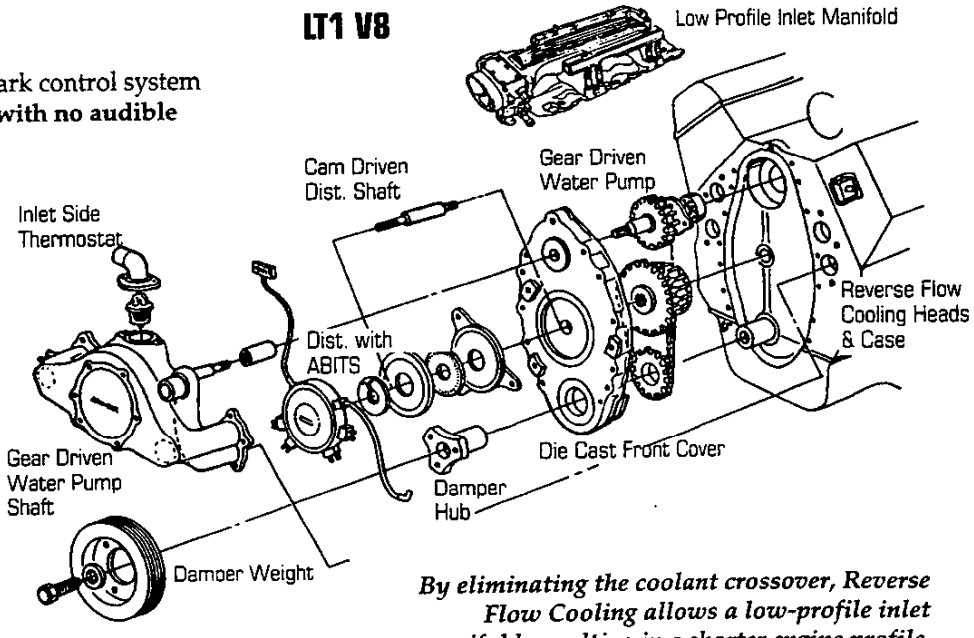
Reverse Flow Cooling:

- The Reverse Flow Cooling system is one of the most innovative features of the LT1 engine. Key components include a gear-driven pump with cast internal crossover passages and an inlet thermostat.

  Unlike conventional systems that send cold coolant from the water pump directly to the block then up to the cylinder heads, the LT1's reverse flow design routes it to the heads first. After the heads are sufficiently cooled, vapors, if any, are vented off, and the fluid makes its way down around the bores and into the block. Once the fluid exits the engine block, it is returned through the pump housing and passed on to the radiator. To reduce thermal shock, a thermostat on the pump's inlet side controls the flow of coolant as it attempts to re-enter the pump casting. When the thermostat is closed, the system's bypass circuit keeps pressure to a minimum, reducing the potential for leaks in gaskets and joints.

▲ New composite rocker covers **reduce engine noise for a quieter ride.**

- Single-belt accessory drive **helps eliminate frequent maintenance.**

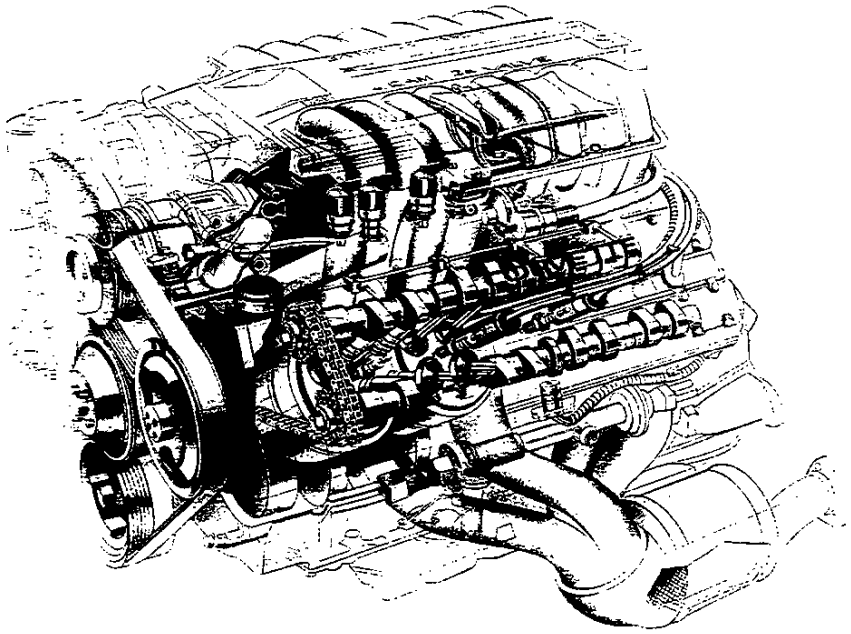


By eliminating the coolant crossover, Reverse Flow Cooling allows a low-profile inlet manifold, resulting in a shorter engine profile.

▲ New for 1993.

WOW!

Corvette's 6-speed manual transmission features computer-aided gear selection for enhanced fuel economy.



One of the world's most sophisticated V8s, the Corvette LT5, powers the ZR-1.

LT5

- 5.7 Liter DOHC TPI engine (available and standard only on ZR-1), horsepower boosted to 405 for 1993 for **enhanced performance.**
- Dual overhead camshafts with 4 valves per cylinder ensure **optimum engine breathing.**
- The nearly total aluminum construction provides **better performance, fuel economy and vehicle balance.**
- Computer-controlled Multec Fuel Injectors (2 per cylinder) create a **precise fuel/air mixture** for a wide range of driving needs.

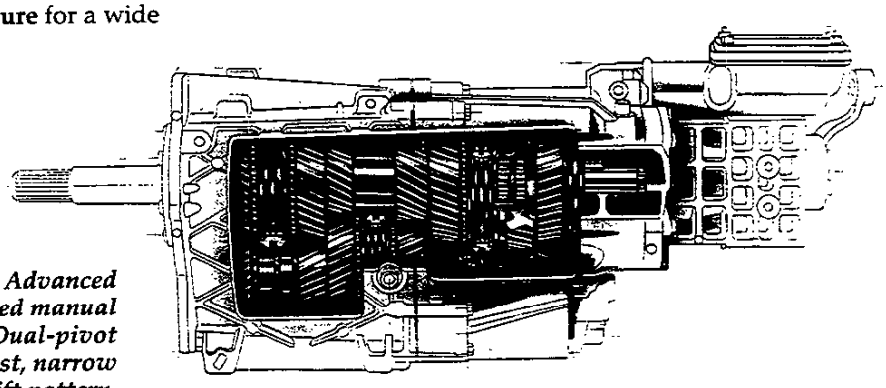
Transmission

Manual

- 6-speed transmission (available on all Corvettes as a no-cost option, standard on ZR-1) features fully synchronized gears (including REVERSE) **for smooth shifting.**
- Overdrive in 5th and 6th gears **enhances fuel economy at highway speeds.**
- Computer-aided gear selection **ensures optimum fuel economy.**
- Heavy-duty pull-type clutch with pre-filled hydraulic actuator is **designed to handle the 6-speed's high torque capacity.**

Automatic

- 4-speed automatic transmission (no cost option on Corvette, NA on ZR-1) features overdrive gearing designed to engage above a precalibrated speed which **reduces engine rpm for enhanced fuel economy.**
- Electronic torque converter clutch ensures a more direct engine/transmission link and is **computer-controlled for better fuel economy.**



Advanced 6-speed manual transmission. Dual-pivot shifter allows fast, narrow shift pattern.

▲ New for 1993.

Value Features

Chassis/Suspension

Brake System

4-Wheel Disc Brakes:

- Power 4-wheel vented disc brakes with large rotors and dual-piston (front only) calipers are standard on all Corvettes. They **provide sure response** during a variety of road and weather conditions. Enhanced braking is made possible with the standard Bosch ABS IIU anti-lock brake system that **helps the driver maintain vehicle control on most road surfaces,** even under full braking.

Anti-Lock Brake System:

- The advanced computer-controlled ABS system constantly monitors speeds of all four wheels as brakes are applied. Individual wheel speed sensors signal the system's Electronic Control Module (ECM) up to 15 times per second to **prevent wheel lockup and maintain maximum braking ability.**

Electronic Selective Ride Control allows the driver to select one of three suspension ranges.

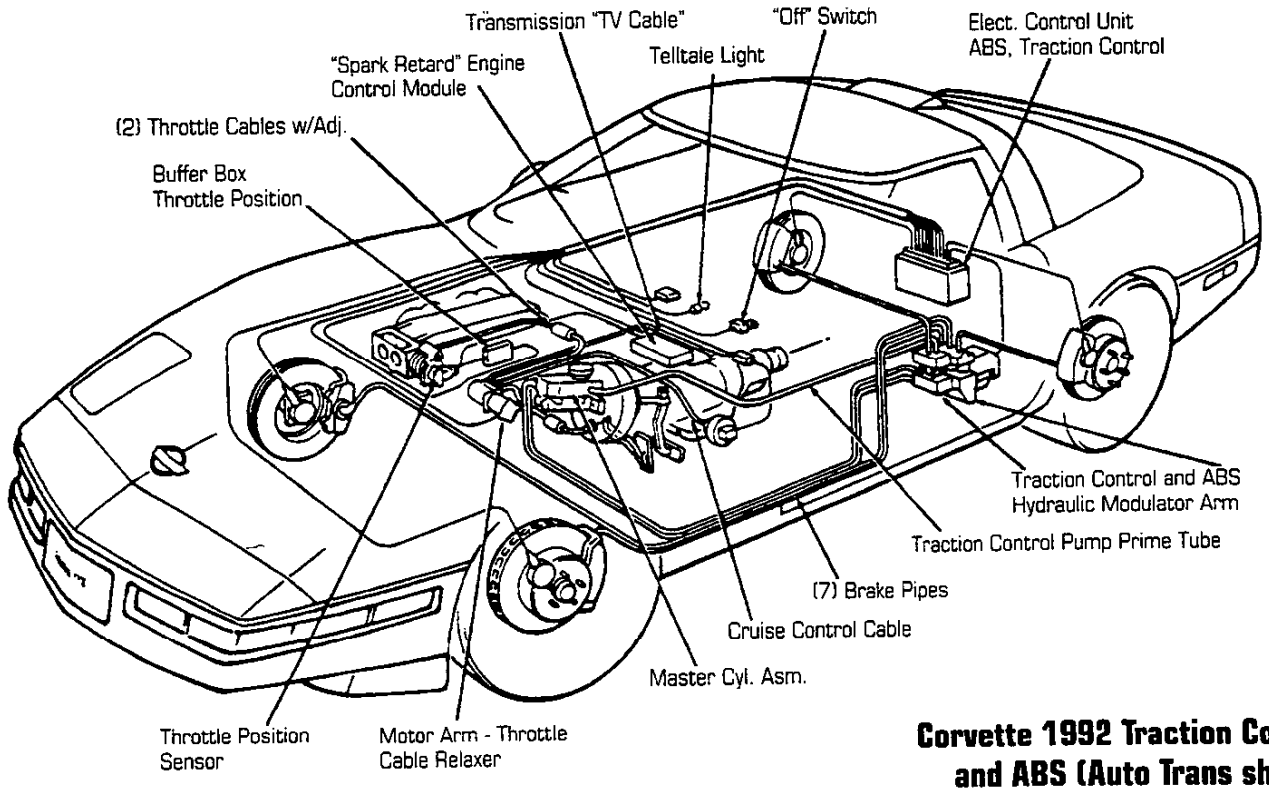
Acceleration Slip Regulation:

- The Corvette's ASR system is a sophisticated traction control system that works with the anti-lock brake system to provide **improved acceleration and enhanced vehicle stability.** The system contributes to a confident, well-balanced driving experience and outstanding performance, 12 months a year.

  ASR uses engine spark retard, a throttle cable relaxer and brake intervention to provide optimized acceleration and vehicle stability for well-balanced driving performance on a variety of road conditions.

Steering System

- Power-assisted rack-and-pinion steering is standard on all 1993 Corvettes for **exceptional sports car handling.**
- Overall steering ratio of 15.7:1 provides **precise maneuverability.**



Corvette 1992 Traction Control and ABS (Auto Trans shown)

▲ New for 1993.

Suspension System

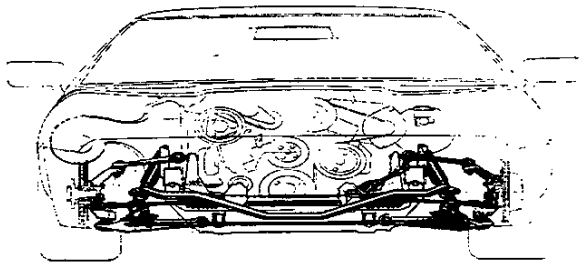
Rear:

- Lightweight aluminum components **save weight and provide maximum strength.**
- Single lightweight glass-epoxy monoleaf spring **absorbs road shocks while providing excellent control.**
- 5-link rear-wheel suspension allows independent wheel action **for remarkable handling.**

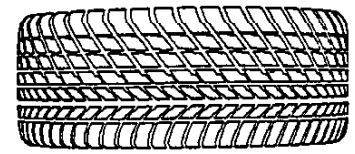
Front:

- High-strength forged aluminum alloy components **maximize strength and minimize weight.**
- Tubular high-strength steel stabilizer bar **enhances maneuverability.**
- Transverse-mounted single-glass epoxy monoleaf spring **improves ride control while reducing weight.**
- Bilstein heavy-duty gas-charged shock absorbers **help improve the suspension road feel without sacrificing road comfort.**
- Electronic Selective Ride Control (RPO FX3) is standard on ZR-1 Coupe. This system utilizes electronically adjustable shock absorbers that **allow the driver to select a suspension setting that will meet specific driving situations.** Three ranges are available: Tour ("soft"), Sport (increased stiffness) and Perf (maximum stiffness).

  Selective Ride Control uses four types of components: high-pressure Bilstein gas shock absorbers, electrical actuators, a computer, and a driver adjustable switch. The shock absorbers use the latest high-pressure gas technology to provide non-fading performance. They also feature large diameter pistons for providing high damping forces. However, the biggest difference between these shock absorbers and normal shock absorbers is the damping rod. A computer-controlled actuator rotates the damping rod to provide differing damping rate, resulting in different levels of ride quality.

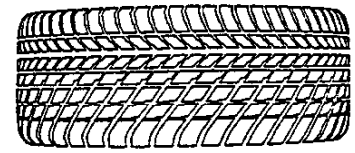


Corvette's race-car-inspired front suspension features high-strength forged aluminum componentry.

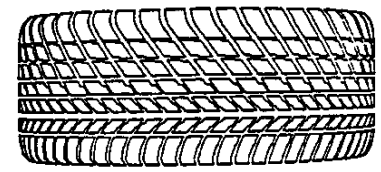


Left Front

P275/40ZR-17
Eagle GS-C

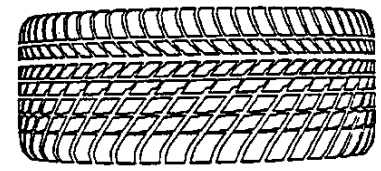


Right Front



Right Rear

P315/35ZR-17
Eagle GS-C



Left Rear

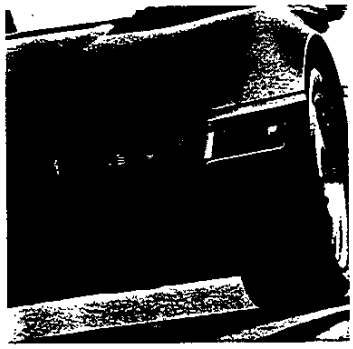
Tires/Wheels

- The Eagle GS-C has a unidirectional and asymmetrical tread pattern. The directional groove design has **superb water-dispersing capabilities,** and the asymmetry **increases the contact area on the outer portion of the tread. Road noise is reduced.**
- Front tire size is P255/40ZR-17 on 17" x 8.5" cast-aluminum alloy rims. Wheel-nut locks are standard on all wheels **for added security.**
- ▲ Coupe and Convertible rear tire size has been increased to P285/40ZR-17 for **enhanced traction.**
- Even wider P315/35ZR-17 tires on 11" rims are used on the ZR-1's rear axle **adding traction.**
- Front ZR-1 P255/40ZR-17 tires are carry-over.
- Low Tire Pressure Warning System (RPO UJ6). This optional system (standard on ZR-1) alerts the driver via a signal lamp in the Driver Information Center should one or more of the tires become underinflated. The Low Tire Pressure Warning System is a radio frequency system consisting of four tire pressure sensors/transmitters located in the wheels and a receiver in the control panel. **Enhances safety, fuel economy and driver peace of mind.**

▲ New for 1993.

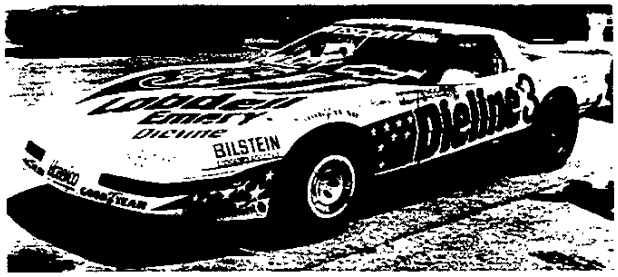
Body

- Corvette's body is formed from a lightweight composite plastic material, over an all-welded 100 percent galvanized steel "birdcage" framework that **forms a structurally rigid cage for the passenger compartment.**



Corvette concealed dual halogen headlamps

- High-gloss acrylic enamel basecoat/clearcoat exterior paint finish for a **long-lasting, deep shine.**
- Concealed halogen headlamps provide added illumination, **throw light farther down the road and are protected when not in use.**
- Fog, cornering and parking lamps are designed to **provide a unified, sweeparound appearance.**
- Clamshell hood opening **eases access to engine and accessories.**
- Ventilation louvers in the front fenders that are a functional styling touch aid air circulation, **helping to cool battery and other underhood components.**
- Raked windshield angled at 64 degrees **contributes to aerodynamic efficiency and a sleek appearance.**
- Power adjustable outside rearview mirrors electrically heated to **maintain visibility during inclement weather.**
- Rear side-marker lamps to **improve rear/side visibility at night.** Side-mounted backup lamps switch on automatically when REVERSE gear is selected.
- Full-opening glass hatch with concealed hinges **for added versatility and a clean appearance** (Coupe only).
- Removable fiberglass roof panel or optional blue-tinted or bronze-tinted transparent roof panel (Coupe only) **for an open-air ride.**



Corvette is a legendary performer on the street — and on the track.

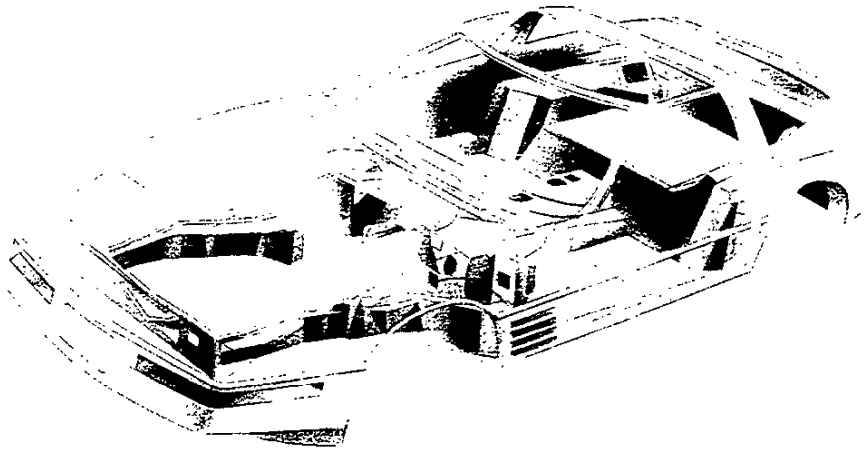
Corvette Convertible Body

- Manually operated soft-top with headliner **stores easily and neatly** beneath flush-fitting top well cover.
- Optional lightweight (64 lbs.) removable hardtop includes electric rear-window defogger and an integral headliner for **sound deadening.**

Corvette ZR-1 Body

Features include (in addition to Corvette Coupe features):

- Flared doors and rear body panels accommodate ZR-1's larger 17" x 11" rear wheels and P315/35ZR-17 rear tires.
- ZR-1 identification on hood and rear fascia.
- Roof-mounted high-mounted center stop for **enhanced visibility.**



Corvette's body is formed from a lightweight composite plastic material, over an all-welded 100 percent galvanized steel "birdcage" framework that forms a structurally rigid cage for the passenger compartment.

▲ New for 1993.

Value Features

Tires

Chevrolets are equipped with tires reflecting the latest safety, durability and performance technology. Some of the greatest names in the American tire industry, including Goodyear and B.F. Goodrich, manufacture tires to exacting specifications for Chevrolet passenger cars. These manufacturers' tire engineers work with GM engineers to design tires that complement suspension and handling characteristics.

Touring Tires

Recent developments in tire technology have resulted in the "best of both worlds" Touring tire.

- **Combines the grip and traction of an all-season performance tire with the smooth, quiet ride more often associated with luxury car tires.**
- General Motors engineers **worked directly with tire manufacturer engineers** to develop the Touring tire.

DO YOU KNOW . . .

Tire designations that include an H, V or Z speed-rating symbol* (such as P205/55VR-16) show that the tire has been tested for sustained capability at higher than normal speeds. The most common speed ratings are these:

H: up to 130 mph

V: up to 149 mph

Z: over 149 mph

*A speed symbol is an indication of the speed capability of the tire. Chevrolet does not endorse the operation of any vehicle in an unsafe or unlawful manner. Speed ratings are based on laboratory tests which have been shown to correlate with performance on the road. These speed ratings do not imply that vehicles can be safely driven at the maximum tire speed capability.

DO YOU KNOW...

The tire size designation found on the sidewall tells you several things about the tire. For instance, the designation **P205/60HR-14** indicates:

P Passenger car tire.

205 Nominal section width (in millimeters).

60 Nominal aspect ratio (ratio of section height-to-width).

H Speed rating (may not appear on all tires).

R Radial tire construction.

14 Nominal rim diameter in inches.

Performance Tires

Tremendous advances have been made in performance tire technology during the past decade. And that's extremely important, because a car's ability to accelerate, stop and corner is always to a considerable extent determined by the design and performance of its tires.

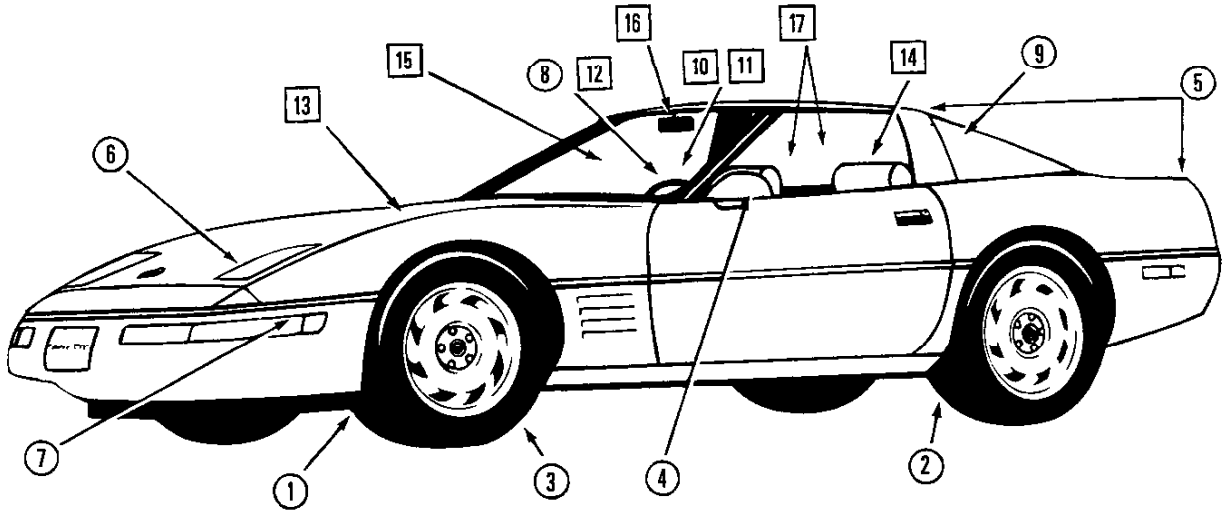
- **Corvette remains at the forefront of tire technology for 1993,** with its Goodyear Eagle GS-C asymmetrical tires.
- Eagle tires featured on Corvette and other Chevrolet performance models reflect the success of the manufacturer.

Goodyear's racing experience has helped develop today's high performance street radials.

- Similar cooperative programs have since brought new tire technology to car buyers, including the smooth rolling, all-weather treaded performance Touring tires now found on several Chevrolet models.

▲ New for 1993.

Safety/Value Features



Accident Avoidance

(1) **4-wheel anti-lock brake system** (ABS) helps improve vehicle control by minimizing wheel lockup — even on slippery surfaces.

(2) **Acceleration Slip Regulation (traction control)** works in conjunction with ABS and engine controls to provide improved acceleration and enhanced vehicle stability in all weather conditions.

(3) **Low Tire Pressure Warning System*** monitors tire pressure in each tire (except spare) while the car is being driven; alerts driver if tire pressure drops below 25 psi.

(4) **Dual remote sideview mirrors** are easily adjustable to provide excellent view all around.

(5) **Center high-mounted stop lamp**** provides a clear signal of braking intention to other drivers.

(6) **Halogen headlamps and halogen fog lamps** provide brighter, whiter light in all weather conditions and illuminate objects farther away; composite lenses resist breakage and halogen bulbs are easy to replace.

(7) **Front cornering lamps:** front side-marker lamps illuminate with turn signals and rear side-marker lamps illuminate with backup lamps for enhanced visibility.

(8) **Driver-friendly instrument panel gages:** easy-to-read instruments and fingertip controls let driver keep eyes on road.

(9) **Standard side-window defoggers and rear-window defogger***** help keep windows clear in inclement weather for better visibility.

Occupant Protection

10 **Driver-side air bag** is designed to deploy during moderate to severe frontal impacts to help protect driver.

11 **Energy-absorbing steering column and steering wheel** softens impact in the event of a frontal collision.

12 **Energy-absorbing instrument panel** softens impact in the event of a collision.

13 **Controlled-crush front and rear body structures** are designed to absorb energy in the event of a collision.

14 **Lap/shoulder safety belts with visual and audible warning system:** the most important safety feature in any vehicle. Buckle up, America!

15 **Laminated windshield glass with urethane bonding.**

16 **Breakaway inside rearview mirror.**

17 **Safety armrests and integral head restraints.**

* Optional for Coupe and Convertible, standard ZR-1 . **In rear fascia on Coupe and Convertible; roof-mounted on ZR-1.
***Rear-window defogger included in Convertible only when optional Removable Hardtop is ordered.

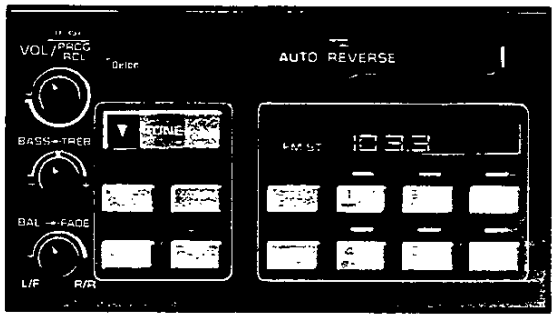
▲ New for 1993.

Value Features

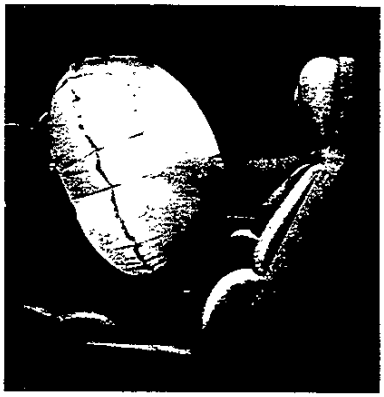
Interior

▲ New Passive Keyless Entry (PKE) system adds both convenience and security. When the driver approaches or leaves the car, the key-fob transmitter automatically locks or unlocks the doors respectively. The PKE also automatically arms and disarms the standard PASS-Key® theft-deterrent system and a built-in feature prevents doors from locking when the keys are left in the ignition.

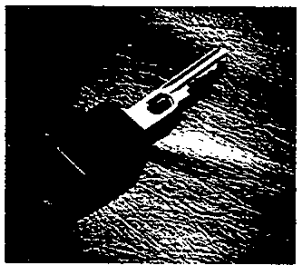
- Personal Automotive Security System (PASS-Key®) theft-deterrent ignition disables the starter and fuel delivery systems during any attempt to bypass the ignition system or start the car with a wrong key. An anti-theft horn alarm circuit is also standard on all Corvettes for additional security. **Prevents theft and may qualify for decreased insurance premium.**
- "Soft-touch" black paint (feels slightly padded to the touch) is used on various Corvette instrument panel and cockpit trim plates and components. **Reduces marring and scratching and provides a higher quality appearance and feel.**
- Leather-wrapped steering wheel with TILT-WHEEL™ Adjustable Steering Column and leather-wrapped shift knob **contributes to the sports-car look and feel of Corvette.** Tilt feature provides individual positioning for **driver comfort.**



Standard AM/FM stereo with cassette tape player



Standard driver-side air bag

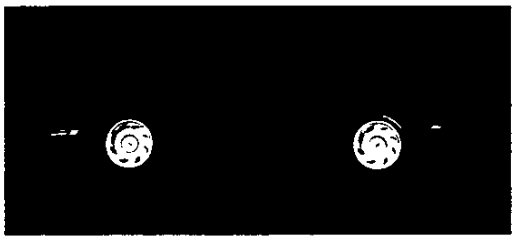


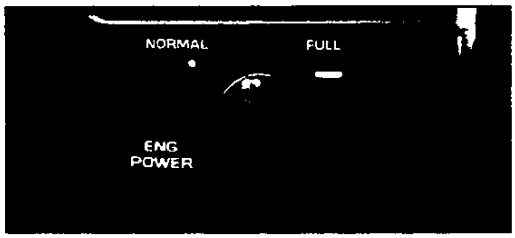
PASS-Key® theft-deterrent ignition system for optimum security

- Standard driver-side air bag, housed in the steering wheel, **helps protect driver.** Color-keyed safety belts at both seating positions.
- Electronic speed control with Resume Speed tap up/tap down feature. Maintains established road speed to **reduce driver fatigue.**
- Standard air conditioning **keeps the interior cool and dehumidified.**
- Power-operated windows and door locks **enhance driver convenience.**
- Standard AM/FM stereo sound system with cassette tape player **for excellent sound reproduction.**
- Optional sound systems include a 200-watt, Delco-Bose Gold Series system with cassette tape player, compact disc player and Speed Compensated Volume Control (CD player standard on ZR-1) **for concert-hall listening quality.**
- Locking glove box provides **convenient storage and security.**
- Twin covered storage bins and roller-type cargo cover **provide security and a neat appearance.**
- Body vent pressure system **maintains a flow of fresh air throughout the cockpit.**
- Standard dual covered visor vanity mirrors. Dual lamps flank each mirror. **Lighted for convenient mirror usage day or night.**

▲ New for 1993.

Corvette ZR-1 Coupe





ZR-1 Exclusive Power Key Switch

Corvette 40th Anniversary Package

40th Anniversary Package Interior

Interior Color				
Black	Lt. Beige	Lt. Gray	▲ Torch Red	Arctic White
ABB8 Std.	AEE8 Std.	AQQ8 Std.	ARR8 Std.	AWW8 Std.
X	X	X		X
X	X	X	X	X
X	X	X		X
X	X			X
X	X	X		X
X	X	X	X	X
X	X	X		X
X	X	X	X	X
X	X	X		X

Interior Color
▲ Ruby Red
Ruby Red*

Seat Style and Trim Combination	
	Cloth Bucket
	Leather Bucket
AFF8	Leather Adjustable Sport Bucket

Exterior Colors:

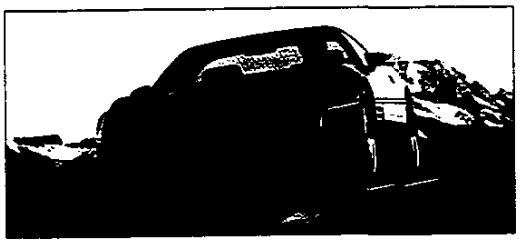
Exterior/Interior Combinations		
	■ Aqua, Bright (Metallic)	43
	■ Black	41
	■ Blue, Med. Quasar (Metallic)	80
	■ Green, Polo II (Metallic)	45
	▲ Red, Anniversary Ruby	68
	■ Red, Dark (Metallic)	75
	▲ Red, Torch	70
	■ Rose, Black (Metallic)	73
	■ White, Arctic	10
	▲ Yellow, Competition	53

* Ruby Red Top Color only available on 40th Anniversary Package (225).

▲ New for 1993.

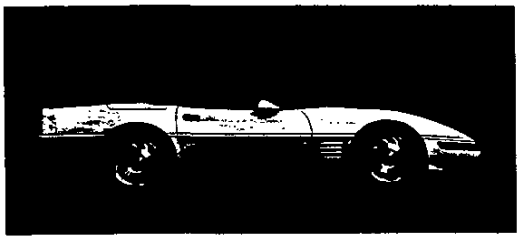
Models — Color and Trim

Corvette Coupe



Coupe Interior

Corvette Convertible



Convertible Interior

Seat Style and Trim Combination	Interior Color				
	Black	Lt. Beige	Lt. Gray	▲ Torch Red	Arctic White
Cloth Bucket	HBB2 Std.				
Leather Bucket	ABB2 Opt.	AEE2 Opt.	AQQ2 Opt.	ARR2 Opt.	AWW2 Opt.
Leather Adjustable Sport Bucket	ABB8 Opt.	AEE8 Opt.	AQQ8 Opt.	ARR8 Opt.	AWW8 Opt.

*Requires optional RPO AC1 and AC3 Power Seats.

Seat Style and Trim Combination	Interior Color				
	Black	Lt. Beige	Lt. Gray	▲ Torch Red	Arctic White
Cloth Bucket	HBB2 Std.				
Leather Bucket	ABB2 Opt.	AEE2 Opt.	AQQ2 Opt.	ARR2 Opt.	AWW2 Opt.
Leather Adjustable Sport Bucket	ABB8 Opt.	AEE8 Opt.	AQQ8 Opt.	ARR8 Opt.	AWW8 Opt.

Exterior Colors:

Exterior/Interior Combinations							
■ Aqua, Bright (Metallic)	43	X	X	X		X	41T	68T	68T		41T/10T
■ Black	41	X	X	X	X	X	41T/10T/68T	41T/68T	41T/10T	41T	41T/10T
■ Blue, Med. Quasar (Metallic)	80	X	X	X		X	41T/10T	68T	41T/10T		41T/10T
■ Green, Polo II (Metallic)	45	X	X			X	41T/68T	68T	41T/10T		41T/10T/68T
▲ Red, Anniversary Ruby	68										
■ Red, Dark (Metallic)	75	X	X	X		X	41T/68T	41T/68T	41T/10T		41T/10T
▲ Red, Torch	70	X	X	X	X	X	41T/10T	68T		41T/10T/68T	41T/10T
■ Rose, Black (Metallic)	73	X	X	X		X	41T/68T	41T/68T	41T/10T		41T/10T
■ White, Arctic	10	X	X	X	X	X	41T/10T	10T/68T	41T/10T	10T	41T/10T/68T
▲ Yellow, Competition	53	X	X	X		X	41T	10T/68T	41T/10T		41T/10T/68T

Top Color Codes: 10T — White. 41T — Black. 68T — Beige.
Std. — Standard. Opt. — Optional.

▲ New for 1953.

Instrumentation

Corvette Instruments

Corvette standard instrument panel includes:

[A] Headlamp and parking lamp switch and panel lamps dimmer control. [B] Acceleration Slip Regulation (ASR) switch. [C] Analog 6,000 rpm tachometer graphics for easy monitoring of engine rpm.

[D] Repositioned speedometer (switchable from mph to km/h) and fuel gage. Digital display also includes oil temperature, engine coolant temperature and voltage readouts. [E] Analog gage display, includes oil temperature and pressure, voltage and coolant temperature. [F] Driver-alert lamps (includes CHECK GAGES and CHANGE OIL service messages). [G] Trip monitor computer for specific mileage reference.

[H] Driver Information Center: alerts driver to note specific vehicle functions such as LOW TIRE PRESSURE,* LOW COOLANT, ASR OFF, ABS ACTIVE and LOW OIL. Service-alert lamps include Acceleration Slip Regulation (SERVICE ASR), Electronic Selective Ride Control (SERVICE RIDE CONTROL),* Driver-side air bag (INFL REST), emission systems (SERVICE ENGINE SOON), and anti-lock brake system (SERVICE ABS). [I] Heater/air conditioning/ventilation system for accurate temperature settings. Optional† Electronic Air Conditioning (shown) allows digital temperature setting for precise climate control; LEDs indicate push-button operation mode. [J] Optional† Delco-Bose Gold Series Music System. [K] Power outside heated mirrors control.

[L] Fog lamp switch. [M] Air bag housing. [N] Center console with optional† driver and passenger power seat controls, optional† Selective Ride Control setting switch and cassette tape/compact disc storage.

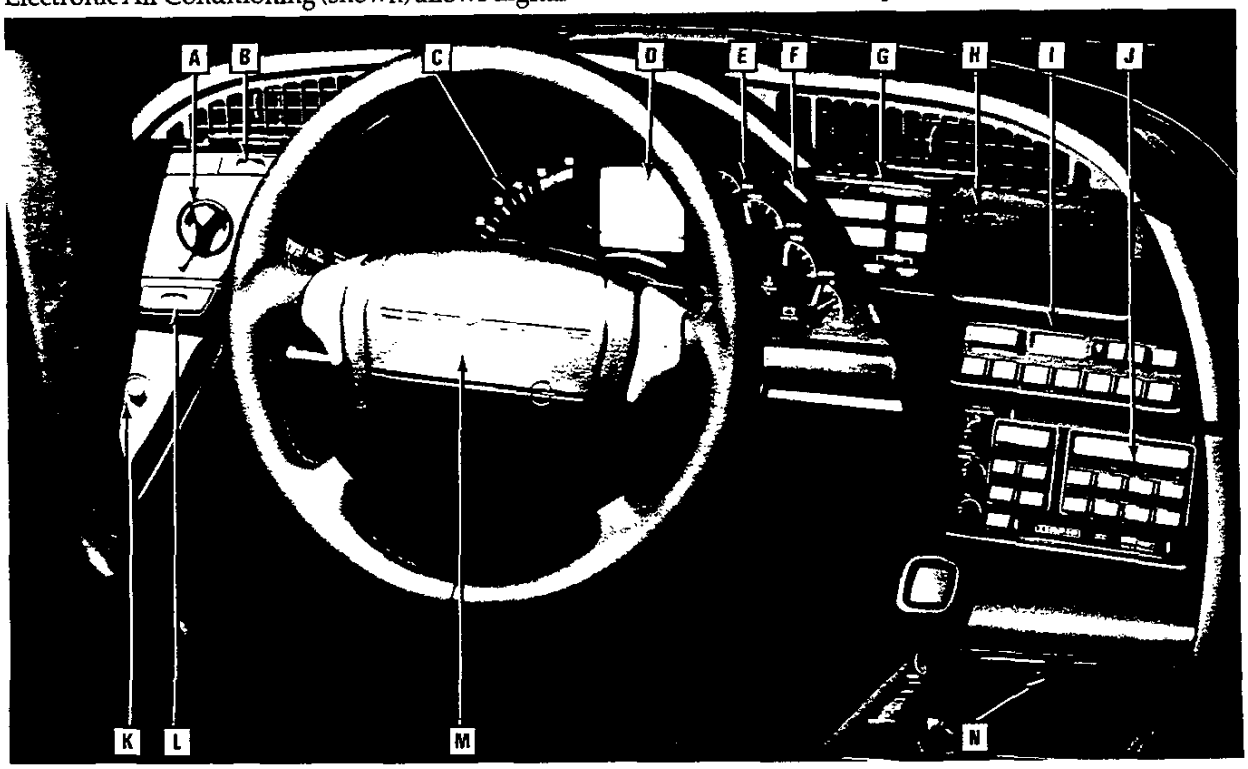
ZR-1 Coupe includes: higher 8,000 rpm tachometer and FULL POWER lockout key switch with LED system status alert lamp.

DO YOU KNOW . . .

The Corvette driver cockpit and passenger compartment is an "ergonomically correct" design that puts controls readily at hand and provides comfort and convenience touches that make even long drives pleasurable.

The speedometer readout is placed above the fuel gage for excellent readability. Instrument displays are highly legible day or night. A CHECK GAGES telltale lamp illuminates on the instrument panel when the last fuel gage bar turns off on the fuel gage, alerting the driver to note the low fuel level.

Seats are deeply contoured for firm lateral support and feature reclining seatbacks with adjustable lumbar support. Complete individual adjustment of the seating position is provided with the optional Sport bucket seat's 6-way power adjustment.



*Included when vehicle is equipped with feature. †Standard on ZR-1.

▲ New for 1993.

Options

PREFERRED EQUIPMENT GROUP OPTIONS		Corvette Coupe	Corvette Convertible	Corvette ZR-1
Description	PEG	CVA1	CYA1	(NONE)
Delco-Bose AM/FM Stereo Music System with Cassette Tape		X	X	NA
Electronic Air Conditioning		X	X	S
Power Seat, 6-Way (Driver)		X	X	S

INDIVIDUAL OPTIONS	RPO			
Radio Equipment				
Delco-Bose AM/FM Stereo Music System with Cassette Tape Player, Digital Clock and Bose Speaker System	UU8	X*	X*	NA
Delco-Bose Gold Series Stereo Music System with Cassette Tape Player, Compact Disc Player, Digital Clock and Bose Speaker System	U1F	O	O	S
Additional Individual Options				
Adjustable Performance Handling Package††	Z07	O	NA	NA
Electronic Air Conditioning	C68	X*	X*	S
Electronic Selective Ride Control**	FX3	O	O	S
Hardtop, Removable	CC2	NA	O	NA
Low Tire Pressure Warning	UJ6	O	O	S
Luggage Carrier (Black)	V56	NA	O	NA
Performance Ratio Axle (3.07:1 ratio) (2.73:1 ratio Conv.)	G92	O†	O	S
Power Seat, 6-Way (Driver)	AC3	X*	X*	S
Power 6-Way Seat (Passenger requires Power Driver Seat)	AC1	O	O	O
Roof Package (includes Standard Solid Panel and Transparent Blue or Bronze Tint Panel)	C2L	O	NA	O
Roof Panel, Transparent Removable — Blue Tint	24S	O	NA	O
Roof Panel, Transparent Removable — Bronze Tint	64S	O	NA	O

X — Included in PEG. S — Standard. O — Available Individual Option. NA — Not Available. *Also available as an Individual Option with Base Vehicle Group. †Requires Selective Ride Control (RPO FX3) or Adjustable Performance Handling Package (RPO Z07); not available with 6-speed manual transmission (RPO MN6). **The handling package for ultimate driver comfort and control through the use of the driver-adjustable, speed-compensated ride control system (includes standard suspension components and Bilstein adjustable ride control system included in RPO Z07). ††See box below.

DO YOU KNOW . . .

Adjustable Performance Handling Package (RPO Z07)

Optional for Corvette Coupe, this suspension option is a performance-oriented package for the Gymkhana/Autocross enthusiast.

Features include:

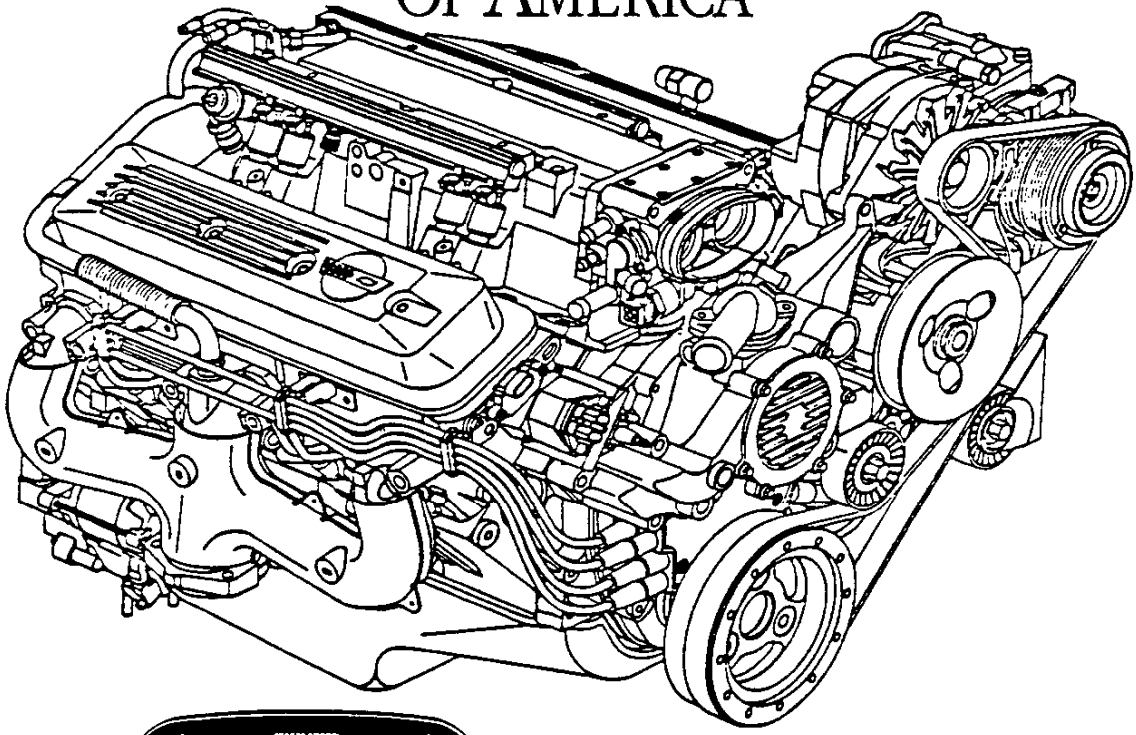
- **Electronic Selective Ride Control — an adjustable handling package for ultimate driver comfort and control through the use of the driver-adjustable, speed-compensated ride control system.**
- **Stiffer springs, shock absorbers, stabilizer bars and bushings.**
- **Heavy-duty 4-wheel disc brakes.**

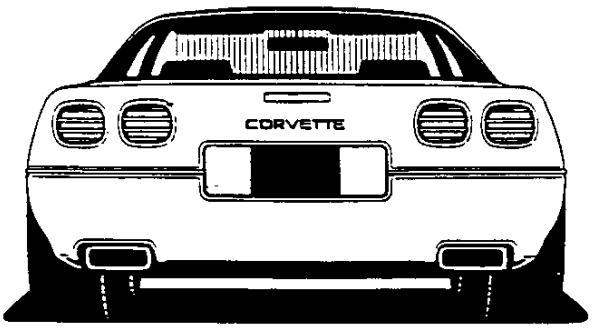
Note: RPO Z07 is available with automatic or manual transmission with Performance Ratio Axle (G92).

▲ New for 1993.

Technical Features

THE HEARTBEAT OF AMERICA™





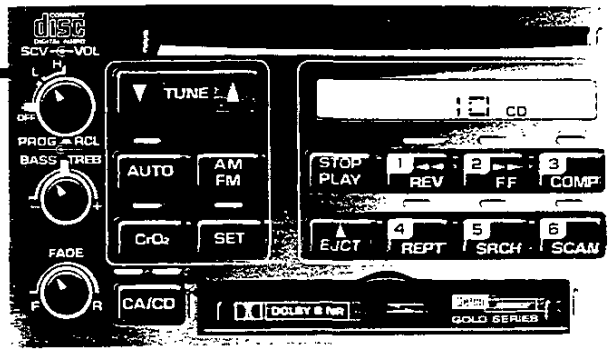
CORVETTE

Sound Systems

Delco-Bose Gold Series Dual Playback AM/FM Stereo Music System With Cassette Tape Player and Compact Disc Player (RPO U1F).

Optional for Corvette Coupe and Convertible, standard for Corvette ZR-1 Coupe. Features include:

■ Delco Electronics ETR radio receiver with 12 station pre-sets (six AM/six FM). ■ Electronic seek-scan. ■ Digital clock/frequency/operation status display. ■ Cassette tape player. ■ Compact disc player. ■ Optimum speaker placement with six separate speaker enclosures. ■ Patented bass amplifiers/driver: deliver up to 200 watts total power. ■ Separate Volume and On/Off controls. ■ Dolby Noise Reduction. ■ Separate bass and treble controls. ■ Front-to-rear fade controls. ■ Speed-compensated volume control features a 2-position switch (L for low or H for high); sound volume increases proportionate to the switch setting as speed increases.



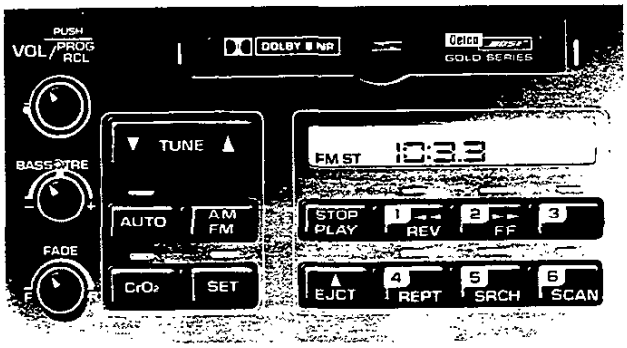
Delco Gold Series Cassette/Disc (RPO U1F)

Cassette Tape Player

Features include: ■ Music Search feature. ■ Auto reverse. ■ CrO^2 tape equalization. ■ Tape protection when ignition is off. **Compact Disc Player features** include: ■ Program recall button. ■ Music Search feature. ■ Compression: brings loud and soft sound into a more desirable range. ■ Track scan. ■ Protection circuit provides heat protection for the player's laser diode.

Delco-Bose Gold Series AM/FM Stereo Music System With Cassette Tape Player (RPO UU8).

Silver Series: optional for Caprice and Lumina Coupe/Sedan. Gold Series (shown): optional on Camaro Coupes and Corvette. Features include: ■ Delco Electronics ETR radio receiver with 14 station pre-sets (seven AM/seven FM).* ■ Electronic seek-scan. ■ Digital clock/frequency/operation status display. ■ Cassette tape player with Music Search feature: locates next music selection or repeats previous selection. ■ CrO^2 tape equalization for playing chromium dioxide or metal particle tapes. ■ DNR® (Dynamic Noise Reduction) reduces high-frequency noise on AM and FM signals and cassette tapes. ■ Dolby Noise Reduction reduces hiss on Dolby encoded tapes.



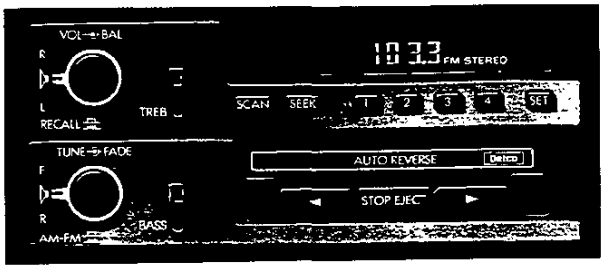
Delco Gold Series 200 Watt Cassette (RPO UU8)

■ Dual front and dual rear Bose speakers. ■ Gold Series features 200 watts of power.

AM/FM Stereo With Cassette Tape Player (RPO UM6)

Standard for Corvette Coupe and Convertible. Optional for Camaro models. Cavalier RS and Z24, Corsica LT, Beretta, Lumina models.

Includes Delco Electronics ETR AM/FM Stereo with Cassette Tape Player features as listed for RPO UM6 and adds: ■ DNR button. ■ Music Search feature for cassette tape player. ■ 12 station pre-sets (six AM/six FM) on Corvette.



AM/FM Stereo With Cassette (RPO UM6)

* Twelve station pre-sets on Corvette RPOUU8 (six AM/six FM).

ENGINE SPECIFICATIONS

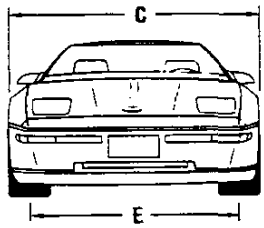
Description	5.7 Liter V8 with MFI (RPO LT1)	5.7 Liter V8 with TPI (RPO LT5)
Engine type	90° V8-OHV	90° V8 DOHC 32-Valve
Displacement (cu. in.)	350	350
Bore and stroke (in.)	4.00 x 3.48	3.90 x 3.66
HP* @ RPM	300 @ 5,000	405 @ 5,800
Torque* @ RPM (lb.-ft.)	340 @ 3,600	385 @ 5,200
Compression ratio	10.5:1	11.0:1
Fuel induction	Multi-Port Fuel Injection (MFI)	Multi-Port Fuel Injection (MFI)
Exhaust system	Aluminized stainless steel	Aluminized stainless steel
Tail pipes	Dual	Dual
Ignition system	12-volt Opti-Spark	12-volt direct fire
Delcotron generator	105 amp	120 amp
Battery (SAE capacity rating)	525 cca	690 cca
Cooling system capacity (qts.)	14.7 manual; 14.5 automatic	17.8

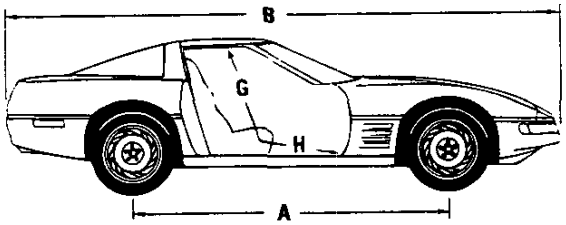
TRANSMISSION SPECIFICATIONS

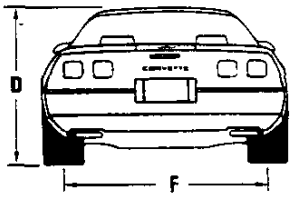
Type	4-Speed Automatic (RPO MX0)	6-Speed Manual (RPO MN6)
Case material	Aluminum	Aluminum
Gear Ratios:1		
1st gear	3.06	2.68
2nd gear	1.63†	1.80
3rd gear	1.00†	1.31
4th gear	0.70†	1.00
5th gear	—	0.75
6th gear	—	0.50
Reverse	2.29	2.50
Rear Axle Ratios:1		
Coupe		
—Std.	2.59††	3.45
—w/G92 Axle**	3.07	
Convertible		
—Std.	2.59	3.45
—w/G92 Axle**	2.73	
ZR-1 Coupe		
—Std.		3.45

Std.—Standard. *SAE net. †Converter clutch engagement. **Optional Performance Axle Ratio (RPO G92). ††3.07 for noise control areas.

Specifications







DIMENSIONS	Coupe	Convertible	ZR-1 Coupe
Exterior Dimensions (in.)			
A Wheelbase	96.2	96.2	96.2
B Length (overall)	178.5	178.5	178.5
C Width (overall)	70.7	70.7	73.1
D Height (overall)	46.3	47.3	46.3
E Tread - front	57.7	57.7	57.7
F Tread - rear	59.1	59.1	60.6
Minimum ground clearance	4.2	3.6	4.2
Interior Dimensions (in.)			
G Head room	36.5	37.0	36.5
H Leg room	42.0	42.0	42.0
Shoulder room	53.9	53.9	53.9
Hip room	50.8	50.8	50.8
Luggage Compartment Capacity			
Luggage space (cu. ft.)	12.6	6.6*	12.6
Rated Fuel Tank Capacity (gal.)	20.0	20.0	20.0
Curb Weight (lbs., estimated)	3,316	3,359	3,492

CHASSIS SPECIFICATIONS	Coupe	Convertible	ZR-1 Coupe
Brakes			
Type	4-wheel vented disc dual piston	4-wheel vented disc dual piston	4-wheel vented disc dual piston
Disc rotor dia. front/rear (in.)	12.0†/12.0	12.0/12.0	13.0/12.0
Steering			
Type	Power-assisted rack-and-pinion	Power-assisted rack-and-pinion	Power-assisted rack-and-pinion
Turning diameter, curb-to-curb (ft.)	40.0	40.0	40.0
Lock-to-lock turns	2.25	2.25	2.25
Suspension - Front			
Type	Independent short/long arm with forged aluminum upper and lower control arms, transverse monoleaf spring and steel stabilizer	Independent short/long arm with forged aluminum upper and lower control arms, transverse monoleaf spring and steel stabilizer	Independent short/long arm with forged aluminum upper and lower control arms, transverse monoleaf spring and steel stabilizer
Suspension - Rear			
Type	5-link independent with transverse monoleaf spring and forged aluminum control arms	5-link independent with transverse monoleaf spring and forged aluminum control arms	5-link independent with transverse monoleaf spring and forged aluminum control arms

*With top up; 4.2 cu. ft. with top down. †13.0 with Adjustable Performance Handling Package (RPO Z07).

Note: Refer to **Chevrolet/Geo Spec Manager™** for detailed specifications.

LT5 ENGINE

Type & description (in-line, V, angle, flat, location, front, mid, rear, transverse, longitudinal, SOHC, DOHC. OPV, hemi, wedge, pre-chamber, etc.)		90° V Front, Longitudinal
Manufacturer		General Motors Powertrain Division
No. of cylinders		8
Bore		99mm (3.90 in.)
Stroke		93mm (3.66 in.)
Bore spacing (C/L to C/L)		111.8mm (4.40 in.)
Cyl. block matl. & mass kg (lbs.) (machined)		Aluminum Alloy, 25.85 (57.0)
Cylinder block deck height		229.24mm (9.03 in.)
Cylinder block length		506.2mm (19.93 in.)
Deck clearance (minimum) (above or below block)		
Cyl. head material & mass kg (lbs.)		Aluminum Alloy, 34.01 (75)
Cylinder head volume cu. cm (cu. in.)		Not Available
Cylinder liner material		Forged Aluminum Extrusion
Head gasket thickness (compressed)		
Minimum combustion chamber total volume cu. cm (cu. in.)		40 (2.44)
Cyl. no. system (front to rear)*	L. Bank	1-3-5-7
	R. Bank	2-4-6-8
Firing Order		1-8-4-3-6-5-7-2
Intake manifold matl. & mass kg (lbs.)**		Cast Aluminum
Exh. manifold matl. & mass kg (lbs.)**		Stainless Steel, 14.97 (33)
Knock sensor (number & location)		1, Right Side of Case
Fuel required unleaded, diesel, etc.		Unleaded
Fuel anti-knock index (R + M)/2		91
Engine mounts	Quantity	2
	Matl. and type (elastomeric, hydroelastic hydraulic damper, etc.)	Hydraulic
	Added isolation (subframe, crossmember, etc.)	—
Total dressed engine mass (wt.) dry		270.5 kg (596 lbs.)

LT5 ENGINE - PISTONS

Material & mass, g (weight, oz.) - piston only	Cast Aluminum, 6.35 (14)

LT5 ENGINE - CAMSHAFT

Location		In Cylinder Head Above Valves
Material & mass kg (weight, lbs.)		9.07 (20) Induction Hardened Cast Iron
Drive type	Chain/belt	Chain
	Width/pitch	

* Rear of engine - drive takeoff. View from drive takeoff end to determine left & right side of engine.
** Finished state.

Specifications

LT1 ENGINE

Type & description (in-line, V, angle, flat, location, front, mid, rear, transverse, longitudinal, SOHC, DOHC, OHV, hemi, wedge, pre-chamber, etc.)		90° V Front, Longitudinal
Manufacturer		General Motors Powertrain Division
No. of cylinders		8
Bore		101.6mm (4.00 in.)
Stroke		88.4mm (3.48 in.)
Bore spacing (C/L to C/L)		111.8mm (4.40 in.)
Cyl. block matl. & mass kg (lbs.) (machined)		Cast Iron
Cylinder block deck height		229.4mm (9.025 in.)
Cylinder block length		506.2mm (19.93 in.)
Deck clearance (minimum) (above or below block)		.025 Below
Cyl. head material & mass kg (lbs.)		Aluminum
Cylinder head volume cu. cm (cu. in.)		53.7 (3.28)
Cylinder liner material		Not Applicable
Head gasket thickness (compressed)		1.245mm (.049 in.)
Minimum combustion chamber total volume cu. cm (cu. in.)		75.175 Combustion Chamber With Piston at Top Dead Center and All Components in Place Torqued to Specifications
Cyl. no. system (front to rear)*	L. Bank	1-3-5-7
	R. Bank	2-4-6-8
Firing Order		1-8-4-3-6-5-7-2
Intake manifold matl. & mass kg (lbs.)**		Cast Aluminum
Exh. manifold matl. & mass kg (lbs.)**		Cast Iron
Knock sensor (number & location)		2;1 Each Side of Cylinder Case
Fuel required unleaded, diesel, etc.		Unleaded
Fuel anti-knock index (R + M)/2		91
Engine mounts	Quantity	2
	Matl. and type (elastomeric, hydroelastic hydraulic damper, etc.)	Hydraulic Damper
	Added isolation (subframe, crossmember, etc.)	Not Applicable
Total dressed engine mass (wt.) dry		205 kg (451 lbs.)

LT1 ENGINE - PISTONS

Material & mass, g (weight, oz.) - piston only	Cast Aluminum (Impacted) Coated

LT1 ENGINE - CAMSHAFT

Location		In Cylinder Block "V" Above Crankshaft
Material & mass kg (weight, lbs.)		Steel
Drive type	Chain/belt	Chain
	Width/pitch	

* Rear of engine - drive takeoff. View from drive takeoff end to determine left & right side of engine.
** Finished state.

LT1 ENGINE - COOLING SYSTEM

Coolant recovery system (std., opt., NA)		Standard
Coolant fill location (rad., bottle)		Bottle, Coolant Recovery
Radiator cap relief valve pressure kPa (psi)		124.1 (18.0)
Circulation thermostat	Type (choke, bypass)	Choke
	Starts to open @ deg. C(F)	83.7° (180°)
Coolant pump	Type (centrifugal, other)	Centrifugal
	GPM 1000 pump rpm	13
	Number of pumps	1
	Drive (V-belt, other)	Gear Driven
	Bearing type	Sealed Double Row Ball
	Impeller material	Steel
	Housing material	Cast Aluminum
Bypass recirculation type (inter., ext.)		Internal
Cooling system capacity	With heater - Liter (qt.)	Not Applicable
	With air conditioner-Liter (qt.)	8.89 (9.39), Auto Trans.; 9.09 (9.61), Manual Trans.
	Opt. equip. specify-Liter (qt.)	Not Applicable
Water jackets full length of cyl. (yes, no)		Yes
Water all around cylinder (yes, no)		Yes
Water jackets open at head face (yes, no)		No
Radiator Core	Std., A/C, HD	A/C, Standard
	Type (cross-flow, etc.)	Cross-Flow
	Construction (fin & tube mechanical, braze, etc.)	Fin & Tube
	Matl., mass kg (wt., lbs.)	Aluminum Header, Tubes and Fins, Plastic Tanks, 4.5360 (10.0)
	Width	599.5mm (23.6 in.)
	Height	475.7mm (18.73 in.)
	Thickness	34mm (1.34 in.)
	Fins per inch	3.0
Radiator end tank material		Plastic
O Fan	Std. elec., opt.	Electric, Standard
	Number of blades & type (flex, solid, material)	5-Blades, High Efficiency Curved Blades and Ring Shroud, Plastic
	Number & location (front, rear of radiator)	2 Fans, Rear of Radiator
	Diameter & projected width	299.0mm (11.8 in.)
	Ratio (fan to crnkshft. rev.)	—
	Fan cutout type	Temperature Switch
	Drive type (direct, remote)	Direct
	RPM at idle (elec.)	2,100
	Motor rating (wattage) (elec.)	150 W - 2,200 RPM
	Motor switch (type & location/elec.)	Temperature Switch Located on A/C Liquid Line
	Switch point (temp./ pressure/elec.)	Pressure Transducer
	Fan shroud (material)	Plastic Ring Shroud

Specifications

LT1 ENGINE - VALVE SYSTEM

Hydraulic lifters (std., opt., NA)		Standard
Valves	Number intake/exhaust	8/8
	Head O.D. intake/exhaust	49.28mm (1.94 in.)/38.10mm (1.50 in.)

LT1 ENGINE - CONNECTING RODS

Material & mass kg. (weight, lbs.)*	Steel, .604 (1.33)
Length (axes centerline to centerline)	144.78mm (5.70 in.)

LT1 ENGINE - CRANKSHAFT

Material & mass kg (weight, lbs.)*		Nodular Cast Iron, 23.360 (51.50)
End thrust taken by bearing (no.)		5
Length & number of main bearings		5
Seal (material, one-/two-piece design, etc.)	Front	Fluroelastomer/One-Piece, Lip Seal
	Rear	Fluroelastomer/One-Piece, Lip Seal

LT1 ENGINE - LUBRICATION SYSTEM

Normal oil pressure kPa (psi) @ eng. RPM	41 (6) @ 1,000/124 (18) @ 2,000/165 (24) @ 4,000 (Hot)
Type oil intake (floating, stationary)	Stationary
Oil filter sys. (full flow, part, other)	Full Flow
Capacity of c/case, less filter-refill-Liter (qt.)	3.8 (4.0)

LT5 ENGINE - VALVE SYSTEM

Hydraulic lifters (std., opt., NA)		Standard
Valves	Number intake/exhaust	16/16
	Head O.D. intake/exhaust	39mm (1.54 in.)/35.2mm (1.39 in.)

LT5 ENGINE - CONNECTING RODS

Material & mass kg (weight, lbs.)*	Steel, .875 (1.93)
Length (axes centerline to centerline)	145.8mm (5.74 in.)

LT5 ENGINE - CRANKSHAFT

Material & mass kg (weight, lbs.)*		Nitrided Forged Steel, 24.94 (55)
End thrust taken by bearing (no.)		3
Length & number of main bearings		5
Seal (material, one-/two-piece design, etc.)	Front	Fluroelastomer/One-Piece, Lip Seal
	Rear	Fluroelastomer/One-Piece, Lip Seal

LT5 ENGINE - LUBRICATION SYSTEM

Normal oil pressure kPa (psi) @ eng. RPM	124.1 (18) @ 2,000, Minimum
Type oil intake (floating, stationary)	Stationary
Oil filter sys. (full flow, part, other)	Full Flow
Capacity of c/case, less filter-refill-Liter (qt.)	8.55 (9)

*Finished state

SUSPENSION - GENERAL INCLUDING ELECTRONIC CONTROLS

Car leveling	Std., opt., NA	Not Applicable
	Manual/automatic control	"
	Type (air/hydraulic)	"
	Primary/assist spring	"
	Rear only/4-wheel leveling	"
	Single/dual rate spring	"
	Single/dual ride heights	"
	Provision for jacking	
Shock absorber damping controls	Std., opt., NA	Optional
	Manual/automatic control	Manual 3/6 Automatic Settings Within Each Manual Setting
	Number of damping rates	18
	Type of actuation (manual/electric motor/air, etc.)	Manual Selection and Speed Control With Electric Motors
	sensors: Lateral acceleration	Not Applicable
	sensors: Deceleration	"
	sensors: Acceleration	"
	sensors: Road surface	"
Shock absorber (front & rear)	Type	All: Monotube. Gas Charged.
	Make	Base - Bilstein
	Piston diameter	46mm (1.81 in.)
	Rod diameter	10mm (0.393 in.)

SUSPENSION - FRONT

Type and description		
Travel	Full jounce (define load condition)	88mm (3.46 in.) Metal to Metal
	Full rebound	91.0mm (3.58 in.)
Spring	Type (coil, leaf, other & matl.)	Monoleaf, Filament Wound Glass - Epoxy Composite
	Insulators (type & matl.)	Pivot; Teflon-Filled Nylon and Aluminum, Enclosed in Rubber
	Size (leaf; length & width; Coil; design height & i.d.; Bar: length & diameter)	Leaf: 1152mm (45.4 in.) x 115mm (4.53 in.) Coil & Bar - Not Applicable
	Spring rate N/mm (lb./in.)	Base & Convertible - 73.4 (649.7) Z07 - 90.1 (797.5)
Suspension	Rate @ wheel N/mm (lb./in.)	Base & Convertible - 24.0 (212.4) Z07 - 27.6 (244.3) FX3 - 21.6 (191.2)
Stabilizer	Type (link, linkless, frmless.)	Link
	Material & O.D. bar/tube, wall thickness	Tubular 24mm (0.94 in.) Dia. 3.6mm (1.42 in.) Z07 - Solid 30mm (1.2 in.) LT5, ZR-1 - Tubular 26mm (10.2 in.)

SUSPENSION - REAR

Types and description		
Travel	Full jounce (define load condition)	86mm (3.39 in.), Metal to Metal
	Full rebound	Base & Convertible - 78.0mm (3.07 in.), Z07 - 71.0mm (2.8 in.)
Spring	Type (coil, leaf, other & matl.)	Monoleaf, Filamount Wound Glass - Epoxy Composite
	Size (Leaf: length & width; Coil: design height & i.d.; Bar: length & diameter)	Leaf: 1,186mm (46.7 in.) x 89mm (3.50 in.) Coil & Bar - Not Applicable
	Spring rate N/mm (lb./in.)	Base 40.0 (233.0) Z07 - 57.8 (330.0) Conv. - 40.0 (233.0)
	Rate @ wheel N/mm (lb./in.)	Base 22.3 (197.4) Z07 - 30.0 (265.6) Conv. - 22.3 (197.4) FX3-16.0 (141.6)
	Insulators (type & material)	Dual Rubber Polyisoprene
	If leaf: No. of leaves	Monoleaf
	If leaf: Shackle (comp. or tens.)	Tension
Stabilizer	Type (link, linkless, frmless.)	Link
	Material & O.D. bar/tube, wall thickness	Solid 24mm (0.945 in.) Dia., Steel Z07 - Solid 24mm (0.945 in.)
Track bar (type)		None

Specifications

LT5 ENGINE - COOLING SYSTEM

Coolant recovery system (std., opt., NA)		Standard
Coolant fill location (rad., bottle)		Bottle, Coolant Recovery
Radiator cap relief valve pressure kPa (psi)		117.2 (17.0)
Circulation thermostat	Type (choke, bypass)	Choke
	Starts to open @ deg. (C/F)	83.7° (180°)
Water pump	Type (centrifugal, other)	Centrifugal
	GPM 1,000 pump rpm	12
	Number of pumps	1
	Drive (V-belt, other)	Single Belt Poly "V" Accessory Drive (Serpentine)
	Bearing type	Sealed Double Row Ball
	Impeller material	Steel
	Housing material	Cast Aluminum
Bypass recirculation type (inter., ext.)		Internal
Cooling system capacity	With heater - Liter (qt.)	Not Applicable
	With air conditioner-Liter (qt.)	13.94 (14.73)
	Opt. equip. specify-Liter (qt.)	Not Applicable
Water jackets full length of cyl. (yes, no)		Yes
Water all around cylinder (yes, no)		Yes
Water jackets open at head face (yes, no)		Yes
Radiator core	Std., A/C, HD	A/C Standard
	Type (cross-flow, etc.)	Cross-Flow
	Construction (fin & tube mechanical, braze, etc.)	Fin & Tube
	Matl. mass kg (wt., lbs.)	Aluminum Header, Tubes and Fins, Plastic Tanks, 4.5360 (10.0)
	Width	599.5mm (23.6 in.)
	Height	475.7mm (1.34 in.)
	Fins per inch	3.0
Radiator end tank material		Plastic
Fan	Std., elec., opt.	Electric, Standard - Two Required
	Number of blades & type (flex., solid, material)	5 Blades High Efficiency Curved Blades and Ring Shroud Plastic
	Number & location (front, rear of radiator)	2 Fans, Rear of Radiator
	Diameter & projected width	299mm (11.8 in.)
	Ratio (fan to crnkshft. rev.)	Not Applicable
	Fan cutout type	Temp. Switch
	Drive type (direct, remote)	Direct
	RPM at idle (elec.)	2,100
	Motor rating (wattage) (elec.)	150 W - 2,200 RPM
	Motor switch (type & location/elec.)	Temp. Switch Located on A/C Liquid Line
	Switch point (temp./ pressure/elec.)	Pressure Transducer
	Fan shroud (material)	Plastic Ring Shroud

FRONT COMPARTMENT	COUPE	CONVERTIBLE
SgRP front, "X" coordinate mm (in.)	3,150 (124.0)	
Effective head room mm (in.)	927 (36.5)	941 (37.0)
Max. eff. leg room (accelerator) mm (in.)	1,068 (42.0)	
SgRP to heel point mm (in.)	188 (7.4)	
SgRP to heel point mm (in.)	878 (34.6)	
Back angle	28.0°	
Hip angle	95.5°	
Knee angle	125.5°	
Foot angle	87.0°	
Design H-point front travel mm (in.)	165.0 (6.5)	
Normal driving & riding seat track trvl. mm (in.)	147 (5.8)	
Shoulder room mm (in.)	1,368 (53.9)	
Hip room mm (in.)	1,290 (50.8)	
Upper body opening to ground* mm (in.)	1,091 (42.9)	
Steering wheel maximum diameter mm (in.)	380 (15.0)	
Steering wheel angle	18.4°	
Accel. heel pt. to steer. whl. cntr. mm (in.)		
Accel. heel pt. to steer. whl. cntr. mm (in.)		
Undepressed floor covering thickness mm (in.)	24 (0.9)	
LUGGAGE COMPARTMENT		
Usable luggage capacity Liter (cu. ft.)	356.8 (12.6)	186.9 (6.6)
Lift-over height* mm (in.)	898 (35.4)	
INTERIOR VOLUMES (EPA CLASSIFICATION)		
Vehicle class	Mini-Compact	
Interior volume index (cu. ft.)**	Not Available on 2-Passenger Vehicles	
Trunk/cargo index (cu. ft.)	—	

* EPA Loaded Vehicle Weight, Loading Conditions
** Includes passenger and trunk/cargo index

Answers to the Corvette Trivia Test:

1. *Flint, Mich.; St. Louis, Mo.; Bowling Green, Ky.*
2. *1953 and 1982*
3. *1978; Indy Pace Car replica and 25th Anniversary edition*

Specifications

RESTRAINT SYSTEM

Seating Position			Left	Center	Right
Active	Type & description (lap & shoulder belt, lap belt, etc.)	First seat	3-Point Active Lap & Shoulder Belt		3-Point Active Lap & Shoulder Belt
		Second seat			
	Standard/ optional	Third seat			
Passive	Type & description (air bag, motorized-2-point belt, fixed belt, knee bolster, manual lap belt)	First seat	Air Bag Standard		
		Second seat			
	Standard/ optional	Third seat			

GLASS	COUPE	CONVERTIBLE
Windshield glass exposed surface area sq. cm. (sq. in.)	8,710.0 (1,350.0)	8,710 (1,350.0)
Side glass exposed surface area sq. cm. (sq. in.) - total 2 sides	4,007.2 (621.1)	4,007.2 (621.1)
Backlight glass exposed surface area sq. cm. (sq. in.)	6,205.0 (961.8)	2,554.8 (396.0)
Total glass exposed surface area sq. cm. (sq. in.)	18,922.2 (2,932.9)	15,272.0 (2,367.1)
Windshield glass (type/thickness)	Curved - Laminated Plate - Tinted	
Side glass (type/thickness)	Curved - Tempered Plate - Tinted	
Backlight glass (type/thickness)	Curved - Tempered Plate - Tinted (Hatchback)	Vinyl
Tinted (yes/no, location)		
Solar control (yes, no, location)		

HEADLAMPS

Description - sealed beam, halogen, replaceable bulb, etc.	Sealed Beam
Shape	Rectangular
Lo-beam type (2A1, 2B1, 2C1, etc.)	2B1 on Both - 1 Capsule per Side
Quantity	
Hi-beam type (1A1, 2A1, 1C1, 2C1, etc.)	
Quantity	

INTERIOR FEATURES, Continued	Corvette Coupe	Corvette Convertible	Corvette ZR-1
Instrument Panel/Controls			
Accessory buss with "delay" feature	S	S	S
Air conditioning (manual control)	S	S	NA
Air conditioning (electronic control)	O	O	S
AM/FM stereo with cassette tape player, digital clock and power antenna	S	S	NA
Cellular phone power wiring connector	S	S	S
Comfortilt TILT-WHEEL™ Adjustable Steering Column	S	S	S
Day/night rearview mirror with integral map light	S	S	S
Delco-Bose Gold Series AM/FM stereo with cassette tape player, compact disc player, digital clock, Bose Speaker System and power antenna	O	O	S
Delco-Bose Gold Series AM/FM stereo with cassette tape player, digital clock, Bose Speaker System and power antenna	O	O	NA
Driver information center/digital display of MPG and cruising range	S	S	S
Driver-side air bag	S	S	S
Electronic liquid-crystal instrumentation with black/yellow analog and digital display; switchable between English and Metric	S	S	S
"Full Power" graphic with green LED	NA	NA	S
Glove box	S	S	S
Headlamps-on reminder	S	S	S
Illuminated driver and passenger vanity mirrors	S	S	S
Intermittent windshield wiper system	S	S	S
Keyed lockout of full engine power	NA	NA	S
Leather-wrapped 4-spoke sport steering wheel	S	S	S
PASS-Key® theft-deterrent security system	S	S	S
Side-window defogger	S	S	S
Luggage/Cargo Area			
Luggage compartment concealment roller shade	S	NA	S
Rear underfloor storage compartment	S	S	S
Seats/Console/Door Panels			
Adjustable sport bucket seats with leather seating surfaces	O	O	O
Bucket seats with leather seating surfaces, lateral support and back angle adjustment	O	O	NA
Center console with coin tray, cassette and CD storage, locking lighted storage compartment and stereo music system switches and controls	S	S	S
Contour-shell cloth bucket seats with lateral support and back angle adjustment	S	S	NA
High-intensity interior lamps			
—on doors	S	S	S
—on pillars	S	NA	S
—in rear compartment	NA	S	NA
Manual lap/shoulder safety belts for driver and right front passenger	S	S	S
Power door locks	S	S	S
Power windows	S	S	S
Scotchgard™ Fabric Protector*	S	S	S
Soft-padded and carpeted door panels	S	S	S

POWER TEAM AVAILABILITY			
LT1 5.7L (350 CID) V8 engine with Multi-Port Fuel Injection	S	S	NA
LT5 5.7L (350 CID) 32-valve DOHC V8 engine with Multi-Port Fuel Injection	NA	NA	S
MN6 6-speed manual transmission with overdrive 5th and 6th gears	O**	O**	S
MX0 4-speed automatic overdrive transmission	S	S	NA

S — Standard. O — Optional. NA — Not Available. *Not available with optional leather seating surfaces. **No-cost option.

Equipment Summary

BODY FEATURES	Corvette Coupe	Corvette Convertible	Corvette ZR-1
Acoustical insulation package	S	S	S
Blue- or bronze-tint transparent removable roof panel	O	NA	O
Concealed wipers with integral washers in wiper arms	S	S	S
Energy-absorbing bumper system	S	S	S
Full-folding convertible roof	NA	S	NA
Full-glass rear hatch with two remote releases	S	NA	S
Full-tilting clamshell-opening front-end assembly	S	S	S
Lightweight underbody panels	S	S	S
One-piece removable fiberglass roof panel	S	NA	S
Removable lightweight (64 lb.) hardtop	NA	O	NA
Tinted, flush-mounted glass	S	S	S
Underhood lamps	S	S	S
Uniframe-design body structure with corrosion-resistant coating	S	S	S
CHASSIS FEATURES			
Acceleration Slip Regulation (ASR) traction control	S	S	S
Bilstein digressive valve monotube shock absorbers	S	S	S
Bosch ABS IIU 4-wheel anti-lock brake system	S	S	S
Forged aluminum front and rear suspension arms	S	S	S
Front suspension — zero-scrub independent, aluminum parallel short/long arm (SLA); transverse monoleaf fiberglass spring with steel stabilizer bar	S	S	S
Heavy-duty power-assisted 4-wheel disc brakes	O†	NA	S
Heavy-duty power steering oil cooler	NA	NA	S
Power-assisted 4-wheel disc brakes	S	S	S
Power-assisted rack-and-pinion steering	S	S	S
Rear suspension — independent 5-link with transverse monoleaf fiberglass spring, steel tie rods and stabilizer	S	S	S
Rear-wheel drive	S	S	S
Special performance suspension components	O***	NA	S
20-gal. fuel tank with electric in-tank twin turbine pump	S	S	S*
EXTERIOR FEATURES			
Body-color side moldings	S	S	S
Center high-mounted stop lamp in rear fascia	S	S	NA
Center high-mounted stop lamp, roof-mounted	NA	NA	S
Dual electrically adjustable heated outside rearview mirrors	S	S	S
Front fender ventilating louvers	S	S	S
Passive Keyless Entry System (PKE)	S	S	S
Power-operated retractable halogen headlamps	S	S	S
Rear backup lamps	S	S	S
Rear marker lamps with red and clear (illuminating) lens	S	S	S
Rear-window defogger	S	O**	S
Wraparound front parking/cornering/fog lamp assemblies	S	S	S
INTERIOR FEATURES			
Carpeting			
Deep-twist floor and storage area carpeting with **Scotchgard™ Fabric Protector**	S	S	S

S — Standard. O — Optional. NA — Not Available. †Included with Adjustable Performance Handling Package (RPO Z07). *Dual Pumps. **Included with optional Removable Hardtop (RPO CC2). ***Included with RPO Z07.

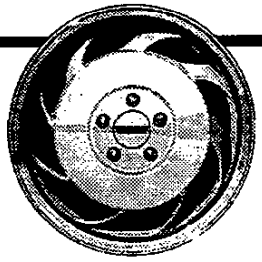
Equipment Summary

POWER TEAM FEATURES	Corvette Coupe	Corvette Convertible	Corvette ZR-1
Aluminum alloy engine cylinder heads	S	S	S
Aluminum intake manifold	S	S	S
Cast-iron engine crankcase	S	S	NA
Computer Command Control	S	S	S
Delco Freedom Battery	S	S	S
Delcotron generator with built-in solid-state regulators	S	S	S
Direct fire ignition	NA	NA	S
Electric engine cooling fan	S	S	S
Engine oil life monitor	S	S	S
Heavy-duty engine oil cooler (thermostatically controlled)	NA	NA	S
Low oil sensor with telltale lamp on the Driver Information Center panel	S	S	S
Magnesium valve rocker covers	S	S	NA
Opti-Spark ignition system	S	S	NA
Outside air induction system	S	S	S
Roller valve lifters	S	S	NA
Single-belt accessory drive	S	S	S
Styled engine compartment	S	S	S
TIRES/WHEELS			
Low Tire Pressure Warning System	O	O	S
P255/45ZR-17 Z-rated steel-belted black-lettered Eagle GS-C performance tires	S-F	S-F	NA
P285/40ZR-17 Z-rated steel-belted black-lettered Eagle GS-C performance tires	S-R	S-F	NA
P275/40ZR-17 Z-rated steel-belted black-lettered Eagle GS-C performance tires	NA	NA	S-F
P315/35ZR-17 Z-rated steel-belted black-lettered Eagle GS-C performance tires	NA	NA	S-R
17" x 8½" cast-aluminum alloy wheels	S-F	S-F	NA
17" x 9½" cast-aluminum alloy wheels	S-R	S-R	S-F
17" x 11" cast-aluminum alloy wheels	NA	NA	S-R

S — Standard. O — Optional. NA — Not Available. F/R — Front/Rear.

Wheels

■ *Corvette standard* 17" x 9½" cast-aluminum wheel.



Wheel/Tire Combinations

MODEL	WHEEL	TIRE
Corvette Coupe and Convertible	Front — 17" x 8½" cast-aluminum alloy Rear — 17" x 9½" cast-aluminum alloy	P255/45ZR-17 unidirectional Blackwall Eagle GS-C P285/40ZR-17 unidirectional Blackwall Eagle GS-C
Corvette ZR-1	Front — 17" x 9½" cast-aluminum alloy Rear — 17" x 11" cast-aluminum alloy	Front — P275/40ZR-17 unidirectional Blackwall Eagle GS-C Rear — P315/35ZR-17 unidirectional Blackwall Eagle GS-C

Positioning for '93

▶ Corvette offers prospects interested in a high-performance sports car the choice of Coupe or Convertible. Feature for feature, this model line offers exceptional value for the dollar, and it is far and away a better buy than its European counterparts. Position Corvette as the classic American sports car, with world-class performance capabilities.

▶ Corvette buyers can be segregated into three groups:

- Status seekers – they want instant social and economic status.
- Brass ring/reward seekers – to them, a Corvette represents "the brass ring," a reward for success.
- Corvette "mystique" seekers – who want to be a part of the Corvette mystique and heritage.

▶ Corvette Coupe's key buyer group includes:

- Median age of 40 years.
- Largely male, managerial/executive/semi-professionals.
- Median annual income of $85,000.

▶ Convertible buyers are similar, except their median annual income is $100,000.

▶ Corvette Coupe's primary competition is the Porsche 968, Nissan 300ZX, Mazda RX-7 Turbo, Dodge Stealth R/T, Mitsubishi 3000GT, Toyota Supra and Acura NSX. Primary competition for the Convertible includes the Mercedes-Benz 560SL, BMW 325i, Cadillac Allante, Porsche 968 and the Mazda RX-7.

▶ Corvette can add excitement to any Chevrolet dealer's inventory, so it just makes good sense to have one on hand. The new, available 40th Anniversary Package – available on all Corvette models – will command attention wherever it is shown.

Ordering Information

▶ When planning your strategy for selling Corvettes in 1993, you may want to review the Retail Sales Analysis (RSA), available in the Chevrolet Dealer Information System (DCS/CDIS). The RSA is an excellent tool for tracking local trends and volumes and for helping to determine your dealership's feature and focus strategy.

▶ The RSA provides you with sales data, by model, on the top three color/trim combinations, average MSRP, the relative popularity of PEGs and power team percentages. This information can help you determine which models your dealership needs to focus on.

▶ The RSA will help you to readily identify what is selling at your dealership, as well as other dealerships in your MDA, Sales Area, ADI, MSSA, Branch, SMA, and National. It will assist you in determining what the most popular color and trim combinations and PEGs are for your area.

▶ You'll want to evaluate what is new for 1993 when making your ordering decisions. Corvette offers new Passive Keyless Entry, an impressive safety/security feature.

▶ Showcasing Corvette Coupe or Convertible – especially with the 40th Anniversary Package – will generate excitement for your entire showroom. These image models are an important ordering consideration since they can create incremental sales opportunities for your dealership.

▶ Utilizing the RSA can help you increase your inventory turnover rate as well. Tracking which cars have the most sales appeal to your customers will assist in the ordering process.

Preferred Equipment Groups

PEGs DELIVER REAL VALUE FOR THE MONEY

Preferred Equipment Groups put the options most people buy into groups designed for customer appeal.

▶ PEGs add value by adding popular equipment at an economical price.

▶ PEGs contribute to the Corvette's resale value – options can mean more on a trade-in, or make the vehicle easier to sell used.

Forecasted Top '93 Corvette Colors

Listed below are the four Corvette colors anticipated to be the most popular nationally in '93. They are listed for reference only. Use RSA to identify the top-selling colors, by model, in your area.

COLOR	PERCENT (%)
68 – Ruby Red Met.	29
10 – Arctic White	20
41 – Black	15
43 – Bright Aqua Met.	10

NOTE: New Corvette colors for 1993 are 53 – Competition Yellow, 70 – Torch Red and 68 – Ruby Red Metallic (with 40th Anniversary Package only).

Value Story

▶ **Bosch ABSIIs four-wheel anti-lock brake system standard. Enhances steering control and braking on slippery surfaces.**

▶ **40th Anniversary Package available for all models.**

▶ **Optional 6-speed manual transmission for driving excitement (available at no additional cost). 4-speed overdrive automatic standard.**

▶ **4-wheel power disc brakes. Provide excellent brake response.**

▶ **Stainless-steel exhaust system. Resists corrosion for a long service life.**

▶ **AM/FM stereo w/seek-scan, digital clock, cassette tape player and ERS. Provides rich four-speaker stereo sound.**

▶ **Driver-side air bag (SIR). Offers driver occupant protection in the event of a severe front-end impact.**

▶ **New Passive Keyless Entry (PKE) system automatically locks and unlocks the doors, with no specific action from the operator.**

▶ **Selective Ride Control with impressive response and performance.**

Refer to the Passenger Car Order Guide for option availability and application.

'93 Corvette

What Focus Planning Can Do for You

Increased volume and additional profits can result when you use the proven Focus Planning strategy to help make ordering decisions. Focus model/PEG combinations help you competitively position your inventory for the strongest volume opportunities, segment by segment. Focus Planning will also help your dealership:

▶ **Identify and Order High-Volume Units.** By tracking and selecting which Corvette models with popular equipment levels to stock, Focus Planning assists with ordering.

▶ **Maximize Inventory Turnover.** By putting inventory concentration on the most popular, fastest-selling Corvettes, you will reduce operating costs.

▶ **Advertise In-Demand PEGs.** Advertising the higher demand Corvette models equipped the way the largest number of buyers want can pay off by generating more real ready-to-buy prospects.

▶ **Generate Incremental Sales.** By leveraging the power of Corvette's PEGs, you can increase your sales opportunities and increase profits for the dealership.

Corvette Focus Vehicle Ordering

As of first quarter of the 1992 Model Year, Corvette's market share has increased 5% over first quarter 1991 Model Year, even though the High Sport segment has shrunk 13.9% versus one year ago.

1993 CORVETTE RECOMMENDED FOCUS VEHICLE

On a national basis, the recommended Corvette Focus vehicle content is listed at right.

NOTE: The Focus model, PEG and content may vary in your locality. Use the Retail Sales Analysis (RSA) to verify or select your dealership's Corvette Focus vehicle content.

▶ **Focus Model**

Corvette Coupe

▶ **Focus PEG/Individual Options**

Preferred Equipment Group 1 (CVA1)
Air Conditioning
Electronic Delco/Bose Music System: Electronically Tuned AM/FM Stereo w/Seek-Scan, Cassette Tape Player and Digital Clock
Power Seat (Driver)

Individual Options
Leather Bucket Seat Trim

How the Corvette Focus Vehicle is Established

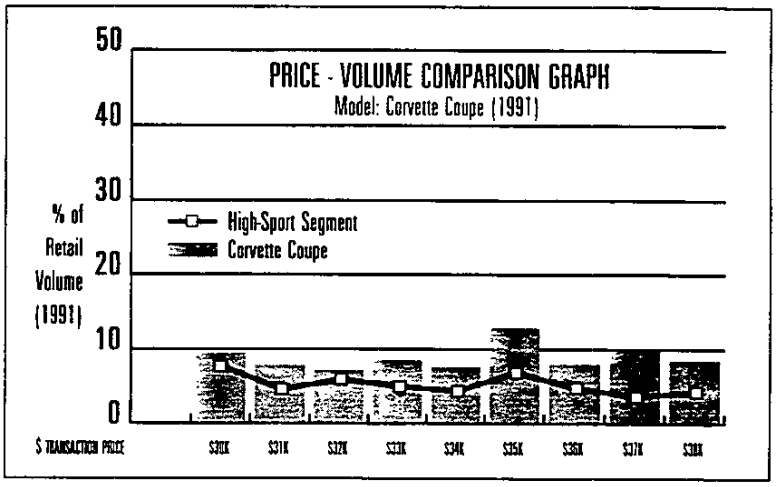
Key to Chevrolet's competitive marketing strategy is to establish a Corvette Focus vehicle which represents the best opportunity for sales volume nationally. Here is how it's done:

▶ The High Sport segment optimum price-point is developed by charting the price-volume distribution of the Corvette to segment competitors. This identifies the price-point at which the greatest percentage of sales are made in the segment.

▶ The optimum price-point is targeted with a Focus Model/PEG/individual option combination having an MSRP very near to the optimum price-point.

▶ 1991 Corvette-compatible High Sport segment optimum price-point: approximately $35,000.

▶ 1991 Corvette Focus vehicle's MSRP: targeted at $35,000.



▲ **The price-volume graph above shows that more 1991 Corvettes were sold for around $35,000 than at any other price-point.** *NOTE: Comparison includes all vehicles sold in 1991 Calendar Year including first quarter 1992 Model Year vehicles.*

Refer to the Passenger Car Order Guide for option availability and application

CORVETTE CONVERTIBLE

COLOR AND TRIM SELECTION

PLEASE NOTE: The Exterior Paint and Interior Trim Combinations Shown Below are the Only Combinations that are Available

Interior Trim Color		Black	*Arctic White	Lt Beige	Lt Gray	Torch Red
MODEL	SEAT TYPE					
1YY67	Leather Bucket	ABB2	*AWW2	AEE2	AQQ2	ARR2
	**Leather Adjustable Sport Bucket	ABB8	*AWW8	AEE8	AQQ8	ARR8
	Cloth Bucket	HBB2				

*Leather Seats, Upper Door Trim Panels and Tonneau Cover Protective Strip are White. Remaining Interior Pieces are Black.

**Reqs AC1 & AC3 Power Seats

@CONVERTIBLE PAINT AND TOP SELECTOR

Exterior Paint Color	Color Code 1	Color Code 2	Black	Arctic White	Lt Beige	Lt Gray	Torch Red
Aqua, Bright (Met)	43	43	41T/10T	41T/10T/68T	10T/68T	41T/10T	
Black	41	41	41T/10T/68T	41T/10T	41T/68T	41T/10T	41T
Blue, Med Quasar (Met)	80	80	41T/10T/68T	41T/10T/68T	41T/10T/68T	41T/10T	
Green, Polo II (Met)	45	45	41T/68T	41T/10T	68T		
~~Red, Dk (Met)~~	~~75~~	~~75~~	~~41T/10T/68T~~	~~41T/10T/68T~~	~~41T/10T/68T~~	~~41T/10T~~	
Red, Torch	70	70	41T/10T/68T	41T/10T/68T	41T/10T/68T	41T/10T	41T/10T/68T
Rose, Black (Met)	73	73	41T/68T	41T/10T	41T/68T	41T/10T	
Yellow, Competition	53	53	41T/10T/68T	41T/10T/68T	41T/10T/68T	41T/10T	
White, Arctic	10	10	41T/10T/68T	41T/10T/68T	41T/10T/68T	41T/10T	41T/10T

@Convertible Top Option Must Be Specified in "Plus" (+) Option Section of Order Worksheet.

CONVERTIBLE TOP COLOR

WHITE ..... 10T BLACK.....41T BEIGE..... 68T

Z25 40TH ANNIVERSARY APPEARANCE PACKAGE COMBINATIONS

Interior Trim Color		Ruby Red
MODEL	SEAT TYPE	
1YY67	Leather Adjustable Sport Bucket	AFF8

Exterior Paint Color	Color Code 1	Color Code 2	Ruby Red	Convertible Top
Red, Ruby (Met)	68	68	x	Ruby Red

POWER TEAMS

ENGINE OPTION CONDITION		AXLE RATIO		
		2.59	2.73	3.45
WITH NA5 STANDARD EMSISSIONS				
LT1	MX0	Std	G92	----
	MN6	----	----	Std
WITH NN5 CALIFORNIA EMISSIONS				
LT1	MX0	Std	G92	----
	MN6	----	----	Std

CHEVROLET SPECIFICATIONS - 1993 CORVETTE

MODELS	PASSENGERS
Convertible 1YY67	2
Coupe 1YY07	2

DIMENSIONS (inches)

EXTERIOR	
Wheelbase	96.2
Length (overall)	178.5
Width (overall)	70.7
INTERIOR	
Head Room-Front	36.5
Shoulder Room-Front	53.9
Hip Room-Front	50.8
Leg Room-Front	42.0
LUGGAGE/CARGO CAPACITY (cu. ft.)	
Luggage Compartment ..... Coupe	12.6
..... Convertible	6.6
RATED FUEL TANK CAPACITY (gallons)	20.0

STANDARD EQUIPMENT SUMMARY

CORVETTE CONVERTIBLE AND COUPE

- Clamshell-Opening Front End Assembly for Easy Engine Access
- Power-Operated Retractable Halogen Headlamps
- Halogen Fog Lamps
- Dual Electrically Adjustable Heated Outside Rear View Mirrors
- Full Folding Roof for Convertible
- Front Cornering Lamps
- Passive Keyless Entry
- PASS-KEY Anti-Theft System
- Air Bag System (Driver Side)
- Electronic Liquid-Crystal Instrumentation with Black/Amber Analog and Digital Display; Switchable English or Metric Readouts
- Headlamps-on Reminder
- Intermittent Wipers
- Electronic Speed Control with Resume Speed
- Air Conditioning
- Distributorless Opti-Spark Ignition System
- Solar-Ray Glass
- Base-Coat/Clear-Coat Paint
- 5-MPH Bumpers
- Side Window Defoggers
- Day/Night Rearview Mirror with Reading, Ashtray and Courtesy Lamps
- Power Door Locks
- Power Windows
- Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock, Stereo Cassette Tape, Power Antenna and Extended Range Speakers
- Center Console with Coin Tray, Cassette and CD Storage, Locking Lighted Storage Compartment and Intergal Armrest
- Leather-Wrapped Sport Steering Wheel
- Comfortilt Steering Wheel
- Cloth Seats with Lateral Support and Back Angle Adjustment
- 5.7 Liter V8 Engine with Aluminum Heads, Composite Valve Rocker Covers, Multi-Port Fuel Injection (MFI), Aluminum Intake Manifold, and Roller Valve Lifters
- Outside Air Induction System
- 17 x 8 1/2" Front Aluminum Wheels
- 17 x 9 1/2" Rear Aluminum Wheels
- P255/45ZR-17 Front Tire
- P285/40ZR-17 Rear Tire
- 4-Wheel Anti-Lock Brake System
- Power Front/Rear Disc Brake System
- Acceleration Slip Regulation (ASR)
- Power Rack-and-Pinion Steering
- Independent Front and Rear Suspension with Transverse Fiberglass Leaf Springs and Forged Aluminum A-Arms
- Bilstein Digressive Valving Monotube Shock Absorbers
- Underhood Courtesy Lamps
- Low Oil Level Indicator
- Uniframe-Design Body Structure with Corrosion-Resistant Coating
- Acoustic Insulation Package
- L.H. and R.H. Covered Visor Mirrors, Lighted
- Scotchgard™ Fabric Protector (Incls Seats, Door Trims and Floor Covering)

CORVETTE COUPE ONLY

- Full-Glass Rear Hatch with two Remote Releases and Roller-Shade Cargo Cover
- One-Piece Removable Fiberglass Roof Panel
- Rear Window Defogger

SEAT STYLES

STANDARD SEATS

- Cloth Standard Bucket Seat

OPTIONAL SEATS

- Leather Bucket
- Leather Adjustable Sport Bucket

CORVETTE COUPE

COLOR AND TRIM SELECTION

PLEASE NOTE: The Exterior Paint and Interior Trim Combinations Shown Below are the Only Combinations that are Available

Interior Trim Color		Black	*Arctic White	Lt Beige	Lt Gray	Torch Red
MODEL	SEAT TYPE					
1YY07	Leather Bucket	ABB2	*AWW2	AEE2	AQQ2	ARR2
	**Leather Adjustable Sport Bucket	ABB8	*AWW8	AEE8	AQQ8	ARR8
	Cloth Bucket	HBB2				

*Leather Seats and Upper Door Trim Panels are White. Remaining Intererior Pieces are Black.

**Reqs AC1 & AC3 Power Seats

SOLID PAINT APLLICATION

Exterior Paint Color	Color Code 1	Color Code 2	Black	Arctic White	Lt Beige	Lt Gray	Torch Red
Aqua, Bright (Met)	43	43	x	x	x	x	
Black	41	41	x	x	x	x	x
Blue, Med Quasar (Met)	80	80	x	x	x	x	
Green, Polo II (Met)	45	45	x	x	x		
~~Red, Dk (Met)~~	~~75~~	~~75~~	~~x~~	~~x~~	~~x~~	~~x~~	
Red, Torch	70	70	x	x	x	x	x
Rose, Black (Met)	73	73	x	x	x	x	
Yellow, Competition	53	53	x	x	x	x	
White, Arctic	10	10	x	x	x	x	x

Z25 40TH ANNIVERSARY APPEARANCE PACKAGE COMBINATIONS

Interior Trim Color		Ruby Red
MODEL	SEAT TYPE	
1YY07	Leather Adjustable Sport Bucket	AFF8

Exterior Paint Color	Color Code 1	Color Code 2	Ruby Red
Red, Ruby (Met)	68	68	x

POWER TEAMS

ENGINE OPTION CONDITION		AXLE RATIO		
		2.59	3.07	3.45
WITH NA5 STANDARD EMSISSIONS				
LT1	MX0	Std	G92	----
	MN6	----	----	Std
WITH NN5 CALIFORNIA EMISSIONS				
LT1	MX0	Std	G92	----
	MN6	----	----	Std

41,745.00 **Model 1YY67 Corvette Convertible**

PREFERRED VEHICLE

MUST ORDER ONE GROUP – NO DELETIONS ALLOWED

1,333.00	**Preferred Equipment Group 1**	**CYA1**
	Air Conditioning - Electronic	x
	Delco/Bose Music System, Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock and Stereo Cassette Tape	x
	Power Seat (Driver)	x

Base Vehicles may be ordered by specifying Preferred Equipment Group Code CYAB

REGIONALIZED OPTIONS

ADDITIONAL OPTIONS MAY BE ORDERED FROM THIS LISTING ONLY

	ENGINE (Must Order)	
N.C.	LT1 5.7 Liter MFI V8	
	TRANSMISSION (Must Order One)	
N.C.	MX0 4-Speed Automatic	
N.C.	MN6 6-Speed Manual	
	EMISSION (Must Order One)	
N.C.	NA5 Standard Emissions	
100.00	NN5 California Emissions	
	TIRES	
N.C.	--- P255/45 ZR17 B/W (Front) (Base)	
N.C.	--- P285/40 ZR17 B/W (Rear) (Base)	
	WHEELS	
N.C.	--- 17 x 8 1/2" (Front)/17 x 9 1/2" (Rear) Aluminum Wheels (Base)	
	RADIO EQUIPMENT	
V.P.S.	--- Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock, Stereo Cassette Tape, Power Antenna and Extended Range Speakers (Base)	
V.P.S.	UU8 Delco/Bose Music System, Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock and Stereo Cassette Tape (Incl w/Group CYA1)	
V.P.S.	U1F Delco/Bose Music System, Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock, Stereo Cassette Tape, Compact Disc Player and Delco Loc II	
	INTERIOR TRIM	
475.00	A**2 Leather Bucket (Excl Arctic White)	
555.00	AWW2 Arctic White Leather Bucket	
1,100.00	A**8 Leather Adjustable Sport Bucket (Excl Arctic White) (Included w/Z25 - 40th Anniversary Package)	
1,180.00	AWW8 Arctic White Leather Adjustable Sport Bucket	
N.C.	H**2 Cloth Bucket	

	ADDITIONAL OPTIONS	
205.00	C68	Air Conditioning, Electronic (Incl w/Group CYA1)
50.00	G92	Axle, Performance Ratio (N/A MN6 Trans) (Reqs FX3 Selectiv Ride and Handling)
140.00	V56	Carrier, Luggage: Black
1,995.00	CC2	Hardtop, Removable (Incls Rear Window Defogger)
325.00	UJ6	Low Tire Pressure Warning
305.00	AC3	Power Seat, Six-Way (Driver) (Incl w/Group CYA1)
305.00	AC1	Power Seat, Six-Way (Passenger) (Reqs AC3 Power Seat) (Included w/Z25 - 40th Anniversary Package)
N.C.	R8T	Priced Order Acknowledgement
1,695.00	FX3	Selective Ride and Handling, Electronic. The Handling Package for Ultimate Driver Comfort and Control Through the Use of the Driver Adjustable Ride Control System. (Incls Std Suspension Components and Bilstein Adjustable Ride Control System) (Reqs AC1 and AC3 Power Seats)
1,455.00	Z25	40th Anniversary Appearance Package (Incls Passenger Power Seat, Ruby Red Leather Adjustable Sport Bucket Seat Trim and Special Seat Embroidery, Center Wheel Hub Ruby Insert, Chrome Emblems - Hood and Fuel Door and Exterio Chrome Emblem Above Gill Panel) (Reqs Group CYA1)

NOTES

35,145.00 **Model 1YY07 Corvette Coupe**

PREFERRED VEHICLE

MUST ORDER ONE GROUP -- NO DELETIONS ALLOWED

		CVA1
1,333.00	***Preferred Equipment Group 1***	
	Air Conditioning - Electronic	x
	Delco/Bose Music System, Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock and Stereo Cassette Tape	x
	Power Seat (Driver)	x

Base Vehicles may be ordered by specifying Preferred Equipment Group Code CVAB

REGIONALIZED OPTIONS

ADDITIONAL OPTIONS MAY BE ORDERED FROM THIS LISTING ONLY

	ENGINE (Must Order)	
N.C.	LT1	5.7 Liter MFI V8
	TRANSMISSION (Must Order One)	
N.C.	MX0	4-Speed Automatic
N.C.	MN6	6-Speed Manual
	EMISSION (Must Order One)	
N.C.	NA5	Standard Emissions
100.00	NN5	California Emissions
	TIRES	
N.C.	---	P255/45 ZR17 B/W (Front) (Base)
N.C.	---	P285/40 ZR17 B/W (Rear) (Base)
N.C.	---	P275/40 ZR17/N BL (Reqs Z07 Performance Handling Package)
	WHEELS	
N.C.	---	17 x 81/2" (Front)/17 x 9 1/2" (Rear) Aluminum Wheels (Base)
N.C.	---	17 x 9 1/2" (Front and Rear) Aluminum Wheels (Reqs Z07 Performance Handling Package)
	RADIO EQUIPMENT	
V.P.S.	---	Electronically Tuned AM/FM Stereo Radio w/ Seek-Scan, Digital Clock, Stereo Cassette Tape, Power Antenna and Extended Range Speakers (Base)
V.P.S.	UU8	Delco/Bose Music System, Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock and Stereo Cassette Tape (Incl w/Group CVA1)
V.P.S.	U1F	Delco/Bose Music System, Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock, Stereo Cassette Tape, Compact Disc Player and Delco Loc II
	INTERIOR TRIM	
475.00	A**2	Leather Bucket (Excl Arctic White)
555.00	AWW2	Arctic White Leather Bucket
1,100.00	A**8	Leather Adjustable Sport Bucket (Excl Arctic White) (Included w/Z25 - 40th Anniversary Package)
1,180.00	AWW8	Arctic White Leather Adjustable Sport Bucket
N.C.	H**2	Cloth Bucket
	ADDITIONAL OPTIONS	
205.00	C68	Air Conditioning, Electronic (Incl w/Group CVA1)
50.00	G92	Axle, Performance Ratio (N/A MN6 Trans) (Reqs FX3 Selective Ride and Handling or Z07 Adjustable Performance Handling Pkg)
325.00	UJ6	Low Tire Pressure Warning
305.00	AC3	Power Seat, Six-Way (Driver) (Incl w/Group CVA1)
305.00	AC1	Power Seat, Six-Way (Passenger) (Reqs AC3 Power Seat) (Included w/Z25 - 40th Anniversary Package)
N.C.	R8T	Priced Order Acknowledgement
650.00	24S	Roof Panel-Transparent Removable, Blue Tint
650.00	64S	Roof Panel-Transparent Removable, Bronze Tint
950.00	C2L	Roof Package (Incls Std Solid Panel and Transparent Panel) (Reqs 24S or 64S Panel)
1,695.00	FX3	Selective Ride and Handling, Electronic. The Handling Package for Ultimate Driver Comfort and Control Through the Use of the Driver Adjustable Ride Control System. (Incls Std Suspension Components and Bilstein Adjustable Ride Control System) (Reqs AC1 and AC3 Power Seats)
2,045.00	Z07	Adjustable Performance Handling Package (Driver Adjustable Performance Oriented Package for the Gymkhana/Autocross Enthusiast) (Incls Bilstein Adjustable Ride Control System, Stiffer Springs, Stabilizer Bars a Bushings and Heavy-Duty Brak (with MX0 Trans Reqs G92 Axle (Reqs AC1 and AC3 Power Sea
1,455.00	Z25	40th Anniversay Appearance Package (Incls Passenger Powe Seat, Ruby Red Leather Adjustable Sport Bucket Seat Tr and Special Seat Embroidery, Center Wheel Hub - Ruby Inser Chrome Emblems - Hood and F Door and Exterior Chrome Emblem Above Gill Panel) (Req Group CVA1)

Prices Shown Are Manufacturer's Suggested Retail Prices (MSRP) At the Time of Publication. These Prices Are To Be Used Only As An Aid To Inventory Management Since MSRP Figur Change Periodically. The Vehicle Price Schedule Is The Official Pricing Documentation Of Chevrolet Motor Division And Should Be Used In Discussing Vehicle Prices With Potential Buye The Model Prices Shown In The Order Guide Include The Destination Freight Charges.

Model 1YZ07

PREFERRED VEHICLE

MUST ORDER PEG GROUP – NO DELETIONS ALLOWED

Base Vehicle is ordered by specifying Preferred Equipment Group Code **CZAB** (Incls Applicable Standard Items Listed page 1 and Driver & Passenger 6-Way Power Seats, Electronic Selective Ride and Handling, Electronic Air Conditioning, Special Suspension, Heavy-Duty Brakes, Heavy-Duty Power Steering Cooler, Solar-Ray Glass, Electronically Tuned AM Stereo Radio w/Seek-Scan, Digital Clock, Stereo Cassette Tape, Compact Disc Player, Delco Loc II, Aluminum Wheels, P275/40 ZR17 B/W Front Tires, P315/35 ZR17 B/W Rear Tires and Low Tire Pressure Warning System).

REGIONALIZED OPTIONS

ADDITIONAL OPTIONS MAY BE ORDERED FROM THIS LISTING ONLY

ENGINE (Must Order)
- LT5 5.7 Liter MFI V8

TRANSMISSION (Must Order)
- MN6 6-Speed Manual

EMISSION (Must Order One)
- NA5 Standard Emissions
- NN5 California Emissions

TIRES
- --- P275/40 ZR17 B/W. Front (Base)
- --- P315/35 ZR17 B/W. Rear (Base)

WHEELS
- --- 17 x 9 1/2" Aluminum Wheels. Front (Base)
- --- 17 x 11" Aluminum Wheels. Rear (Base)

RADIO EQUIPMENT
- --- Delco/Bose Music System. Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock, Stereo Cassette Tape, Compact Disc Player and Delco Loc II (Base)

INTERIOR TRIM
- A**8 Leather Adjustable Sport Bu (Excl Arctic White)
- AWW8 Arctic White Leather Adjust Sport Bucket

ADDITIONAL OPTIONS
- 24S Roof Panel-Transparent Removable, Blue Tint
- 64S Roof Panel-Transparent Removable, Bronze T
- C2L Roof Package (Incls Std Su Panel and Transparent P (Reqs 24S or 64S Panel)
- Z25 40th Anniversary Appearan Package (Incls Center Wh Hub - Ruby Insert, Chrom Emblems - Hood and Fue Exterior Chrome Emblem Above Gill Panel and Spe Seat Embroidery)
- R8T Priced OrderAcknowledgem

COLOR AND TRIM SELECTION

PLEASE NOTE: The Exterior Paint and Interior Trim Combinations Shown Below are the Only Combinations that are Available

Interior Trim Color	Black	Arctic White	Lt Beige	Lt Gray	Torch
1YZ07 Leather Adjustable Sport Bucket	AB88	AWW8	AEE8	AQC8	AFF8

*Leather Seats and Upper Door Trim Panels are White. Remaining Interior Pieces are Black

SOLID PAINT APLLICATION

Exterior Paint Color	Color Code 1	Color Code 2	Black	Arctic White	Lt Beige	Lt Gray	Torch
Aqua, Bright (Met)	43	43	X	X	X	X	
Black	41	41	X	X	X	X	X
Blue, Med Quasar (Met)	80	80	X	X	X	X	
Green, Polo II (Met)	45	45	X	X	X		
Red, Dk (Met)	75	75	X	X	X	X	
Red, Torch	70	70	X	X	X	X	X
Rose, Black (Met)	73	73	X	X	X	X	
Yellow, Competition	53	53	X	X	X	X	
White, Arctic	10	10	X	X	X	X	X

Z25 40TH ANNIVERSARY APPEARANCE PACKAGE COMBINATIONS

Interior Trim Color		Ruby Red
MODEL	SEAT TYPE	
1YZ07	Leather Adjustable Sport Bucket	AFF8

Exterior Paint Color	Color Code 1	Color Code 2	Ruby Red
Red, Ruby (Met)	68	68	X

POWER TEAMS

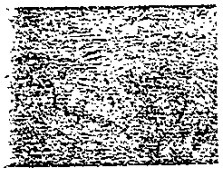
ENGINE OPTION CONDITION	AXLE RATIO
	3.45
WITH NAS STANDARD EMISSIONS	
LT5 MN6	Std
WITH NNS CALIFORNIA EMISSIONS	
LT5 MN6	Std

Seat Styles/Colors

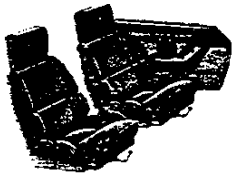
Standard cloth seat trim available only in Black ▼

Standard cloth reclining bucket seats with integral head restraints ▼

Optional leather seat trim available in Light Gray, Light Beige, Torch Red, Black or Arctic White ▼



Optional reclining bucket seats with leather seating surfaces and integral head restraints ▼



Optional leather seat trim available in Light Gray, Light Beige, Torch Red, Black or Arctic White ▼

Optional articulated Sport seats with leather seating surfaces and an inflatable lumbar support. Require optional 8-way power driver and passenger seats ▼

Wheels

Corvette standard 17" cast-aluminum wheel ▼

Convertible Top Colors

10T White (Vinyl) ▼

41T Black (Cloth) ▼

68T Beige (Cloth) ▼

Model Feature Availability

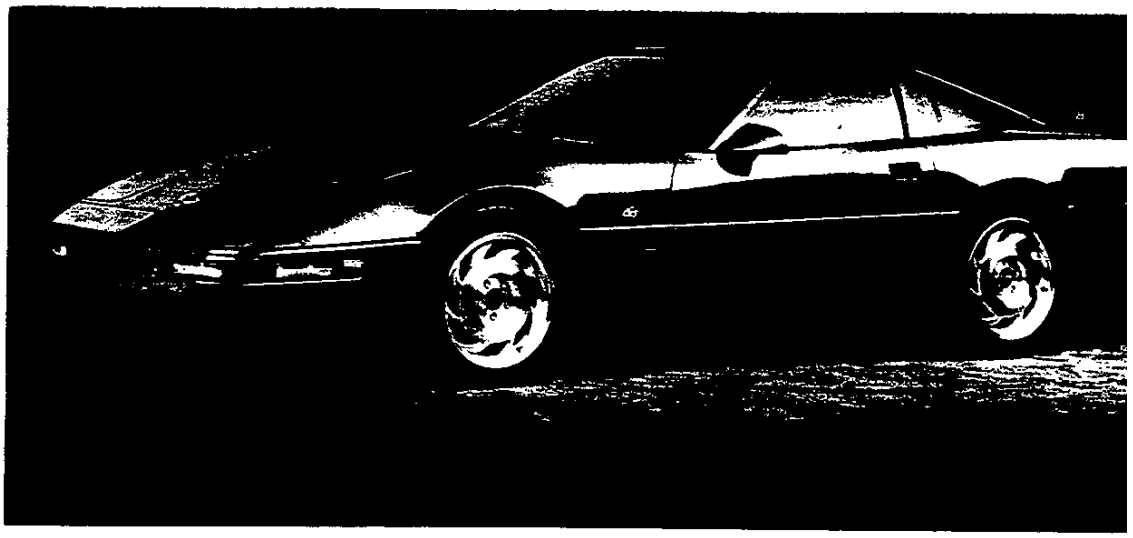
	Coupe	Convertible
LT1 5.7 Liter V8 with Multi-Port Fuel Injection	S	S
Independent front and rear suspension	S	S
Bilstein gas-charged shock absorbers	S	S
Bosch ABS IIs four-wheel anti-lock brake system	S	S
Acceleration Slip Regulation (ASR)	S	S
Power four-wheel disc brakes	S	S
Driver-side air bag	S	S
Passive Keyless Entry system	S	S
17" cast-aluminum wheels (8.5" width front, 9.5" width rear)	S	S
P255/45ZR-17 Eagle front tires, GS-C directional asymmetric	S	S
P285/40ZR-17 Eagle rear tires, GS-C directional asymmetric	S	S
Power-operated retractable halogen headlamps	S	S
Halogen fog lamps	S	S
Scotchgard™ Fabric Protector	S	S
Dual electrically adjusted and heated outside rearview mirrors	S	S
Full-glass rear hatch with roller cargo cover	S	NA
One-piece fiberglass removable roof panel	S	NA
Removable hardtop with rear-window defogger	NA	O
Electronic speed control with Resume Speed	S	S
Rear-window defogger	S	NA*
AM/FM stereo with seek-scan, cassette tape player, four speakers and automatic power antenna	S	S
Power door locks	S	S
Power windows	S	S
Cloth bucket seats with lateral support and back angle adjustment	S	S
Uniframe-design body structure with corrosion-resistant coating	S	S

S – Standard. O – Optional. NA – Not Available. *Included with removable hardtop.

Refer to the Passenger Car Order Guide for option availability and application

'93 Corvette

Ordering information



Feature Vehicle: Corvette with 40th Anniversary Package ▲

New for '93

- ▶ 40th Anniversary package for all models, including the ZR-1. Features Ruby Red Metallic exterior, Ruby Red leather sport bucket interior, special seat embroidery, other styling touches.
- ▶ ZR-1's LT5 engine output increased from 375 to 400 horsepower.
- ▶ New Passive Keyless Entry (PKE) system requires no specific action from owner. Also engages security system. Special safety feature prevents operator from locking keys in car.
- ▶ Standard aluminum front wheels are resized (8.5" x 17") for better ride and appearance.
- ▶ Rear tire size increased to P285/40ZR-17 from P275/40ZR-17.
- ▶ New machined wheels for more pleasing appearance.
- ▶ New composite rocker covers to reduce valve train noise and mass.
- ▶ One new interior color: Torch Red.
- ▶ Three new exterior colors: Torch Red, Competition Yellow and Ruby Red Metallic. (NOTE: Ruby Red Metallic available only as part of 40th Anniversary Package.)

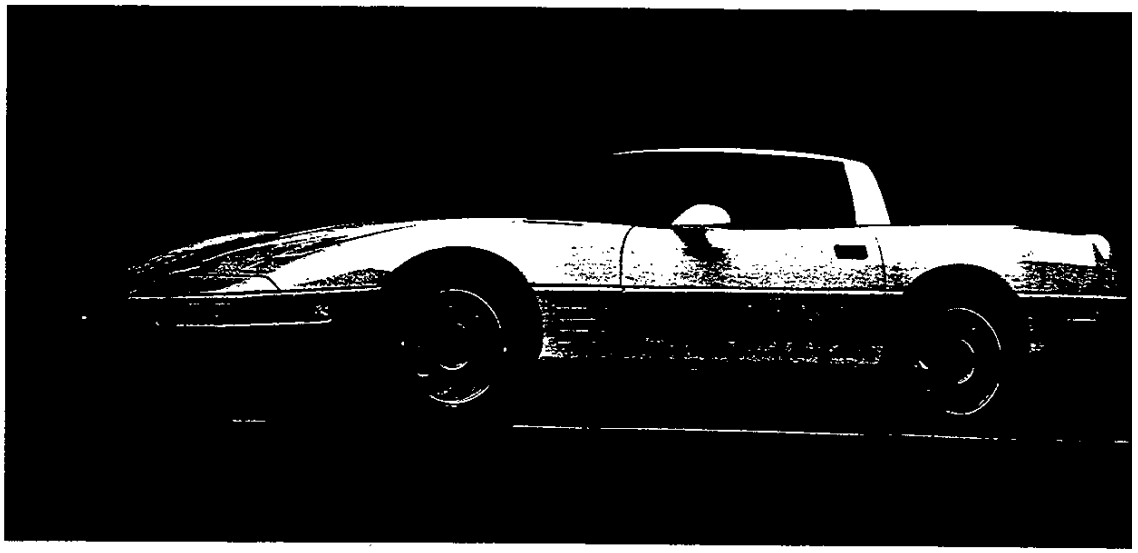
Corvette Feature Vehicle

▶ Corvette's Feature vehicle for 1993 is any Corvette model with the 40th Anniversary Package. These very special Corvettes will be spotlighted in national advertising and merchandising, and will be featured at auto shows and displays. They will no doubt generate considerable publicity as well.

▶ Available on the Coupe, Convertible and ZR-1, the 40th Anniversary Package (RPO Z25) includes center wheel hub emblems with Ruby inserts, chrome hood and fuel-filler door emblems, a chrome exterior emblem above the gill panel on each side, special seat embroidery and a 40th Anniversary interior console emblem.

▶ The 40th Anniversary Package includes Ruby Red Metallic exterior and Ruby Red leather sport bucket seats.

▶ The exciting 40th Anniversary Corvette will highlight Corvette's tremendous heritage – and will be a real attention-getter.



Focus Vehicle: Corvette Coupe ▲

Corvette Focus Vehicle

▶ Corvette Coupe is the Corvette Focus vehicle for 1993. This model represents the best overall opportunity for the volume sales that are key to Chevrolet's segment penetration goals – and your dealership's success.

▶ The standard LT1 engine, new last year, continues to offer exceptional performance, with 300 HP @ 5000 RPM.

▶ The big news for the '93 Corvette is Passive Keyless Entry (PKE). It requires no specific action from the operator to lock or unlock the car doors. There is even a button which releases the Coupe hatch. A special safety feature prevents keys from being locked in the car.

▶ Corvette's long list of standard features continues to define it as the American-built sports car to buy. These standard features include significant safety systems such as ABS brakes, Acceleration Slip Regulation and a driver-side air bag, to name a few.

Refer to the Passenger Car Order Guide for option availability and application

CORVETTE

FOR RELEASE: September 1, 1992

CONTACT: Kari St. Antoine
(313) 492-8839
Mark Broderick
(313) 492-9231

#11101-052992

OVERVIEW

BOWLING GREEN, Ky. -- In the 40 years since Corvette #001 rolled off a make-shift assembly line in Flint, Michigan, Chevrolet's two-seater has earned an international following and the bragging rights for what is undoubtedly the most recognizable nameplate and shape in the world. That recognition is certain to heighten with the announcement of two major milestones: the manufacture of the one-millionth Corvette and a 40th anniversary edition.

July 2, 1992 is the day when the one-millionth Corvette will roll off the assembly line in Bowling Green, Kentucky. It will be a white convertible with a red interior, duplicating the colors of the first Corvette hand-built on June 30, 1953. Chevrolet plans to donate the one-millionth car to the National Corvette Museum, a privately funded facility being erected near the Corvette plant.

The 1993 model year is the Corvette's 40th anniversary and Chevrolet is releasing a special appearance package to mark the occasion. Available as optional equipment on all models -- coupe (including the ZR-1 option) and convertible -- the 40th anniversary package includes an exclusive "ruby red" exterior and interior with color-keyed wheel centers, headrest embroidery and bright emblems on the hood, deck and side-gills. (Non-anniversary Corvettes equipped with leather seats also have headrest embroidery.)

In addition to the 40th anniversary package, Chevrolet enters its 40th year with a 405-HP ZR-1, a ride and handling improvement for the standard Corvette and a new passive keyless entry system.

Improved breathing makes the heart of the Corvette ZR-1 beat 405-horsepower strong -- a 30-HP increase over 1992. Torque is also up for 1993, increasing 15 lb.-ft. to 385 at 5200 RPM. The increased air flow is obtained by cylinder head and valvetrain improvements -- or, in hot rod terminology, by porting and polishing. Other changes to the LT5 include four-bolt main bearings, a switch to synthetic Mobil 1 oil, platinum-tipped spark plugs and an electrical, linear exhaust gas recirculating (EGR) system.

The ride and handling of the ZR-1 inspired the engineers to change the wheel and tire size on the standard Corvette. The coupe and convertible are now equipped with 17 x 8.5-in. wheels up front and 17 x 9.5-in. wheels in the rear. (The '92 models were equipped with four, 17 x 9.5-in. wheels.) The new wheels are mated to P255/45ZR17 and P285/40ZR17 tires, respectively. The change is designed to balance tractive efforts -- fore, aft and laterally.

Showcasing leading-edge technology is a Corvette tradition and 1993 marks the introduction of GM's first Passive Keyless Entry System (PKE). Unlike other remote entry systems that require the push of a button on a key-fob, the Corvette's PKE requires no specific action -- simply approach the car with the key-fob transmitter and the system automatically unlocks the driver's door (or both doors, depending on the setting) and turns on the interior light. Walk away from the car and, within a few feet, the system automatically locks both doors. The PKE system also automatically arms and disarms the standard PASS-Key theft-deterrent system. There's even a built-in security feature that prevents the doors from locking when the keys are left in the ignition.

Chevrolet's all-weather Corvette has a lengthy list of standard equipment including the 300-HP 5.7L V8 and 4-speed automatic overdrive transmission (the ZF 6-speed manual is a no-cost option), Bosch ABS/ASR anti-lock braking and traction control strategy, a driver-side air bag, a 4-wheel independent suspension and disc brakes, power windows and door locks, dual electric outside rearview mirrors, cruise control, a heated rear window defogger, an AM/FM stereo with seek, scan and cassette, 17-inch aluminum wheels and high-performance Goodyear Eagle GS-C tires.

In addition to the all-aluminum LT5 engine, the ZR-1 option includes an electronic selective ride and handling package, sport leather seating surfaces with six-way adjustment, a low tire pressure warning system and Delco/Bose AM/FM stereo with compact disc and cassette on its list of standard features.

The Corvette competes in the high sport market segment against the Nissan 300ZX, Dodge Stealth/Mitsubishi 3000GT, Subaru SVX, Porsche 968 and the Mazda RX-7. Corvette owners are predominantly male and cite the car's exterior styling and driving pleasure as top reasons for purchase. All Corvettes are manufactured at the GM facility in Bowling Green, Kentucky.

MODELS

COUPE	CONVERTIBLE	ZR-1 COUPE
MODEL NUMBER.....1YY07	1YY67	1YZ07
BASE PRICE.....NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
PASSENGERS.....2	SAME AS COUPE	SAME AS COUPE
CLASS.....MINI COMPACT	SAME AS COUPE	SAME AS COUPE
ASSEMBLY PLANT....BOWLING GREEN, KY	SAME AS COUPE	SAME AS COUPE
PRIMARY STRUCTURE.WELDED STEEL UNIFRAME (100% GALVANIZED)	SAME AS COUPE	SAME AS COUPE
BODY MATERIAL.....FIBERGLASS-REINFORCED PLASTIC (SMC)	SAME AS COUPE	SAME AS COUPE

On July 2, 1992 the one-millionth Corvette rolls off the assembly line in Bowling Green, Kentucky. The white convertible with red interior duplicates the colors of the first Corvette hand-built in Flint, Michigan, on June 30, 1953. Chevrolet plans to donate the one-millionth car to the National Corvette Museum, a privately funded facility being erected near the assembly plant.

In 1993, Chevrolet celebrates yet another Corvette milestone -- the 40th year of production. To mark the occasion, Chevrolet is releasing a 40th anniversary package available as an option on all Corvettes -- coupe, convertible and ZR-1-option coupes.

The 40th anniversary package includes:
- *An exclusive ruby red exterior paint (convertibles have a ruby red soft top)*
- *Ruby red interior with 40th anniversary embroidery on the headrests*
- *Chrome-colored emblems on the hood, fuel door and side gills*
- *A ruby red wheel hub insert*

Non-anniversary Corvettes equipped with leather seats also receive the headrest embroidery.

The 1993 announcement date is September 24, 1992.

CALENDAR-YEAR SALES HISTORY AND PRODUCT MILESTONES

1984.....30,424	1987.....25,437	1990.....22,690
1985.....37,956	1988.....23,281	1991.....17,472
1987.....33,027	1989.....23,928	1992.....6,571 (thru 5/10)

The Corvette competes in the high-sport market segment against the Nissan 300ZX, Mazda RX-7, Dodge Stealth/Mitsubishi 3000GT, Subaru SVX and Porsche 968. The ZR-1 option coupe -- introduced in the fall of 1989 as a '90 model -- competes against the Acura NS-X. Over 4,600 ZR-1 coupes have been sold to date. *For 1993, the Corvette is expected to capture over a 26 percent share of the segment.*

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The positive reception to the 1992 Corvette -- with the new 300-HP LT1 V8 engine and ASR traction control strategy -- has sent first-quarter calendar year 1992 Corvette sales upward and the Bowling Green manufacturing plant into a two-shift operation to meet the demand.

PRODUCT MILESTONES -- model year
Introduced 1953

- 1957 -- Factory-installed fuel injection
- 1963 -- Split-window coupe debuts
- 1965 -- Disc Brakes introduced
- 1968 -- Major restyling with removable roof panels and pop-up headlamps
- 1970 -- LT-1 engine option available
- 1971 -- First optional ZR-1 package available
- 1975 -- Convertible dropped from lineup; catalytic converter added
- 1978 -- Fastback body style introduced
- 1982 -- First hatchback debuts; Crossfire Injection system introduced
- 1984 -- All-new coupe introduced
- 1985 -- 5.7L Tuned Port Injected V8 engine debuts
- 1986 -- Convertible returns to lineup; ABS system and PASS-Key anti-theft system introduced
- 1988 -- 17-inch wheels and tires added as optional equipment
- 1989 -- ZF 6-speed manual transmission and Selective Ride Control added
- 1990 -- New interior; driver's-side air bag added; ZR-1 option introduced with 375-HP V8; convertible hardtop returns
- 1991 -- Convex rear fascia added to all models
- 1992 -- Second-generation 300-HP 5.7L V8 (RPO LT1) and Bosch ABS/ASR combination ABS and traction control strategy debut

DIMENSIONS

	COUPE	CONVERTIBLE	ZR-1 COUPE
EXTERIOR			
WHEELBASE (IN)	96.2	96.2	96.2
OVERALL LENGTH (IN)	178.5	178.5	178.5
OVERALL HEIGHT (IN)	46.3	47.3	46.3
OVERALL WIDTH (IN)	70.7	70.7	73.1
MIN. GROUND CLEARANCE (IN)	4.2	4.2	4.2
CURB WEIGHT (STD)(LBS)	3333	3383	3503
INTERIOR			
HEAD ROOM (IN)	36.5	36.5	36.5
LEG ROOM (IN)	42.0	42.0	42.0
SHOULDER ROOM (IN)	53.9	53.9	53.9
HIP ROOM (IN)	50.8	50.8	50.8
TRUNK/CARGO VOLUME (CU FT)	12.6	6.6	12.6

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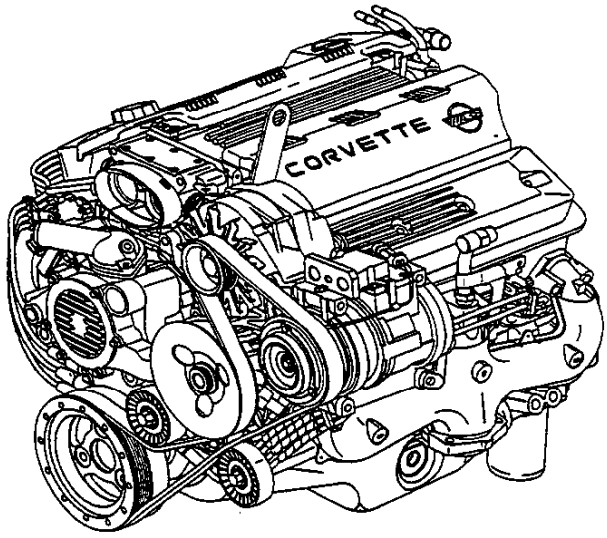
POWERTRAIN

ENGINE SPECIFICATIONS

	LT1	LT5
TYPE	OHV V8	DOHC V8
BLOCK MATERIAL	CAST IRON	CAST ALUMINUM
BORE X STROKE (IN/MM)	4.0 X 3.48/ 101.6 X 88.4	3.90 X 3.66/ 99 X 93
DISPLACEMENT (LITERS/CID)	5.7/350	5.7/350
COMPRESSION RATIO	10.5 TO 1	11.00 TO 1
INDUCTION SYSTEM	MPFI	MPFI
HORSEPOWER (SAE NET)	300 @ 5000	405 @ 5800
TORQUE (SAE NET)	340 @ 3600	385 @ 5200
RECOMMENDED FUEL (MINIMUM)	91 OCTANE	91 OCTANE



300-HP LT1 5.7L V8

A torque increase, camshaft revision and new composite rocker arm covers headline the improvements for the 1993 model year. A shorter duration on the intake valve increased torque 10 lb.-ft. to 340 at 3600 RPM.

To reduce valvetrain noise, GM Powertrain engineers changed the closing velocity of the exhaust valve 20 percent by softening the lobe profiles on the camshaft and switched to composite rocker arm covers, gaskets and fasteners. (The 1992 Corvette had magnesium rocker arm covers.) Larger rubber isolators located under the rocker cover bolts also help reduce noise.

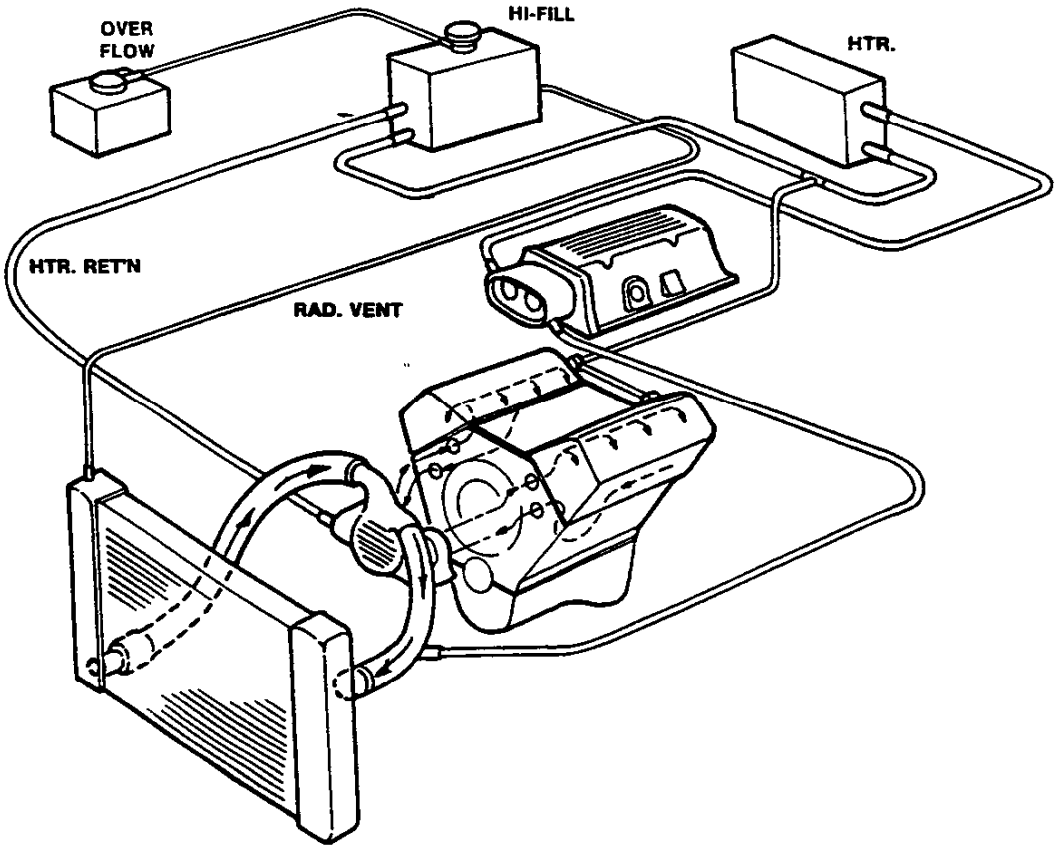
Introduced in the 1992 model year, the LT1 5.7L V8 replaced the L98 5.7L V8 engine used on the Corvette since the 1985 model year. This second-generation Chevy small-block delivers 300 HP at 5000 RPM -- the highest net horsepower from a production-car small-block in Chevy history -- 50-HP more than the L98 engine it replaced.

The performance of the LT1 equals or exceeds world-class V8 engine standards for mass, size, fuel consumption, emissions and cold-start. The redline is 5700 RPM, 700 more than the L98 it replaced. The compression ratio is 10.5 to 1 -- 0.5 more than the L98. Bore and stroke are the same at 4.0 x 3.48 in., respectively. Side-by-side, the LT1 has a lower profile than its predecessor.

A number of factors contribute to the added horsepower, including an innovative cooling strategy, computer-controlled ignition timing, a low-restriction exhaust system, high-compression-ratio pistons, the camshaft profile and free-flow cylinder heads.

LT1 REVERSE FLOW COOLING SYSTEM

The cooling system is one of the most significant features of the powerplant. Key components include an inlet-side thermostat and pressurized hi-fill reservoir.



Unlike many conventional systems that send cold coolant directly from the water pump through the block, then up to the cylinder heads, the LT1 employs a reverse flow strategy that routes it to the heads first. After the heads are sufficiently cooled, vapors -- if any -- are vented off, and the fluid makes its way down through the bores and into the block.

Once the fluid exits the engine block, it is returned to the pump where it travels through a cast internal passage to the radiator.

To reduce thermal shock, a thermostat located on the inlet side of the pump controls the temperature of the coolant as it flows from the radiator and attempts to reenter the pump casting.

When the thermostat is closed, the low-restriction bypass circuit keeps pressure in the system to a minimum thus reducing the potential for leaks in the gaskets and joints.

The heater circuit operation is traditional Chevy small-block, with warm fluid flowing under the throttle blades to prevent them from icing during cold ambient conditions and to the heater core for warm-air use in the passenger compartment.

A venting circuit significantly improves the cooling system performance. The circuit collects air and vapors through a fitting located on the back end of each cylinder head and transports them to the pressurized Hi-fill reservoir. The location of the reservoir is physically higher than the engine, and serves not only as a central depository for air and vapors that may become trapped in the system, but an easy-fill point for the service technician as well.

The coolant pump is the heart of the cooling system. Its cast internal passages route coolant through the engine without sending it through the intake manifold, eliminating potential leak paths and the complicated -- but common -- coolant crossover used in the L98. The pump is gear-driven, so side-load stresses on the pump bearing are not an issue and a smaller bearing and seal can be used. This combination of internal passages and a smaller bearing, shaft and seal eases the manufacturing and assembly process.

BENEFITS

The benefits of the reverse-flow cooling system are significant. The combination of a full-flow coolant action, innovative coolant pump casting and inlet-side thermostat reduce the overall pressure in the system, while the solid coolant stream eliminates pitting of the pump and seal (i.e. cavitation erosion) and any dislodging forces. The solid coolant stream also improves heat transfer in the engine and radiator.

The elimination of the cross-over passage made the design of a low-profile inlet manifold possible, which, in turn, led to a significant reduction in the engine's overall height.

Routing the coolant to the heads first in a controlled flow pattern contributes to higher bore temperatures and reduced ring bore friction. The process also assures adequate cooling in critical areas around the valve seats and spark plug bosses.

The venting circuit and pressurized Hi-fill reservoir remove air and vapors from the system -- creating a free surface for the heater return flow and a clear refilling path after each cool down. Bleed valves have been strategically located in the system to eliminate the need for multiple thermal cycling and to permit a complete, air-free fill during service.

Relocating the thermostat to the inlet side of the pump casting eliminates the thermal shock condition that can occur when cold coolant encounters heated component surfaces. And the bypass line assures a continuous coolant flow through the system, even when the thermostat is closed.

Despite the LT1's hefty horsepower, the efficiency of the system made space-saving designs of critical components like the radiator possible.

INDUCTION SYSTEM

Key components of the LT1 induction system include a low-restriction intake and air filtration system and an induction resonator. The combination is designed to let the engine breathe better -- essential for its hefty power output -- without compromising federal noise regulations.

The LT1's cylinder head porting -- coupled with a weight-saving, one-piece intake system -- improve airflow into the combustion chamber for cleaner, more controlled burning. And a a small bypass passage in the throttle body septum permits idle air to move through it, inhibiting throttle bore coking.

To extend the Corvette's power across a wide RPM range (i.e. broadening the engine's useable torque and flattening its torque curve), the engineers improved the induction system -- air snorkel, throttle body, intake manifold, ports, cylinder heads and camshaft -- and the exhaust system. To the driver, the result is a noticeable improvement in the amount and range of low-end torque and more absolute power at higher speeds.

EXHAUST & EMISSION CONTROL

The LT1's emission control system includes dual oxygen sensors, two high-efficiency catalysts and an electric air injection pump. Placing a catalytic converter and an oxygen sensor on each engine bank allows greater control of the fuel-air mixture and spark timing for improved engine performance. The catalysts are close-coupled and located in the engine compartment which improves light-off and conversion efficiency. And low-restriction, three-way converters reduce back pressure which makes for higher engine power.

The electric air injection pump sends air into the exhaust manifolds during cold starts for enhanced hydrocarbon conversion. The process of injecting air only when required (i.e. before the dual catalysts reach operating temperature) permits air treatment without the continuous parasitic loss associated with a mechanical air pump.

FUEL ECONOMY

The LT1's advanced technology in the areas of cooling, air flow, internal friction, combustion process and exhaust restriction contribute to the fuel-efficiency of the Corvette. Preliminary EPA estimates of the city and highway mileage figures for 1993 are unchanged at 17 and 25 MPG, respectively.

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OPTI-SPARK
To provide the optimum amount of spark control with no audible detonation, a sophisticated dual-electronic spark control system is part of the LT1 engine. Dubbed the Opti-Spark ignition system after its optical position sensor unit, the angle-based system "hears" detonation on each engine bank and immediately trims spark advance should detonation occur. The system also has a learning algorithm that adjusts spark advance during low-octane fuel use and saves the information in its non-volatile memory between engine starts.

The angle-based spark delivery system is more precise, has fewer parts, loses less energy than a time-based system and eliminates the traditional distributor ignition system entirely.

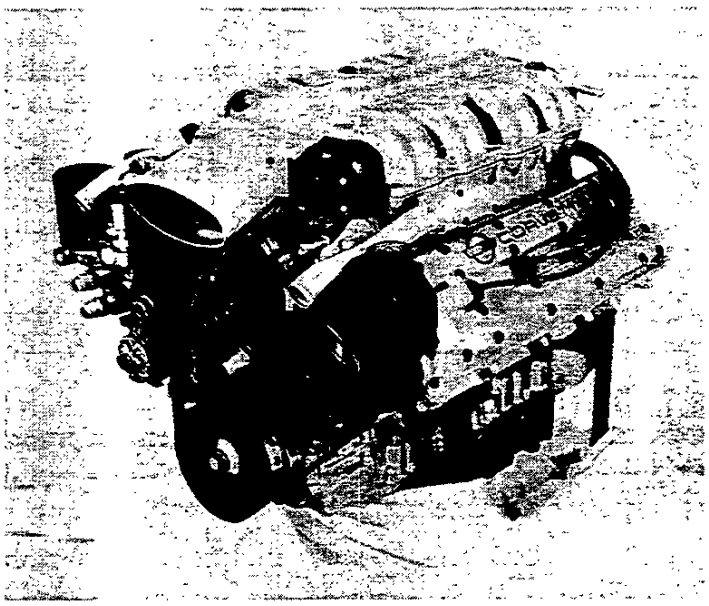
ACCESSORY DRIVE SYSTEM
All of the LT1's accessories are mounted on the left side of the engine by a single cast-aluminum bracket. The single bracket design reduces unnecessary variation in the location of components on the belt track, and reduces accessory vibration.

A new two-side serpentine belt is also added to assure maximum contact of all drive components. The entire system has been specifically tuned to keep the natural frequency of the accessory system outside the engine's normal frequency for smooth, quiet operation.

CYLINDER BLOCK
Four bolt main caps are on the three center bearings.

SYNTHETIC LUBRICATION
A factory-filled synthetic 5W-30 Mobil 1 engine oil eliminates the need for a separate heavy-duty engine oil cooler.

PORT FUEL INJECTION SYSTEM
The LT1 has a multi-port fuel injection system that improves efficiency and requires fewer parts than the previous (L98) injection system. A "dual-pass" fuel rail design channels fuel through a center tube in each rail and back to the rear of the assembly. And AC-Rochester Multec injectors provide precise fuel flow control and an optimum spray pattern to match the 300 horsepower output of the LT1. The Multec injector has a ball and director plate design that resists clogging and contributes to the injector's precision, durability and reliability.



405-HP LT5 5.7L V8

Improved breathing gives the venerable LT5 engine (exclusive to ZR-1-equipped coupes) a horsepower and torque increase in 1993. Power is rated at 405 at 5800 RPM -- a 30-HP increase over 1992. And torque is increased 15 lb-ft. to 385 at 5200 RPM. The increased air flow is achieved with improvements to the cylinder head and valvetrain -- or, in hot rod terms, through porting and polishing. According to GM Powertrain engineers, the changes entailed blending the valve heads and creating three-angle valve inserts and the use of a sleeve spacer to maintain port alignment of the injector manifold.

Other changes to the LT5 include a four-bolt main bearing (for future power increases), a switch to synthetic Mobil 1 oil, platinum-tipped spark plugs (to minimize temperature, chemical and electrical erosion) and an electrical, linear exhaust gas recirculation (EGR) system (to reduce nitrous oxide -- NOx -- emissions).

ZR-1s retain the unique Power Key feature located on the instrument panel just below the radio controls. The driver has a choice between two engine settings-- "FULL" or "NORMAL." *Selecting the "FULL" mode unleashes the engine's entire 405 horsepower capability.* The "NORMAL" mode limits the driver to approximately 210 horsepower.

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Highlights of the LT5 engine include:

- Fast-burn cloverleaf combustion chambers with centrally located spark plugs for smooth, efficient operation
- Four valves per cylinder (32 total) for optimum induction and exhaust breathing
- High-speed, dual-spring, direct-acting valve train
- Dual-overhead camshafts (4 total) with direct lobe-to-lifter contact
- Camshaft-duplex chain drive for durable, reliable operation and compact sprocket design
- Three-valve, high-flow throttle body
- Sixteen-runner inlet manifold tuned to the power peak
- Secondary-inlet port throttling for optimum high speed performance and low speed driving
- Two Multec fuel injectors per cylinder -- each intake port has an injector for the best fuel delivery range
- Sequential fuel injection system with camshaft sensor
- Direct-fire ignition system with crankshaft sensor with electronic spark control -- improved accuracy, durability and reliability
- Center-oiled, forged-steel crankshaft for strength and durability
- Thermostatically controlled oil cooler
- High-capacity cooling system with the high-flow water pump
- Gerotor oil pump for simple and efficient operation and more consistent oil pressure characteristics
- Single-belt accessory drive with tensioner for improved belt life, proper loading of accessory bearings and reduced maintenance
- Remote, electric air-injection-reaction (AIR) pump that operates only when needed for engine warm-up to reduces parasitic losses
- A two-piece converter and exhaust runner assembly for service accessibility

Designed and developed by General Motors' Group Lotus Division in Hethal, England, and manufactured under contract by the MerCruiser Division of Brunswick Marine Power in Stillwater, Oklahoma, the LT5 made its public debut in the fall of 1989 on the 1990 Corvette ZR-1 coupe.

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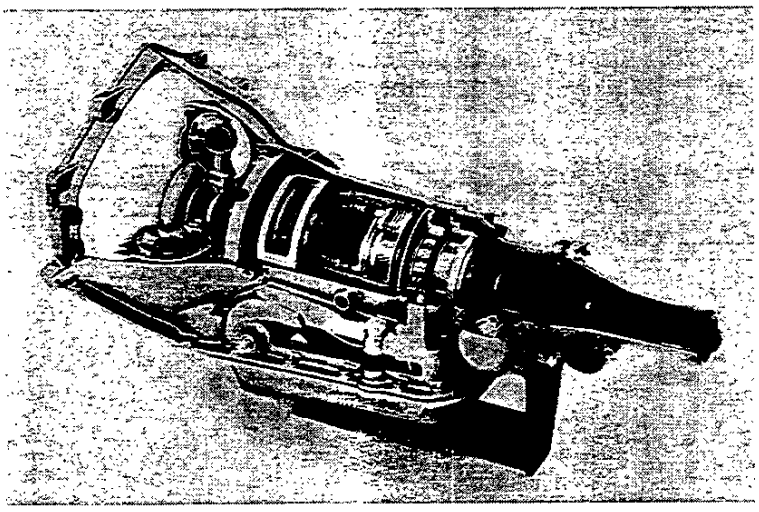
TRANSMISSION

	COUPE & CONVERTIBLE STD.	OPT.	ZR-1 COUPE STD.	OPT.
	4-SPEED AUTO WITH TORQUE CONVERTER	6-SPEED MANUAL W/CAGS	6-SPEED MANUAL W/CAGS	N/A
GEAR RATIOS				
1ST	3.06	2.68	2.68	
2ND	1.63	1.80	1.80	
3RD	1.00	1.31	1.31	
4TH	0.70	1.00	1.00	
5TH	--	0.75	0.75	
6TH	--	0.50	0.50	
REVERSE	2.29	2.50	2.50	
AXLE RATIOS AVAILABLE	2.59/2.73*/3.07**	3.45	3.45	

* 2.73 axle available on convertible only
** 3.07 axle available on coupe only



The 4-speed automatic overdrive transmission with torque converter is standard equipment on the LT1-powered coupe and convertible. Highlights of this versatile transmission include strong torque, smooth gear shifts and fuel-efficient operation.

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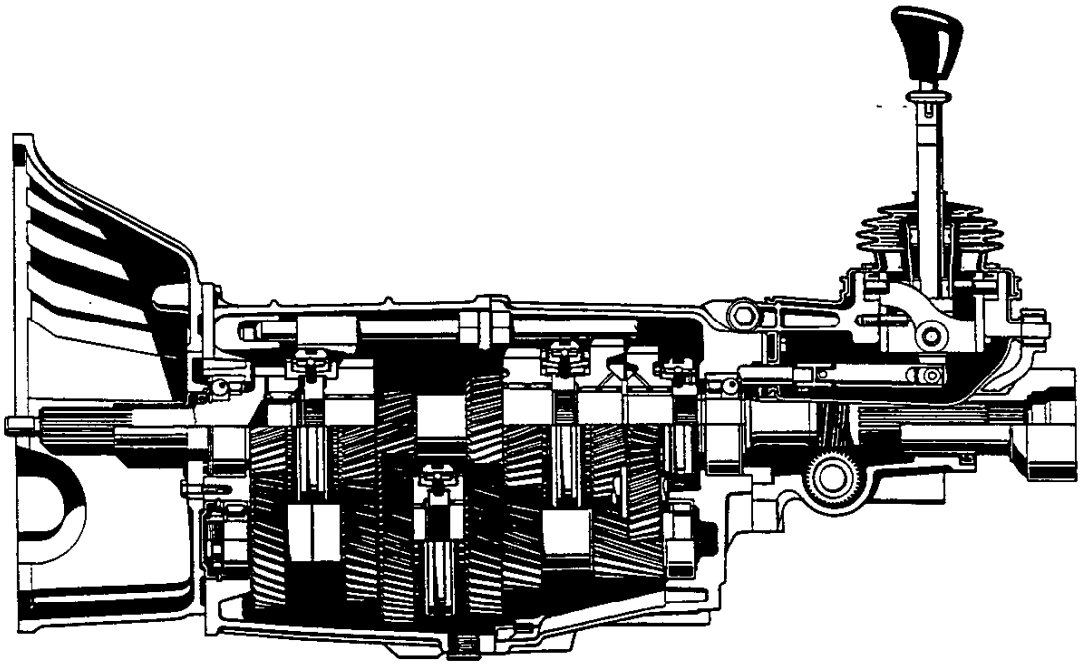

A ZF 6-speed manual transmission is standard on ZR-1-equipped coupes and a no-cost option on the LT1-equipped coupe and convertible. First introduced on the 1989 coupe, the 6-speed system was designed specifically for the Corvette by Zahradfabrik Friedshafen A.G. (ZF), a German transmission builder known worldwide for its gearboxes. It became a free-flow option on both the coupe and convertible in the 1990 model year.

A significant feature of the 6-speed is its Computer-Aided Gear Selection (CAGS). The CAGS system is designed to improve fuel economy during normal driving situations by directing the driver from first gear to fourth gear when accelerating lightly from a dead stop. A rapid acceleration cancels the one-to-four shift automatically.

SUSPENSION

	COUPE & CONVERTIBLE	ZR-1 COUPE
FRONT.....	INDEPENDENT ALUMINUM PARALLEL SHORT & LONG ARM & STEERING KNUCKLE, TRANSVERSE MONOLEAF SPRING AND STEEL ANTI-ROLL BAR	SAME AS COUPE & CONVERTIBLE
REAR.....	INDEPENDENT 5-LINK WITH TRANSVERSE MONOLEAF SPRING, STEEL TIE RODS & ANTI-ROLL BAR	SAME AS COUPE & CONVERTIBLE

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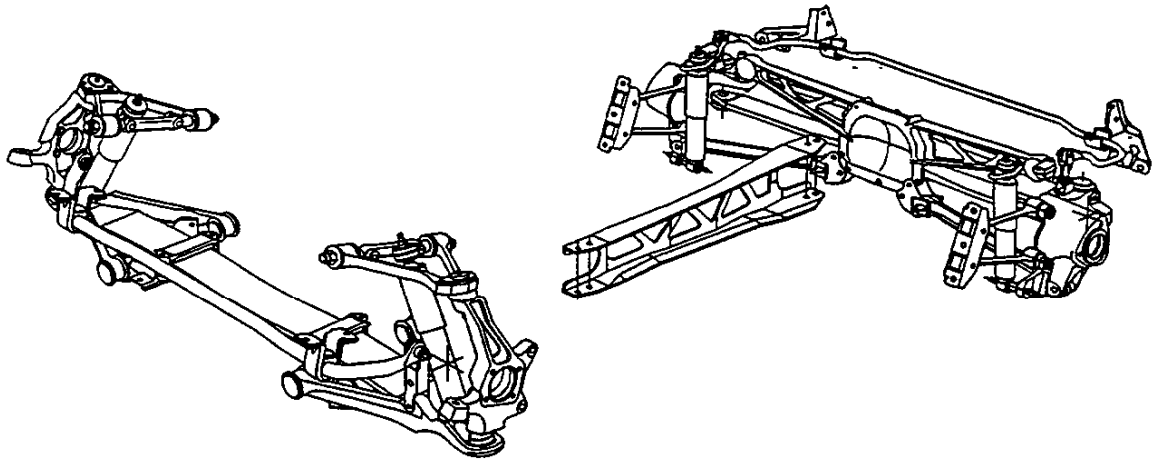

All Corvettes have a four-wheel independent front and rear suspension. The front is comprised of parallel forged-aluminum upper and lower control arms and steering knuckle, glass-epoxy transverse monoleaf spring and a steel anti-roll bar.

The rear is an independent five-link design with toe and camber adjustment, forged-aluminum control arms, knuckles and struts; a transverse glass-epoxy monoleaf spring, steel tie rods, a steel anti-roll bar and tubular U-joint drive shafts.

The high-performance suspension option (RPO Z07) is intended for showroom stock and gymkana competition. Originally introduced as an option on the 1991 model, Z07 is a combination of the selective ride control system (RPO FX3) and the former Z51 performance handling package. A standard Corvette outfitted in the Z07 option includes stiffer springs and shocks, a solid 30-MM anti-roll bar up front, a solid 24-MM rear anti-roll bar, higher rate bushings, heavy-duty brakes, engine oil cooler and the special calibration of the Selective Ride Control system.

SELECTIVE RIDE CONTROL

Selective Ride Control is optional equipment on the coupe and convertible and standard on the ZR-1-equipped coupes. The system gives the driver a choice of suspension settings -- "TOUR", "SPORT" and "PERF" or performance.

Components of the system include four shock absorbers (one at each wheel) with built-in actuators and double-digressive shock valving (for additional low frequency damping and ride quality), an electronic processor and the cockpit-operated control switch.

The processor "reads" the vehicle speed as well as the switch setting and adjusts the position of the damper actuators accordingly -- reacting about every tenth of a second. The processor adjusts the dampers during both the compression and rebound stages. Other systems adjust only during the rebound.

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STEERING

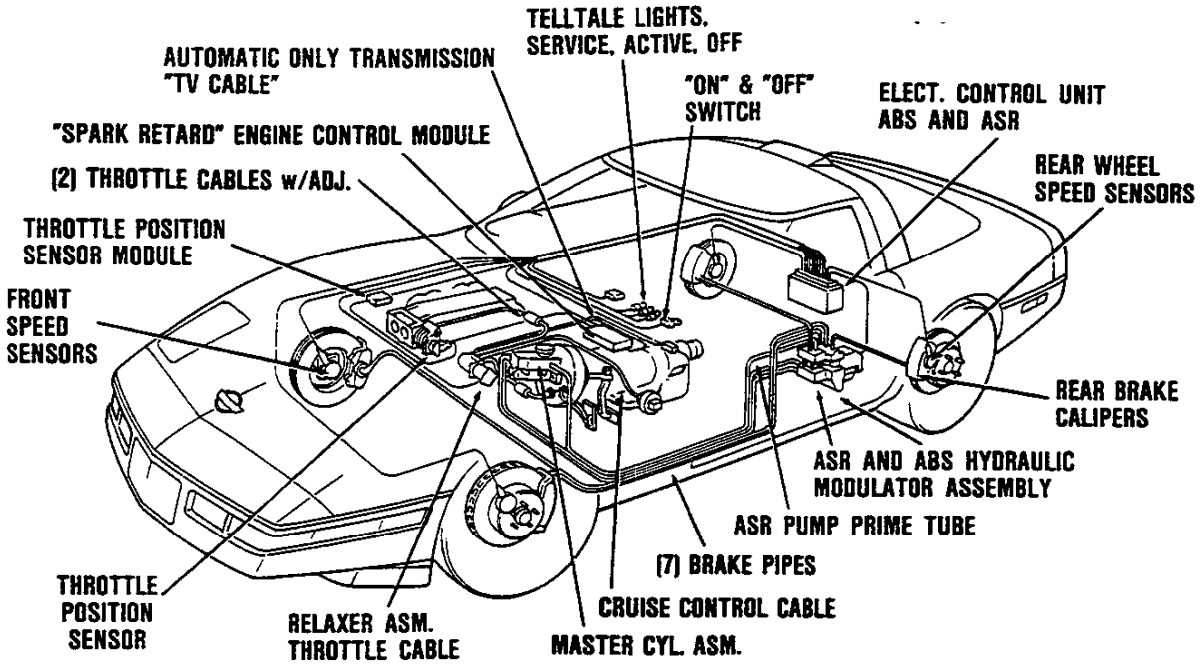
	COUPE & CONVERTIBLE	ZR-1 COUPE
TYPE	POWER, RACK-AND-PINION	SAME AS COUPE
STEERING RATIO	15.7 TO 1	15.6 TO 1
TURNS, LOCK-TO-LOCK	2.32	SAME AS COUPE
TURNING DIAMETER, CURB-TO-CURB (FT)	40	SAME AS COUPE

Power rack-and-pinion steering is standard on all Corvettes.

BRAKES

	COUPE & CONVERTIBLE	ZR-1 COUPE
TYPE	4-WHEEL POWER DISC WITH BOSCH ABS/ ASR	SAME AS COUPE
FRONT DISC SIZE (IN)	12 X 0.79	13 X 1.1
REAR DISC SIZE (IN)	12 X 0.79	12 X 0.79
TOTAL SWEPT AREA (SQ IN)	193	211

Four-wheel power disc brakes with Bosch ABS/ASR -- a unique combination of anti-lock brakes and the Acceleration Slip Regulation (ASR) traction control strategy -- are standard on all Corvettes again in 1993.



ACCELERATION SLIP REGULATION (ASR)

Introduced as standard equipment on the 1992 Corvette, ASR is a sophisticated traction control strategy that works with the ABS to provide improved acceleration and enhanced vehicle stability for all-weather performance. Created by Bosch and developed in cooperation with Corvette engineers, the system contributes to a confident, well-balanced driving experience and outstanding performance -- 12 months a year. *The system is standard equipment again for 1993, and is unaffected by the wheel and tire change on the standard Corvette.*

BACKGROUND

The advent of the anti-lock brake system (ABS) on the 1986 Corvette made significant improvements in vehicle stability *and* steering capability during hard braking situations. It also set performance and safety standards in motion for future Chevrolet passenger cars.

In 1990, Bosch ABS IIS added a linear-readout lateral accelerometer to the sophisticated control strategies already programmed in the Corvette's ABS computer. The new combination enabled engineers to enhance vehicle stability during braking situations in turns above 0.6g lateral -- even before reaching ABS threshold control.

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HIGHLIGHTS:

- ASR is a dual-mode system -- it is automatically engaged when the vehicle is turned on, but can be disengaged via a push-button on/off switch on the instrument panel when additional wheel slip is desired or the car is mired in snow or mud
- ASR functionally integrates three subsystems -- engine spark retard, throttle close down, and brake intervention
- It is the only Bosch-based system to use a throttle cable relaxer in its traction control strategy
- The Corvette ASR system is capable of simultaneous or separate utilization of the engine torque control and brake intervention
- The throttle-cable-relaxer feature (unique to the Corvette) communicates to the driver through the accelerator pedal when the system is active; The feedback is a pushing back of the accelerator pedal

ASR OPERATION

Understanding the Corvette's ASR system begins by understanding what it is not. ASR control does not increase the amount of grip available between the tire contact patches and the road surface. Instead, ASR (or any traction control strategy) is designed to help drivers get the most out of the grip that is there. The benefits to the driver include increased comfort, reduced anxiety and stable vehicle operation closer to the limit over a variety of road conditions.

Traction control systems have two functions. The first is to limit the amount of drive torque so it matches the driving situation and road conditions. The other, and, at times, somewhat conflicting function, is to satisfy the driver's desire for more acceleration.

The Corvette ASR system logic draws a balance between traction and directional control. Built-in parameters give directional control -- via engine torque control -- priority at high speeds, and traction -- via brake intervention -- priority at low speeds. The system also increases its sensitivity during slow vehicle acceleration and small throttle angles.

The Corvette ASR system is calibrated to allow some wheel slip during acceleration if it is deemed beneficial for the driving conditions. More slip is allowed in straightline acceleration than in turns.

There are a variety of traction control systems available in the marketplace, some more sophisticated in their execution than others. The Corvette system is among the most sophisticated, functionally integrating three subsystems (and three microprocessors) into one electronic control unit (ECU).

The ASR electronic-control unit monitors several key inputs (i.e. drive wheel speeds, vehicle reference speed, the speed difference of the non-driven wheels, the front-to-rear wheel speeds on the same side of the car, vehicle acceleration and throttle position) in a three-tiered, two-stage system of traction control. The first two subsystems are methods of engine torque control, with air restriction (via throttle-cable relaxer) being the most potent. The three tiers or subsystems are:

1) Throttle-cable relaxer (air restriction)
2) Engine spark retard
3) Brake intervention

The Corvette ASR system is capable of simultaneous or separate utilization of engine torque control and brake intervention. The use of engine torque control alone is common when encountering a slippery road condition at higher vehicle speeds. Brake intervention and engine torque control are common when attempting to accelerate on a split-coefficient surface -- a low-coefficient surface under one wheel (e.g. ice) and a high-coefficient (e.g. dry pavement) surface under the other wheel.

The system is automatically activated when the vehicle is turned on. An off mode is available to the driver when additional wheel spin is desired or the vehicle is bogged down in mud or snow. The cruise control is disabled during an ASR event and can be manually reset by the driver once the ASR activity is over.

ENGINE TORQUE CONTROL – AIR RESTRICTION AND SPARK RETARD

Engine torque control is the most effective method of reducing drive torque. The Corvette ASR system employs a throttle-cable relaxer in its traction control strategy. When activated, the throttle cam rotates a spring that connects to the pedal cam, closing the throttle valve and cutting the amount of airflow to the engine.

The throttle-cable relaxer transmits feedback to the driver through the accelerator pedal. As the throttle cam rotation occurs, the driver feels the accelerator pedal pushing back as the amount of throttle input is reduced which, in turn, cuts engine torque. The pedal feedback characteristic is unique to the Corvette.

Engine spark retard is another effective way to reduce engine torque, particularly when the demand is immediate and of short duration (e.g. encountering a short, slippery section of road at cruising speed). The system uses an RPM increment table in the engine's powertrain control module. The table allows the ASR system to select spark reduction that will improve driving performance without creating excessive temperatures in the engine and catalytic converter. The LT5 engine has two power tables (to account for its dual-power capability); the LT1 engine has one table.

BRAKE INTERVENTION

Although the ABS and ASR systems use the same four wheel- speed sensors and are designed to work together, their method of brake intervention is different. The ABS controls the front wheels individually and the real wheels together. ASR, on the other hand, has individual rear brake control, making it possible to utilize the available traction on a split coefficient (i.e. one rear wheel on slick pavement; one rear wheel on dry pavement) road surface and improve acceleration.

Integrating the ABS and ASR systems required the addition of four hydraulic valves on the ABS modulator valve assembly; a throttle relaxer consisting of a DC motor, connecting spring, cams and cables; including spark retard tables in the LT5 and LT1 powertrain control modules; and combining the control strategies of the microprocessors from the three subsystems into one ECU.

Routine or scheduled maintenance is not required on the ASR system.

WHEELS

	COUPE & CONVERTIBLE	ZR-1 COUPE
STANDARD SIZE		
FRONT	17 X 8.5*	17 X 9.5
REAR	17 X 9.5	17 X 11
TYPE	ALUMINUM ALLOY	SAME AS COUPE

* 17.9-IN. ON CORVETTES EQUIPPED WITH THE HIGH-PERFORMANCE (Z07) SUSPENSION

The ride and handling of the ZR-1 inspired the engineers to change the wheel and tire size on the standard Corvette. The coupe and convertible are now equipped with 17 x 8.5-in. wheels up front and 17 x 9.5-in. wheels in the rear. (The '92 models were equipped with four, 17 x 9.5-in. wheels.) The new wheels are mated to P255/45ZR17 and P285/40ZR17 tires, respectively. The change is designed to balance tractive efforts -- fore, aft and laterally. For optimum race track performance, the Z07 ride and handling package continues to use four, 17 x 9.5-inch wheels mated to P275/40ZR17 Goodyear GS-C tires.

Corvettes equipped with the 40th anniversary package have a ruby-colored insert in the wheel hub to match the exterior paint.

TIRES

	COUPE	CONVERTIBLE	ZR-1 COUPE
STANDARD TYPE.....	GOODYEAR EAGLE GS-C STEEL-BELTED, DIRECTIONAL, ASYMMETRICAL	SAME AS COUPE	SAME AS COUPE
SIZE-FRONT.....	P255/45ZR17	SAME AS COUPE	P275/40ZR17
REAR.....	P285/40ZR17	SAME AS COUPE	P315/35ZR17

The new wheel sizes on the standard coupe and convertible necessitated a change in tire size for 1993. The new sizes front-to-rear are P255/45ZR17 and P285/40ZR17, respectively. (The 1992 Corvettes were equipped with four P275/40ZR17s.)

Originally introduced as a Corvette exclusive in 1992, the Eagle GS-C has a directional and asymmetrical tread pattern. The directional groove design has superb water dispersing capabilities, and the asymmetry increases the contact area on the outer portion of the tread and volume void on the inner portion. The asymmetrical or dual-pitch sequence also reduces road noise by independently scrambling a greater number of small tread blocks on the inner portion of the tread, and fewer larger blocks on the outer portion.

The Eagle GS-C has a steel-belted, polyester cord body with a unique spiral overlay. The design provides superb uniformity, reduces heat buildup at high speeds and improves ride quality without inhibiting high-speed handling. Special compound belt wedges and a high-stiffness apex deliver maximum handling. This computer-aided design has superb wet and dry handling performance, heel and toe wear, cornering force and response and noise suppression.

LOW TIRE PRESSURE WARNING SYSTEM

The frequency of the optional low tire pressure warning system has been increased for 1993 to eliminate interference and meet Canadian regulations. The system is designed to monitor air pressure in each tire continuously while the vehicle is being driven. It is comprised of a small wheel module placed inside each tire on the wheel and a radio receiver located behind the instrument panel. Should tire pressure fall below 25 PSI, an electrical signal is sent to a radio transmitter which illuminates the telltale in the driver information center (DIC) on the instrument panel.

INTERIOR

RADIO

All LT1-powered Corvettes are equipped with an electronically tuned Delco AM/FM stereo with seek, scan, cassette tape player, digital clock, four stereo speakers and a power antenna as standard equipment. *For 1993, the receiver is relocated behind the seats for improved reception.*

Two optional Delco/Bose music systems are available. The first system adds six tuned Bose stereo speakers to the features of the standard radio. The second system is optional for coupes and convertibles and standard equipment on ZR-1-equipped coupes. This top-of-the-line music system is an electronically tuned AM/FM stereo with automatic up/down seek, speed-activated volume control, stereo digital compact disc player, digital clock and six tuned Bose stereo speakers.

A delay feature for the accessories supplies power to the entertainment system and power windows when the ignition key is turned to the "OFF" position for 15 minutes or until a door opens -- whichever occurs first.

SEATING

Deep contour, fully reclining cloth bucket seats are standard on coupes and convertibles. Two leather seating options are available on all '93 Corvettes. The top-of-the-line sport leather seating (standard on the ZR-1 coupe) features a six-way power adjustment and power lumbar support. *Non-anniversary 1993 Corvettes equipped with leather seating surfaces have the anniversary logo embroidered on each headrest.*

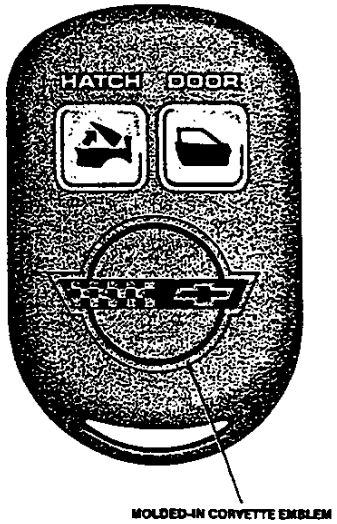
COLORS

The 40th anniversary package includes a new ruby red interior and chrome-colored hood, deck and side-gill emblems. A new torch red and competition yellow are available on non-anniversary Corvettes.

EXTERIOR

PASSIVE KEYLESS ENTRY

Showcasing new technology has always been a Corvette hallmark, and 1993 marks the introduction of a new Passive Keyless Entry (PKE) system as standard equipment. Unlike other keyless entry systems that require the push of a button on a key-fob, the Corvette PKE requires no specific action -- simply approach the car and the system automatically unlocks the driver's door (or both doors, depending on the setting) and turns on the interior light. Walk away from the car and, within a few feet, the system automatically locks both doors. The PKE also automatically arms and disarms the standard universal theft-deterrent system.



Active features of the key-fob-based transmitter includes a separate passenger door button and a hatch release button for coupes. Switching the system from opening only the driver's door to both doors (or vice versa) is simple. It only requires holding the passenger door button down on the fob for two seconds while the key is in the ignition. When the system has made the switch, it signals the driver by cycling the door locks.

The PKE system can be manually turned on and off by holding the door button down for two seconds with the key out of the ignition. The system signals the driver when the switch has been made by cycling the door locks. When the passive system is disarmed, the horn does not honk and the passive keyless entry telltale on the instrument panel won't illuminate upon ignition. (When the system is active, the horn honks whenever the car locks and the telltale lights for two seconds upon ignition.)

A security feature of the PKE system is that it prevents the doors from locking when the keys are left in the ignition. In this situation, the PKE system automatically unlocks the car after the door closes and will not honk the horn -- a signal to the driver the system has not been armed.

The PKE system consists of a battery-operated transmitter or key-fob, that is designed to send a unique code within its magnetic field. As in a car radio, the PKE receiver picks up the code through antennas. The PKE system has two antennas -- one in the driver's door and one in the back of the vehicle on the coupe (the convertible has one in each door).

COLOR

Two exterior paint colors are new for 1993 -- torch red and competition yellow. Ruby red is exclusive to Corvettes equipped with the 40th anniversary package. There are a total of nine exterior paint choices for non-anniversary 1993 Corvettes.

Convertibles equipped with the 40th anniversary package have a ruby red fabric top. Non-anniversary convertible tops are available in black, white or beige.

ZR-1 UNIQUE EXTERIOR APPOINTMENTS

There are five unique exterior appointments that identify a ZR-1 from the LT1-powered coupe and convertible. They are:

1. Three "ZR-1" emblems -- one on the rear fascia and one each above the "gills" located on either side. *(ZR-1s with the 40th anniversary package wear unique chrome-colored side-gill emblems identifying them as ZR-1s.)*
2. Wider, P315/35ZR17 rear tires. *Standard Corvettes have P285/40ZR17s.*
3. Center High-Mounted Stop Lamp (CHMSL) is located on the rear hatch glass. The LT1-equipped Corvettes have a CHMSL recessed in the rear fascia.
4. A wider body (approximately 3 inches total) from the doors rearward to accommodate the larger Goodyear tires.
5. A raised-letter "Corvette" emblem on the rear fascia. All LT1-equipped Corvettes have the word recessed in the rear fascia.

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ELECTRICAL
The Corvette has always been a leader in using sophisticated computers to monitor vital vehicle functions and control high-tech components like the anti-lock-braking system and ASR traction control strategy.

The 1993 model has up to 16 microprocessors on board -- more than any Corvette in history -- with a total of 154K of ROM (read only memory) and 12.5K of RAM (random access memory). These microprocessors operate everything from the engine, radio and air bag, to the heater and air conditioning (HVAC) system, the selective ride and handling suspension and the combination ABS/ASR anti-lock brakes and traction control strategy.

PASS-KEY UNIVERSAL THEFT-DETERRENT SYSTEM
Introduced on the 1986 Corvette, the PASS-Key security system thwarts a thief's most common method of attack -- defeating the steering column mechanism -- without changing the way the vehicle is started. The ignition key is imbedded with an electronically coded pellet that must match the alloy contacts in the ignition lock. A control module with an electronic logic board decides whether the values match and activate or deactivate the anti-theft mode.

A thief using an improper key causes an immediate two- to four-minute delay before another attempt with a key can be made. Any attempt to bypass the entire ignition system leaves the starter system and fuel delivery system inoperative.

SAFETY AND ACCIDENT AVOIDANCE

Automotive safety and accident avoidance have been the subject of continuing research, development and testing by General Motors. There are a variety of safety features on every 1993 Corvette.

Occupant Protection:
- A driver-side air bag
- Manual lap and shoulder safety belts with both visual and audible warning system
- Energy-absorbing steering column and instrument panel
- Laminated windshield glass with urethane bonding
- Side-guard door beams
- Passenger-guard inside door lock handles
- Security door lock and door retention components
- Safety armrests and integral head restraints
- Breakaway inside rearview mirror

Accident Avoidance:
- Bosch ABS/ASR anti-lock braking and traction control strategy
- Center high-mounted stop lamp
- Unidirectional tires with built-in tread wear indicators
- Low tire pressure warning system (standard on the ZR-1 coupe)
- Low-glare finish inside the windshield moldings, wiper arms and blades
- Side marker lamps and reflectors
- Parking lamps that illuminate with the headlamps
- Four-way hazard warning flashers
- Backup lamps
- Directional signal control with lane-change feature
- Windshield defroster, washer and multi-speed, pulse-type wipers
- Dual electric remote outside rearview mirrors with defroster
- Illuminated heater and defroster controls
- Inside rearview mirror
- Starter safety switch

WARRANTY

GM's 3-year/36,000-mile limited warranty covers repairs for the 1993 Corvette, including labor and parts to correct any defects in material or workmanship occurring during the warranty period. 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.

# # #

PRELIMINARY

1993 CORVETTE

GENERAL

	Coupe	Conv.
Base Price	N/A	N/A
Vehicle Type/Max. Passengers	2-Door	
Vehicle Class	Mini Compact	
Primary Structure	Welded Steel Uniframe	
Body Material	Fiberglass Reinforced Plastic (SMC)	
Restraint System	Driver's Air Bag, 3-pt. Active Belts	
Assembly	Bowling Green, KY	

SUSPENSION

Front	Independent, Alum. Parallel Short and Long Arm (SLA) and Steering Knuckle, Transverse Monoleaf Spring and Steel Anti-Roll Bar
Rear	Independent 5-link with Transverse Monoleaf Spring, Steel Tie Rods and Anti-Roll Bar

STEERING

Type	Power, Rack-and-Pinion
Ratio	15.7:1
Turns, lock-to-lock	2.32
Turning Diameter, curb-to-curb (ft)	40
Wall-to-wall (ft)	N/A

BRAKES

Type	Power, Vacuum w/ 4-wheel Vented Discs
Anti-Lock	Standard
Front, size (in)	12 x .79
Rear, size (in)	12 x .79
Total Swept Area (sq.in.)	193

WHEELS AND TIRES

Wheel Type/Size (in)	Aluminum/17 x 8.5 (frt) 17 x 9.5 (rear)
Tires Mfg./Type/Size	Goodyear Eagle GS-C P225/45ZR17(frt); P285/40ZR17(rear)
Spare Size	T155/70D17

ENGINE — STD

Type	OHV V8
Block Material	Cast Iron
Cylinder Head Material	Alum
Valvetrain	2 Vlvs. per cyl.
Hydraulic Lifters (yes/no)	yes
Bore x Stroke (in/mm)	4.0 x 3.48 (101.6 x 88.4)
Redline	5700
Displacement (ltr/CID)	5.7/350
Compression Ratio	10.5:1
Induction System	MPFI
Horsepower (SAE net)	300 @ 5000
Torque (SAE net)	340 @ 3600
Emission Control System	Cat. Convert./EGR
Cam Drive	Chain
Recommended Fuel	91 octane

DRIVETRAIN

	STD	OPT
Type and Layout	RWD Longitudinal	RWD Longitudinal
Transmission	Auto 4 spd. with torque conv. (4L60)	Manual 6 speed. (no cost opt.) (ZF)
Gear Ratios:		
1st	3.06	2.68
2nd	1.63	1.80
3rd	1.00	1.31
4th	.70	1.00
5th	—	0.75
6th	—	0.50
Reverse	2.29	2.50
Axle Ratio Available	2.59/3.07[a]/ 2.73*	3.45
Final Drive Ratios	1.81/2.15/1.91	1.725

PERFORMANCE

	Auto	Man
EPA Mileage (cty/hwy/cmbd)(mi)	17/25/20	17/25/20
Est. Cruising Range (cty/hwy)(mi)	340/500	340/500
Coefficient of Drag	.33	

CAPACITIES/CALCULATED DATA

	Coupe	Convertible
Engine Oil (Synthetic)(qt)	5	5
Fuel (gal)	20	20
Engine Coolant (qt)	14.5/14.6	14.5/14.6
Battery (volts/CCA)	12/525	12/525
Towing (lbs)	Not Recommended	Not Recommended
Interior Volume (frt/rear)(cu.ft.)	48.7	48.7
Trunk/Cargo Volume (cu.ft.)	12.6	6.6
Weight-to-Power Ratio (lbs/hp)	11.1	11.27
Frontal Area (sq.ft.)	19.0	19.0
Specific Output (hp/ltr)	52.63	52.63

DIMENSIONS

	Coupe	Convertible
Exterior		
Wheelbase (in)	96.2	96.2
Track Width (frt/rear)(in)	57.7/59.0	57.7/59.0
Length Overall (in)	178.5	178.5
Width Overall (in)	70.7	70.7
Height Overall (in)	46.3	47.3
Min. Ground Clearance (in)	4.2	4.2
Weight Dist. (frt/rear)(%)	51/49	50/50
Curb Weight (lbs)	3,333	3,383
Overhang (frt/rear)(in)	41.6/40.7	41.6/40.7
Interior		
Head Room (frt/rear)(in)	36.5/—	36.5/—
Leg Room (frt/rear)(in)	42.0/—	42.0/—
Shoulder Room (frt/rear)(in)	53.9/—	53.9/—
Hip Room (frt/rear)(in)	50.8/—	50.8/—

N/A — Not Available

PRELIMINARY

1993 CORVETTE ZR-1

GENERAL

Base Price	N/A
Vehicle Type/Max. Passengers	2-Door Coupe
Vehicle Class	Mini-Compact
Primary Structure	Welded Steel Uniframe
Body Material	Fiberglass-Reinforced Plastic (SMC)
Restraint System	Driver's Air Bag, 3-pt. Active Belts
Assembly	Bowling Green, KY

SUSPENSION

Front	Independent, Alum. Parallel Short and Long Arm (SLA) and Steering Knuckle, Transverse Monoleaf Spring and Steel Anti-Roll Bar
Rear	Independent 5-link with Transverse Monoleaf Spring, Steel Tie Rods and Anti-Roll Bar

STEERING

Type	Power, Rack-and-Pinion
Ratio	15.6:1
Turns, lock-to-lock	2.32
Turning Diameter, curb-to-curb (ft)	40.0
Wall-to-wall (ft)	41.3

BRAKES

Type	Power, Vacuum w/4-wheel Vented Discs
Anti-Lock	Standard
Front, size (in)	13.0 × 1.10
Rear, size (in)	12.0 × .79
Total Swept Area (sq.in.)	211

WHEELS AND TIRES

Wheel Type/Size (in)	Aluminum 17 × 9.5 (frt), 17 × 11 (rear)
Tires Mfg./Type/Size	Goodyear Steel-Belted Eagle GS-C, P275/40ZR17 (frt) P315/35ZR17 (rear)
Spare Size	T155/70D17

ENGINE	STD	OPT
Type	DOHC V8	
Block Material	Cast Aluminum	
Cylinder Head Material/	Alum./	
Valvetrain	4 Vlvs. per cyl.	
Hydraulic Lifters (yes/no)	yes	
Bore × Stroke (in./mm)	3.90 × 3.66 (99 × 93)	
Redline	7000	
Displacement (ltr/CID)	5.7/350	
Compression Ratio	11.0:1	
Induction System	MFI	
Horsepower (SAE net)	405 @ 5800	
Torque (SAE net)	385 @ 5200	
Emission Control System	Cat. Convert./EGR	
Cam Drive	Chain	
Recommended Fuel	91 octane	

DRIVETRAIN	STD	OPT
Type and Layout	RWD Longitudinal	N/A
Transmission	Manual 6-speed (ZF)	
Gear Ratios:		
1st	2.68	
2nd	1.80	
3rd	1.31	
4th	1.00	
5th	0.75	
6th	0.50	
Reverse	2.50	
Axle Ratios Available	3.45	
Final Drive Ratios	1.725	

PERFORMANCE

	Man	Auto
EPA Mileage (cty/hwy/cmbd)(mi)	17/25/20	N/A
Est. Cruising Range (cty/hwy)(mi)	340/500	
Coefficient of Drag	.33	

CAPACITIES/CALCULATED DATA

Engine Oil (qt)	12
Fuel (gal)	20
Engine Coolant (qt)	16.7
Battery (volts/CCA)	12/525
Towing (lbs)	Not Recommended
Interior Volume (frt/rear)(cu.ft.)	48.7
Trunk/Cargo Volume (cu.ft.)	12.6
Weight-to-Power Ratio (lbs/hp)	8.65
Frontal Area (sq.ft.)	19.4
Specific Output (hp/ltr)	71.05

DIMENSIONS

Exterior

Wheelbase (in)	96.2
Track Width (frt/rear) (in)	57.7/60.6
Length Overall (in)	178.5
Width Overall (in)	73.1
Height Overall (in)	46.3
Min. Ground Clearance (in)	4.2
Weight Dist. (frt/rear)(%)	52/48
Curb Weight (lbs)	3,503
Overhang (frt/rear)(in)	41.6/40.7

Interior

Head Room (frt/rear)(in)	36.5/—
Leg Room (frt/rear)(in)	42.0/—
Shoulder Room (frt/rear)(in)	53.9/—
Hip Room (frt/rear)(in)	50.8/—

N/A – Not Available

5/28/92

Corvette

New for '93

Safety and Security

▲ New Passive Keyless Entry (PKE) requires no action by owner. It engages the security system and has a special feature that prevents the operator from locking keys in the car. The door automatically locks or unlocks as the owner leaves or approaches the vehicle. Provides enhanced, effortless security. **See '93 Corvette owner's video and owner's manual for operating detail!**

Performance

▲ ZR-1 LT5 engine output increased on Coupe and Convertible from 375 to 405 hp for greater acceleration and passing power.

▲ Rear tire size increased on Coupe and Convertible to P285/40ZR-17 on 17" x 9.5" wheels for better traction.

Appearance

▲ 40th Anniversary Package for all models features Ruby Red Metallic exterior and Ruby Red leather sport bucket interior with special seat embroidery.

▲ Standard aluminum front wheels are resized to 8.5" x 17" for better ride and appearance.

▲ New machined wheels for a sportier appearance.

▲ Three new exterior colors: Torch Red, Competition Yellow (Ruby Red available only with 40th Anniversary Package)

▲ New interior colors: Torch Red (Ruby Red available only with 40th Anniversary Package).

Comfort and Convenience

▲ New composite rocker covers reduce valve train noise and mass for a quieter ride and greater fuel efficiency.

Customers Ask

"How does this new Passive Keyless Entry System work?" *(pages 1,8)*

"What's the horsepower on the standard engine?" *(page 17)*

"Can I get a manual transmission with Corvette?" *(page 17)*

"How do ABS brakes work? What's the benefit?" *(page 6)*

PAGE INDEX

NEW FEATURE FACTS

▲ New for 1993.

Focus Walkaround

Corvette Key Features

Shown here are just a few of the features you may wish to show or explain during delivery. Corvette's owner manual explains vehicle operation and care in easily understood terms. Use it to answer questions customers may ask about Corvette's system operations. Additional details may also be found in the Value Features pages that follow. Also review the videotape that comes with every car.

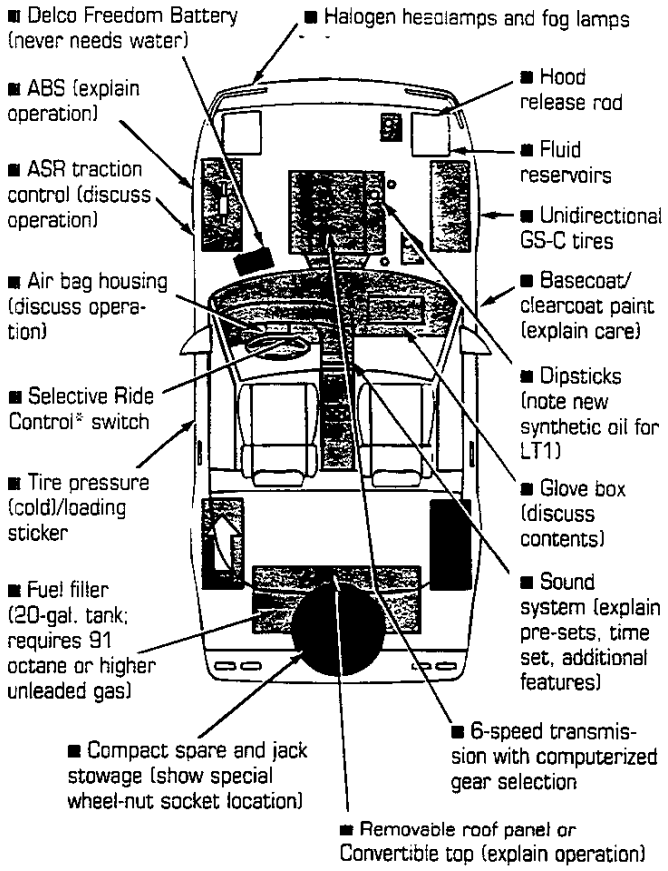
Safety and Security

- Driver-side air bag. Designed to help protect the driver in certain frontal collision situations when used in conjunction with seat belt. May qualify for insurance discounts.
- Power-operated retractable halogen headlamps illuminate the road brightly. Halogen fog lamps provide increased visibility when required.
- PASS-Key® theft-deterrent ignition system. Protects Corvette and may qualify for comprehensive insurance discounts.
- Acceleration Slip Regulation (ASR). Maximizes traction and helps maintain directional stability on a variety of road surfaces.

Performance

- 5.7 Liter LT1 V8 engine with Multi-Port Fuel Injection. Produces 300 hp @ 5,000 rpm — one of the most powerful ever versions of the "small block Chevy" V8.
- ▲ New rear P285/40ZR-17 Eagle GS-C unidirectional/asymmetrical tires on 17" x 9 " cast-aluminum wheels. Contribute to Corvette's impressive handling.
- Power 4-wheel disc brakes with 4-wheel anti-lock brake system (Bosch ABS IIU). Provides stopping power on par with Corvette's performance potential.
- Independent front and 5-link rear suspension with gas-charged Bilstein shock absorbers. Helps set up Corvette's remarkable road control capability.

Corvette Delivery Tips



* Optional on Coupe and Convertible, standard on ZR-1.

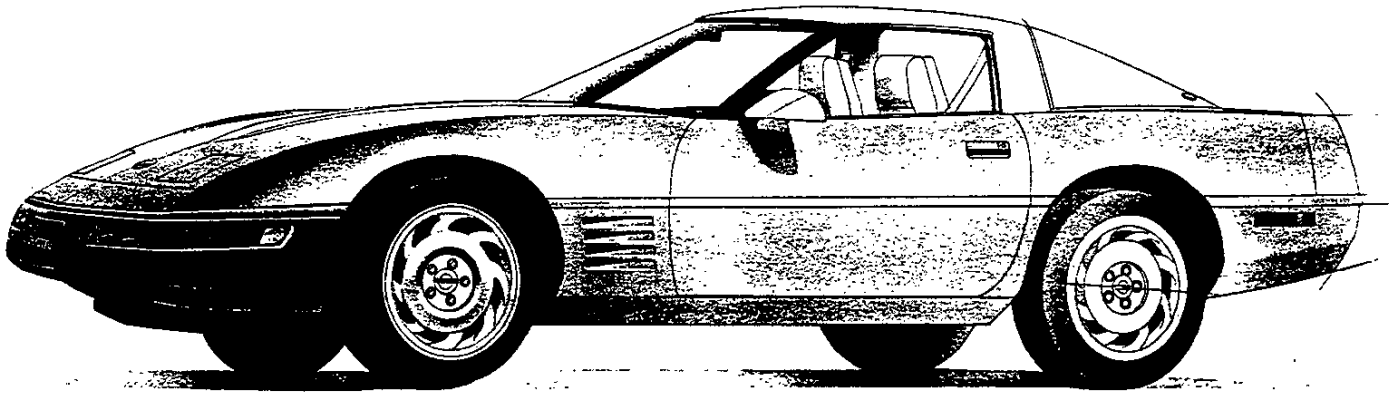
Appearance

- Sleek, aerodynamic design is unmistakably Corvette.
- ▲ Three new exterior colors.
- Large, 17" cast-aluminum wheels.
- Square-tipped exhaust pipes add classic sport flair.
- Wraparound driver-oriented instrument panel gives a "cockpit" feel.

▲ New for 1993.

Corvette History

1953-54 Innovative 2-seat Corvette includes fiberglass body panels, automatic transmission (a sports car first) and modified Chevrolet 6-cylinder engine. **1955-62** Corvette quickly evolves into America's only true production sports car and becomes a legend on track and street. ■ Revolutionary **1955** V8 makes one horsepower per cubic inch by 1957. Corvette "stars" in 1959-62 hit TV series, Route 66. **1963-1967** All-new 1963 Corvette Sting Ray is available in Convertible and new Coupe models with refined 4-wheel independent suspension and featuring the big-block V8 engine. **1968-1982** Dream-car inspired 1968 Corvette is first production car with removable "T-top" roof panels. ■ Corvette paces Indy 500 in 1978 and celebrates 25th anniversary. ■ Basic body design continues through 1982. **1984-1989** All-new 1984 Corvette stuns automotive world with unique blending of performance, luxury and exotic-class style — Motor Trend's "Car of the Year." ■ Convertible returns for 1986, and ABS debuts. ■ 1990 Sensational Corvette ZR-1 named one of Ten Best Cars in the World by Road & Track. **1992** Corvette pushes technology envelope with standard ASR traction control and new LT1 "small-block" V8. **1993** Corvette features a 40th Anniversary Package available on all models and the ZR-1's LT5 engine stretches the power envelope, developing 405 hp.



Comfort and Convenience

- Dual electrically adjusted and heated outside rear-view mirrors. Defrost electronically for convenience and help maintain visibility.
- One-piece removable roof panel. Lifts off for open-air driving. Optional transparent panels available with blue or bronze tint.
- AM/FM stereo sound system with stereo cassette player provides 4-speaker stereo listening pleasure. Optional Delco-Bose Gold Series systems include cassette tape player, or cassette tape player and compact disc player with 200 watts of power.
- Standard black cloth bucket seats with lateral support and seatback angle adjustment. Add to comfort with variable adjustment for long drives.

Easy-to-Own

- New Passive Keyless Entry system (PKE) engages the security system and automatically unlocks as the owner approaches the car for effortless security.
- Theft-deterrent systems, driver-side air bag and 4-wheel ABS may qualify for reduced insurance rates.
- Lightweight composite body panels will never rust.
- Stainless-steel exhaust system offers longer life and reduced owner maintenance.
- 3-year/36,000-mile Bumper to Bumper Plus Limited Warranty with no deductible for the entire term of warranty means more worry-free driving.

Customer Focus

The five *S.P.A.C.E.* Basic Purchase Priorities are shown here according to anticipated 1993 Corvette "Voice of the Customer" needs and wants. The box encloses the highest ranked priority.

Safety and Security
"All the edge I can get"

"I have too much to lose not to have all the edge I can get when it comes to personal safety."

Performance
"Whole car performance"

"I know what a sophisticated automobile is all about. I demand whole car performance in my personal vehicle."

Appearance
"The classic American sports car"

"I've made it, and I want a car that lets them know it. And it has to excite me every time I look at it."

Comfort and Convenience
"A car built to please me"

"I'm intrigued with all the electronics and technology that are designed into a car built to please people like me."

Easy-to-Own
"Durable, securable and serviceable"

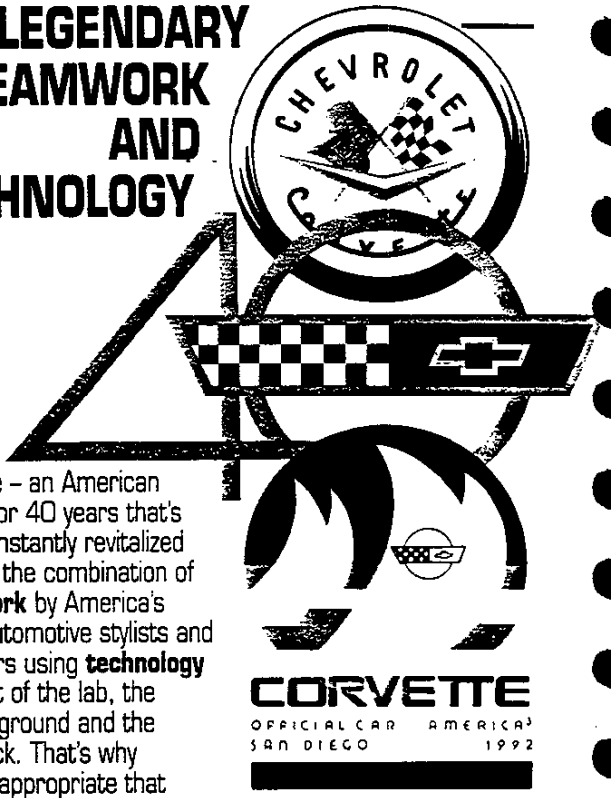
"I deserve this car and I want to enjoy every mile I drive it. To make sure that's how it happens, I want it to be durable, securable and serviceable. Simply put, it has to be well-built."

Competitive Focus

Coupe:
- Nissan 300ZX Turbo
- Porsche 968 Turbo
- Acura NSX

Convertible:
- Mercedes-Benz 500SL
- BMW 325i

LEGENDARY TEAMWORK AND TECHNOLOGY



Corvette – an American legend for 40 years that's been constantly revitalized through the combination of **teamwork** by America's finest automotive stylists and engineers using **technology** born out of the lab, the proving ground and the racetrack. That's why it's only appropriate that Corvette was the official car of the 1992 America's Cup – another legend created by that same combination.

Buyer Profile

The Corvette continues to attract sophisticated, upscale enthusiast buyers who are not addressed by any other GM product. These buyers are primarily male (79 percent) and hold managerial or executive positions. For them, Corvette is a sign of their success and makes an immediate, unmistakable statement about their station in life. Corvette buyers are also appreciative of, and often highly informed about, Corvette's many technological features, and all are pleased to be heirs to the Corvette heritage. The car's sophisticated exterior styling and uncompromising performance are also compelling reasons to buy.

Lifestyle Report

Asking about your customers' lifestyles is an important key to understanding their transportation needs. Research indicates that Corvette owners are more likely than the average customer to be interested in the following:

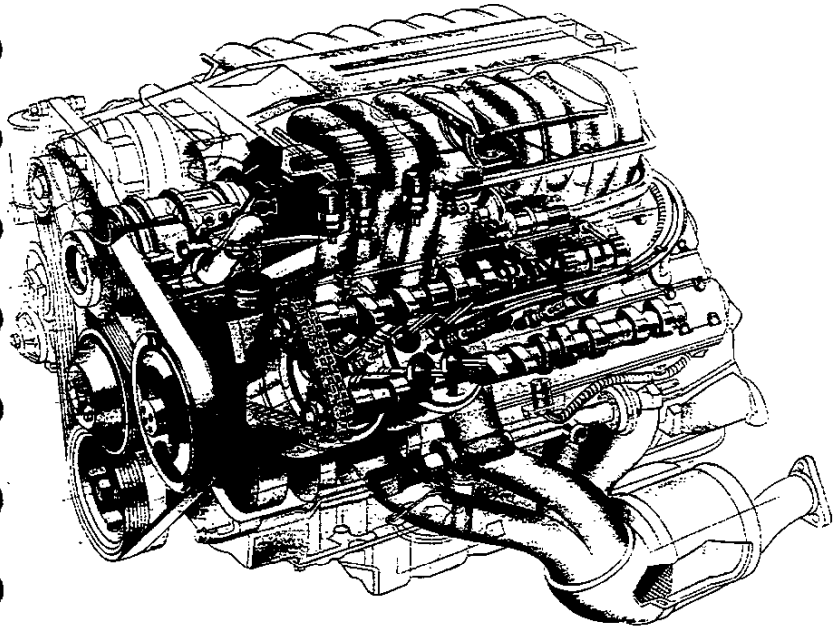
- Easy-listening music.
- Golfing.
- Reading business and finance newspapers.
- Yachting.

▲ New for 1993.

Value Features

WOW!

Corvette's 6-speed manual transmission features computer aided gear selection for enhanced fuel economy.



One of the world's most sophisticated V8s, the Corvette LT5, powers the ZR-1.

Power Teams

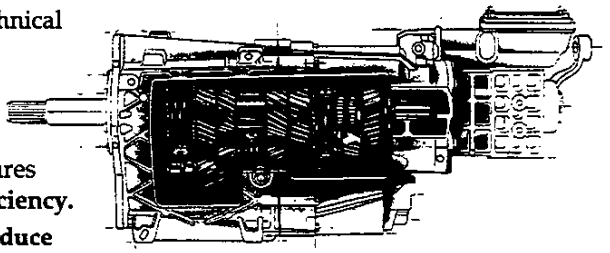
Note: For more detailed information see the Technical Highlights tab in this Guide.

Engine

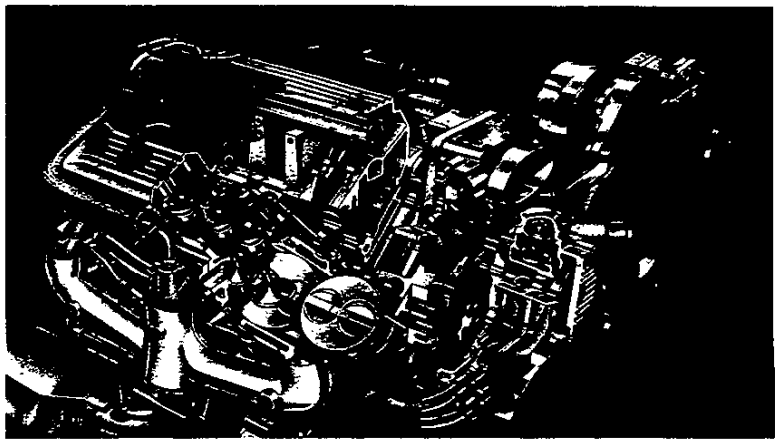
- Standard, 300-hp 5.7 Liter V8 LT1 engine features Multi-Port Fuel Injection for **improved fuel effciency.**
- Aluminum cylinder heads and pistons help **reduce overall weight and increase performance.**
- Single-belt accessory drive **helps eliminate frequent maintenance.**
- ▲ New composite rocker covers **reduce engine noise for a quieter ride.**
- 5.7 Liter DOHC TPI engine (available and standard only on ZR-1). Horsepower boosted to 405 for 1993 for **enhanced performance.** Dual overhead camshafts with 4 valves per cylinder ensure **optimum engine breathing.** The nearly total aluminum construction provides **better performance, fuel economy and vehicle balance.** Computer-controlled Multec Fuel Injectors (2 per cylinder) create a **precise fuel/air mixture** for a wide range of driving needs.

Transmission

- 6-speed manual transmission (available on all Corvettes as a no-cost option, standard on ZR-1) features fully synchronized gears (including REVERSE) **for smooth shifting.**
- Overdrive in 5th and 6th gears **enhances fuel economy at highway speeds.**
- Computer-aided gear selection **ensures optimum fuel economy.**
- Heavy-duty pull-type clutch with pre-filled hydraulic actuator is **designed to handle the 6-speed's high torque capacity.**
- 4-speed automatic transmission (standard on Corvette, NA on ZR-1) features overdrive gearing designed to engage above a precalibrated speed which **reduces engine rpm for enhanced fuel economy.**
- Electronic torque converter clutch ensures a more direct engine/transmission link and is **computer-controlled for better fuel economy.**



Advanced 6-speed manual transmission. Dual-pivot shifter allows fast, narrow shift pattern.



Standard Corvette 300-hp LT1 V8. This latest version of Corvette's legendary small-block V8 is one of the most powerful ever.

Value Features (Continued)

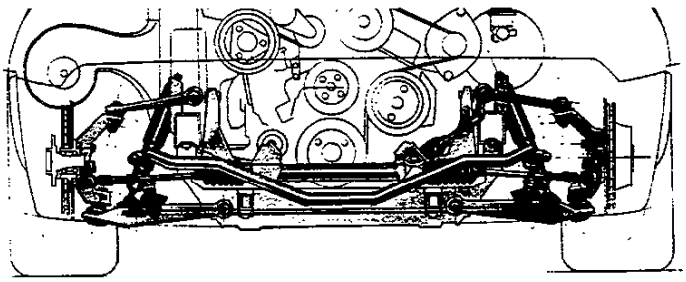
Chassis/Suspension

Brake System

- Power 4-wheel vented disc brakes with large rotors and dual-piston calipers are standard on all Corvettes. They **provide sure response** during a variety of road and weather conditions. Enhanced braking is made possible with the standard Bosch ABS IIU anti-lock brake system that **helps the driver maintain vehicle control on most road surfaces,** even under full braking.
- The advanced computer-controlled ABS system constantly monitors speeds of all four wheels as brakes are applied. Individual wheel speed sensors signal the system's Electronic Control Module (ECM) up to 15 times per second to **prevent wheel lockup and maintain maximum braking ability.**
- Acceleration Slip Regulation (ASR). The Corvette's ASR system is a sophisticated traction control system that works with the anti-lock brake system to provide **improved acceleration and enhanced vehicle stability.** The system contributes to a confident, well-balanced driving experience and outstanding performance, 12 months a year.

Tires/Wheels

- The Eagle GS-C has a unidirectional and asymmetrical tread pattern. The directional groove design has **superb water-dispersing capabilities,** and the asymmetry **increases the contact area on the outer portion of the tread. Road noise is reduced.**
- Front tire size is P255/40ZR-17 on 17" x 8.5" cast-aluminum alloy rims. Wheel-nut locks are standard on all wheels **for added security.**
- Even wider P315/35ZR-17 tires on 1.1" rims are used on the ZR-1's rear axle **adds traction.**



Corvette's race-car-inspired front suspension features high-strength forged aluminum componentry.

Electronic Selective Ride Control allows the driver to select one of three suspension ranges.

- ▲ Coupe and Convertible rear tire size has been increased to P285/40ZR-17 for **enhanced traction.**
- Low Tire Pressure Warning System (RPO UJ6). This optional system (standard on ZR-1) alerts the driver via a signal lamp in the Driver Information Center should one or more of the tires become underinflated. **Enhances safety, fuel economy and driver peace of mind.**

Steering System

- Power-assisted rack-and-pinion steering is standard on all 1993 Corvettes for **exceptional sports car handling.**
- Overall steering ratio of 15.7:1 provides **precise maneuverability.**

Suspension System

Rear:

- Lightweight aluminum components **save weight and provide maximum strength.**
- Single lightweight glass-epoxy monoleaf spring **absorbs road shocks while providing excellent control.**
- 5-link rear-wheel suspension allows independent wheel action **for remarkable handling.**

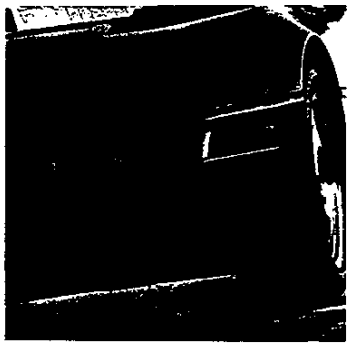
Front:

- High-strength forged aluminum alloy components **maximize strength and minimize weight.**
- Tubular high-strength steel stabilizer bar **enhances maneuverability.**
- Transverse-mounted single-glass epoxy moncleaf spring **improves ride control while reducing weight.**
- Bilstein heavy-duty gas-charged shock absorbers **help improve the suspension road feel without sacrificing road comfort.**
- Electronic Selective Ride Control (RPO FX3) is standard on ZR-1 Coupe. This system utilizes electronically adjustable Bilstein shock absorbers that **allow the driver to select a suspension setting that will meet specific driving situations.** Three ranges are available: Tour ("soft"), Sport (increased stiffness) and Perf (maximum stiffness).

▲ New for 1993.

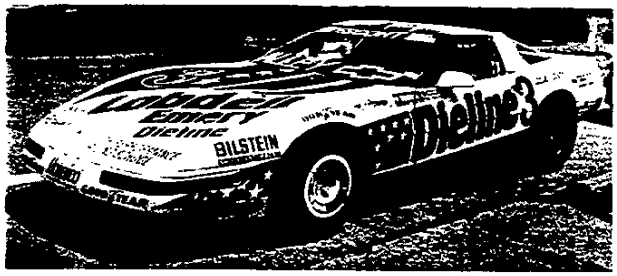
Body

- Corvette's body is formed from a lightweight composite plastic material, over an all-welded 100 percent galvanized steel "birdcage" framework that **forms a structurally rigid cage for the passenger compartment.**



Corvette concealed dual halogen headlamps

- High-gloss acrylic enamel basecoat/clearcoat exterior paint finish for a **long-lasting, deep shine.**
- Concealed dual halogen headlamps provide added illumination, **throw light farther down the road and are protected when not in use.**
- Fog, cornering and parking lamps are designed to **provide a unified, sweeparound appearance.**
- Clamshell hood opening **eases access to engine and accessories.**
- Ventilation louvers in the front fenders that are a functional styling touch aid air circulation, **helping to cool battery and other underhood components.**
- Raked windshield angled at 64 degrees **contributes to aerodynamic efficiency and a sleek appearance.**
- Power adjustable outside rearview mirrors electrically heated to **maintain visibility during inclement weather.**
- Clear lenses on rear side-marker lamps to **improve rear/side visibility at night.** Switch on automatically when REVERSE gear is selected.
- Full-opening glass hatch with concealed hinges **for added versatility and a clean appearance** (Coupe only).
- Removable fiberglass roof panel or optional blue-tinted or bronze-tinted transparent roof panel (Coupe only) **for an open-air ride.**



Corvette is a legendary performer on the street — and on the track.

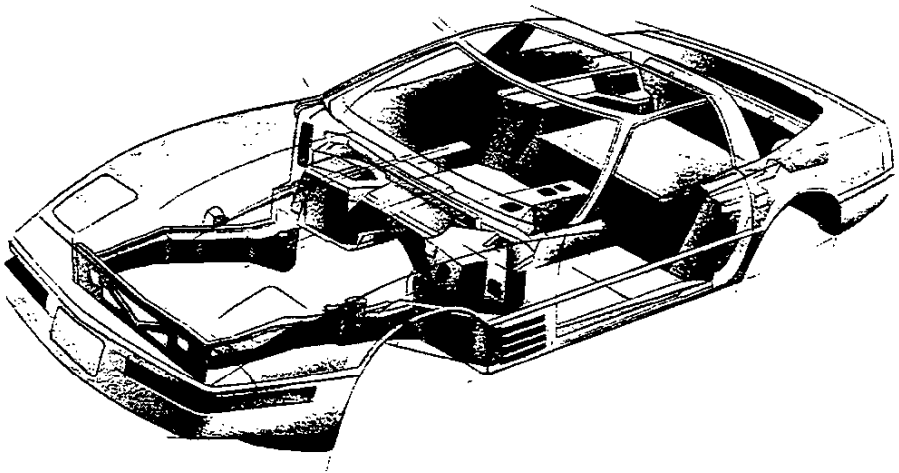
Corvette Convertible Body

- Manually operated soft-top with headliner **stores easily and neatly** beneath flush-fitting top well cover.
- Optional lightweight (64 lbs.) removable hardtop includes electric rear-window defogger and an integral headliner for **sound deadening.**
- Corvette Convertible's top disappears beneath a fiberglass panel when lowered **for a sleek appearance.**

Corvette ZR-1 Body

Features include (in addition to Corvette Coupe features):

- Flared doors and rear body panels accommodate ZR-1's larger 17" x 1.1" rear wheels and P315/35ZR-17 rear tires.
- ZR-1 identification on hood and rear fascia.
- Roof-mounted high-mounted center stop lamp for **enhanced visibility.**



Corvette's body is formed from a lightweight composite plastic material, over an all-welded 100 percent galvanized steel "birdcage" framework that forms a structurally rigid cage for the passenger compartment.

Value Features (Continued)

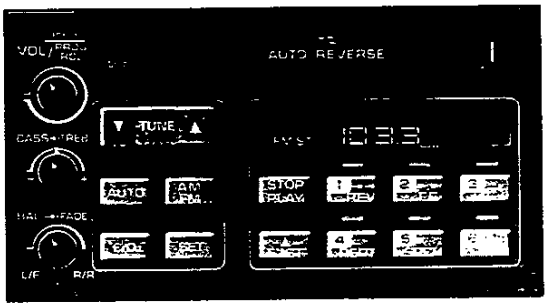
Interior

▲ New Passive Keyless Entry (PKE) system adds both convenience and security. When the driver approaches or leaves the car, the key-fob transmitter automatically locks or unlocks the doors respectively. The PKE also automatically arms and disarms the standard PASS-Key® theft-deterrent system and a built-in feature prevents doors from locking when the keys are left in the ignition.

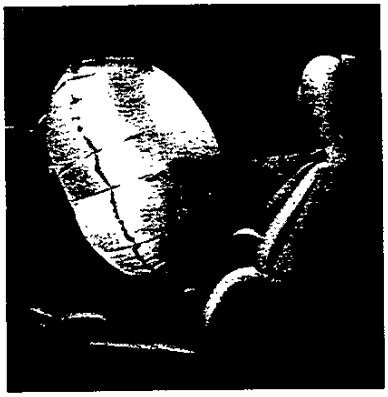
■ Personal Automotive Security System (PASS-Key®) theft-deterrent ignition disables the starter and fuel delivery systems during any attempt to bypass the ignition system or start the car with a wrong key. An anti-theft horn alarm circuit is also standard on all Corvettes for additional security. **Prevents theft and may qualify for decreased insurance premium.**

■ "Soft-touch" black paint (feels slightly padded to the touch) is used on various Corvette instrument panel and cockpit trim plates and components. **Reduces marring and scratching and provides a higher quality appearance.**

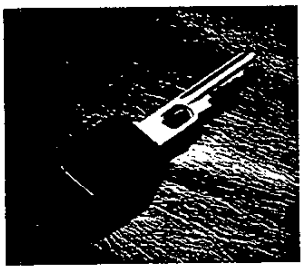
■ Leather-wrapped steering wheel with TILT-WHEEL™ Adjustable Steering Column and shift knob **contributes to the sports-car look and feel of Corvette.** Tilt feature provides individual positioning for **driver comfort.**



Standard AM/FM stereo with cassette tape player



Standard driver-side air bag



PASS-Key® theft-deterrent ignition system for optimum security

■ Standard driver-side air bag, housed in the steering wheel, **helps protect driver.** Color-keyed safety belts at both seating positions.

■ Electronic speed control with Resume Speed tap up/tap down feature. Maintains established road speed to **reduce driver fatigue.**

■ Standard air conditioning **keeps the interior cool and dehumidified.**

■ Power-operated windows and door locks **enhance driver convenience.**

■ Standard AM/FM stereo sound system with cassette tape player **for excellent sound reproduction.**

■ Optional sound systems include a 200-watt, Delco-Bose Gold Series system with cassette tape player, compact disc player and Speed Compensated Volume Control (CD player standard on ZR-1) **for concert-hall listening quality.**

■ Locking glove box provides **convenient storage and security.**

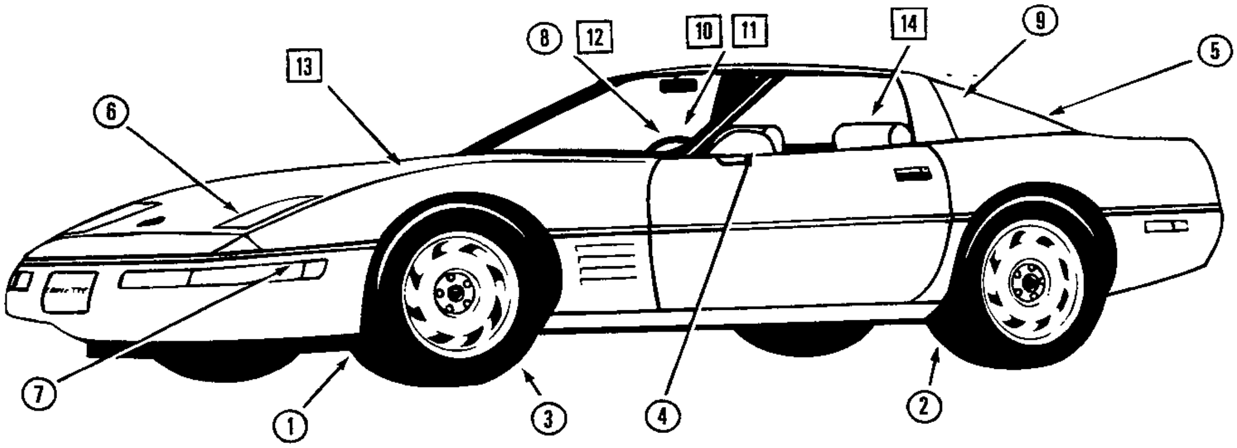
■ Twin covered storage bins and roller-type cargo cover **provide security and a neat appearance.**

■ Body vent pressure system **maintains a flow of fresh air throughout the cockpit.**

■ Standard dual covered visor vanity mirrors. Dual lamps flank each mirror. **Lighted for convenient mirror usage day or night.**

▲ New for 1993.

Safety/Value Features



Accident Avoidance

1. **4-wheel anti-lock brake system (ABS)** helps improve vehicle control by minimizing wheel lockup — even on slippery surfaces.
2. **Acceleration Slip Regulation (traction control)** works in conjunction with ABS and engine controls to provide improved acceleration and enhanced vehicle stability in all weather conditions.
3. **Low Tire Pressure Warning System*** monitors tire pressure in each tire (except spare) while the car is being driven; alerts driver if tire pressure drops below 25 psi.
4. **Dual remote sideview mirrors** are easily adjustable to provide excellent view all around.
5. **Center high-mounted stop lamp**** provides a clear signal of braking intention to other drivers.
6. **Halogen headlamps and halogen fog lamps** provide brighter, whiter light in all weather conditions and illuminate objects farther away; composite lenses resist breakage and halogen bulbs are easy to replace.
7. **Front cornering lamps:** front side-marker lamps illuminate with turn signals and rear side-marker lamps illuminate with backup lamps for enhanced visibility.
8. **Driver-friendly instrument panel gages:** easy-to-read instruments and fingertip controls let driver keep eyes on road.
9. **Standard side-window defoggers and rear-window defogger***** help keep windows clear in inclement weather for better visibility.

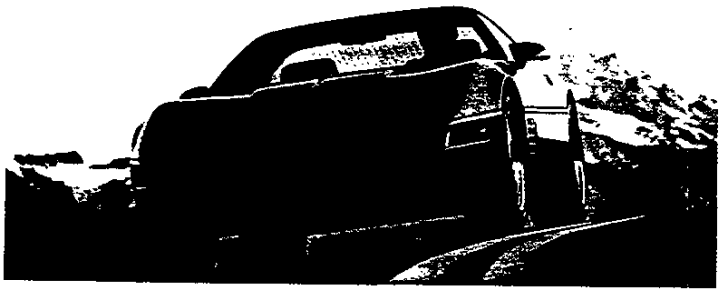
Occupant Protection

10. **Driver-side air bag** is designed to deploy during moderate to severe frontal impacts to help protect driver.
11. **Energy-absorbing steering column and steering wheel** softens impact in the event of a frontal collision.
12. **Energy-absorbing instrument panel** softens impact in the event of a collision.
13. **Controlled-crush front and rear body structures** are designed to absorb energy in the event of a collision.
14. **Lap/shoulder safety belts:** the most important safety feature in any vehicle. Buckle up, America!

*Optional for Coupe and Convertible, standard ZR-1. **In rear fascia on Coupe and Convertible, roof-mounted on ZR-1.
***Rear-window defogger included in Convertible only when optional Removable Hardtop is ordered.

Note: See Safety/Quality tab section for additional information and a complete list of Chevrolet safety features.

Models/Trim

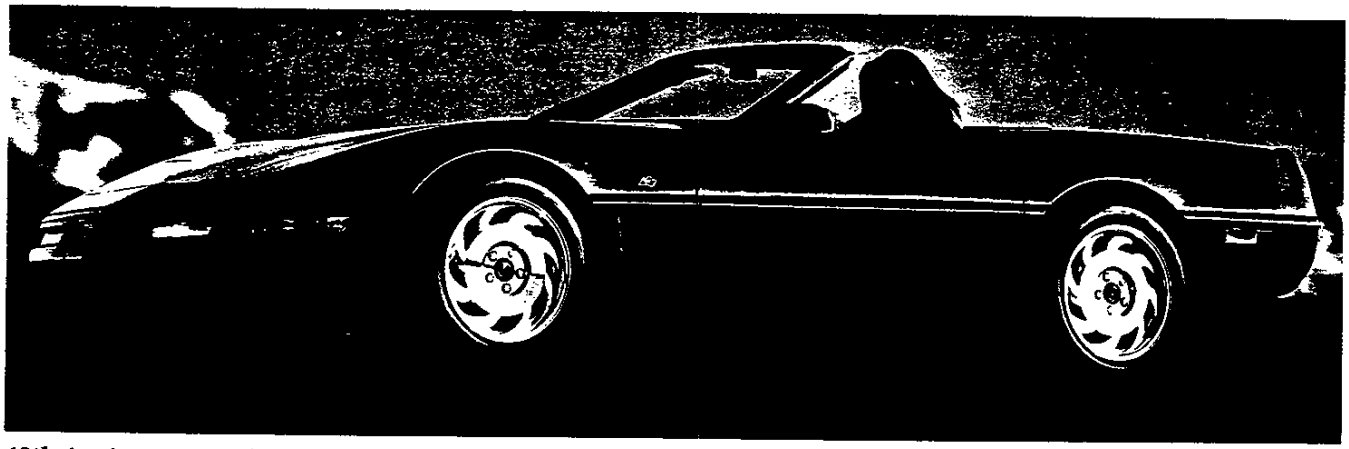


Corvette Coupe

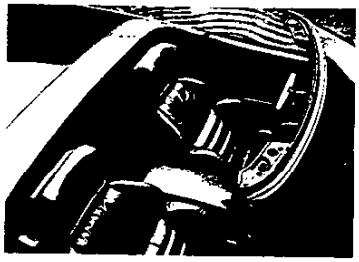
Leather interior

Corvette Coupe (1YY07)

■ 300-hp LT1 5.7 Liter V8 with Multi-Port Fuel Injection, choice of 4-speed overdrive automatic or 6-speed manual overdrive transmission. ■ Acceleration Slip Regulation (ASR) standard traction-control system. ■ New GS-C unidirectional and asymmetric Goodyear Eagle tires provide excellent performance characteristics — and a quiet ride. ■ "Quiet Car" package. ■ One-piece removable roof panel provides for convertible-like open-air enjoyment. ■ Air conditioning, AM/FM stereo sound system with cassette tape player, electronic speed control, Bosch ABS IIU anti-lock brake system and many more standard features. ▲ New machined wheels for enhanced sport appearance. ▲ New 40th Anniversary Package for all models features Ruby Red metallic exterior and Ruby Red interior leather bucket seats with special embroidery. ■ Optional Electronic Selective Ride Control (RPO FX3) for variable ride characteristics. ■ Corvette Coupe is the 1993 Corvette Focus and Feature car.



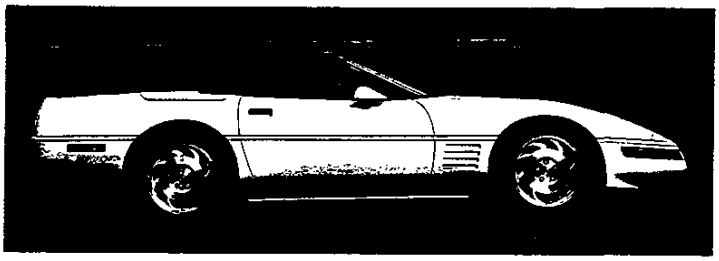
40th Anniversary Package Corvette Convertible



40th Anniversary Package interior

40th Anniversary Package (RPO Z25)

▲ Available on all models. ▲ Features Ruby Red Metallic exterior, Ruby Red interior with special leather seat embroidery.



Corvette Convertible

Corvette Convertible (1YY67)

■ Corvette Convertible combines 300-hp LT1 V8 performance with wide open-air flair. ■ Folding top (manually operated) stores neatly beneath flush-fitting top well cover. ■ Integral headliner enhances sound deadening. ■ Optional lift-off hardtop includes rear-window defogger. ■ Optional Electronic Selective Ride Control (RPO FX3) offers a ride feel to suit any driving preference or situation.

Corvette ZR-1 Coupe

Corvette ZR-1 Coupe (1YZ07)

■ The ultimate Corvette, powered by exclusive 5.7 Liter DOHC 32-valve V8 (RPO LT5) with 405 hp for 1993. ■ Includes special suspension components, heavy-duty brake system, engine oil cooler and power steering cooler. ■ New Eagle GS-C unidirectional and asymmetric P275/40ZR-17 front tires and extra-wide P315/35ZR-17 rear tires. ■ Cast-aluminum alloy 17" wheels (11" wide on rear). ■ Acceleration Slip Regulation (ASR) enhances ZR-1 performance. ■ Complete luxury and performance equipment, including Electronic Selective Ride Control, electronic air conditioning, Delco-Bose AM/FM stereo with cassette tape player and compact disc player and a Low Tire Pressure Warning System.

Color/Trim Selection

SEAT STYLE AND TRIM COMBINATION

Model	Availability	Seat Type	Interior Color				
			Black	Lt. Beige	Lt. Gray	▲ Torch Red	Arctic White
	Std.	Cloth Bucket	HBB2				
■ Coupe	Opt.	Leather Bucket	ABB2	AEE2	AQQ2	ARR2	AWW2
	Opt.	Leather Adjustable Sport Bucket*	ABB8	AEE8	AQQ8	ARR8	AWW8
■ Convertible	Std.	Cloth Bucket	HBB2				
	Opt.	Leather Bucket	ABB2	AEE2	AQQ2	ARR2	AWW2
■ ZR-1 Coupe	Std.	Leather Adjustable Sport Bucket	ABB8	AEE8	AQQ8	ARR8	AWW8

*Requires optional RPO AC1 and AC3 Power Seats.

CORVETTE COUPE AND ZR-1 (Exterior/Interior Combinations)

Exterior Paint Color	Color Code	Interior Color				
		Black	Lt. Beige	Lt. Gray	▲ Torch Red	Arctic White
■ Aqua, Bright (Metallic)	43	X	X	X		X
■ Black	41	X	X	X	X	X
■ Blue, Medium Quasar (Metallic)	80	X	X	X		X
■ Green, Polo II (Metallic)	45	X	X			X
▲ Red, Anniversary Ruby*	68					
■ Red, Dark (Metallic)	75	X	X	X		X
▲ Red, Torch	70	X	X	X	X	X
■ Rose, Black (Metallic)	73	X	X	X		X
■ White, Arctic	10	X	X	X	X	X
▲ Yellow, Competition	53	X	X	X		X

CORVETTE CONVERTIBLE (Exterior/Interior Combinations)

Exterior Paint Color	Color Code	Interior Color				
		Black	Lt. Beige	Lt. Gray	▲ Torch Red	Arctic White
■ Aqua, Bright (Metallic)	43	41T	68T	68T		41T/10T
■ Black	41	41T/10T/68T	41T/68T	41T/10T	41T	41T/10T
■ Blue, Medium Quasar (Metallic)	80	41T/10T	68T	41T/10T		41T/10T
■ Green, Polo II (Metallic)	45	41T/68T	68T	41T/10T		41T/10T/68T
▲ Red, Anniversary Ruby*	68					
■ Red, Dark (Metallic)	75	41T/68T	41T/68T	41T/10T		41T/10T
▲ Red, Torch	70	41T/10T	68T		41T/10T/68T	41T/10T
■ Rose, Black (Metallic)	73	41T/68T	41T/68T	41T/10T		41T/10T
■ White, Arctic	10	41T/10T	10T/68T	41T/10T	10T	41T/10T/68T
▲ Yellow, Competition	53	41T	10T/68T	41T/10T	10T	41T/10T/68T

Top Color Codes: 10T — White. 41T — Black. 68T — Beige. Std. — Standard. Opt. — Optional. *Available only as part of 40th Anniversary Package w/Ruby Red Interior (RPO Z25). See Passenger Car Order Guide for latest available information.

▲ New for 1993.

Interior Colors

Corvette — Cloth Seat Trim

■ *Black*

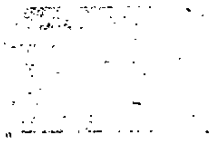
Corvette — Leather Seat Trim

■ *Black*

■ *Light Beige*

■ *Light Gray*

▲ *Torch Red*



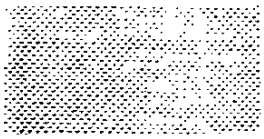
■ *Arctic White*

▲ *Anniversary Ruby Red**

Corvette Convertible — Top Colors

■ *Beige*

■ *Black*



■ *White*

▲ *Anniversary Ruby Red**

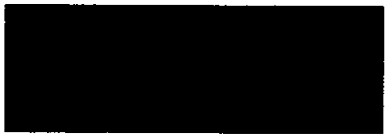
*Available only on 40th Anniversary Package (RPO Z25).

Exterior Colors

■ *43 — Aqua, Bright (Metallic)*

■ *41 — Black*

■ *80 — Blue, Med. Quasar (Metallic)*



■ *45 — Green, Polo II (Metallic)*

▲ *68 — Red, Anniversary Ruby**

■ *75 — Red, Dark (Metallic)*

▲ *70 — Red, Torch*

■ *73 — Rose, Black (Metallic)*

■ *10 — White, Arctic*

▲ *53 — Yellow, Competition*

*Available only on 40th Anniversary Package (RPO Z25).

Options

PREFERRED EQUIPMENT GROUP OPTIONS		Corvette Coupe	Corvette Convertible	Corvette ZR-1
Description	**PEG**	**CVA1**	**CYA1**	**(NONE)**
Delco-Bose AM/FM Stereo Music System with Cassette Tape		X	X	NA
Electronic Air Conditioning		X	X	S
Power Seat, 6-Way (Driver)		X	X	S

INDIVIDUAL OPTIONS	RPO			
Radio Equipment				
Delco-Bose Gold Series AM/FM Stereo Music System with Cassette Tape Player, Digital Clock and Bose Speaker System	UU8	X*	X*	NA
Delco-Bose Gold Series Stereo Music System with Cassette Tape Player, Compact Disc Player, Digital Clock and Bose Speaker System	U1F	O	O	S
Additional Individual Options				
Adjustable Performance Handling Package††	Z07	O	NA	NA
Electronic Air Conditioning	C68	X*	X*	S
Electronic Selective Ride Control**	FX3	O	O	S
Hardtop, Removable	CC2	NA	O	NA
Heavy-Duty Brakes	J55	O***	NA	S
Low Tire Pressure Warning	UJ6	O	O	S
Luggage Carrier (Black)	V56	NA	O	NA
Performance Ratio Axle (3.07 :1 ratio)	G92	O†	O	S
Power Seat, 6-Way (Driver)	AC3	X*	X*	S
Power 6-Way Seat (Passenger requires Power Driver Seat)	AC1	O	O	O
Roof Package (includes Standard Solid Panel and Transparent Blue or Bronze Tint Panel)	C2L	O	NA	O
Roof Panel, Transparent Removable — Blue Tint	24S	O	NA	O
Roof Panel, Transparent Removable — Bronze Tint	64S	O	NA	O

X — Included in PEG. S — Standard. O — Available Individual Option. NA — Not Available. *Also available as an Individual Option with Base Vehicle Group. †Requires Selective Ride Control (RPO FX3) or Adjustable Performance Handling Package (RPO Z07); not available with 6-speed manual transmission (RPO MN6). **The handling package for ultimate driver comfort and control through the use of the driver-adjustable, speed-compensated ride control system (includes standard suspension components and Bilstein adjustable ride control system included in RPO Z07). ††See box below. ***Requires RPO Z07 Suspension. Refer to Sound Systems tab for complete sound system information.

DO YOU KNOW . . .

Adjustable Performance Handling Package (RPO Z07)

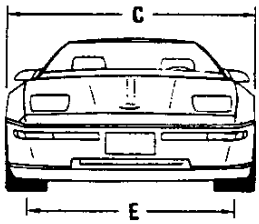
Optional for Corvette Coupe, this suspension option is a driver-adjustable performance-oriented package for the Gymkhana/Autocross enthusiast.

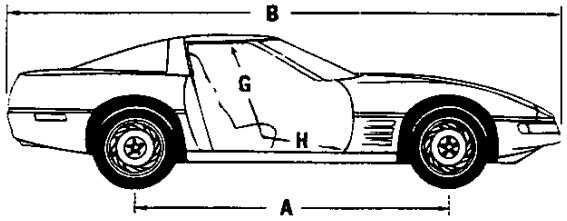
Features include:

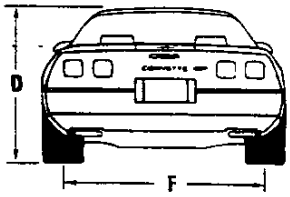
- Electronic Selective Ride Control — an adjustable handling package for ultimate driver comfort and control through the use of the driver-adjustable, speed-compensated ride control system.
- Stiffer springs, shock absorbers, stabilizer bars and bushings.
- Heavy-duty 4-wheel disc brakes.
- Heavy-duty power steering oil cooler.

Note: RPO Z07 is available with automatic or manual transmission with Performance Ratio Axle (G92).

Specifications







DIMENSIONS	Coupe	Convertible	ZR-1 Coupe
Exterior Dimensions (in.)			
A Wheelbase	96.2	96.2	96.2
B Length (overall)	178.5	178.5	178.5
C Width (overall)	70.7	70.7	73.1
D Height (overall)	46.3	47.3	46.3
E Tread - front	57.7	57.7	57.7
F Tread - rear	59.0	59.0	60.6
Minimum ground clearance	4.2	3.6	4.2
Interior Dimensions (in.)			
G Head room	36.5	37.0	36.5
H Leg room	42.0	42.0	42.0
Shoulder room	53.9	53.9	53 9
Hip room	50.8	50.8	50.8
Luggage Compartment Capacity			
Luggage space (cu. ft.)	12.6	6.6*	12.6
Rated Fuel Tank Capacity (gal.)	20.0	20.0	20.0
Curb Weight (lbs., estimated)	3,333	3,382	3,503

CHASSIS SPECIFICATIONS	Coupe	Convertible	ZR-1 Coupe
Brakes			
Type	4-wheel vented disc dual piston	4-wheel vented disc dual piston	4-wheel vented disc dual piston
Disc rotor dia. front/rear (in.)	12.0†/12.0	12.0/12.0	13.0/12.0
Steering			
Type	Power-assisted rack-and-pinion	Power-assisted rack-and-pinion	Power-assisted rack-and-pinion
Turning diameter, curb-to-curb (ft.)	40.0	40.0	40.0
Lock-to-lock turns	2.25	2.25	2.25
Suspension - Front			
Type	Independent short/long arm with forged aluminum upper and lower control arms, transverse monoleaf spring and steel stabilizer	Independent short/long arm with forged aluminum upper and lower control arms, transverse monoleaf spring and steel stabilizer	Independent short/long arm with forged aluminum upper and lower control arms, transverse monoleaf spring and steel stabilizer
Suspension - Rear			
Type	5-link independent with transverse monoleaf spring and forged aluminum control arms	5-link independent with transverse monoleaf spring and forged aluminum control arms	5-link independent with transverse monoleaf spring and forged aluminum control arms

*With top up; 4.2 cu. ft. with top down. †13.0 with Adjustable Performance Handling Package (RPO Z07).

Note: Refer to **Chevrolet/Geo Spec Manager** for detailed specifications.

ENGINE SPECIFICATIONS

Description	5.7 Liter V8 with MFI (RPO LT1)	5.7 Liter V8 with TPI (RPO LT5)
Engine type	90° V8-OHV	90° V8 DOHC 32-Valve
Displacement (cu. in.)	350	350
Bore and stroke (in.)	4.00 x 3.48	3.90 x 3.66
HP* @ RPM	300 @ 5,000	405 @ 5,800
Torque* @ RPM (lb.-ft.)	340 @ 3,600	385 @ 5,200
Compression ratio	10.5:1	11.0:1
Fuel induction	Multi-Port Fuel Injection (MFI)	Multi-Port Fuel Injection (MFI)
Exhaust system	Aluminized stainless steel	Aluminized stainless steel
Tail pipes	Dual	Dual
Ignition system	12-volt Opti-Spark	12-volt direct fire
Delcotron generator	105 amp	120 amp
Battery (SAE capacity rating)	525 cca	690 cca
Cooling system capacity (qts.)	17.8	14.7 manual; 14.5 automatic

TRANSMISSION SPECIFICATIONS

Type	4-Speed Automatic (RPO MX0)	6-Speed Manual (RPO MN6)
Case material	Aluminum	Aluminum
Gear Ratios :1		
1st gear	3.06	2.68
2nd gear	1.63†	1.80
3rd gear	1.00†	1.31
4th gear	0.70†	1.00
5th gear	—	0.75
6th gear	—	0.50
Reverse	2.29	2.50
Rear Axle Ratios :1		
Coupe		
—Std.	2.59††	3.45
—w/G92 Axle**	3.07	
Convertible		
—Std.	2.59	3.45
—w/G92 Axle**	2.73	
ZR-1 Coupe		
—Std.		3.45

Std. — Standard. *SAE net. †Converter clutch engagement. **Optional Performance Axle Ratio (RPO G92). ††3.07 for noise control areas.

Equipment Summary

BODY FEATURES	Corvette Coupe	Corvette Convertible	Corvette ZR-1
Acoustical insulation package	S	S	S
Blue- or bronze-tint transparent removable roof panel	O	NA	O
Concealed wipers with integral washers in wiper arms	S	S	S
Energy-absorbing bumper system	S	S	S
Full-folding convertible roof	NA	S	NA
Full-glass rear hatch with two remote releases	S	NA	S
Full-tilting clamshell-opening front-end assembly	S	S	S
Lightweight underbody panels	S	S	S
One-piece removable fiberglass roof panel	S	NA	S
Removable lightweight (64 lb.) hardtop	NA	O	NA
Tinted, flush-mounted glass	S	S	S
Underhood lamps	S	S	S
Uniframe-design body structure with corrosion-resistant coating	S	S	S
CHASSIS FEATURES			
Acceleration Slip Regulation (ASR) traction control	S	S	S
Bilstein digressive valve monotube shock absorbers	S	S	S
Bosch ABS IIU 4-wheel anti-lock brake system	S	S	S
Forged aluminum front and rear suspension arms	S	S	S
Front suspension — zero-scrub independent, aluminum parallel short/long arm (SLA); transverse monoleaf fiberglass spring with steel stabilizer bar	S	S	S
Heavy-duty power-assisted 4-wheel disc brakes	O†	NA	S
Heavy-duty power steering oil cooler	NA		S
Power-assisted 4-wheel disc brakes	S	S	S
Power-assisted rack-and-pinion steering	S	S	S
Rear suspension — independent 5-link with transverse monoleaf fiberglass spring, steel tie rods and stabilizer	S	S	S
Rear-wheel drive	S	S	S
Special performance suspension components	O***	NA	S
20-gal. fuel tank with electric in-tank twin turbine pump	S	S	S*
EXTERIOR FEATURES			
Body-color side moldings	S	S	S
Center high-mounted stop lamp in rear fascia	S	S	NA
Center high-mounted stop lamp, roof-mounted	NA	NA	S
Dual electrically adjustable heated outside rearview mirrors	S	S	S
Front fender ventilating louvers	S	S	S
Passive Keyless Entry System (PKE)	S	S	S
Power-operated retractable halogen headlamps	S	S	S
Rear backup lamps	S	S	S
Rear marker lamps with red and clear (illuminating) lens	S	S	S
Rear-window defogger	S	O**	S
Wraparound front parking/cornering/fog lamp assemblies	S	S	S
INTERIOR FEATURES			
Carpeting			
Deep-twist floor and storage area carpeting with Scotchgard™ Fabric Protector	S	S	S

S — Standard. O — Optional. NA — Not Available. †Included with Adjustable Performance Handling Package (RPO Z07). *Dual Pumps. **Included with optional Removable Hardtop (RPO CC2). ***Included with RPO Z07.

INTERIOR FEATURES, Continued	Corvette Coupe	Corvette Convertible	Corvette ZR-1
Instrument Panel/Controls			
Accessory buss with "delay" feature	S	S	S
Air conditioning (manual control)	S	S	NA
AM/FM stereo with cassette tape player, digital clock and power antenna	S	S	NA
Cellular phone power wiring connector	S	S	S
Comfortilt TILT-WHEEL™ Adjustable Steering Column	S	S	S
Day/night rearview mirror with integral map light	S	S	S
Delco-Bose Gold Series AM/FM stereo with cassette tape player, compact disc player, digital clock, Bose Speaker System and power antenna	O	O	S
Delco-Bose Gold Series AM/FM stereo with cassette tape player, digital clock, Bose Speaker System and power antenna	O	O	NA
Driver information center/digital display of MPG and cruising range	S	S	S
Driver-side air bag	S	S	S
Electronic control air conditioning	O	O	S
Electronic liquid-crystal instrumentation with black/yellow analog and digital display; switchable between English and Metric	S	S	S
"Full Power" graphic with green LED	NA	NA	S
Glove box	S	S	S
Headlamps-on reminder	S	S	S
Illuminated driver and passenger vanity mirrors	S	S	S
Intermittent windshield wiper system	S	S	S
Keyed lockout of full engine power	NA	NA	S
Leather-wrapped 4-spoke sport steering wheel	S	S	S
PASS-Key® theft-deterrent security system	S	S	S
Side-window defogger	S	S	S
Luggage/Cargo Area			
Luggage compartment concealment roller shade	S	NA	S
Rear underfloor storage compartment	S	S	S
Seats/Console/Door Panels			
Adjustable sport bucket seats with leather seating surfaces	O	O	O
Bucket seats with leather seating surfaces, lateral support and back angle adjustment	O	O	NA
Center console with coin tray, cassette and CD storage, locking lighted storage compartment plus air conditioning, climate control and stereo music system switches and controls	S	S	S
Contour-shell cloth bucket seats with lateral support and back angle adjustment	S	S	NA
High-intensity interior lamps			
— on doors	S	S	S
— on pillars	S	NA	S
— in rear compartment	NA	S	NA
Manual lap/shoulder safety belts for driver and right front passenger	S	S	S
Power door locks	S	S	S
Power windows	S	S	S
Scotchgard™ Fabric Protector*	S	S	S
Soft-padded and carpeted door panels	S	S	S

POWER TEAM AVAILABILITY			
LT1 5.7L (350 CID) V8 engine with Multi-Port Fuel Injection	S	S	NA
LT5 5.7L (350 CID) 32-valve DOHC V8 engine with Multi-Port Fuel Injection	NA	NA	S
MN6 6-speed manual transmission with overdrive 5th and 6th gears	O**	O**	S
MX0 4-speed automatic overdrive transmission	S	S	NA

S — Standard. O — Optional. NA — Not Available. *Not available with optional leather seating surfaces. **No-cost option.

Equipment Summary (Continued)

POWER TEAM FEATURES	Corvette Coupe	Corvette Convertible	Corvette ZR-1
Aluminized stainless-steel exhaust system, including manifolds	S	S	S
Aluminum alloy engine crankcase	NA	NA	S
Aluminum alloy engine cylinder heads	S	S	S
Aluminum intake manifold	S	S	S
Cast-iron engine crankcase	S	S	NA
Computer Command Control	S	S	S
Delco Freedom Battery	S	S	S
Delcotron generator with built-in solid-state regulators	S	S	S
Direct fire ignition	NA	NA	S
Electric engine cooling fan	S	S	S
Engine oil life monitor	S	S	S
Heavy-duty engine oil cooler (thermostatically controlled)	NA	NA	S
Low oil sensor with telltale lamp on the Driver Information Center panel	S	S	S
Magnesium valve rocker covers	S	S	NA
Opti-Spark ignition system	S	S	NA
Outside air induction system	S	S	S
Roller valve lifters	S	S	NA
Single-belt accessory drive	S	S	S
Styled engine compartment	S	S	S
TIRES/WHEELS			
Low Tire Pressure Warning System	O	O	S
P255/45ZR-17 Z-rated steel-belted black-lettered Eagle GS-C performance tires	S-F	S-F	NA
P285/40ZR-17 Z-rated steel-belted black-lettered Eagle GS-C performance tires	S-R	S-F	NA
P275/40ZR-17 Z-rated steel-belted black-lettered Eagle GS-C performance tires	NA	NA	S-F
P315/35ZR-17 Z-rated steel-belted black-lettered Eagle GS-C performance tires	NA	NA	S-R
17" x 8½" cast-aluminum alloy wheels	S-F	S-F	NA
17" x 9½" cast-aluminum alloy wheels	S-R	S-R	S-F
17" x 11" cast-aluminum alloy wheels	NA	NA	S-R

S — Standard. O — Optional. NA — Not Available. F/R — Front/Rear.

Wheels

■ Corvette standard 17" x 9½" cast-aluminum wheel.

Wheel/Tire Combinations

MODEL	WHEEL	TIRE
Corvette Coupe and Convertible	Front — 17" x 8½" cast-aluminum alloy Rear — 17" x 9½" cast-aluminum alloy	P255/45ZR-17 unidirectional Blackwall Eagle GS-C P285/40ZR-17 unidirectional Blackwall Eagle GS-C
Corvette ZR-1	Front — 17" x 9½" cast-aluminum alloy Rear — 17" x 11" cast-aluminum alloy	Front — P275/40ZR-17 unidirectional Blackwall Eagle GS-C Rear — P315/35ZR-17 unidirectional Blackwall Eagle GS-C

▲ New for 1993.

Instrumentation

Corvette Instruments

Corvette standard instrument panel includes:

[A] Headlamp and parking lamp switch and panel lamps dimmer control. **[B]** Acceleration Slip Regulation (ASR) switch. **[C]** Analog 6,000 rpm tachometer graphics for easy monitoring of engine rpm. **[D]** Repositioned speedometer (switchable from mph to km/h) and fuel gage. Digital display also includes oil temperature, engine coolant temperature and voltage readouts. **[E]** Analog gage display, includes oil temperature and pressure, voltage and coolant temperature. **[F]** Driver-alert lamps (includes CHECK GAGES and CHANGE OIL service messages). **[G]** Trip monitor computer for specific mileage reference. **[H]** Driver Information Center: alerts driver to note specific vehicle functions such as LOW TIRE PRESSURE,* LOW COOLANT, ASR OFF, ABS ACTIVE and LOW OIL. Service-alert lamps include Acceleration Slip Regulation (SERVICE ASR), Electronic Selective Ride Control (SERVICE RIDE CONTROL),* Driver-side air bag (INFL REST), emission systems (SERVICE ENGINE SOON), and anti-lock brake system (SERVICE ABS). **[I]** Heater/air conditioning/ventilation system for accurate temperature settings. Optional† Electronic Air Conditioning (shown) allows digital temperature setting for precise climate control; LEDs indicate push-button operation mode. **[J]** Optional† Delco-Bose Gold Series Music System. **[K]** Power outside heated mirrors control. **[L]** Fog lamp switch. **[M]** Air bag housing. **[N]** Center console with optional† driver and passenger power seat controls, optional† Selective Ride Control setting switch and cassette tape/compact disc storage.

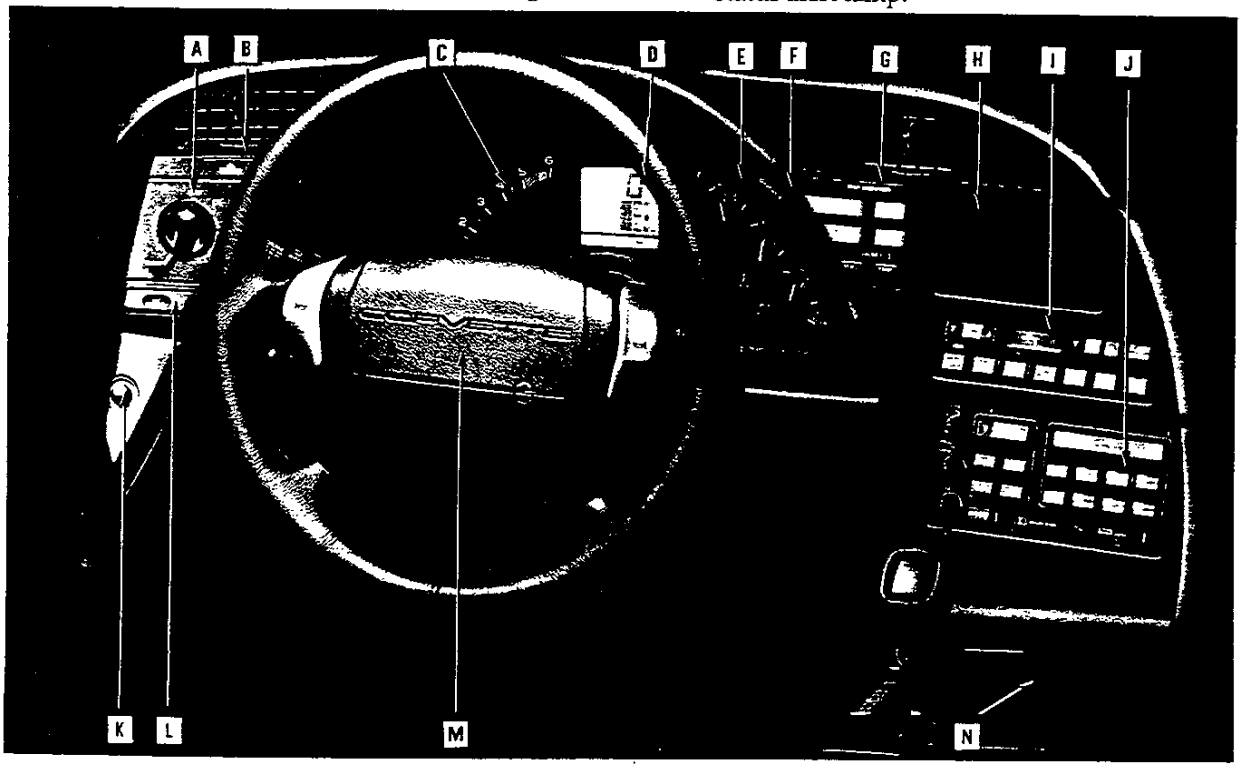
ZR-1 Coupe includes: higher 8,000 rpm tachometer and FULL POWER lockout key switch with LED system status alert lamp.

DO YOU KNOW . . .

The Corvette driver cockpit and passenger compartment is an "ergonomically correct" design that puts controls readily at hand and provides comfort and convenience touches that make even long drives pleasurable.

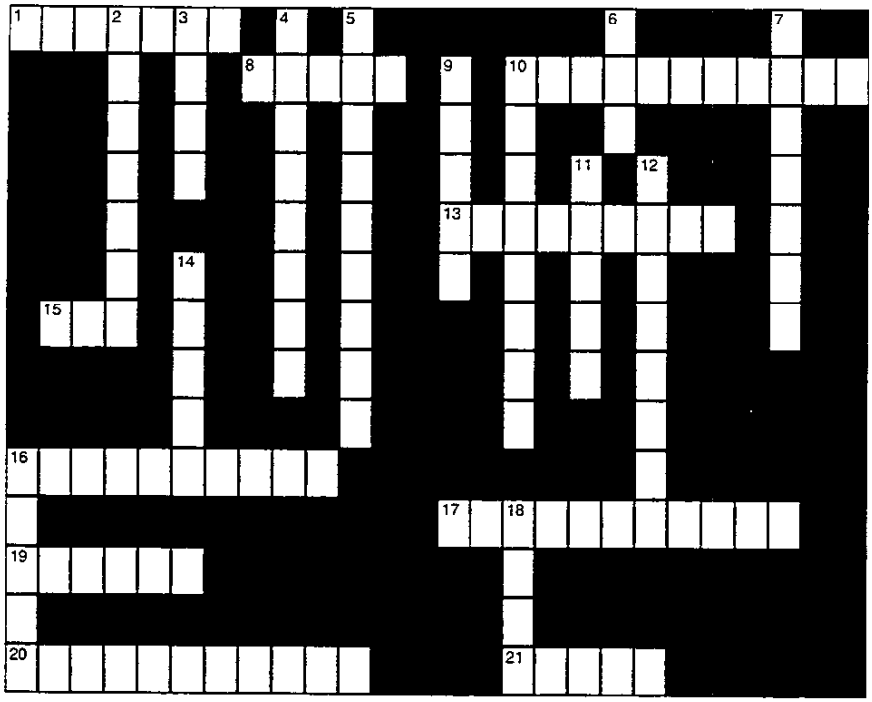
The speedometer readout is placed above the fuel gage for excellent readability. Instrument displays are highly legible day or night. A CHECK GAGES telltale lamp illuminates on the instrument panel when the last fuel gage bar turns off on the fuel gage, alerting the driver to note the low fuel level.

Seats are deeply contoured for firm lateral support and feature reclining seatbacks with adjustable lumbar support. Complete individual adjustment of the seating position is provided with the optional Sport bucket seat's 6-way power adjustment.



*Included when vehicle is equipped with feature. †Standard on ZR-1.

Test Your Knowledge



ACROSS

1. Corvette for 1993 features a New Passive _____ Entry (PKE) system that requires no action from the driver. The doors unlock automatically as the driver approaches the car.
8. Standard equipment on all Corvette models includes _____ -assisted steering and brakes for driver comfort and convenience.
10. 1993 marks the 40th year for the Corvette with a special 40th _____ Package in Ruby Red.
13. New _____ engine rocker covers reduce noise from the engine compartment, translating to a quieter interior.
15. A three-letter acronym for Corvette's sophisticated traction-control system that provides enhanced acceleration and vehicle stability.
16. _____ ™ **Fabric Protector** shields seats and door panels from spills and stains and makes cleanup easier.
17. All Corvette models feature 4-wheel suspension that allows each wheel to react to bumps without affecting the other wheels, for an _____ , more controlled ride.
19. Corvette features easy-to-read instrumentation with a _____ - Crystal Display speedometer readout for information at a glance.
20. For a sleek, sloping hood in daytime driving for reduced wind noise and drag, Corvette features power-_____ headlamps.
21. Corvette features standard _____ seating surfaces or the optional leather, depending on customer preference.

DOWN

2. The 40th Anniversary Corvette features a distinctive Ruby Red interior with seats trimmed in _____ .
3. Acceleration _____ Regulation uses engine spark retard, throttle close-down and the anti-lock brakes to provide superior traction.
4. Subject nameplate that is celebrating its 40th anniversary in 1993 as an American sports car.
5. Optional Electronic _____ Ride Control (RPO FX3), standard on ZR-1, allows the driver to select three suspension modes to meet specific driving situations.
6. A _____ -speed manual overdrive transmission is available on all Corvette models. This transmission features fuel-saving overdrive in both 5th and 6th gears.
7. For better nighttime vision, _____ headlamps and fog lamps are standard. These headlamps are 25 percent brighter than conventional headlamps.
9. Three new exterior colors for 1993, include Competition Yellow, Ruby Red and _____ Red. This new Red is also available as a new interior color.
10. New machined _____ wheels add a brighter appearance and distinction to the 1993 Corvette.
11. The Corvette Focus model and the ZR-1 featuring increased horsepower in 1993 are both centered on the _____ body style.
12. All Corvette models include heavy-duty _____ shock absorbers with digressive valving that improve road feel without sacrificing road comfort.
14. All Corvette models feature power-assisted 4-wheel vented disc brakes with dual piston calipers. The anti-lock brake system supplied by _____ provides added steering control in panic braking situations.
16. All Corvette models now include the comfort of _____ -Ray™ tinted glass. This type of glass filters out up to 60 percent of the sun's UV rays, resulting in reduced heat buildup in the interior.
18. All Corvette models incorporate an advanced computer-controlled ABS system that constantly monitors wheel speed at all four wheels. To reduce heat buildup and brake fade from hard braking, 4-wheel vented _____ -type brakes are included at each wheel.

See page 8 of Sound Systems section for answers.

MOTOR TREND'S

GALA CORVETTE SALUTE

The Corvette celebrates its 40th birthday this year. Even more remarkable is the fact that over a million of the plastic playthings have been sold since 1953. Born a skinny-tired, six-cylinder, automatic-transmission-only refugee from the show circuit, the Corvette has become the Dick Clark of the auto world—perpetually youthful, oblivious to its advancing years.

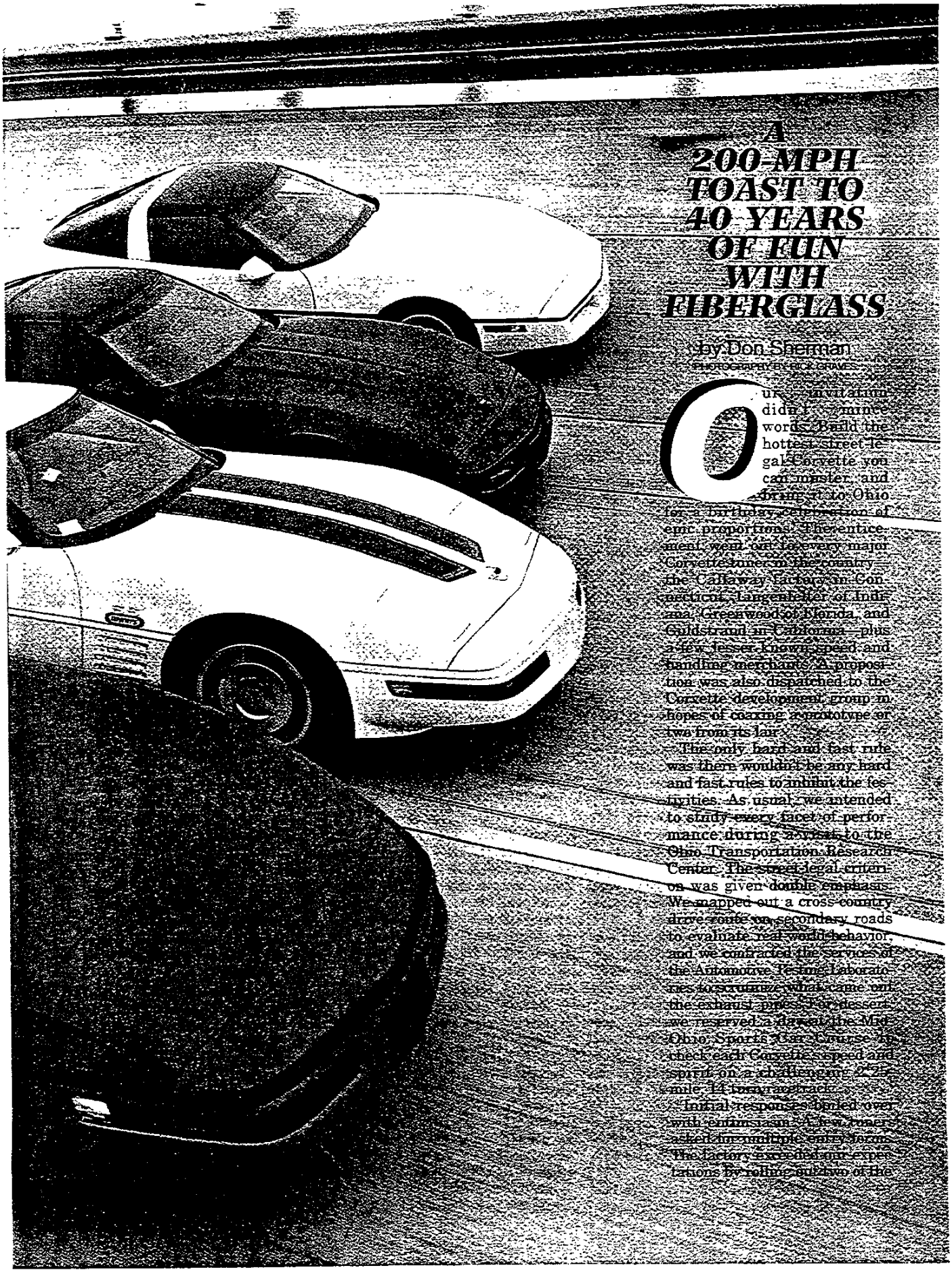
It seems only yesterday that Chevrolet's precocious two-seater was struggling through puberty while introducing fuel injection, independent rear suspension, and four-wheel disc brakes to faithful followers. Then, in the late '60s, Chevrolet engineers took a break while the stylists slipped the Corvette into more flamboyant attire. The peaked fenders, Coke-bottle contours, and flying-buttress-roofline embellishments were toned down in the revolutionary '84 model when the Corvette resumed its role as a technological pack horse. During the past decade in the current guise, the Corvette's been showered with one engineering upgrade after another, from ABS to Z-rated tires, with a computerized key fob thrown in for good measure.

The Corvette's distant future may be hazy, but we don't intend to let that cloud the birthday party we've planned. Any car that lasts this long and has delivered such an abundance of pleasure deserves a fete of grand proportions. So this month, we've decked the cover and splashed our inside pages with a rousing cavalcade of Corvettes.

In the Ohio saga that follows, *Motor Trend* mustered a special collection of modified Corvettes to test their mettle. Befitting the Corvette's special status as America's most distinguished two-seater, we even contrived a police escort. In no way did the presence of an enforcement unit restrict our entry into the felony zone during top-speed testing.

Elsewhere in this issue, you'll find a road test of the hottest model currently available from a Chevrolet assembly line—the '93 405-horsepower ZR-1 Corvette, along with the upgunned LT1-powered coupe. Reeves Callaway may have missed the call to Ohio, but that didn't get him off the hook: You'll find a test of his latest CL-1 SuperNatural Corvette in our special section. To investigate the Corvette's origins and how it survived and prospered, we drove a pristine '53 model, then traced the marque's history through five decades.

The Corvette is no stranger to *Motor Trend* readers for the simple reason that Corvettes are to car magazines what sex is to Madonna. In other words, this is purposely one of those wild celebrations where too much is just enough.



A 200-MPH TOAST TO 40 YEARS OF FUN WITH FIBERGLASS

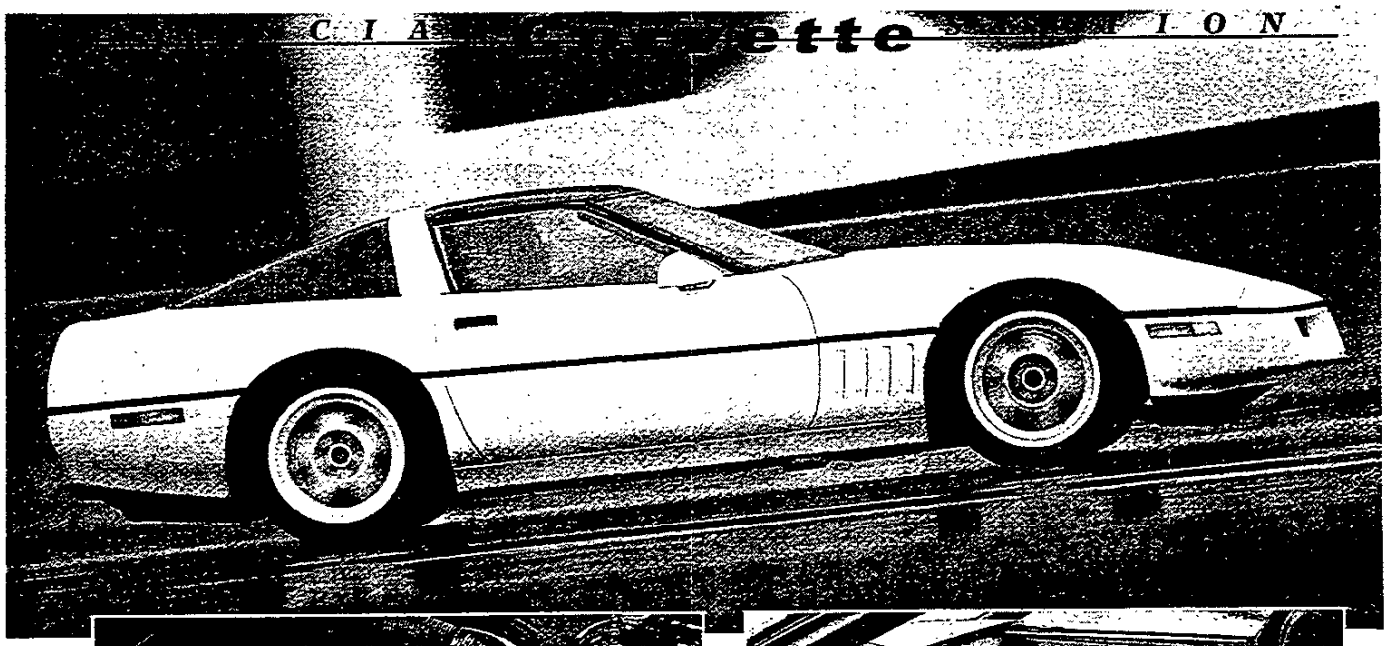
by Don Sherman

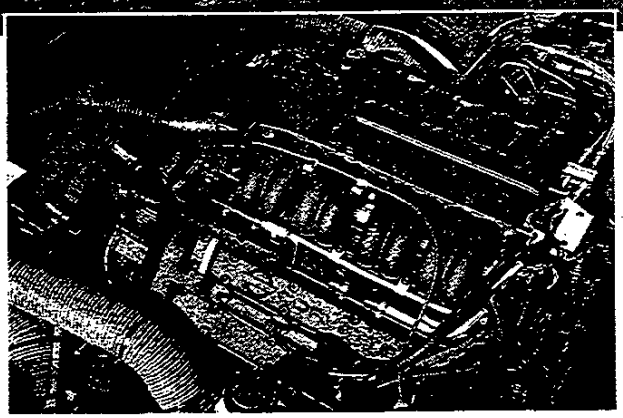
PHOTOGRAPHY BY RICK GROVES

Our invitation didn't mince words. Build the hottest street legal Corvette you can monster, and bring it to Ohio for a birthday celebration of epic proportions. The entice ment went out to every major Corvette tuner in the country — the Callaway factory in Connecticut, Langenfelder of Indiana, Greenwood of Florida, and Guldstrand in California — plus a few lesser-known speed and handling merchants. A proposition was also dispatched to the Corvette development group in hopes of coaxing a prototype or two from its lair.

The only hard and fast rule was there wouldn't be any hard and fast rules to inhibit the festivities. As usual, we intended to study every facet of performance during a visit to the Ohio Transportation Research Center. The street-legal criterion was given double emphasis. We mapped out a cross-country drive route on secondary roads to evaluate real-world behavior, and we contracted the services of the Automotive Testing Laboratories to scrutinize what came out the exhaust pipes. For dessert, we reserved a date at the Mid-Ohio Sports Car Course to check each Corvette's speed and spirit on a challenging 2.25-mile, 14-turn racetrack.

Initial responses boiled over with enthusiasm. A few tuners asked for multiple entry forms. The factory exceeded our expectations by rolling out two of the





fastest Corvettes ever concocted: Snake Skinner and Conan ("Top Secret Chevys!" May '92). Then a few invitees had second thoughts. Our strictly voluntary emissions test frightened one away. Callaway claimed his plate was full introducing Bridgestone's Run-flat tire system. Greenwood complained that both his supercharged and his normally aspirated engineering programs were far behind schedule. Lingenfelter missed the celebration when an engine that worked perfectly on the dyno became cantankerous in the car.

Four hardy Corvette party animals finally showed up at TRC before dawn on a chilly Sunday in November. John Heinricy and Jim Minneker—two GM engineers (see sidebar)—shipped their experimental toys via a huge semi-trailer transport. Doug Rippie, a notorious Corvette racer from Plymouth, Minnesota, trailered in a customer car, complete with the customer. Steve Wait of Brookings, South Dakota. Mike McKenzie and Daniel Baker of Guldstrand Engineering won a merit badge for driving their entry 2300 miles to Ohio from Culver City, California.

The first order of business was a group photo session on TRC's 7.5-mile,

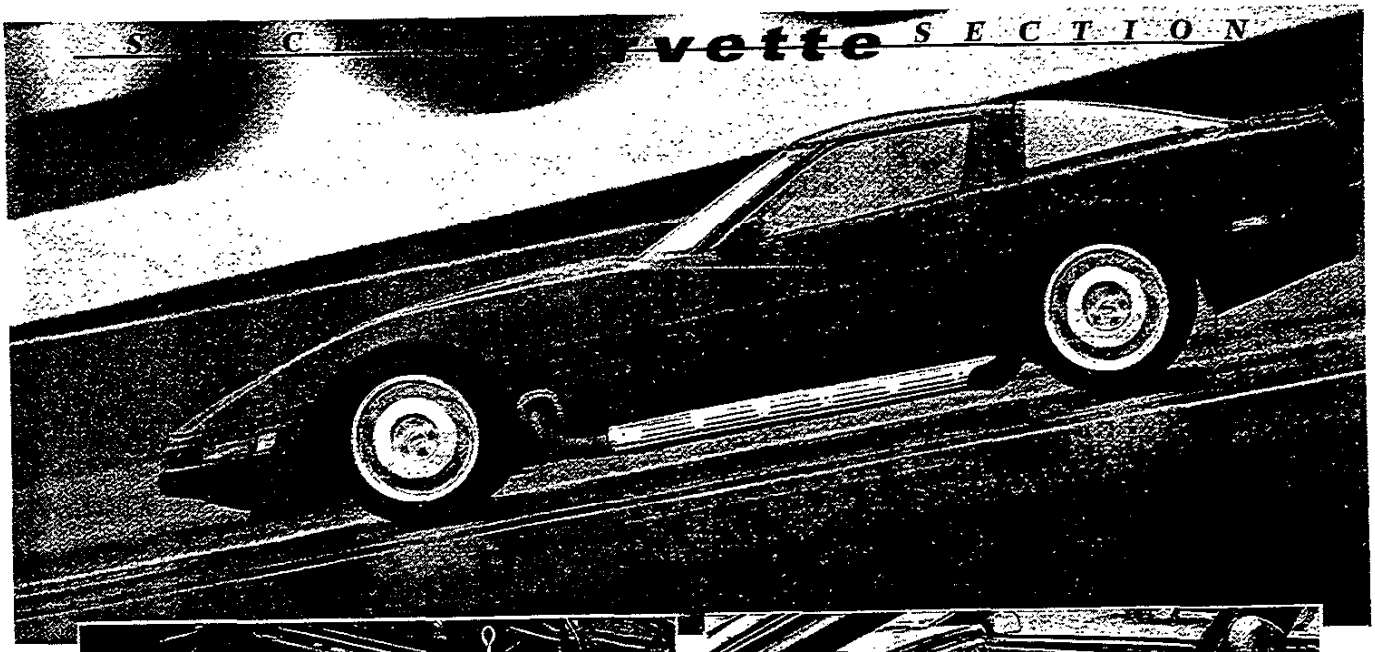
Chevy's Viper-skinner combines 440 screaming horses with a 2850-pound curb weight. Corvette platform engineers promise to transfer their findings to future production models.

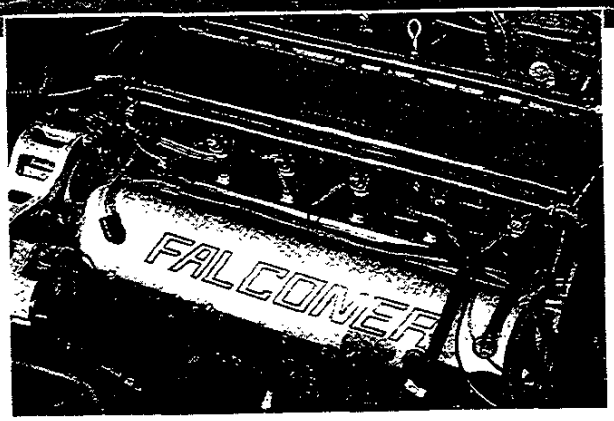
steeply banked oval. The highly tuned engines coughed and spit when asked to perform such a mundane task so early on a frigid morning, but the cameraman won't wait when there's a portrait to shoot. Three of the four Corvettes jockeyed into position, but Snake Skinner refused the call. After several minutes of consulting service manuals to decipher fault codes, the problem was finally diagnosed: an empty gas tank. This was our omen of calamities to come.

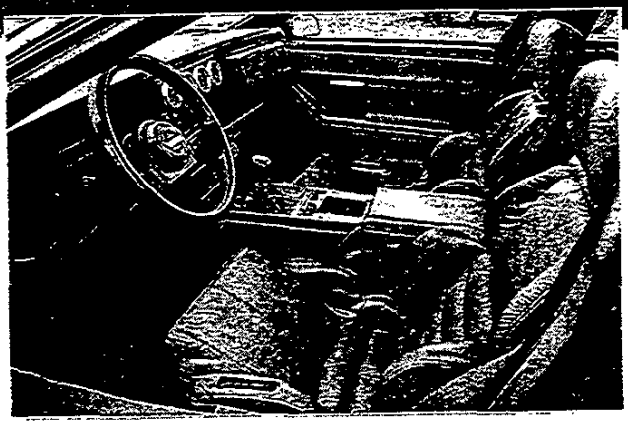
The feeble bright spot overhead fought a losing battle penetrating a leaden blanket of clouds. The crew from Minnesota shrugged it off as a mild winter day, but the thin-blooded California contingent suffered agonies. While participants huddled over open engine bays to conserve body heat and assess the competition, conversations bounced back and forth between compression ratios and suspension settings.

Snake Skinner has a slightly disheveled look that belies its true personality. This is a pure power-to-weight-ratio exercise, and niceties like glossy paint just aren't essential. The rough-looking hood is molded in Kevlar, and the optically wavy rear hatch is plexiglass to save a few precious pounds. Wherever possible, aluminum stands in for steel and magnesium replaces aluminum. Weighty iron brake rotors have been replaced by carbon-fiber components. Air-conditioning, power seat adjusters, a cockpit console, and the spare wheel and tire are banned to help the bottom line at the scales. Even the brake lights have been pared from four to two to further the cause.

Under the hood, the LT5 V-8 wears a menacing coat of matte-black paint. Hotter cams, the elimination of secondary throttle plates, ported intake passages, and an unrestricted air cleaner aid induction. The exhaust is dumped to atmosphere via fat black pipes fitted with mufflers, but no catalytic converters. With an estimated 440 horsepower and a curb weight of 2850 pounds, Snake Skinner's power-to-weight ratio is an incredible 31 percent better than the '92 Corvette ZR-1's. When this merciless hunter is about, reptiles of the Cobra







and Viper variety don't stand a chance."

The long-nose Corvette on the premises exemplifies a different approach to performance. Except for shiny BBS wheels and side-pipe shields, the red Chevrolet called Conan looks positively discreet. But the instant its stretched hood is swung open, jaws drop and eyes twinkle with delight.

Conan is the P-51 of land-bound crafts with an engine bay amply stocked with V-12 horsepower. Operating under the theory that anything worth doing is worth overdoing, this experimental Corvette boasts not only extra cylinders but also the biggest bore and stroke dimensions of the test. We're talking 601 cubic inches, a ground-pounding 9.9 liters, and nearly enough torque to bump-start the earth.

SportsFab of Wixom, Michigan, crafted this creature, and that firm's ace fabricator and boss, Tommy Sapp, is on hand to tend the monster. By extending the frame rails 8 inches, room was cleared for what amounts to one and a half Chevrolet small-block V-8s. Manufactured by Ryan Falconer Industries, using aluminum for the block and heads, the fuel-injected V-12 weighs no more than an iron-block V-8. With a curb

Conan, the 44 Magnum of Corvettes, has enough torque to toast the tires in third gear. The 9.9-liter Falconer V-12 engine is all aluminum.

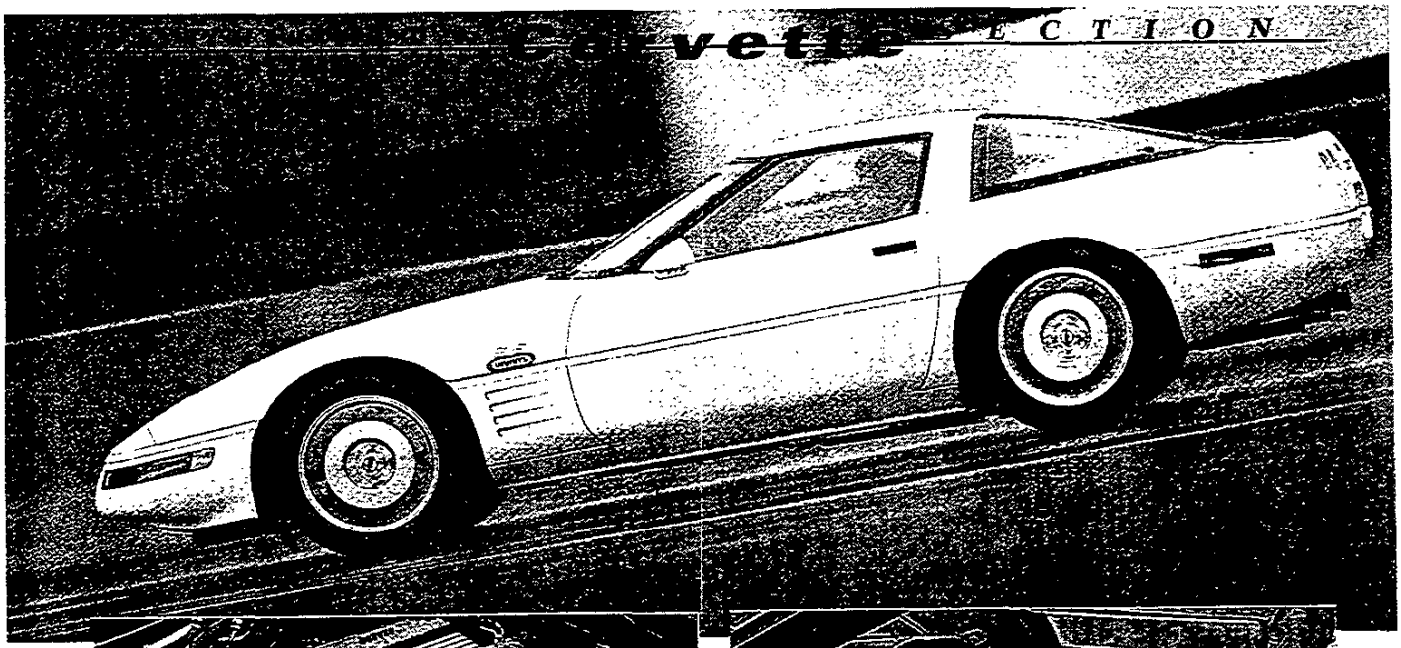
weight of 3440 pounds and an estimated 580 horsepower on tap, Conan has a power-to-weight ratio significantly better than the Snake Skinner's. The only machine on hand with this much torque wore a Freightliner badge on its radiator.

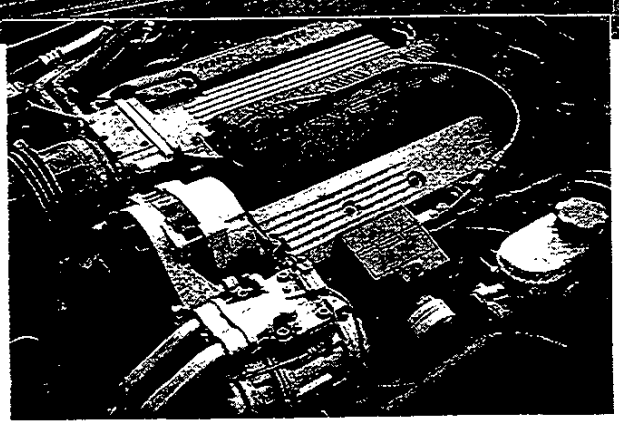
Dick Guldstrand's SS is a Corvette of a different stripe. In some respects, it's a throwback to the muscle-car era: regulation skunk-streak graphics, SS badges outlined in classic chrome, a zippy 4.09:1 axle ratio, and a can of Wynn's Friction Proofing (courtesy of Guldstrand's sponsor) in the oil sump. Underneath, there's a suspension package distilled from years of Corvette racing experience: a lower ride height, urethane (instead of rubber) bushings, spherical rod ends for the anti-roll bars, and special rear-suspension toe-control links. Wheels and tires are standard '93 Corvette equipment.

We were amazed that the Guldstrand team had the nerve to attend this speedfest with a pure-stock engine under their hood. Except for the aforementioned change to the final drive ratio and a stainless steel, low-restriction Borla exhaust system worth a handful of ponies, the SS' powertrain is exactly as it left the Bowling Green assembly line.

It's not that Guldstrand Engineering has forgotten how to tune Chevy engines for extra power. Remember, this enterprise resides in Southern California, where anti-tampering laws are especially strict. As a result, Guldstrand has become an upstanding member of the green movement. A special ZR-1 he has under development burns compressed natural gas and produces an exhaust purportedly as sweet as baby's breath. A test of that Corvette—dubbed the GS90—will have to wait, but in the meantime, Guldstrand was anxious to demonstrate the SS' prowess in handling tests and its social responsibility in the emissions lab.

Compared to the dove-white SS, the fourth Corvette in this covey looked like evil on wheels: low to the ground, fat of tire, and shrouded behind tinted glass and a foreboding shade of green





paint. The Joker couldn't ask for a more villainous ride for terrorizing Gotham City. In spite of the fearsome appearance, this car was presented by two pillars of congeniality, owner Steve Wait and constructor Doug Rippie.

The DR383, a name consisting of Rippie's initials and his Corvette's piston displacement, is extensively modified stem to stern. The engine is bored and stroked. The cylinder heads are ported and fitted with larger intake and exhaust valves. A Crane camshaft activates roller lifters and roller rocker arms. Downstream of the stock catalyst, the exhaust is dumped into a set of Borla stainless steel pipes and mufflers. Fuel is delivered by a high-capacity pump through oversize injectors commanded by a reprogrammed engine-control computer. The rest of the driveline is stock hardware except for a heavy-duty clutch.

Like Guldstrand, Rippie has fiddled with Corvette suspensions for years on the racetrack. Every rubber bushing is replaced by a urethane component more resistant to unwanted deflections. The factory plastic leaf springs are replaced by conventional coil springs that mount to stock Bilstein adjustable shock absorbers. Several advantages are

Guldstrand's clean machine demonstrates that substantial performance gains are possible without disabling the Corvette's emissions controls.

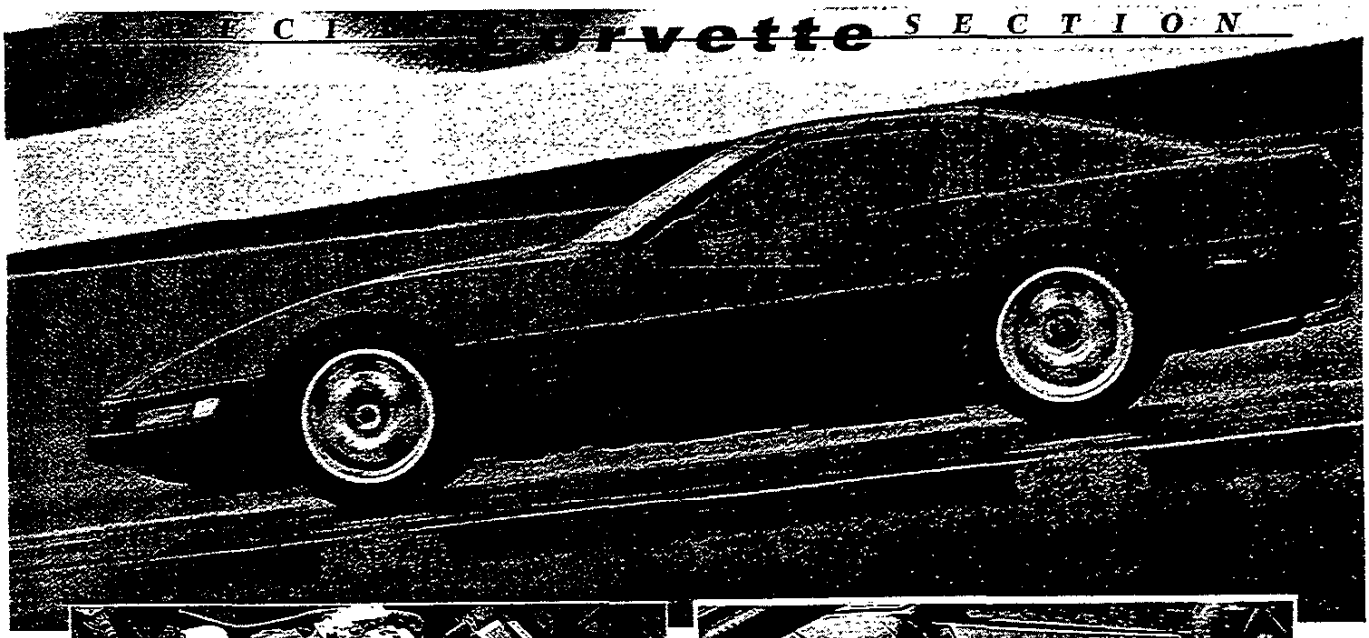
claimed—a lower ride height, slightly softer ride rates, and a small increase in suspension travel. Large-diameter anti-roll bars balance handling without inflicting excessive harshness. A rear suspension geometry change reduces the amount of steering caused by the wheels' up and down motion. Braking capacity is enhanced with three-piston front calipers and larger rotors front and rear. Goodyear GS-C rubber in ZR-1 sizes is mounted to Dymag cast magnesium wheels.

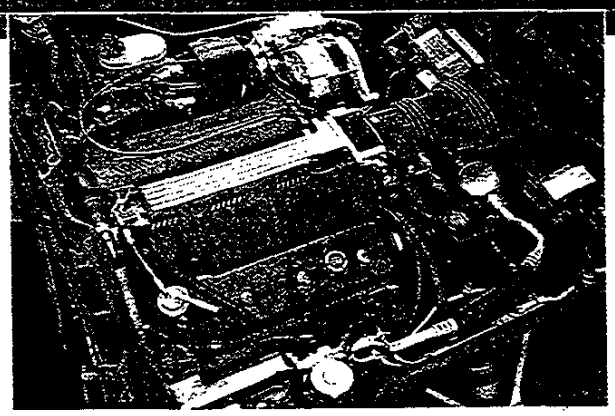
During the introductory photo session, we kicked tires and bench-raced to a faretheeweil. The main event—top-speed testing (see sidebar)—wasn't scheduled until late afternoon, so we spent the midday conducting acceleration, braking, and handling tests.

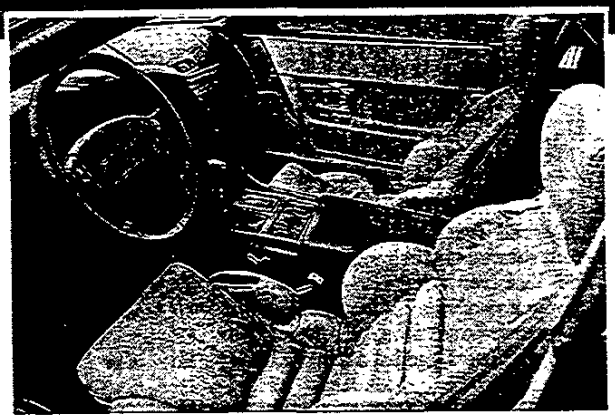
While measuring adhesion limits on TRC's vehicle dynamics pad, trouble erupted. The DR383 cornered at a remarkable 0.99 g but also generated a billowing cloud of white smoke. A pit stop revealed that the fault was nothing more serious than oil spraying out the dip-stick tube. The thundering Conan, which sounds like a squadron of piston aircraft overhead, followed the DR383's lead to the letter: 0.99 g on the pad, white smoke from under the car. The lightweight Snake Skinner skated around the pad like Kristi Yamaguchi on a tether. It didn't bat an eye registering 1.04 g, the best score of the day and better than anything you'll find listed in *MT*'s Road Test Review.

Disaster struck when we circled TRC's skidpad in the Guldstrand SS. After recording a mediocre 0.88 g lap, driver Ron Grable stopped to report a fluctuating oil pressure reading. An ominous tapping from the bowels of the engine prompted us to dispatch the SS to a service bay for damage assessment. Meanwhile, back at the pad, testing resumed. The *MT* crew swapped cars back and forth between the slalom course and TRC's long straightaway, where acceleration and braking capabilities were measured.

Conan was a problem child to launch off the line. An indelicate right foot smoked the tires. An uncoordinated left







foot cooked the clutch. By the time Grable's feet were in synch, the spark plugs were fouled, and the engine was spitting and snorting at high rpm. Unfortunately, Tommy Sapp's rolling shop wasn't stocked with hotter replacement plugs, and cleaning the cold ones we had didn't help things.

The Corvettes were parading through our 600-foot slalom course by the numbers. While Guldstrand crew chief Buzz Bycznski dropped the oil pan on the SS, Conan was charging cones with abandon. No overpowered oaf, it zigged and zagged with consummate ease. When the car's tail threatened to drift wide, the slightest extra pressure on the throttle was enough to plant the rear tires and rocket this long-wheelbase Corvette back into line. After a dozen passes to learn its reflexes, we hustled Conan through the cones at a satisfyingly quick 68.3 mph.

Snake Skinner was more temperamental. Unlike Conan, it despised changes of throttle setting and reacted crankily with a tendency to fishtail. A careful hand also was necessary on the steering wheel because this Corvette delivers a near-instantaneous response to every course-correction request. Finally, we bettered Conan's speed by 1 mph,

Doug Rippie's 383-cubic-inch Corvette tore up the slalom course with its clever coil-spring suspension.

then released Snake Skinner to its handlers for a rear camber adjustment.

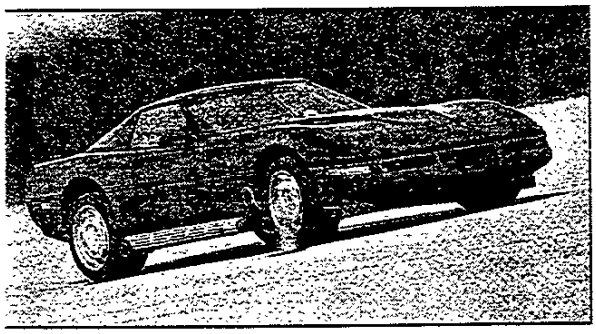
When it returned to the pad to resume slalom testing, Chevrolet Engineering's Vette Lite was better behaved. We dialed in more understeer by switching the selective shock absorbers one notch tighter, a change that clipped a couple tenths off the elapsed time. The best pass corresponded to an average speed of 70.4 mph, a record for Corvettes in *MT* tests.

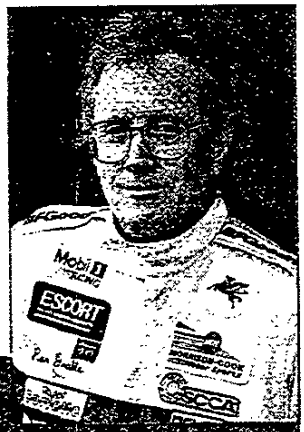
At least until the DR383 stepped up to bat. This machine was a breeze to drive. There was never a hint the tail might drift out of line or that a quick steering or throttle adjustment would upset this car's equilibrium. The DR383's tires were so solidly planted that turning a quicker time was simply a question of minimizing scrub and crowding the cones a bit tighter with each pass. Switching the shocks back a notch from sport to tour helped steering predictability and softened response beneficially. The best pass was 72.1 mph, an all-time slalom-course record.

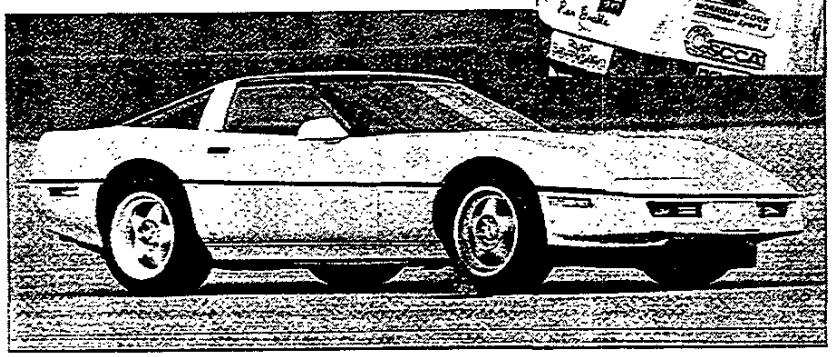
The DR383 couldn't match the Snake Skinner in acceleration, but that didn't stop it from trying. With a best run of 12.5 seconds at 113.3 mph in the quarter mile, owner Steve Wait shouldn't have much trouble holding his own on South Dakota highways.

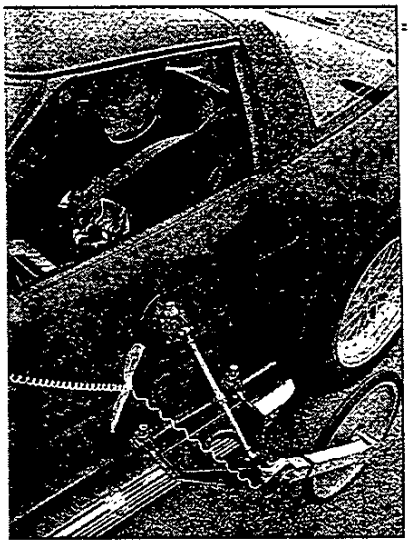
In *MT* tests, the Dodge Viper slithered 0-60 mph in a quick 4.7 seconds. Snake Skinner easily eclipsed that performance with 3.6-second blast to the same speed. Holding the pedal down for a full quarter mile will zap you to 120.0 mph in a mere 11.7 seconds.

The report from the garage was not uplifting. The Guldstrand SS suffered temporary oil starvation on the skidpad, which failed one connecting rod bearing and scored the mating crankshaft journal. Crew chief Bycznski frantically polished the wounds with emery cloth, while onlookers needled the Guldstrand team for pouring a friction reducing elixir in their crankcase. Factory reps assured us that the Wynn's wasn't the problem. At fault was an oil pickup assembly that was used briefly at the beginning of the '93 model year until tests revealed it could cause precisely the fail-









MT Editor-at-Large Ron Grable (above and left) pressed the pedals in straightline tests and prodded Conan well past 200-mph on TRC's banked oval.

ure we had experienced. Tommy Sapp quickly fired up his welder to craft a permanent solution to the problem.

The Guldstrand Corvette's engine was not a picture of health, but it ran well enough to endure emissions tests. We crossed our fingers and tried a few acceleration runs with the wounded SS. Of course, the knock returned, and Buzz had to suffer through the emergency rod-bearing repair procedure all over again.

Our problems didn't end there. Rick Graves, photographer on this project, accidentally slashed a finger with a pocket knife. The DR383 Corvette popped a water hose during top-speed runs necessitating a tow truck. When it was screwed back together, its ignition system was mysteriously dead. New spark plugs for Conan couldn't be found in the state of Ohio. To cap it off, the weather was

THE STRENGTH OF THE PRODUCTS IS IN THE METTLE OF THE MEN

JOHN HEINRICY

"There's no better way than racing for me to understand how all the systems of a performance sports car work at the limit," says the man most responsible for integrating the Vette's many systems into an operational whole. He began racing only eight years ago, in a rented showroom-stock Citation—winning four of five events, driver's championships in two '89 series, and membership on Vette team championships in '88 and '90. He helped break FIA records in the Morrison/Cook Vette in '90.

DOUG RIPPIE

A well-known driver in the '80s, Rippie won seven of nine races in '84, en route to the SCCA Central Division driver's crown. In '86, he stepped out of the car to manage full-time—with great results. His team won the now-defunct Corvette Challenge series in '89, with wins in six of 12 races. In '92, his Dieline team won the World Challenge with firsts in five of eight races, and his chief driver, R. K. Smith, took the driver's crown. Next year, he wants to field Camaros, too.

DICK GULDSTRAND

Every Corvette buff knows Guldstrand's name—he's been customizing, racing, and winning in Corvettes since there've been Corvettes. He won three consecutive West Coast championships in '63, '64, and '65, was Penske's first driver in '67, and with Penske, won first the Daytona 24-hour and then the Sebring 12-hour. "I'm a product of the '40s hot-rod days. I went to Los Angeles High School, and, of course, you either had to be a candyass or a hot-rodder. I wasn't a football player."

JIM MINIKER

Miniker has yet to wear an overall champion's crown, but his record shows he's on his way. As a driver on the '92 Bakeracing Corvette World Challenge team, Miniker finished the season in fourth place. He drove when the team won the Mosport 24-hour, the first professional win for the ZR-1. At Brainerd, he won the first (and so far, only) World Challenge drag race. He's been road-racing only five years, but his days are pretty hectic: He's powertrain systems manager for GM's Corvette Group.

turning darker by the minute.

Ranks quickly closed, and everyone pitched in to make the best of the situation. We turned our attention to the South Dakota special's exhaust emissions. The good news is its emissions controls were functioning. The bad news is they weren't functioning with utmost efficiency. Compared to the practically stock Guldstrand SS, the DR383 generated approximately five times the amount of unburned hydrocarbons, carbon monoxide, and oxides of nitrogen.

The second day in Ohio became more of an endurance test than a birthday party, so we finished performance runs at TRC and prepared for the cross-country trek to Mid-Ohio scheduled for the following morning. To no one's surprise, the third day dawned with the sky drizzling rain. Nevertheless, we pressed on with the over-the-road evaluations in hopes that the weather would improve.

Luckily, it did. The roads dried up, and nary a Corvette faltered en route. The good folks of Walnut Grove, Ridgeway, and Meeker, Ohio, shot us perplexed looks as our procession of four rumbling Corvettes and phalanx of support units created a momentary rush hour in one small town after another.

The Guldstrand SS made the trek without a whimper in spite of the fact that revs had to be used sparingly to minimize stress on its engine's bearings. Resisting the temptation to dip liberally into the throttle was a chore because this Corvette's numerically high axle ratio makes the powertrain act lively and itching to go. While the straight-line ride feels as pleasant as a stocker, aggressive lane-change maneuvers are noticeably slack-free and extra precise thanks to the suspension modifications. Admittedly, the Guldstrand crew hasn't done much to this car but every modification is, at least, conspicuously cost effective.

Snake Skinner lives at the opposite end of the civility scale. The sounds and vibrations of well-oiled machinery are ever-present. The exhaust is inspirational with the throttle down, but only mildly annoying while cruising. The good news is scalpel-sharp steering, an all-around light-on-its-feet personality, and near-ballistic throttle response. Ride motions are supple enough to suggest that a cross-country jaunt would be a gas in this one-off Corvette. Unfortunately, the harsh reality is that those lacking diplomatic immunity would quickly fall prey to Snake Skinner's accelerative temptations and go directly to jail.

Conan, on the other hand, is such a beguiler that any enforcement officer with a soul could be bribed out of a citation with a glance under its hood. At

DR'S HIGH-SPEED TEST

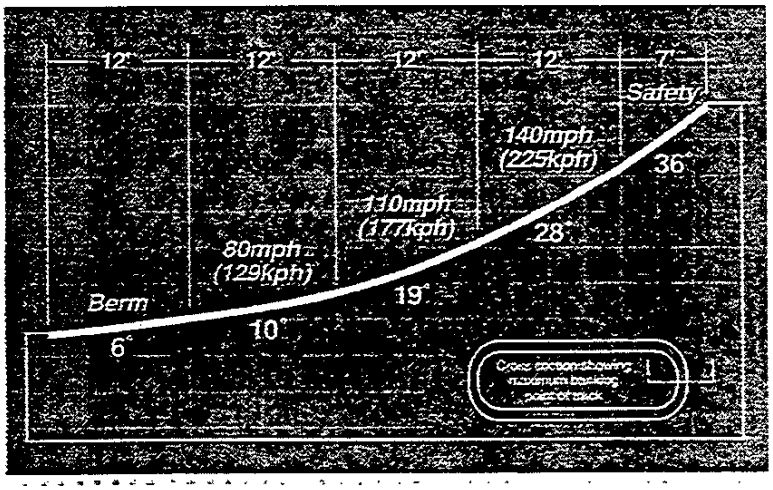
At 200 mph, a vehicle travels the length of a football field every second. To generate speeds in that vicinity, a car needs lots of horsepower, slick aerodynamics, and a special road. No midnight runs on the freeway will do for cars of 200-mph potential.

Transportation Research Center is one of the few facilities in the country with such a road. TRC is a vehicle-testing paradise located in the flat farmlands of middle Ohio. It's best know for it's immense 7.5-mile, high-banked oval, which easily contains 200-mph cars. It's difficult to comprehend the sheer size of this track, but consider that six complete Indianapolis 500 tracks would easily fit in the center of the oval.

On a recent, crisp winter morning we assembled at TRC with this awesome field of Vettes. Conditions were ideal for high-speed testing. With temperatures in the 30s, the engines would be inhaling nice, cold, dense air, and there was no appreciable wind to disturb the cars at speed.

First up was the Rippie Motorsports car. In the 28-degree upper lane of the parabolic banking, 140 mph is the neutral speed (zero side forces). At more than 140 mph, it's better to run above the upper lane, close to the guardrail, to take advantage of the steeper 36-degree banking where neutral speed is 170 mph.

The Rippie car accelerated quickly into fifth gear, and I settled down to enjoy the reworked LT1 engine's struggle to force the Vette through the air. On the east bank, I let the car climb above the upper lane. The guardrail blurred past, less than six feet from my left elbow, providing a shocking speed reference. Time was compressing—things were happening fast. Down off the banking onto the



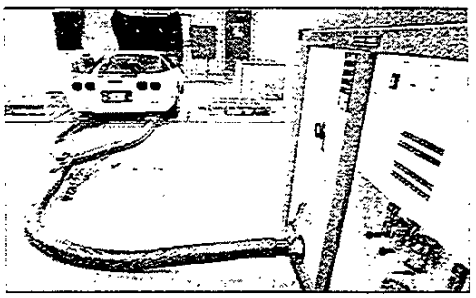
ARROYO DESIGN

straight, with nothing to do but watch the speedo and compensate as the Vette wandered slightly...180...181...182...approaching the timing traps...speedo straining for 183...traps...whuuump...instant loss of power...fluid all over the windshield...clutch in quickly...long coast to a stop. Diagnosis: burst radiator hose and wet engine electronics.

Snake Skinner was all intensity on the big oval. It remained as stable as an aircraft carrier, needing little in the way of steering corrections. In contrast, the lightweight bodywork had all the rigidity of a bowl of Jell-O, jiggling madly at high speeds. The engine produced a lovely racelike note, with much intake air noise and a high-pitched howl from the exhaust. Working up through the gears, the digital speedometer climbed smoothly to 150 mph—then mysteriously began counting down—150, 149, 148, all the way to zero.

At 7300 rpm in fifth, power and drag reached equilibrium, and all was in harmony. Snake Skinner could go no faster. The radio crackled "188 mph."

All our test Vettes were equipped with six-speeds, but Conan was the only one that had enough engine to pull sixth gear. The massive 8-liter V-12 would accelerate hard enough to pin me in the seat, at any speed. Opening the throttle didn't noticeably alter any activity under the hood, it just increased that breathtaking push in the back. Conan required constant corrections to maintain the desired heading, which used up all my attention. Blasting through the traps, the tach was only reading 4800 rpm, so I thought I wasn't going very fast (the speedometer didn't work), until I heard a shocked voice on the radio: "Wow! Two eleven." I guess there really isn't any substitute for cubic inches. *—Ron Grable*



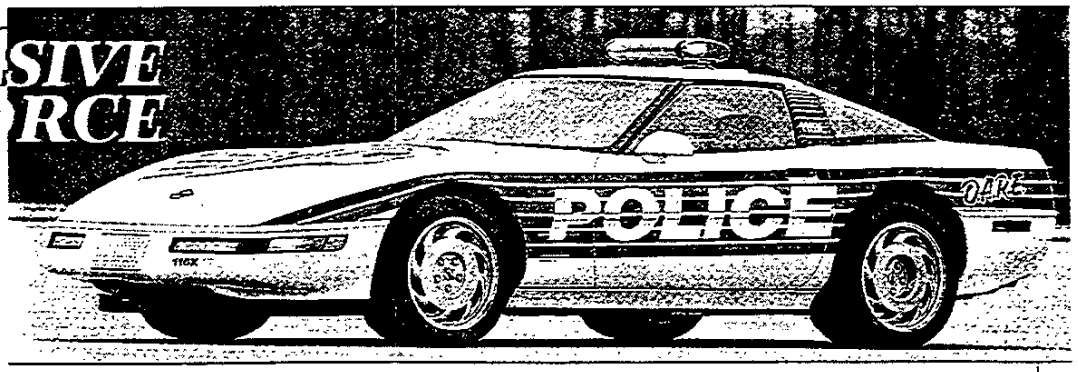
Automotive Testing Laboratories sniffed hot Corvette exhaust pipes while Guldstrand Engineering's ace wrench, Robert Bycznski, polished crankshaft journals.

idle, it shakes like an atomic cement mixer, but the lusty V-12 does smooth out with a few revs on its tach. In the cruise mode, this Corvette is deceptively normal in behavior. With a gentle nudge of the accelerator, it hunkers down and hauls the mail. Floor the pedal, and it vaults over the 100-mph hurdle on its way to two. And there's one unexpected pleasure: The view from the driver's seat of Tommy Sapp's sensuous hood sculpture is worthy of a commendation from the Museum of Modern Art.

The DR8S3 is a prime example of the tremendous untapped potential of the 10-year-old Corvette platform. With modern tires and a few engine and chassis tweaks, a capable aftermarket tuner has wrought

EXCESSIVE FORCE

DRIVING THE CORVETTE ZR-1 POLICE CAR



DARE is the national Drug Abuse Resistance Education program founded by the Los Angeles Police Department in September 1983. Hundreds of police departments nationwide now administer local programs designed to teach school children not only why, but how to "Say No to Drugs." Chevrolet created the Corvette ZR-1 police car for loan to police departments as a DARE program attention-getter. And, boy, does it work.

This is the ultimate unmarried enthusiast's prowl car—because you get attention both from Vette groupies and cop groupies. I drove the car, with great care, from *MT*'s Motown nerve center down to TRC for the Vette test: I knew if I got caught speeding in this vehicle, the police would put me *under* the jail. Police never gave me a second glance, but Santa and his eight tiny reindeer couldn't have drawn more attention from civilians. It was almost dangerous. An inattentive driver would look up, see the ZR-1's lightbar in a rearview, and stomp the brakes so hard he'd flat-spot the tires. This astonishment was only exceeded by the look on most faces as the car motored on by.

Under the cool exterior graphics is a box-stock '92 Corvette ZR-1, complete with 375-horsepower 5.7-liter LT5 V-8, six-speed manual gearbox, and cassette/CD player. When a car comes this hot stock, few changes are necessary. The only small modification to the standard interior is a switch panel under the console ashtray cover that controls various flashing light combinations and a couple different siren sounds.

Is Chevy planning to offer a Corvette police package? Officially, no. And except in extremely special cases, most state police or highway patrol agencies couldn't ante up the cash for one, even at a low-bid government price. The Vette would make a wonderful radar-speed-enforcement car because, of course, hot pursuits would be impressively short. Hell, the car has a stunning effect on traffic in normal cruise mode. That effect is then amplified at speed with lights and electronic siren howling, which makes it the perfect demonstrator for police engaged in teaching youngsters the dangers of drugs.

This Corvette police car could be somebody's worst nightmare—and you know who you are.

—Daniel Charles Ross

TECH DATA

GENERAL	DR383	Guldstrand Super Sport	Snake Skinner	ZR-12 Conan
Tuner	Doug Rippie Motorsports 12832 Highway 55 Plymouth, Minn.	Guldstrand Engineering 11924 W. Jefferson Blvd. Culver City, Calif.	Corvette Platform Chevrolet Division Warren, Mich.	Corvette Platform Chevrolet Division Warren, Mich.
Price as tested	$50,000	$42,000	$250,000	$250,000
Transmission	6-speed manual	6-speed manual	6-speed manual	6-speed manual
Axle ratio	3.45:1	4.09:1	3.91:1	3.54:1
Curb weight, lb	3450	3350	2850	3440
Weight distribution, f/r, %	51/49	52/48	52/48	54/46
Weight/power ratio, lb/hp	7.7	9.9	6.5	5.9

ENGINE				
Type	90-degree V-8, cast iron block, aluminum heads	90-degree V-8, cast iron block, aluminum heads	90-degree V-8, aluminum block and heads	90-degree V-12, aluminum block and heads
Bore x stroke, in./mm	4.03 x 3.75/ 102.4 x 95.2	4.00 x 3.48/ 101.6 x 88.4	3.90 x 3.66/ 99.0 x 93.0	4.12 x 3.75/ 104.8 x 95.2
Displacement, ci/cc	383/6271	350/5733	350/5727	601/9855
Est. horsepower, hp @ rpm	450 @ 6000	340 @ 5200	440 @ 6500	580 @ 5200
Est. torque, lb-ft @ rpm	435 @ 4500	320 @ 3600	400 @ 5200	704 @ 4500

CHASSIS				
Suspension, front	Unequal-length control arms, coil springs, anti-roll bar	Unequal-length control arms, composite leaf spring, anti-roll bar	Unequal-length control arms, composite leaf spring, anti-roll bar	Unequal-length control arms, composite leaf spring, anti-roll bar
Suspension, rear	Multilink, coil springs, anti-roll bar	Multilink, composite leaf spring, anti-roll bar	Multilink, composite leaf spring, anti-roll bar	Multilink, composite leaf spring, anti-roll bar
Brakes, type/dia., front, in.	Vented discs/13.0	Vented discs/12.0	Vented carbon-fiber discs/13.0	Vented discs/13.0
Brakes, type/dia., rear, in.	Vented discs/12.0	Vented discs/12.0	Vented carbon-fiber discs/12.0	Vented discs/12.0
Wheel size, f/r, in. Material	17 x 9.5/17 x 11.0 Dymag magnesium	17 x 8.5/17 x 9.5 Stock aluminum	17 x 9.5/17 x 11.0 Dymag magnesium	18 x 9.5/18 x 12.0 BBS modular
Tire size, f/r Mfr. and model	275/40ZR17/ 315/35ZR17 Goodyear Eagle GS-CS	255/45ZR17/ 285/40ZR17 Goodyear Eagle GS-CS	275/40ZR17/ 315/35ZR17 Goodyear Eagle GS-CS	275/40ZR18/ 315/40ZR18 Goodyear Eagle GS-CS

PERFORMANCE				
Acceleration, sec				
0–30 mph,	1.7	2.1	(Acceleration 1.4	2.0
0–40 mph,	2.3	3.0	numbers produced 2.2	2.6
0–50 mph,	3.1	4.0	on drag slicks) 2.7	3.3
0–60 mph,	4.1	5.3	3.6	3.9
0–70 mph,	5.2	7.0	4.4	4.6
0–80 mph,	6.7	8.6	5.3	5.5
0–90 mph,	8.1	10.5	6.5	6.5
0–100 mph,	9.7	12.7	7.8	7.4
Standing quarter mile, sec/mph	12.5/113.3	13.6/104.9	11.7/120.0	11.6/133.0
Braking, 60–0, ft	116	111	111	113
Handling, lateral acceleration, g	0.99	0.93	1.04	0.99
Speed through 600-ft slalom, mph	72.1	69.0	70.4	68.3
Top speed, mph	182	161	188	211

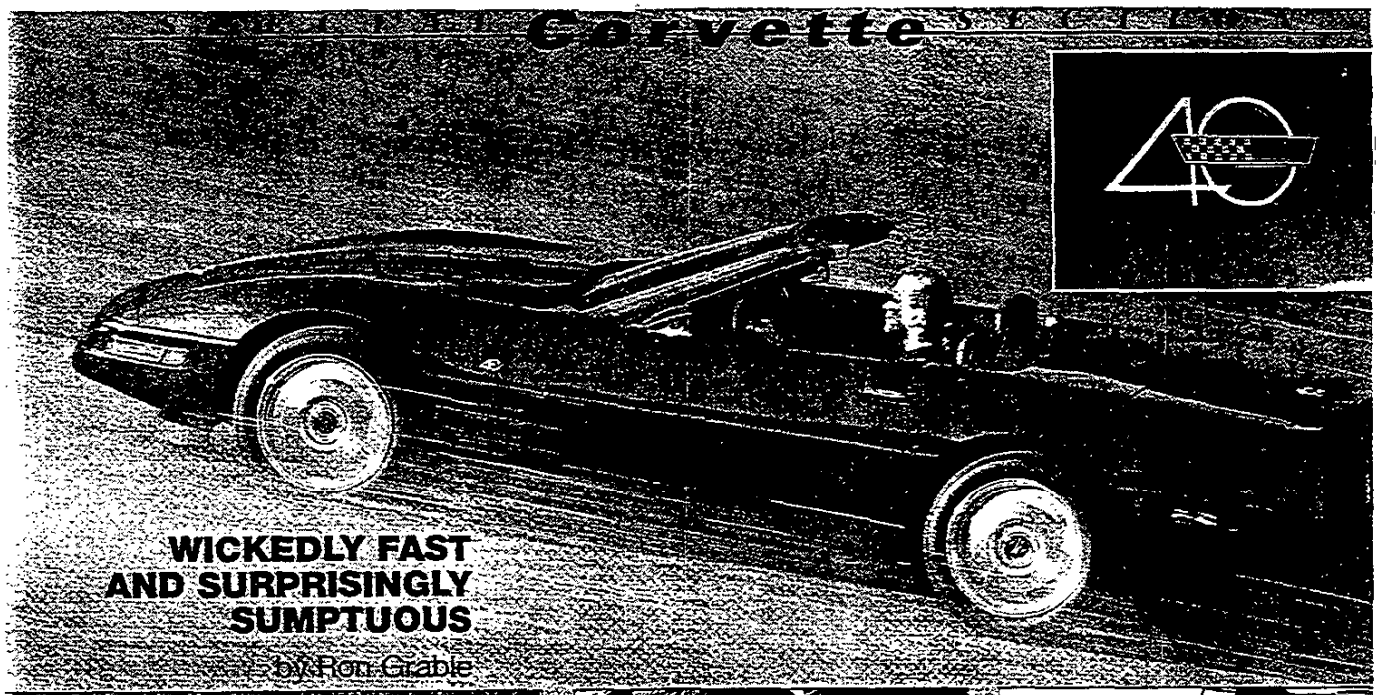
phenomenal performance improvements. The ride is every bit as pleasant as a stock Corvette's, and factory engineers definitely could learn something from this car's supremely confident handling. The only real shortcoming of the DR383 package is a boisterous soundtrack: valvetrain clatter from under the hood and an unruly exhaust rumble. (Sustained full-throttle blasts on the big oval may have damaged both the Borla mufflers and the DR383's catalytic converter.)

Our 100-mile Ohio backroad excursion ended at the racetrack, where we were greeted by the onset of a steady rain that lasted through a long lunch hour and well into the afternoon photo session. With no hope of accomplishing anything meaningful on the track, we literally scrubbed the hot laps at Mid-Ohio and set our sights on a brighter day.

Conan and Guldstrand's SS Corvette both returned to home base for repairs under their own power. Tommy Sapp installed a mighty McLeod dual-disc clutch in Conan and delivered it to Milan Dragway in Michigan for retesting. There, we snapped a driveshaft, performed a hasty repair, and recorded some remarkable acceleration figures all in the same afternoon. Using a half-throttle, second-gear start to minimize wheelspin, Conan bolted to 60 mph in 3.9 seconds and blistered the quarter mile in 11.6 seconds at 133.0 mph.

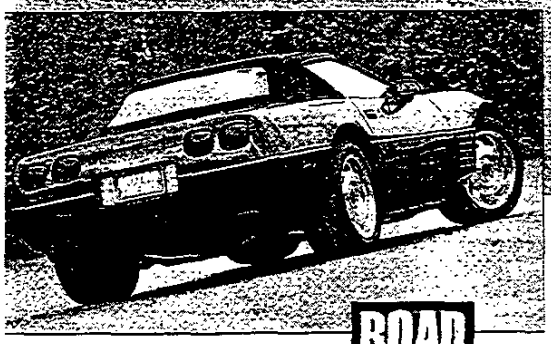
Simultaneously, another West Coast test crew put an SS through it spaces. A fresh engine under the hood brought its performance portfolio up to snuff quite nicely. Every test result we recorded represented a solid gain over a stock Corvette, proving Guldstrand's theory that it's not necessary to sacrifice a clean exhaust in search of extra speed and handling.

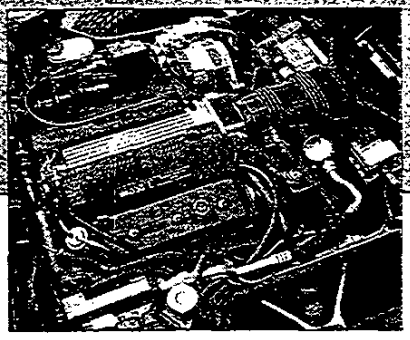
There isn't a moral to this story. Nevertheless, the Corvette's 40th birthday is a great excuse for a high performance party and the year's still young. So watch this space for Corvette II, The Reckoning. MT

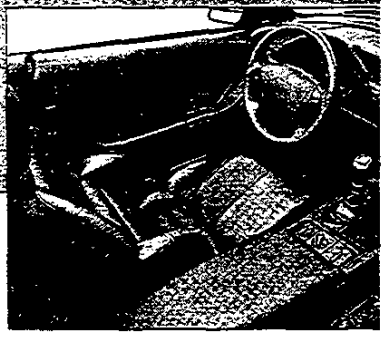


WICKEDLY FAST AND SURPRISINGLY SUMPTUOUS

by Ron Grable







ROAD TEST UPDATE

'93 CORVETTES

We picked up our '93 Corvette test car at the height of a heavy winter storm that was in the process of dropping on Los Angeles nearly three inches of rain in 24 hours: barely enough to water the plants in Seattle, but cause for ark building in the City of the Angels.

Intersections were beginning to look like the Mississippi River, and freeways were turning into parking lots. Plowing through these tidal crossroads and slaloming around the many stalled cars, it was easy to appreciate the sophistication of this '93 Vette. Electronic traction control stood ready to choke off stability-robbing wheelspin on the treacherous streets, while ABS hovered in the electronic ether, poised to deal with any brake pedal overexuberance. The result was a stable, confidence-inspiring platform that dealt easily with such atrocious conditions, while mere mortals in lesser cars spun out and wildly slithered about looking for traction.

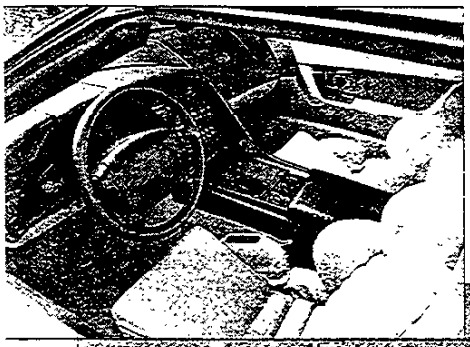
Model year '93 marks the 40th anniversary of Corvette production, and to commemorate that fact, Chevrolet is offering a 40th-anniversary-edition Corvette. The 40th-anniversary appearance option is available across the product line, but comes only in ruby-red exterior and interior, with color-keyed wheel centers, bright emblems on the hood, deck and side-gills, and special headrest embroidery. Buyers who don't want the 40th-anniversary option but order leather seats will nonetheless get the headrest embroidery.

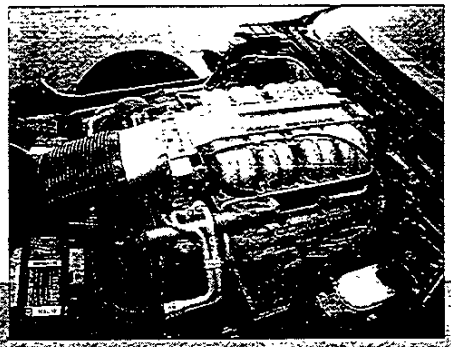
The 300-horsepower, small-block LT1 engine was first seen in '92. It was an instant success, offering what could turn out to be the ultimate (read last) pushrod-operated V-8 from GM. For '93, it has even more torque (up 10 pound-feet to 340 at 3600 rpm) by virtue of reduced intake-valve duration and slight flow improvements in the intake plumbing. Considerable energy also was focused on reducing valvetrain noise in the '93 pushrod motor. First, the cam profiles were "softened," engineerese for reducing the closing velocity of the exhaust valve by 20 percent to lessen seating impact. Second, the magnesium rocker covers used on the '92 engine were replaced with a composite cover, gaskets, and bolts, plus large rubber isolators under the rocker cover bolts.

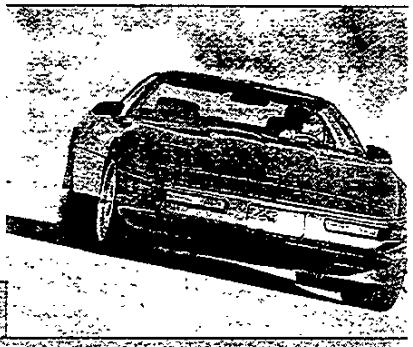
Probably no engine builder in the world does pushrod V-8s as well as GM, and this second-generation small-block engine is an excellent showcase for that technology. It makes 50 horsepower more than the L98 it replaces, weighs less, and is more fuel-efficient. No breakthrough technologies are responsible for the dramatic improvement, just basic hot-rodding tricks with intake and exhaust flow, more compression, etc. However, modern electronics and an innovative reverse-flow cooling system allowed the engineers to have their cake and eat it, too—more power *and* improved fuel mileage.

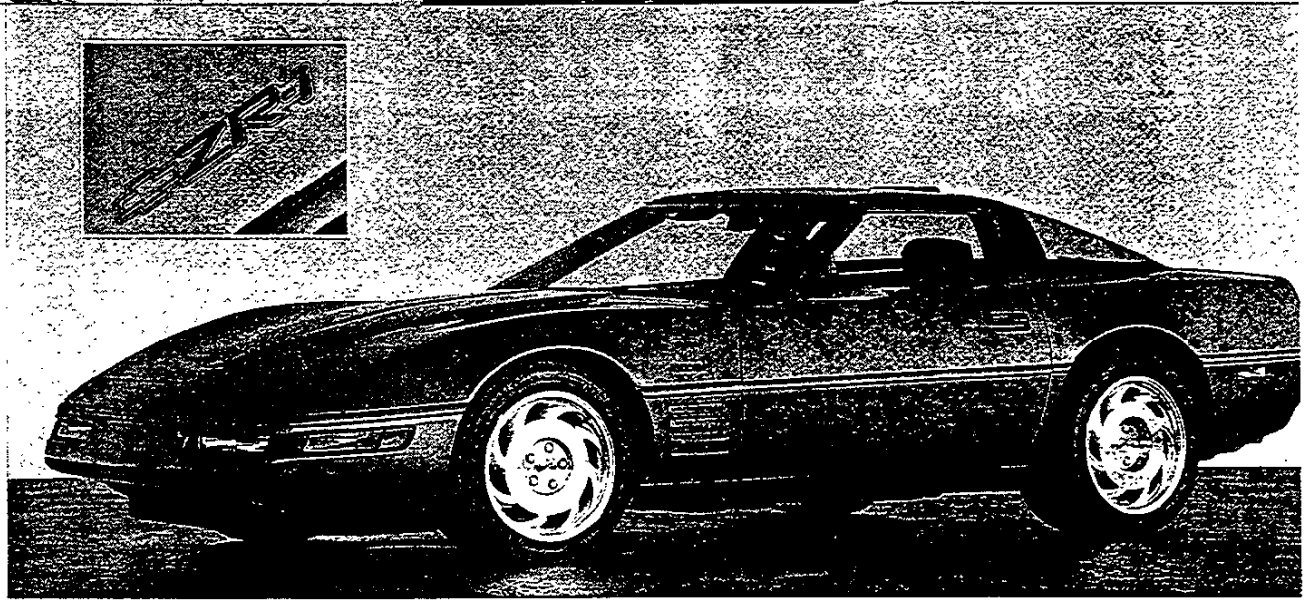
When the ZR-1 was introduced in '90, the engineers and marketeers desperately wanted to bring it to market with 400

PHOTOGRAPHY BY RICK GRAVES









horsepower. They felt 400 was a magic number, but they weren't quite able to reach it and remain consistent with all other requirements (no gas-guzzler, emissions, etc.). We now know they haven't been resting on their laurels because, for '93, Group Lotus and MerCruiser have reached and exceeded the original goal for the ZR-1. The LT5 produces 405 horsepower at 5500 rpm, an increase of 30 over '92), and 385 pound-feet of torque at 5200 rpm (15 more than last year).

The improved power and torque come from detail improvements in the engine's ability to breathe. We say detail changes because there are no significant changes to valve timing, lift, or port shape. None of the usual tricks was used to increase airflow. Instead, the shapes of the intake valve head and valve seat have been altered subtly for improved flow and a sleeve spacer used to guarantee perfect alignment between cylinder head and manifold ports. Also new for '93 is a change to four-bolt main bearing caps in anticipation of future power increases, and both Mobil 1 synthetic oil and platinum-tipped spark plugs are standard in the four-cam V-8 and LT1.

Just as GM pioneered the smart ignition key on the '86 Corvette, the '93 models introduce GM's Passive Keyless Entry system, which brings a novel, new touch to keyless entry. It's not only keyless, it's brainless. The system is basically a proximity device, with a small transmitter in the key fob and two receivers in the vehicle (one in each door for the roadster and one in door and hatch for the coupe). As you approach the car, the transmitter signals the vehicle to open one or both doors automatically (option is programmable), without any driver action. Walk away, and PKE locks the car—with the keys buried deep in your pocket. But wait, there's more—this is electronic-gadget nirvana. PKE is like having a personal servant who takes care of locking, unlocking, turning on the interior light, ensuring you don't lock the keys in the ignition, and arming and disarming the PASS-Key deterrent system. Walking away from the Vette, you can hear the locks close, and a discreet, single beep from the horn. If you don't hear the horn, you've left the keys in the ignition, and PKE has left the door unlocked. The system can be shut off at your discretion.

Surprisingly, for '93, the width of the front wheels and tires has decreased (ZR-1 remains the same as in '92) from 275/40ZR17 on 9.5-inch-wide wheels to 225/45ZR17 on 8.5-inch-wheels. Corvette engineering manager John Heinricy explains that this change was driven by two concerns. First, the move to smaller fronts increases understeer, balancing the potential oversteer from the increased power of the LT1 engine. Second, the smaller tires also are less subject to groove-wander, a term used by tire engineers to describe a tire's tendency to follow highway rain grooves, making the car wander.

It certainly would seem more logical to compensate for the increased engine power by increasing tractive capacity at the rear, but the General works in strange ways, and we can only assume the added benefit of improved rain-groove steering and decreased rolling resistance swayed the decision in favor of smaller fronts.

Both cars are ferocious performers, but the extra 100 horsepower, 1300 more useable rpm, and monster GS-C Goodyears of the ZR-1 elevate it to a class of its own. After a day of screaming engines and squealing tires at the test track, we chose the ZR-1 for the freeway commute home, and found it

PHOTOGRAPHY BY SCOTT [illegible]

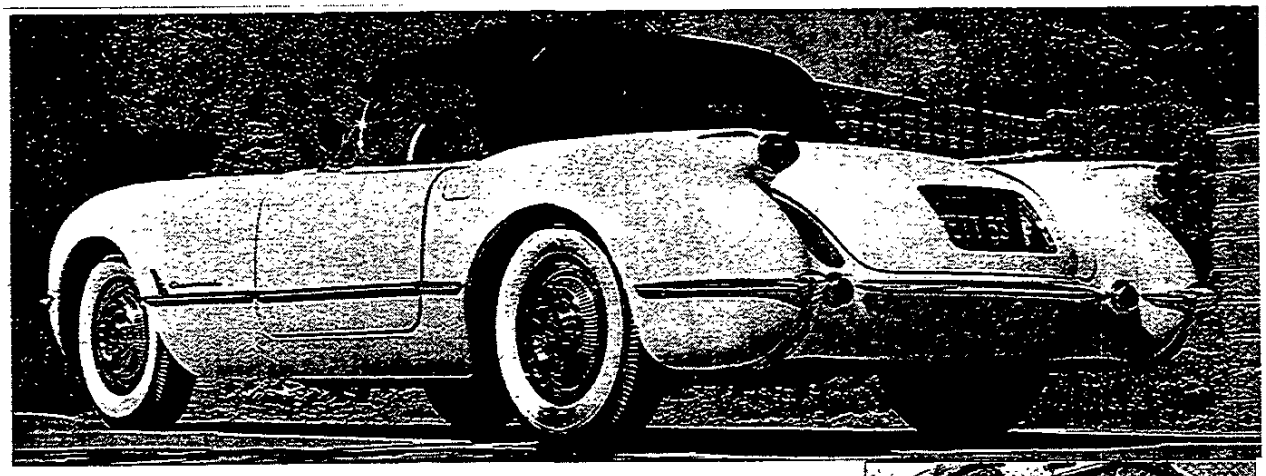
nearly as pleasant as many luxury-class cars.

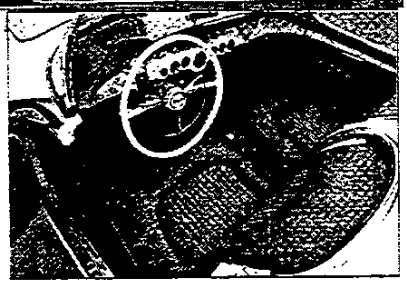
In the past, taking friends for a ride in a Corvette always meant apologizing for its shortcomings: "Never mind the harsh ride, it really handles well on the racetrack," or "it shakes so much because it's made of fiberglass." The modern Corvette has always been able to compete with any two-seat sports car on the planet in a head-to-head competition, but not in terms of refinement and polish. This is no longer true.

The Vette has come a long way from its skinny-tired, underpowered, two-speed-transmissioned sire of 40 years back. These '93 Corvettes have reached a level of sophistication and finesse thought impossible a few short years ago. In his obligatory ride, my Acura Legend-driving neighbor had only good things to say about the ride quality (three-way shocks in the tour position elicited a "Smooth"), power ("Wow"), sound system ("That's a Bose, eh?"), and six-speed manual ("Ever forget which gear you're in?").

The Corvette continues on its path of yearly refinement and improvement. If your desires run to two-seat sports cars, and you have $34,595 to spend, look no further than the coupe, while the LT1-powered roadster pictured here runs $41,195. And you heavy-hitters out there can park the ultimate Vette in your garage for $66,278. MT

'53 CORVETTE DREAM COME TRUE





Of the more than a million Corvettes manufactured during the last 40 years, only 300 were '53 models. Chevrolet erected an impromptu assembly line in Flint, Michigan, to expedite what was advertised to a breathless buying public as "the first of the dream cars to come true."

Actually, the birth of the Corvette was a nightmare for manufacturing engineers new to fiberglass body construction. Chevy dealers had an equally tough time selling a $3498 two-seater with a six-cylinder engine, two-speed automatic, side curtains, and rudimentary soft top when a '53 Cadillac coupe cost but $73 more.

To study the origin of the species, we extended feelers for a suitable first-year Corvette. Dr. Frederick Reeser, a Hartland, Wisconsin, ophthalmologist, was agreeable to a test drive in his car, the 107th Corvette to roll off the Flint assembly line. Last summer, this machine won a Bloomington Gold award for authenticity, so we knew we had a prime example of the breed.

Sliding under the umbrella-like top requires yoga contortions: chin on chest, arms and legs retracted, spine wound up tighter than a licorice stick. Once all extremities are drawn in through the restricted door opening, it's possible to redeploy legs, but arms must stay folded to embrace a steering wheel that crowds both thighs and chest.

The cricks of embarkation quickly fade as the eye relishes cockpit gear unheard of in pre-'53 domestic automobiles: the challenging face of a 140-mph speedometer, a parking brake warning lamp worthy of a nuclear reactor, a row of secondary instruments stretching well beyond the driver's reading range, a delicate chrome floor lever for telegraphing instructions to the Powerglide transmission.

The mood intensifies when the 150-horsepower Blue Flame six lights off. A heavy throttle pedal simultaneously cracks three carburetor butterflies and sends a deep rumble out a split manifold and down dual exhaust pipes. A solid-lifter clatter adds a sense of urgency.

Period road test results rate the '53 Corvette's 0-60 prowess at 11 seconds and its top speed slightly over 100 mph, but at around-town speeds, the reconstituted truck engine belts out enough torque to take on the world. At anything less than full throttle, the transmission quickly upshifts to dial the Blue Flame down to a mellow pilot-light status.

The unassisted steering is slow and heavy-feeling at parking speeds, but reasonably precise on the road. An aggressive brake application wipes out some of the '53 Corvette's sense of direction, but the chassis settles evenly with no tendency to dive.

Early customers expecting either an instant LeMans winner or a foppish boulevardier were disappointed. But what the '53 Corvette lacked in performance and creature comforts, it made up for in an endearing personality. At birth, it was endowed with the critical fun-to-drive essence, and that character trait, more than any other, has sustained the Corvette these 40 years. — *Don Sherman*

PHOTOGRAPHY BY C. VAN TUNE

TECH DATA

Chevrolet Corvette LT1

GENERAL/POWERTRAIN

Body style	2-door, 2-passenger
Vehicle configuration	Front engine, rear drive
Engine configuration	V-8, OHV, 2 valves/cylinder
Engine displacement, cu/cc	350/5735
Horsepower, hp @ rpm, SAE net	300 @ 5600
Torque, lb-ft @ rpm, SAE net	340 @ 3600
Transmission	6-speed manual
Axle ratio	3.45:1

DIMENSIONS

Wheelbase, in./mm	96.2/2444
Length, in./mm	176.5/4635
Height, in./mm	46.9/1177
Base curb weight, lb	3333
Fuel capacity, gal	20.0
Fuel economy, EPA city/hwy., mpg	17/25

CHASSIS

Suspension, f/r	Independent/independent
Steering	Rack and pinion, power assist
Brakes, f/r	Vented discs/vented discs
Wheels, f/r, in.	17 x 8.5/17 x 9.5
Tires, f/r	225/40ZR17/285/40ZR17

PERFORMANCE

Acceleration, 0-60, sec	5.9
Quarter mile, sec/mph	14.0/101.7
Braking, 60-0, ft	119
Slalom, 600-ft, mph	65.2
Skidpad, 200-ft, lateral g	0.93

PRICE

Base price	$34,595
Price as tested	$40,074

TECH DATA

Chevrolet Corvette ZR-1

GENERAL/POWERTRAIN

Body style	2-door, 2-passenger
Vehicle configuration	Front engine, rear drive
Engine configuration	V-8, DOHC, 4 valves/cylinder
Engine displacement, cu/cc	348/5727
Horsepower, hp @ rpm, SAE net	405 @ 5800
Torque, lb-ft @ rpm, SAE net	385 @ 5200
Transmission	6-speed manual
Axle ratio	3.45:1

DIMENSIONS

Wheelbase, in./mm	96.2/2444
Length, in./mm	178.5/4534
Height, in./mm	46.9/1177
Base curb weight, lb	3503
Fuel capacity, gal	20.0
Fuel economy, EPA city/hwy., mpg	17/25

CHASSIS

Suspension, f/r	Independent/independent
Steering	Rack and pinion, power assist
Brakes, f/r	Vented discs/vented discs
Wheels, f/r, in.	17 x 9.5/17 x 11.0
Tires, f/r	275/40ZR17/345/35ZR17

PERFORMANCE

Acceleration, 0-60, sec	4.8
Quarter mile, sec/mph	13.1/109.6
Braking, 60-0, ft	112
Slalom, 600-ft, mph	66.3
Skidpad, 200-ft, lateral g	0.95

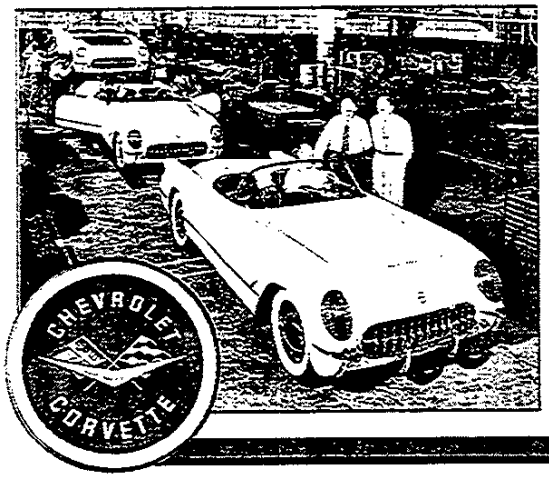
PRICE

Base price	$38,595
Price as tested	$47,379

RETROSPECT

by C. Van Tune

For 40 years, the Corvette has been something of an enigma: a flamboyant challenger to automotive sensibilities. Born in the wide-eyed postwar era, the two-seat plasticar emerged from conservative giant General Motors as a bold attempt to try something new—to lure the young with a car as sporty as anything Europe could offer. But early Vettes were more showboat than sports car, and abysmal sales nearly killed the project after only the second year. The song of a V-8 and steady applications of performance are what saved the Corvette from disaster, and the all-American ragtop rapidly grew into a true world-class sports machine. The legend created by Harley Earl's original design sketches remains as strong today as ever. Enjoy the trip.

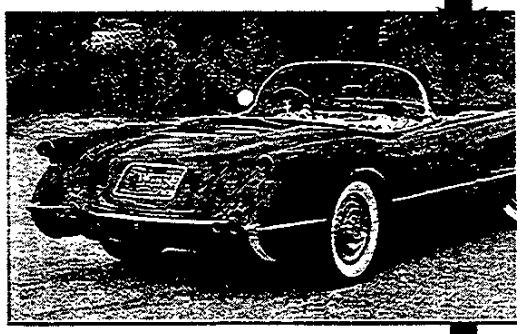


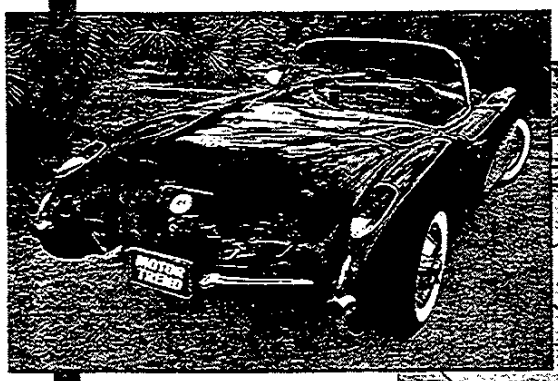
1953-1954

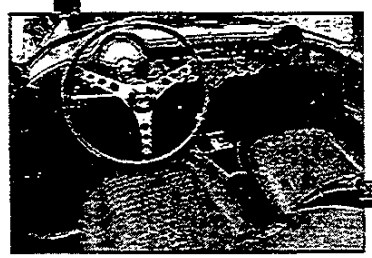
The first Corvettes rolled off a makeshift assembly line in Flint, Michigan. Based on a GM Motorama show car, the Vette went from concept to reality in only one year. But as unique as it looked on the surface, mostly off-the-shelf parts were used underneath. A shortened Chevy sedan frame, 235-cubic-inch 150-horsepower "Blue Flame" inline six, and two-speed automatic transmission restricted performance (0-60 mph in 11.5 seconds), while the staggering $3498 pricetag created waves of sticker shock. Only 300 Vettes were produced the first year, and by the end of the '54 season, 1100 cars out of the 3640 built remained unsold.

1955-1956

The fix for the Corvette's sales debacle was pronounced V-8. Use of Chevy's new 265-cubic-inch 195-horsepower small-block and the recruitment of engineer/racing enthusiast Zora Arkus-Duntov were just the beginning of the Vette's performance era. The single four-barrel V-8 dipped 0-60-mph times below 9 seconds, but the new dual four-barrel version (240 horsepower) in '56 put 'er in the sevens. Ford tried to build its own version of the Corvette, called Thunderbird, but it offered only mediocre performance.





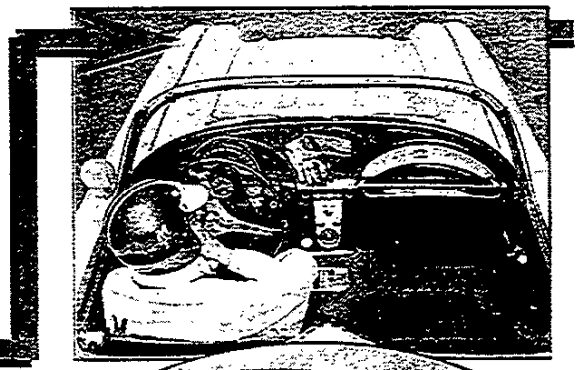


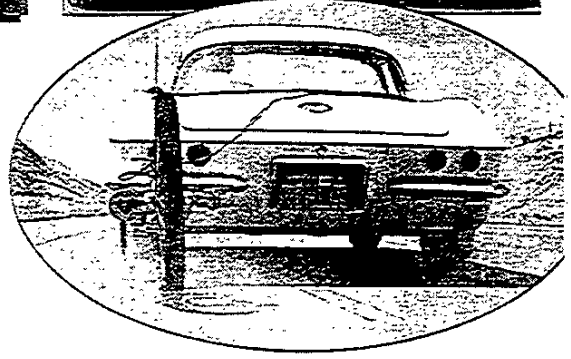
1957-1960

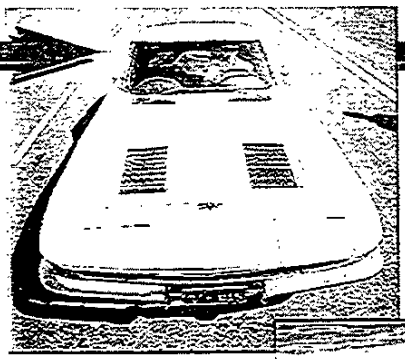
Chevy's "racing performance program," created by chief of engineering (and future GM president) Ed Cole, was headed by the aggressive Arkus-Duntov. Though not "officially" in racing, Chevy supplied many privateers with out-the-back-door parts shipments. Significant engine, brake, and chassis improvements took place during these formative years, including the introduction in '57 of the 283-cubic-inch "fuelie" motor. The new automotive fashion trend, quad headlamps, debuted in '58, and horsepower climbed to 315 in '60. The Thunderbird developed two more seats (and scads more buyers), leaving Corvette to enjoy total sales of over 25,000 cars for the years of '58 through '60.

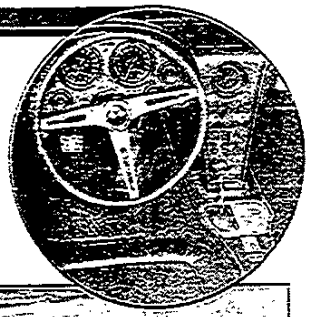
1961-1962

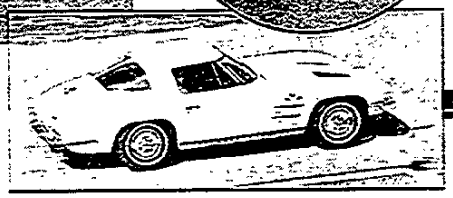
The '61 model brought no powertrain improvements, but the body's tail section restyle hinted at the eventual look of the '63 Sting Ray. For '62, there was a new series of 327-cubic-inch motors boasting outputs of up to 360 fuel-injected horsepower. *Motor Trend* recorded 0-60-mph times of 5.9 seconds for this hot setup, with a quarter-mile best of 14.9 seconds at 102 mph.





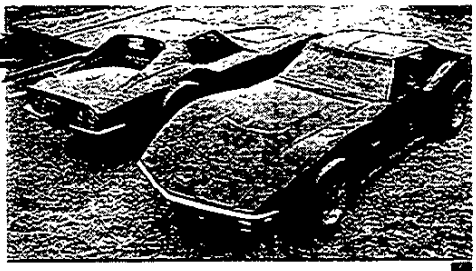


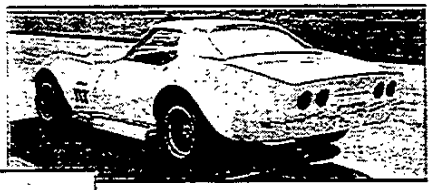




1963-1967

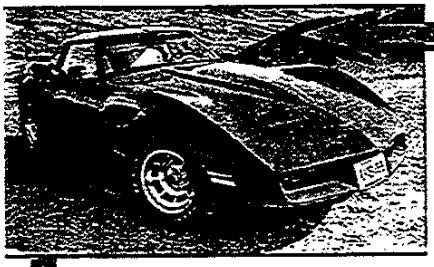
Stylist Bill Mitchell's split-window Sting Ray carried a look that dominated until '66. Its shorter wheelbase and independent rear suspension gave the new Vette impressive grip, while the "ZO6" option made it a capable competition car. The rear window bar was eliminated in '64, and up to 375 horsepower was offered. A 396-inch 425-horsepower big-block V-8 and four-wheel-discs showed up in '65, and the mighty 427-cubic-inch came on scene in '66 (0-60 mph in 5.6 seconds). Even more power was yours in '67 by ordering the "L88" 427, underrated at a laughable 435 horsepower.





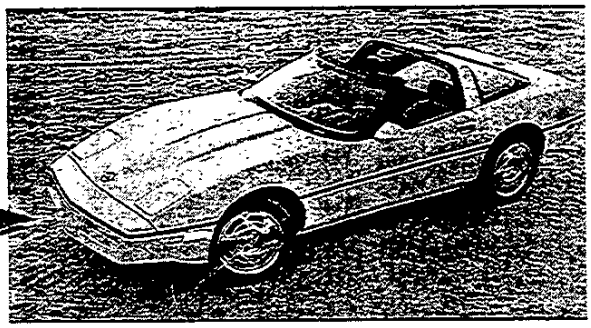
1968-1972

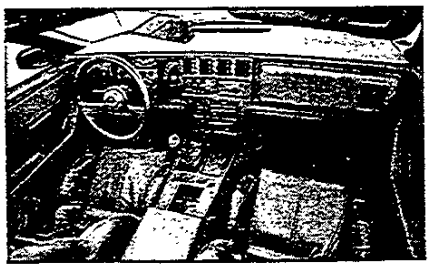
A dapper Arkus-Duntov oversaw the equally flashy '68 Corvette, which shared genes with the Mako Shark show car. Only minor styling differences denote the '68 through '72 Corvettes; but under the hood, things were improving. The base engine size increased to 350 cubic inches ('68), the 427 was stroked to 454 ('70), and the 350-inch LT-1 came in '71. The thundering ZL-1 (photo immediately above) was an aluminum-engine brute with well over 500 horsepower. Quarter miles of 10.5 seconds and a calculated top speed of over 190 mph made this the all-time monster Corvette. Only two ZL-1s were built.

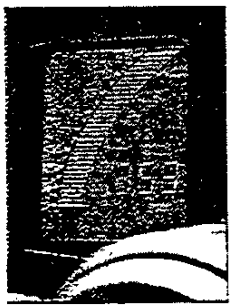


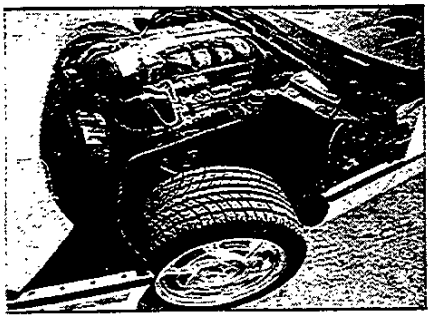
1973-1982

Sadly, the era of emissions control and rapidly declining performance was upon us. Corvettes were becoming slower, heavier, and more expensive. The '74 model was the last for the mighty 454, while '75 brought the first catalytic converter and a "big" engine option of a 205-horsepower 350-cubic-inch smogger. The ragtop was canceled in '76. Speculators hoarded most of the 6502 "25th Anniversary" editions built in '77, but few realized any quick profits. Ironically, '79 was the best sales year ever, with 53,807 deliveries. A bodyfift in '80 carried through to '82, as the last of the "old-style" Corvettes was put to rest.









1984-1992

There was no '83-model Corvette. Though the totally redesigned car went on sale in March 1983, Chevy touted it as an '84 model. Lighter, roomier, quicker, better handling, and more economical with fuel than in '82, the new Vette was chock full of techno goodies. The clamshell hood tilted forward to reveal the massive 16-inch Goodyears and the artful design of the 5.7-liter 205-horsepower engine. A Doug Nash "4+3" manual transmission was standard, and suspension tuning was set at one notch under "permanent spinal damage." The video-display dashboard drew raves from some, jeers from others. Tuned-port fuel injection arrived in '85, boosting output to 230 horsepower, while suspension harshness was dialed back a notch or two. Anti-lock brakes and aluminum cylinder heads appeared in '86, and the convertible returned to production. The Callaway Twin-Turbo option ($19,995) bowed in '87, and regular Vettes got 17-inch wheels in '88. The Doug Nash tranny was replaced by a ZF six-speed in '89, but the four-cam 375 horsepower (a $27,016 package option) ZR-1 was delayed until '90. However, its 0-60-mph times of 4.8 seconds and quarter miles of 13.1 seconds at 110 mph put the ultraVette in with some truly fast company. While '91 was essentially carryover, the '92 model year brought the fabulous LT1 5.7-liter 300-horsepower engine and traction control. With quarter-mile times only about 0.6 seconds slower than those of the ozone-priced ZR-1, the Corvette LT1 is one of the best high-performance bargains today.

MANUFACTURERS MOTOR VEHICLE SPECIFICATIONS

METRIC (U.S. Customary)

1993

Manufacturer	CHEVROLET MOTOR DIVISION GENERAL MOTORS CORPORATION	Vehicle Line	 CORVETTE
Mailing Address	CHEVROLET PONTIAC CANADA GROUP ENGINEERING CENTER GENERAL MOTORS CORPORATION 30003 VAN DYKE WARREN, MICHIGAN 48090-9060	Issued	NOVEMBER, 1992.
		Revised	

Direct questions concerning these specifications to the manufacturer listed above.

The information contained herein is prepared, distributed by, and is solely the responsibility of the vehicle manufacturing company to whose products it relates. This specification form was developed by the vehicle manufacturing companies under the auspices of the Motor Vehicle Manufacturers Association of the United States, Inc.

The General Specifications herein are those in effect at date of compilation and are subject to change without notice or incurring obligation by the manufacturer.

Motor Vehicle Manufacturers Association of the United States, Inc.

Blank Forms Provided by Technical Affairs Division

FORM MVMA-93

MVMA Specifications

METRIC (U.S. Customary)

Table of Contents

O **Indicates Format Change From Previous Year**

NOTE:

1. This form uses both SI metric units and U.S. Customary units. The metric unit of measure is presented first, and the U.S. Customary unit follows in parentheses.
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
   b. Nominal design dimensions are used throughout these specifications.
   c. All linear dimensions are in millimeters (inches), and all mass (weight) specifications are in kilograms (pounds).
3. The General Specifications herein are those in effect at date of compilation and are subject to change without notice or incurring obligation by the manufacturer.
4. Additional Vehicle Dimensions (based in part on SAE J1100 "Motor Vehicle Dimensions") may be available from the manufacturer.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Vehicle Origin

Design & development (company)	Chevrolet-Pontiac-GM of Canada
Where built (country)	U.S.A.
Authorized U.S. Sales marketing representative	Chevrolet Motor Division

Vehicle Models

Model Description & Drive (FWD/RWD/AWD/4WD)*	Make, Vehicle Models, Series, Body Type (Mfgr's Model Code)	No. of Designated Seating Positions (Front/Rear)	Max. Trunk/Cargo Load-Kilograms (Pounds)	EPA Fuel Economy (City/Hwy)
CORVETTE				
2-Door Coupe (RWD)	1YY07	2 (2/0)	45.4 (100)	17/24
2-Door Convertible (RWD)	1YY67	2 (2/0)	45.5 (100)	17/24
2-Door Coupe (RWD) (Special Performance ZR-1 Coupe)	1YZ07	2 (2/0)	45.5 (100)	17/25

* FWD - Front Wheel Drive RWD - Rear Wheel Drive AWD - All Wheel Drive 4WD - Four Wheel Drive

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)
Power Teams

SAE J1349 Net bhp (brake hrspwr) and Net Torque corrected to 77 deg. F / 25 deg. C and 29.61 in. Hg/100 kPA atmos. press.

			A	B	C	D
ENGINE	Engine Code		LT1	LT1	LT1	LT1
	Displacement Liters (cu. in.)		5.7 (350)	5.7 (350)	5.7 (350)	5.7 (350)
	Induction system (FI, Carb, etc.)		Multi-Port Fuel Injection	Multi-Port Fuel Injection	Multi-Port Fuel Injection	Multi-Port Fuel Injection
	Compression ratio		10.5:1	10.5:1	10.5:1	10.5:1
	SAE Net at RPM	Power kW (bhp)	224 (300) @ 5000	224 (300) @ 5000	224 (300) @ 5000	224 (300) @ 5000
		Torque Newton meters (lb.ft.)	461 (340) @ 3600	461 (340) @ 3600	461 (340) @ 3600)	461 (340) @ 3600)
	Exhaust Single, dual		Dual	Dual	Dual	Dual
TRANS	Transmission/ Transaxle		ML9 Manual Transmission 6-Speed	MD8 Auto Transmission 4-Speed	MD8 Auto Transmission 4-Speed	MD8 Auto Transmission 4-Speed
	Effective Final Drive/Axle Ratio (std. first)		3.45	2.59	3.07	2.73

Series Availability		Power Teams (A – B – C – D)	
Model	Code	Standard	Optional
CORVETTE			
2-Dr. Coupe	1YY07	B	A, C
2-Dr. Convertible	1YY67	B	A, D
2-Dr. Coupe (Special Performance ZR-1)	1YZ07	E	

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)
Power Teams

SAE J1349 Net bhp (brake hrspwr) and Net Torque corrected to 77 deg. F / 25 deg. C and 29.61 in. Hg/100 kPA atmos. press.

			E	F	G	H
ENGINE	Engine Code		LT5			
	Displacement Liters (cu. in.)		5.7 (350)			
	Induction system (FI, Carb, etc.)		Multi-Port Fuel Injection			
	Compression ratio		11.0:1			
	SAE Net at RPM	Power kW (bhp)	302 (405) @ 5800			
		Torque Newton meters (lb.ft.)	522 (385) @ 5200			
	Exhaust Single, dual		Dual			
TRANS	Transmission/ Transaxle		ML9 Manual Transmission 6-Speed			
	Effective Final Drive/Axle Ratio (std. first)		3.45			

Series Availability		Power Teams (A – B – C – D)	
Model	Code	Standard	Optional

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT1

ENGINE – GENERAL

Type & description (inline, V, angle, flat, location, front, mid, rear, transverse, longitudinal, sohc, dohc, ohv, hemi, wedge, pre-chamber, etc.)		90 deg. V Front, Longitudinal
Manufacturer		General Motors Powertrain Division
No. of cylinders		8
Bore		101.6 mm (4.00 in.)
Stroke		88.4 mm (3.48 in.)
Bore spacing (C/L to C/L)		111.8 mm (4.40 in.)
Cyl blck matl & mass kg(lbs.)(machined)		Cast Iron
Cylinder block deck height		229.4mm (9.025 in.)
Cylinder block length		506.2mm (19.93 in.)
Deck clearance (minimum) (above or below block)		.025 Below
Cyl. head material & mass kg (lbs.)		Aluminum,
Cylinder head volume cu. cm. (cu. in.)		53.7 (3.28)
Cylinder liner material		Not Applicable
Head gasket thickness (compressed)		1.245mm (.049 in.)
Minimum combustion chamber total volume cu. cm. (cu. in.)		75.175 Combustion Chamber With Piston At Top Dead Center And All Components In Place Torqued To Specifications
Cyl. no. system (front to rear)*	L. Bank	1-3-5-7
	R. Bank	2-4-6-8
Firing order		1-8-4-3-6-5-7-2
Intake manifold matl & mass kg (lbs.)**		Cast Aluminum,
Exh. manifold matl & mass kg (lbs.)**		Cast Iron,
Knock sensor (number & location)		2 - One Each Side Of Cylinder Case
Fuel required unleaded, diesel, etc.		Unleaded
Fuel antiknock index (R + M) / 2		91
Engine mounts	Quantity	2
	Matl and type (elastomeric, hydroelastic, hydraulic damper, etc.)	Hydraulic Damper
	Added isolation (sub-frame, crossmember, etc.)	Not Applicable
Total dressed engine mass (wt) dry***		

Engine – Pistons

Material & mass, g (weight, oz.) – piston only	Cast Aluminum (Impacted) Coated,

Engine Camshaft

Location		In Cylinder Block "V" Above Crankshaft
Material & mass kg (weight, lbs.)		Steel,
Drive type	Chain/belt	Chain
	Width/pitch	

*Rear of engine – drive takeoff. View from drive takeoff end to determine left & right side of engine.
**Finished state.
***Dressed engine mass (weight) includes the following:

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT5

ENGINE – GENERAL

Type & description (inline, V, angle, flat, location, front, mid, rear, transverse, longitudinal, sohc, dohc, ohv, hemi, wedge, pre-chamber, etc.)		90 deg. V, Front, Longitudinal
Manufacturer		General Motors Powertrain Division
No. of cylinders		8
Bore		99mm (3.90 in.)
Stroke		93mm (3.66 in.)
Bore spacing (C/L to C/L)		111.8mm (4.40 in.)
Cyl blck matl & mass kg(lbs.)(machined)		Aluminum Alloy, 25.85 (57.0)
Cylinder block deck height		229.24mm (9.03 in.)
Cylinder block length		506.2mm (19.93 in.)
Deck clearance (minimum) (above or below block)		
Cyl. head material & mass kg (lbs.)		Aluminum Alloy, 34.01 (75)
Cylinder head volume (cu.cm.) (cu.in.)		Not Available
Cylinder liner material		Forged Aluminum Extrusion
Head gasket thickness (compressed)		
Minimum combustion chamber total volume (cm. cu.) (cu. in.)		40cc (2.44 cu. in.)
Cyl. no. system (front to rear)	L. Bank	1-3-5-7
	R. Bank	2-4-6-8
Firing order		1-8-4-3-6-5-7-2
Intake manifold matl & mass kg(lbs.) **		Cast Aluminum
Exh. manifold matl & mass kg (lbs.) **		Stainless Steel, 14.97 (33)
Knock sensor (number & location)		1, Right Side Of Case
Fuel required unleaded, diesel, etc.		Unleaded
Fuel antiknock index (R + M) / 2		91
Engine mounts	Quantity	2
	Matl and type (elastomeric, hydroelastic, hydraulic damper, etc.)	Hydraulic
	Added isolation (sub-frame, crossmember, etc.)	–
Total dressed engine mass (wt) dry***		270.5 kg. (596 lbs.)

Engine – Pistons

Material & mass, g (weight, oz.) – piston only	Cast Aluminum, 6.35 (14)

Engine Camshaft

Location		In Cylinder Head Above Valves
Material & mass kg (weight, lbs.)		9.07 (20) Induction Hardened Cast Iron
Drive type	Chain/belt	Chain
	Width/pitch	

*Rear of engine – drive takeoff. View from drive takeoff end to determine left & right side of engine.
**Finished state.
***Dressed engine mass (weight) includes the following:

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT1

Engine – Valve System

Hydraulic lifters (std., opt., n.a.)		Standard
Valves	Number intake/exhaust	8/8
	Head O.D. intake/exhaust	49.28mm (1.94 in.) / 38.10mm (1.50 in.)

Engine – Connecting Rods

Material & mass kg., (weight, lbs.)*	Steel, .604 (1.33)
Length (axes centerline to centerline)	144.78mm (5.70 in.)

Engine – Crankshaft

Material & mass kg., (weight, lbs.)*		Nodular Cast Iron, 23.360 (51.50)
End thrust taken by bearing (no.)		5
Length & number of main bearings		5
Seal (material, one, two piece design, etc.)	Front	Fluroelastomer / One Piece, Lip Seal
	Rear	Fluroelastomer / One Piece, Lip Seal

Engine – Lubrication System

Normal oil pressure kPa (psi) @ eng rpm	41 (6) @ 1000 / 124 (18) @ 2000 / 165 (24) @ 4000 (Hot)
Type oil intake (floating, stationary)	Stationary
Oil filter sys. (full flow,part, other)	Full Flow
Capacity of c/case,less filter–refill–L (qt.)	3.8 (4.0)

Engine – Diesel Information (NOT APPLICABLE)

Diesel engine manufacturer		
Glow plug, current drain at 0 deg. F		
Injector Nozzle	Type	
	Opening pressure kPa (psi)	
Pre–chamber design		
Fuel injection pump	Manufacturer	
	Type	
Fuel inj. pump drive (belt,chain,gear)		
Supplementary vacuum source (type)		
Fuel heater (yes/no)		
Water separator, description (std., opt.)		
Turbo manufacturer		
Oil cooler–type (oil to engine coolant; oil to ambient air)		
Oil filter		

Engine – Intake System (NOT APPLICABLE)

Turbo charger – manufacturer	
Super charger – manufacturer	
Intercooler	

* Finished State

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT5

Engine – Valve System

Hydraulic lifters (std., opt., n.a.)		Standard
Valves	Number intake/exhaust	16/16
	Head O.D. intake/exhaust	39mm (1.54 in.) / 35.2mm (1.39 in.)

Engine – Connecting Rods

Material & mass kg., (weight, lbs.) *	Steel, .875 (1.93)
Length(axes centerline to centerline)	145.8 mm (5.74 in.)

Engine – Crankshaft

Material & mass kg., (weight, lbs.) *		Nitrided Forged Steel, 24.94 (55)
End thrust taken by bearing (no.)		3
Length & number of main bearings		5
Seal (material, one, two piece design, etc.)	Front	Fluroelastomer / One Piece Lip Seal
	Rear	Fluroelastomer / One Piece Lip Seal

Engine – Lubrication System –

Normal oil pressure kPa(psi) @ eng rpm	124.1 (18) @ 2000, Minimum
Type oil intake (floating, stationary)	Stationary
Oil filter sys. (full flow,part, other)	Full Flow
Capacity of c/case,less filter–refill–L (qt.)	8.55 (9)

Engine – Diesel Information (NOT APPLICABLE)

Diesel engine manufacturer		
Glow plug, current drain at 0 deg. F		
Injector Nozzle	Type	
	Opening pressure kPa(psi)	
Pre-chamber design		
Fuel injection pump	Manufacturer	
	Type	
Fuel inj. pump drive (belt,chain,gear)		
Supplementary vacuum source (type)		
Fuel heater (yes/no)		
Water separator, description (std., opt.)		
Turbo manufacturer		
Oil cooler–type (oil to engine coolant; oil to ambient air)		
Oil filter		

Engine – Intake System (NOT APPLICABLE)

Turbo charger – manufacturer	
Super charger – manufacturer	
Intercooler	

* Finished State

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT1

Engine – Cooling System

Coolant recovery system (std, opt, n.a.)		Standard
Coolant fill location (rad., bottle)		Bottle, Coolant Recovery
Radiator cap relief valve pressure kPa (psi)		124.1 (18.0)
Circulation thermostat	Type (choke, bypass)	Choke
	Starts to open @ deg's C(F)	180
Coolant Pump	Type (centrifugal, other)	Centrifugal
	GPM 1000 pump rpm	13
	Number of pumps	1
	Drive (V-belt, other)	Gear Driven
	Bearing type	Sealed Double Row Ball
	Impeller material	Steel
	Housing material	Cast Aluminum
By-pass recirculation type (inter., ext.)		Internal
Cooling system capacity	With heater – L (qt.)	Not Applicable
	With air conditioner–L(qt.)	8.89 (9.39), Auto Trans.; 9.09 (9.61), Manual Trans.
	Opt. equip. specify–L(qt.)	Not Applicable
Water jackets full length of cyl(yes,no)		Yes
Water all around cylinder (yes, no)		Yes
Water jackets open at head face (yes,no)		No
Radiator core	Std., A/C, HD	A/C, Standard
	Type (cross-flow, etc.)	Cross-Flow
	Construction (fin & tube mechanical, braze, etc.)	Fin & Tube
	Matl., mass kg (wgt.,lbs.)	Aluminum Header, Tubes And Fins, Plastic Tanks, 4.5360 (10.0)
	Width	599.5mm (23.6 in.)
	Height	475.7mm (18.73 in.)
	Thickness	34mm (1.34 in.)
	Fins per inch	3.0
Radiator end tank material		Plastic
Fan	Std., elec., opt.	Electric, Standard
	Number of blades & type (flex, solid, material)	5-Blades, High Efficiency Curved Blades And Ring Shroud, Plastic
	Number & location (front, rear of radiator)	2 Fans, Rear Of Radiator
	Diameter & projected width	299.0mm (11.8 in.)
	Ratio(fan to crnkshft.rev.)	--
	Fan cutout type	Temperature Switch
	Drive type (direct, remote)	Direct
	RPM at idle (elec.)	2100
	Motor rating(wattage/elec.)	150 W – 2200 RPM
	Motor switch (type & location/elec.)	Temperature Switch Located On AC Liquid Line
	Switch point (temp../ pressure/elec.)	Pressure Transducer
	Fan shroud (material)	Plastic Ring Shroud

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT5

Engine – Cooling System

Coolant recovery system (std, opt, n.a.)		Standard
Coolant fill location (rad., bottle)		Bottle, Coolant Recovery
Radiator cap relief valve pressure kPa (psi)		117.2 (17.0)
Circulation thermostat	Type (choke, bypass)	Choke
	Starts to open @ deg's C(F)	83.7 (180)
Water Pump	Type (centrifugal, other)	Centrifugal
	GPM 1000 pump rpm	12
	Number of pumps	1
	Drive (V-belt, other)	Single Belt Poly 'V' Accessory Drive (Serpentine)
	Bearing type	Sealed Double Row Ball
	Impeller material	Steel
	Housing material	Cast Aluminum
By-pass recirculation type (inter., ext.)		Internal
Cooling system capacity	With heater - L (qt.)	Not Applicable
	With air conditioner-L(qt.)	13.94 (14.73)
	Opt. equip. specify-L(qt.)	Not Applicable
Water jackets full length of cyl(yes,no)		Yes
Water all around cylinder (yes, no)		Yes
Water jackets open at head face (yes,no)		Yes
Radiator core	Std., A/C, HD	A/C Standard
	Type (cross-flow, etc.)	Cross-Flow
	Construction (fin & tube mechanical, braze, etc.)	Fin & Tube
	Matl., mass kg (wgt.,lbs.)	Aluminum Header, Tubes And Fins, Plastic Tanks, 4.5360 (10.0)
	Width	599.5mm (23.6 in.)
	Height	475.7mm (1.34 in.)
	Thickness	34mm (1.34 in.)
	Fins per inch	3.0
Radiator end tank material		Plastic
Fan	Std., elec., opt.	Electric, Standard - Two Required
	Number of blades & type (flex, solid, material)	5 Blades High Efficiency Curved Blades And Ring Shroud Plastic
	Number & location (front, rear of radiator)	2 Fans, Rear Of Radiator
	Diameter & projected width	299mm (11.8 in.)
	Ratio(fan to crnkshft.rev.)	Not Applicable
	Fan cutout type	Temp Switch
	Drive type (direct, remote)	Direct
	RPM at idle (elec.)	2100
	Motor rating(wattage)(elec)	150 W - 2200 RPM
	Motor switch (type & location/elec.)	Temp Switch Located On AC Liquid Line
	Switch point (temp.,/ pressure/elec.)	Pressure Transducer
	Fan shroud (material)	Plastic Ring Shroud

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT1

Engine – Fuel System (See supplemental page for details of Fuel Inj, Supercharger, Turbocharger, etc. if used)

Induction type: carburetor, fuel injection system, etc.		Multi-Port Fuel Injection
Manufacturer		AC/Rochester Products
Carburetor no. of barrels		None
Idle A/F mix.		Preset – No Adjustment Provided
Fuel injection	Point of inj. (no.)	Fuel Injectors At Inlet Ports
	Constant, pulse, flow	Pulse
	Control (elec., mech.)	Electronic – On Board Computer
	Sys. press. kPa (psi)	300 (43.5)
Idle spd.–rpm (spec. neutral or drive and propane if used)	Manual	None
	Automatic	"
Intake manifold heat control (exhaust or water thermostatic or fixed)		None
Air cleaner type		Replaceable Paper Element
Fuel filter (type/location)		Frame Mounted
Fuel pump	Type (elec. or mech.)	Electric
	Location (eng., tank)	In Fuel Tank
	Press. range kPa (psi)	
	Flow rate at regulated pressure L (gal)/hr @ kPa (psi)	

Fuel Tank

Capacity refill L (gallons)		75.7 (20.0)
Location (describe)		Under Rear Deck
Attachment		Rests On Rear Frame Extension, Held With Straps
Material & Mass kg (weight lbs.)		Super Terne Coated Steel With High Density Polyethylene Liner (*)
Filler pipe	Location & material	Center Of Rear Deck
	Connection to tank	Bolted With Gasket On Top Of Tank
Fuel line (material)		Super Terne Coated Steel
Fuel hose (material)		Viton
Return line (material)		Super Terne Coated Steel
Vapor line (material)		Super Terne Coated Steel
Extended range tank	Opt., n.a.	Not Applicable
	Capacity L (gallons)	"
	Location & material	"
	Attachment	"
Auxiliary tank	Opt., n.a.	Not Applicable
	Capacity L (gallons)	"
	Location & material	"
	Attachment	"
	Sletr switch or valve	"
	Separate fill	"

(*) – 13.600 kg. (30.0 lbs.)

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT5

Engine – Fuel System (See supplemental page for details of Fuel Inj. Supercharger, Turbocharger, etc. if used)

Induction type: carburetor, fuel injection system, etc.		TPI – Tuned Port Fuel Injection
Manufacturer		AC/Rochester Products
Carburetor no. of barrels		None
Idle A/F mix.		Preset – No Adjustment Provided
Fuel injection	Point of inj. (no.)	Fuel Injectors At Inlet Ports
	Constant, pulse, flow	Pulse
	Control (elec., mech.)	Electronic – On Board Computer
	Sys. press. kPa (psi)	Not Applicable
Idle spd.–rpm (spec. neutral or drive and propane if used)	Manual	None
		"
	Automatic	"
		"
Intake manifold heat control (exhaust or water thermostatic or fixed)		Water, Thermostat
Air cleaner type		Replaceable Paper Element
Fuel filter (type/location)		Frame Mounted
Fuel pump	Type (elec. or mech.)	Electric – Dual Turbine
	Location (eng., tank)	In Fuel Tank
	Press. range kPa (psi)	
	Flow rate at regulated pressure L (gal)/hr @ kPa (psi)	

Fuel Tank

Capacity refill L (gallons)		75.7 (20.0)
Location (describe)		Under Rear Deck
Attachment		Rests On Rear Frame Extension, Held With Straps
Material & Mass kg (weight lbs.)		Super Terne Coated Steel With High Density Polyethylene Liner (*)
Filler pipe	Location & material	Center Of Rear Deck
	Connection to tank	Bolted With Gasket On Top Of Tank
Fuel line (material)		Super Terne Coated Steel
Fuel hose (material)		Viton
Return line (material)		Super Terne Coated Steel
Vapor line (material)		Super Terne Coated Steel
Extended range tank	Opt., n.a.	Not Applicable
	Capacity L (gallons)	"
	Location & material	"
	Attachment	"
Auxiliary tank	Opt., n.a.	Not Applicable
	Capacity L (gallons)	"
	Location & material	"
	Attachment	"
	Sletr switch or valve	"
	Separate fill	"

(*) – 13.600 kg. (30.0 lbs.)

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT1

Vehicle Emission Control

Exhaust Emission Control	Type (air injection, engine modifications, other)		Air Injection W/Computer Command Control
	Air injection	Pump or pulse	Vane
		Driven by	Electric
		Air distribution (head, manifold, etc.,)	Exhaust Manifold (Computer Command Control)
		Point of entry	Exhaust Manifold, Top Center Two Exhaust Ports
	Exhaust Gas Recirculation	Type (controlled flow, open orifice, other)	Controlled Flow
		Exhaust source Point of exh.inj. (spacer, carb., manifold, other)	Manifold
	Catalytic Converter	Type	3 Way
		Number of	2
		Location(s)	Exhaust Manifold (Close Coupled)
		Volume L (cu.in)	2.5 (150.0), Each
		Substrate type	Monolith
		Noble metal type	Platinum (Pt), Rhodium (Rh)
		Noble metal concentration (g/cu. cm.)	0.001844 Each
Crankcase Emission Control	Type (ventilates to atmosphere, induction system, other)		Induction System
	Energy source (manifold vacuum, carburetor, other)		Manifold Vacuum
	Discharges to (intake manifold, other)		Intake Plenum
	Air inlt(breather cap,other)		Air Cleaner
Evaporative Emission Control	Vapor vented to (crankcase, canister,other)	Fuel tank	Canister
		Carburetor	--
	Vapor storage provision		Canister
Electronic System	Closed loop (yes/no)		Yes
	Open loop (yes/no)		No

Engine – Exhaust System

Type (single, single with cross-over, dual, other)		Dual
Muffler no. & type (reverse flow, straight thru, separate resonator) *Material & Mass kg (weight lbs.)*		2, Tri Flow, Aluminized Stainless Steel, 24.64 (54.32)
Resonator no. & type		1, Cross Flow
Exhaust pipe	Branch o.d., wall thickness	RH - 69.85 x 1.37mm (2.75 x .054 in.); LH - 69.85 x 1.37mm (2.75 x .054 in.)
	Main o.d., wall thickness	
	Matl. & Mass kg (wght.lbs.)	Aluminized Stainless Steel
Intermediate pipe	o.d. & wall thickness	RH - 69.85 x 1.09mm (2.75 x .04 in.); LH - 69.85 x 1.09 mm (2.75 x .04 in.)
	Matl. & Mass kg (wght.lbs.)	Aluminized Stainless Steel
Tail pipe	o.d. & wall thickness	Single Wide Wall, 1.37mm (0.54 in.)
	Matl. & Mass kg (wght.lbs.)	Aluminized Stainless Steel/RH & LH Outer

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT5

Vehicle Emission Control

Exhaust Emission Control	Type (air injection, engine modifications, other)			Air Injection W/Computer Command Control
	Air injection		Pump or pulse	Vane
			Driven by	Electric
			Air distribution (head, manifold, etc.,)	Exhaust Manifold (Computer Command Control)
			Point of entry	Exhaust Manifold
	Exhaust Gas Recircu-lation		Type (controlled flow, open orifice, other)	Controlled Flow
			Exhaust source Point of exh.inj. (spacer, carb., manifold, other)	Manifold
	Catalytic Converter		Type	3 Way
			Number of	2
			Location(s)	Exhaust Manifold (Close Coupled)
			Volume L (cu.in)	2.5 (150.0), Each
			Substrate type	Monolith
			Noble metal type	Platinum (Pt), Rhodium (Rh)
			Noble metal concentration (g/cu. cm.)	0.001844 Each
Crankcase Emission Control	Type (ventilates to atmosphere, induction system, other)			Induction System
	Energy source (manifold vacuum, carburetor, other)			Manifold Vacuum
	Discharges to (intake manifold, other)			Intake Plenum
	Air intl(breather cap,other)			Air Cleaner
Evapora-tive Emission Control	Vapor vented to (crankcase, canister,other)		Fuel tank	Canister
			Carburetor	---
	Vapor storage provision			Canister
Electron-ic System	Closed loop (yes/no)			Yes
	Open loop (yes/no)			No

Engine – Exhaust System

Type (single, single with cross-over, dual, other)		Dual
Muffler no. & type (reverse flow, straight thru, separate resonator) Material & Mass kg (weight lbs.)		2, Straight Thru Aluminized Stainless Steel, 24.64 (54.32)
Resonator no. & type		1, Cross Flow
Exhaust pipe	Branch o.d., wall thickness	RH – 69.85 x 1.37mm (2.75 x .054 in.); LH – 69.85 x 1.37mm (2.75 x .054 in.)
	Main o.d., wall thickness	
	Matl. & Mass kg (wght.lbs.)	Aluminized Stainless Steel
Inter-mediate pipe	o.d. & wall thickness	RH – 69.85 x 1.09 mm (2.75 x .04 in.); LH – 69.85 x 1.09 mm (2.75 x .04in.)
	Matl. & Mass kg (wght.lbs.)	Aluminized Stainless Steel
Tail pipe	o.d. & wall thickness	RH & LH Outer – 69.85 x 1.37 (2.75 x .05 in.);
	Matl. & Mass kg (wght.lbs.)	Aluminized Stainless Steel/RH & LH Outer

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT1

Transmissions/Transaxle (Std., Opt., N.A.)

Manual 4-speed (manufacturer/country)	Not Applicable
Manual 5-speed (manufacturer/country)	"
Manual 6-speed (manufacturer/country)	Zahnradfabrik Friedrichshafen AG (ZF) Schwabisch Gmuend Germany
Automatic (manufacturer/country)	Not Applicable
Auto. overdrive (manufacturer/country)	"

Manual Transmission/Transaxle

Number of forward speeds		6
Gear ratios	1st	2.68
	2nd	1.80
	3rd	1.29
	4th	1.00
	5th	.75
	6th	.50
	Reverse	2.50
Synchronous meshing (specify gears)		All Forward Gears, Including Reverse
Shift lever location		Rear - Trans MTD.
Trans. case mat'l. & mass kg (lbs)*		Aluminum, 69.0 (151.8)
Lubricant	Capacity L (pt.)	2.1 (.987)
	Type recommended	5W-30 Texaco

Clutch (Manual Transmission)

Clutch manufacturer		Valeo Clutches & Transmissions
Clutch type (dry, wet; single, multiple disc)		280mm Pull Type - Dry Clutch, Magnesium Housing
Linkage (hyd., cable, rod, lever, other)		Hydraulic Pre-Filled
Max. pedal effort (nom. spring load) N (lbs.)	Depressed	178 (40)
	Released	133 (30)
Assist (spring, power/percent, nominal)		None
Type pressure plate springs		Diaphragm
Total spring load (nominal) N (lbs)		10,600 (2,383)
Clutch facing	Facing mfgr. & matl. coding	Valeo F-202
	Facing matl. & construction	Non-Asbestos Woven
	Rivets per facing	18
	Outside x inside dia. (nom.)	280 x 180mm (11.02 x 7.09 in.)
	Total eff. area sq cm (sq in)	361.3 (56)
	Thickness (pressure plate side/fly wheel side)	3.3/3.3mm (.130/.130 in.)
	Rivet depth (pressure plate side/fly wheel side)	1.0mm (.039 in.)
	Engagement cushion method	Cushion Springs
Release bearing type & method lub.		Angular Contact Ball Bearing
Torsional damping method, springs, hysteresis		Dual-Mass Flywheel (Non-Dampened Clutch Disc)

*Includes shift linkage, lubricant, and clutch housing. If other specify.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT5

Transmissions/Transaxle (Std., Opt., N.A.)

Manual 4-speed (manufacturer/country)	Not Applicable
Manual 5-speed (manufacturer/country)	"
Manual 6-speed (manufacturer/country)	"
Automatic (manufacturer/country)	"
Auto. overdrive (manufacturer/country)	"
Manual 6-Speed (Man/Con)	Zahnradfabrik Friedrichshafen AG (ZF) Schwabisch Gmuend Germany

Manual Transmission/Transaxle

Number of forward speeds		6
Gear ratios	1st	2.68
	2nd	1.80
	3rd	1.29
	4th	1.00
	5th	.75
	6th	.50
	Reverse	2.50
Synchronous meshing (specify gears)		All Forward Speeds
Shift lever location		Rear - Trans MTD.
Trans. case mat'l. & mass kg (lbs)*		Aluminum 69.0 (151.8)
Lubricant	Capacity L (pt.)	2.1 (.987)
	Type recommended	5W-30 Texaco

Clutch (Manual Transmission)

Clutch manufacturer		Valeo Clutches & Transmissions
Clutch type (dry, wet; single, multiple disc)		280mm Pull Type - Dry Clutch, Magnesium Housing
Linkage (hyd., cable, rod, lever, other)		Hydraulic Pre-Filled
Max. pedal effort (nom. spring load) N (lbs.)	Depressed	178 (40)
	Released	133 (30)
Assist (spring, power/percent, nominal)		None
Type pressure plate springs		Diaphragm
Total spring load (nominal) N (lbs.)		12,000 (2,638)
Clutch facing	Facing mfgr. & matl. coding	Valeo F-202
	Facing matl. & construction	Non-Asbestos Woven
	Rivets per facing	18
	Outside x inside dia. (nom.)	280 x 180mm (11.02 x 7.09 in.)
	Total eff. area sq cm(sq in)	361.3 (56)
	Thickness (pressure plate side/fly wheel side)	3.3/3.3mm (.130/.130) in.
	Rivet depth (pressure plate side/fly wheel side)	1.0mm (.039 in.)
	Engagement cushion method	Cushion Springs
Release bearing type & method lub.		Angular Contact Ball Bearing
Torsional damping method, springs, hysteresis		Dual-Mass Flywheel (Non-Dampened Clutch Disc)

* Includes shift linkage, lubricant, and clutch housing. If other specify.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT1

Automatic Transmission/Transaxle

	Trade Name		Hydra-Matic 4L60
	Type and special features (describe)		4-Speed Automatic Overdrive 4th Gear, Lock Up Torque Converter Clutch
O	Shift mechanics		2-3 And 3-2 Shifts Are Synchronized
	Gear selector	Location (column, floor, other)	On Floor Console
		Ltr./No. designation (e.g. PRND21)	P-R-N-(D)-D-2-1
		Shift interlock (yes, no, describe)	No
	Gear ratios	1st	3.06
		2nd	1.63
		3rd	1.00
		4th	0.70 (Computer Controlled Torque Converter Clutch)
		5th	Not Applicable
		6th	"
		Reverse	2.29
O		Final drive ratio	Not Applicable
	Max. upshift vehicle speed – drive range km/h (mph)		1 - 2 = 76 (47) 3 - 4 = 204 (127), At Wide Open Throttle 2 - 3 = 143 (89)
O	Max. upshift engine speed RPM		5350 RPM
	Max. kickdown speed – drive range km/h (mph)		4 - 3 = 164 (102) 2 - 1 = 63 (39) 3 - 2 = 122 (76)
	Min. overdrive speed km/h (mph)		31
O	Torque converter	Type	3 Element With Converter Clutch
O		Torus design	
		Number of elements	3
		Max. ratio at stall	1.85
		Type of cooling (air, liquid)	Liquid
		Nominal diameter	298 (11.75)
		Capacity factor "K"*	100
O	Pump type		Vane
	Lubricant	Capacity refill L (pt.)	4.8 (10)
		Type recommended	Dexron IIE
	Oil cooler (std., opt., N.A., internal, external, air, liquid)		Standard External, Liquid
	Trans. mass kg (lbs) & case matl.**		83 (184) Wet, Aluminum

All Wheel / 4 Wheel Drive (NOT APPLICABLE)

Desc. & type (part-time, full-time, 2/4 shift while moving, mech., elect., chain/gear, etc.)		
Transfer case	Manufacturer and model	
	Type and location	
Low-range gear ratio		
System disconnect (describe)		
Center differential	Type (bevel, planetary, w or w/o viscous bias, torsen, etc.)	
	Torque split(% frt/rear)	

* Input speed / square root of torque.
** Dry weight including torque converter. If other, specify.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT5

Automatic Transmission/Transaxle (NOT APPLICABLE)

	Trade Name		
	Type and special features (describe)		
O	Shift mechanics		
	Gear selector	Location (column, floor, other)	
		Ltr./No. designation (e.g. PRND21)	
		Shift interlock (yes, no, describe)	
	Gear ratios	1st	
		2nd	
		3rd	
		4th	
		5th	
		6th	
		Reverse	
O		Final drive ratio	
	Max. upshift vehicle speed – drive range km/h (mph)		
O	Max. upshift engine speed RPM		
	Max. kickdown speed – drive range km/h (mph)		
	Min. overdrive speed km/h (mph)		
O	Torque converter	Type	
O		Torus design	
		Number of elements	
		Max. ratio at stall	
		Type of cooling (air, liquid)	
		Nominal diameter	
		Capacity factor "K"*	
O	Pump type		
	Lubricant	Capacity refill L (pt.)	
		Type recommended	
	Oil cooler (std., opt., N.A., internal, external, air, liquid)		
	Trans. mass kg (lbs) & case matl.**		

All Wheel / 4 Wheel Drive (NOT APPLICABLE)

Desc. & type (part-time, full-time, 2/4 shift while moving, mech., elect., chain/gear, etc.)		
Transfer case	Manufacturer and model	
	Type and location	
Low-range gear ratio		
System disconnect (describe)		
Center differential	Type (bevel, planetary, w or w/o viscous bias, torsen, etc.)	
	Torque split(% frt/rear)	

* Input speed / square root of torque.
** Dry weight including torque converter. If other, specify.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT1

Axle Ratio and Tooth Combinations

		AUTOMATIC - MD8			MANUAL - ML9
Axle ratio (or overall top gear ratio)		2.59 (1.81)	2.73 (1.91)	3.07 (2.15)	3.45 (1.72)
Ring gear o.d.		200 (7.875)			216 (8.5)
No. of teeth	Pinion	17	15	14	11
	Ring gear	44	41	43	38

Rear Axle Unit

Description		Overhung Pinion Gear Dana Model 36	Dana Model 44
Limited slip differential (type)		Disc Clutches	
Drive pinion	Type	Hypoid	
	Offset	38.1 (1.50)	
No. of differential pinions		2	
Pinion/ differential	Adjustment (shim, etc.)	Shim	
	Bearing adjustment	Shim	
Driving wheel bearing (type)		Tapered Roller	
Lubricant	Capacity L (pt.)	1.42 (3.0)	1.30 (2.75)
	Type recommended	GL-5 Gear Lubricant EOW-90	

Propeller Shaft – Rear Wheel Drive

Manufacturer Type (straight tube, tube-in-tube, internal-external damper, etc.)			Straight Tube, Internal-External Damper
Outer diam. x length* x wall thickness	Manual 4-speed transmission		Not Available
	Manual 5-speed transmission		Not Available
	Manual 6-speed transmission		Not Available
	Overdrive		
	Automatic transmission		ALUMINUM 76.2 x 825.5 x 3.05mm (3.00 x 32.5 x 0.12 in.)
Inter-mediate bearing	Type (plain, anti-friction)		None
	Lub. (fitting, prepack)		--
Slip yoke	Type		Splined
	Number of teeth		Manual Trans - 32 Automatic Trans - 27
	Spline o.d.		Manual Trans - 34.95mm (1.38 in.) Automatic Trans - 29.7mm (1.17 in.)
Universal joints	Make and mfg. no.	Front	#1311
		Rear	#1318
	Number used		2
	Type (ball and trunnion, cross)		Cross
	Rr. attach(u-bolt,clamp,etc)		Strap And Bolt
	Bearing: Type (plain, anti-friction)		Anti-Friction
	Bearing: Lubrication (fitting, prepack)		Prepacked
Drive taken through (torque tube, arms or springs)			Driveline Beam
Torque taken through (torque tube, arms or springs)			Torque Control Arms

* Centerline to centerline of universal joints, or to centerline of attachment.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT5

Axle Ratio and Tooth Combinations

(See 'Power Teams' for axle ratio usage)

Axle ratio (or overall top gear ratio)		3.45:1 (1.72)
Ring gear o.d.		216 (8.5)
No. of teeth	Pinion	11
	Ring gear	38

Rear Axle Unit

Description		Overhung Pinion Gear Dana Model 44
Limited slip differential (type)		Disc Clutches
Drive pinion	Type	Hypoid
	Offset	38.1 (1.50)
No. of differential pinions		2
Pinion/ differential	Adjustment (shim, etc.)	Shim
	Bearing adjustment	Shim
Driving wheel bearing (type)		Tapered Roller
Lubricant	Capacity L (pt.)	1.30 (2.75)
	Type recommended	GL-5 Gear Lubricant EOW-90

Propeller Shaft – Rear Wheel Drive

Manufacturer Type (straight tube, tube-in-tube, internal-external damper, etc.)			Straight Tube
Outer diam. x length* x wall thickness	Manual 4-speed transmission		Not Applicable
	Manual 5-speed transmission		"
	Manual 6-speed transmission		76.2 x 804.9 x 2.41 (3.0 x 31.69 x .095) Aluminum
	Overdrive		
	Automatic transmission		Not Applicable
Inter-mediate bearing	Type (plain, anti-friction)		None
	Lub. (fitting, prepack)		
Slip yoke	Type		Splined
	Number of teeth		32
	Spline o.d.		34.95mm (1.38 in.)
Universal joints	Make and mfg. no.	Front	Dana #1311
		Rear	Dana #1318
	Number used		2
	Type (ball and trunnion, cross)		Cross
	Rr. attach(u-bolt,clamp,etc)		Strap & Bolt
	Bearing: Type (plain, anti-friction)		Anti-Friction
	Bearing: Lubrication (fitting, prepack)		Prepacked
Drive taken through (torque tube, arms or springs)			Driveline Beam
Torque taken through (torque tube, arms or springs)			Torque Control Arms

* Centerline to centerline of universal joints, or to centerline of attachment.

MVMA Specifications

METRIC (U.S. Customary)

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

Model Code/Description And/Or Engine Code/Description

2-DOOR 1YY07 HATCHBACK COUPE | 2-DOOR 1YY67 CONVERTIBLE

Suspension – General Including Electronic Controls

Car leveling	Std./opt./n.a.		Not Applicable
	Manual/automatic control		"
	Type (air/hydraulic)		"
	Primary/assist spring		"
	Rear only/4 wheel leveling		"
	Single/dual rate spring		"
	Single/dual ride heights		"
	Provision for jacking		See Page 11A
Shock absorber damping controls	Std./opt./n.a.		Optional
	Manual/automatic control		Manual 3/6 Automatic Settings Within Each Manual Setting
	Number of damping rates		18
	Type of actuation (manual/electric motor/air, etc.)		Manual Selection & Speed Control With Electric Motors
	sensors	Lateral acceleration	Not Applicable
		Deceleration	"
		Acceleration	"
		Road surface	"
Shock absorber (front & rear)	Type		All: Monotube, Gas Charged.
	Make		Base – Bilstein
	Piston diameter		46 mm (1.81 in.)
	Rod diameter		10 mm (0.393 in.)

Suspension – Front

Type and description			See Page 11A
Travel	Full jounce (define load condition)		88mm (3.46 in.), Metal To Metal
	Full rebound		91.0mm (3.58 in.)
Spring	Type,(coil,leaf,other&matl)		Monoleaf, Filament Wound Glass – Epoxy Composite
	Insulators (type & matl)		Pivot; Teflon-Filled Nylon And Aluminum, Enclosed In Rubber.
	Size (Leaf: length & width; Coil: design height & i.d.; Bar: length & diameter)		Leaf: 1152mm (45.4 in.) x 115mm (4.53 in.) Coil & Bar – Not Applicable
	Spring rate N/mm (lb./in.)		Base & Convertible – 73.4 (649.7) Z07 – 90.1 (797.5)
Suspension	Rate @ wheel N/mm (lb./in)		Base & Convertible – 24.0 (212.4) Z07 – 27.6 (244.3) FX3 – 21.6 (191.2)
Stabilizer	Type (link,inkless,frmless)		Link
	Material & O.D. bar/tube, wall thickness		Tubular 24mm (0.94 in.) Dia. 3.6mm (1.42 in.) Z07 – Solid 30mm (1.2 in.) LT5, ZR1 – Tubular 26mm (10.2 in.)

Suspension – Rear

Type and description			See Page 11A
Travel	Full jounce (define load condition)		86mm (3.39 in.), Metal To Metal
	Full rebound		Base & Convertible – 78.0mm (3.07 in.), Z07 – 71.0mm (2.8 in.)
Spring	Type(coil,leaf,other&matl)		Monoleaf, Filamount Wound Glass – Epoxy Composit
	Size (Leaf: length & width; Coil: design height & i.d.; Bar: length & diameter)		Leaf: 1186mm (46.7 in.) x 89 mm (3.50 in.) Coil & Bar – Not Applicable
	Spring rate N/mm (lb/in)		Base 40.0 (233.0), Z07 – 57.8 (330.0) Conv. – 40.0 (233.0)
	Rate @ wheel N/mm (lb/in)		Base 22.3 (197.4), Z07 – 30.0 (265.6) Conv. – 22.3 (197.4) FX3–16.0 (141.6)
	Insulators(type & material)		Dual Rubber Polyisoprene
	If leaf	No. of leaves	Monoleaf
		Shackle(comp or tens)	Tension
Stabilizer	Type(link,inkless,frmless)		Link
	Material & O.D. bar/tube, wall thickness		Solid 24mm (0.945 in.) Dia., Steel Z07 – Solid 24mm (0.945 in.)
Track bar (type)			None

MVMA Specifications

METRIC (U.S. Customary)

SUPPLEMENTAL PAGE

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

PROVISIONS FOR JACKING:
Place Jackhead Between Locator Triangles On Rocker Flange Nearest To Tire Being Changed. Make Sure Jack Is Under The Steel Flange.

SUSPENSION - FRONT
Independent SLA Forged Aluminum Upper And Lower Control Arms And Steering Knuckle, Transverse Monoleaf Spring And Steel Stabilizer, Spindle Offset.

SUSPENSION - REAR
Independent 5-Link Design With Tow And Camber Adjustment, Forged Aluminum Control Links And Knuckle, Transverse Monoleaf Spring, Steel Tie Rods And Stabilizer, Tubular U-Jointed Aluminum Driveshafts.

MVMA Specifications

METRIC (U.S. Customary)

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*) _____

Model Code/Description And/Or
Engine Code/Description

2-DOOR HATCHBACK COUPE 1YY07 | 2-DOOR CONVERTIBLE 1YY67

Brakes – Service

Description				Hydraulic Power Brake Front And Rear Disc Base JL9 And Heavy Duty J55 Systems
Manufacturer and brake type (std., opt., n.a.)	Front (disc or drum)			B.C.I.A. Standard Pad Guided Caliper
	Rear (disc or drum)			B.C.I.A. Standard Pin Guided Caliper
Valving type(prop.,delay,metering,other)				Rear Proportioner Integral With Master Cylinder
Power brake (std., opt., n.a.)				Standard
Booster type(rmt,intgrl,vac.,hyd.,etc.)				Vac 240mm Single Diaph .65 sq. in.
Vacuum	Source (inline, pump, etc.)			Engine Plenum
	Reservoir (volume cu. in.)			Not Applicable
	Pump-type			"
Traction assist	Operational speed range			All Speeds
	Type (engine or brake intervention)			Engine And Brake Intervention
Antilock device	Front/rear (std., opt., n.a)			Standard Front And Rear
	Manufacturer			Bosch ABS/ASR IIU
	Type (electronic, mech.)			Electrohydraulic
	Number sensors or circuits			(4) Wheel Sensors
	No. antilock hyd. circuits			4 (2 Front And 2 Rear) Hydraulic
	Integral or add-on system			Add-On
	Yaw control (yes, no)			Yes
	Hydraulic power source			Electronic Motor Pump
Effective area sq. cm. (sq. in.) *				Front Linings 209 (32.4) (W/O Grooves); Rear Linings 119 (18.4) (W/O Grooves)
Gross Lng area sq.cm.(sq.in.)** (F/R)				Front Linings 213 (33.0) (W/O Grooves); Rear Linings 119 (18.4) (W/O Grooves
Swept area sq.cm. (sq.in.) *** (F/R)				Front 660 Base/722 H.D; 589 Rear
Rotor %	Outer working diameter		F/R	F-Base/302.3mm; F-H.D./327.3mm; R/302.7mm
	Inner working diameter		F/R	F-Base/222.3mm; F-H.D./247.3mm; R/232.7mm
	Thickness		F/R	F-Base/20mm; F-H.D./28mm; R/20mm
	Matl & type (vented/sld)		F/R	Gray Iron Vented Front, HCE Iron Vented Rear
Drum	Diameter & width		F/R	Not Applicable
	Type and material		F/R	"
Wheel cylinder bore				Front Dual Piston 38mm (1.5 in.) Rear 40.5mm (1.6 in.)
Master cylinder	Bore/stroke		F/R	Front 23.7/20.4mm (.93/.80 in.) Rear 23.7/13.7mm (.93/.54 in.)
Pedal arc ratio				4.0:1
Line pressure at 445 N (100 lb.) pedal load kPa (psi)				W/Power Front 8005 (1160), Rear 4690 (680)
Lining clearance			F/R	Front And Rear Self Adjusting
Brake lining	Front wheel	Bonded or riveted		Integral Mold
		Rivet size		Not Applicable
		Manufacturer		Japan Brake Industries
		Lining code *****		JB CP26, FE Code
		Material		Semi-Metallic Non-asbestos
		****	Pri.or out-brd	Front 135 x 40 x 9.5mm (5.31 x 1.57 x 0.37 in.)
		Size	Sec. or in-brd	Front 135 x 40 x 9.5mm (5.31 x 1.57 x 0.37 in.)
		Shoe thknss.(no lng)		6.0mm (0.236 in.)
	Rear wheel	Bonded or riveted		Integral Mold
		Manufacturer		Japan Brake Industries
		Lining code *****		JB H3H - B33, GF code
		Material		Semi-metallic Non-asbestos
		****	Pri. or out-brd	108 x 35 x 8.5mm (4.25 x 1.38 x 0.33 in.)
		Size	Sec. or in-brd	94 x 35 x 8.5mm (3.70 x 1.38 x 0.33 in.)
		Shoe thknss (no lng)		O.B. 4mm (0.157 in.), I.B. 5.5mm (0.216 in.)

* Excludes rivet holes, grooves, chamfers, etc. **Includes rivet holes, grooves, chamfers, etc.
*** Total swept area for four brakes. (Drum brake: Widest lining contact width for each brake x its contact circum.)
(Disc brake: Square of Outer Working Dia. - Square of inner Working Dia. X Pi/2 for each brake.)
**** Size for drum brakes includes length x width x thickness.
***** Manufacturer I.D., catalog for formulation designation and coefficient of friction classification.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Model Code/Description And/Or Engine Code/Description	2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Tires And Wheels (Standard)

O	Tires	Size (service description)		P255/45ZR17 Front; P285/40ZR17 Rear, Base
		Type (bias, radial, etc.)		High Speed Steel Belted Radial Eagle 40ZR (Goodyear), Unidirectional & Asymmetrical
		Inflation pressure (cold) for recommended max. vehicle load	Front kPa (psi)	240 (35) 207 (30)
			Rear kPa (psi)	240 (35) 207 (30)
		Rev/mile–at 70 km/h(45mph)		497 (P255), 499 (P285)
	Wheels	Type & material		Left-Right Aluminum Alloy Road Wheels With Specific Vent Design
		Rim (size & flange type)		17 x 8.5 Front, 17 x 9.5 Rear, Left-Right Specific
		Wheel offset		56mm (1.97 in.)
O		Attachment	Type (bolt or stud & nut)	Stud
			Circle diameter	120.7mm (4.75 in.)
			Number & size	5 Hex Nuts, One Anti-Theft; M12 x 1.5 - 6H
	Spare	Tire and wheel		T155/70D17, (17 x 4 Wheel)
		Storage position & location (describe)		Horizontal Under Fuel Tank

Tires And Wheels (Optional)

O	Tire size (service description), rear	P315/35ZR17 (1YZ07) Rear Only
	Type (bias, radial, steel, etc.), rear	High Speed Steel Belted Radial Eagle 35 ZR (Goodyear)
	Wheel (type & material), rear	Left-Right Aluminum Alloy Road Wheels W/Specific Vent Design
	Rim (size, flange type and offset),rear	17 x 11 Rear, Left - Right Specific 36.0 Offset ZR-1 Rear Only
O	Tire size (service description)	P275/40ZR17 - ZR-1 Front Only; Z07 Front & Rear
	Type (bias, radial, steel, nylon, etc.)	High Speed Steel Belted Radial Eagle 40ZR (Goodyear)
	Wheel (type & material)	17 x 9.5 - ZR-1 Front Only; Z07 Front & Rear
	Rim (size, flange type and offset)	
O	Tire size (service description)	
	Type (bias, radial, steel, nylon, etc.)	
	Wheel (type & material)	
	Rim (size, flange type and offset)	
O	Tire size (service description)	
	Type (bias, radial, steel, nylon, etc.)	
	Wheel (type & material)	
	Rim (size, flange type and offset)	
	Spare tire and wheel size (if configuration is different than road tire or wheel, describe optional spare tire and/or wheel location & storage position)	Same As Standard

Brakes – Parking

Type of control			Lever Apply, Button Release, Auto Cable Adjust
Location of control			Inner Left Door Sill
Operates on			Integral Rear Caliper Lock Plate Actuator
If separate from service brakes	Type(internal or external)		Not Applicable
	Drum diameter		"
	Lining size (length x width x thickness)		"

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Model Code/Description And/Or Engine Code/Description	2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Steering

Manual (std., opt., n.a.)					Not Available
Power (std., opt., n.a.)					Standard
Speed-sensitive (std., opt., n.a.)					Not Available
4-wheel steering (std., opt., n.a.)					Not Available
Adjustable steering wheel/ column (tilt, telescope, other)		Type			Tilt
		Manufacturer			Saginaw Division
		(std., opt., n.a.)			Standard
Wheel diameter ** (W9) SAE J1100		Manual			Not Available
		Power			380 mm (15.0 in.)
Turning diameter m (ft.)	Outside front	Wall to wall (l. & r.)			12.6 (41.3)
		Curb to curb (l. & r.)			12.2 (40.0)
	Inside rear	Wall to wall (l. & r.)			Not Available
		Curb to curb (l. & r.)			"
Scrub Radius *					
Manual	Gear	Type			Not Available
		Manufacturer			--
		Ratios	Gear		--
			Overall		--
	No. wheel turns(stop to stop)				--
Power	Type (coaxial,elec.hyd.,etc.)				Alloy Rack And Pinion Hydraulic
	Manufacturer				Saginaw Division; Lt. Wt. Transverse Compact Pump
	Gear	Type			End Take-Off
		Ratios	Gear		--
			Overall		15.7:1
	Pump (drive)				Accessory Belt Driven
	No. wheel turns(stop to stop)				2.32 Turns
Linkage	Type				End Take-Off
	Location (front or rear of wheels, other)				Front Of Wheel
	Tie Rods (one or two)				2
Steering axis	Inclination at camber (deg.)				8.744
	Bearings (type)	Upper			Ball Joint (M/M W/Anti-Friction Washer); Anti-Corrosive
		Lower			Ball Joint (M/M W/Anti-Friction Washer); Anti-Corrosive
		Thrust			Lower Ball Joint
Steering spindle/knuckle & joint type					Upper And Lower Ball Joints; Anti-Corrosive

* The horizontal distance in the front elevation between wheel centerline and kingpin (ball joint) axis at ground.
** See Page 22.

MVMA Specifications

METRIC (U.S. Customary)

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

Model Code/Description And/Or Engine Code/Description

2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Wheel Alignment

Front wheel at curb mass (wt.)	Service checking	Caster (deg.)	6.0 (+/-) 0.5
		Camber (deg.)	0.8 (+/-) 0.5
		Toe-in outside track - mm (in.)	0.0 (+/-) .10
	Service reset*	Caster (deg.)	--
		Camber (deg.)	--
		Toe-in - mm(in.)	--
	Periodic M.V. inspection	Caster (deg.)	--
		Camber (deg.)	--
		Toe-in - mm(in.)	--
Rear wheel at curb mass (wt.)	Service checking	Camber (deg.)	0 (+/-) 0.5
		Toe-in outside track - mm (in.)	0.0 (+/-) .1
	Service reset*	Camber (deg.)	--
		Toe-in - mm(in.)	--
	Periodic M.V. inspection	Camber (deg.)	--
		Toe-in - mm(in.)	--

*Indicates pre-set, adjustable, trend set or other.

Electrical - Instruments and Equipment

Speedometer	Type (analog, digital, std., opt.)		Digital, Standard
	Trip odometer (std., opt., n.a.)		Standard
Head-up display	Std., opt., not avail.		Not Available
	Type - Secondary, Opto-electronic		"
	Speedometer	Digital	"
	Status/warn. indicators - Turn signals, high beam, low fuel, check gauges		"
	Brightness control	Day/night mode, adj.	"
EGR maintenance indicator			Not Available
Charge indicator	Type		Analog Display
	Warning device (light, audible)		Standard - Warning Indicator And Lamp
Temperature indicator	Type		Analog Display
	Warning device		Standard - Warning Indicator And Lamp
Oil pressure indicator	Type		Analog Display
	Warning device		Standard - Warning Indicator And Lamp
Fuel indicator	Type		Electric Liquid Crystal-Analog
	Warning device		Standard - Warning Indicator Signals - Reserve
Windshield wiper	Type (standard)		Intermittent Control System
	Type (optional)		Not Available
	Blade length		508mm (20 in.)
	Swept area sq cm (sq in)		6920 (1072.9)
Windshield washer	Type (standard)		Push Button - Manual
	Type (optional)		Not Available
	Fluid level indicator		Not Available
Rear window wiper, wiper/washer (std., opt., n.a.)			Not Available
Horn	Type		Vibrator
	Number used		2
Other			See Page 15A

These lights surround the IP cluster:
- Door Ajar Light
- Check Gages Light
- Security Light
- Change Oil Light
- Shift One To Four Light
- Brake Light
- Safety Belt Light

The Center Of The Cluster Shows:
- Speedometer
- Odometer
- Fuel Gage
- Trip Monitor Readout

These Telltales Illuminate In The Driver Information Center (DIC)
- Service LTPWS
- Low Tire Pressure
- Low Coolant
- INFL Rest
- Service Ride Control
- Battery Symbol
- Service Engine Soon
- ABS Active
- Low Oil
- Service ABS
- Service ASR
- ASR Active
- ASR Off

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Engine Code/Description

5.7 LITER V8 (350 CID)
MULTI-PORT FUEL INJECTION RPO LT1

Electrical – Supply System

Battery	Manufacturer	Delco Remy
	Model, std., (opt.)	Catalog Number 370
	Voltage	12
	Amps at 0 deg F cold crnk	525
	Minutes-reserve capacity	90
	Amps/hrs. - 20 hr. rate	54
	Location	Engine Compartment Directly Behind Left Wheel Opening
Alternator	Manufacturer	Delco Remy
	Rating (idle/max. rpm)	50/124
	Ratio (alt. crank/rev.)	3.07:1
	Output at idle (rpm, park)	50 Amps @ 618 rpm
	Optional (type & rating)	Not Available
Regulator	Type	Micro Circuit Unit, Integral With Alternator

Electrical – Starting System

Motor	Manufacturer	Nippon Denso
	Current drain 0 deg C(F)	350 Amps
	Power rating kw (hp)	1.6 (2.1)
Motor drive	Engagement type	Positive Shift Solenoid
	Pinion engages from (front, rear)	Rear

Electrical – Ignition System

Type	Electronic (std, opt,n.a.)		--
	Other (specify)		Opti-Spark Ignition System
Coil	Manufacturer		Delco Remy
	Model		1106011
	Current	Engine stopped-A	--
		Engine idling - A	--
Spark plug	Manufacturer		AC
	Model		R45LTSP
	Thread (mm)		M14 x 1.25
	Tightening torque Newton meters (lb. ft.)		24-30 (18-22)
	Gap		1.27 mm (0.050 in.)
	Number per cylinder		1
Distributor	Manufacturer		Delco Remy
	Model		1103878

Electrical – Suppression

Locations & type	Internal Generator Capacitor, Non-Metallic High-Tension Cables, Resistor Spark Plugs, Ignition Coil By-Pass Capacitor, Internal AC Blower Motor By-Pass Capacitor & A/C Compression Diode, With Radio Provisions; Fuse Block Capacitor And On "Heater Only" Blower Motors And Coax Capacitor.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*) _____

METRIC (U.S. Customary)

Engine Code/Description

5.7 LITER V8 (350 CID)
MULTI-PORT FUEL INJECTION RPO LT5

Electrical – Supply System

Battery	Manufacturer	Delco Remy
	Model, std., (opt.)	Model #484, Standard
	Voltage	12
	Amps at 0 deg F cold crnk	690
	Minutes–reserve capacity	90
	Amps/hrs. – 20 hr. rate	54
	Location	Engine Compartment Directly Behind Left Wheel Opening
Alternator	Manufacturer	Delco Remy
	Rating (idle/max. rpm)	50/124
	Ratio (alt. crank/rev.)	2.559
	Output at idle (rpm, park)	50 Amps @ 618 rpm
	Optional (type & rating)	None
Regulator	Type	Micro Circuit Unit; Integral With Alternator

Electrical – Starting System

Motor	Manufacturer	Nippon Denso
	Curr. dr. –29 (–20) deg C(F)	425 Amps
	Power rating kw (hp)	1.6 (2.1)
Motor drive	Engagement type	Coaxial Solenoid
	Pinion engages from (front, rear)	Front

Electrical – Ignition System

Type	Electronic (std, opt, n.a.)		—
	Other (specify)		Direct Fire Ignition System
Coil	Manufacturer		Delco Remy
	Model		
	Current	Engine stopped–A	—
		Engine idling – A	—
Spark plug	Manufacturer		AC
	Model		FR2LS
	Thread (mm)		Not Available
	Tightening torque Newton meters (lb. ft.)		"
	Gap		"
	Number per cylinder		1
Distributor	Manufacturer		Delco Remy
	Model		Direct Fire Ignition (40TY)

Electrical – Suppression

Locations & type	Internal Alternator Capacitor, Non–Metallic High–Tension Cables, Resistor Spark Plugs, Ignition Coil By–Pass Capacitor, Internal AC Blower Motor By–Pass Capacitor & A/C Compression Diode, With Radio Provisions; Fuse Block Capacitor And Coax Capacitor.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Model Code/Description	2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Body

Structure	Integral Perimeter Frame-Birdcage Forms Strong Unitized Body Structure. Aerodynamically Shaped Body With Deeply Angled Windshield (64 deg.), All Major Body Panels SMC Reinforced Composite With Molded-In Coating. Single Lift Off Roof Panel (Coupe) Effective Pass; Compartment Insulation, Tinted Glass All Around. "Unibase" Paint Process, Final Clear Coat Paint Finish.
Bumper System Front - Rear	Front - Full-Width Honeycomb Energy Absorber Backed Up By An Impact Bar Of Strong Continuous Glass Fiber Plastic. Body Color, Glass-Reinforced Rim Fascia, Rear-Similar Honeycomb Design.
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, Dip Painted; Use Of Materials That Resist Corrosion.

Body - Miscellaneous Information

Type of finish (lacquer, enamel, other)			High Solids Base Coat Enamel With High Solids Clear Coat
Hood	Material & mass		Sheet Molded Compound With Steel Reinforcements, 33.6 kg. (74.1 lbs.)
	Hinge location (front, rear)		Front
	Type (counterbalance, prop)		Hinged Clamshell Hood
	Release control (int., ext.)		Interior
Trunk lid	Material & mass		Not Applicable
	Type (counterbalance, other)		"
	Internal release control (elec., mech., n.a.)		"
Hatch-back lid	Material & mass		Tempered, Tinted Safety Glass 19.05 kg. (42.0 lbs.)
	Type (counterbalance, other)		Dual Gas Struts
	Internal release control elec., mech., n.a.)		Electric Release, Standard (Each Door And Console Glove Box)
Tailgate	Material & mass		Not Applicable
	Type (drop, lift, door)		"
	Internal release control (elec., mech., n.a.)		"
Vent window control (crank, friction, pivot, power)		Front	None
		Rear	"
Window regulator type (cable, tape, flex drive, etc.)		Front	Drive
		Rear	None
Seat cushion type (e.g., 60/40, bucket, bench wire, foam, etc.)		Front	Bucket Seat, Full Cloth Trim @
		Rear	None
		3rd seat	"
Seat back type (e.g., 60/40, bucket, bench, wire, foam, etc.)		Front	Bucket Seat, Full Cloth Trim @
		Rear	None
		3rd seat	"

Frame

Type and description (separate frame, unitized frame, partially-unitized frame)	All-Welded Steel Body-Frame Construction, 100% Galvanized Bolt-On Front Crossmember To Allow Bottom Loaded Engine.

@ - Polypropylene Reinforced Composite Frame For Seat Cushion And Backrest.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Model Code/Description | 2-DOOR HATCHBACK COUPE 1YY07 | 2-DOOR CONVERTIBLE 1YY67

Restraint System

Seating Position			Left	Center	Right
Active	Type & description (lap & shoulder belt, lap belt, etc.)	First seat	3-Point Active Lap & Shoulder Belt		3-Point Active Lap & Shoulder Belt
		Second seat			
	Standard/ optional	Third seat			
Passive	Type & description (air bag, motorized-2-point belt, fixed belt, knee bolster, manual-lap belt)	First seat	Air Bag Standard		
		Second seat			
	Standard/ optional	Third seat			

Glass

	SAE Ref No		
Windshield glass exposed surface area sq. cm. (sq. in.)	S1	8710.0 (1350.0)	8710 (1350.0)
Side glass exposed surface area sq. cm. (sq. in.) - total 2- sides	S2	4007.2 (621.1)	4007.2 (621.1)
Backlight glass exposed surface area sq. cm. (sq. in.)	S3	6205.0 (961.8)	2554.8 (396.0)
Total glass exposed surface area sq. cm. (sq. in.)	S4	18922.2 (2932.9)	15272.0 (2367.1)
O Windshield glass (type/thickness)		Curved - Laminated Plate - Tinted	
O Side glass (type/thickness)		Curved - Tempered Plate - Tinted	
O Backlight glass (type/thickness)		Curved - Tempered Plate - Tinted (Hatchback)	Vinyl
O Tinted (yes/no, location)			
O Solar control (yes/no, location)			

Headlamps

Description - sealed beam, halogen, replaceable bulb, etc.	Sealed Beam
Shape	Rectangular
Lo-beam type (2A1, 2B1, 2C1, etc.)	2B1 On Both - 1 Capsule Per Side
Quantity	
Hi-beam type (1A1, 2A1, 1C1, 2C1, etc.)	
Quantity	

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised

METRIC (U.S. Customary)

Engine Code/Description

2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Climate Control System

Air conditioning (std., opt., man., auto.)		Manual A/C, Standard Automatic A/C, Optional
Condenser	Type	Tube-And-Fin
	Eff. face area (sq. mm.)	250,100
	Fins per inch	17 Fins/Inch
Evaporator	Type	Staggered Rib, Plate Type
	Eff. face area (sq. mm.)	48,387
	Fins per inch	14 Fins/Inch
Heater Core	Material	Copper-Brass
	Eff. face area (sq. mm.)	29,060
	Fins per inch	11 Fins/Inch
Compressor	Type	Piston Type, Swash Plate, Fixed Displacement
	Displacement (cc)	177 cc (LT5), 207 cc (LT1)
	Manufacturer	Nippondenso
	A/C pulley ratio	1.58:1 (LT5), 1.67:1 (LT1)
Accumulator	Type	Accumulator/Dehydrator
	Height (mm.)	231
	Diameter (mm.)	93
Receiver	Type	Not Available
	Height (mm.)	"
	Diameter (mm.)	"
Refrigerant control (CCOT, TVS, etc.)		CCOT
Heater water valve (yes / no)		No
Refrigerant (R - 12, R - 134a, etc.)		R-12
Charge level (lbs. - oz.)		2.25 lbs.
Cold engine lockout switch (yes / no)		No
Wide open throttle cutout switch (yes / no)		No

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*) _____

METRIC (U.S. Customary)

Model Code/Description	2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Convenience Equipment (standard, optional, n.a.)

Compass / thermometer		Thermometer On C68
Console (floor, overhead)		Standard, Floor
Defroster, electric windshield		Not Available
Defroster, electric backlight		Standard
Electronic	Diagnostic monitor (integrated, individual)	Standard - ALCL (Assembly Line Communications Link); Integrated
	Instrument cluster (list instruments)	Speedo, Tach, Oil & Coolant Temps, Oil Pressure, Volts, Fuel, Seat Belt Symbol, Change Oil
	Keyless entry	Passive, Standard
	Tripminder (avg. spd. fuel)	Range, Average And Instant MPG
	Voice alert (list items)	Not Available
	Other	LCD And Analog Instrumentation Standard
Fuel door lock (remote, key, electric)		Not Available
Lamps	Auto head on/off delay, dimming	Not Available
	Cornering	Front, Standard
	Courtesy (map, reading)	Standard - One Lamp In Each Door Panel Mounted On I/S R/V Mirror
	Door lock, ignition	Not Available
	Engine compartment	Standard
	Fog	Standard
	Glove compartment	Standard - In Console & I/P
	Trunk	Std. - 2 Lamps Mounted In 'B' Pillars Back Of Seat, Cpe (Seat Riser, Convt)
	Illuminated entry system (list lamps, activation)	Not Applicable
	Other	--
Mirrors	Day / night (auto, man.)	Standard, Manual
	L.H. (remote, pwr., heated)	Power Standard, Heated
	R.H.(convex, rmt, pwr, htd)	Power Standard, Heated
	Visor vanity (RH/LH illum.)	Standard
Navigation system (describe)		None
Prkg. brake-auto release (warn. light)		Manual Release, Tell-Tale - Standard

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Model Code/Description

2-DOOR HATCHBACK COUPE 1YY07 2-DOOR CONVERTIBLE 1YY67

Convenience Equipment (standard, optional, n.a.)

Power equipment	Deck lid(release, pull down)		Standard - Electric Hatch Release (3 Remote Location)
	Door locks (manual, auto., describe system)		Standard Deck Lid Hatch, Standard Door Locks
	Seats	2 - 4 - 6 way, etc.	6-Way Optional
		Reclining(R.H., L.H.)	Manual Standard, Power Optional
		Memory (R.H., L.H., preset, recline)	Not Available
		Support (lumbar, hip, thigh, etc.)	Power Optional
		Heated (R.H., L.H., other)	Not Available
	Side windows		Standard
	Vent windows		Not Available
	Rear windows		
	Convertible deck lid		Standard - Power Release (3 Remote Locations)
Radio systems	Antenna (location, whip, w/shield, power)		Rear Power Antenna
	Stan.	AM, FM, stereo, tape, compact disc, graphic equalizer, theft deterrent, radio prep package, headphone jacks, etc.	AM/FM Stereo Cassette
	Opt.		AM/FM Stereo Cassette/Bose AM/FM Stereo Cassette/Compact Disc/Bose
	Speaker (number, location)		Standard - 2 Front, 2 Rear Bose - 1 Each Door, 2 Rear
Roof: open air or fixed (flip-up, sliding, 'T')			Single, Full Width Lift-Off Roof Panel Conv. Fldg. Top
Speed control device			Standard - Electronic Speed & Cruise Control W/Resume Feature
Speed warn. dev. (light, buzzer, etc.)			Not Available
Tachometer (rpm)			6,000 W/LT1 8,000 W/LT5
Telephone system (describe)			Cellular Phone Power Connector In Console
Theft deterrent system			"VATS" Pass Key (Personal Automobile Security System) Includes Special Module With Resistor Decoder And Ignition Key With Embedded Pellets Of Specified Resistance. Built-In Time Lag, Forces Delay Between Attempts To Start Vehicle With Improper Key. Also Includes Anti-Theft Horn Alarm System With Starter Enable (Doors And Hatch).

Trailer Towing

Towing capable	Yes / No	
Engine/transmission/axle	Std / Opt	
Tow class (I, II, III)*	Std / Opt	
Max. gross trailer wgt. (lbs.)	Std / Opt	
Max. trailer tongue load (lbs.)	Std / Opt	
Towing package available	Yes / No	

* Class I - 2,000 lbs. Class II - 3,500 lbs. Class III - 5,000 lbs.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Vehicle Dimensions

See Key Sheets for definitions

All dimensions to ground are for comparative purposes only. Dimensions are to be shown for all base body models of each vehicle line. SAE Ref. no. refers to the definition published in SAE Recommended Practice J1100 'Motor Vehicle Dimensions,' unless otherwise specified.

Model Code/Description		COUPE	CONVERTIBLE	ZR1 COUPE
Width	**SAE Ref. No.**			
Tread (front)	W101	1466 (57.7)		
Tread (rear)	W102	1500 (59.1)		1539 (60.6)
Vehicle width	W103	1796 (70.7)		1856 (73.1)
Body width at Sg RP (front)	W117	1788 (70.4)		
Vehicle width (front doors open)	W120	3706 (145.9)		
Vehicle width (rear doors open)	W121	—		
Tumble-home (deg.)	W122	37.3		
Outside mirror width	W410	1865 (73.4)		
Length				
Wheelbase	L101	2444 (96.2)		
Vehicle length	L103	4535 (178.5)		4534 (178.5)
Overhang (front)	L104	1056 (41.6)		
Overhang (rear)	L105	1035 (40.7)		
Upper structure length	L123	2358 (92.8)		
Rear wheel C/L 'X' coordinate	L127	3886 (153.0)		
Height **				
Passenger distribution (front/rear)	PD1,2,3		**	
Trunk/cargo load			**	
Vehicle height	H101	1177 (46.3)	1202 (47.3)	
Cowl point to ground	H114	841 (33.1)		
Deck point to ground	H138	895 (35.2)		
Rocker panel-front to ground	H112	176 (6.9)		
Rocker panel-rear to ground	H111	172 (6.8)		
Windshield slope angle (deg.)	H122	64.1		
Backlight slope angle (deg.)	H121	73.7		
Ground Clearance **				
Front bumper to ground	H102	129 (5.1)		
Rear bumper to ground	H104	233 (9.2)		
Bumper to ground front at curb mass (wt.)	H103	134.3 (5.3)		
Bumper to ground rear at curb mass (wt.)	H105	258 (10.2)		
Angle of approach (deg.)	H106	15.2		
Angle of departure (deg.)	H107	16.3		
Ramp breakover angle (deg.)	H147	11.4	8.7 (0.343)	
Axle differential to ground (front/rear)	H153	179 (7.0)		
Min. running ground clearance	H156	107 (4.2)	91 (3.6)	
Location of min. run. grd. clear.		Catalytic Converter		

** All Vehicle Height And Ground Clearance Are Made Using EPA Loaded Vehicle Weight, Loading Conditions.

EPA Loaded Vehicle Weight is the Base Vehicle Weight Plus All Coolant and Fluids Necessary For Operation Plus 100% Of The Fuel Capacity, Plus The Weight Of All Options And Accessories Which Weigh Three Pounds Or More And Which Are Sold On At Least 33% Of The Car Line, Plus Two Occupants.

All Linear Dimensions Are In Millimeters (Inches).

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)
Vehicle Dimensions

See Key Sheets for Definitions

Model Code/Description		2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67
Front Compartment	**SAE Ref. No.**		
SgRP front, 'X' coordinate	L31	3150 (124.0)	
Effective head room	H61	927 (36.5)	941 (37.0)
Max. eff. leg room (accelerator)	L34	1068 (42.0)	
SgRP to heel point	H30	188 (7.4)	
SgRP to heel point	L53	878 (34.6)	
Back angle (deg.)	L40	28.0	
Hip angle (deg.)	L42	95.5	
Knee angle (deg.)	L44	125.5	
Foot angle (deg.)	L46	87.0	
Design H-point front travel	L17	165.0 (6.5)	
Normal driving & riding seat track trvl.	L23	147 (5.8)	
Shoulder room	W3	1368 (53.9)	
Hip room	W5	1290 (50.8)	
*** Upper body opening to ground	H50	1091 (42.9)	
Steering wheel maximum diameter*	W9	380 (15.0)	
Steering wheel angle (deg.)	H18	18.4	
Accel. heel pt. to steer. whl. cntr	L11		
Accel. heel pt. to steer. whl. cntr	H17		
Undepressed floor covering thickness	H67	24 (0.9)	

Front Compartment Int. Dim. Are Measured With The Seating Ref. Pt. (SgRP) mm Forward And mm Upward of Rearmost Position.

Rear Compartment (NOT APPLICABLE)			
SgRP point couple distance	L50		
Effective head room	H63		
Min. effective leg room	L51		
SgRP (second to heel)	H31		
Knee clearance	L48		
Shoulder room	W4		
Hip room	W6		
*** Upper body opening to ground	H51		
Back angle (deg.)	L41		
Hip angle (deg.)	L43		
Knee angle (deg.)	L45		
Foot angle (deg.)	L47		
Depressed floor covering thickness	H73		

Luggage Compartment

Usable luggage capacity L (cu. ft.)	V1	356.8 (12.6)	186.9 (6.6)
*** Liftover height	H195	898 (35.4)	

Interior Volumes (EPA Classification)

Vehicle class		Mini-Compact
Interior volume index (cu. ft.)**		Not Available, On Two Passenger Vehicles
Trunk / cargo index (cu. ft.)		--

* See page 14.
** Includes passenger and trunk / cargo index - see definition page 32.

*** EPA Loaded Vehicle Weight, Loading Conditions

All Linear Dimensions Are In Millimeters (Inches)

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)
Vehicle Dimensions

See Key Sheets for Definitions

Model Code/Description 2-DOOR HATCHBACK COUPE 1YY07

Station Wagon / MPV** – Third Seat

SAE Ref. No. (NOT APPLICABLE)

Seat facing direction	SD1	
SgRP couple distance	L85	
Shoulder room	W85	
Hip Room	W86	
Effective leg room	L86	
Effective head room	H86	
SgRP to heel point	H87	
Knee clearance	L87	
Back angle (deg.)	L88	
Hip angle (deg.)	L89	
Knee angle (deg.)	L90	
Foot angle (deg.)	L91	

Station Wagon \ MPV** Cargo Space

(NOT APPLICABLE)

Cargo length (open front)	L200	
Cargo length (open second)	L201	
Cargo length (closed front)	L202	
Cargo length (closed second)	L203	
Cargo length at belt (front)	L204	
Cargo length at belt (second)	L205	
Cargo width (wheelhouse)	W201	
Rear opening width at floor	W203	
Opening width at belt	W204	
Min. rear opening width above belt	W205	
Cargo height	H201	
Rear opening height	H202	
* Tailgate to ground height	H250	
Front seat back to load floor height	H197	
Cargo volume index cu. m. (cu. ft.)	V2	
Hidden cargo vol. index cu.m. (cu.ft.)	V4	
Cargo volume index–rear of 2–seat	V10	
Cargo volume index**	V6	
Cargo width at floor**	W500	
Maximum cargo height**	H505	

Hatchback – Cargo Space

Cargo length at front seatback height	L208	792 (31.2)
Cargo length at floor (front)	L209	838 (33.0)
Cargo length at second seatback height	L210	Not Applicable
Cargo length at floor (second)	L211	"
Front seatback to load floor height	H197	454 (17.9)
Second seatback to load floor height	H198	Not Applicable
Cargo volume index cu. m. (cu. ft.)	V3	508L (17.9)
Hidden cargo vol. index cu.m. (cu.ft.)	V4	Not Applicable
Cargo volume index–rear of 2–seat	V11	"

* EPA Loaded Vehicle Weight, Loading Conditions

** MPV – Multipurpose Vehicle

All Linear Dimensions Are In Millimeters (Inches)

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

METRIC (U.S. Customary)

Model Code/ Description	2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Vehicle Fiducial Marks

Fiducial Mark Number*	Define Coordinate Location
Front	X - Fiducial Mark To Vertical Zero Grid Line - Front Measured Horizontally, From The Zero Grid Line To The Front Fiducial Mark Located On Top Of The Front Seat Adjuster Mounting Bolt.
	Y - Fiducial Mark To Centerline Of Car - Front, Width Measurement Made From Centerline Car To Fiducial Mark Located On Top Of The Front Seat Adjuster Mounting Bolt.
	Z - Fiducial Mark To Horizontal Zero Grid Line - Front, Measured Vertically From The Zero Grid Line To Front Fiducial Mark Located On Top Of The front Seat Adjuster Mounting Bolt.
Rear	X - Fiducial Mark To Vertical Zero Grid Line - Rear, Measured Horizontally from The Zero Grid Line To Rear Fiducial Mark Located On The Rail (Compartment Pan - Longitudinal).
	Y - Fiducial Mark To Centerline Of Car - Rear, Width Measurement Made From Centerline Of Car To Fiducial Mark Located On The Rail (Compartment Pan - Longitudinal).
	Z - Fiducial Mark To Horizontal Zero Grid Line - Rear, Measured Vertically From The Zero Grid Line To Rear Fiducial Mark Located On The Rail (Compartment Pan - Longitudinal).

Note: Provide 3 of 4 Fiducial Mark Locations

Front	W21**	552.5 (21.8)
	L54**	2830.7 (111.4)
	H81**	377 (14.8)
***	H161**	187.5 (7.4)
***	H163**	169.7 (6.7)
Rear	W22**	296 (11.7)
	L55**	4713.2 (185.6)
	H82**	546.5 (21.5)
***	H162**	360.5 (14.2)
***	H164**	333.7 (13.1)

* Reference - SAE Recommended Practice, J182, Motor Vehicle Fiducial Marks.
** Reference - SAE Recommended Practice J1100 - Motor Vehicle Dimensions.
*** **EPA Loaded Vehicle Weight, Loading Conditions.**
All linear dimensions are in millimeters (inches).

MVMA Specifications

METRIC (U.S. Customary)

Vehicle Line CORVETTE

Model Year 1993 Issued 9-92 Revised

Code / Model	VEHICLE MASS (weight)					% PASS MASS DISTRIBUTION			
	CURB MASS, kg. (lb.)*			SHIPPING MASS kg (lb) ***	ETWC** Code	PASS IN FRONT		PASS IN REAR	
	Front	Rear	Total			Front	Rear	Front	Rear
1YY07 2-Dr. Coupe (LT1 & MD8)	777 (1713)	735 (1620)	1512 (3333)	1464 (3227)	V	30.0	70.0	-	-
1YY67 2-Dr. Convertible (LT1 & MD8)	785 (1730)	747 (1647)	1532 (3377)	1484 (3271)	W	30.0	70.0	-	-
1YZ07 2-Dr. Coupe, ZR1 (LT5 & ML9)	830 (1830)	759 (1673)	1589 (3503)	1541 (3397)	W	30.0	70.0	-	Manual Only

* Reference – SAE J1100 Motor vehicle dimensions, curb weight definition.
** ETWC – Equivalent Test Weight Class – basis for U.S. Environmental Protection Agency emission certifications. Refer to ETWC code legend below for test weight class.

ETWC LEGEND

A = 1000	I = 2000	Q = 3000	Y = 4000
B = 1125	J = 2125	R = 3125	Z = 4250
C = 1250	K = 2250	S = 3250	AA = 4500
D = 1375	L = 2375	T = 3375	BB = 4750
E = 1500	M = 2500	U = 3500	CC = 5000
F = 1625	N = 2625	V = 3625	DD = 5250
G = 1750	O = 2750	W = 3750	EE = 5500
H = 1875	P = 2875	X = 3875	FF = 5750

*** Shipping Mass (weight) = Curb Weight Less:

48 (106)

MVMA Specifications

METRIC (U.S. Customary)

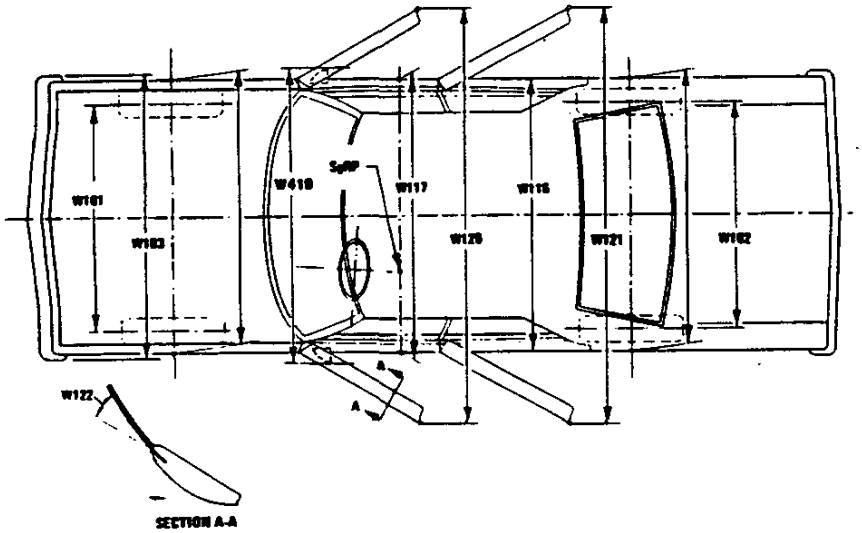
Vehicle Line CORVETTE
Model Year 1993 Issued 9-92 Revised(*)

		Optional Equipment Differential Mass (weight)*			
		MASS, kg. (lb.)			Remarks
Code	Equipment	Front	Rear	Total	Restrictions, Requirements
AQ9	Custom Adjustable Seats	2.6 (5.7)	2.8 (6.2)	5.4 (11.9)	Power Adjust For Backrest Lateral Restraints, Lumbar Support And Back Angle, Special Cloth Trim.
B16	Leather Seat Trim	.6 (1.3)	1.0 (2.2)	1.6 (3.5)	As Required (Special Contour Bucket Seat).
CC3	Removable Plastic Roof Panel	-.6 (-1.3)	-1.4 (-3.1)	-2.0 (-4.4)	Acrylic Plastic. Lighter, Blue Tinted For Glare And Sun Load Control, Coated For Scratch Resistance. Not Avail. On Convt.
C68	Automatic Air Conditioning	1.2 (2.6)	--	1.2 (2.6)	Automatic Temperature Control
ML9	Manual Transmission	-12.6 (-28.0)	-10.4 (-23.0)	-23.0 (-51.0)	
YY8 UX0	Delco/Bose Premium Audio System	1.6 (3.5)	2.6 (5.7)	4.2 (9.2)	Includes Specific AM/FM Stereo Radio With Cassette Player, Bose Power Amplified, Direct Reflecting Speakers (One In Each Door And At Each Side Of Luggage Area). Also Features Dolby sound, Dynamic Noise Reduction And Automatic Suppression System.
	Electric Defogger System (Hatch And Outside Rear View Mirrors	.2 (0.4)	.2 (0.4)	.4 (0.8)	Mirrors Only On Convertible
Z07	Bilstein Selective Ride Control System; Stiffer Springs, Shocks, Stabilizer Bars & Bushings. Heavy Duty Brakes, Engine Oil Cooler, Heavy Duty Power Steering Cooler.	8.4 (18.4)	2.6 (5.8)	11.0 (24.2)	(1YY07 Only; Auto Trans. Requires G92 Axle)

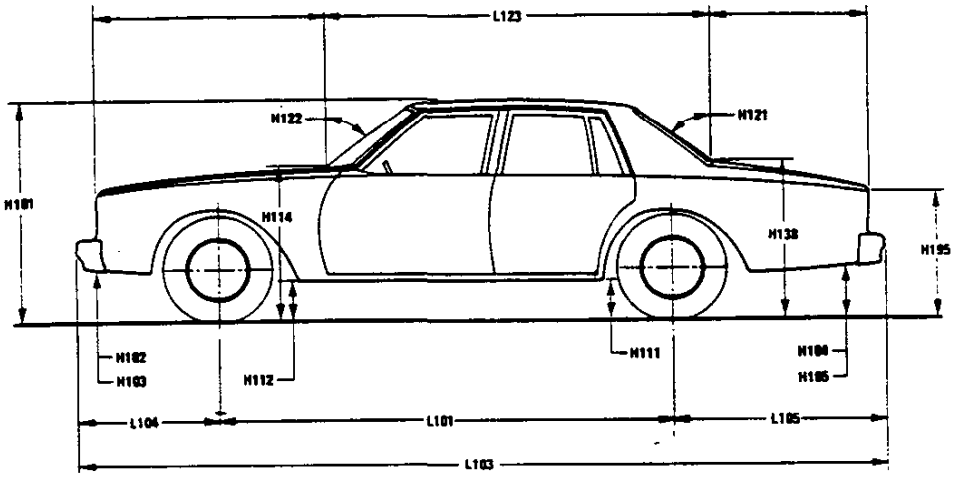
* Also see Engine - General Section for dressed engine mass (weight).

Exterior Vehicle And Body Dimensions – Key Sheet

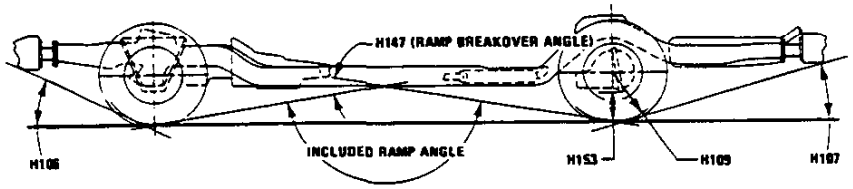
Exterior Width



Exterior Length & Height



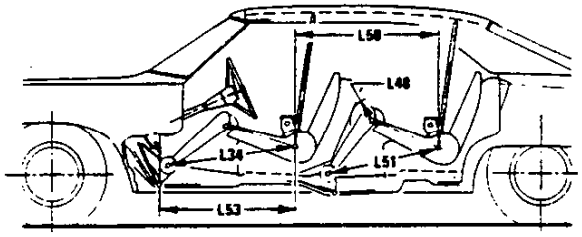
Exterior Ground Clearance

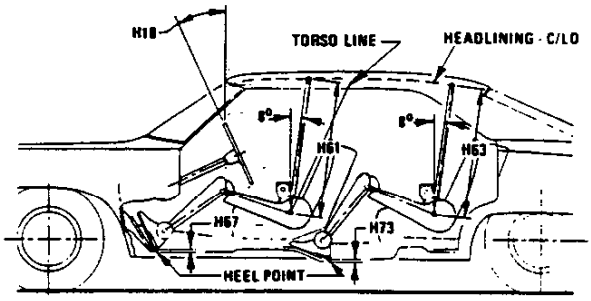


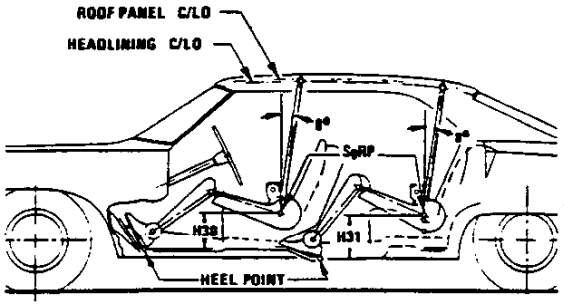
MVMA Specifications Form

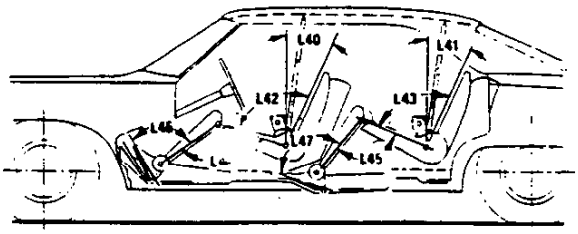
METRIC (U.S. Customary)

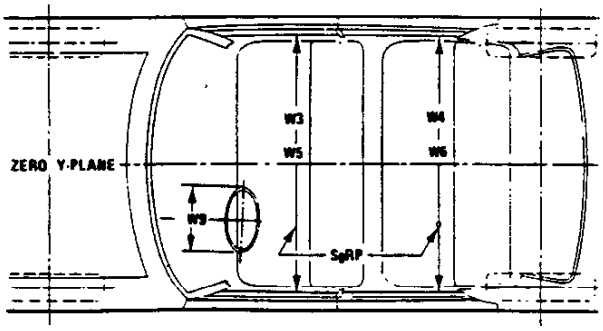
Interior Vehicle And Body Dimensions – Key Sheet

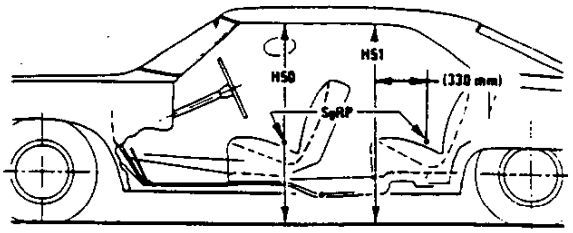






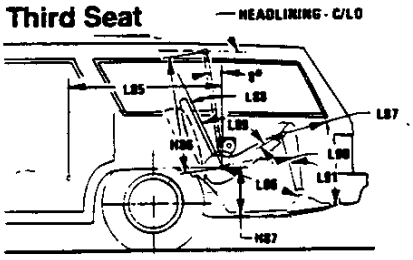


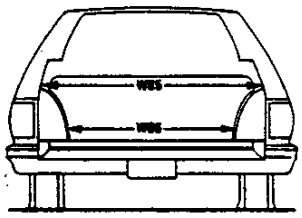




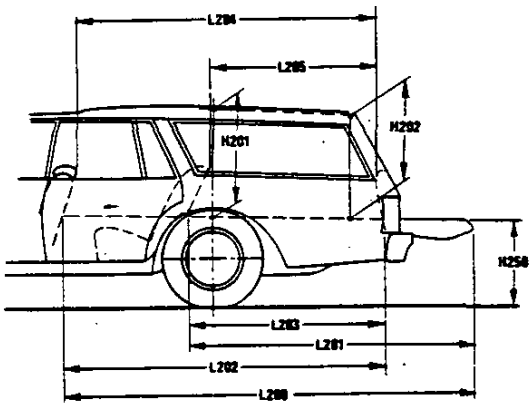
Interior Vehicle And Body Dimensions – Key Sheet

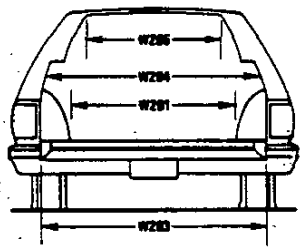
Third Seat



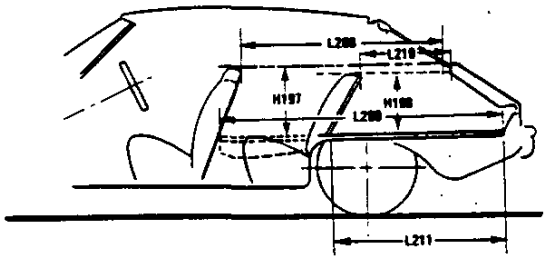


Cargo Space

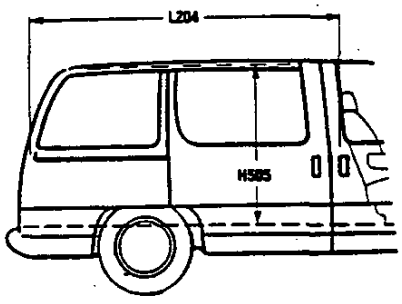


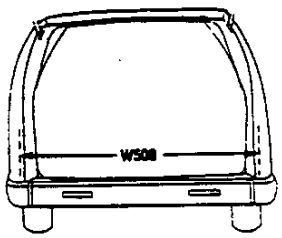


Station Wagon



Hatchback





Multipurpose Vehicle

MVMA Specifications

METRIC (U.S. Customary)

Exterior Vehicle And Body Dimensions – Key Sheet Dimensions Definitions

Seating Reference Point

SEATING REFERENCE POINT means the manufacturer's design reference point which –
(a) Establishes the rearmost normal design driving or riding position of each designated seating position in a vehicle;
(b) Has coordinates established relative to the design vehicle structure;
(c) Simulates the position of the pivot center of the human torso and thigh; and
(d) Is the reference point employed to position the two dimensional templates described in SAE Recommended Practice J826, "Devices for Use in Defining and Measuring Vehicle Seating Accommodations,".

Width Dimensions

W101 TREAD – FRONT. The dimension measured between the tire centerlines at the ground.

W102 TREAD – REAR. The dimension measured between the tire centerlines at the ground. In case of dual wheels, the dimension will be measured to the centerline of tire and wheel assemblies.

W103 VEHICLE WIDTH. The maximum dimension measured between the widest point on the vehicle, excluding exterior mirrors, flexible mud flaps, marker lamps, but including bumpers, moldings, sheet metal protrusions or dual wheels, if standard equipment.

W117 BODY WIDTH AT SgRP – FRONT. The dimension measured laterally between the widest points on the body at the SgRP-front, excluding door handles, applied moldings, or appliques.

W120 VEHICLE WIDTH – FRONT DOORS OPEN. The dimension measured between the widest point on the front doors in maximum hold-open position.

W121 VEHICLE WIDTH – REAR DOORS OPEN. The dimension measured between the widest point on the rear doors in maximum hold-open position. For vehicles with a rear door on only one side, this dimension is to the zero "Y" plane.

W122 TUMBLE – HOME. STRAIGHT SIDE GLASS. The angle measured from a vertical to the outside surface of the front door glass at the SgRP "X" plane.
CURVED SIDE GLASS. The angle measured from a vertical to a chord extending from the upper DLO to the lower DLO at the outside surface of the front door glass at the front SgRP "X" plane.

W410 OUTSIDE MIRROR WIDTH: The dimension between the widest point on the outside mirrors. The standard right and left mirror adjusted for normal driving will be shown unless otherwise noted. When only one outside mirror is standard, the dimension will be to the zero "Y" plane.

Length Dimensions

L101 WHEELBASE (WB). The dimension measured longitudinally between front and rear wheel centerlines. In case of dual rear axles, the dimension shall be to the midpoint of the centerlines of the rear wheels.

L103 VEHICLE LENGTH. The maximum dimension measured longitudinally between the foremost point and the rearmost point on the vehicle, including bumper, bumper guards, tow hooks and/or rub strips, if standard equipment.

L104 OVERHAND – FRONT. The dimension measured longitudinally from the centerline of the front wheels to the foremost point on the vehicle including bumper, bumper guards, tow hooks and/or rub strips, if standard equipment.

L105 OVERHANG – REAR. The dimension measured longitudinally from the centerline of the rear wheels; or in the case of dual rear axles, the dimension shall be the midpoint of the centerlines of the rear wheels, to the rearmost point on the vehicle including rear bumpers, bumper guards, tow hooks and rub strips, if standard equipment.

L123 UPPER STRUCTURE LENGTH. The dimension measured longitudinally from the cowl point to the deck point.

L127 REAR WHEEL CENTERLINE "X" COORDINATE or in the case of dual rear axles, the coordinate shall be the midpoint of the distance between the rear axle centerlines.

Height Dimensions

H101 VEHICLE HEIGHT. The dimension measured vertically from the highest point on the vehicle body to ground.

H111 ROCKER PANEL – REAR TO GROUND. The dimension measured vertically from the bottom of the rocker or side quarter panel at the front of the rear wheel opening, excluding flanges, to ground.

H112 ROCKER PANEL – FRONT TO GROUND. The dimension measured vertically from the foremost point on the bottom of the rocker panels, excluding flanges, to ground.

H114 COWL POINT TO GROUND. Measured at zero "Y" plane.

H121 BACKLIGHT SLOPE ANGLE. The angle between the vertical reference line and the surface of backlight at vehicle zero "Y" plane. For curve backlight, the angle is to chord of backlight arc from lower DLO to upper DLO.

H122 WINDSHIELD SLOPE ANGLE. The angle between the vertical reference line and a chord of the windshield arc running from the lower DLO to the upper DLO at the vehicle zero "Y" plane. In the case of wrap over glass, the angle to be measured will be formed by a chord 457 mm (18.0 in.) long drawn from the lower DLO to the intersecting point on the windshield.

H138 DECK POINT TO GROUND. Measured at zero "Y" plane.

H109 STATIC LOAD – TIRE RADIUS – REAR. Specified by the manufacturer in accordance with composite TIRE SECTION STANDARD.

Ground Clearance Dimensions

H102 FRONT BUMPER TO GROUND. The minimum dimension measured vertically from the lowest point on the front bumper to ground, including bumper guards, if standard equipment.

H103 FRONT BUMPER TO GROUND – CURB MASS (WT.). Measured in the same manner as H102.

H104 REAR BUMPER TO GROUND. The minimum dimension measured vertically from the lowest point on the rear bumper to ground, including bumper guards, if standard equipment.

H105 REAR BUMPER TO GROUND – CURB MASS (WT.). Measured in the same manner as H104.

H106 ANGLE OF APPROACH. The angle measured between a line tangent to the front tire static loaded radius arc and the initial point of structural interference forward of the front tire to ground. The limiting structural component shall be designated.

H107 ANGLE OF DEPARTURE. The angle measured between a line tangent to the rear tire static loaded radius arc and the initial point of structural interference rearward of the rear tire to ground. The limiting component shall be designated.

H147 RAMP BREAKOVER ANGLE. The angle measured between two lines tangent to the front and rear tire static loaded radius and intersecting at a point on the underside of the vehicle which defines the largest ramp over which the vehicle can roll.

H153 REAR AXLE DIFFERENTIAL TO GROUND. The minimum dimension measured from the rear axle differential to ground.

H156 MINIMUM RUNNING GROUND CLEARANCE. The minimum dimension measured from the sprung vehicle to ground. Specify location.

MVMA Specifications

METRIC (U.S. Customary)

Interior Vehicle And Body Dimensions – Key Sheet Dimensions Definitions

Glass Areas

S1 Windshield area.
S2 Side windows area. Includes the front door, rear door, vents, and rear quarter windows on both sides of the vehicle.
S3 Backlight areas.
S4 Total area. Total of all areas (S1 + S2 + S3).

Fiducial Mark Dimensions

Fiducial Mark – Number 1

L54 "X" coordinate.
W21 "Y" coordinate.
H81 "Z" coordinate.
H161 Height "Z" coordinate to ground at curb weight.
H163 Height "Z" coordinate to ground.

Fiducial Mark – Number 2

L55 "X" coordinate.
W22 "Y" coordinate.
W82 "Z" coordinate.
H162 Height "Z" coordinate to ground at curb weight.
H164 Height "Z" coordinate to ground.

Front Compartment Dimensions

L11 ACCELERATOR HEEL POINT TO STEERING WHEEL CENTER. The dimension measured horizontally from the AHP to the intersection of the steering column centerline and a plane tangent to the upper surface of the steering wheel rim.

L17 DESIGN H-POINT – FRONT TRAVEL. The dimension measured horizontally between the design H-point – front in the foremost and rearmost seat track positions. (See SAE J1100)

L23 NORMAL DRIVING AND RIDING SEAT TRACK TRAVEL. The dimension measured horizontally between a point on the design H-point travel line from the SgRP to the displaced point on the design H-point travel line with the seat moved to the foremost seat position, but not to include seat track travel used for purposes other than normal driving and riding positions. (See SAE J1100).

L31 SgRP – FRONT. "X" COORDINATED.

L34 MAXIMUM EFFECTIVE LEG ROOM – ACCELERATOR. The dimension measured along a line from the ankle pivot center to the SgRP – front plus 254 mm (10.0 in.) measured with right foot on the undepressed accelerator pedal. For vehicles with SgRP to heel (H30) greater than 18 in., the accelerator pedal may be depressed as specified by the manufacturer. If the accelerator is depressed, the manufacturer shall place foot flat on pedal and note the depression of the pedal.

L-40 BACK ANGLE – FRONT. The angle measured between a vertical line through the SgRP – front and the torso line. If the seatback is adjustable, use the normal driving and riding position specified by the manufacturer.

L-42 HIP ANGLE – FRONT. The angle measured between torso line and thigh centerline.

L44 KNEE ANGLE – FRONT. The angle measured between thigh centerline and lower leg centerline measured on the right leg.

L46 FOOT ANGLE – FRONT. The angle measured between the lower leg centerline and a line tangent to the ball and heel of the bare foot flesh line measured on the right leg. Ref SAE J826.

L53 SgRP – FRONT TO HEEL. The dimension measured horizontally from the SgRP – front to the accelerator heel point.

W3 SHOULDER ROOM – FRONT. The minimum dimension measured laterally between the trimmed surfaces on the "X" plane through the SgRP – front at height between the belt line and 254 mm (10.0 in.) above the SgRP – front, excluding the door assist strap and attaching parts.

W5 HIP ROOM – FRONT. The minimum dimension measured laterally between the trimmed surfaces on the "X" plane through the SgRP – front within 25 mm (1.0 in.) below and 76 mm (3.0 in.) above the SgRP – front and 76 mm (3.0 in.) fore and aft of the SgRP – front.

W9 STEERING WHEEL MAXIMUM OUTSIDE DIAMETER. Define if other than round.

H7 ACCELERATOR HEEL POINT TO THE STEERING WHEEL CENTER. The dimension measured vertically from the AHP – front to the intersection of the steering column centerline to a plane tangent to the upper surface of the steering wheel rim.

H18 STEERING WHEEL ANGLE. The angle measured from a vertical to the surface plane of the steering wheel.

H30 SgRP – FRONT TO HEEL. The dimension measured vertically from the SgRP – front to the accelerator heel point.

H50 UPPER BODY OPENING TO GROUND – FRONT. The dimension measured vertically from the trimmed body opening to the ground on the SgRP – front "X" plane.

H61 EFFECTIVE HEAD ROOM – FRONT. The dimension measured along a line 8 deg. rear of vertical from the SgRP – front to the headlining plus 102 mm (4.0in.).

H67 FLOOR COVERING THICKNESS – UNDEPRESSED – FRONT. The dimension measured vertically from the surface of the undepressed floor covering to the underbody sheet metal at the accelerator heel point.

Rear Compartment Dimensions

L-41 BACK ANGLE – SECOND. The angle measured between a vertical line through the SgRP – second and the torso line.

L43 HIP ANGLE – SECOND. The angle measured between torso line and thigh centerline.

L45 KNEE ANGLE – SECOND. The angle measured betwer thigh centerline and lower leg centerline.

L47 FOOT ANGLE – SECOND. The angle measured between the lower leg centerline and a line tangent to the ball and heel of the three-dimensional devices bare foot flesh line (Reference J826).

L48 KNEE CLEARANCE – SECOND. The minimum dimension measured from the knee pivot center to the back of the front seatback minus 51 mm (2.0 in.).

L50 SgRP COUPLE DISTANCE – SECOND. The dimension measured horizontally from the driver SgRP – front to the SgRP – second.

L51 MINIMUM EFFECTIVE LEG ROOM – SECOND. The dimension measured along a line from the ankle pivot center to the SgRP – second plus 254 mm (10.0 in.).

W4 SHOULDER ROOM – SECOND. The minimum dimension measured laterally between door or quarter trimmed surfaces on the "X" plane through the SgRP – second at height between 254-406 mm (10.0-16.0 in.) above the SgRP – second, excluding the door assist straps and attaching parts.

W6 HIP ROOM – SECOND. Measured in the same manner as W5.

H31 SgRP – SECOND TO HEEL. The dimension measured vertically from the SgRP – second to the two dimensional device heel point on the depressed floor covering.

H51 UPPER BODY OPENING TO GROUND – SECOND. The dimension measured vertically from the trimmed body opening to the ground on the "X" plane 330 mm (13.0 in.) forward of the SgRP – second.

H63 EFFECTIVE HEAD ROOM – SECOND. The dimension measured along a line 8 deg. rear of vertical from the SgRP to the headlining, plus 102 mm (4.0 in.).

H73 FLOOR COVERING – DEPRESSED – SECOND. The dimensio measured vertically from the heel point to the underbody sheet metal.

MVMA Specifications

METRIC (U.S. Customary)

Interior Vehicle And Body Dimensions – Key Sheet Dimensions Definitions

Luggage Compartment Dimensions

V1 USABLE LUGGAGE CAPACITY – Total of volumes of individual pieces of standard luggage set plus H-boxes stowed in the luggage compartment in accordance with the procedure described in paragraph 8.2 of SAE-J1100a.

Interior Volumes (EPA Classification)

The Interior Volume Index is listed for each body style except two seaters. The Interior Volume Index estimates the space in a car. It is based on four measurements – head room, shoulder room, hip room, and leg room – for the front and rear seats, plus trunk capacity.

The Trunk/Cargo Index is an estimate of the size of the trunk/cargo space. In station wagons and hatchbacks it is an estimate of the space behind the second seat.

Station Wagon / MPV – Third Seat Dimensions

L85 SgRP COUPLE DISTANCE – THIRD. The dimension measured horizontally from the SgRP – second to the SgRP – third.

L86 EFFECTIVE LEG ROOM – THIRD. The dimension measured along a line from the ankle pivot center to the SgRP – third plus 254 mm (10.0 in.).

L87 KNEE CLEARANCE – THIRD. The minimum dimension from the knee pivot center to the back of second seatback minus a constant of 51 mm (2.0 in.). With rear-facing third seat, dimension is measured to closure.

L88 BACK ANGLE – THIRD. Measured in the same manner as L41.

L89 HIP ANGLE – THIRD. Measured in the same manner as L43.

L90 KNEE ANGLE – THIRD. Measured in the same manner as L45

L91 FOOT ANGLE – THIRD. Measured in the same manner as L47.

W85 SHOULDER ROOM – THIRD. Measured in the same manner as W4.

W86 HIP ROOM – THIRD. Measured in the same manner as W5.

H86 EFFECTIVE HEAD ROOM – THIRD. The dimension, measured along a line 8 deg. from the SgRP – third to the headlining rear of vertical plus a constant of 102 mm (4.0 in.).

H87 SgRP – THIRD TO HEEL POINT.

SD1 SEAT FACING DIRECTION – THIRD.

Station Wagon / MPV – Cargo Space Dimensions

L200 CARGO LENGTH – OPEN – FRONT. The minimum dimension measured longitudinally from the back of the front seatback at the height of the undepressed floor covering to the rearmost point on the undepressed floor covering on the open tailgate or cargo surface if the rear closure is a conventional door type tailgate at the zero "Y" plane.

L201 CARGO LENGTH – OPEN – SECOND. The dimension measured longitudinally from the back of the second seatback at the height of the undepressed floor covering to the rearmost point on the undepressed floor covering on the open tailgate or cargo floor surface if the rear closure is a conventional door type tailgate, at the zero "Y" plane.

L202 CARGO LENGTH – CLOSED – FRONT. The minimum dimension measured horizontally from the back of the front seat at the height of the undepressed floor covering to the rearmost point on the undepressed floor covering on the closed tailgate or taildoor for station wagons, trucks and mpv's at the zero "Y" plane.

L203 CARGO LENGTH – CLOSED – SECOND. The dimension measured horizontally from the back of the second seat at the height of the undepressed floor covering to the rearmost point on the undepressed floor covering on the closed tailgate or taildoor for station wagons, trucks and mpv's at the zero "Y" plane.

L204 CARGO LENGTH AT BELT – FRONT. The minimum dimension measured horizontally from the back of the front seatback at the seatback top to the foremost normal surface of the closed tailgate or inside surface of the cab backpanel at the height of the belt, on the zero "Y" plane.

L205 CARGO LENGTH AT BELT – SECOND. The minimum dimension measured horizontally from the back of the second seatback at the seatback top to the foremost normal surface of the closed tailgate at the height of the belt, on the zero "Y" plane.

W201 CARGO WIDTH – WHEELHOUSE. The minimum dimension measured laterally between the trimmed wheelhousings at floor level. For any vehicle not trimmed, measure to the sheet metal.

W203 REAR OPENING WIDTH AT FLOOR. The minimum dimension measured laterally between the limiting interferences of the rear opening at floor level.

W204 REAR OPENING WIDTH AT BELT. The minimum dimension measured laterally between the limiting interferences of the rear opening at belt height or top of pick up box.

W205 REAR OPENING WIDTH ABOVE BELT. The minimum dimension measured laterally between the limiting interferences of the rear opening above the belt height.

W500 CARGO WIDTH AT FLOOR. The maximum dimension measured laterally between the limiting interferences at the floor level. This dimension shall include ribs and pillars, but will exclude wheelhouses.

H197 FRONT SEATBACK TO LOAD FLOOR HEIGHT. The dimension measured vertically from the horizontal tangent to the top of the seatback to the undepressed floor covering.

H201 CARGO HEIGHT. The dimension measured vertically from the top of the undepressed floor covering to the headlining at the rear wheel "X" coordinate on the zero "Y" plane.

H202 REAR OPENING HEIGHT. The dimension measured vertically from the top of the undepressed floor covering to the upper trimmed opening on the zero "Y" plane with rear door fully open.

H250 TAILGATE TO GROUND CURB MASS (WT.). The dimension measured vertically from the top of the undepressed floor covering on the lowered tailgate to ground on the zero "Y" plane.

H505 MAXIMUM CARGO HEIGHT. The maximum vertical dimension rear of the front seat from the cargo floor to roof bow or headlining at the zero "Y" plane.

Interior Vehicle And Body Dimensions – Key Sheet Dimensions Definitions

V2 STATION WAGON

Measured in inches:

$$\frac{W4 \times H201 \times L204}{1728} = ft^3$$

Measured in mm:

$$\frac{W4 \times H201 \times L204}{10^9} = m^3 \text{ (cubic meter)}$$

V4 HIDDEN LUGGAGE CAPACITY – REAR OF FRONT SEAT. The total volumes of individual pieces of one set of standard luggage stowed in any hidden cargo area below the load floor rear of the front seat.

V5 TRUCKS AND MPV'S WITH OPEN AREA.

Measured in inches:

$$\frac{L506 \times W505 \times H503}{1728} = ft^3$$

Measured in mm:

$$\frac{L506 \times W500 \times H503}{10^9} = m^3 \text{ (cubic meter)}$$

V6 TRUCKS AND MPV'S WITH CLOSED AREA.

Measured in inches:

$$\frac{L204 \times W500 \times H505}{1728} = ft^3$$

Measured in mm:

$$\frac{L204 \times W500 \times H505}{10^9} = m^3 \text{ (cubic meter)}$$

V8 HIDDEN LUGGAGE CAPACITY – REAR OF SECOND SEAT. The total volume of individual pieces of one set of standard luggage stowed in any hidden cargo area below the load floor rear of the second seat.

V10 STATION WAGON CARGO VOLUME INDEX.

Measured in inches:

$$\frac{H201 \times L205 \times \frac{W4 + W201}{2}}{1728} = ft^3$$

Measured in mm:

$$\frac{H201 \times L205 \times \frac{W4 + W201}{2}}{10^9} = m^3 \text{ (cubic meter)}$$

Hatchback – Cargo Space Dimensions

All hatchback cargo dimensions are to be taken with the front seat in full down and rear position, and the rear seat folded down. The hatchback door is in the closed position. (For electronically adjusted seats, see the manufacturer's specifications for Design "H" Point).

L208 CARGO LENGTH AT FRONT SEATBACK HEIGHT. The minimum horizontal dimension from the "X" plane tangent to the rearmost surface of the driver's seatback to the inside limiting interference of the hatchback door on the vehicle zero "Y" plane.

L209 CARGO LENGTH AT FLOOR – FRONT. The minimum horizontal dimension measured at floor level from the rear of the front seatback to the normal limiting interference of the hatchback door on the vehicle zero "Y" plane.

L210 CARGO LENGTH AT SECOND SEATBACK HEIGHT. The minimum dimension measured from the "X" plane tangent to the rearmost surface of second seatback or the load floor which is stowed at least one half of the H198 dimension height above the rear load floor, to the rearmost inside limiting interference on the zero "X" plane.

L211 CARGO LENGTH AT FLOOR – SECOND SEATBACK. The minimum horizontal dimension measured at floor level from the rear of the second seatback or load floor panel to the normal limiting interference of the hatchback door on the vehicle zero "Y" plane.

H197 FRONT SEATBACK TO LOAD HEIGHT. The dimension measured vertically from the horizontal tangent to the top of the seatback to the undepressed floor covering.

H198 SECOND SEATBACK TO LOAD FLOOR HEIGHT: The dimension measured vertically from the second seatback to the undepressed floor covering.

V3 HATCHBACK.

Measured in inches:

$$\frac{\frac{L208 + L209}{2} \times W4 \times H197}{1728} = ft^3$$

Measured in mm:

$$\frac{\frac{L208 + L209}{2} \times W4 \times H197}{10^9} = m^3 \text{ (cubic meter)}$$

V4 HIDDEN LUGGAGE CAPACITY – REAR OF FRONT SEAT. The total volumes of individual pieces of one set of standard luggage stowed in any hidden cargo area below the load floor rear of the front seat.

V11 HATCHBACK CARGO VOLUME INDEX. Usable luggage (one (1) stand and luggage set) below floor:

Measured in inches:

$$\frac{\frac{L210 + L211}{2} \times W4 \times H198}{1728} = ft^3$$

Measured in mm:

$$\frac{\frac{L210 + L211}{2} \times W4 \times H198}{10^9} = m^3 \text{ (cubic meter)}$$

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