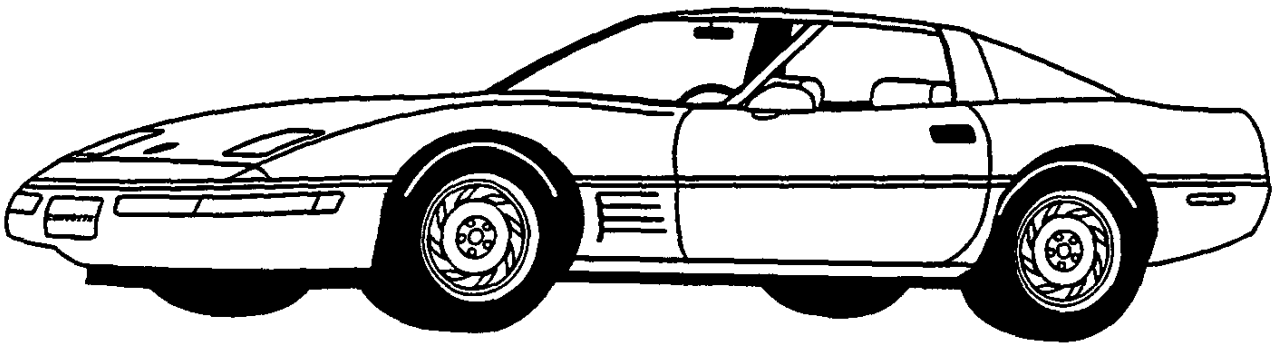
CHEVROLET

1994

CORVETTE

SPECIFICATIONS



GENUINE CHEVROLET™

CORVETTE

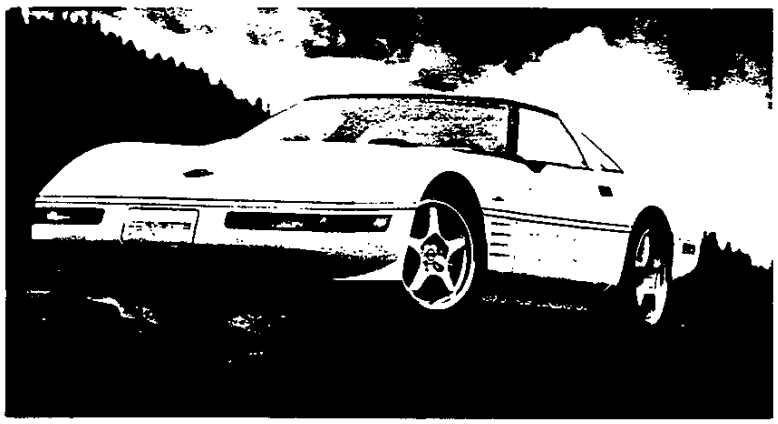
	Chevrolet Corvette Coupe/ Corvette Convertible	Nissan 300ZX Coupe/ 300ZX Convertible
PRICE		
Base MSRP *	$36,735 – $43,510	$31,280 – $37,870
Avg. Purchase Price (model line)*	$37,531	$34,090
VOLUME INDEX		
Passenger Capacity	2	2
EPA Class	Two-seater	Two-seater
EPA Pass. Vol. (cu. ft.)	n/a	75.8 – 63.9
Trunk (cu. ft.)	12.6 – 6.6 [1]	75.8 – 5.8
EXTERIOR DIMENSIONS		
Wheelbase (in.)	96.2	96.5
Length (overall) (in.)	178.5	169.5
Width (overall) (in.)	70.7	70.5
Height (overall) (in.)	46.3 – 47.3	48.3 – 49.5
Tread – Front/Rear (in.)	57.7/59.1	58.9/60.4
Turning Diameter (ft.)	40	34.1
Curb Weight (lbs.)	3,312 – 3,373	3,299 – 3,446
INTERIOR DIMENSIONS (in.)		
Head Room – Front/Rear	36.5/ n/a – 37.0/ n/a	36.8 – 37.1/ n/a
Leg Room – Front/Rear	42.0/ n/a	43.0/ n/a
Shoulder Room – Front/Rear	53.9/ n/a	56.7/ n/a
Hip Room – Front/Rear	50.8/ n/a	53.5/ n/a
CHASSIS SPECIFICATIONS		
Drivetrain	FE/RWD	FE/RWD
Transmission – Standard	4A OD or 6M OD	5M OD – 5M OD
Transmission – Optional	n/a	n/a – 4A OD
Brake Type – Front/Rear	Disc/Disc	Disc/Disc
Steering Type	R&P	R&P
Suspension – Front/Rear	Ind/Ind	Ind/Ind
ENGINE: BASE/OPTIONAL	Base	Base
Size/Type	5.7L V8	3.0L V6
Horsepower @ RPM	300@5,000	222@6,400
Torque (lb.-ft.) @ RPM	340@3,600	198@4,800
Fuel Induction	SFI	MFI
TRAILERING		
Max. Trailer Weight (lbs.)	Not recommended	Not Recommended
FUEL ECONOMY		
Fuel Capacity (gal.)	20	18.7 – 18.2
City/Highway MPG (base)	17/24	18/24
Maximum Range (miles)	480	448 – 436.8
WARRANTY		
Basic (months/miles)	36/36,000	36/36,000
Powertrain (months/miles)	36/36,000	36/36,000
Rust Through (months/miles)	72/100,000	60/Unlimited
SAFETY & SECURITY		
Driver Air Bag	Driver and Passenger Standard	Driver/Passenger Standard
Anti-Lock Brakes	Standard	Standard
24-Hour Roadside Assistance	Standard	NL

*Base MSRP figures include Destination and Freight charges (DFC). Average Purchase Price shown is based on entire model line. Actual figures in your area may vary. See explanation of this figure on page 1.

[1] w/Top Up; 4.2 cu. ft. w/Top Down. [2] Preliminary 1994 estimates provided by the manufacturer.

Mazda RX-7 Coupe	Porsche 968 Coupe/ 968 Cabriolet	Dodge Stealth R/T Turbo/ Mitsubishi 3000GT VR-4
$34,375	$39,950 – $51,900	$37,972 – $41,370
$31,365	$58,992	$24,023 – $27,686
2	4	4
Two-seater	Subcompact	Subcompact
NA	NA	82.3 – 82
NA	NA	11.1 – 11
95.5	94.5	97.2
168.5	170.9	180.3 – 174.7
68.9	68.3	72.4
48.4	50.2	49.3
57.5/57.5	58.2/57.1	61.4/62.2 – NA/NA
35.4	35.27	37.4 – NA
2,826	3,086 – 3,240	3,803
37.6/ n/a	NA/NA	37.1/34.1
44.1/ n/a	NA/NA	44.2/28.5
51.8/ n/a	NA/NA	55.9/52.0 – NA/NA
NA/NA	NA/NA	56.7/46.9 – NA/NA
FE/RWD	RE/RWD	FE/AWD – FE AWD 4WS
5M OD	6M OD	6M OD
4A OD	4DF Tiptronic	n/a
Disc/Disc	Disc/Disc	Disc/Disc
R&P	R&P	R&P
Ind/Ind	Ind/Ind	Ind/Ind
Base	Base	Base
1.3L Rotary	3.0L I4	3.0L V6
255@6,500	236@6,200	320@6,000
217@5,000	225@4,100	315@2,500
MFI	SFI	MFI
Not Recommended	NA	Not Recommended
20	19.6	19.8
17/25	17/26 [2]	18/24
500	509	475.2
36/50,000	24/Unlimited	12/12,000 or 36/36,000 – 36/36,000
36/50,000	NL	84/70,000 or 36/36,000 – 60/60,000
60/Unlimited	120/Unlimited	84/100,000
Driver/Passenger Standard	Driver and Passenger Standard	Driver/Passenger Standard
Standard	Standard	Standard
NL	Standard	Standard

ZR1



CORVETTE AVAILABILITY	BASE	ZR1
Corvette 2-Door Coupe	❑	■
Corvette 2-Door Convertible	❑	

NEW FOR 1994

SAFETY AND SECURITY

- ❑ *Passenger's side air bag standard.*
- ❑ *New optional Extended Mobility Tires (EMT).*

PERFORMANCE

- ❑ *Sequential Fuel Injection (SFI) on 5.7-liter V8 helps optimize combustion by precisely matching fuel delivery to each cylinder's intake stroke.*
- ❑ *4L60E 4-speed automatic transmission (RPO MX0) is electronically controlled to enhance shift quality.*
- ❑ *Brake transmission shift interlock requires driver to depress the brake pedal before shifting out of PARK.*
- ❑ *3.07 optional axle now free-flow option.*
- ❑ *Lower rate springs with Selective Ride Control (RPO FX3) for improved ride that meets specific driving situations.*

APPEARANCE

- ❑ *New exterior paint colors: Admiral Blue and Copper Metallic.*
- ❑ *Interior enhancements include new carpet, door trim panels, instrument panel appearance, leather seat design and two-spoke steering wheel.*
- ❑ *Non-directional 5-spoke wheels standard on ZR1 models.*
- ❑ *Leather seats standard on all models.*

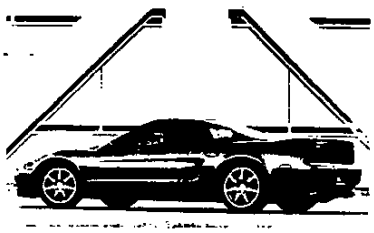
COMFORT AND CONVENIENCE

- ❑ *Express-Down power driver window is standard.*

EASY TO OWN

- ❑ *The Chevrolet/Geo Customer Care package includes a 24-Hour Roadside Assistance Program, 3-year/36,000-mile Bumper to Bumper Limited Warranty, and the Courtesy Transportation program. Also included is Scotchgard™ Protector on cloth seats, door trim and carpet, and a Courtesy Key which is mailed after delivery. See Warranty Booklet for details of limited warranty and Owner's Manual for details of programs.*

Acura NSX



BACKGROUND

- ❑ *Introduced in 1990 as the first Japanese import to challenge the performance levels of the European exotics at a fraction of their cost.*
- ❑ *Standard engine: 3.0-liter V6, mid-engine mounting.*
- ❑ *Standard driver/passenger air bags and a high level of standard luxury/convenience features.*
- ❑ *The 1994 NSX features newly designed wheels and wider, lower aspect ratio tires.*
- ❑ *The first production car to use aluminum for most body/chassis components.*

CHEVROLET ADVANTAGES

- ❑ *Scotchgard™ Fabric Protector.*
- ❑ *Composite body panels.*
- ❑ *Electronic Selective Ride Control.*
- ❑ *135 more horsepower and 175 more lb.-ft. of torque for greater acceleration and passing power.*
- ❑ *6-speed computer-controlled transmission vs. 5-speed.*
- ❑ *More interior comfort with greater front head and shoulder room.*
- ❑ *Standard power steering vs. manual steering.*
- ❑ *ZR-1 provides a cruising range of 500 miles, as compared to the 444 miles offered by NSX.*

WORTH REMEMBERING

- ❑ *While NSX is an excellent performer, Car and Driver (4/90) stated that ZR-1 could beat the NSX 0-60. That was also when the ZR-1 had 30 less horsepower than today's model.*

Porsche 928 GTS

BACKGROUND

- *Marketing emphasizes Porsche tradition for excellence, high performance and interior luxury.*
- *Standard engine: 5.4L V8.*
- *Zero-60 speed of 5.5 seconds (according to manufacturer publication).*
- *Standard interior features include leather seats, 10-speaker stereo, automatic temperature control and air conditioning.*

CHEVROLET ADVANTAGES

- *Scotchgard™ Fabric Protector.*
- *Composite body panels.*
- *Electronic Selective Ride Control matches suspension to road conditions.*
- *60 more horsepower and 16 more lb.-ft. of torque for greater acceleration and passing power.*
- *6-speed computer-aided transmission vs. 5-speed.*

WORTH REMEMBERING

- *While the 928 GTS is highly rated for its performance and engineering sophistication by "buff books," the Corvette ZR's LT5 engine offers better acceleration performance at thousands less than 928. In fact, ZR-1's base price (including destination) is $67,993 compared to Porsche's $82,260 base price.*

Dodge Viper

BACKGROUND

- *The low-volume production Viper is the is the lead performance/image vehicle for the Dodge nameplate.*
- *Composite body panels cover a steel tube frame chassis. The aluminum V10 engine delivers 400-hp and 480 lb.-ft. of torque and is matched to 6-speed manual transmission.*
- *Viper has received excelient reviews from the automotive press.*
- *1994 Vipers will be available in an array of exterior colors including the original Viper Red, Viper Black, Viper Emerald Green Pearl, and Viper Yellow.*

CHEVROLET ADVANTAGES

- *Scotchgard™ Fabric Protector.*
- *Chevrolet/Geo Roadside Assistance.*
- *4-wheel anti-lock brakes; ABS not available on Viper.*
- *Dual airbags standard; Viper does not offer an airbag.*
- *Standard air conditioning; optional on Viper.*
- *PASS-Key® theft-deterrent system.*
- *Five more horsepower than Viper.*
- *ZR-1's solid roof panel helps eliminate wind noise. Viper features a soft, folding roof panel that attaches to the windshield.*
- *ZR-1 features 12.6 cu. ft. of trunk space. Viper's trunk is essentially a spare tire, tonneau cover and tool carrier.*
- *ZR-1 has one of the most sophisticated anti-theft devices in the world. Viper, with its soft top, lack of a theft-deterrent system and protective tonneau cover, is virtually defenseless against theft.*

WORTH REMEMBERING

- *With Corvette ZR-1, customers get a vehicle with more standard amenities (air conditioning, disc player, power windows/door locks) than Viper, which is essentially a "stripped-down" performance machine.*

CORVETTE
ZR-1

	Chevrolet Corvette ZR-1	Acura NSX
PRICE		
Base MSRP *	$67,993	$70,200 [1]
Avg. Purchase Price (model line)*	$37,531	NA
VOLUME INDEX		
Passenger Capacity	2	2
EPA Class	2 Seater	2 Seater
EPA Pass. Vol. (cu. ft.)	NA	48.9
Trunk (cu. ft.)	12.6	5.0
EXTERIOR DIMENSIONS		
Wheelbase (in.)	96.2	99.6
Length (overall) (in.)	178.5	174.2
Width (overall) (in.)	73.1	71.3
Height (overall) (in.)	46.3	46.1
Tread – Front/Rear (in.)	57.7/60.6	59.4/60.2
Turning Diameter (ft.)	40	38.1
Curb Weight (lbs.)	3,507	3,020
INTERIOR DIMENSIONS (in.)		
Head Room – Front/Rear	36.5/ n/a	36.3/ n/a
Leg Room – Front/Rear	42.0/ n/a	44.3/ n/a
Shoulder Room – Front/Rear	53.9/ n/a	52.5/ n/a
Hip Room – Front/Rear	50.8/ n/a	53.8/ n/a
CHASSIS SPECIFICATIONS		
Drivetrain	FE/RWD	ME/RWD
Transmission – Standard	6M OD	5M OD
Transmission – Optional	n/a	4A OD
Brake Type – Front/Rear	Disc/Disc	Disc/Disc
Steering Type	R&P	R&P
Suspension – Front/Rear	Ind/Ind	Ind/Ind
ENGINE BASE/OPTIONAL	Base	Base
Size/Type	5.7L V8 DOHC	3.0L V6
Horsepower @ RPM	405@5,800	270@7,100
Torque (lb.-ft.) @ RPM	385@5,200	210@5,300
Fuel Induction	TPI	CPI
TRAILERING		
Max. Trailer Weight (lbs.)	Not recommended	Not recommended
FUEL ECONOMY		
Fuel Capacity (gal.)	20	18.5
City/Highway MPG (base)	17/25	19/24
Maximum Range (miles)	500	444
WARRANTY		
Basic (months/miles)	36/36,000	48/50,000
Powertrain (months/miles)	36/36,000	48/50,000
Rust Through (months/miles)	72/100,000	48/Unlimited
SAFETY & SECURITY		
Driver Air Bag	Driver and Passenger Standard	Driver and Passenger Standard
Anti-Lock Brakes	Standard	Standard
24-Hour Roadside Assistance	Standard	NL

*Base MSRP figures include Destination and Freight charges (DFC). Average Purchase Price shown is based on entire model line. Actual figures in your area may vary. See explanation of this figure on page 1.

[1] Based on 1993 data.

Porsche 928 GTS	Dodge Viper
$82,260	$52,800
$58,992	NA
4	2
Subcompact	2 Seater
NA	NA
NA	NA
94.4	96.2
178.1	175.1
74.4	75.7
50.5	43.9
61.1/63.6	59.6/60.6
38.4	40.7
3,593	3,476
NA/NA	37.5
NA/NA	42.6
NA/NA	53.8
NA/NA	NA/ n/a
FE/RWD	FE/RWD
5M OD	6M OD
4A OD	n/a
Disc/Disc	Disc/Disc
R&P	R&P
Ind/Ind	Ind/Ind
Base:	Base:
5.4L V8	8.0L V10
345@5,700	400@4,600
369@4,250	465@3,600
Jetronic FI	MFI
NA	Not Recommended
22.7	22
12/19	13/22
430	484
24/Unlimited	36/36,000
NL	36/36,000
120/Unlimited	84/100,000
Driver and Passenger Standard	n/a
Standard	n/a
Standard	NL

'94 Corvette

ORDERING INFORMATION

Focus Vehicle for 1994 is the Corvette Coupe. This all-American sports car legend is high on performance and character. Its powerhouse engine, ergonomically designed interior and race-bred styling make it the ultimate driving machine. When equipped with the recommended PEG 1 (CVA1), this model represents the best opportunity for higher sales at your dealership.

Feature Vehicle is the Corvette Convertible (detailed on the following sheet).

■ Safety and Security

■ **Driver and Passenger Air Bags**—in conjunction with seat belts, help protect driver and front passenger in certain frontal collisions ■ **Four-Wheel Anti-Lock Brakes**—help reduce wheel lockup to maintain steering control during severe braking, even on slippery surfaces ■ **Acceleration Slip Regulation (ASR)**—enhances traction and stability for improved handling under all driving conditions ■ **Brake/Transmission Shift Interlock (BTSI)**—prevents transmission from inadvertently being shifted out of park without first applying foot brake (automatic transmission only) ■ **PASS-Key II Anti-Theft System**—consists of a small resistance-coded pellet in the ignition key which must match a measurement circuit in the ignition column to enable the engine to start

■ Performance

■ **5.7 Liter V8 with Sequential Fuel Injected Engine**—features include aluminum heads and intake manifold, composite valve rocker covers and roller valve lifters; all combine into a reliable, high-performance, fuel-efficient package ■ **Opti-Spark Ignition System**—provides the highest precision spark control and delivery system available ■ **Suspension, Independent Front and Rear with Transverse Fiberglass Leaf Springs and Forged Aluminum A-Arms**—a lightweight state-of-the-art system providing excellent handling during hard driving, yet rides comfortably during normal driving ■ **Bilstein Digressive Valving Monotube Shock Absorbers**—designed to provide exceptional suspension control

■ Appearance

■ **Base Coat 2K/Clear Coat Paint**—resists fading and provides high gloss shine for long-lasting beauty ■ **Two-Spoke Leather-Wrapped Steering Wheel**—provides a comfortable grip and adds a sporty interior accent ■ **Two Exterior Colors**—Admiral Blue Metallic and Copper Metallic offer a wider choice of color ■ **17" Aluminum Wheels**—improve ride and handling by reducing unsprung weight and add a sporty appearance ■ **Z-Rated Tires**—capable of sustained speeds above 150 mph

■ Comfort and Convenience

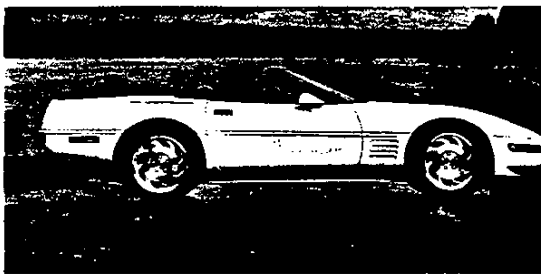
■ **Passive Keyless Entry**—transmitter key ring automatically unlocks vehicle doors as driver approaches, conveniently locks doors and unlocks hatch at the touch of a button ■ **Dual Electrically Adjustable Heated Outside Rearview Mirrors**—allow for improved rear visibility by defrosting the mirrors automatically ■ **Driver-Side Express-Down Feature on Power Windows**—allows easy operation of all windows and one-touch operation to lower driver's window ■ **Digital Fuel Remaining Gage**—informs driver of how much fuel remains in fuel tank ■ **New Interior**—includes standard leather seats, new carpet, door trim and instrument panel ■ **Delco/Bose Radio**—includes AM/FM Stereo w/Seek/Scan, Cassette Tape and Clock

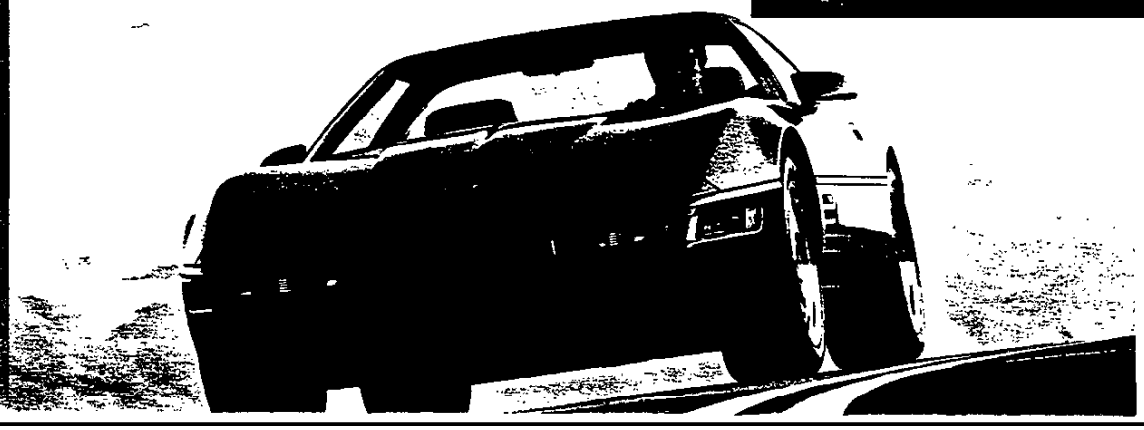
■ Easy-To-Own

■ **Low Oil Level Indicator**—warns driver of low oil level to prevent damage to engine ■ **UniFrame-Design Body Structure with Corrosion Resistant Coating**—minimal flexing, performance-oriented design for the ultimate American sports car ■ **Scotchgard™ Fabric Protector**—on carpeting and floor mats; resists stains and makes cleanup easy ■ **Change Oil Indicator**—warns driver when it is time to change oil

RED ■ : New Feature
BLACK ■ : Focus Vehicle Feature

FEATURE VEHICLE: CORVETTE CONVERTIBLE



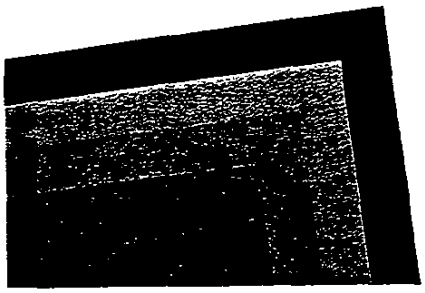


FOCUS VEHICLE: CORVETTE COUPE

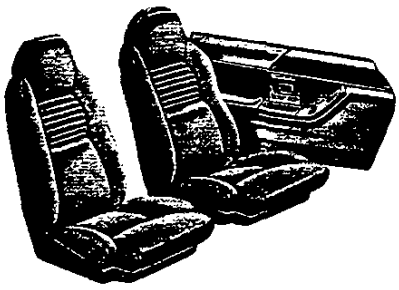
'94 Corvette

Trim Color/Seat Style Availability

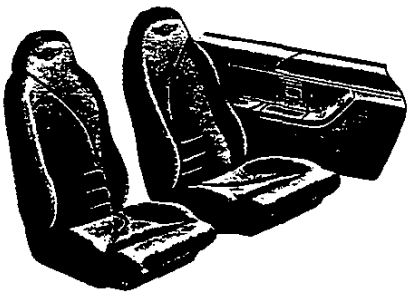
Leather
available in Black, Light Beige, Light Gray
and Torch Red



Reclining Bucket Seats

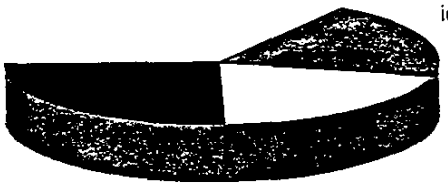


Adjustable Sport Bucket Seats



Four Most Popular Exterior Colors By Percentage

Below are the anticipated four most popular Corvette colors for 1994 based on national sales volume. They are listed for reference only. To identify the top selling colors in your area, by model, use the Retail Sales Analysis (RSA).



Torch Red	20%
Arctic White	18%
Black	15%
Polo Green II Metallic	9%

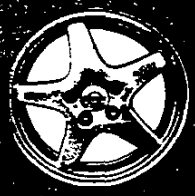
Four Most Popular Exterior Colors with Corresponding Interior Color Availability

EXTERIOR \ INTERIOR	Black	Light Beige	Light Gray	Torch Red
Torch Red	■	■	■	■
Arctic White	■	■	■	■
Black	■	■	■	■
Polo Green II Metallic	■	■		

NOTE: New Corvette exterior colors are Admiral Blue Metallic and Copper Metallic.

Wheels

Corvette standard
17" cast-aluminum wheel



New Corvette ZR-1 standard
17" cast-aluminum wheel

New for '94

Safety & Security

▲ Passenger's side air bag helps protect passenger in the event of certain frontal collisions.

▲ A glass heated backlight is standard with convertible top—helps provide increased visibility in inclement weather.

▲ Optional Extended Mobility Tires (EMT).

Performance

▲ Sequential Fuel Injection (SFI) on 5.7L V8 (LT-1) engine helps optimize combustion by precisely matching fuel delivery to each cylinder's intake stroke for improved idle quality.

▲ 4L60-E electronically controlled 4-speed automatic overdrive transmission (NA on ZR-1) designed to enhance shift quality.

▲ Brake transmission shift interlock requires driver to depress the brake pedal before shifting out of PARK.

▲ 3.07 optional automatic transmission axle now free flow.

▲ Tire pressure lowered on Coupe and Convertible models for improved ride and handling characteristics.

▲ Lower rate springs with Selective Ride Control (RPO FX3) for improved ride that meets specific driving situations.

Appearance

▲ New exterior paint colors: Admiral Blue and Copper Metallic.

▲ Interior enhancements, including:

- New carpet
- New door trim panels with storage compartment
- New instrument panel appearance
- New seat design (leather exclusively)
- Revised console and instrument panel trim plates
- Instrument panel white graphics (tangerine at night)
- New two-spoke steering wheel

▲ Non-directional 5-spoke wheels standard on ZR-1 models.

▲ Leather seats standard on all models.

Comfort & Convenience

▲ Express-Down power driver window feature offers even more driver convenience.

▲ Inside jack storage provides convenient access should the need arise.

Easy to Own

▲ Chevrolet/Geo Customer Care Package includes the following items at no additional cost:

- Bumper to Bumper 3 year/36,000 mile warranty
- 24-Hour Roadside Assistance Program
- Courtesy Transportation at participating dealers
- Security Key (mailed after delivery)

'94 Corvette

'94 Product Positioning

Corvette Coupe and Convertible offer excitement and high-performance driving for the true sports car enthusiast. Corvette's world-class reputation appeals to an upscale market, including status seekers, buyers who want to reward their success and buyers who want to belong to the Corvette "mystique." And with Corvette's 40 year tradition of proven technology and design, it represents the heritage of the true American roadster. Corvette's key buyer group includes:

Buyer Demographics

- Predominantly male. with managerial, executive and semi-professional occupations
- Median age of 40 years
- Median income of $90,000 annually

Competitive Vehicles

- **Corvette Coupe's** main competition comes from Porsche 968, Nissan 300ZX, Mazda RX-7 Turbo, Dodge Stealth R/T, Mitsubishi 3000GT, Toyota Supra and Acura NSX
- **Corvette Convertible's** primary competition includes Mercedes-Benz 560SL, BMW 325i, Porsche 968 and Mazda RX-7

Here are just a few samples of what Corvette buyer's want:

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

Feature Vehicle: Corvette Convertible

Feature Vehicle for 1994 is the Corvette Convertible... America's premier sports car adds the enticement of open-air driving. Its advanced design and leading-edge powertrain technology put this American legend in a class by itself. Corvette offers many unique features such as:

- **New Heated Rear Glass Window—** heated rear glass feature is standard on Convertible model
- **Full folding Convertible roof—**stows completely out of sight
- **Removable Hardtop (Optional)**

When compared to the Dodge Viper, Corvette comes out on top with standard Air Conditioning, Anti-Lock Brakes and ASR Traction Control, none of which are available on the Viper. Corvette also features a standard air bag while the Viper doesn't, either standard or optional.

Notes

Focus Vehicle: Corvette Coupe Ordering Recommendations

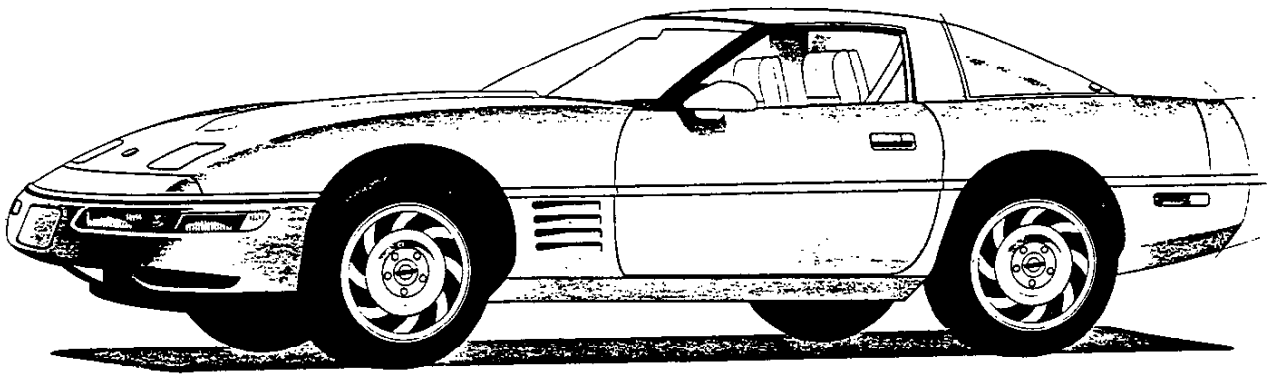
Recommended Corvette Coupe content, based on national sales volume, is listed below to assist your dealership in ordering.

Corvette Coupe with Preferred Equipment Group 1 (CVA1)

- CFC-Free Air Conditioning
- Delco/Bose AM/FM Stereo with Seek/Scan, Cassette Tape and Digital Clock
- Power Driver's Seat

NOTE: Model, PEG and option content popularity may vary in your locality. Use the Retail Sales Analysis (RSA) to verify or specifically select your dealership's Corvette Focus Vehicle content.

Focus Walkaround



Comfort & Convenience

▲ Express-down power driver's window provides increased comfort and convenience.

■ 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 system includes cassette tape player, or cassette tape player and compact disc player with 200 watts of power.

Easy to Own

■ Passive Keyless Entry system (PKE), when activated, operates the security system and automatically unlocks/locks as the owner approaches/leaves the car.

■ Theft-deterrent systems, driver's and passenger's side air bag and 4-Wheel GM ABS VI 4-Wheel Anti-Lock Brake System may qualify for reduced insurance rates.

■ Composite body panels will never rust.

■ Stainless steel exhaust system offers longer life and reduced cost of ownership.

■ Chevrolet/Geo Customer Care Package includes the following items at no additional cost:

- 3 year/36,000 mile Bumper to Bumper warranty with no deductible for the entire term of warranty.
- 24-Hour Roadside Assistance Program provides the security of round-the-clock peace of mind to every Chevrolet owner via a toll-free hotline **(1-800-CHEV-USA)**.
- Courtesy Transportation at participating dealers provides no-cost transportation any time a vehicle comes in for warranty work. (Some restrictions apply.)
- Security Keys mailed to owners directly from Chevrolet serve as backups if keys are ever locked inside the vehicle.

'94 Corvette

Corvette Feature Availability

	Corvette Convertible	Corvette Coupe
5.7L SFI V8	S	S
4-Speed Automatic Transmission	S1	S1
6-Speed Manual Transmission	S1	S1
255/45ZR-17 (Front) P285/40ZR-17 (Rear) Blackwall Tires	S	S
Driver and Passenger Air Bags	S	S
4-Wheel Anti-Lock Brakes	S	S
Acceleration Slip Regulation	S	S
Independent Front/Rear Suspension with Transverse Fiberglass Leaf Springs and Forged Aluminum A-Arms	S	S
Bilstein Digressive Valving Monotube Shock Absorbers	S	S
CFC-Free Air Conditioning	S	S
CFC-Free Electronic Air Conditioning	O	O
Brake/Transmission Shift Interlock	S2	S2
Passive Keyless Entry	S	S
PASS-Key II Anti-Theft System	S	S
Scotchgard™ Fabric Protector	S	S
Distributorless Opti-Spark Ignition System	S	S
Power Door Locks	S	S
Low Tire Pressure Warning System	O	O
Power Seats	O	O
Leather, Adjustable Sport Bucket Seats	O	O
Electronic Selective Ride and Handling Package	O	O
Two Delco/Bose Music Systems	O	O

S=Standard
O=Optional
N/A=Not Available
1 *Must order one*
2 Automatic transmission only

Deletions and Rationale

- Interior and Exterior Ruby Red, part of the Anniversary edition package, are no longer available.
- Medium Quasar Blue Metallic has been replaced by Admiral Blue and Copper Metallic.
- Corvette's standard cloth seats are no longer available. Due to popular demand, leather seating is now standard.

Additional Information on Significant Features

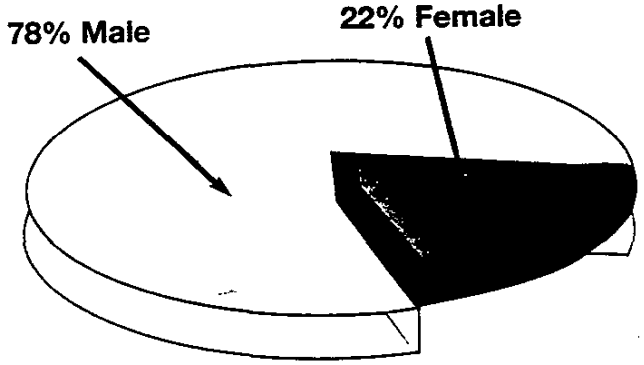
- For the ultimate in high performance, the 5.7 Liter LT1 V8 engine with SFI fuel injection puts the Corvette among the sports car leaders of the world. This engine produces 300 h.p. at 5000 rpm and 340 lb.-ft. of torque at 3600 rpm.
- The 6-speed manual transmission was made to order for the LT1 engine. It was specifically designed to provide the best gearing available for the Corvette powerhouse. This manual transmission is fully synchronized. Six gear ratios allow the driver to select the best gear to keep the engine at the peak of its torque curve.
- Corvette's PASS-Key II Anti-Theft System is a completely passive system that requires no activation or deactivation before leaving the vehicle. The system consists of a small resistance-coded pellet located in the ignition key and a resistor measurement circuit in the ignition column. If a key is inserted that doesn't have the correct resistance value, the fuel system and starter are temporarily disabled.

Customer Profiles

Anybody might be a Corvette buyer. Corvette's appeal transcends generations, professions, occupations and even gender. The entrepreneur wearing blue jeans can just as likely be your dealership's next Corvette buyer as the corporate attorney in a pinstripe suit. The demographic chart below provides a "snapshot" of the people who are buying Corvettes today. Remember, though, it's just a snapshot. Just because somebody does not fit the chart, doesn't mean they can't buy a Corvette.

	Coupe	Convertible
Median Age	43	44
% Male	78%	80%
% Married	64%	62%
% College Graduates	56%	63%
Median Household Income	$90,000	$100,000
Top Occupations		
Managerial	17%	10%
Executive	9%	16%
Intended Uses		
Recreation	30%	32%
Social Activity	24%	25%
Commute to Work	21%	17%
Top Reasons for Purchase*		
Fun to Drive	57%	55%
Exterior Styling	37%	40%
Vehicle Handling	25%	26%
Prestige Nameplate	23%	8%

*Totals equal more than 100% because owners could indicate more than one category.



ZR-1 Buyers

ZR-1 buyers are considerably more affluent than Corvette Coupe and Convertible buyers. They have a median household income in excess of $230,000 per year. While "Fun to Drive" is still among their Top Reasons to Buy, "Performance," "Quality of Workmanship," and "Quality of Engineering" are also key purchase motivations.

CORVETTE BUYERS. Corvette isn't just a "guy's" car. In fact, 22% of Corvette Coupe buyers are women.

Dear Card Collector,

Thank you for your interest in Collect-A-Card products. I hope you have had a chance to see the **"Vette Set"** trading cards since we began the distribution of them in July. We've received a lot of compliments on the cards for both the quality and the contents.

The **"Vette Set"** foil packs are packaged in packs of 10 cards. There are 100 cards in the set. Card # 100 will give you a checklist of all the cards.

The **"Vette Set"** Factory sets will begin shipping on November 1st. We are now taking orders on these sets as it will be a limited production. The Factory sets will include the original 100 cards **PLUS** 10 bonus cards, **PLUS** a hologram card of the Callaway Sledgehammer Corvette, **PLUS** a Snap-it Deluxe card holder, **PLUS** a **"Vette Set"** logo badge **AND** it will be packaged in a felt lined acrylic box. It will be really nice for gift-giving or to put away for investment purposes. The **"Vette Set"** is a three year project. Next Years **"Vette Set"** will still be just Corvettes but will be totally different. I'm sure you will want to collect the entire series.

Our newest product is the **"Musclecar"** card set. This 100 card collection, with 9 cards per pack, features the powerful big block vehicles of the 1964-19[illegible] era. All major manufacturers are represented and all prominent models during that time frame are included. These cards will be available in foil packs ONLY which will begin shipping November 1st. Card #'s 50 and 100 are checklist cards.

We have several more projects on the drawing board which will be released after the first of the year. They will be similar in quality to their predecessors and equally as appealing. They will also be vehicular oriented.

ALL OF THE ABOVE PRODUCTS ARE AVAILABLE THROUGH YOUR LOCAL BASEBALL CARD & HOBBY SHOPS.

THE FOLLOWING ITEMS MAY BE ORDERED DIRECTLY FROM COLLECT-A-CARD CORPORATION.

1991 **"Vette Set"** factory sets.....$35.00 plus $[illegible] S & H

"Musclecar" Prototypes (2).....$ 2.00

22" X 34" **"Musclecar"** Poster.....$ 3.50

You may order by phone on your VISA/MC Toll Free: 1-800-243-7273

Make Checks Payable to Collect-A-Card Corp.
P. O. Box 17588
Greenville, S. C. 29606-8588

Do Not Disturb The Dream

Not disturbing the dream means that Corvette buyers don't have to be, and most importantly, don't want to be, sold. Most have already made the decision to purchase the car. The salesperson's role is to guide them through the process. Here's what owners said is important:

- They need to feel that the car they buy is unique, so they feel special.
- They want salespeople who share their dream — someone who understands what it means to own a Corvette.
- A well-rounded understanding of the car is important, but it's not necessary to try and overwhelm the customer with technical facts.
- Sincerity and understanding about the Corvette experience are just as important as product knowledge.
- Don't come on too strong.

The Game

The fact that Corvette owners said they viewed the sales/buying process as a game is very enlightening. It's a game in which both players can win if it's played correctly. The customer drives off in his dream car and the salesperson has the opportunity to win a tremendous prize — a Corvette sale.

Knowing the "rules of the game" means knowing that many prospective Corvette buyers have a negative predisposition about having to go to a Chevrolet dealership. Many believe salespeople will approach them in the same manner they would as if they were selling a Cavalier or Lumina. This feeling is illustrated with comments like:

"It's like going to K-Mart to buy a diamond. They don't understand that a car can mean so much more to a person. Porsche dealers do."

Some owners said they even "dressed down" for the occasion — walking into the dealership, almost daring salespeople not to take them seriously. One person told this story:

"I came into the Corvette dealership with a straw in my hair. The salesman said, 'What makes you think you can buy this car?' I said to him, 'Because I can buy and sell three of you right now.' I was so ticked off I left."

Playing the Game

As a Corvette Specialist, "Playing the Game," which means doing things right, will help you earn the sale. Key points of your game strategy should include:

- After greeting the customer, step aside and give them time to be alone with the car. Be available to answer questions without "hovering." Think of it as being a waiter in an elegant restaurant — be attentive, but invisible.
- Reinforce the image and mystique of Corvette whenever appropriate. Don't "oversell" the technical specs, just use the advanced technology to underscore Corvette's uniqueness.
- Answer questions and converse confidently without appearing condescending. This shows the buyer that you realize this is a major purchase and are treating it with the respect that it deserves.
- Never ask the buyer if he or she really thinks they can afford the car or prejudge their appearance. People who are not legitimate Corvette prospects will usually disqualify themselves soon into the conversation.
- You should have the authority to negotiate price. The buyer wants to deal directly with the decision maker.

Here's the bottom line: Always maintain the appearance that the customer is in total control of the game. Your Corvette prospects are coming in prepared to buy the car. The best thing you can do is help them along to that point and not derail the decision.

"It gives me confidence."

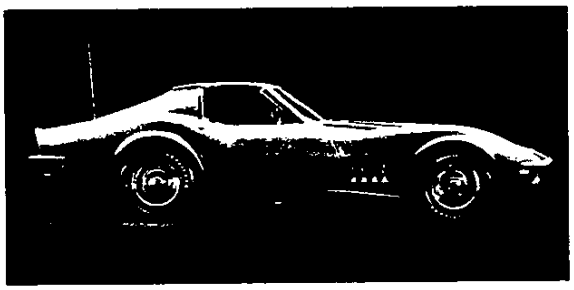
The Buyer

Chevrolet recently conducted an extensive research project to learn more about the needs and desires of Corvette buyers. Along with Corvette owners, the study also included people who owned Porsche 944 and 911, Nissan 300ZX, Toyota Supra, Mazda RX-7 and Acura Legend, as well as BMW, Lexus and Mercedes models.

The intent of the study wasn't to compile statistical data about these people, but rather to get at the heart of what fuels their desire for high-performance cars and how Chevrolet salespeople can use this information to help make Corvette the vehicle of choice for these people. Given this mission, there were two very significant findings:

- Purchasing a Corvette is something many have dreamed of for a long time, perhaps even since their youth.
- Corvette buyers view the dealership and purchase experience as a game in which the ultimate prize is a new Corvette.

Understanding more about each of these key points will help you, as a Corvette Specialist, build solid relationships with Corvette prospects and improve your chances of making sales. In the pages that follow, we'll look more closely at how these two issues are entwined, first covering more about the "Corvette Dream" and then how the sales process is looked upon as "A Game."



Many Corvette buyers say they grew up dreaming that some day they'd own a Corvette. Sometimes it's a significant event in their lives, such as a 40th birthday, divorce or job change, that convinces people that "now is the time" to own a Corvette.

The Corvette Dream

For many people, purchasing a new Corvette is the fulfillment of a life-long dream. They've always desired, and now they have the opportunity, to make their dreams a reality.

Often, their aspiration for Corvette goes back many years to their youth. Remember, for more than 40 years, Corvette has been part of the American fabric — and its appeal spans our society. Just consider how many times Corvette has been seen in the movies, on television or immortalized in songs like:

- "Dead Man's Curve," by Jan & Dean
- "The Corvette Song," by George Jones
- Or "Little Red Corvette," by Prince.

One Corvette owner summed up the Corvette dream like this:

"I see a 1950-something Corvette. I'm at a drugstore, looking at the picture on the back of a magazine. I tell myself that, when I grow up, I'm gonna own one."

An important reason why the Corvette dream is so strong is the image that owners say the car conveys.

"I feel impressive in this car. It gives me confidence. I feel like I can do anything. The car forces me to be confident and successful."

"It's nice to portray yourself as a certain type when you pull up for an appointment. They treat you differently."

"The Corvette says I'm alive, well and in working condition."

CHEVROLET SPECIFICATIONS - 1994 CORVETTE

MODELS	PASSENGERS
Convertible 1YY67	2
Coupe 1YY07	2

DIMENSIONS (inches)

EXTERIOR	
Wheelbase	96.2
Length (overall)	178.5
Width (overall)	70.0
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

EXTERIOR

Acceleration Slip Regulation (ASR)
Anti-Theft System, PASS-KEY II
Body Structure, Uniframe-Design with Corrosion-Resistant Coating
Brake System, 4-Wheel Anti-Lock
Brake System, Power Front/Rear Disc
Brake-Transmission Shift Interlock (Auto Trans Only)
Bumpers, 5-MPH
Defogger, Rear Window
Defoggers, Side Windows
Engine, 5.7 Liter SFI V8 with Aluminum Heads, Composite Valve Rocker Covers, Sequential-Port Fuel Injection (SFI), Aluminum Intake Manifold, and Roller Valve Lifters
Entry, Passive Keyless, w/Remote Hatch Release
Front End Assembly, Clamshell-Opening for Easy Engine Access
Glass, Solar-Ray
Hatch, Rear, Full-Glass with Two Remote Releases and Roller-Shade Cargo Cover (Coupe Only)
Headlamps, Power-Operated Retractable Halogen
Ignition System, Distributorless Opti-Spark
Induction System, Outside Air
Insulation Package, Acoustic
Lamps, Halogen Fog
Lamps, Front Cornering
Lamps, Underhood Courtesy
Mirrors, Outside, Dual Electrically Adjustable Heated Rear View
Paint, Base-Coat/Clear-Coat
Roof Panel, One-Piece Removable Fiberglass (Coupe Only)
Roof, Full Folding (Convertible Only)
Shock Absorbers, Bilstein Digressive Valving Monotube
Steering, Power Rack-and-Pinion
Suspension, Independent Front and Rear with Transverse Fiberglass Leaf Springs and Forged Aluminum A-Arms
Tire, P255/45ZR-17, Front
Tire, P285/40ZR-17, Rear
Wheels, Aluminum, 17 x 8 1/2" Front
Wheels, Aluminum, 17 x 9 1/2" Rear
Wipers, Intermittent

Buyer Motivations

The research study provided other valuable information that can help you better understand the motivations of today's Corvette buyers. It can help you build rapport and win their trust.

A Personal Decision

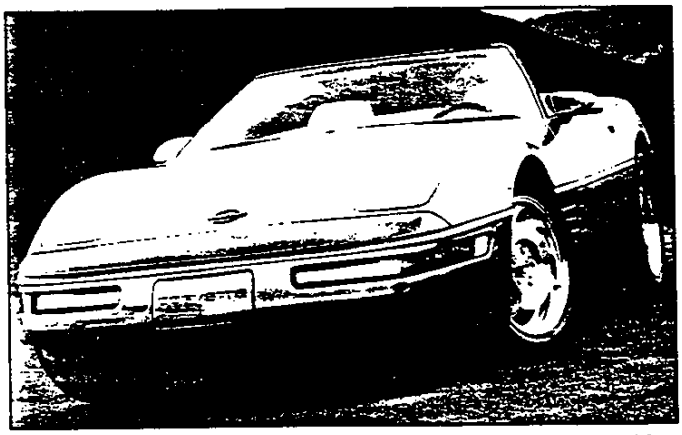
The influence and input of family members, friends and co-workers often has very little impact on a person thinking about buying a high-sport car like Corvette. It's a very personal decision. They buy the car for themselves — not for other people. One Corvette owner said:

"My wife doesn't want me to buy it ... I order the car and it arrives the day of our 10th wedding anniversary. I bought my wife a string of pearls and put it in the glove compartment."

Price Not Paramount

The person who has made the decision to buy a Corvette has "emotionally" already spent the money. They know how much the car costs and are prepared to "write the check."

- The car represents the fulfillment of a long-standing dream about what being able to buy a Corvette says about them.
- They feel they deserve it, and there's no guilt about laying out the cash.
- At this point, the cost is secondary.



Once a person decides to buy a Corvette, their mind is made up. Other people don't have much influence over it, and the cost of the vehicle becomes secondary to the realization of the dream.

Building Blocks to the Sale & Owner Loyalty

Corvette buyers are accustomed to a high level of personal service, and they expect to be treated with respect and professionalism. The following information can help prepare you to meet their expectations.

Approaching & Greeting

Corvette buyers don't like to feel like they're being "pushed" or "sold." After greeting customers, step aside and give them time to be alone with the car. Be available to answer questions without "hovering."

Product Knowledge

They're very informed about the vehicle. Your ability to communicate with them knowledgeably about Corvette's many advanced components and systems is a critical element in earning their trust.

Take Test Drive

Corvette buyers expect to take a test drive, so make sure one is a part of every product presentation.

Introduce Service Manager & Corvette Technician

Corvette buyers want to have the confidence that the dealership is qualified to handle maintenance and service work that will be required for their cars. Introducing prospects to the service manager and Corvette technician helps build this confidence.

Making the Delivery

The day many people take delivery of their Corvette is the day their "dream" comes true. Inspect the vehicle before the owner arrives to make sure everything is perfect. Also give new owners your business card and ask them to contact you personally if they have any questions or needs. This special attention is appreciated.

Owner Follow-Up

Follow up with owners regularly to make sure everything is okay and remind them of regular maintenance schedules.

Courtesy Transportation

When a Corvette needs to be left overnight for service, encourage your dealership to have a special Courtesy Transportation vehicle available — possibly a Camaro Z28.

*36,735.00 CORVETTE COUPE MODEL 1YY07

*Includes Destination & Handling Charges

MUST SPECIFY: ENGINE, TRANSMISSION, EMISSIONS

MUST ORDER ONE GROUP -- NO DELETIONS ALLOWED

		CVAB
N.C.	**Base Preferred Equipment Group (Refer Standard Summary Page)**	
1333.00	**Preferred Equipment Group 1**	**CVA1**
	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

ADDITIONAL OPTIONS

		ACKNOWLEDGEMENTS
N.C.	R8S	Multiple Order Numbers
N.C.	R8T	Preliminary Invoice
50.00	G92	**AXLE:** Performance Ratio (Reqs MX0 Trans)
		EMISSIONS: (Refer Emission Requirements Tab Section)
N.C.	FE9	Federal Emission Requirements
100.00	NG1	NY State Emission Requirements
100.00	YF5	California Emission Requirements
N.C.	NB8	California/NY Emission Override (Reqs FE9 Emission)
N.C.	NC7	Federal Emission Override (Reqs YF5/NG1 Emission)
N.C.	LT1	**ENGINE:** 5.7 Liter SFI V8
2045.00	Z07	**PERFORMANCE HANDLING PACKAGE:** Driver Adjustable Performance Oriented Package for the Gymkhana/Autocross Enthusiast (Incls FX3 Selective Ride and Handling. Bilstein Adjustable Ride Control System Stiffer Springs, Stabilizer Bars and Bushings, 17x19 1/2 Wheels, P275/40 ZR17/N BL Tires and Heavy-Duty Brakes) (with MX0 Trans Reqs G92 Axle) (Reqs AC1 and AC3 Power Seats)
V.P.S.	U1F	**RADIO EQUIPMENT:** Delco/Bose Music System. Electronically Tuned AM/FM Stereo Radio With Seek-Scan, Digital Clock, Stereo Cassette Tape and Compact Disc Player (Reqs CVA1)
950.00	C2L	**ROOF PACKAGE:** Includes Standard Solid Panel and Transparent Panel. (Reqs 24S or 64S Panel)
		ROOF PANEL
650.00	24S	Transparent. Removable, Blue Tint
650.00	64S	Transparent. Removable, Bronze Tint
		SEATS
305.00	AC3	Power. Six-Way (Driver) (Incl With CVA1)
305.00	AC1	Power Seat, Six-Way (Passenger) (Reqs AC3 Power Seat)
		SEAT TRIM
N.C.	A**2	Leather Bucket
625.00	A**8	Leather Adjustable Sport Bucket (Reqs AC1 & AC3 Power Seats)
1695.00	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)
70.00	WY5	**TIRES:** Extended Mobility. P255/45 ZR17 B/W (Front) P285/40 ZR17 B/W (Rear) (Reqs UJ6 Low Tire Pressure Warning) (N/A Z07 Performance Handling Package)
		TRANSMISSION
N.C.	MX0	4-Speed Automatic
N.C.	MN6	6-Speed Manual
325.00	UJ6	**WARNING:** Low Tire Pressure

CORVETTE

*43,510.00 CORVETTE CONVERTIBLE MODEL 1YY67

*Includes Destination & Handling Charges

MUST SPECIFY: ENGINE, TRANSMISSION, EMISSIONS

MUST ORDER ONE GROUP -- NO DELETIONS ALLOWED

N.C.	***Base Preferred Equipment Group (Refer Standard Summary Page)***	**CYAB**
1333.00	**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

ADDITIONAL OPTIONS

		ACKNOWLEDGEMENTS
N.C.	R8S	Multiple Order Numbers
N.C.	R8T	Preliminary Invoice
50.00	G92	**AXLE:** Performance Ratio (Reqs MX0 Trans)
		EMISSIONS: (Refer Emission Requirements Tab Section)
N.C.	FE9	*Federal Emission Requirements*
100.00	NG1	NY State Emission Requirements
100.00	YF5	California Emission Requirements
N.C.	NB8	California/NY Emission Override (Reqs FE9 Emission)
N.C.	NC7	Federal Emission Override (Reqs YF5/NG1 Emission)
N.C.	LT1	**ENGINE:** 5.7 Liter SFI V8
1995.00	CC2	**HARDTOP:** Removable (Incls Rear Window Defogger)
V.P.S.	U1F	**RADIO EQUIPMENT:** Delco/Bose Music System. Electronically Tuned AM/FM Stereo Radio With Seek-Scan, Digital Clock, Stereo Cassette Tape and Compact Disc Player (Reqs CYA1)
		SEATS
305.00	AC3	Power Seat, Six-Way (Driver) (Incl With CYA1)
305.00	AC1	Power Seat, Six-Way (Passenger) (Reqs AC3 Power Seat)
		SEAT TRIM
N.C.	A**2	Leather Bucket
625.00	A**8	Leather Adjustable Sport Bucket (Reqs AC1 & AC3 Power Seats)
1695.00	FX3	**SELECTIVE RIDE AND HANDLING:** Electronic. The Handling Package for UltimateDriver Comfort and Control Through the Useof the Driver Adjustable Ride Control System. (Incls Std and Bilstein Adjustable Ride Control System) (Reqs AC1 and AC3 Power Seats)
70.00	WY5	**TIRES:** Extended Mobility. P255/45 ZR17 B/W (Front) P285/40 ZR17 B/W (Rear) (Reqs UJ6 Low Tire Pressure Warning)
		TRANSMISSION
N.C.	MX0	4-Speed Automatic
N.C.	MN6	6-Speed Manual
325.00	UJ6	**WARNING:** Low Tire Pressure

STANDARD EQUIPMENT SUMMARY

INTERIOR

Air Bag System (Driver and Passenger Side)
Air Conditioning
Console, Center with Coin Tray, Cassette and CD Storage, Locking Lighted Storage Compartment and Integral Armrest
Door Locks, Power
Fabric Protector, Scotchgard on Floor Covering
Indicator, Low Oil Level
Instrumentation, Electronic Liquid-Crystal with White Analog and Digital Display; Switchable English or Metric Readouts
Mirror, Day/Night Rearview with Reading, Ashtray and Courtesy Lamps
Mirrors, Covered Visor, L.H. and R.H., Lighted
Radio, Electronically Tuned AM/FM Stereo w/Seek-Scan, Digital Clock, Stereo Cassette Tape, Power Antenna and Extended Range Speakers
Reminder, Headlamps-on
Seats, Leather Bucket with Lateral Support and Back Angle Adjustment
Speed Control, Electronic with Resume Speed
Steering Wheel, Tilt-Wheel, Sport, Leather-Wrapped
Windows, Power With Driver Side Express Down
Floormats - STD.

NOTES

COLOR AND TRIM SELECTION

PLEASE NOTE: Below are the interior trim color and exterior paint combinations ***recommended*** by Chevrolet. However, any available interior trim color may be ordered with one of these exterior colors if that particular combination is desired by the customer.

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

*Reqs AC1 & AC3 Power Seats

SOLID PAINT APPLICATION

Exterior Paint Color	Color Code 1	Color Code 2	Black	Lt Beige	Lt Gray	Torch Red
Aqua, Bright (Met)	43	43	x	x	x	
Black	41	41	x	x	x	x
Blue, Admiral (Met)	28	28	x	x	x	
Copper (Met)	66	66	x	x	x	
Green, Polo II (Met)	45	45	x	x		
Red, Dk (Met)	75	75	x	x	x	
Red, Torch	70	70	x	x	x	x
Rose, Black (Met)	73	73	x	x	x	
Yellow, Competition	53	53	x	x	x	
White, Arctic	10	10	x	x	x	x

POWER TEAMS

ENGINE OPTION CONDITION		AXLE RATIO		
		2.59	3.07	3.45
WITH FE9 FEDERAL EMISSIONS				
LT1	MX0	Std	G92	----
	MN6	----	----	Std
WITH YF5 CALIFORNIA OR NG1 NY STATE EMISSIONS				
LT1	MX0	Std	G92	----
	MN6	----	----	Std

High Sport Market

Although it's just a small piece of the automotive market, more and more manufacturers are entering the high-sport segment. Recent new entries like Dodge Viper, as well as new versions of familiar nameplates like Toyota Supra, Mazda RX-7 and Nissan 300ZX, are all competing for a piece of the action.

In addition to the increased number of vehicles, there's also been a market trend of higher prices. Take, for example, Corvette's traditional nemesis, Porsche:

- Between 1986 and 1991, the base price of a naturally aspirated 944 went from $22,950 to $43,350.
- By 1993, the base price of a Porsche 968 (the 944 replacement) was $39,950 and a Porsche 928 was $82.660.

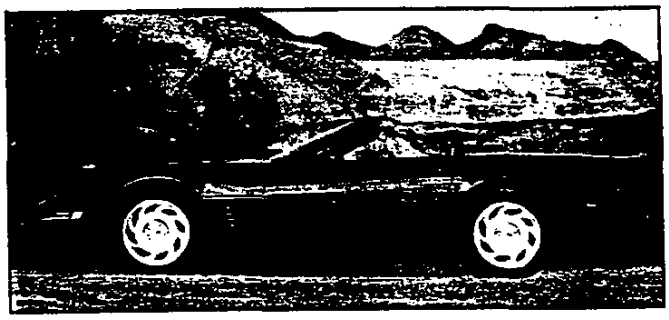
The prices of Japanese sports cars have also risen dramatically. In fact, many of these models used to compete with cars like Camaro. But the increased performance and prices of the newer models have put them in Corvette's class. For example:

- A 1988 Mazda RX-7 had a base price of $15,480. Today's RX-7 starts at $32,900.
- A standard, non-Turbo Nissan 300ZX is $30,900, while the Turbo starts at $38,000.
- And the new Toyota Supra is in the $40,000 arena.

HIGH-SPORT SEGMENT OVERVIEW

	Actual		Forecast	
	1991 (000's)	1992 (000's)	1993 (000's)	1994 (000's)
Total Industry	8.375	8.110	8.550	8.900
High-Sport Segment	72	86	109	107
Corvette	18	18	21	21
Corvette % of Segment	20.5%	20.9%	19.3%	19.4%

Source: R.L. Polk



Corvette Strengths

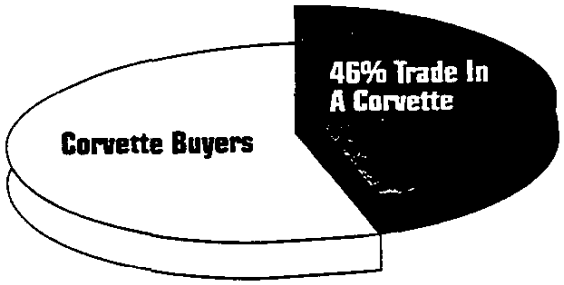
Despite the proliferation of many newly styled, high technology competitors, Corvette has maintained a solid position in the market segment.

- Classic styling, character and personality. Few cars on the road are as recognizable as Corvette to all sorts of people — not just car enthusiasts.
- 40-year history of delivering world-class performance and handling. Corvette's performance heritage runs deep. People know what to expect from Corvette.
- Long list of motorsports and performance accomplishments:

— SCCA World Challenge championships

— 24-hour speed and durability records for both Corvette and ZR-1 at Ft. Stockton, Texas test facility.

- Outstanding owner loyalty — 46% of Corvette buyers trade in another Corvette.



46% of all Corvette buyers trade in *another Corvette.*

COLOR AND TRIM SELECTION

PLEASE NOTE: Below are the interior trim color and exterior paint combinations ***recommended*** by Chevrolet. However, any available interior trim color may be ordered with one of these exterior colors if that particular combination is desired by the customer.

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

*Reqs AC1 & AC3 Power Seats

@CONVERTIBLE PAINT AND TOP SELECTOR

PLEASE NOTE: Below are the convertible top combinations ***recommended*** by Chevrolet. However, any available combination may be ordered if it is desired by the customer.

Exterior Paint Color	Color Code 1	Color Code 2	Black	Lt Beige	Lt Gray	Torch Red
Aqua, Bright (Met)	43	43	41T/10T	10T/68T	41T/10T	
Black	41	41	41T/10T/68T	41T/68T	41T/10T	41T
Blue, Admiral (Met)	28	28	41T/10T/68T	41T/10T/68T	41T/10T	
Copper (Met)	66	66	41T/10T/68T	41T/10T/68T	41T/10T	
Green, Polo II (Met)	45	45	41T/68T	68T		
Red, Dk (Met)	75	75	41T/10T/68T	41T/10T/68T	41T/10T	
Red, Torch	70	70	41T/10T/68T	41T/10T/68T	41T/10T	41T/10T68T
Rose, Black (Met)	73	73	41T/68T	41T/68T	41T/10T	
Yellow, Competition	53	53	41T/10T/68T	41T/10T/68T	41T/10T	
White, Arctic	10	10	41T/10T/68T	41T/10T/68T	41T/10T	41T/10T

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

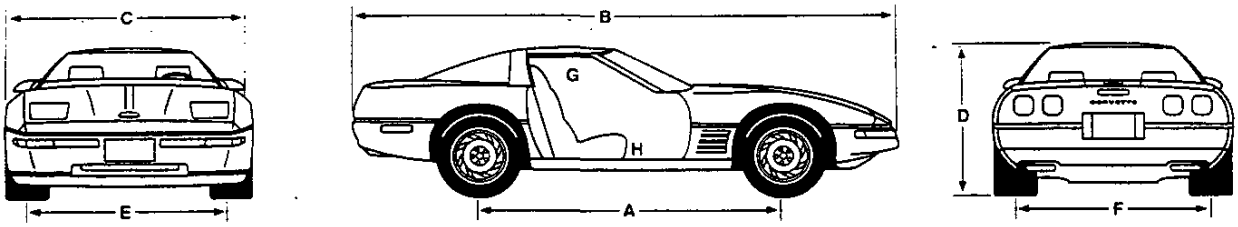
CONVERTIBLE TOP COLOR

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

POWER TEAMS

ENGINE OPTION CONDITION		AXLE RATIO		
		2.59	3.07	3.45
WITH FE9 FEDERAL EMISSIONS				
LT1	MX0	Std	G92	----
	MN6	----	----	Std
WITH YF5 CALIFORNIA OR NG1 NY STATE EMISSIONS				
LT1	MX0	Std	G92	----
	MN6	----	----	Std

Specifications



DIMENSIONS

Exterior Dimensions (in.)	Coupe	Convertible	ZR-1 Coupe
Wheelbase	96.2	96.2	96.2
Length (overall)	178.5	178.5	178.5
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			
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)	3,317	3,358	3,503

CHASSIS SPECIFICATIONS

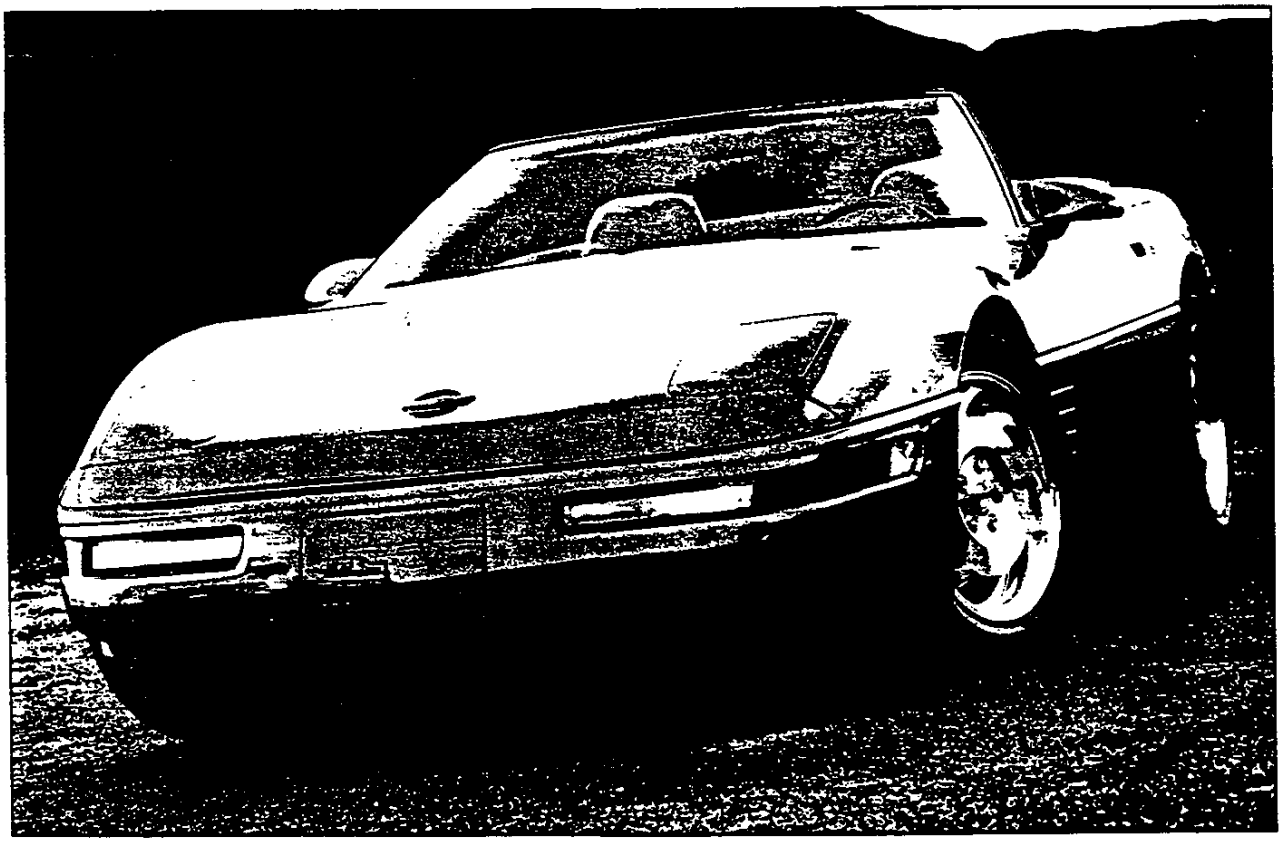
Exterior Dimensions (in.)	Coupe	Convertible	ZR-1 Coupe
Brakes			
Anti-lock brake system	Bosch 4-wheel anti-lock brake system	Bosch 4-wheel anti-lock brake system	Bosch 4-wheel anti-lock brake system
Type	4-wheel vented disc	4-wheel vented disc	4-wheel vented disc
Disc rotor dia. front/rear (in.)	12.0**/12.0	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 w/forged aluminum upper and lower control arms, transverse monoleaf spring and steel stabilizer bar	Independent short/long arm w/forged aluminum upper and lower control arms, transverse monoleaf spring and steel stabilizer bar	Independent short/long arm w/forged aluminum upper and lower control arms, transverse monoleaf spring and steel stabilizer bar
Suspension - Rear			
Type	Independent with transverse monoleaf spring and forged aluminum control arms	Independent with transverse monoleaf spring and forged aluminum control arms	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.

Corvette Faces Increasing Competition

Corvette competes in the high-sport market, a segment of the industry that traditionally accounts for less than 2% of new car sales in the United States each year. Recently, several new competitors have entered the relatively small segment — making competition for buyers even more fierce.



Corvette is solidly positioned in the high-sport market with its outstanding performance capability and rich heritage.

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
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

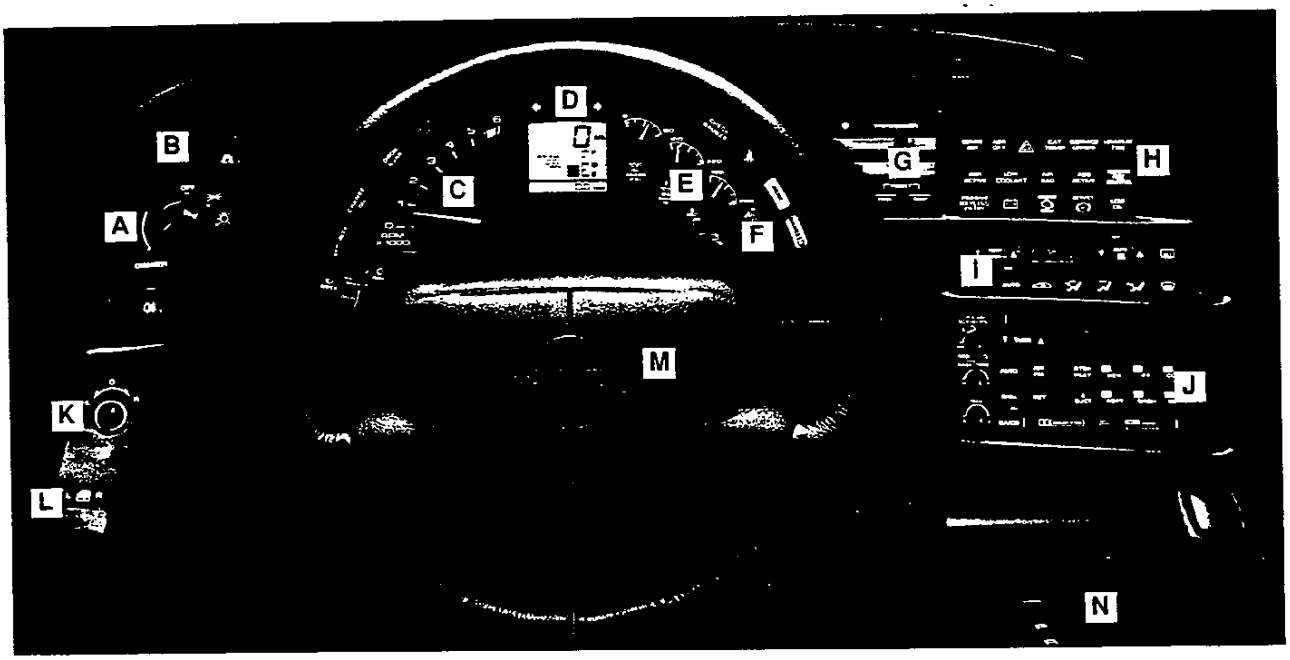
Acceleration Slip Regulation (ASR) traction control	S	S	S
Bilstein shock absorbers	S	S	S
Bosch ABS IV 4-Wheel Anti-Lock Brake System	S	S	S
Forged aluminum front and rear suspension arms	S	S	S
Front suspension-zero-scrub independent, aluminum parallel Short-Long Arm (SLA); transverse monoleaf fiberglass spring with steel stabilizer bar	S	S	S
Heavy-duty power steering oil cooler	NA	NA	S
Heavy-duty power-assisted 4-wheel disc brakes	O*	NA	S
Power-assisted 4-wheel disc brakes	S	S	S
Power-assisted rack-and-pinion steering	S	S	S
Rear suspension - independent 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	S	S	S

EXTERIOR FEATURES

Body-color side moldings	S	S	S
Center high-mounted stop light in rear fascia	S	S	NA
Center high-mounted stop light, roof-mounted	NA	NA	S
Dual electrically adjustable heated outside rear view mirrors	S	S	S
Front fender ventilating louvers	S	S	S
Glass heated backlight	NA	S	NA
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 lens	S	S	S
Rear window defogger	S	S	S
Wraparound front parking/cornering/fog lamp assemblies	S	S	S

S - Standard.
O - Optional.
NA - Not Available.
* Included with Adjustable Performance Handling Package (RPO Z07).

Instrumentation



Corvette's 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]** Speedometer and fuel gauge. Digital display also includes oil temperature, engine coolant temperature and voltage readouts. **[E]** Analog gauge display. includes oil temperature and pressure. voltage and coolant temperature. **[F]** Driver-alert lamps (includes CHECK GAUGES and CHANGE OIL service messages). **[G]** Trip monitor computer for specific mileage reference. **[H]** Driver Information Center alerts driver to note specific vehicle functions. **[I]** Heater/air conditioning/ventilation system for accurate temperature settings. Optional** Electronic Air Conditioning (shown) allows digital temperature setting for precise climate control;

[J] Optional* Delco-Bose Gold Series Music System. **[K]** Power outside mirror 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.

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

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

Did 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. A CHECK GAUGES telltale lamp illuminates on the instrument panel when the last fuel gauge bar turns off on the fuel gauge, alerting the driver to note the low fuel level.

Equipment Summary

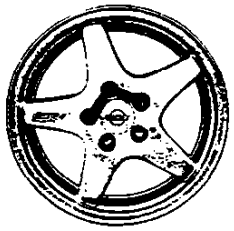
POWER TEAM AVAILABILITY

	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 head	S	S	S
Aluminum intake manifold	S	S	S
Cast-iron engine crankcase	S	S	NA
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
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
TIRES/WHEELS			
Low tire pressure warning system	O	O	S
P255/45ZR17 Z-rated steel-belted black-lettered Eagle GS-C performance tires (front)	S	S	NA
P285/40ZR17 Z-rated steel-belted black-lettered Eagle GS-C performance tires (rear)	S	S	NA
P275/40ZR17 Z-rated steel-belted black-lettered Eagle GS-C performance tires (front)	NA	NA	S-F
P315/35ZR17 Z-rated steel-belted black-lettered Eagle GS-C performance tires (rear)	NA	NA	S-R
17" x 8 1/2" cast-aluminum alloy wheels (front)	S	S	NA
17" x 9 1/2" cast-aluminum alloy wheels (rear)	S	S	S (front)
17" x 11" cast-aluminum alloy wheels (rear)	NA	NA	S

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

Wheels

■ Corvette standard cast-aluminum wheel.



▲ ZR-1 non-directional 5-spoke wheel.

Specifications

ENGINE SPECIFICATIONS

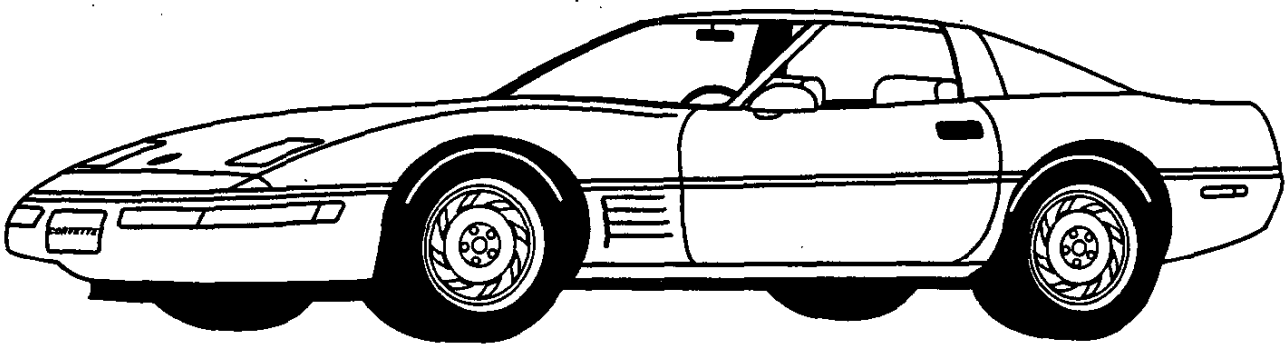
Description	5.7L V8 with SFI (RPO LT-1)	5.7L V8 with SFI (RPO LT-5)
Engine type	90° V8 OHV	90° V8 DOHC 32-Valve
Displacement (cu. in.)	350	350
Bore and stroke (in.)	4.00 x 3.48	3.90 x 3.66
HP* @ RPM	300 @ 5,000	405 @ 5,800
Torque* @ RPM (lbs.-ft.)	340 @ 3,600	385 @ 5,200
Compression ratio	10.5:1	11.0:1
Fuel induction	Sequential Fuel Injection (SFI)	Sequential Fuel Injection (SFI)
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.)	14.5 man./14.6 auto	16.7

TRANSMISSION SPECIFICATIONS

Type	4-Speed Automatic (RPO MXO)	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
Std. Rear Axle Ratios:1*		
Coupe/Convertible	2.59	3.45
ZR-1 Coupe	—	3.45

S - Standard. * SAE net. ** Converter clutch engagement.

Safety Overview



Accident Avoidance

- Backup lamps
- Brake systems with dual master cylinder plus warning light
- Brake/transmission shift interlock (automatic transmission)
- Center high-mounted stop light
- Directional signal control
- Dual-action hood latch
- Illuminated heater and defroster controls
- Inside day/night rear view mirror
- Outside rear view mirrors
- Parking lamps
- Side-marker lamps and reflectors
- Starter safety switch (manual transmission)
- Tires with built-in tread-wear indicators
- Windshield defrosters, washer and multi-speed wipers
- 4-way hazard warning flashers
- 4-wheel anti-lock brakes

Occupant Protection

- Break-away inside rear view mirror
- Driver and front passenger air bags
- Energy-absorbing instrument panel
- Energy-absorbing steering column
- Front and rear crush zones
- Front head restraints
- Laminated windshield glass
- Interlocking door latches
- Safety armrests
- Safety belts, manual lap/shoulder at outboard positions
- Security door locks and door-retention components
- Side-guard door beams

Equipment Summary

INTERIOR FEATURES

Instrument Panel/Controls	Corvette Coupe	Corvette Convertible	Corvette ZR-1
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
Carpeting — Deep-twist floor and storage area carpeting with Scotchgard™ Protector	S	S	S
Cellular phone power wiring connector	S	S	S
Comfortilt Tilt-Wheel™ Adjustable Steering Column	S	S	S
Day/night rear view 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's and passenger's side air bags	S	S	S
Electronic liquid-crystal instrumentation with analog and digital display; switchable between English and Metric	S	S	S
"Full Power" graphic with green LED	NA	NA	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 sport steering wheel	S	S	S
PASS-Key™ theft-deterrent security system	S	S	S
Side window defoggers	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 bucket seats with leather seating surfaces	S	S	S
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	S	S	S
Manual lap/shoulder safety belts for driver and right front passenger	S	S	S
Power door locks	S	S	S
Power windows with "Express-Down" driver window	S	S	S
Soft-padded door panels	S	S	S

POWER TEAM AVAILABILITY

LT-1 5.7L (350 CID) V8 engine with Sequential Fuel Injection	S	S	NA
LT-5 5.7L (350 CID) 32-valve DOHC V8 engine with Sequential Fuel Injection	NA	NA	S
MN6 6-speed manual transmission with overdrive 5th & 6th gears	O*	O*	S
MXO 4-speed automatic overdrive transmission	S	S	NA

S - Standard. **O** - Optional **NA** - Not Available. * No-cost option.

Equipment Summary

POWER TEAM AVAILABILITY

	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 head	S	S	S
Aluminum intake manifold	S	S	S
Cast-iron engine crankcase	S	S	NA
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
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

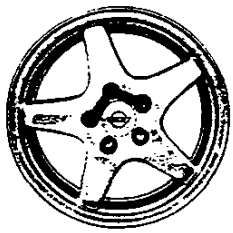
TIRES/WHEELS

Low tire pressure warning system	O	O	S
P255/45ZR17 Z-rated steel-belted black-lettered Eagle GS-C performance tires (front)	S	S	NA
P285/40ZR17 Z-rated steel-belted black-lettered Eagle GS-C performance tires (rear)	S	S	NA
P275/40ZR17 Z-rated steel-belted black-lettered Eagle GS-C performance tires (front)	NA	NA	S-F
P315/35ZR17 Z-rated steel-belted black-lettered Eagle GS-C performance tires (rear)	NA	NA	S-R
17" x 8 1/2" cast-aluminum alloy wheels (front)	S	S	NA
17" x 9 1/2" cast-aluminum alloy wheels (rear)	S	S	S (front)
17" x 11" cast-aluminum alloy wheels (rear)	NA	NA	S

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

Wheels

■ Corvette standard cast-aluminum wheel.



▲ ZR-1 non-directional 5-spoke wheel.

Options

PREFERRED EQUIPMENT GROUP OPTIONS—CORVETTE COUPE\CONVERTIBLE & ZR-1

		Coupe		Convertible		ZR-1
Description	**PEG**	**CVAB**	**CVA1**	**CYAB**	**CYA1**	
Base Preferred Equipment Group (Refer Standard Equipment Summary)		X	X	X	X	X
Electronic air conditioning			X		X	S
Delco Bose music system, electronically tuned AM/FM stereo radio w/seek-scan, digital clock and stereo cassette tape			X		X	NA
Power seat (driver)			X		X	S
INDIVIDUAL OPTIONS	**RPO**					
Transmission						
6-speed manual (no-cost)	MXO	O	O	O	O	S
Tires						
Extended mobility tires (reqs. UJ6)	WY5	O	O	O	O	NA
Radio Equipment						
Delco-Bose music sysrem, electronically tuned AM/FM stereo w/seek-scan, digital clock, cassette tape and CD	U1F	NA	O	NA	O	S
Interior						
Leather adjustable sport bucket (reqs. AC1 & AC3 seats)	A*8	O	O	O	O	S
ADDITIONAL INDIVIDUAL OPTIONS						
Axle, performance ratio (reqs. MXO trans.)	G92	O	O	O	O	NA
Hardtop, removable (includes rear defogger)	CC2	NA	NA	O	O	NA
Low tire pressure warning	UJ6	O	O	O	O	S
Power seat, 6-way (driver)	AC3	O	X	O	X	S
Power 6-way (passenger reqs. AC3 power seat)	AC1	O	O	O	O	S
Roof panel, transparent removable - blue tint	24S	O	O	NA	NA	O
Roof panel, transparent removable - bronze tint	64S	O	O	NA	NA	O
Roof package (reqs. 24S or 64S panel)	C2L	O	O	NA	NA	O
Selective ride and handling, electronic (see order guide)*	FX3	O	O	O	O	S
Adjustable Performance Handling Package (see order guide)*	Z07	O	O	NA	NA	NA**

* Please refer to Order Guide for complete details and/or restrictions.
** RPO-Z07 Not available with ZR-1, however contents of Z07 package are standard equipment with ZR-1.

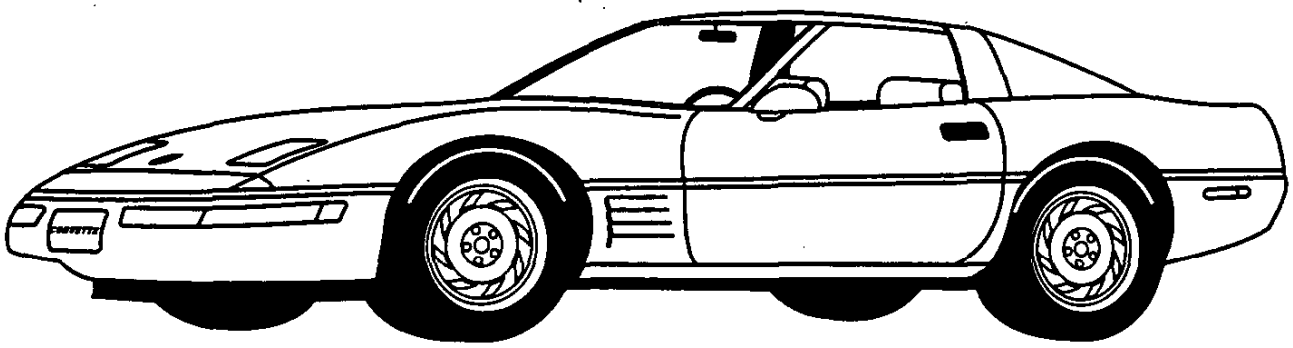
Did You Know . . .

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 Radio Axle (G92).

Safety Overview



Accident Avoidance

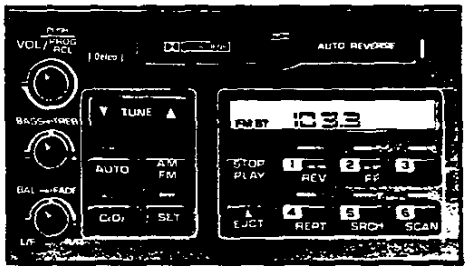
- Backup lamps
- Brake systems with dual master cylinder plus warning light
- Brake/transmission shift interlock (automatic transmission)
- Center high-mounted stop light
- Directional signal control
- Dual-action hood latch
- Illuminated heater and defroster controls
- Inside day/night rear view mirror
- Outside rear view mirrors
- Parking lamps
- Side-marker lamps and reflectors
- Starter safety switch (manual transmission)
- Tires with built-in tread-wear indicators
- Windshield defrosters, washer and multi-speed wipers
- 4-way hazard warning flashers
- 4-wheel anti-lock brakes

Occupant Protection

- Break-away inside rear view mirror
- Driver and front passenger air bags
- Energy-absorbing instrument panel
- Energy-absorbing steering column
- Front and rear crush zones
- Front head restraints
- Laminated windshield glass
- Interlocking door latches
- Safety armrests
- Safety belts, manual lap/shoulder at outboard positions
- Security door locks and door-retention components
- Side-guard door beams

AM/FM Stereo w/Cassette Tape Player (RPO UN6)

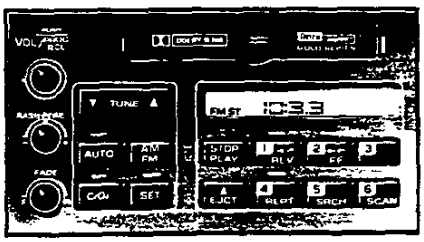
Standard on Corvette Coupe and Convertible. Features include: ■ Delco Electronics ETR AM/FM stereo with cassette tape player. ■ Electronic station seek. Digital clock/frequency/operation status display. ■ DNR (Dynamic Noise Reduction) button. ■ Music search for cassette tape player. ■ 12 station presets (six AM/six FM).



AM/FM Stereo w/ Cassette (RPO UN6)

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

Optional on Corvette Coupe and Convertible. Features include: ■ Delco Electronics ETR radio receiver with 12 station presets (six AM/six FM). Electronic station seek. 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) reduced high-frequency noise on AM and FM signals and cassette tapes. ■ Dolby Noise Reduction reduces hiss on Dolby encoded tapes. Dual front and dual rear Bose speakers. ■ 200 total watts of power.



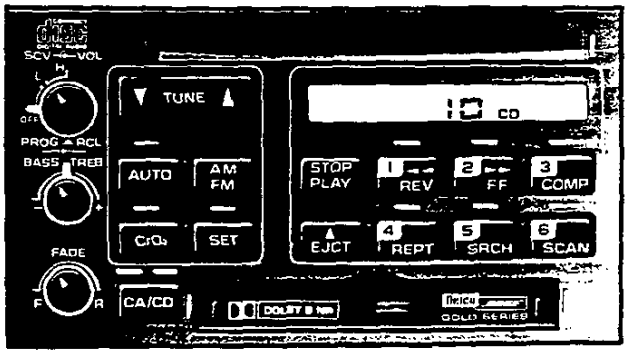
Delco/Bose Gold Series Cassette (UU8)

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

Optional on Corvette Coupe and Convertible, standard on ZR-1. Features include: ■ Delco Electronics ETR radio receiver with 12 station presets (six AM/six FM). ■ Electronic station seek. Digital clock/frequency/operation status display. ■ Cassette tape player. ■ Compact disc player. ■ Optimum speaker placement with six separate speaker enclosures. ■ Patented bass amplifiers/driver, delivering up-to 200 watts of 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 two-position switch (L for low or H for high) which regulates volume proportionate to the switch setting and vehicle speed.

Cassette/Disc Player

Features include: ■ Music search. ■ Auto reverse. ■ CrO^2 tape equalization. Tape protection when ignition is turned off. Additional compact disc player features include: ■ Program recall button. Music search feature. ■ Compression brings loud and soft sounds into a more desirable range. ■ Track scan. ■ Protection circuit provides heat protection for the player's laser diode.



Delco/Bose Gold Series Cassette/Compact Disc (RPO U1F)

Interior

▲ Standard driver's and passenger's side air bags complement the lap/shoulder safety belt system by helping to restrain the driver and front passenger in the event of a moderate to severe frontal impact. (Always wear safety belts, even with air bags.)

Corvette provides standard air bag protection for both occupants.

▲ "Express-Down" driver's power window opens completely at the touch of the window control switch.

▲ White instrument panel graphics turn tangerine when illuminated at night.

▲ Increased storage space in armrests under lift-up lids in both door panels.

▲ Tire jack now mounted to the interior storage compartment behind the passenger seat for easy access.

■ An anti-theft horn alarm circuit is also standard on all Corvettes for additional security.

■ The PKE also automatically arms and disarms the standard theft-deterrent system and a built-in feature prevents doors from locking when the keys are left in the ignition.

■ TCE Feature: Passive Keyless Entry (PKE) system adds both convenience and security. When the driver approaches or leaves the car, the key-fob transmitter automatically unlocks or locks the doors respectively.

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

■ Leather-wrapped steering wheel with Tilt-Wheel™ adjustable steering column and shift knob contributes to Corvette's sports car look and feel.

■ Electronic speed control with resume speed, tap up/tap down feature maintains established road speed for added convenience.

■ 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, or cassette compact disc players and Speed Compensated Volume Control (CD player standard on ZR-1) for concert hall listening quality.

Wow!

Corvette's leather seats are constructed using a unique sure-bond process which directly bonds the leather trim to the cushions. This allows added design flexibility and helps reduce wear.

Color/Trim Selection

SEAT STYLE & TRIM COMBINATION

Model	Availability	Seat Type	Interior Color			
			Black	Light Beige	Light Gray	Torch Red
Coupe/Convertible	Std.	Leather Bucket	ABB2	AEE2	AQQ2	ARR2
	Opt.	Leather Adjustable Sport Bucket*	ABB8	AEE8	AQQ8	ARR8
ZR-1 Coupe	Std.	Leather Adjustable Sport Bucket	ABB8	AEE8	AQQ8	ARR8

* Requires optional (RPO)) AC1 and AC3 Power Seats.

CORVETTE COUPE AND ZR-1 (EXTERIOR/INTERIOR COMBINATIONS)

Exterior Paint Color	Color Code	Interior Color			
		Black	Light Beige	Light Gray	Torch Red
■ White, Arctic	10	X	X	X	X
▲ Blue, Admiral (Metallic)	28	X	X	X	
■ Black	41	X	X	X	X
■ Aqua, Bright (Metallic)	43	X	X	X	
■ Green, Polo II (Metallic)	45	X	X		
■ Yellow, Competition	53	X	X	X	
▲ Copper (Metallic)	66	X	X	X	
■ Red, Torch	70	X	X	X	X
■ Black Rose (Metallic)	73	X	X	X	
■ Red, Dark (Metallic)	75	X	X	X	

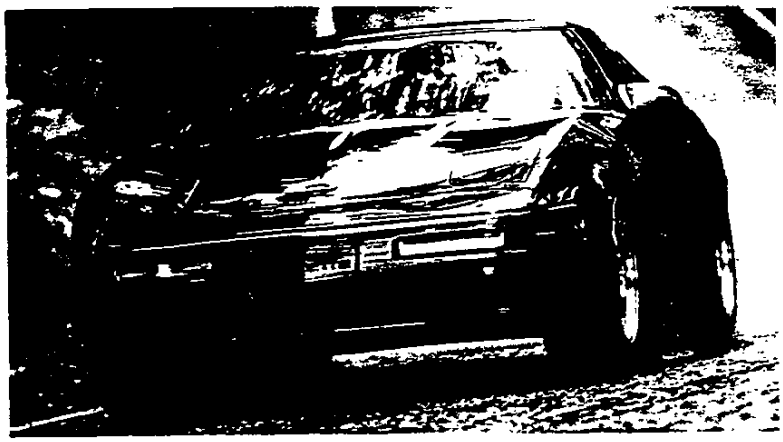
CORVETTE CONVERTIBLE (EXTERIOR/INTERIOR COMBINATIONS)

Exterior Paint Color	Color Code	Interior Color			
		Black	Light Beige	Light Gray	Torch Red
■ White, Arctic	10	41T/10T/68T	41T/10T/68T	41T/10T	41T/10T
▲ Blue, Admiral (Metallic)	28	41T/10T/68T	41T/10T/68T	41T/10T	
■ Black	41	41T/10T/68T	41T/68T	41T/10T	41T
■ Aqua, Bright (Metallic)	43	41T/10T	10T/68T	41T/10T	
■ Green, Polo II (Metallic)	45	41T/68T	68T		
■ Yellow, Competition	53	41T/10T/68T	41T/10T/68T	41T/10T	
▲ Copper (Metallic)	66	41T/10T/68T	41T/10T/68T	41T/10T	
■ Red, Torch	70	41T/10T/68T	41T/10T/68T	41T/10T	41T/10T/68T
■ Black Rose (Metallic)	73	41T/68T	41T/68T	41T/10T	
■ Red, Dark (Metallic)	75	41T/10T/68T	41T/10T/68T	41T/10T	

Top Color Codes: 10T - White. 41T - Black. 68T - Beige.

S - Standard. **O** - Optional. Passenger Car Order Guide for latest available information.

Coupe/Convertible



CORVETTE AVAILABILITY	BASE	ZR1
Corvette 2-Door Coupe	■	❑
Corvette 2-Door Convertible	■	

NEW FOR 1994

SAFETY AND SECURITY

- ❑ *Passenger-side air bag standard.*
- ❑ *A glass heated backlight is standard with convertible top.*
- ❑ *New optional Extended Mobility Tires (EMT).*

PERFORMANCE

- ❑ *Sequential Fuel Injection (SFI) on 5.7-liter V8 helps optimize combustion by precisely matching fuel delivery to each cylinder's intake stroke.*
- ❑ *4L60E 4-speed automatic transmission (RPO MX0) is electronically controlled to enhance shift quality.*
- ❑ *Brake transmission shift interlock requires driver to depress the brake pedal before shifting out of PARK.*
- ❑ *3.07 optional axle now free flow option.*
- ❑ *Tire pressure lowered on Coupe and Convertible models for improved ride and handling characteristics.*
- ❑ *Lower rate springs with Selective Ride Control (RPO FX3) for improved ride that meets specific driving situations.*

APPEARANCE

- ❑ *New exterior paint colors: Admiral Blue and Copper Metallic.*
- ❑ *Interior enhancements include new carpet, door trim panels, instrument panel appearance, leather seat design and two-spoke steering wheel.*
- ❑ *Leather seats standard on all models.*

COMFORT AND CONVENIENCE

- ❑ *Express-Down power driver window is standard.*

EASY TO OWN

- ❑ *The Chevrolet/Geo Customer Care package includes a 24-Hour Roadside Assistance Program, 3-year/36,000-mile Bumper to Bumper Limited Warranty, and the Courtesy Transportation program. Also included is Scotchgard™ Protector on cloth seats, door trim and carpet, and a Courtesy Key which is mailed after delivery. See Warranty Booklet for details of limited warranty and Owner's Manual for details of programs.*

Nissan 300ZX

BACKGROUND

- ❑ *Nissan's flagship vehicle, the 300ZX, is regarded as one of the most refined entries in the high-end sports car market. Nissan sold 7,417 units during the first nine months of 1993. During the same period, Chevy sold 15,547 Corvettes.*
- ❑ *Marketing emphasis is on overall performance and design characteristics.*
- ❑ *The 1994 300ZX is available in four body-styles; two-seater coupe, T-roof two seater (normally aspirated and Turbo), 2+2 T-roof and Convertible.*
- ❑ *Standard engine (except Turbo model): 3.0 Liter 24-valve DOHC.*

CHEVROLET ADVANTAGES

- ❑ *Scotchgard™ Fabric Protector.*
- ❑ *Chevrolet/Geo Roadside Assistance.*
- ❑ *Stainless steel exhaust system.*
- ❑ *Composite body panels.*
- ❑ *Traction enhancing Acceleration Slip Regulation (ASR) system.*
- ❑ *Corvette's 5.7L V8 engine outpowers the 300ZX's naturally aspirated 3.0L V6 by 78 horsepower and 142 lb.-ft. of torque.*
- ❑ *Corvette offers a choice between 4A OD and no-cost optional 6M OD transmission vs. 300ZX's standard 5M OD transmission.*
- ❑ *An optional automatic transmission is not available on 300ZX Base 2-seater model.*

WORTH REMEMBERING

- ❑ *In a test conducted by Car and Driver magazine (9/93), Corvette's 0-60 mph time of 5.4 seconds beat 300ZX Turbo's time of 5.6 seconds.*

Mazda RX-7

BACKGROUND

- *Completely restyled for 1993.*
- *Marketing emphasis on performance, styling, high-tech rotary engine and "Kensai" engineering, which factors in human emotional response. Marketing materials highlight RX-7's "superior horsepower-to-weight ratio." of 11.1:1.*
- *Car and Driver (9/93) called it "The true sport," and cited a 0-60 time of 5.3 seconds.*
- *Offered in Coupe model only.*
- *Standard engine: 1.3L Twin Turbo rotary L4.*

CHEVROLET ADVANTAGES

- *Chevrolet/Geo Roadside Assistance.*
- *Composite body panels resists dents and dings; not available on RX-7.*
- *RX-7 not available as a convertible.*
- *Acceleration Slip Regulation (ASR) for enhanced traction.*
- *Corvette's engine provides 45 more horsepower and 123 more lb.-ft. of torque than RX-7's.*
- *Choice of standard 4A OD or no-cost optional 6M OD transmission vs. RX-7's standard 5M OD.*

WORTH REMEMBERING

- *Mazda advertising emphasizes RX-7's performance capabilities. Corvette offers buyers more horsepower and torque plus Acceleration Slip Regulation for greater power and maneuverability.*

Porsche 968

BACKGROUND

- *Positioned as "the most affordable Porsche," the 968 combines the Porsche traditions of style, power, agility and balanced handling. Porsche sold 898 units in the first nine months of 1993. During the same period, Chevy sold 15,547 Corvettes.*
- *Features unique "dual function" Tiptronic automatic transmission.*
- *Available in Coupe or Cabriolet.*

CHEVROLET ADVANTAGES

- *Scotchgard™ Fabric Protector.*
- *64 more horsepower and 115 more lb.-ft. of torque for greater acceleration and passing power.*
- *According to a test conducted by Car and Driver magazine (9/93), Corvette beats 968 to 60 mph by .5 seconds.*
- *Available Electronic Ride Control is not available on Porsche.*

WORTH REMEMBERING

- *Porsche's tradition and reputation for craftsmanship and quality are well-deserved. Yet Corvette buyers can experience higher levels of performance and luxury at a lower cost.*
- *While billed as "the most affordable Porsche," 968's base MSRP (including destination) is still $3,215 more than Corvette's.*

Dodge Stealth R/T Turbo/ Mitsubishi 3000GT VR-4

BACKGROUND

- *The sporty all-wheel drive Stealth R/T Turbo and 3000GT add a passenger-side air bag in 1994, along with a new hood with integral strut covers.*
- *Both are assembled in Japan and imported for sale in the U.S.*
- *Dodge Stealth is available in Base, R/T and R/T Turbo configurations.*
- *The 3000GT is available in the GT, SL (luxury) and high performance VR-4 Twin Turbo.*

CHEVROLET ADVANTAGES

- *Scotchgard™ Fabric Protector.*
- *Chevrolet/Geo Roadside Assistance.*
- *Composite body panels.*
- *Convertible model available.*
- *Automatic transmission not available on R/T Turbo or 3000GT VR-4.*
- *25 more lb.-ft. of torque for greater acceleration.*
- *Chevy offers a choice between standard 4A OD or no-cost optional 6M OD transmission vs. Stealth 3000GT's standard 5M OD.*

WORTH REMEMBERING

- *Stealth/3000GT were engineered as direct competitor's to Corvette – a high-performance sports car at a much lower price than the European exotics. Yet Stealth and 3000GT don't have the proven track record and "mystique" Corvette has.*

Value Features

Brake System

■ TCE Feature: Power 4-wheel vented disc brakes—with large rotors and dual piston front calipers—are standard on all Corvettes, providing sure response in a variety of road and weather conditions.

■ TCE Feature: Bosch 4-Wheel Anti-Lock Brake System (ABS) is standard. ABS helps the driver maintain vehicle control during braking, even under many adverse road conditions, by minimizing wheel lock-up.

■ TCE Feature: Acceleration Slip Regulation (ASR), Corvette's sophisticated traction control system, works with the anti-lock brake system to provide improved traction and enhanced vehicle stability.

Tires/Wheels

■ The Goodyear Eagle GS-C has a unidirectional and asymmetrical tread pattern for superb wet and dry performance.

■ Front tire size is P255/45ZR17 on 17-in. x 8.5-in. cast-aluminum alloy rims with standard wheel-nut locks on all wheels for added security.

■ P285/40ZR17 rear tires on 9.5-in. rims are standard on Coupe and Convertible models for even greater traction.

▲ Reduced tire inflation pressure for Corvette LT-1 Coupe to 30 psi for improved ride quality.

■ Larger P275/40ZR17 front tires on 9.5-in. wheels and P315/35ZR17 rear tires on 11-in. rims are used on the ZR-1 for increased traction and performance.

▲ New non-directional 5-spoke wheels further distinguish ZR-1 models.

■ Optional Low Tire Pressure Warning System (RPO UJ6)—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, leading to enhanced safety, fuel economy and driver peace of mind.

▲ Optional Goodyear Eagle GS-C EMTs offer driving capability at 55 mph for up to 200 miles after air loss.

Steering System

■ Power-assisted rack-and-pinion steering, standard on all 1994 Corvette models, offers exceptional sports car handling.

■ Overall steering ratio of 15.7:1 produces a high degree of precision and maneuverability.

Suspension System

Independent front suspension features:

■ 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.

■ Heavy-duty, gas-charged Bilstein shock absorbers help improve the suspension feel without sacrificing ride comfort.

Independent rear suspension features:

■ Design permits independent wheel action for remarkable handling.

■ Single lightweight glass-epoxy monoleaf spring absorbs road shocks while providing excellent control.

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

■ TCE Feature: Selective Ride Control (RPO FX3), standard on ZR-1 and optional on Coupe and Convertible models, 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).

Body

Corvette

- TCE Feature: Corvette's body is formed from a composite plastic material, over an all-welded 100% galvanized steel space frame that forms a structurally rigid cage for the passenger compartment.
- Clamshell hood opening eases access to engine and accessories.
- Raked windshield angled at 64° contributes to aerodynamic efficiency and a sleek appearance.
- Fog, cornering and parking lamps are designed to provide a unified, sweep-around appearance.
- Clear lenses on rear side-marker lamps to improve rear/side visibility at night. Switch on automatically when REVERSE gear is selected.
- Power adjustable outside rear view mirrors electrically heated to maintain visibility during inclement weather.
- Full-opening glass hatch with concealed hinges for added versatility and a clean appearance (Coupe/ZR-1 only).
- Removable fiberglass roof panel or optional blue-tinted or bronze-tinted transparent roof panel (Coupe/ZR-1 only) offer an open-air ride.
- High-gloss acrylic enamel basecoat/clearcoat exterior paint finish contributes to a long-lasting, deep shine.

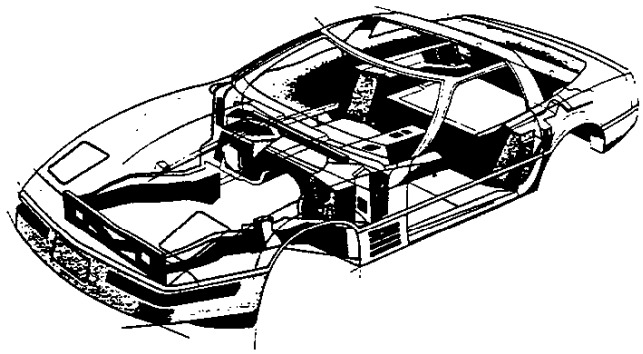
Corvette Convertible Body

- Corvette Convertible's top disappears beneath a fiberglass panel when lowered for a sleek appearance.
- Heated glass backlight for improved visibility.
- Optional lightweight (64 lbs.) removable hardtop includes electric rear window defogger and an integral headliner for sound deadening.

Corvette ZR-1

In addition to, or in place of, Corvette Coupe features. ZR-1 includes:

- Flared doors and rear body panels accommodate ZR-1's larger 17-in. x 11-in. rear wheels and P315/35ZR17 rear tires.
- ZR-1 identification on hood and rear fascia.
- Roof-mounted center high-mount stop light.



Corvette's body is formed from a composite plastic material over an all-welded steel space frame.

Corrosion Protection

- Composite body panels won't rust—helping maintain Corvette's long-term appearance and value.
- Stainless steel exhaust system has a longer life and helps reduced maintenance costs.

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

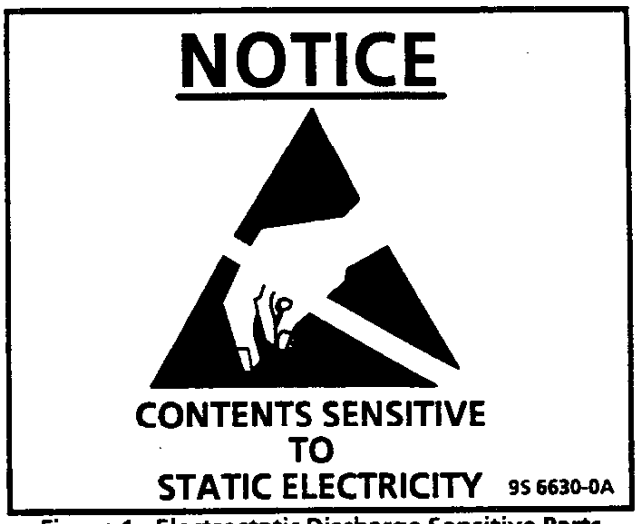


Figure 1 - Electrostatic Discharge Sensitive Parts Label

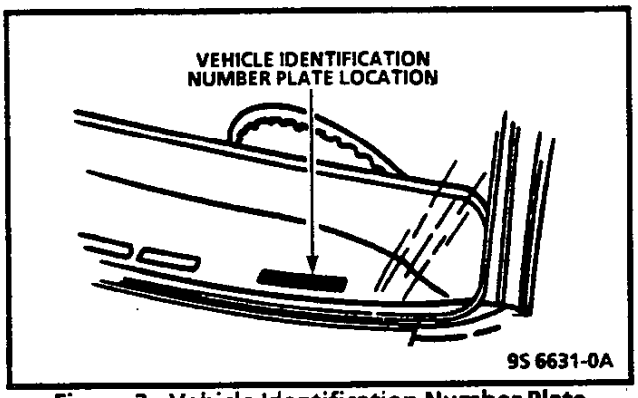


Figure 2 - Vehicle Identification Number Plate Location

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.

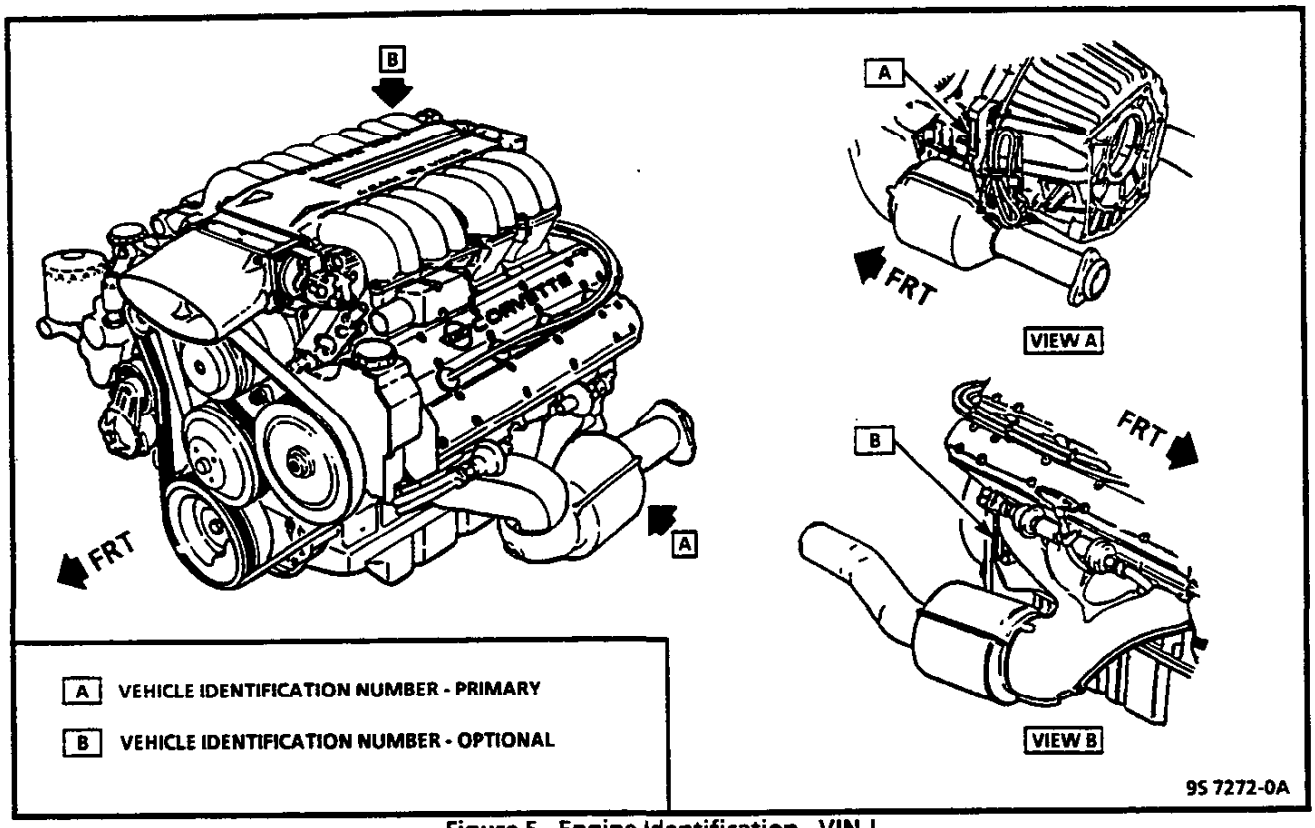


Figure 5 - Engine Identification - VIN J

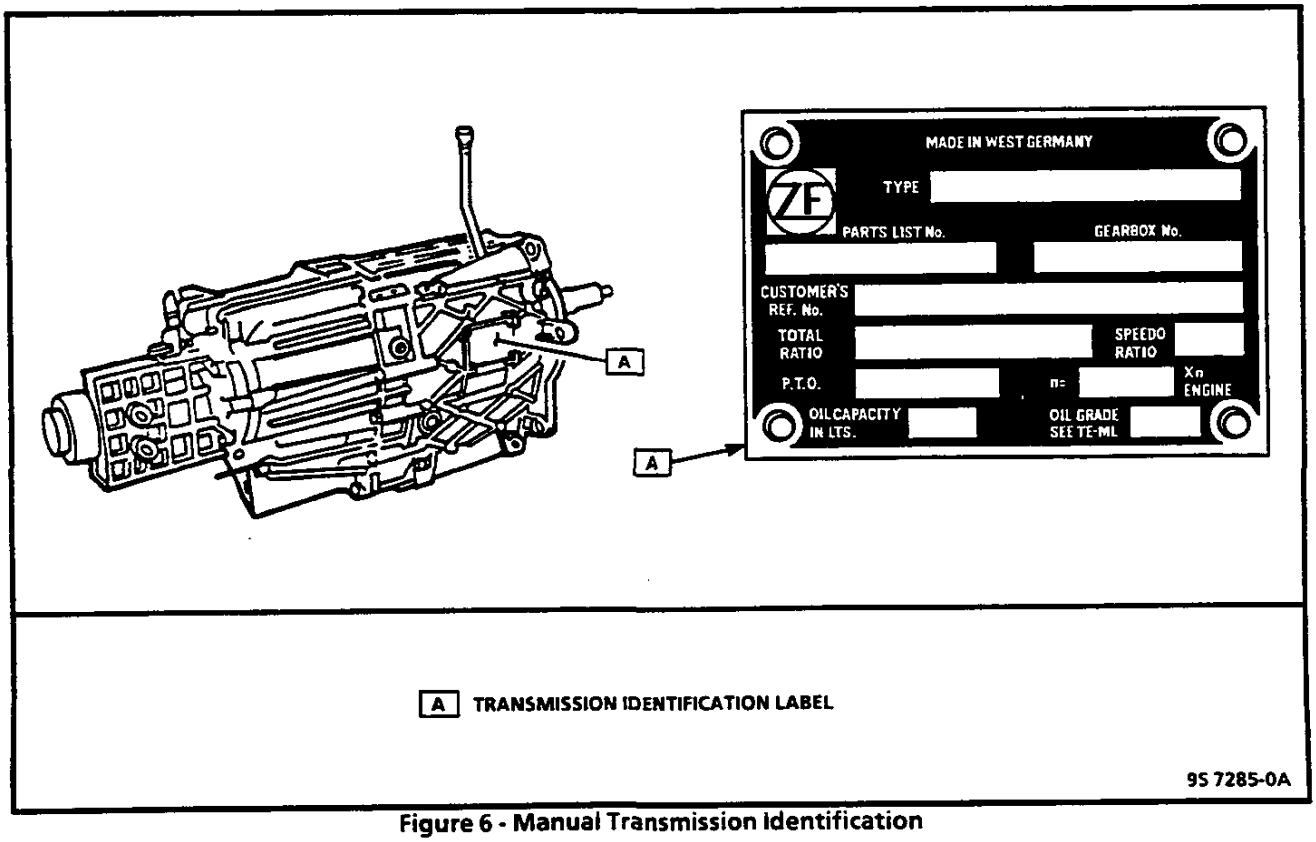


Figure 6 - Manual Transmission Identification

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.

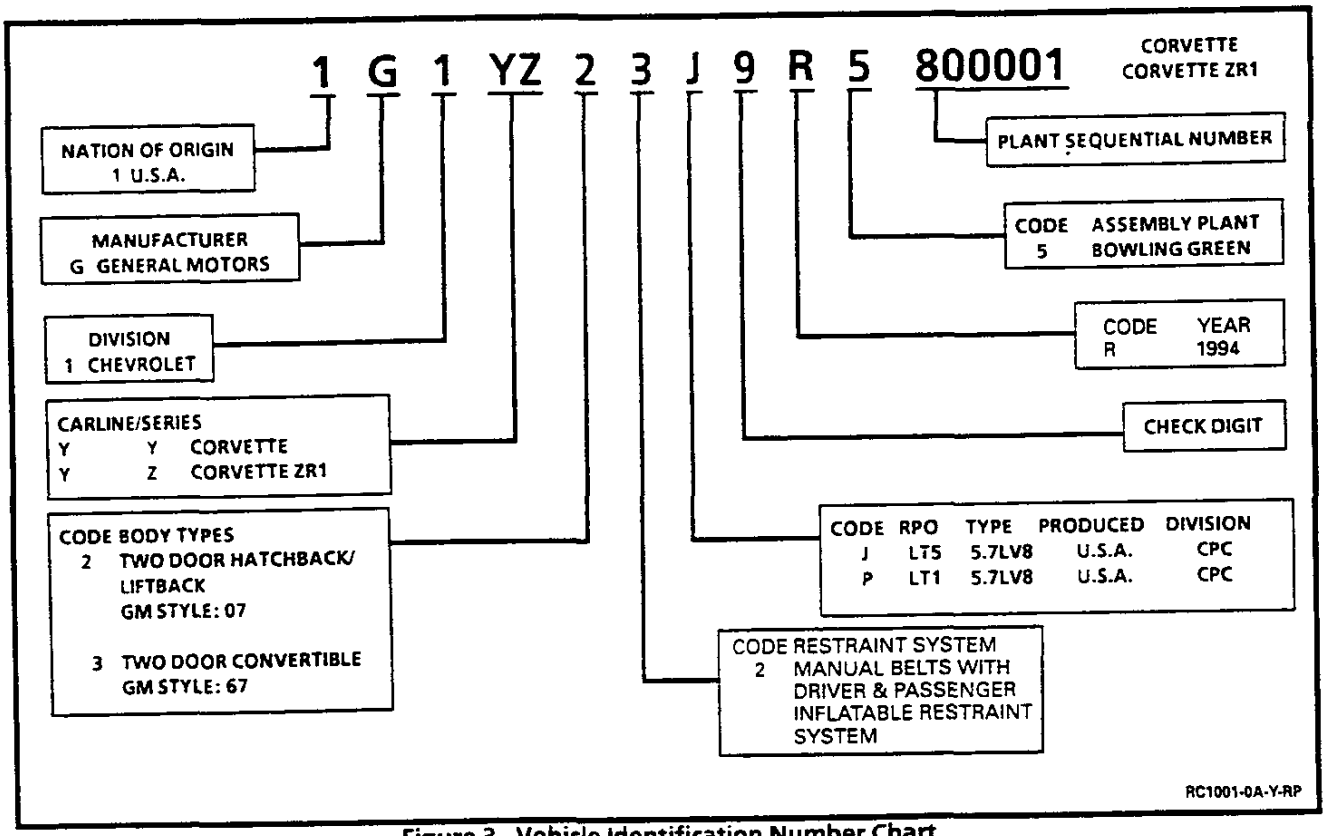


Figure 3 - Vehicle Identification Number Chart

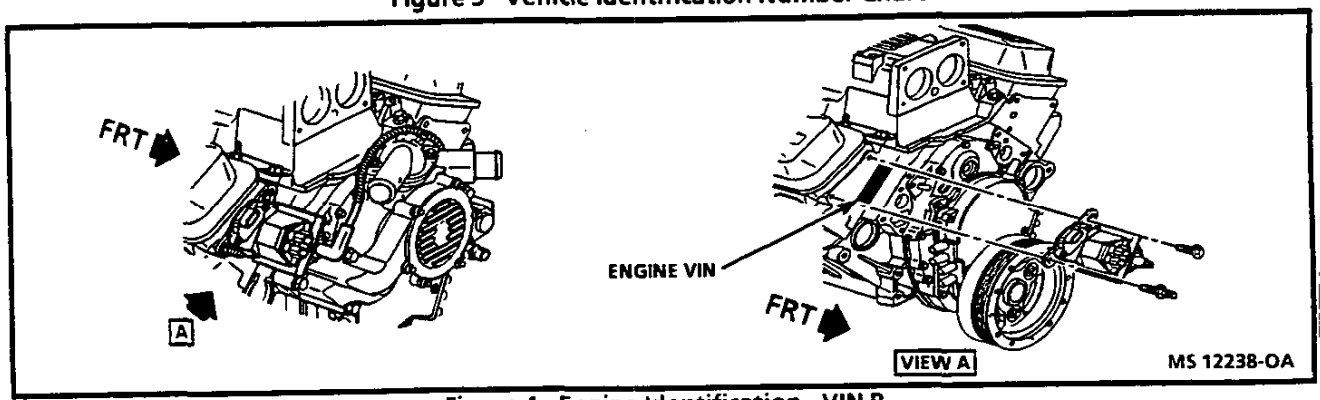


Figure 4 - Engine Identification - VIN P

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:
  R = 1994
- 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-E 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-E Automatic (M30)
5.7L V8 (VIN J) (RPO LT5)	Coupe - ZR1	ZF S6-40 6-Speed Manual (ML9)

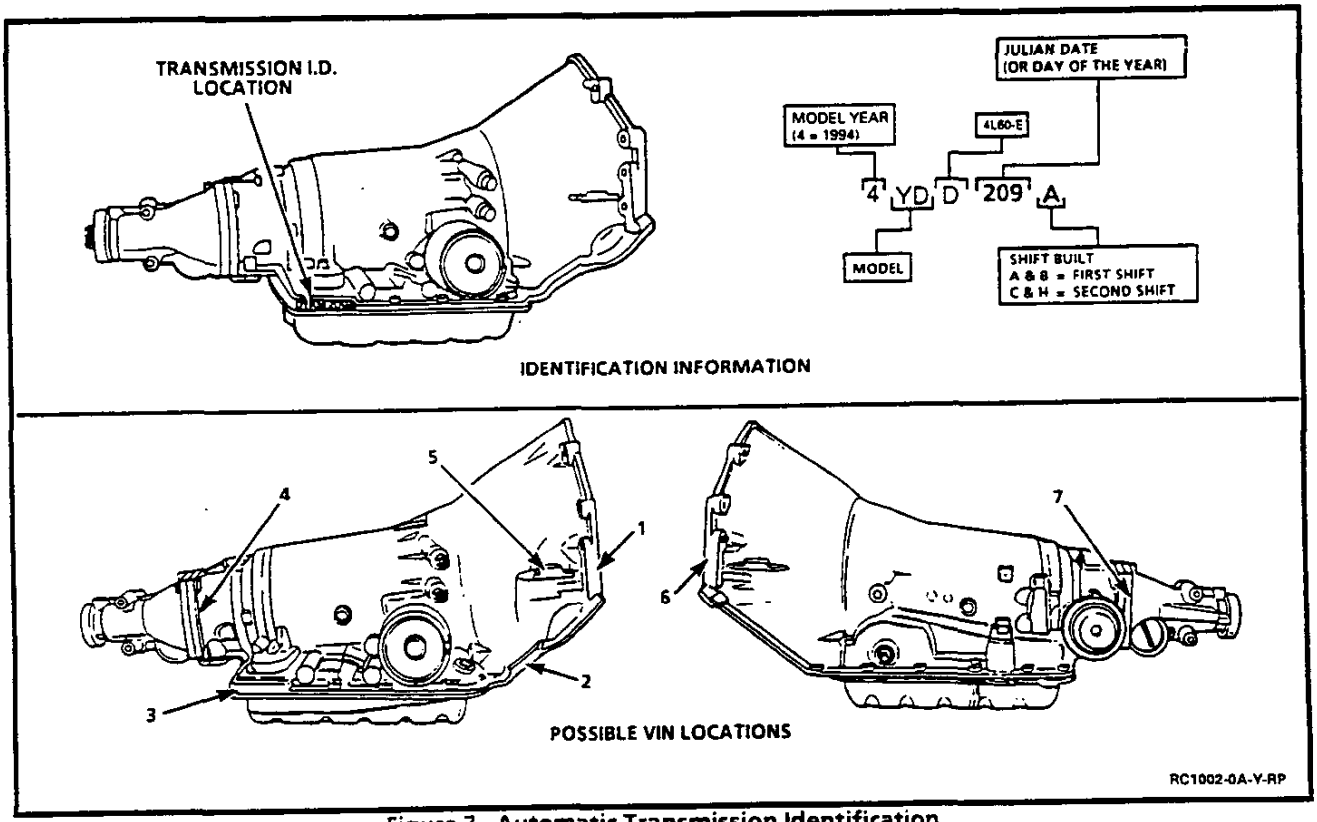


Figure 7 - Automatic Transmission Identification

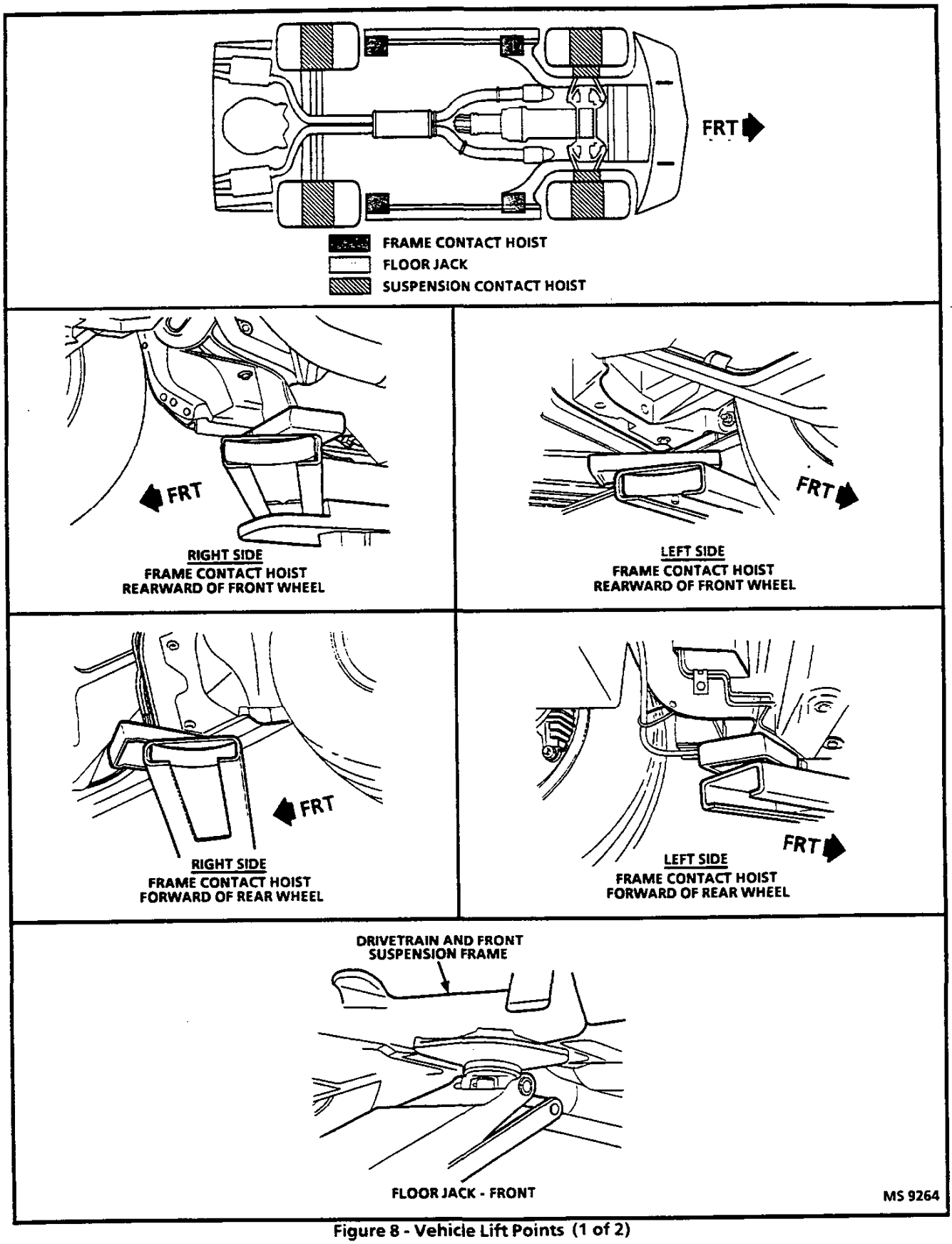


Figure 8 - Vehicle Lift Points (1 of 2)

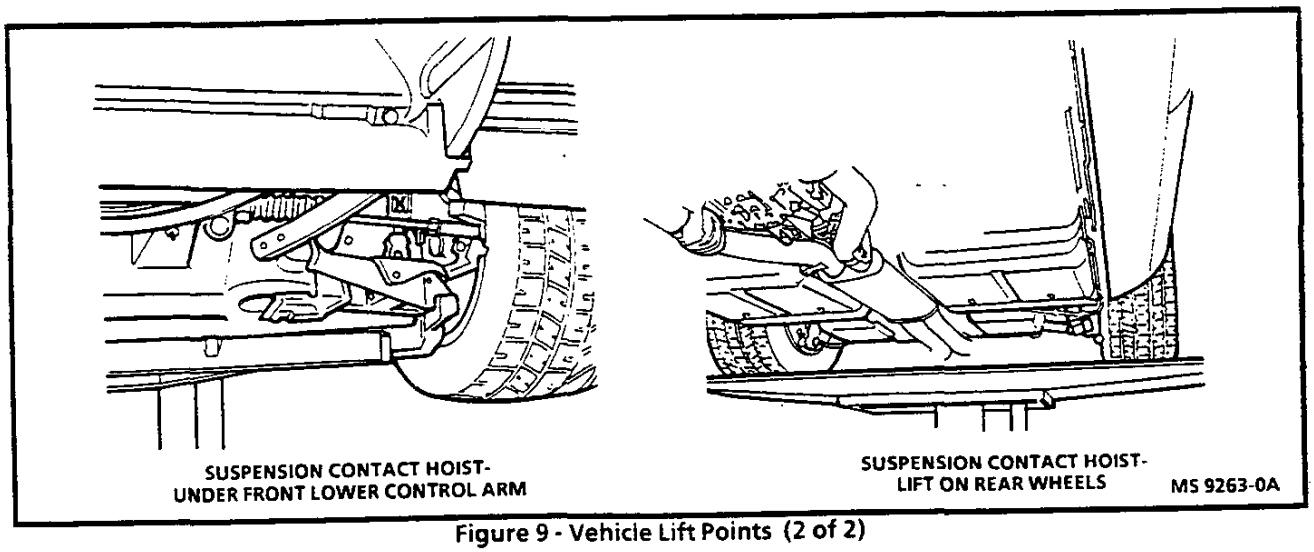


Figure 9 - Vehicle Lift Points (2 of 2)

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.

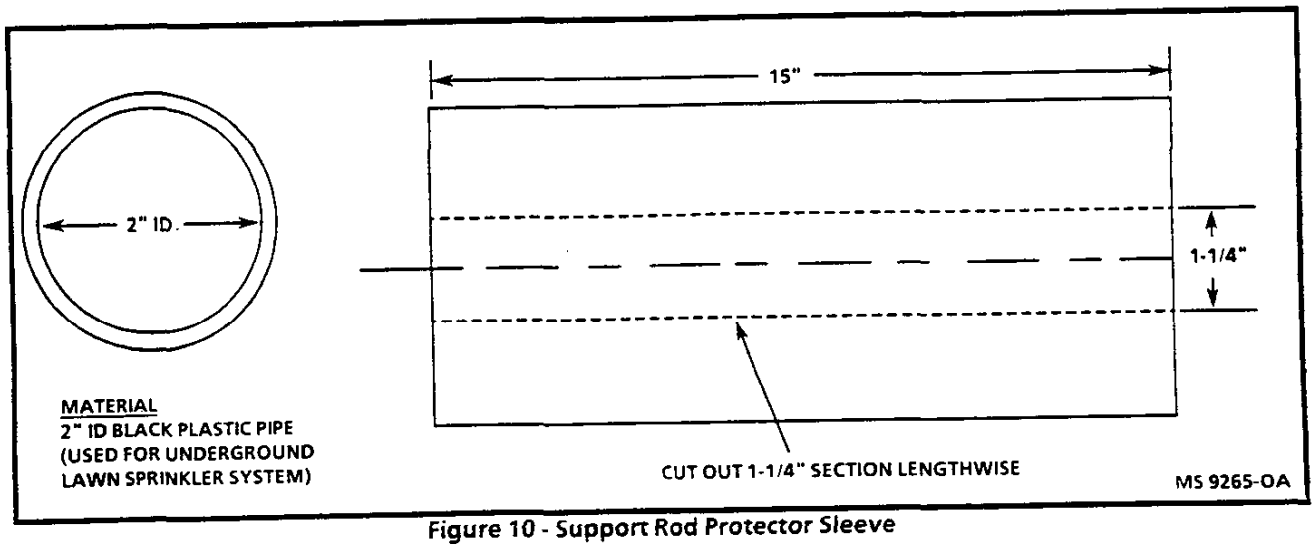


Figure 10 - Support Rod Protector Sleeve

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.

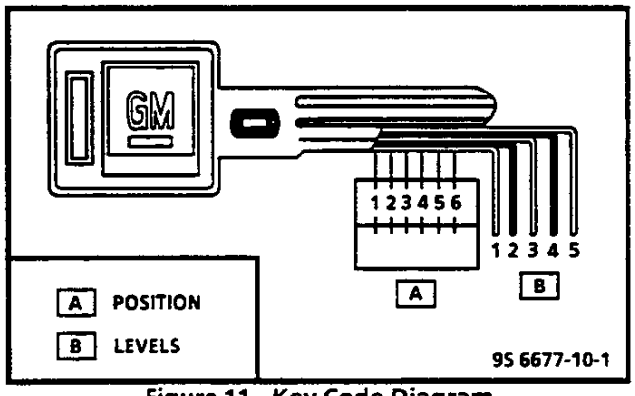


Figure 11 - Key Code Diagram

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.

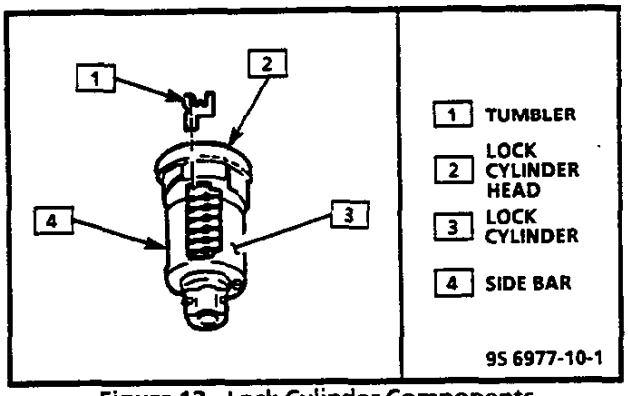


Figure 12 - Lock Cylinder Components

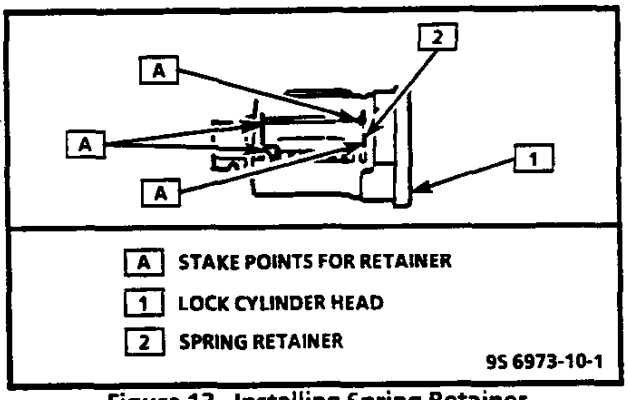


Figure 13 - Installing Spring Retainer

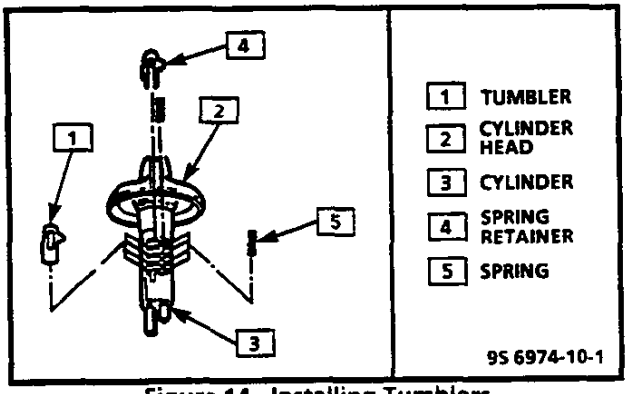


Figure 14 - Installing Tumblers

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.

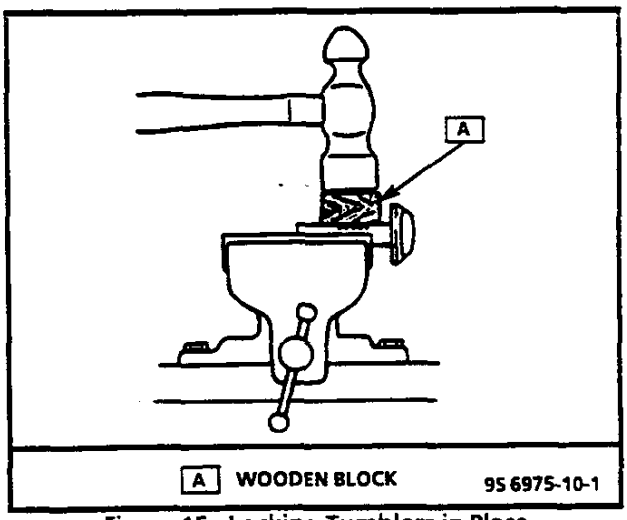


Figure 15 - Locking Tumblers in Place

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.

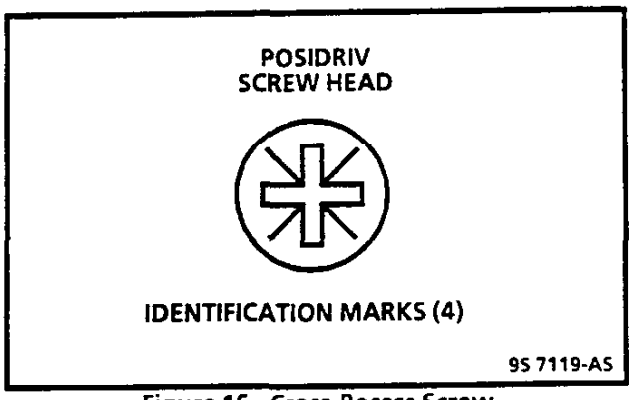


Figure 16 - Cross-Recess Screw

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.

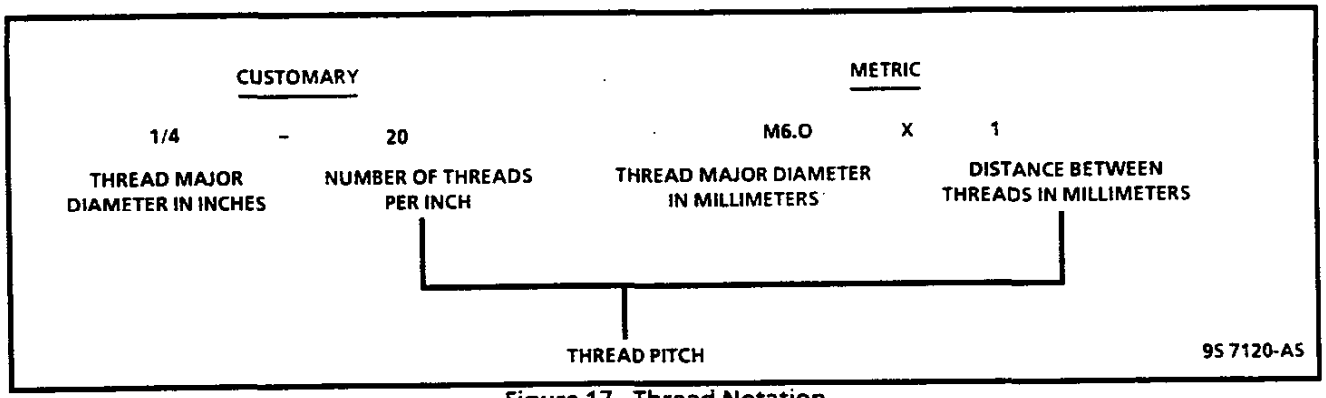


Figure 17 - Thread Notation

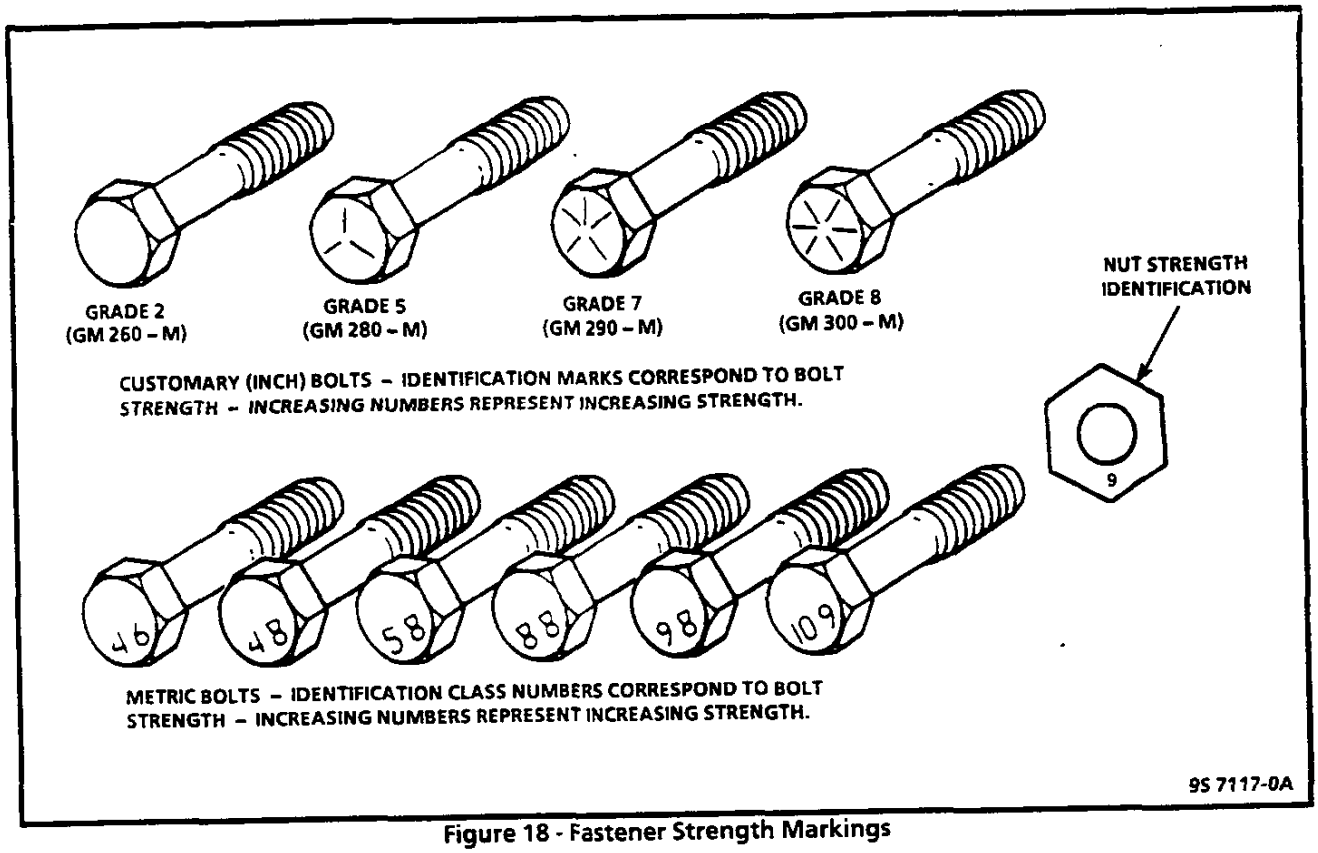


Figure 18 - Fastener Strength Markings

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.

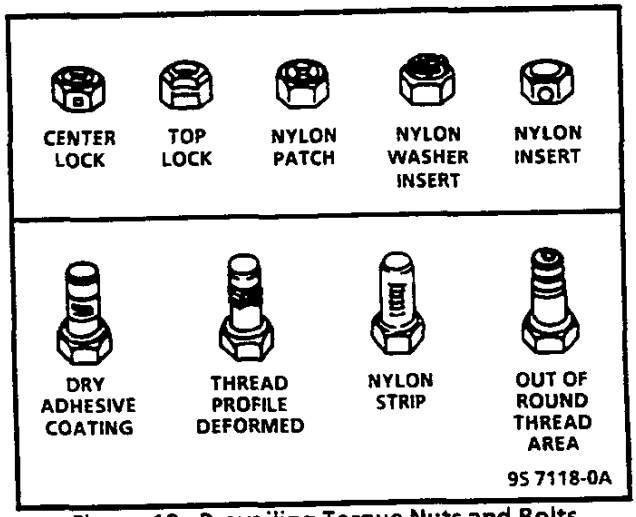


Figure 19 - Prevailing Torque Nuts and Bolts

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
AK5	Driver and Passenger Front Seat Inflatable Restraint System
AQ9	Passenger/Driver Reclining Seat
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)
C60	Manual Control Air Conditioning
C68	Electronic Control Air Conditioning
DC8	Remote Control Electric LH & RH Outside Mirror
DL8	LH/RH Heated Sport Mirrors
FE1	Soft Ride Suspension
FE7	Heavy Duty Suspension
FE9	Federal Emission Certification
FX3	Electronic Ride & Handling
GM1	2.59 Ratio Rear Axle
GM3	3.45 Ratio Rear Axle
GT7	3.33 Ratio Rear Axle
G44	3.07 Ratio Rear Axle
G92	Performance Ratio Rear Axle
G95	Economy Rear Axle
JL9	Antilock Front & Rear Disc Brakes
J55	Heavy Duty Brakes
KC4	Engine Oil Cooler
KG9	140 Amp Generator
KW2	124 Amp Generator
KO5	Engine Coolant Heater (Canada only)

LT1	8-Cylinder, 5.7L (VIN P) Engine
LT5	8-Cylinder 5.7L (VIN J) Engine
ML9	ZF 6-Speed Manual Transmission
M30	Automatic 4-Speed 4L60-E Transmission
NA5	Federal Emission System
NB2	California Emission System
NK4	Sport Leather Steering Wheel
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
WY5	Extended Mobility Tire (EMT) Performance Package
XAA	Front Tire (P255/45ZR17)
XAU	Front Tire (P275/40ZR17)
XFR	Front Tire (P255/45ZR17, EMT)
YAA	Rear Tire (P285/40ZR17)
YAU	Rear Tire (P275/40ZR17)
YFS	Rear Tire (P285/40ZR17, EMT)
YBE	Rear Tire (P315/35ZR17)
Z07	Aggressive Sport Package
ZR1	Special Performance Coupe Package
10T	Arctic White Vinyl Top
10U	Arctic White Exterior Color
14I	Light Gray Interior Trim
143	Light Gray Leather Trim
19I	Black Interior Trim
193	Black Leather Trim
24S	Blue Removable Panel Roof
28U	Dark Cloisonn Blue Metallic Exterior Color
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
64S	Bronze Removable Panel Roof
643	Light Beige Leather Trim
66U	Light Melon Exterior Color
68T	Neutral Beige Cloth Top
70I	Torch Red Interior Trim
70U	Torch Red Exterior Color
703	Torch Red Leather Trim CB
73U	Black Rose Metallic Exterior Color
75U	Brilliant Red Metallic Exterior Color
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.

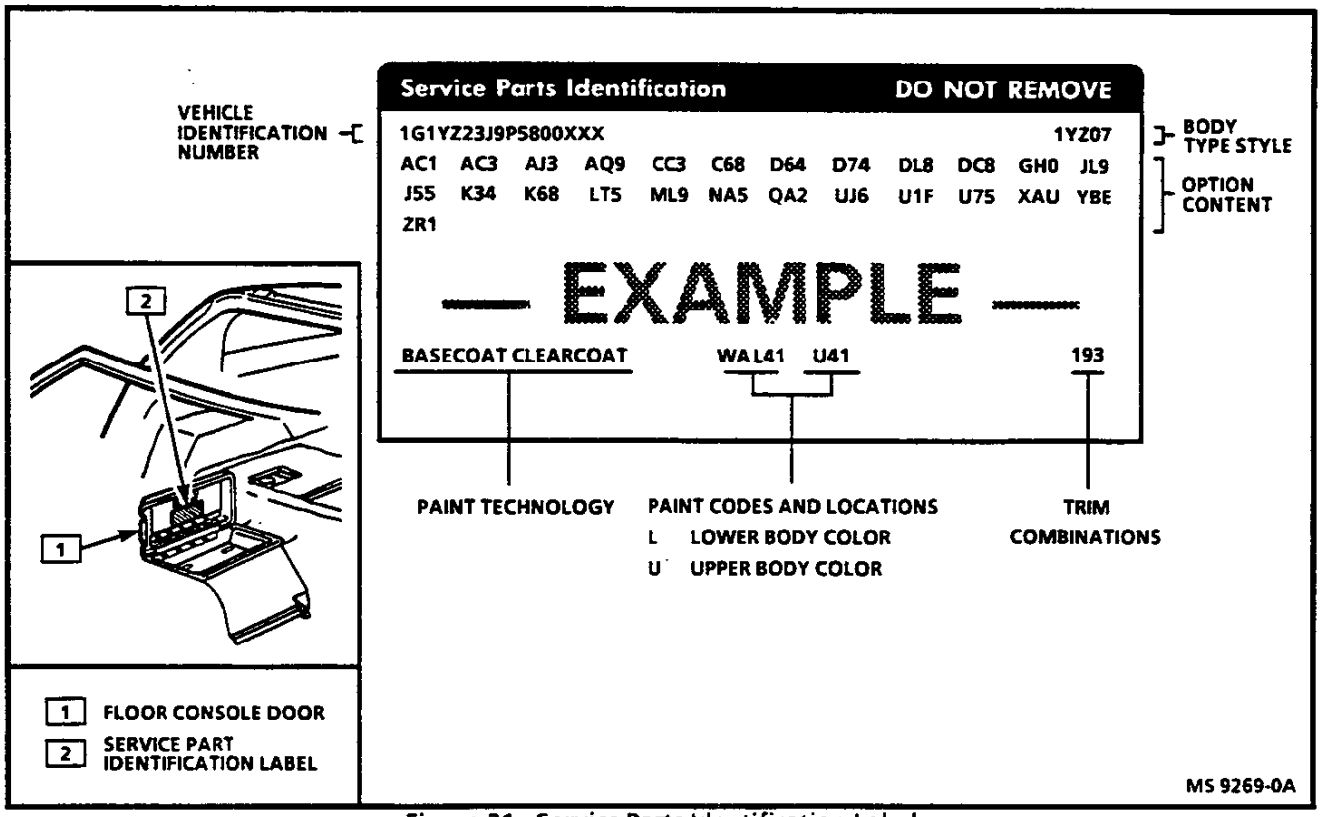
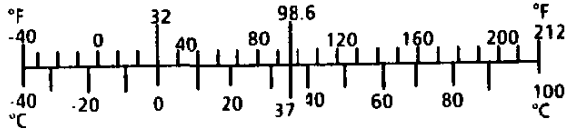


Figure 21 - Service Parts Identification Label

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 Key³ - 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

MS 9266-OA

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 of system damage could result.

CONTENTS

SCHEDULED MAINTENANCE SERVICE

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 reasonable road surfaces within legal operating limits.
- On unleaded gasoline.

SCHEDULE I

Figure 1

Follow Schedule I if the vehicle is operated 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 (80 000 km) 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 mi. (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. (166 000 km)																
7	Spark Plug Wire Inspection *†	Every 30,000 mi. (50 000 km)										●						
8	Air Cleaner Filter Replacement*	See text for service interval																
9	Fuel Tank, Cap & Lines Inspection *†	Every 30,000 mi. (50 000 km)										●						

FOOTNOTES:

* An Emission Control Service

† The U.S. Environmental Protection Agency or the California Air Resources Board 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 Maintenance Record in the Owner's Manual.

Figure 1 – Maintenance Schedule I

RC1001-0B-Y-RP

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 services shown in this schedule up to 45,000 miles (75 000 km) are to be performed after 45,000 miles (75 000 km) 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. (166 000 km)						
7	Spark Plug Wire Inspection*†	Every 30,000 mi. (50 000km)				●		
8	Air Cleaner Filter Replacement*	See text for service interval						
9	Fuel Tank, Cap & Lines Inspection*†	Every 30,000 mi. (50 000 km)				●		

FOOTNOTES: * An Emission Control Service

† The U.S. Environmental Protection Agency or the California Air Resources Board 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 Maintenance Record in the Owner's Manual.

Figure 2 – Maintenance Schedule II

RC1002-0B-Y-RP

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 illustrations 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.

Beginning mid-year 1993, oils of the proper quality will be identified with a new starburst symbol, shown in Figure 3. The starburst symbol indicates that the oil has been certified by the American Petroleum Institute (API) and is preferred for use in gasoline engines. If oil with the starburst symbol is not available, use oil with the doughnut-shaped logo, also shown in Figure 3. Any oil used must designate "API Service SH," SAE viscosity grade oil and "Energy Conserving II." Use only a synthetic oil that meets GM Standard GM4718M. Not all synthetic API service SH 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 SH or SG at all temperatures, or SAE 10W-30 API Service SH or 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 SH or SG at all temperatures. This oil should not be used for an oil change.

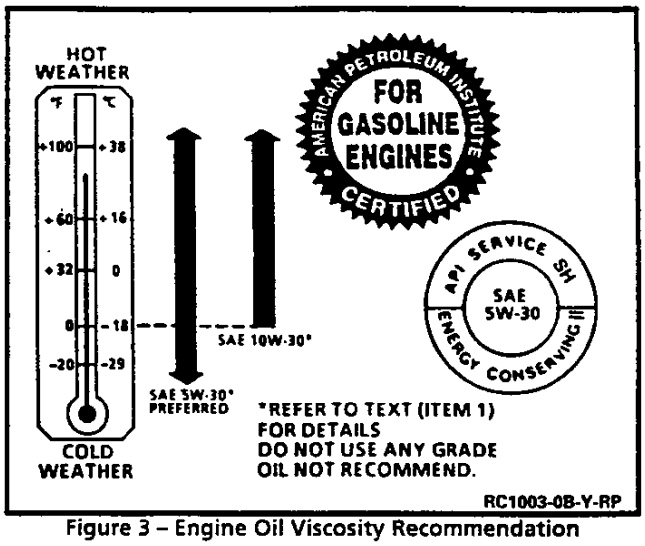


Figure 3 – Engine Oil Viscosity Recommendation

Engine Oil Life Monitor

The oil life monitor indicator light will come on when the engine oil needs to be changed, usually between 5 000 km (3,000 miles) and 12 500 km (7,500 miles) after the last oil change. Under severe conditions, the "CHANGE OIL" light may come on before 5 000 km (3,000 miles). The vehicle should not be driven more than 12 500 km (7,500 miles) or twelve months without an oil change.

The system will not detect dust in the oil, so if the vehicle has been driven under dusty conditions, the oil should be changed every 5 000 km (3,000 miles) or sooner if the "CHANGE OIL" light comes on.

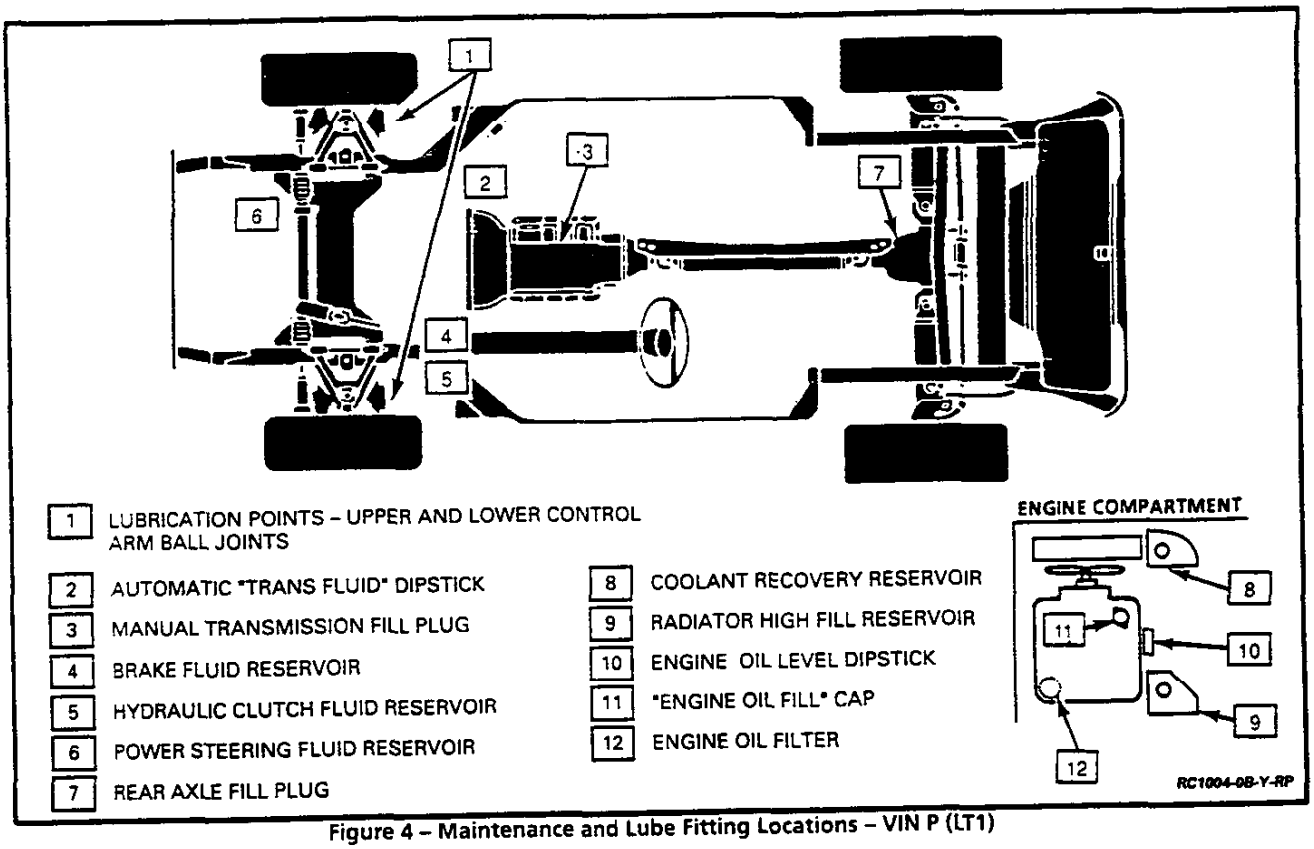
When changing oil, reset engine oil life monitor whether "CHANGE OIL" light comes on or not.

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.

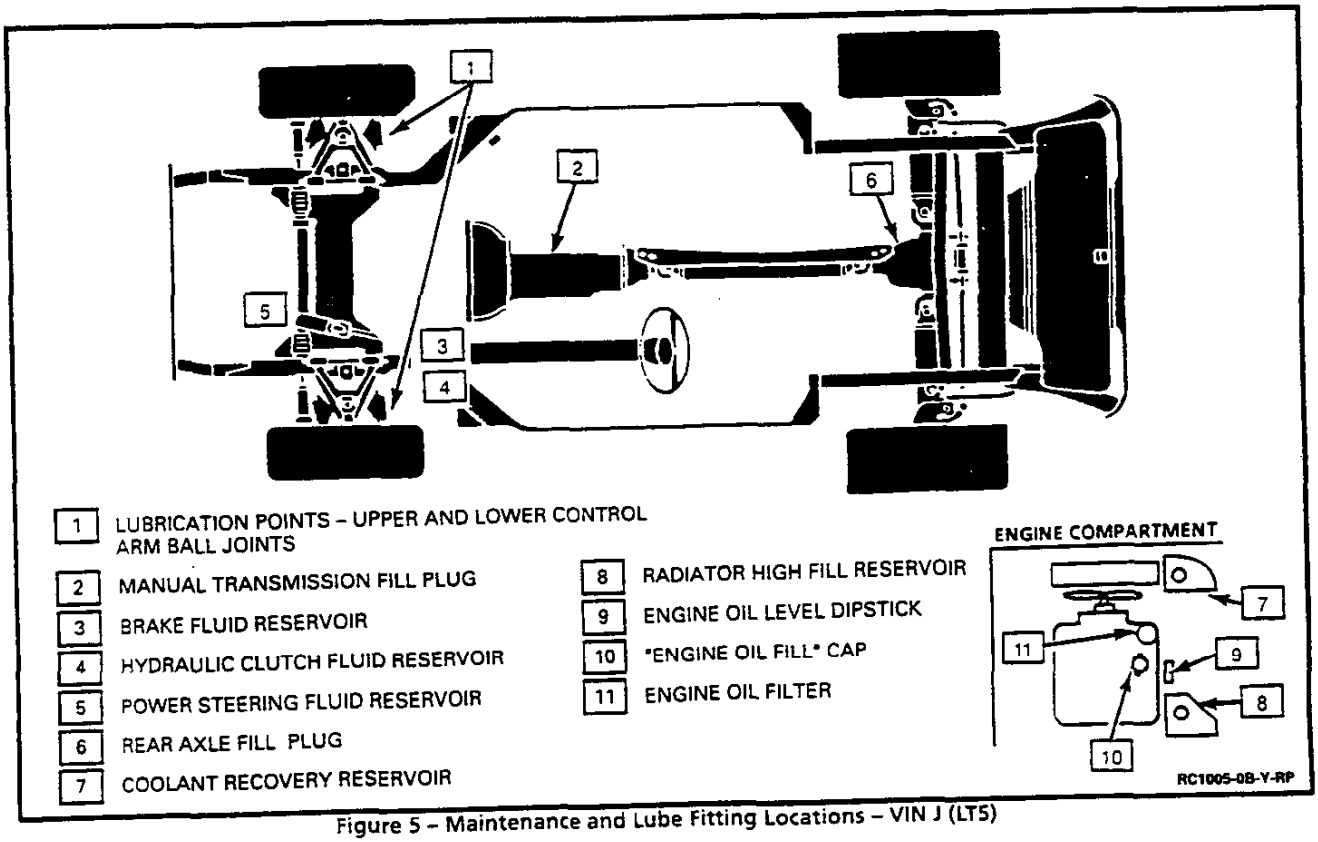
Item 2
Chassis Lubrication

Lubricate 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.



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 HIGH FILL RESERVOIR
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 HIGH FILL RESERVOIR
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 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. Belts can have many small cracks in individual ribs without affecting performance.

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 and boil 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. Refer to "Inspections and Other Required Services" in this section.

AUTOMATIC TRANSMISSION

Change both the fluid and the 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 (166 000 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

Restraint Systems

Make sure all belts, buckles, latch plates, retractors, anchorages and reminder systems are working properly. Look for any loose parts or damage. Replace parts as needed. Refer to SECTION 10-11.

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, leaks, 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 into the vehicle. Refer to SECTION 6F for exhaust system service.

Manual Transmission

Check transmission fluid level; add if needed. A fluid loss may indicate a problem. Check system and repair if needed. Refer to SECTION 7B.

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 flush with bottom of opening. Always replace filler plug and be sure it is fully seated and tightened to 35 N•m (26 lb. ft.).

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 filler 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 box 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.

Brake-Transmission Shift Interlock

Before performing the following procedure, place the vehicle on a level surface. Be sure to have enough room around the vehicle and do not use the accelerator pedal. Firmly apply the parking brake.

CAUTION: Follow the above precautions because the vehicle could move without warning and possibly cause personal injury and/or property damage.

With the engine off, turn the ignition "ON," but do not start the engine. Without applying the regular brakes, try to move the transmission shift lever out of "P" (Park) with normal effort. If the shift lever moves out of "P" (Park), repair the brake-transmission shift interlock. Refer to SECTION 8A.

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 plain 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)
Rear Axle Lubricant	1.5 qts. (1.42L)
Limited-Slip Additive	4.0 oz. (118 ml)
Transmission	
Automatic*	
Drain and Refill	10.0 pts. (4.7L)
Overhaul	21.6 pts. (10.2L)
Manual Overhaul	4.4 pts. (2.1L)
* Initial fill capacity – recheck after refill.	
Air Conditioning	
R134a Refrigerant	2.0 lb. (0.907 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)
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 10230259
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

Transmission (Manual) Fill and Drain Plugs	35 N•m (26 lb. ft.)
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.)
Wheel Nuts	140 N•m (100 lb. ft.)

TIRE PRESSURE SPECIFICATIONS

Spare	65 psi (448 kPa)
Except Spare	
ZR-1	35 psi (240 kPa)
Except ZR-1	30 psi (210 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®-III or DEXRON®-IIE — Automatic Transmission Fluid.

AUTOMATIC TRANSMISSION SHIFT LINKAGE — Engine Oil.

CHASSIS LUBRICATION — Chassis lubricant or lubricant 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 SH or SG Energy Conserving II 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 or Lubriplate Lubricant (GM Part No. 1050109)

HOOD LATCH, PIVOTS AND SPRING ANCHOR — Engine Oil.

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

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.

MANUAL TRANSMISSION — Manual Transmission Fluid SAE 5W-30 (GM Part No. 1052931 or equivalent).

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

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

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 80W-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.

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CORVETTE

FOR RELEASE September 1, 1993 CONTACT

#11248-052193

1994 Corvette Overview

ELKHART LAKE, WI—The Corvette turns 40 today, but the fun never stops. The milestone one-millionth Corvette rolled off the assembly line on July 2, 1992. Now a refined LT1 engine, an all-new interior, improvements in comfort, and added safety features are driving the Corvette toward its second million.

The 5.7-liter LT1 small-block V8 is even more satisfying to drive in 1994 with the introduction of sequential fuel injection. Sequential fuel injection optimizes combustion by precisely matching fuel delivery to each cylinder's intake stroke, firing the individual injectors in sequence with the LT1's firing order. This sophisticated system provides a smoother idle, better driveability, and lower emissions. The second-generation LT1's new SFI system incorporates a mass airflow sensor (MAF) in place of the speed-density system used on previous LT1 engines.

GM's highly regarded 4L60-E 4-speed automatic overdrive transmission is standard equipment on LT1-powered coupes and convertibles in 1994. The 4L60-E combines the durable and reliable design of the 4L60 with the precision and flexibility of electronic controls. The Corvette's Powertrain Control Module acts as an interface between the engine and transmission to provide the feel of a "seamless" powertrain.

The Corvette interior is completely redesigned for 1994, with new carpeting, new door trim panels, new seats, a new two-spoke steering wheel, and a new look for the instrument panel and console. The standard reclining bucket seats and optional articulated Sport seats both have leather seating areas exclusively. The new seats are designed for easier entry and exit.

The 1994 Corvette interior features include a passenger's side air bag and knee bolster as standard equipment. The door panels have storage space in the armrests, and the driver's window has an "Express Down" feature. The instrument panel's white graphics turn to tangerine at night.

Corvette engineers have improved the 1994 model's ride quality by reducing the recommended tire pressure for Corvette coupes to 30psi and lowering the spring rates used with the optional Selective Ride Control system. Shock rates have also been recalibrated.

ZR-1 coupes are outfitted with new five-spoke non-directional aluminum wheels (17 x 9.5 front, 17 x 11 rear) in 1994. Corvette convertibles have a bright outlook in 1994 with the introduction of a heated glass backlight.

Two new exterior colors are available: Admiral Blue and Copper metallic.

The Corvette has long been a showcase for GM's leading-edge technology. Its sophisticated systems include Passive Keyless Entry System (PKE), PASS-Key theft-deterrent system, and Bosch ABS/ASR anti-lock braking and traction control strategy. Chevrolet's all-weather Corvette has a lengthy list of standard equipment including the 300hp 5.7-liter V8 and 4-speed automatic overdrive transmission (the ZF 6-speed manual is a no-cost option), dual air bags, 4-wheel independent suspension, 4-wheel ABS, 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.

The Corvette competes in the high sport market segment against the Nissan 300ZX, Mitsubishi 3000GT, Porsche 968 and 944, Toyota Supra, 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

The Corvette isn't just an automobile—it's an American institution. More Corvettes have been built than any other single sports car in automotive history. More than half are estimated to be still on the road.

The first production Corvette rolled off a short assembly line in Flint, Michigan, on June 30, 1953. The one-millionth unit of America's premier production sports car—a white 1992 convertible—was built on July 2, 1992 at the Corvette Assembly Plant in Bowling Green, KY.

Two Corvette body styles are available: coupe and convertible. The ZR-1 "ultimate performance option" is available only on coupes. The ZR-1 option includes a 5.7-liter DOHC LT5 engine, special bodywork, wider wheels and tires, larger front disc brakes, a selective ride and control system, a low tire pressure warning system, and Delco/Bose stereo/cassette/compact disc player. Everything on the Corvette option list—except a transparent roof panel—is standard equipment on the ZR-1.

The 1994 announcement date is September 1, 1993.

Calendar-Year Sales History And Product Milestones		
	1984	30,424
	1985	37,956
	1986	33,027
	1987	25,437
	1988	23,281
	1989	23,928
	1990	22,690
	1991	17,472
	1992	19,819
	1993	7,454 (through 5/10/93)

The Corvette competes in the high sport market segment against the Nissan 300ZX, Mitsubishi 3000GT, Porsche 968 and 944, Toyota Supra, and the Mazda RX-7. The ZR-1 option coupe—introduced in the fall of 1989 as a '90 model—competes against the Acura NSX, Porsche 911 and 928, Lamborghini, Ferrari, and Lotus.

The positive reception to the Corvette's second-generation LT1 engine, sophisticated ASR traction control strategy, enhanced comfort features, and suspension refinements—coupled with the excitement surrounding

the Corvette's 40th anniversary—have sent Corvette sales upward. The Bowling Green manufacturing plant has been working two shifts recently to meet the demand.

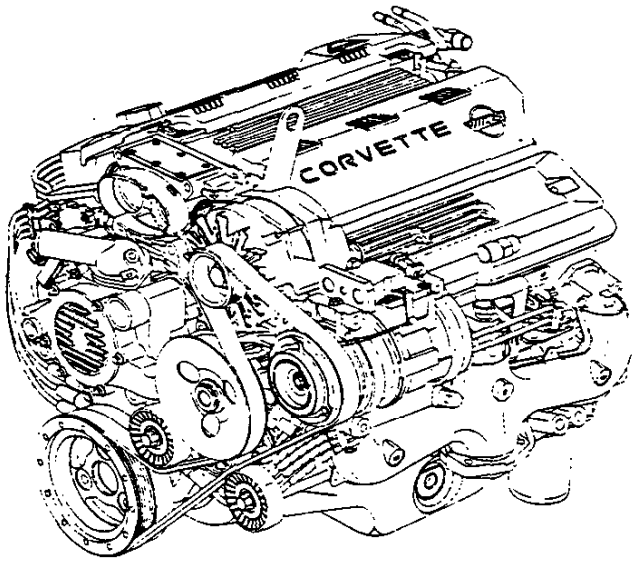
Product Milestones (by model year)

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 375hp V8; convertible hardtop returns
- 1991—Convex rear fascia added to all models
- 1992—Second-generation 300hp 5.7-liter V8 (RPO LT1) and Bosch ABS/ASR combination ABS and traction control strategy debut; 1,000,000th Corvette produced
- 1993—ZR-1 output increased to 405hp; Passive Keyless Entry introduced; 40th anniversary model

Specifications & Dimensions	Coupe	Convertible	ZR-1 Coupe
EXTERIOR			
Wheelbase (in.)	96.2	Same as Coupe	Same as Coupe
Overall Length (in.)	178.5	Same as Coupe	Same as Coupe
Overall Height (in.)	46.3	47.3	Same as Coupe
Overall Width (in.)	70.7	Same as Coupe	73.1
Min. Ground Clearance (in.)	4.2	Same as Coupe	Same as Coupe
Curb Weight (Std.)(lbs.)	3317	3358	3503
INTERIOR			
Head Room (in.)	36.5	37.0	Same as Coupe
Leg Room (in.)	42.0	Same as Coupe	Same as Coupe
Shoulder Room (in.)	53.9	Same as Coupe	Same as Coupe
Hip Room (in.)	50.8	Same as Coupe	Same as Coupe
Trunk/Cargo Volume (cu. ft.)	12.6	6.6	Same as Coupe

Engine Specifications	LT1	LT5
Type	OHV V8	DOHC V8
Block Material	Cast Iron	Cast Aluminum
Cylinder Head Material	Aluminum	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 (cu. in./cc)	350/5734	350/5727
Compression Ratio	10.5:1	11.0:1
Induction System	SFI	SFI
Valves/Cylinder	2	4
Lifters	Hydraulic	Hydraulic
Cam Drive	Chain	Chain
Horsepower @ rpm (SAE net)	300 @ 5000	405 @ 5800
Torque @ rpm (SAE net)	340 @ 3600	385 @ 5200
Redline (rpm)	5700	7000
Recommended Fuel (Minimum)	91 Octane	91 Octane



5.7-Liter SFI V8 (LT1)

NEW '94 America's favorite small-block V8 is even better in 1994 with the introduction of **sequential fuel injection**. A new Powertrain Control Module (PCM) has the capacity to control the individual fuel injectors, the optical ignition system, and the 4L60-E automatic transmission.

Sequential fuel injection optimizes combustion by precisely matching fuel delivery to each cylinder's intake stroke. SFI fires the injectors individually in sequence with the LT1's 1-8-4-3-6-5-7-2 firing order. Sequential injection provides a smoother idle, better driveability, and lower emissions.

The LT1's new SFI system incorporates a **mass airflow sensor** (MAF); previous LT1 engines (1992-93) used a speed-density system. The mass airflow sensor provides accurate information on the amount of air entering the engine, which the Powertrain Control Module uses to determine the fuel requirement.

> "The addition of sequential fuel injection in 1994 greatly enhances the proven design of the 5.7-liter engine. Customers will see notable improvements in driveabilty and response."
>
> Dan Hancock, Chief Engineer
> 4.3/5.0/5.7L Engines

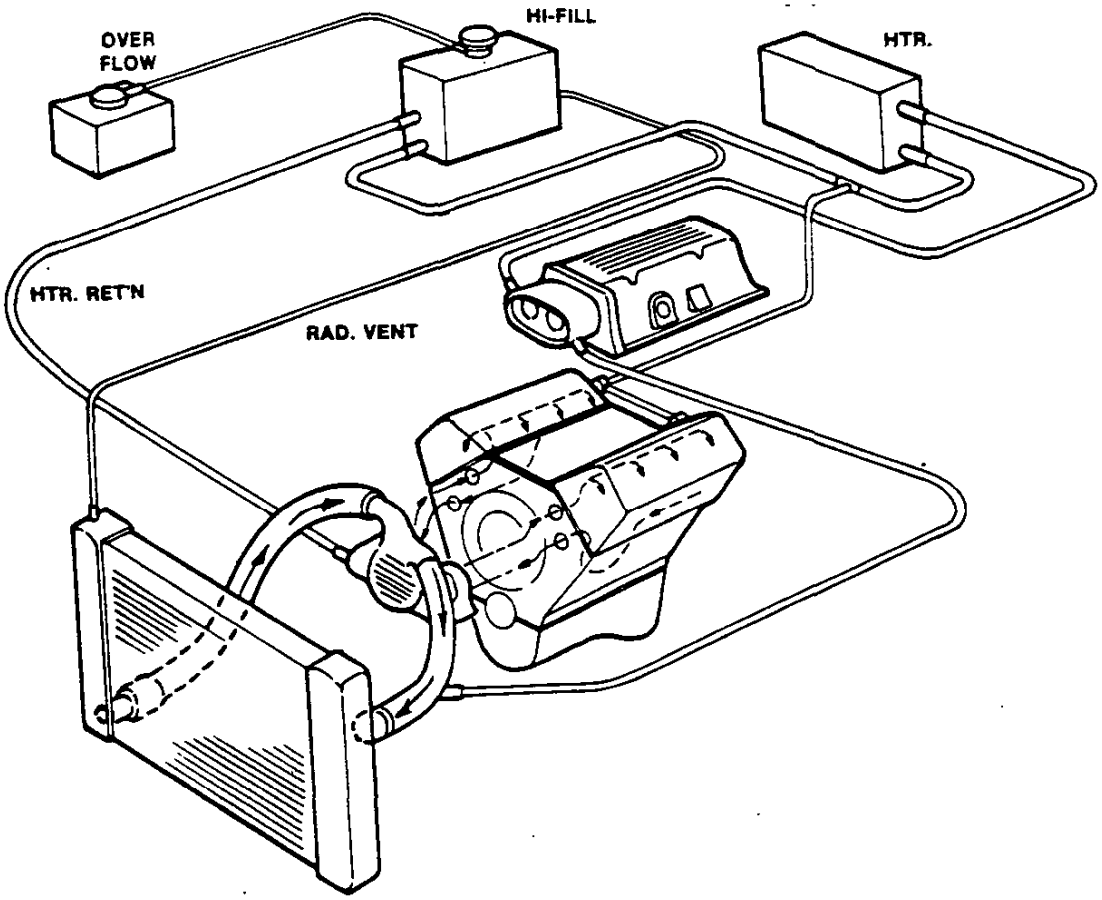
A new, more powerful ignition system provides outstanding cold-start performance under severe conditions. Even at temperatures as cold as 20 degrees below zero, the LT1 starts quickly.

These changes build on the improvements made in the 1993 model year. A camshaft profile with shorter intake valve duration pumped up the LT1's torque by 10 lb.-ft. to 340 lb.-ft. at 3600 rpm. The new cam design, coupled with composite rocker covers, also reduced valvetrain noise.

Introduced in the 1992 model year, the 5.7-liter LT1 V8 packs impressive performance and responsiveness into an efficient package. This second-generation Chevy small-block delivers 300 horsepower at 5000 rpm—the highest net horsepower from a production-car small-block in Chevy history. The LT1's operating range extends hundreds of rpm beyond most OHV engines, giving the LT1 the low-speed punch of a traditional pushrod engine and the high-speed performance of an OHC design. This "best of both worlds" character makes the LT1 an ideal powerplant for the high-performance Corvette.

Horsepower is not the LT1's only strength, however. Its creators sought to design an engine with "balanced excellence"—a powerplant that combined outstanding efficiency, emissions compliance, durability, and performance. The LT1 equals or exceeds world-class V8 engine standards for mass, size, fuel consumption, emissions and cold-start.

> "The LT1's design integrity is evidenced by the outstanding customer response we have had since its introduction. The LT1 was a radical re-design of our 350ci V8. The customer's vote is in. The LT1 is a success."
>
> Dan Hancock, Chief Engineer
> 4.3/5.0/5.7L Engines



Reverse Flow Cooling

The cooling system is one of the most significant features of the LT1. Key components include an innovative gear-driven coolant pump with cast internal cross-over passages, an inlet-side thermostat and pressurized high-fill reservoir.

Unlike many conventional systems that send cold coolant directly from the water pump through the block and 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 coolant circulates through the cylinder case.

After the coolant 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.

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 leaks. The gear-driven pump ensures coolant flow even if the accessory drive belt fails. The gear drive eliminates side-load stresses on the pump bearing, improving its reliability.

Benefits of the LT1's reverse flow cooling include an overall reduction in the amount of pressure in the system and the elimination of pitting or cavitation erosion of the pump and seal. Heat transfer in the engine and radiator is also more efficient. Eliminating the coolant crossover made possible the design of a low-profile inlet manifold, which resulted in a shorter engine profile.

Routing the coolant to the heads first contributes to higher bore temperatures and reduced ring bore friction. This process also assures adequate cooling around the valve seats and spark plug bosses. Strategically located bleed valves allow an air-free fill during service, eliminating the need for multiple thermal cycling.

Computer-Controlled Ignition Timing

To provide optimum spark control with no audible detonation, a sophisticated dual-electronic spark control system is employed. Named "Opti-Spark" after its optical position sensor, the angle-based system "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 and is more precise and efficient. It eliminates the traditional distributor ignition entirely.

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. A small bypass passage in the throttle body septum permits idle air to move through it, inhibiting throttle bore coking.

Exhaust & Emission Control

The LT1's emission control system includes three heated 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. The low- restriction, three-way converters reduce back pressure, which promotes 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 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 1994 are unchanged at 17 and 25 mpg, respectively.

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.

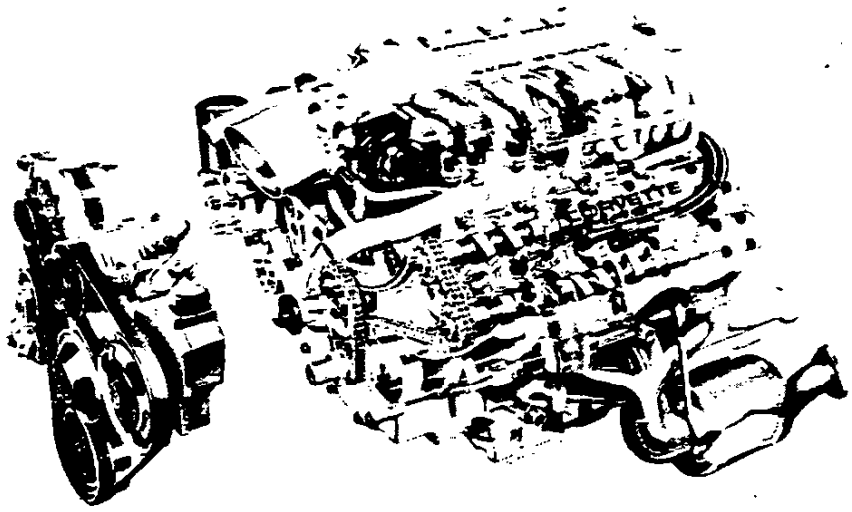
A single-sided serpentine belt assures maximum contact with all drive components. The entire system has been specifically tuned to keep the natural frequency of the accessory system outside the engine's normal frequency for smooth, quiet operation.

Cylinder Block

The cast iron LT1 cylinder block's bottom end is bolstered by four-bolt main bearing caps on the three center bearings.

Synthetic Lubrication

Corvette LT1 engines are filled at that factory with synthetic 5W-30 Mobil 1 engine oil that eliminates the need for a separate heavy-duty engine oil cooler.



5.7-Liter DOHC V8 (LT5)

After a 30-horsepower increase in the LT5's output in 1993, Corvette engineers are giving performance enthusiasts a chance to catch their collective breath in 1994. The sophisticated LT5—exclusive to ZR-1- equipped coupes—is unchanged for 1994. After all, with 405 hp at 5800 rpm and 385 lb.-ft. of torque at 5200 rpm, the ZR-1's performance level is already stratospheric.

The LT5's lofty performance level was achieved through improvements to the cylinder head and valvetrain—or, in hot rod terms, through porting and polishing. The changes included blending the valve heads and creating three-angle intake valve inserts. A sleeve spacer maintains port alignment of the injector manifold.

Other previous enhancements to the LT5 have included four-bolt main bearing caps, 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.

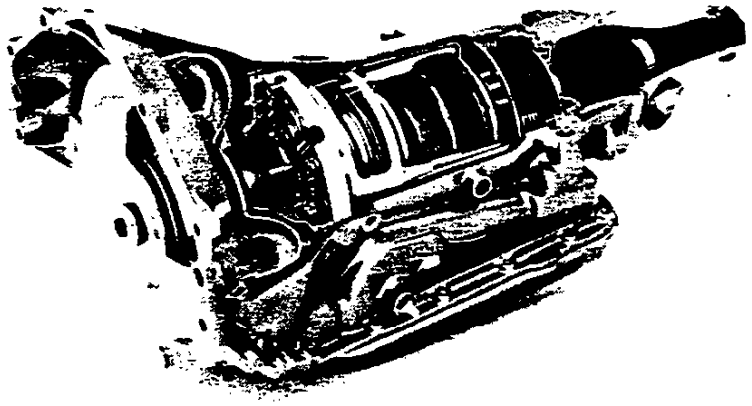
Highlights of the LT5 engine include:

- 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 (four 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 reduce 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 Brunswick Division of Mercury Marine Power in Stillwater, Oklahoma, the LT5 made its public debut in the fall of 1989 on the 1990 Corvette ZR-1 coupe.

Transmission Gear Ratios	Coupe & Convertible		ZR-1 Coupe
	Std. 4-Speed Automatic W/ Torque Converter	Opt. 6-Speed Manual	Std. 6-Speed Manual
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	Coupe & Convertible		ZR-1 Coupe
	Std. 4-Speed Automatic W/ Torque Converter	Opt. 6-Speed Manual	Std. 6-Speed Manual
Available	2.59/3.07	3.45	3.45



4L60-E 4-Speed Electronic Automatic Transmission

NEW '94 The highly regarded **4L60-E 4-speed automatic overdrive transmission** is standard equipment on LT1-powered coupes and convertibles in 1994. The electronically controlled 4L60-E replaces the 4L60 4-speed used previously.

The 4L60-E combines the durable and reliable design of the 4L60 with the precision and flexibility of electronic controls. Shift points and shift smoothness are controlled by four solenoids that are connected to the Powertrain Control Module (PCM). The PCM acts as an interface between the engine and transmission to

provide the feel of a "seamless" powertrain. The PCM monitors engine and transmission performance several times a second to ensure smooth gear changes and proper shift points.

NEW '94 **Altitude compensation** is a new feature of the 4L60-E. Changes in altitude or barometric pressure can affect the power output of the engine, resulting in a corresponding change in the shift feel—for example, firmer shifts at higher altitudes. Through the PCM, the 4L60-E shares information on barometric pressure with the engine, and therefore can compensate to maintain a more consistent shift feel even with significant changes in altitude.

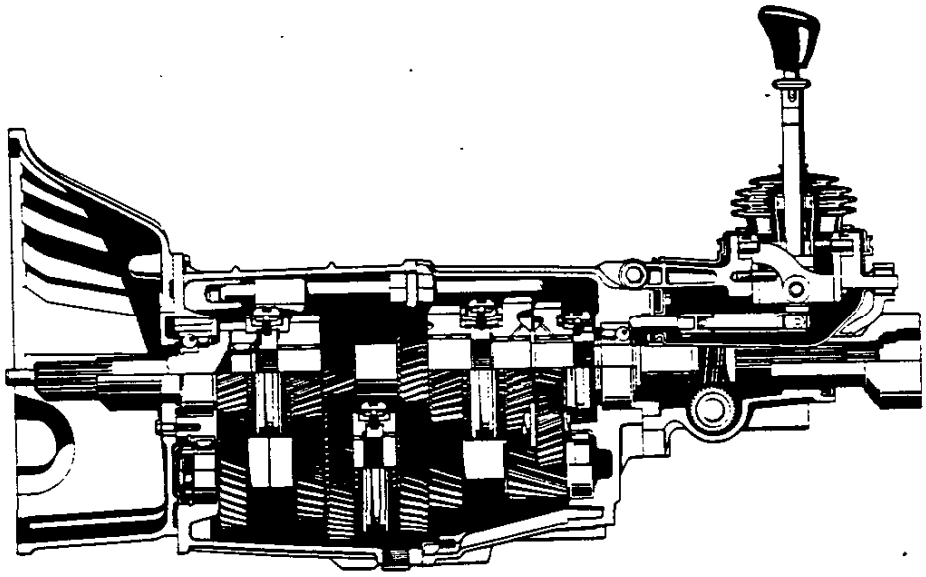
> "With built-in altitude compensation, the PCM selects a transmission shift pattern that will complement the performance of the engine. Essentially, the altitude compensation ability of the Hydra-matic 4L60-E is an aid to the overall operation of the entire powertrain."
>
> Phil Yuhasz, Program Manager
> 4L60-E Transmission

The 4L60-E's wide gear ratio spread enhances both performance and fuel economy. The 3.06:1 first gear ratio provides high torque multiplication for initial acceleration. The overdrive .70:1 gear ratio in fourth gear provides economical highway cruising.

> "The Hydra-matic 4L60-E was designed to provide strong torque, smooth gear shifting, and fuel-efficient operation. We meet all of these characteristics through the marriage of full electronic controls and one of the industry's widest gear ratio ranges available."
>
> Phil Yuhasz, Program Manager
> 4L60-E Transmission

The 1994 4L60-E is seven pounds lighter than its non-electronic 4L60 predecessor. This weight reduction was achieved by replacing the cast iron valve body with a lighter aluminum version.

NEW '94 **A brake-transmission shift interlock** is standard on models equipped with the 4L60-E automatic transmission. To shift from "Park," the brake pedal must be depressed.



6-Speed Manual Transmission

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 an unrestricted option on both the coupe and convertible in the 1990 model year.

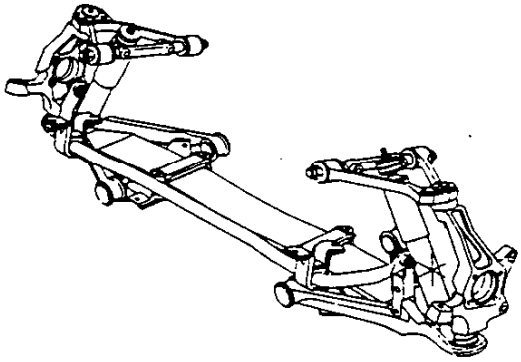
A significant feature of the 6-speed its Computer-Aided Gear Selection (CAGS). The CAGS system is designed to improve fuel economy during normal driving situations by directing the driver from first gear to fourth gear when accelerating lightly from a dead stop. A rapid acceleration cancels the one-to-four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

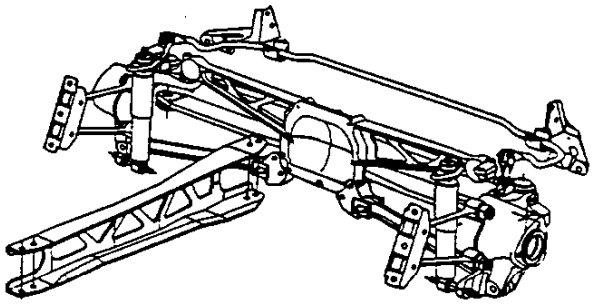
Rear Axle Ratios

NEW '94 A 3.07:1 **rear axle ratio** (RPO G44) is available on all automatic-equipped Corvettes in 1994. In previous years, this performance axle ratio was a restricted option.

The 2.79:1 axle ratio option has been discontinued.

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 W/ Transverse Monoleaf Spring, Steel Tie Rods & Anti-Roll Bar	Same as Coupe & Convertible





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 gymkhana 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 30mm anti-roll bar up front, a solid 24mm 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

NEW '94 Selective Ride Control (SRC) is optional equipment on the coupe and convertible and standard on ZR-1-equipped coupes. The system gives the driver a choice of three suspension settings—"TOUR", "SPORT" and "PERF" (performance).

Spring rates for the SRC system have been lowered in 1994 to improve the ride quality. The new front spring rate is 60 N/mm, and the revised rear spring rate is 26 N/mm.

Components of the SRC 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 SRC shock absorbers use the latest high-pressure gas technology to provide consistent, fade-free performance. They utilize large diameter pistons that produce high damping forces. The chief difference between the SRC shock absorbers and conventional units is the design of the damping rod, which can be rotated a maximum of 80 degrees. This produces differing damping rates, resulting in different ride qualities.

An electrically powered actuator assembly is mounted at the top of each shock absorber. These actuators rotate the shock absorber damping rods in response to electrical signals from the system processor. This action adjusts the damping characteristics by varying the oil flow through the bypass orifice.

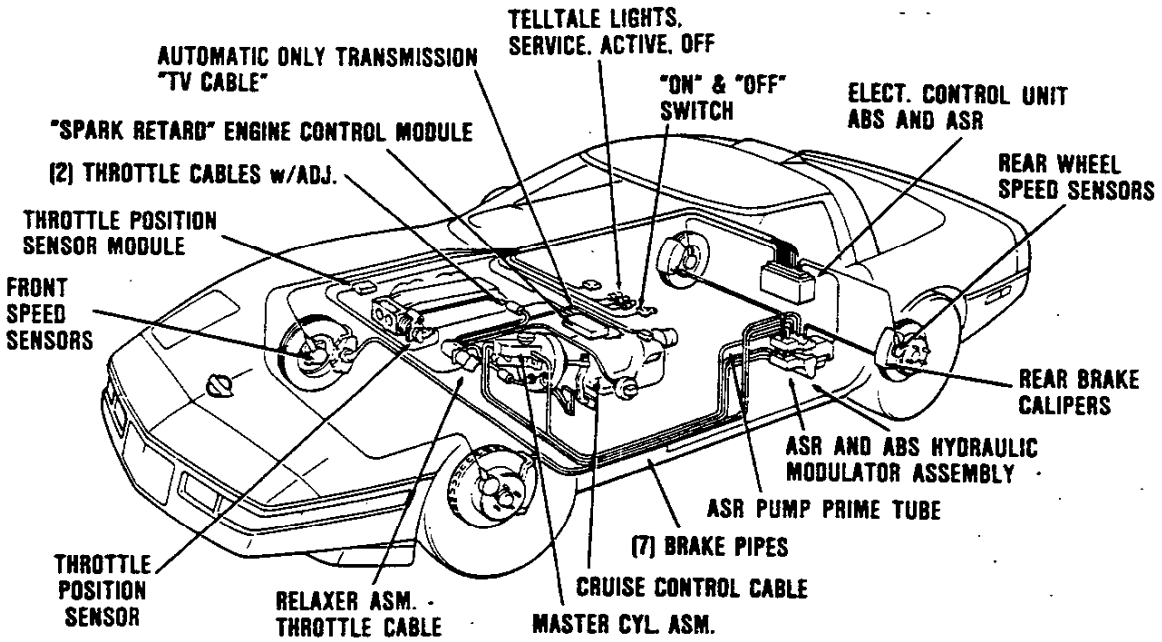
The processor "reads" the vehicle speed as well as the switch setting and adjusts the position of the damper actuators accordingly—reacting about every tenth of a second. The processor adjusts the dampers during both the compression and rebound stages. Other systems adjust only during the rebound.

Steering	Coupe & Convertible	ZR-1 Coupe
Type	Power Rack and Pinion	Same as Coupe & Convertible
Steering Ratio	15.7:1	15.6:1
Turns, Lock-to-lock	2.32	Same as Coupe & Convertible
Turning Diameter, Curb-to-Curb (ft)	40	Same as Coupe & Convertible

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

Brakes	Coupe & Convertible	ZR-1 Coupe
Type	4-Wheel Power Disc W/ Bosch ABS/ASR	Same as Coupe & Convertible
Front Size (Disc) (in.)	12 X 0.79	13 X 1.1
Rear Size (Disc) (in.)	12 X 0.79	Same as Coupe & Convertible
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 1994.



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.

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.

ASR 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
- The Corvette ASR system is capable of simultaneous or separate utilization of the engine torque control and brake intervention

- The throttle-cable-relaxer feature (introduced on 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 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 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:

- Throttle-cable relaxer (air restriction)
- Engine spark retard
- 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 automatically disabled during an ASR event and must 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 was first introduced on 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.

Physical Integration

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 into the microprocessors for the three subsystems into one ECU.

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

Wheels	Coupe & Convertible	ZR-1 Coupe
Standard Type	Aluminum Alloy	Same as Coupe & Convertible
Size, Front (in.)	17 X 8.5*	17 X 9.5
Rear (in.)	17 X 9.5	17 X 11
	*17 X 9.5-in. on Corvettes Equipped W/ Z07 Sport Suspension	

NEW '94 1994 ZR-1 coupes are outfitted with new **five-spoke non-directional aluminum wheels.** The wheel diameter and width (17x9.5 front, 17x11 rear) are unchanged from 1993.

The five-spoke wheel design gives the ZR-1 a distinctive appearance. The ZR-1's brake rotors, which are visible through the spokes, are now protected against corrosion.

The coupe and convertible are equipped with 17 x 8.5-inch front wheels and 17 x 9.5-inch rear wheels. Front and rear tires are P255/45ZR17 and P285/40ZR17 respectively. The dissimilar wheel and tire sizes balance tractive efforts—fore, aft and laterally.

For optimum race track performance, the Z07 Sport Suspension option uses four 17 x 9.5-inch wheels with P275/40ZR17 Goodyear GS-C tires.

Tires	Coupe	Convertible	ZR-1 Coupe
Standard Type	Goodyear Eagle GS-C Steel-Belted, Directional, Asymmetrical	Same as Coupe	Same as Coupe
Standard Size, Front	P255/45ZR17	Same as Coupe	P275/40ZR17
Rear	P285/40ZR17	Same as Coupe	P315/35ZR17

NEW '94 The recommended **tire inflation pressure** for 1994 Corvette LT1 coupe has been lowered to 30 psi to improve ride quality.

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 low tire pressure warning system (optional on coupes and convertibles and standard on ZR-1) 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

NEW '94 **The Corvette's interior is completely redesigned** for 1994, with new carpeting, new door trim panels, new seats, a new two-spoke steering wheel, and a new look for the instrument panel and console.

The 1994 Corvette's standard reclining bucket seats and optional articulated Sport seats have leather seating areas; cloth upholstery has been discontinued. The new seats are designed for easier entry and exit. The top-of-the-line sport seats (standard on the ZR-1 coupe) feature a six-way power adjustment and power lumbar support.

The 1994 Corvette's new interior includes the following safety, comfort, and convenience features:

- **A passenger's side air bag** and knee bolster is standard equipment.
- Both door panels have additional storage space in the armrests under lift-up lids.
- The instrument panel's white graphics turn to **tangerine** at night.
- The driver's power window has a new **"Express Down" feature** that opens the window completely with a touch of the window control.
- The **tire jack** is mounted in an interior storage compartment behind the passenger seat.

Available interior colors are black, torch red, light beige, and light grey. Arctic white has been discontinued.

Radio

All standard Corvette radio is 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. In 1993, the receiver was 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.

Exterior

Convertible Backlight

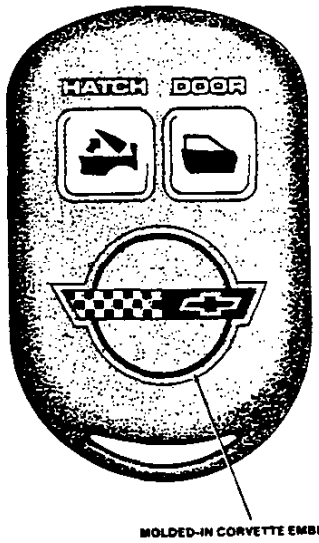
NEW '94 Corvette convertibles have a bright outlook in 1994 with the introduction of a **heated glass backlight**. Operation of the convertible top is unaffected by the change to a glass rear window.

Colors

NEW '94 Two new **exterior colors** are available in 1994: Admiral Blue and Copper metallic.

Passive Keyless Entry

The 1994 Corvette is equipped with a 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 include 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).

ZR-1 Unique Exterior Appointments

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

- Three "ZR-1" emblems—one on the rear fascia and one each above the "gills" located on either side.
- Wider P315/35ZR17 rear tires (standard Corvettes have P285/40ZR17 tires) and wider P275/40ZR17 front tires (standard Corvettes have P255/45ZR17 tires).
- 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.
- A wider body (approximately 3 inches total) from the doors rearward to accommodate the larger Goodyear tires.
- A raised-letter "Corvette" emblem on the rear fascia. All LT1-equipped Corvettes have the word recessed in the rear fascia.

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 1994 model has up to 16 microprocessors on board 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 embedded 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 activates or deactivates 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.

Warranty

GM's 3-year/36,000-mile limited warranty covers repairs for the 1994 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, and 5-year/50,000-mile emissions control system coverage. Items not covered include tires (which are covered by their manufacturer) and normal maintenance.

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Corvette Addendum

Extended Mobility Tires

The world's first run-flat tires to be fitted on conventional wheels are available as an option on Corvette in 1994. The new Goodyear GS-C EMT (extended mobility tire) can run up to 200 miles at 55 mph at zero inflation pressure.

The extended mobility tires are the same size as conventional Corvette tires (P255/54ZR17 front and P285/40ZR17 rear), and fit standard Corvette wheels. Run-flat tires are not available with the Z07 suspension or on ZR-1 models.

An EMT tire without air does not appear to be flat; therefore, the EMT option requires a low tire pressure warning system to alert the driver to a loss of air. The handling, ride, and lateral stability of the run-flat tires are impressive even at zero inflation.

The 1994 Corvette's optional GS-C EMT tires employ reinforced sidewalls and bead areas to keep the tire on a standard rim during cornering. Special polymers help dissipate heat when the tire is operated with low or zero air pressure.

1994 CORVETTE

GENERAL

	Coupe	Conv.
Base Price	$36,185	$42,960
Vehicle Type/Max. Passengers	2-Door	
Vehicle Class	Mini Compact	
Primary Structure	Welded Steel Uniframe	
Body Material	Fiberglass Reinforced Plastic (SMC)	
Restraint System	Driver & Passenger 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)	41.3

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 P255/45ZR17(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	SFI
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-E)	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]	3.45
Final Drive Ratios	1.81/2.15/1.91	1.725

PERFORMANCE

	Auto	Man
EPA Mileage (cty/hwy/cmbd)(mi)	17/24/19	17/27/20
Est. Cruising Range (cty/hwy)(mi)	340/480	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)	3,309	3,361
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/—

10/15/93

1994 CORVETTE ZR-1

GENERAL

Base Price	$67,443
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 & Passenger 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 x 1.10
Rear, size (in)	12.0 x .79
Total Swept Area (sq.in.)	211

WHEELS AND TIRES

Wheel Type/Size (in)	Aluminum 17 x 9.5 (frt), 17 x 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/ Valvetrain	Alum./ 4 Vlvs. per cyl.	
Hydraulic Lifters (yes/no)	yes	
Bore x Stroke (in./mm)	3.90 x 3.66/ 99 x 93	
Redline	7000	
Displacement (ltr/CID)	5.7/350	
Compression Ratio	11.0:1	
Induction System	SFI	
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
EPA Mileage (cty/hwy/cmbd)(mi)	17/25/20
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

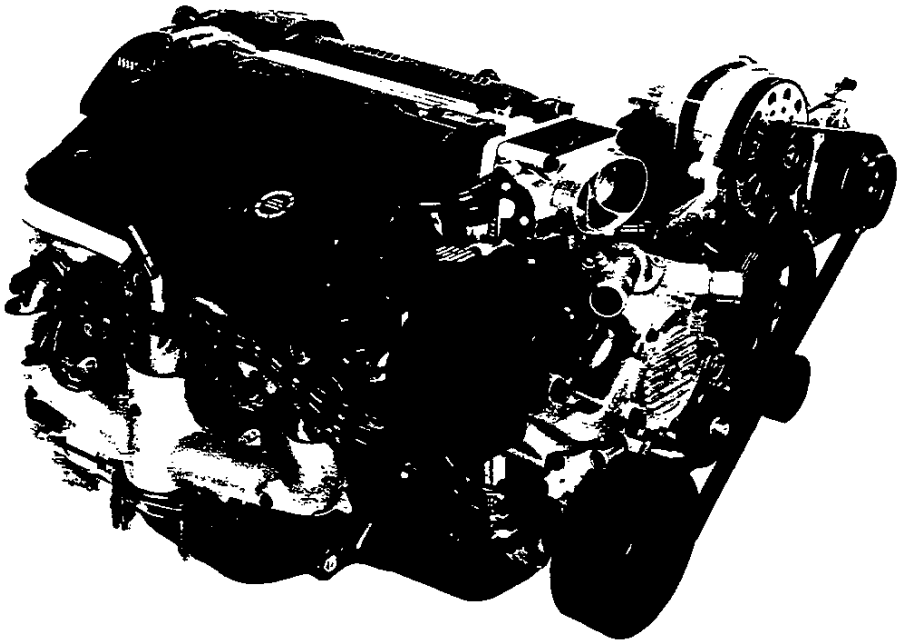
Wheelbase (in)	96.2
Track Width (frt/rear) (in)	57.7/60.6
Length Overall (in)	178.5
Width Overall (in)	73.1
Height Overall (in)	46.3
Min. Ground Clearance (in)	4.2
Weight Dist. (frt/rear)(%)	52/48
Curb Weight (lbs)	3,512
Overhang (frt/rear)(in)	41.6/40.7

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/—

5.7L V8
LT1

The performance of the exciting small block V8 LT1 equals or exceeds world-class V8 standards for mass, size, fuel consumption, emissions, and cold start.



Features/Benefits

- Sequential-port electronic fuel injection precisely delivers fuel directed with state-of-the-art flow control and spray pattern.
- Overhead valve configuration produces high torque at lower rpm for excellent take-off power and quieter operation.
- A low-restriction three-way catalyst on each cylinder bank maintains superior exhaust flow.
- A unique pressurized reverse-flow cooling system channels cooler water to the cylinder heads, creating optimum conditions for greater spark control and lower cylinder friction.
- Dual oxygen sensors on each cylinder bank feed information to the advanced engine control system for optimum control of fuel/air mixture.
- Gear-driven water pump ensures coolant flow even if accessory belt breaks.
- A short-runner intake manifold with multi-port fuel injection, high compression pistons, free-flowing aluminum cylinder heads, and a hydraulic roller camshaft are all part of the new small block's "power package."
- Opti-spark system is extremely precise, enabling spark control adjustments to be accomplished several times each second.
- Powerful ignition system offers superb cold start-ability. The LT1 starts within six-tenths of a second, even at 20 degrees below zero.
- Heart-shaped combustion chambers enhance combustion efficiency.
- The LT1 rpm range is increased 800 to 1,000 revs beyond normal overhead valve engines, giving the LT1 the low-end punch of an overhead engine and the high-speed responsiveness of an overhead cam engine.

Product Specifications

Type:
5.7L V8

Displacement:
350 cid (5737 cc)

Compression Ratio:
10.5:1

Valve Configuration:
Overhead Valves

Manufactured:
Flint, Michigan

Valve Lifters:
Hydrauiic

Firing Order:
1-8-4-3-6-5-7-2

Bore × Stroke:
4.00 × 3.48 in (101.60 × 88.39 mm)

Fuel System:
Sequential-Port Fuel Injection

Horsepower:
260 hp @ 5000 rpm (B)
260 hp @ 5000 rpm (D)
275 hp @ 5000 rpm (F)
300 hp @ 5000 rpm (Y)

Torque:
330 lb-ft @ 3200 rpm (B)
335 lb-ft @ 3200 rpm (D)
325 lb-ft @ 2000 rpm (F)
340 lb-ft @ 3600 rpm (Y)

Materials:
Block:
Cast Iron

Cylinder Head:
Cast Iron (B,D)
Cast Aluminum (F,Y)

Intake Manifold:
Cast Aluminum

Exhaust Manifold:
Cast Iron

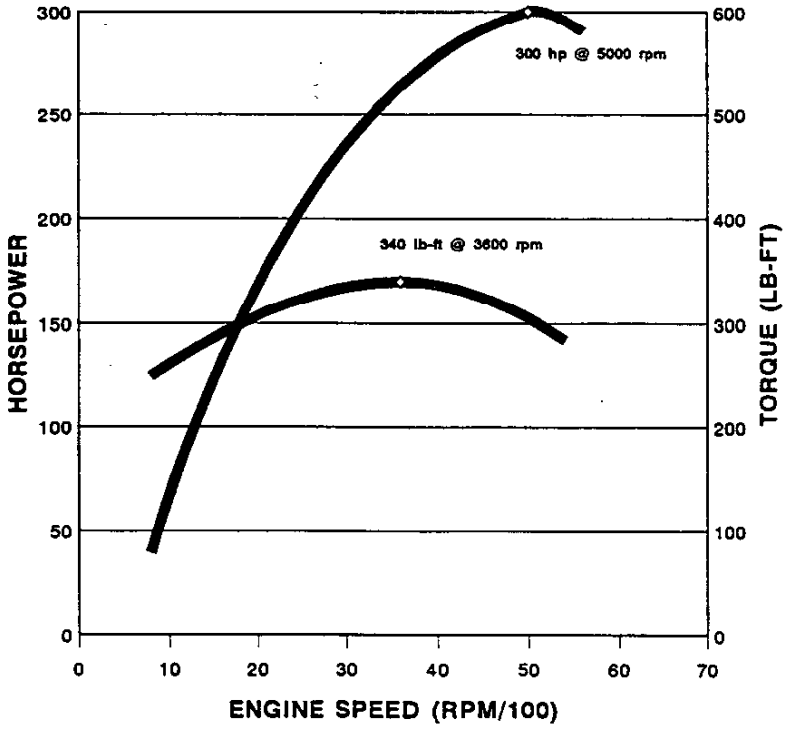
Main Bearing Caps:
Cast Iron

Crankshaft:
Cast Iron

Camshaft:
Cast Iron

Information may vary with application. All specifications listed are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

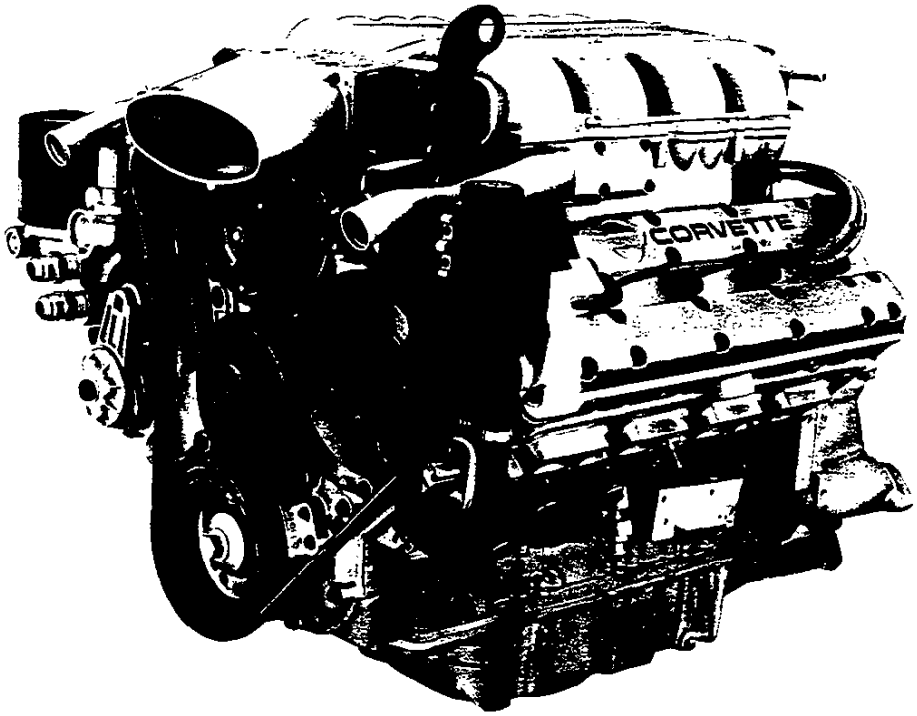
5.7L V8 Engine (LT1)



5.7L V8

LT5

Using four valves per cylinder and dual overhead camshafts to generate an awesome 405 horsepower, the LT5 V8 is a world-class performer.



Features/Benefits

- Dual overhead camshafts (four total) with direct lobe-to-lifter contact for high performance.
- High-speed, dual-spring, direct-acting valve train for strong torque at high rpm.
- Camshaft-duplex chain drive for durable, reliable operation and compact sprocket design.
- Four valves per cylinder (32 total) for optimum induction and exhaust breathing.
- Two fuel injectors per cylinder, one for each intake port, for the best fuel delivery range.
- Three-valve, high-flow throttle body.
- Sixteen-runner inlet manifold tuned to the power peak.
- All-aluminum block and heads reduce engine mass and improve fuel economy.
- Secondary-inlet port throttling for optimum high-speed performance and low-speed driving.
- Fast-burn cloverleaf combustion chambers, with centrally located spark plugs, for smooth and efficient operation.
- Sequential-port fuel injection system for precise metering of fuel to each cylinder for optimum engine efficiency.
- Direct-fire ignition system with electronic spark control for improved accuracy, durability and reliability.
- 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 operates only when needed for engine warm-up.

Product Specifications

Type:
5.7L V8

Displacement:
350 cid (5737 cc)

Compression Ratio:
11.0:1

Valve Configuration:
Dual Overhead Camshafts

Manufactured:
Stillwater, Oklahoma
(Under contract by the Mercruiser Division of Brunswick Marine Power)

Valve Lifters:
Hydraulic

Firing Order:
1-8-4-3-6-5-7-2

Bore × Stroke:
3.90 × 3.66 in (99.00 × 93.00 mm)

Fuel System:
Sequential-Port Fuel Injection

Horsepower:
405 hp @ 5800 rpm

Torque:
385 lb-ft @ 5200 rpm

Materials:
Block:
Cast Aluminum

Cylinder Head:
Cast Aluminum

Intake Manifold:
Cast Aluminum

Exhaust Manifold:
Stainless Steel

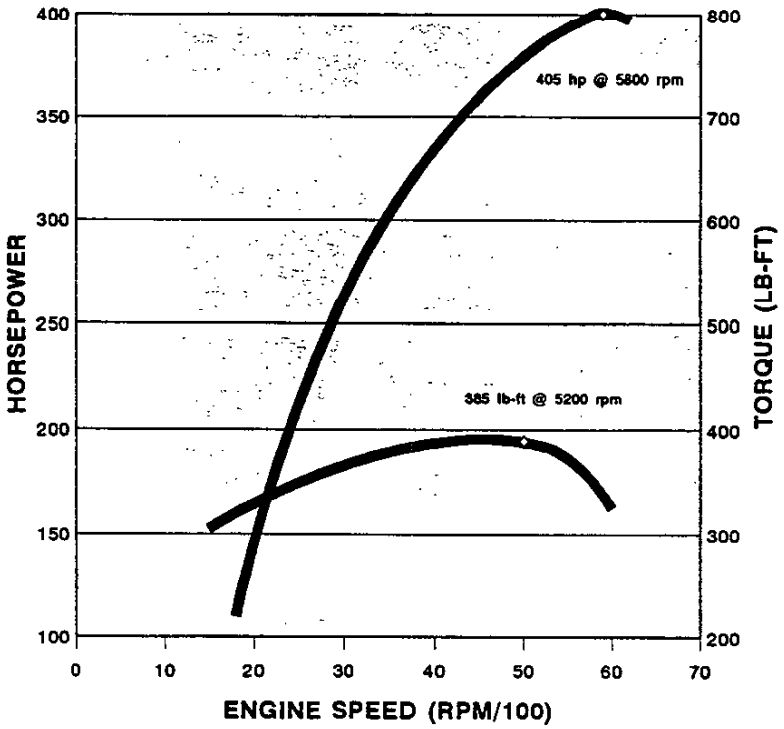
Main Bearing Caps:
Cast Nodular Iron

Crankshaft:
Nitrided Forged Steel

Camshaft:
Induction Hardened Cast Iron

Information may vary with application. All specifications listed are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

5.7L V8 Engine (LT5)



LT1 ENGINE - GENERAL

Type & description	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.)
Cylinder block material	Cast iron
Cylinder block deck height	229.4 mm (9.025 in.)
Cylinder block length	506.2 mm (19.93)
Deck clearance (minimum above or below block)	.025 Below
Cylinder head material	Aluminum
Cylinder head volume cu. cm. (cu. in.)	53.7 (3.28)
Head gasket thickness (compressed)	1.245 mm (.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
Cylinder 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 material	Cast Aluminum
Exhaust manifold material	Cast Iron
Knock sensor (number & location)	2 - One Each Side Of Cylinder Case
Fuel required	Unleaded
Fuel antiknock index (R + M)/2	91
Engine mounts — Quantity Material & type Added isolation	2 Hydraulic Damper 1 Crossmember
Total dressed engine mass (wt.) dry	261.44 kg. (576.4 lbs.), Auto.; 288.31 kg. (635.6 lbs.), Manual

LT1 ENGINE - PISTONS

Material	Cast Aluminum (Impacted) Coated

LT1 ENGINE - CAMSHAFT

Location	In Cylinder Block "V" Above Crankshaft
Material	Steel
Drive type	Chain

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

LT5 ENGINE - GENERAL

Type & description	90 deg. V Front, Longitudinal
Manufacturer	General Motors Powertrain Division
No. of cylinders	8
Bore	99 mm (3.90 in.)
Stroke	93 mm (3.66 in.)
Bore spacing (C/L to C/L)	111.8 mm (4.40 in.)
Cylinder block material & mass kg (lbs. machined)	Aluminum Alloy, 25.85 (57.0)
Cylinder block deck height	229.4 mm (9.03 in.)
Cylinder block length	506.2 mm (19.93 in.)
Cylinder head material & mass kg (lbs.)	Aluminum Alloy, 34.01 (75)
Cylinder liner material	Forged Aluminum Extrusion
Minimum combustion chamber total volume cu. cm. (cu. in.)	400cc (2.44 cu. in.)
Cylinder 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 material	Cast Aluminum
Exhaust manifold material & mass kg (lbs.)**	Stainless Steel, 14.97 (33)
Knock sensor (number & location)	1 - Right side of case
Fuel required	Unleaded
Fuel antiknock index (R = M)/2	91
Engine mounts — Quantity Material & type Added isolation	2 Hydraulic —
Total dressed engine mass (wt.) dry	341.93 kg. (753.6 lbs.)

LT5 ENGINE - PISTONS

Material & mass kg (weight, lbs.)	Cast Aluminum, 6.35 (14)

LT5 ENGINE - CAMSHAFT

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

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

1994

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.)

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) @ 1000 124 (18) @ 2000 165 @ 4000 (Hot)
Type oil intake (floating, stationary)	Stationary
Oil filter system	Full Flow
Capacity of crankcase, less filter-refill-L (qt.)	3.8 (4.0)

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.)

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) @ 2000. Minimum
Type oil intake (floating, stationary)	Stationary
Oil filter system	Full Flow
Capacity of crankcase, less filter-refill-L (qt.)	8.55 (9)

*Finished state.

LT1 & LT5 ENGINE - FUEL SYSTEM

Induction type: carburetor, fuel injection system, etc.		Sequential Fuel Injection
Manufacturer		AC/Rochester Products
Idle A/F mixture		Preset - No Adjustment Provided
Fuel Injection	Point of inj. (no.) Constant, pulse, flow Control (elec., mech.) Sys. press. kPa (psi)	Fuel Injectors At Inlet Ports Pulse Electronic - On Board Computer LT1: 300 (43.5), LT5: Not Applicable
Intake manifold heat control (exhaust or water thermostatic or fixed)		LT1: None; LT5: Water, Thermostatic
Air cleaner type		Replaceable Paper Element
Fuel filter (type/location)		Frame Mounted
Fuel pump	Type (elec. or mech.) Location (eng., tank)	Electric In Fuel Tank

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		Super Terne Coated Steel With High Density Polyethylene Liner (*)
Filler pipe	Location & material Connection to tank	Center Of Rear Deck 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

*13.600 kg. (30.0 lbs.)

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)		103 (15)
Circulation thermostat	Type (choke, bypass)	Choke
	Starts to open @ deg's C (F)	82 (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 (internal, external)		Internal
Cooling system capacity	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 jacket 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	600mm (23.6 in.)
	Height	438mm (17.24 in.)
	Thickness	235mm (0.93 in.), Auto; 34.0mm (1.34 in.), Manual Trans.
	Fins per inch	3.0 (16.9 fpi)
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.)
	Fan cutout type	Temperature Switch
	Drive type (direct, remote)	Direct
	RPM at idle (elec.)	2100
	Motor rating (wattage/elec.)	150W - 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

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)		103 (15)
Circulation thermostat	Type (choke, bypass)	Choke
	Starts to open @ deg's C (F)	82 (180)
Coolant 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
Bypass recirculation type (internal, external)		Internal
Cooling system capacity	With air conditioner - L (qt.)	13.94 (14.73)
	Opt. equip. specify - L (qt.)	Not Applicable
Water jacket 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	438mm (17.24 in.)
	Thickness	34mm (1.34 in.)
	Fins per inch	3.0 (16.9 fpi)
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.)
	Fan cutout type	Temperature Switch
	Drive type (direct, remote)	Direct
	RPM at idle (elec.)	2100
	Motor rating (wattage/elec.)	150W - 2200RPM
	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

SUSPENSION - GENERAL INCLUDING ELECTRONIC CONTROLS

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
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 & material)	Monoleaf, Filament Wound Glass - Epoxy Composite
	Insulators (type & material)	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.)	Cpe. 72.4 (413), Convt. 73.2 (418), FX3 60.0 (343), FE7 90.1 (515), ZR1 75.4 (431)
Suspension	Rate @ wheel N/mm (lb./in.)	Cpe. 25.5 (146), Convt. 25.7 (147), FX3 22.8 (130), FE7 29.4 (168), ZR1 26.1 (149)
Stabilizer	Type (link, linkless, frmless)	Link
	Material & O.D. bar/tube wall thickness	Base 24mm (0.94 in.) Dia. Tube, 3.6mm (0.14 in.) wall, FE7 30mm (1.18 in.) bar, ZR1 26mm (1.02 in.) tube, 3.6mm (0.14 in.) wall

SUSPENSION - REAR

Type 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 & mat.)		Monoleaf, Filamount Wound Glass - Epoxy Composite
	Size (Leaf: length & width; Coil: design height & i.d.; Bar: length & diameter)		Leaf: 1186mm (46.7 in.) x 89mm (3.50 in.) Coil & Bar - Not Applicable
	Spring rate N/mm (lbs./in.)		Base 39.9 (228), FX3 26.0 (149), FE7 57.2 (327), ZR1 33.0 (188)
	Rate @ wheel N/mm (lbs./in.)		Base 27.1 (155), FX3 20.2 (116), FE7 35.5 (203), ZR1 23.7 (135)
	Insulators (type & material)		Dual Rubber Polyisoprene
	If leaf	No. of leaves	Monoleaf
		Shackle (comp or tens)	Tension
Stabilizer	Type (link, linkless, frmless)		Link
	Material & O.D. bar/tube, wall thickness		Base & FE7 24mm (0.94 in.) Dia. Tube, 3.6mm (0.14 in.) wall, ZR1 26mm (1.02 in.) Bar

1994

FRONT COMPARTMENT	COUPE
All linear dimensions are in millimeters (inches).	
Effective head room	927 mm (36.5 in.) / Conv. 941 mm (37.0 in.)
Max. eff. leg room (accelerator)	1068 mm (42.0 in.)
Back angle (deg.)	28.0
Hip angle (deg.)	95.5
Knee angle (deg.)	125.5
Foot angle (deg.)	87.0
Design H-point front travel	165.0 mm (6.5 in.)
Normal driving & riding seat track travel	147 mm (5.8 in.)
Shoulder room	1368 mm (53.9 in.)
Hip room	1253 mm (49.3 in.)
Upper body opening to ground*	1091 mm (42.9 in.)
Steering wheel maximum diameter	380 mm (15.0 in.)
Steering wheel angle (deg.)	18.4
Undepressed floor covering thickness	24 mm (0.9 in.)

LUGGAGE COMPARTMENT	
Usable luggage capacity (cu. ft.)	356.8 (12.6) / Conv. 186.9 (6.6)
Liftover height*	898 mm (35.4 in.)

RESTRAINT SYSTEM		
Seating Position	Left	Right
Active - First seat	3-Point Active Lap & Shoulder Belt	3-Point Active Lap & Shoulder Belt
Passive - First seat	Air Bag Standard	Air Bag Standard

*EPA loaded vehicle weight, loading conditions.

MANUFACTURERS MOTOR VEHICLE SPECIFICATIONS

METRIC (U.S. Customary)

1994

Manufacturer	Vehicle Line	
CHEVROLET MOTOR DIVISION GENERAL MOTORS CORPORATION	CORVETTE	
Mailing Address		
30007 VAN DYKE WARREN, MI 48090-9065	Issued SEPTEMBER, 1993	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 American Automobile Manufacturers Association.

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.

MVMA

Motor Vehicle Manufacturers Association of the United States, Inc.

Blank Forms Provided by Technical Affairs Division

MVMA Specifications

METRIC (U.S. Customary)

Table of Contents

Ø **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 1994 Issued 9-93 Revised(*)

METRIC (U.S. Customary)

Vehicle Origin

Design & development (company)	G.M., Midsize Car Division
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 1994 Issued 9-93 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	LT5
	Displacement Liters (cu. in.)		5.7 (350)	5.7 (350)	5.7 (350)	5.7 (350)
	Induction system (FI, Carb, etc.)		Sequential Fuel Injection	Sequential Fuel Injection	Sequential Fuel Injection	Sequential Fuel Injection
	Compression ratio		10.5:1	10.5:1	10.5:1	11.0:1
	SAE Net at RPM	Power kW (bhp)	224 (300) @ 5000	224 (300) @ 5000	224 (300) @ 5000	302 (405) @ 5800
		Torque Newton meters (lb.ft.)	461 (340) @ 3600	461 (340) @ 3600	461 (340) @ 3600)	522 (385) @ 5200
	Exhaust Single, dual		Dual	Dual	Dual	Dual
TRANS	Transmission/ Transaxle		ML9 Manual Transmission 6-Speed	M30 Auto Transmission 4-Speed	M30 Auto Transmission 4-Speed	ML9 Manual Transmission 6-Speed
	Effective Final Drive/Axle Ratio (std. first)		3.45	2.59	3.07	3.45

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
2-Dr. Coupe (Special Performance ZR-1)	1YZ07	D	

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1994 Issued 9-93 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code SEQUENTIAL 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.)	1 Crossmember
Total dressed engine mass (wt) dry***		261.44 kg. (576.4 lbs.), Auto.; 288.31 kg. (635.6 lbs.), Manual

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 1994 Issued 9-93 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	SEQUENTIAL 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***			341.83 kg. (753.6 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 1994 Issued 9-93 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	SEQUENTIAL 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 1994 Issued 9-93 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	SEQUENTIAL 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 1994 Issued 9-93 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code SEQUENTIAL 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)		103 (15)
Circulation thermostat	Type (choke, bypass)	Choke
	Starts to open @ deg's C(F)	82 (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	600mm (23.6 in.)
	Height	438mm (17.24 in.)
	Thickness	235mm (0.93 in.), Auto; 34.0mm (1.34 in.), Manual Trans.
	Fins per inch	3.0 (16.9 fpi)
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 1994 Issued 9-93 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	SEQUENTIAL 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)		103 (15)
Circulation thermostat	Type (choke, bypass)	Choke
	Starts to open @ deg's C(F)	82 (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	438mm (17.24 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 1994 Issued 9-93 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code SEQUENTIAL 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.		Sequential 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 1994 Issued 9-93 Revised(*)

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code SEQUENTIAL 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.		Sequential 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	"
	Sictr switch or valve	"
	Separate fill	"

(*) – 13.600 kg. (30.0 lbs.)

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1994 Issued 9-93 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code SEQUENTIAL 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 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)	2.05 (125.3), Each
		Substrate type	Monolith
		Noble metal type	Platinum (Pt), Rhodium (Rh)
		Noble metal concentration (g/cu. cm.)	0.0009233 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
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, Tri Flow, Aluminized Stainless Steel, 28.57 (62.98)
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 1.09mm (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 1994 Issued 9-93 Revised(*)

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code SEQUENTIAL 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)	2.05 (125.3), Each
		Substrate type	Monolith
		Noble metal type	Platinum (Pt), Rhodium (Rh)
		Noble metal concentration (g/cu. cm.)	0.0009233 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
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, 28.35 (62.50)
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 1994 Issued 8-93 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	SEQUENTIAL 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)	Hydra-Matic, U.S.A. (M30)

Manual Transmission/Transaxle

Number of forward speeds		6
Gear ratios	1st	2.64
	2nd	1.78
	3rd	1.30
	4th	1.00
	5th	.74
	6th	.49
	Reverse	2.42
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 1994 Issued 9-93 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	SEQUENTIAL 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	2.64
	2nd	1.78
	3rd	1.30
	4th	1.00
	5th	.74
	6th	.49
	Reverse	2.42
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 1994 Issued 9-93 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	SEQUENTIAL FUEL INJECTION RPO LT1

Automatic Transmission/Transaxle

Trade Name		Hydra-Matic 4L60E
Type and special features (describe)		4-Speed Automatic Overdrive 4th Gear, Lock Up Torque Converter Clutch
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)	Yes (Brake Interlock)
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
	Final drive ratio	Not Applicable
Max. upshift vehicle speed - drive range km/h (mph)		2.59 Axle: 1-2 = 79 (49); 2-3 = 150 (93); 3-4 = N/A (@ Wide Open Throttle) 3.07 Axle: 1-2 = 66 (41); 2-3 = 124 (77); 3-4 = 214 (133) (@ Wide Open Thrtl)
Max. upshift engine speed RPM		5700 RPM
Max. kickdown speed - drive range km/h (mph)		2.59 Axle: 4-3 = N/A; 3-2 = 140 (87); 2-1 = 64 (40) 3.07 Axle: 4-3 = 201 (125); 3-2 = 116 (72); 2-1 = 51 (32)
Min. overdrive speed km/h (mph)		47 (29)
Torque converter	Type	3 Element With Converter Clutch
	Torus design	
	Number of elements	3
	Max. ratio at stall	1.91
	Type of cooling (air, liquid)	Liquid
	Nominal diameter	298 (11.75)
	Capacity factor "K"*	100
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.**		80.5 (176) 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 1994 Issued 9-93 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	SEQUENTIAL FUEL INJECTION RPO LT5

Automatic Transmission/Transaxle (NOT APPLICABLE)

Trade Name		
Type and special features (describe)		
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	
	Final drive ratio	
Max. upshift vehicle speed – drive range km/h (mph)		
Max. upshift engine speed RPM		
Max. kickdown speed – drive range km/h (mph)		
Min. overdrive speed km/h (mph)		
Torque converter	Type	
	Torus design	
	Number of elements	
	Max. ratio at stall	
	Type of cooling (air, liquid)	
	Nominal diameter	
	Capacity factor "K"*	
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 1994 Issued 9-93 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	SEQUENTIAL FUEL INJECTION RPO LT1

Axle Ratio and Tooth Combinations

		AUTOMATIC - M30		MANUAL - ML9	
Axle ratio (or overall top gear ratio)		2.59 (1.81)	3.07 (2.15)	3.45 (1.72)	3.33
Ring gear o.d.		200 (7.875)		216 (8.5)	
No. of teeth	Pinion	17	14	11	12
	Ring gear	44	43	38	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 1994 Issued 9-93 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	SEQUENTIAL 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 1994 Issued 9-93 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.)		Cpe.72.4 (413), Convt.73.2 (418),FX3 60.0 (343), FE7 90.1 (515),ZR1 75.4 (431)
Suspension	Rate @ wheel N/mm (lb./in)		Cpe.25.5 (146), Convt.25.7 (147),FX3 22.8 (130),FE7 29.4 (168), ZR1 26.1 (149)
Stabilizer	Type (link,lnkless,frmless)		Link
	Material & O.D. bar/tube, wall thickness		Base 24mm (0.94 in.) Dia. Tube, 3.6mm (0.14 in.) wall, FE7 30mm (1.18 in.) bar, ZR1 26mm (1.02 in.) tube, 3.6mm (0.14 in.) wall

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 39.9 (228), FX3 26.0 (149), FE7 57.2 (327), ZR1 33.0 (188)
	Rate @ wheel N/mm (lb/in)		Base 27.1 (155), FX3 20.2 (116), FE7 35.5 (203), ZR1 23.7 (135)
	Insulators(type & material)		Dual Rubber Polyisoprene
	If leaf	No. of leaves	Monoleaf
		Shackle(comp or tens)	Tension
Stabilizer	Type(link,lnkless,frmless)		Link
	Material & O.D. bar/tube, wall thickness		Base & FE7 24mm (0.94 in.) Dia. Tube, 3.6mm (0.14 in.) wall, ZR1 26mm (1.02 in.) Bar
Track bar (type)			None

MVMA Specifications

METRIC (U.S. Customary)

SUPPLEMENTAL PAGE

Vehicle Line CORVETTE
Model Year 1994 Issued 9-93 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 1994 Issued 9-93 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 thcknss.(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 thcknss (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.

% JL9 Base Front % J55 H.D. Front

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1994 Issued 9-93 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)

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.)	
	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)

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
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)	
Tire size (service description)	
Type (bias, radial, steel, nylon, etc.)	
Wheel (type & material)	
Rim (size, flange type and offset)	
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 1994 Issued 9-93 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.)	Out-side front	Wall to wall (l. & r.)		12.6 (41.3)
		Curb to curb (l. & r.)		12.2 (40.0)
	In-side 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
	Gear	Type		End Take-Off
		Ratios	Gear	--
			Overall	15.7:1
	Pump (drive)			Accessory Belt Driven, Lt. Wt. Transverse Compact Pump
	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
	Bear-ings (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 1994 Issued 9-93 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, Digital
	Warning device (light, audible)		Standard - Warning Indicator And Lamp
Temperature indicator	Type		Analog Display, Digital
	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		Air Horn
	Number used		2
Other			See Page 15A

* English Or Metric

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
- Park Brake 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/Flat Tire
- Low Coolant
- Air Bag
- Service Ride Control
- Battery Symbol
- Service Engine Soon
- ABS Active
- Low Oil
- Service ABS
- Service ASR
- ASR Active
- ASR Off
- Passive Keyless Entry
- Hazard Icon (Europe)
- Cat Temp (Japan Only)

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1994 Issued 9-93 Revised(*) _____

METRIC (U.S. Customary)

Engine Code/Description

5.7 LITER V8 (350 CID)
SEQUENTIAL FUEL INJECTION RPO LT1

Electrical – Supply System

Battery	Manufacturer	Delco Remy
	Model, std., (opt.)	655
	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)	50/140
	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 1994 Issued 9-93 Revised(*) _____

METRIC (U.S. Customary)

Engine Code/Description

5.7 LITER V8 (350 CID)
SEQUENTIAL 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 1994 Issued 9-93 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 1994 Issued 9-93 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		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)
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	

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1994 Issued 9-93 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	Header Tube And Center
	Eff. face area (sq. mm.)	245,430
	Fins per inch	16.9 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-134a
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 1994 Issued 9-93 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 1994 Issued 9-93 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
		Reckining(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 1994 Issued 9-93 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 1994 Issued 9-93 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	1253 (49.3)	
*** 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 1994 Issued 9-93 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 1994 Issued 9-93 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 1994 Issued 9-93 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 & M30)	772 (1702)	729 (1607)	1501 (3309)	1453 (3203)	V	30.0	70.0	-	-
1YY67	2-Dr. Convertible (LT1 & M30)	781 (1722)	743 (1638)	1524 (3360)	1476 (3254)	W	30.0	70.0	-	-
1YZ07	2-Dr. Coupe, ZR1 (LT5 & ML9)	831 (1832)	762 (1680)	1593 (3512)	1545 (3406)	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 1994 Issued 9-93 Revised(*)

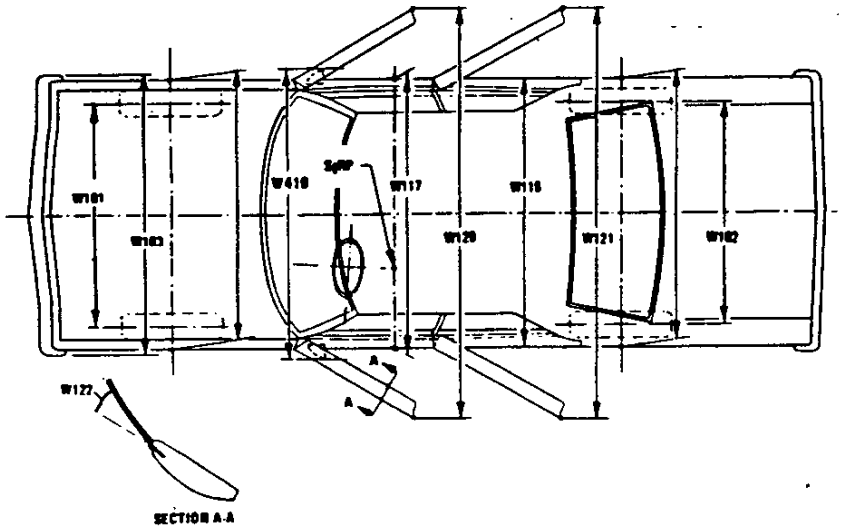
Optional Equipment Differential Mass (weight)*

Code	Equipment	MASS, kg. (lb.) Front	Rear	Total	Remarks Restrictions, Requirements
AQ9	Custom Adjustable Seats	1.4 (3.0)	3.4 (7.5)	4.8 (10.5)	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	1.0 (2.2)	--	1.0 (2.2)	Automatic Temperature Control
ML9	Manual Transmission	-10.8 (-23.8)	-8.8 (-19.4)	-19.6 (-43.2)	
UU8 UX0	Delco/Bose Premium Audio System	1.4 (3.0)	2.4 (5.3)	3.8 (8.3)	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)

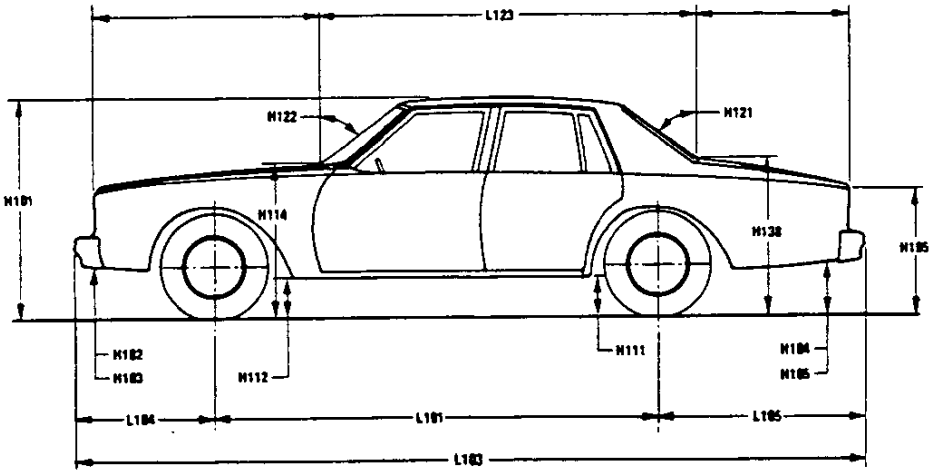
*Also see Engine - General Section for dressed engine mass (weight).

Exterior Vehicle And Body Dimensions – Key Sheet

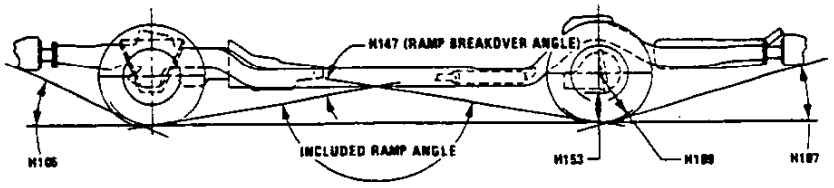
Exterior Width



Exterior Length & Height



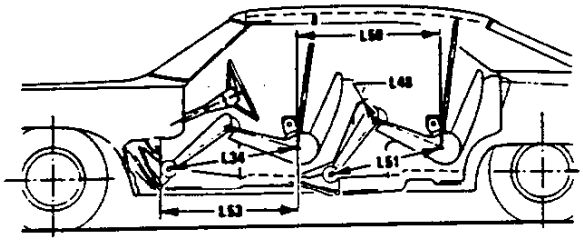
Exterior Ground Clearance

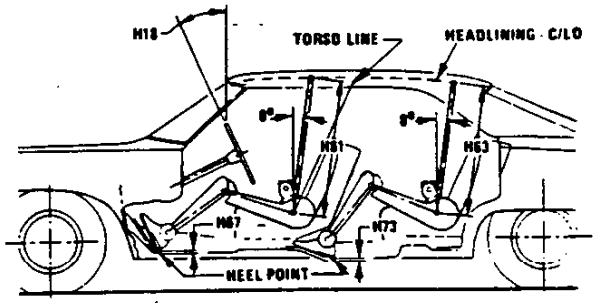


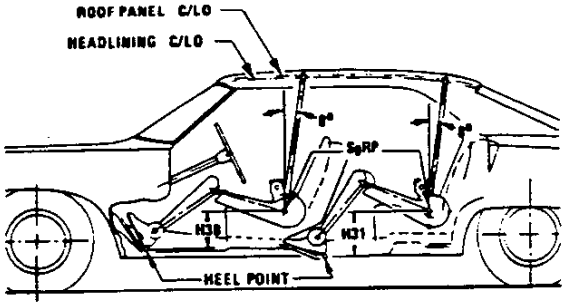
MVMA Specifications Form

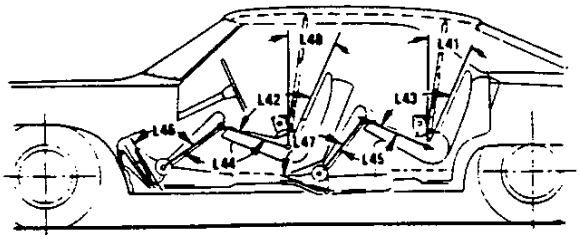
METRIC (U.S. Customary)

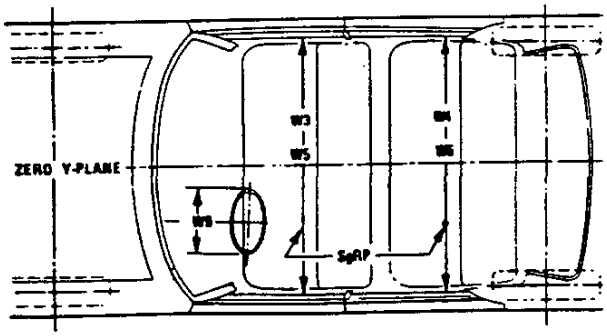
Interior Vehicle And Body Dimensions – Key Sheet

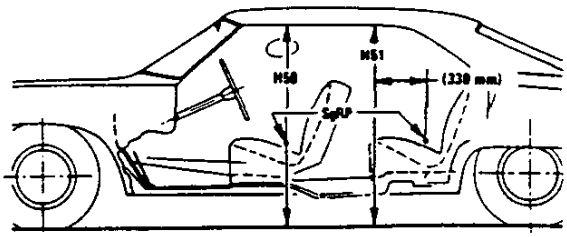






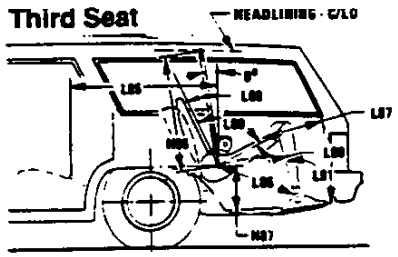


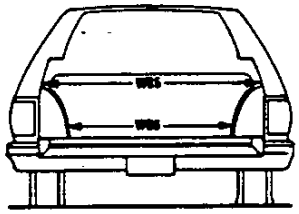




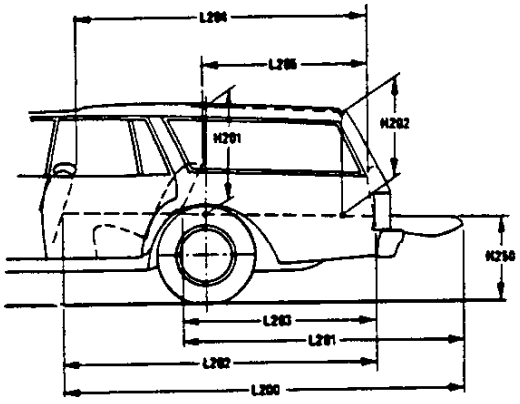
Interior Vehicle And Body Dimensions – Key Sheet

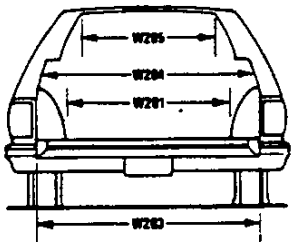
Third Seat



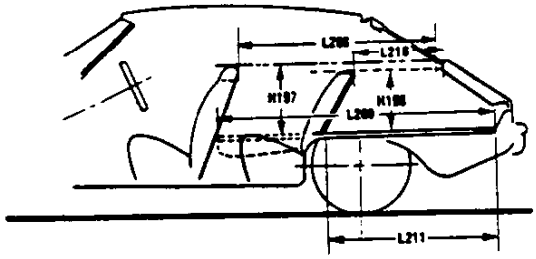


Cargo Space

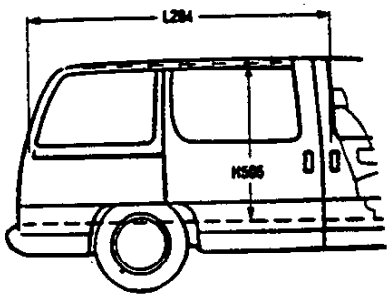


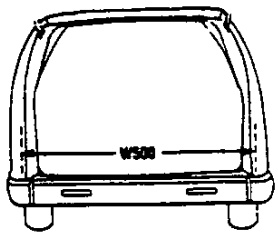


Station Wagon



Hatchback





Multipurpose Vehicle

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.
H61 "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 between 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 dimension measured vertically from the heel point to the underbody sheet metal.

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:

$$\frac{\frac{L210 + L211}{2} \times W4 \times H198}{10^9} = m^3 \text{ (cubic meter)}$$

Index