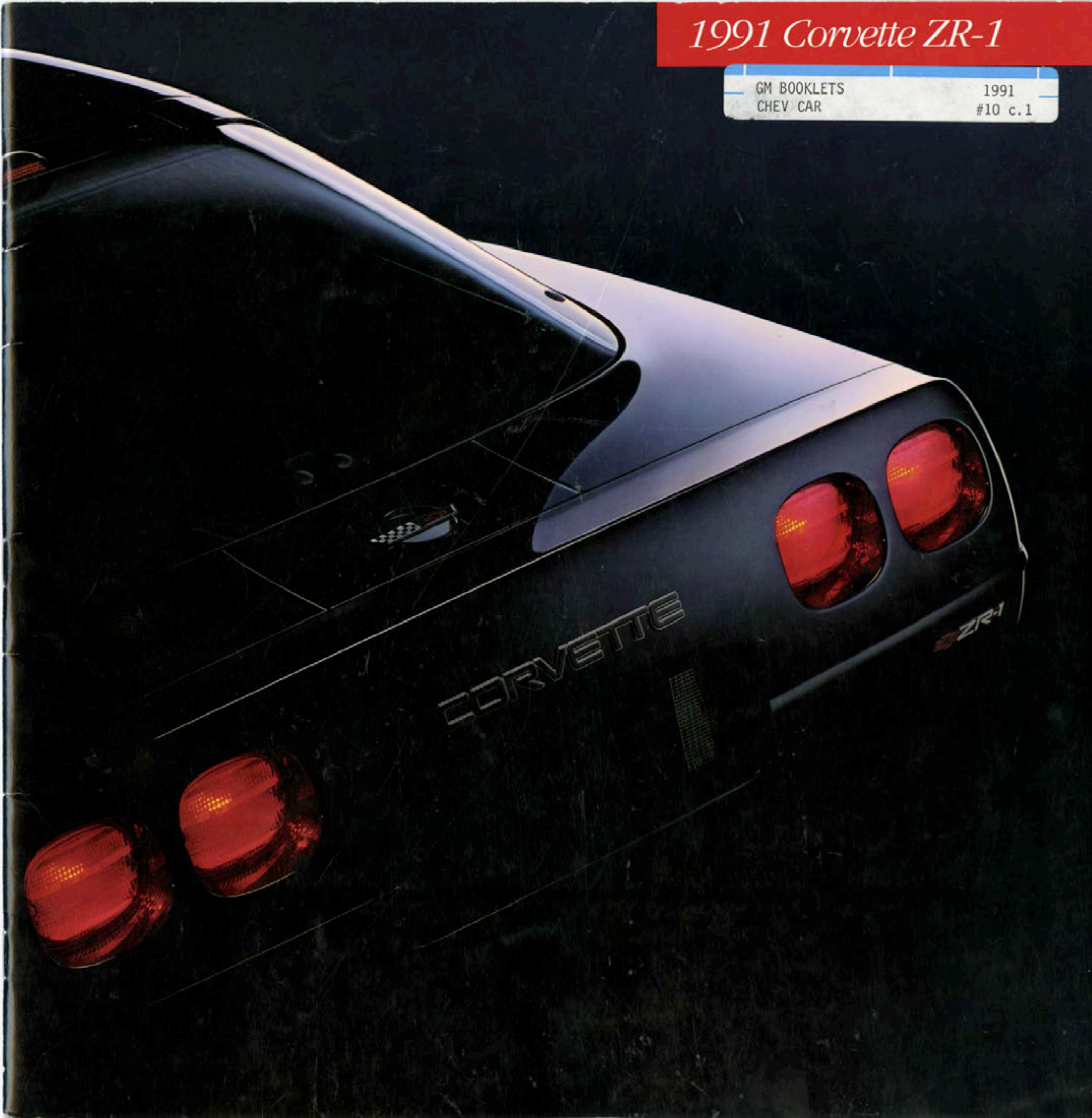
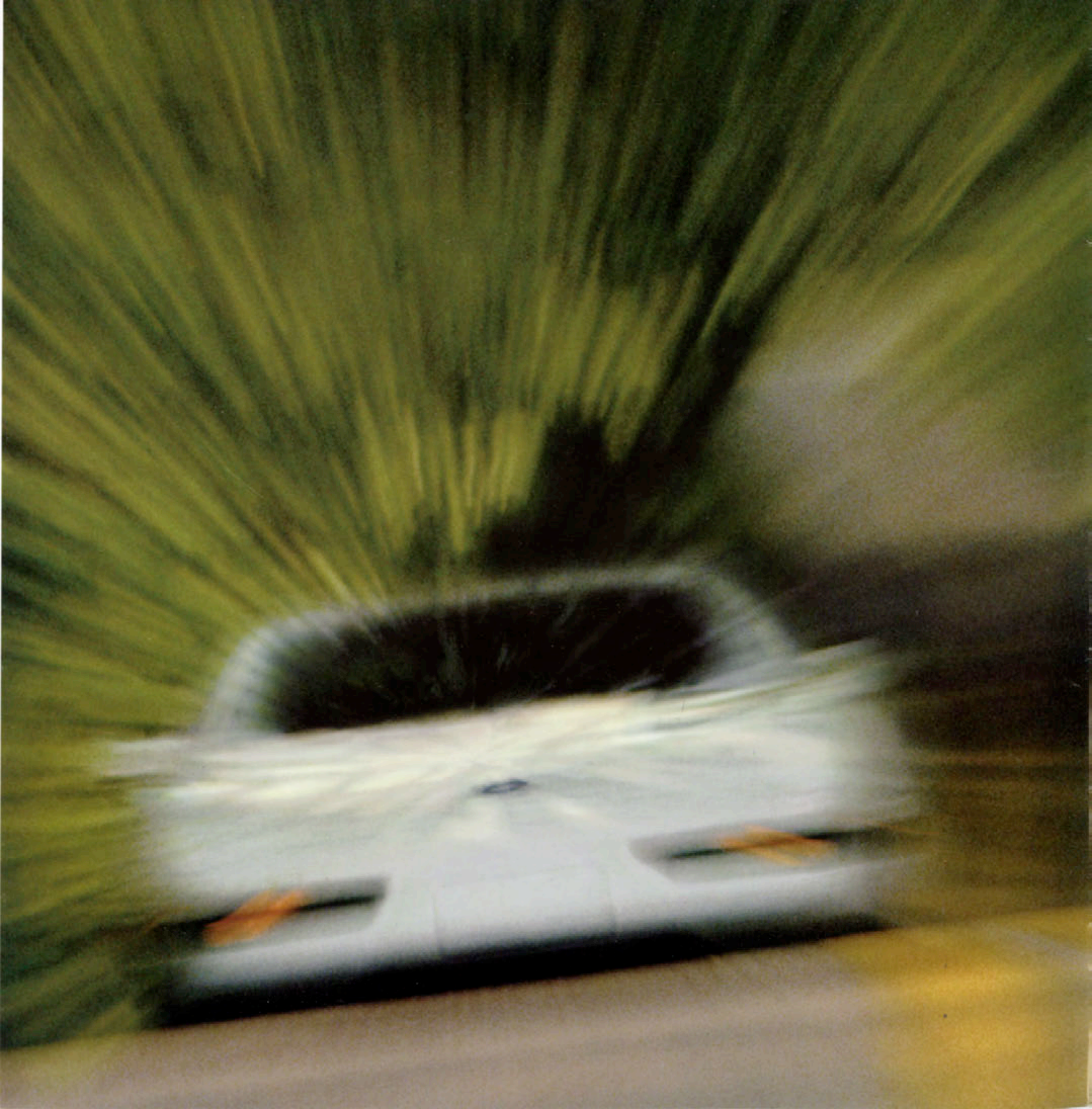


1991 Corvette ZR-1

GM BOOKLETS
CHEV CAR

1991
#10 c.1





2 First-Year Reviews

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

4 Corvette ZR-1 Wins Endurance Record

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



8 1991 Corvette ZR-1



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

12 ZR-1 Technology

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



18 ZR-1 Features & Options

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



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

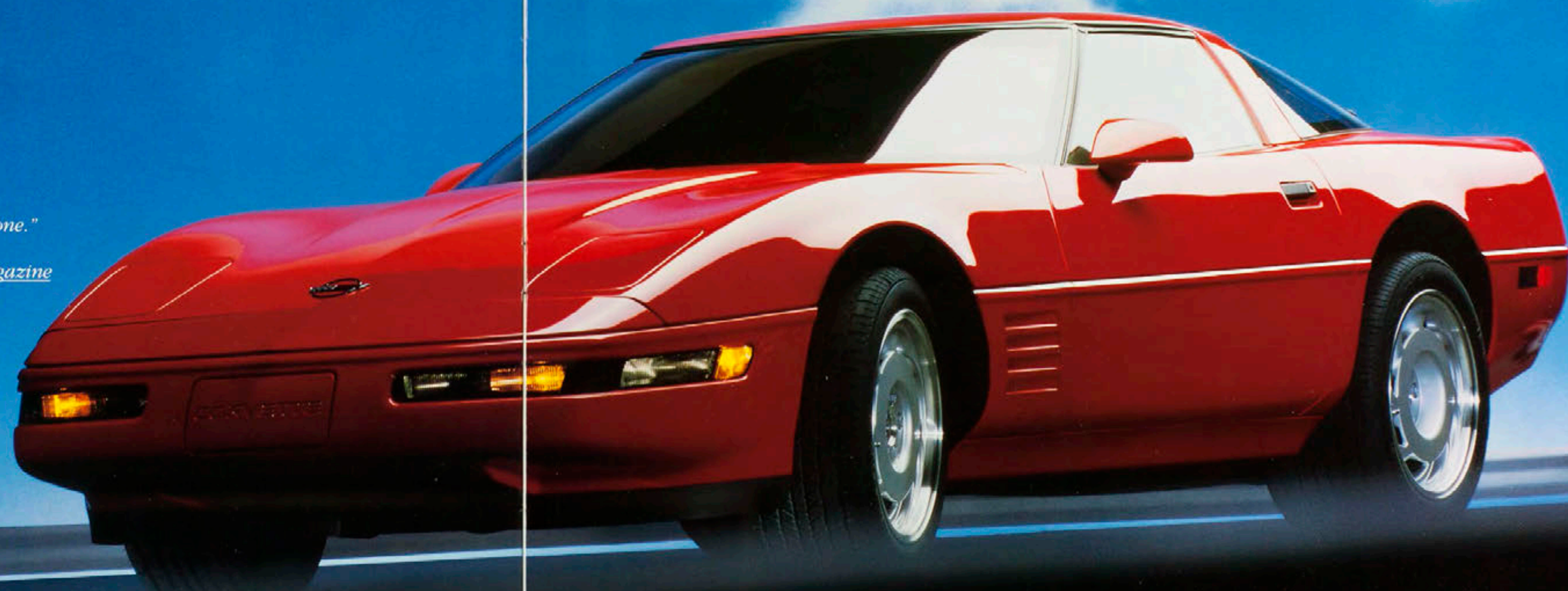
First-Year Reviews

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

—Car and Driver

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

—Automobile Magazine

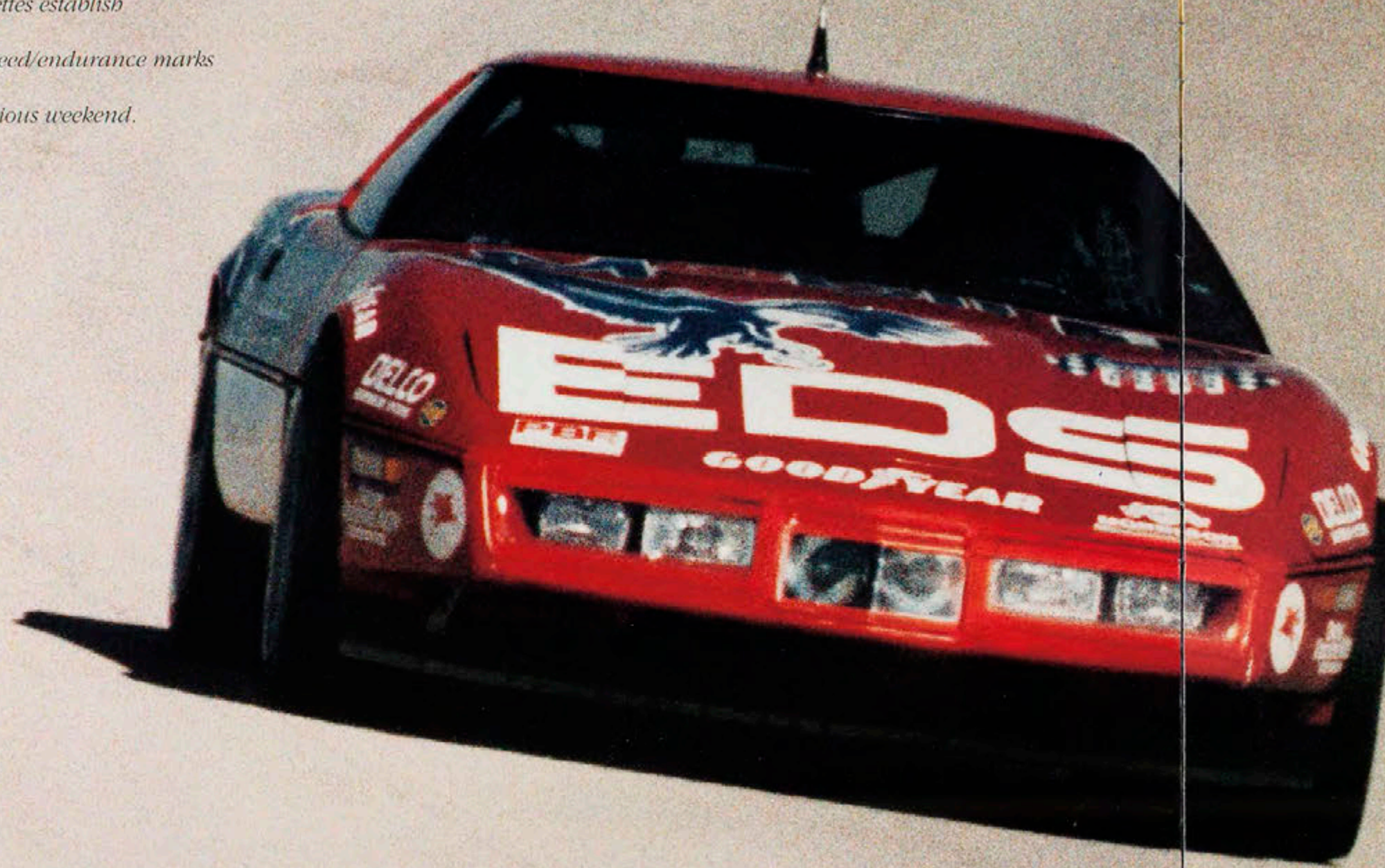


"... the ZR-1 moves the Corvette out of its position as merely America's best sports car ... and solidly into the world class for performance cars."

—Performance Car

Corvette Wins Endurance Record

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



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



Fort Stockton, Texas, doesn't roll off the tongue like Indy, LeMans or Sebring. But it is where the fastest cars in the world come to run. It was here, at the Fort Stockton Firestone/Bridgestone high-speed test track, that a pair of Corvettes set nine new international class standards and three world records in March 1990.

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

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

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



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

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

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

CORVETTE REWRITES THE RECORD BOOK

WORLD AND INTERNATIONAL RECORDS

(Category A, Group II, Class 10)

CORVETTE ZR-1

24 hours: 175.885 MPH

INTERNATIONAL RECORDS

Corvette L98

100 kilometers: 172.843 MPH

500 kilometers: 171.874 MPH

1000 kilometers: 170.487 MPH

1 hour: 174.535 MPH

6 hours: 170.877 MPH

Corvette ZR-1

100 miles: 175.600 MPH

500 miles: 175.503 MPH

1000 miles: 175.710 MPH

500 kilometers: 175.710 MPH

5000 miles: 173.791 MPH

12 hours: 175.523 MPH

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

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

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

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

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

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

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



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

1991 ZR-1 Corvette

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



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



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

Never before has an American car attracted so much attention, dominated so many magazine covers in the U.S.A. and in Europe, or received so much adoration worldwide. Among the accolades, a usually reserved *Road & Track* Magazine named

the '90 Corvette ZR-1 one of the five best cars in the world.

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

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

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

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



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

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



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

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

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

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

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

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

Technical Data

ENGINE

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

TRANSMISSION

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

TIRES AND WHEELS—STANDARD

TIRES

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

WHEELS

17" x 9 1/2" front, 17" x 11" rear.

SUSPENSION—GENERAL

Gas-pressurized shock absorbers with Selective Ride Control.

SUSPENSION—FRONT

TYPE AND DESCRIPTION

Independent, forged-aluminum upper and lower control arms and

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

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

SUSPENSION—REAR

TYPE AND DESCRIPTION

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

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

BRAKES

DESCRIPTION

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

TYPE

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

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

Power Brakes: Standard.

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

BODY

STRUCTURE

Integral perimeter-frame birdcage forms unitized body structure.

ANTI-CORROSION TREATMENT

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

STEERING

Power: Standard

Adjustable Steering

Wheel: Standard

Black-Leather-Wrapped

Four-Spoke Steering

Wheel

Turning Diameter:

40 ft.

Steering Type: Hydraulic

rack-and-pinion

Overall Ratio: 15.7:1

Turns: Lock-to-lock, 2.25

FRAME

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

CAPACITIES/CALCULATED DATA

Engine Oil

12 qts.

Fuel

20 gals.

Engine

Volume.....48.7 cu. ft.

Coolant

16.7 qts.

Trunk/Cargo

Volume.....12.6 cu. ft.

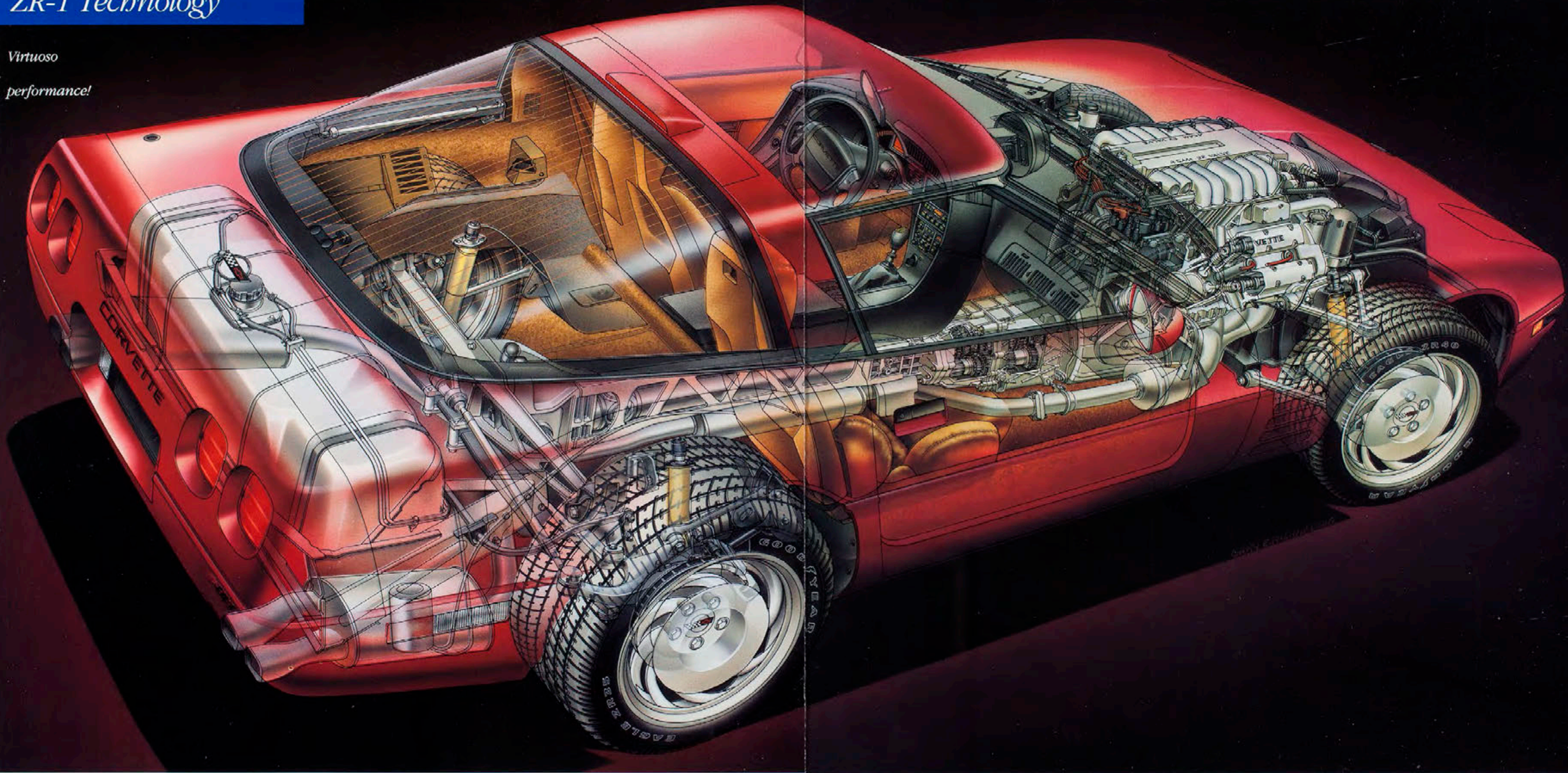
Frontal Area.....19.4 ft.²

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

ZR-1 Technology

Virtuoso

performance!



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

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

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

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

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

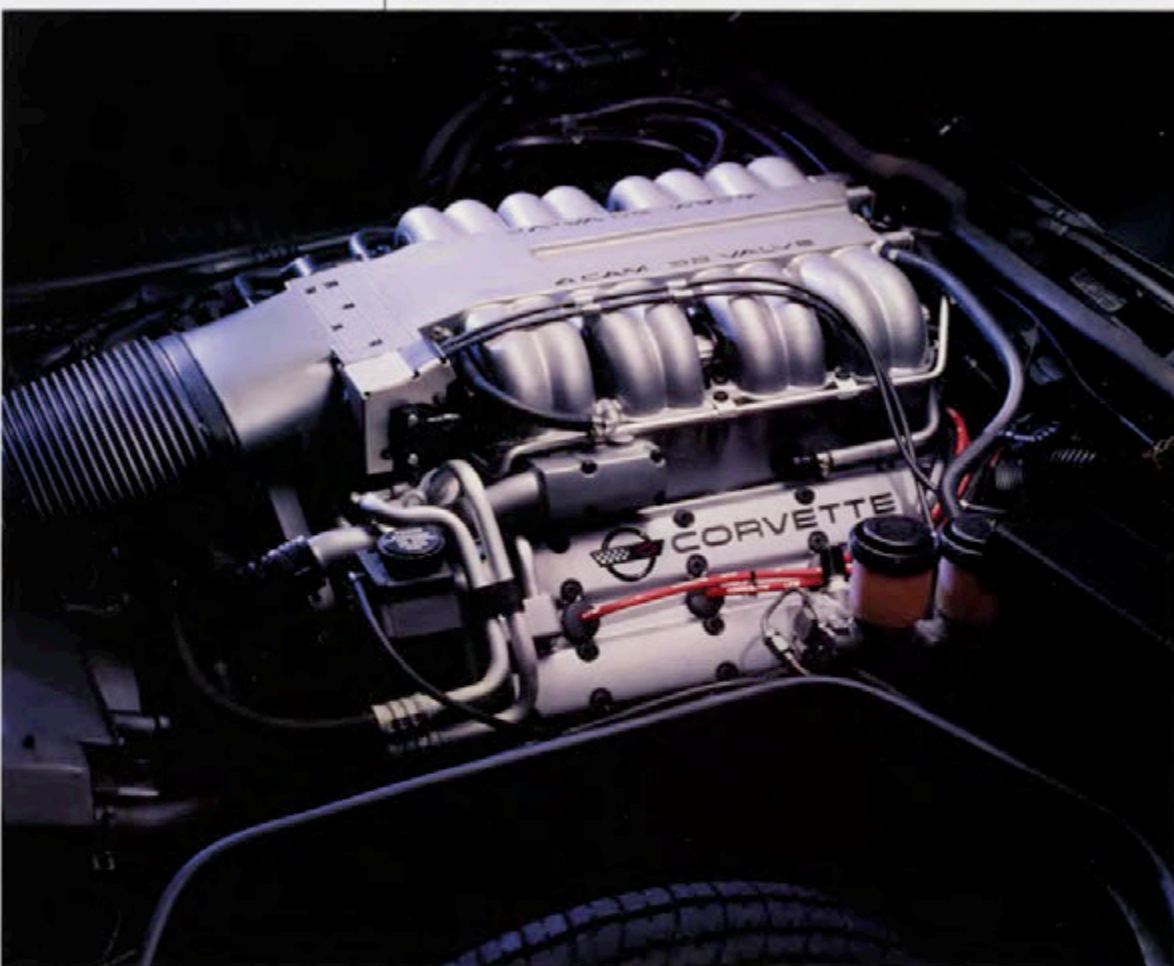
The ZR-1 has undergone wide-ranging durability testing at the GM Proving Grounds, in actual racing and in USAC-sanctioned endurance tests. Every LT5 engine is assembled to exacting precision standards by Mercury Marine in Stillwater, Oklahoma. We're so confident of the quality of the LT5 engine and of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

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

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



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



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

Why 32 valves?

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

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

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

Multiple Throttle Induction

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

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

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

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

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

Ignition and Electronics

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

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

ZF 6-Speed Manual Transmission

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

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

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

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

4-Wheel Independent Suspension

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

Selective Ride Control

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

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

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

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

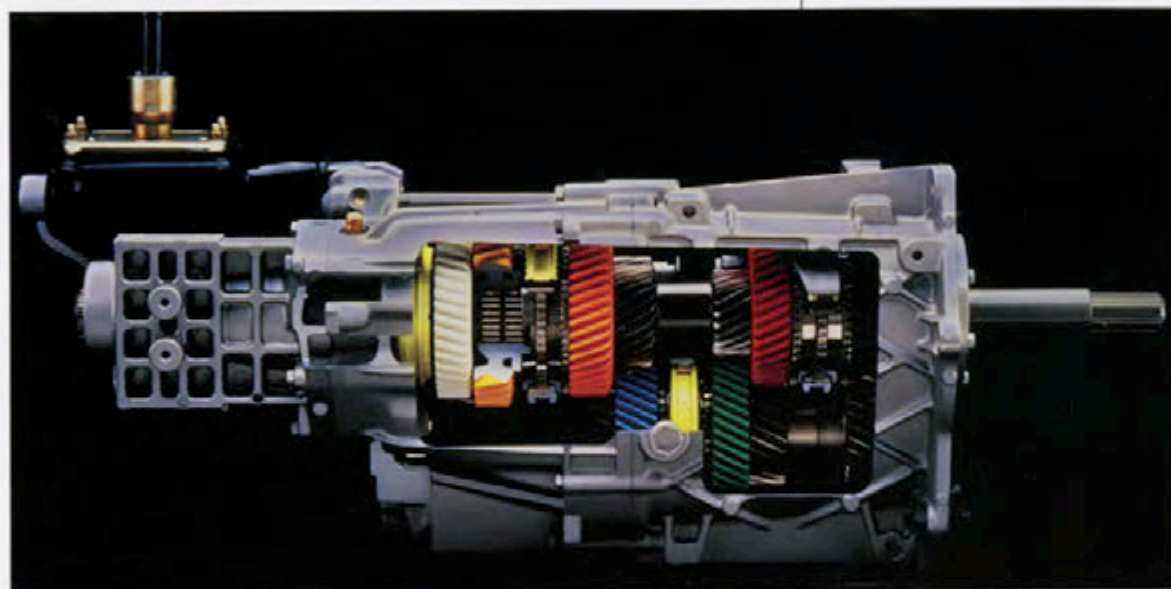
Performance mode delivers excellent cornering on smooth, dry pavement.

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

Goodyear Eagle Performance Tires

The ZR-1 features the widest rear tires ever put on a production sports car. These P315/35ZR-17 Eagle unidirectional tires (speed-rated to 193 MPH) were developed specifically by Goodyear for the ZR-1. The Eagle tires up front are P275/40ZR-17s. Aluminum wheel size is 17" x 9 1/2" in front and 17" x 11" in the rear.

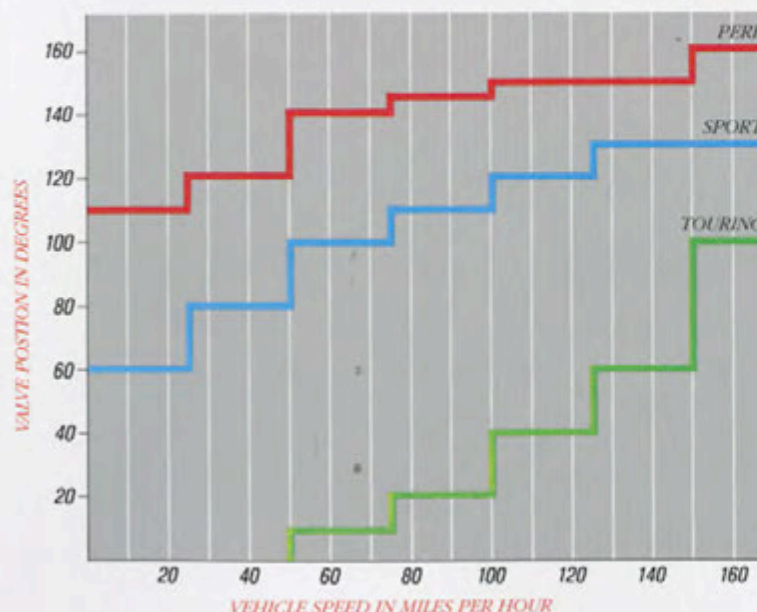
A standard low-tire-pressure warning system continuously monitors the air pressure in each tire while the vehicle is being driven and activates a warning message if pressure is under 25 psi.



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



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



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

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

Features & Options

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



Exterior Colors

BLACK



MED. QUASAR BLUE MET.



CHARCOAL MET.



STEEL BLUE MET.



POLO GREEN MET.



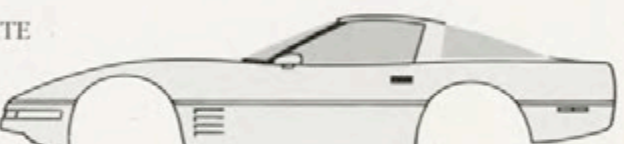
TURQUOISE MET.



YELLOW



WHITE



BRIGHT RED



DARK RED MET.



Interior/Exterior Colors

EXTERIOR COLORS

INTERIOR COLORS

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

LEATHER SPORT SEATS

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



THEFT-DETERRENT FEATURES

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

ELECTRONIC SPEED CONTROL

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

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

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

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

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

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

AIR CONDITIONING

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

UNIDIRECTIONAL ZR40 TIRES*

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

POWER TEAM/CHASSIS/MECHANICAL

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

accessory drive.

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

EXTERIOR

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

INTERIOR

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

DIMENSIONS (in.)

EXTERIOR

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

INTERIOR (in.)

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

Optional Equipment

- o Transparent roof panel.

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



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



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



other collisions, both driver and passenger should be properly restrained with safety belts.

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



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



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



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

Additional Information

SAFETY FEATURES

OCCUPANT PROTECTION

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

ACCIDENT AVOIDANCE

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

IMPORTANT: A WORD ABOUT THIS CATALOG

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

A WORD ABOUT ENGINES

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

A WORD ABOUT ASSEMBLY

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

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

A WORD ABOUT UPDATED SERVICE INFORMATION

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

A WORD ABOUT CORROSION PROTECTION

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



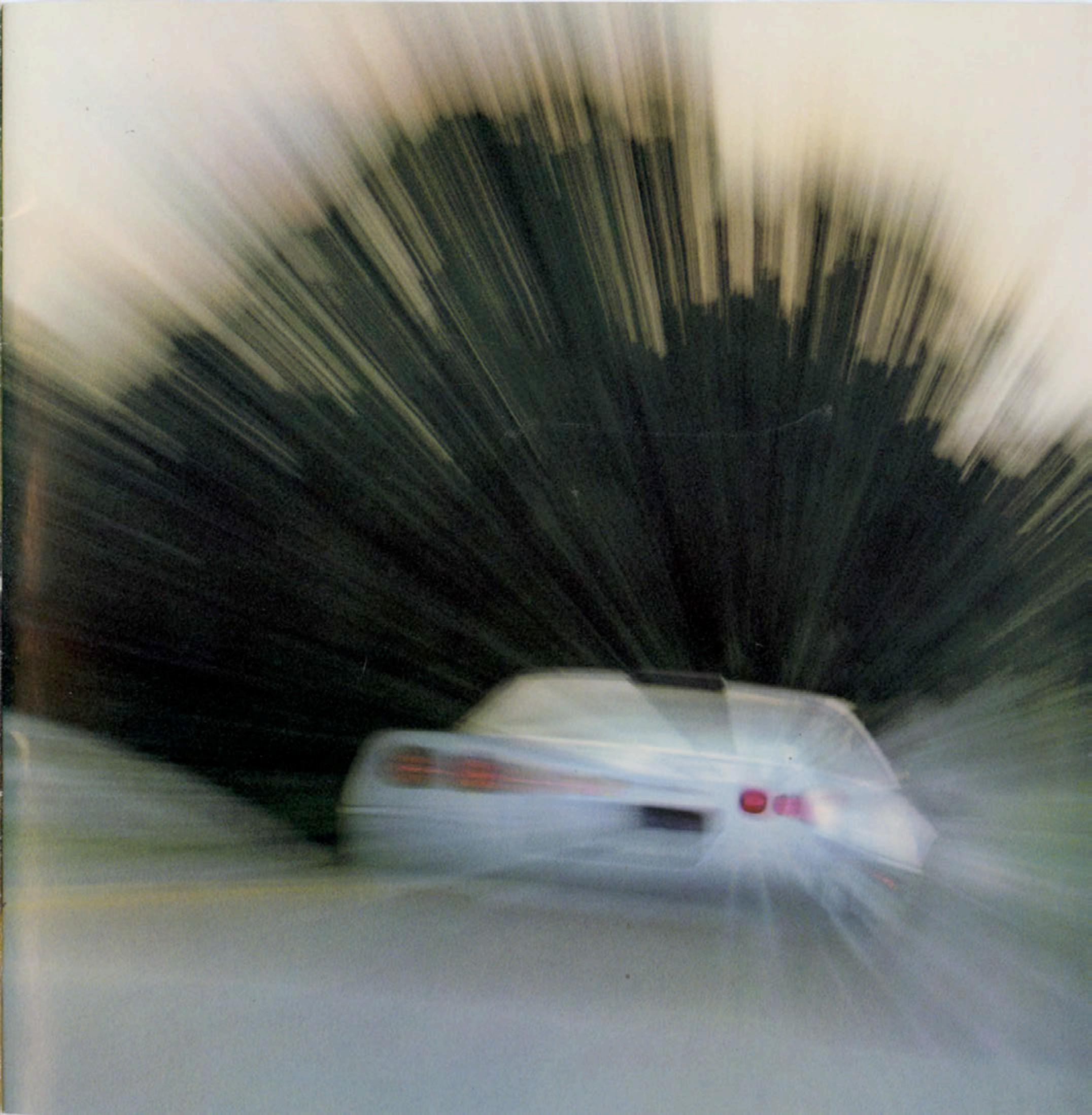
GM's 3-year/50,000-mile limited warranty covers repairs for the 1991 Corvette, including labor and parts, to correct any defects in material or workmanship occurring during the warranty period. After the first year or 12,000 miles, there is a \$100 deductible per repair visit. Warranty features include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

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



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