

# C10 R9 V8 T T1 E

GM Booklets  
CHEVROLET

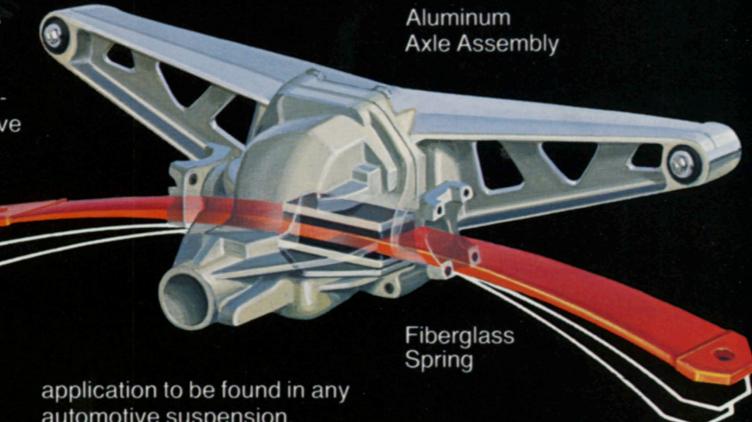
CAMPBELL-EWALD CO.  
REFERENCE CENTER  
#30

1981



Corvette is a rolling showcase of new technology, new materials and new thinking—all part of an evolutionary process that continues year after year. Adherence to the principle of engineering excellence has been applied to all areas, from the front bumpers to the aircraft-style cockpit to the rear suspension system. It is these kinds of developments—detailed here—that make Corvette what it is today: one of the most renowned two-seat sports cars in the world.

For 1981, Corvette engineers trod where none have gone before by developing the world's first and only fiberglass-reinforced composite automotive spring (used with automatic transmission only). It even won the Society of Plastic Engineers Grand Award. This monoleaf rear spring—at 8 lbs.—replaces a 41-lb. steel multileaf spring. And it's not just lighter, it's more efficient. It can store six times the strain-energy per unit weight than a comparable weight of spring steel. This is the lightest possible leaf spring



application to be found in any automotive suspension. And steel interleaf friction is eliminated. This fiberglass spring supports the weight of the car that rests on the rear wheels and provides suspension compliance. Wheel position is

controlled by a system of links and pivots.

Attention to detail for 1981 includes other engineering developments such as magnesium valve rocker covers and stainless steel exhaust manifolds. And an

improved anti-theft alarm system with starter-interrupt feature to disable the starting circuit if forced entry is made, even if the ignition switch is bypassed. The whole system is passive—it is easily armed and disarmed automatically when you lock and unlock the doors.

Also new is an auxiliary electric fan that cuts in quietly and automatically if extra cooling is needed. This allows use of a smaller engine fan with fewer, lower-pitched blades for reduced drag and quieter operation.

Computer Command Control. It sounds high tech, and it is. It's an on-board computer that adjusts ignition timing and air/fuel mixture. By continuously monitoring specific functions, it fine-tunes the engine under all normal

operating conditions as you drive. Altitude, barometric pressure and temperature changes are factored in. The whole system is even self-diagnostic. It pinpoints problems for your Chevrolet service technician. And it's even covered by the 5-year/50,000-mile emissions system warranty. Ask your dealer for details.

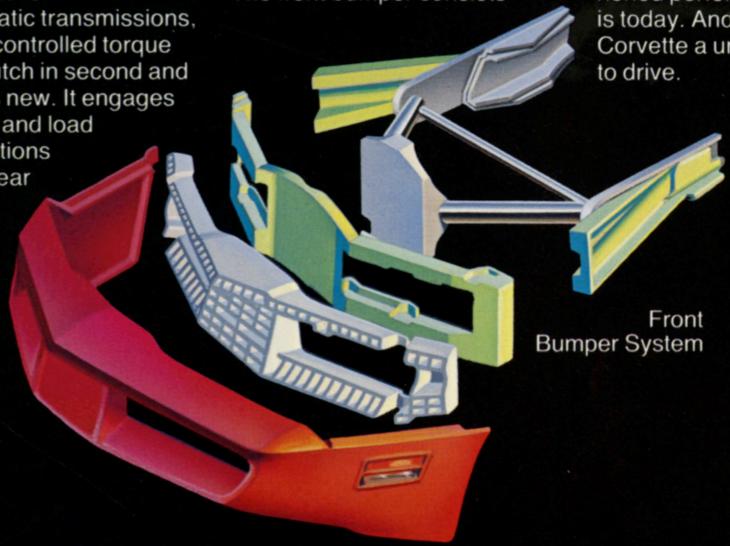
For automatic transmissions, a computer-controlled torque converter clutch in second and third gears is new. It engages at most road and load driving conditions for efficient rear

wheel power transfer—unlike the slippage normally found in conventional automatic transmissions.

Look at engineering breakthroughs introduced in 1980. Corvette's front and rear bumper systems were reduced by 84 lbs. Fit and appearance were improved, as well as aerodynamic drag efficiency. The front bumper consists

of a three-piece fiberglass supporting structure to replace the earlier steel parts. Aluminum intake manifolds eliminated another 24 lbs. And aluminum also found its place in a new rear axle assembly.

A lot has gone into Corvette. The evolutionary process adds, subtracts and improves. It's what makes Corvette the finely honed performance machine it is today. And it's what makes Corvette a unique experience to drive.



*"We critique Corvette with the same engineering objectivity we'd use to evaluate a military aircraft: What is Corvette's mission? How well does it carry out that mission?"*

Dave McLellan,  
Chief Engineer, Corvette



**A WORD ABOUT THIS CATALOG:** We have tried to make this catalog as comprehensive and factual as possible and we hope you find it helpful. However, since the time of printing, some of the information you will find here may have been updated. Also, some of the equipment shown or described throughout this catalog is available at extra cost. Your dealer has details and, before ordering, you should ask him to bring you up to date. The right is reserved to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models. Check with your Chevrolet dealer for complete information.

In line with the Corvette philosophy of evolutionary development is a brand-new assembly plant in Bowling Green, Kentucky, that will replace during this year the plant at St. Louis, where Corvettes have been built for 28 years. The Bowling Green facility, which will build Corvettes exclusively, is an investment in Corvette's future. It represents the experience and knowledge learned over all those years, which are reflected in the state-of-the-art innovative technology used to build Corvettes.

Just one of these modern technological innovations is a new paint process. In addition to many solid colors, four new optional two-tone treatments celebrate the opening of the new plant. All solid and two-tone metallics employ a base coat/clear coat application for outstanding beauty. This method allows use of glamor metallics with large-flake high-metallic content. And the clear acrylic enamel finish

coat gives a depth of luster not possible with conventional paint finishes. It also provides a measure of protection against the elements.

The four two-tone color combinations are shown on this page. See the back cover for solid color listing.

Claret Metallic  
over Dark Claret Metallic

Silver Metallic  
over Dark Blue Metallic

Silver Metallic  
over Charcoal Metallic

Beige over  
Dark Bronze Metallic

*"What you see here is a reflection of our constant striving to build a great road machine. The plant and the paint system are two examples of Chevrolet's commitment to quality."*

Dave McLellan

## STANDARD EQUIPMENT

### Engine

5.7 Liter (350 CID) 4-Bbl.  
90° V8 engine

Black-accented  
magnesium rocker covers

Tubular stainless steel  
exhaust manifolds

Chrome-plated air cleaner cover

Sealed side terminal Delco  
Freedom II heavy-duty battery

Auxiliary electric cooling fan

Computer Command Control

High Energy Ignition system

### Drive train

Fully synchronized 4-speed  
manual transmission or auto-  
matic transmission with  
converter clutch feature in  
both second and third gears

Console-mounted shift lever  
with leather boot

Limited-slip rear axle with  
aluminum differential  
housing support

### Electrical

Power windows with  
console-mounted controls

AM/FM push-button radio  
with dual front speakers  
and fixed mast antenna  
(may be deleted for credit)

Air conditioning, heater and  
defroster with 3-speed blower

Full instrumentation—speed-  
ometer with trip odometer,  
7000-RPM tachometer,  
voltmeter, oil pressure and  
water temperature gages

Quartz analog clock

Warning lights for low fuel,  
brakes, electric choke,  
seat belts and generator

Washer and dual-speed wipers  
with time-delay feature

Illuminated visor mirror  
for passenger

Courtesy and dome lights  
with time delay

Ashtray and cigarette  
lighter in center console

Dual-unit retractable  
headlamps with halogen  
inner high beams

Automatic cornering lights

Dual horns

Underhood light

### Body exterior

Steel-reinforced fiberglass  
construction

Removable roof panels, with  
stowage bags and tie-down

Tinted glass for all windows

Magic Mirror lacquer, enamel,  
or enamel/clear coat on all  
paint finishes

Dual body color sport mirrors  
with remote controls

### Body interior

Molded shell seats with foam  
pads and high pivot folding backs  
that fold flat (passenger only)

Padded vinyl and carpeted  
doors with map pockets

Leather with vinyl bolsters  
or full cloth seat trim

Molded cut-pile  
carpeting with  
carpeted floor mats

Glove box lock

and light

Dual padded  
sunshades (driver's  
shade extends)

Rear underfloor storage  
compartment with lock

Interior hood release

Tilt-Telescopic steering  
wheel with leather-wrap rim

Center console with coin tray

Carpeted luggage area with  
concealment shade

Day-night rearview mirror

### Chassis

Power steering

Power four-wheel disc brakes  
with dual hydraulic circuits  
and brake warning light

Steel-belted radial ply  
blackwall tires (4)

Rally wheels with bright trim  
rings (4) and center caps

Lightweight bias ply fully  
inflated spare tire and wheel

Independent front suspension  
with coil springs and  
stabilizer bar

Independent rear suspension.  
Fiberglass-reinforced  
composite single leaf spring  
with automatic transmission,  
steel multi-leaf spring with  
manual transmission

Integrated energy-absorbing  
front and rear bumpers

Side lift jack

24-gallon fuel tank with  
high-density polyethylene liner

### Corrosion resistance

Steel-reinforced fiberglass body

Galvanized steel body floor

Hot-melt-wax frame coating

Zinicroterne® coating  
for power steering,  
fuel and brake lines



### SAFETY FEATURES

#### Occupant protection

Manual lap/shoulder belts  
for driver (with reminder  
light and buzzer)  
and passenger

Energy-absorbing steering  
column

Passenger guard door locks

Safety door latches and  
stamped steel hinges

Energy-absorbing padded  
instrument panel with  
anti-reflective upper surface

Laminated windshield/  
tempered side and rear glass

Safety armrests

International identification  
symbols for controls and  
displays

#### Anti-theft

Anti-theft audio alarm system  
with starter interrupt feature

Anti-theft ignition key  
reminder buzzer

Anti-theft steering column lock

### Accident avoidance

Side marker lights  
and reflectors

Parking lamps that  
illuminate with headlamps

Four-way hazard warning  
flasher

Backup lights

Lane change feature in  
direction signal control

Windshield defrosters,  
washer and dual-speed wipers  
with time delay feature

Vinyl-edged inside mirror

Dual remote outside rearview  
mirrors, convex right-hand

Dual master cylinder brake  
system with warning lights

Starter safety switch

## OPTIONAL EQUIPMENT

### Delco radios.

Choose a Delco AM/FM stereo radio.

Or select from available Delco ETR AM/FM stereo radio models:

- with 8-track tape player
- with CB and 8-track tape player
- with cassette tape player
- with CB and cassette tape player

These ETR™

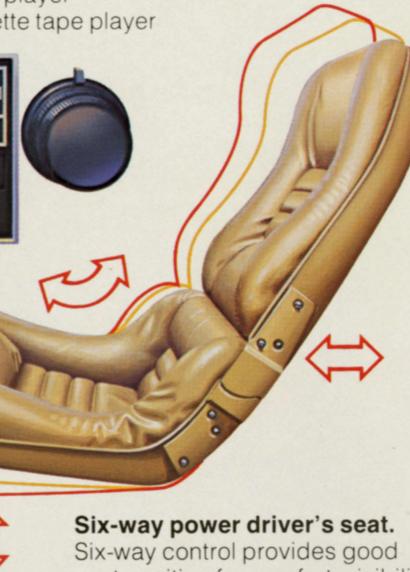
(Electronically  
Tuned Receiver)

AM/FM stereo  
models

feature LED  
readout, improved power  
(40% increase over 1980  
models), improved AM noise reduction, electronic  
station memory, front/rear balance controls,  
automatic loudness control and more.

All Citizens Band ETR radios include power  
tri-band antenna. Power antenna optional  
with other radios. All ETR radios include  
a digital clock (standard clock  
replaced by oil temperature gage when  
ETR radio is ordered).

Dual rear speakers, with extended  
frequency range, included with all stereo  
radios for dynamic sound reproduction.



### Six-way power driver's seat.

Six-way control provides good  
seat position for comfort, visibility  
and operating control access.

### Electric rear window defogger.

### Aluminum wheels.

### Removable glass roof panels

with solar screening to help  
keep vehicle interior cooler

### Goodyear white-lettered, steel-belted radial tires.

P225/70R-15

P255/60R-15—Eagle GT

### Roof panel carrier (rear deck).

### Gymkhana sports suspension

includes rear stabilizer bar,  
higher rate rear steel springs  
and special tuned front and rear  
shock absorbers (included with  
trailing equipment package).

### Power door lock system.

### Heavy-duty shock absorbers.

### Trailing package

includes heavy-duty radiator  
and Gymkhana suspension  
(requires automatic transmission).

### 2.87 ratio performance axle

for automatic transmission  
(California only).

## The GM Continuous Protection Plan

It offers service protection in  
addition to that provided by GM's  
new vehicle limited warranty.  
Ask your dealer about it.  
Coverage is limited to U.S.A.  
and Canada  
for 1981  
model year.



## A word about assembly, components and optional equipment in these Corvettes.

The Chevrolets described in  
this catalog are assembled at  
facilities of General Motors  
Corporation operated by the  
GM Assembly Division. These  
vehicles incorporate  
thousands of different  
components produced by  
various divisions of General  
Motors and by various  
suppliers to General Motors.

From time to time during the  
manufacturing process, it may  
be necessary, in order to meet  
public demand for particular  
vehicles or equipment, or to  
meet federally mandated  
emissions, safety and fuel  
economy requirements, or for  
other reasons, to produce  
Chevrolet products with  
different components or  
differently sourced  
components than initially  
scheduled. All such  
components have been  
approved for use in Chevrolet  
products and will provide the  
quality performance  
associated with the Chevrolet  
name.

With respect to extra cost  
optional equipment, make  
certain you specify the type of  
equipment you desire on your  
vehicle when ordering it from  
your dealer. Some options may  
be unavailable when your car  
is built. Your dealer receives  
advice regarding current  
availability of options. You  
may ask the dealer for this  
information. GM also requests  
the dealer to advise you if an  
option you ordered is  
unavailable. We suggest that  
you verify that your car  
includes the optional  
equipment you ordered or, if  
there are changes, that they  
are acceptable to you.



# Specifications

## CORVETTE POWER TEAMS

Engine						Transmissions	
Standard all states	Ordering Code	Displacement	Compression Ratio	Net Horsepower	Net Torque	4-Speed Manual	Automatic
5.7 Liter 4-Bbl. V8 <sup>(A)</sup>	L81	350 Cu. In.	8.2:1	190 @ 4200 RPM	280 Lb.-Ft. @ 1600 RPM	Standard	(B)

<sup>(A)</sup>Produced by GM: Chevrolet Motor Division.

<sup>(B)</sup>Available in place of standard four-speed manual transmission at no extra charge.

## A WORD ABOUT ENGINES

Corvettes are equipped with GM-built engines produced by Chevrolet Motor Division. Please refer to power team information on this page, or see your dealer for details.

<b>GENERAL</b>		Rear-Wheel Drive; Front Engine; Corrosion-resistant, Steel-reinforced Fiberglass Body.					
<b>TRANSMISSION</b>	Standard Optional	4-speed Manual with 2.72 Final Drive Ratio (No Extra Charge) 3-speed Automatic with 2.87 Final Drive Ratio					
<b>CHASSIS</b>	Front Suspension Rear Suspension	Independent, Upper and Lower Control Arms, Coil Springs, Stabilizer Bar Independent, Transverse Leaf Spring, Lateral Struts Fiberglass-reinforced Monoleaf Rear Spring (standard with automatic transmission)					
<b>STEERING—TYPE</b>		Power-assisted Recirculating Ball with Tilt and Telescopic Adjustments Steering Wheel Turns, Lock to Lock 2.58 Turning Circle, Curb to Curb 40.4 Feet					
<b>BRAKE SYSTEM</b>		Power Four-wheel 11.75-inch Ventilated Disc Brakes with Dual Hydraulic Circuits and Warning Lights					
<b>TIRES—TYPE</b>		Steel-belted, Radial Ply Blackwall—Size P225/70R-15					
<b>DIMENSIONS (Inches)</b>		<b>Exterior</b>	<b>Interior</b>				
Red	Silver Metallic	Wheelbase	98.0	Head Room	36.2		
Yellow	Dark Blue Metallic	Length (overall)	185.3	Leg Room	42.1		
Black	Mahogany Metallic	Width (overall)	69.0	Hip Room	49.9		
White	Claret Metallic	Height (loaded)	48.0	Shoulder Room	47.5		
Beige	Maroon Metallic	Tread, Front/Rear	58.7/59.5	Usable Luggage Capacity (cu. ft.)	8.4		
<b>APPROXIMATE CURB WTS. (lbs.)</b>		Manual Transmission	3345				
		Automatic Transmission	3345				
<b>COLOR CHOICES</b>							
<b>Solid Exterior</b>		<b>Two-Tone Exterior (Upper/Lower)</b> (Optional at Extra Cost)					
Red	Silver Metallic	Claret Metallic	Dark Claret Metallic	Cloth Bucket Seats	Leather/Vinyl Bucket Seats		
Yellow	Dark Blue Metallic	Silver Metallic	Dark Blue Metallic	Camel	Silver Gray	Red	
Black	Mahogany Metallic	Silver Metallic	Charcoal Metallic	Dark Blue	Charcoal	Rust	
White	Claret Metallic	Silver Metallic	Charcoal Metallic	Silver Gray	Dark Red	Silver	
Beige	Maroon Metallic	Beige	Dark Bronze Metallic	Dark Red	Camel		
	Charcoal Metallic			Black	Dark Blue		
	Dark Bronze Metallic			Rust	Black		
	Dark Claret Metallic						
<b>LONG RECOMMENDED SERVICE INTERVALS*</b>		Engine Oil	12 months or 7,500 miles				
		Oil Filter	12 months or 7,500 miles; every 15,000 miles thereafter				
		Spark Plugs	30,000 miles				
		Chassis Lubrication	12 months or 7,500 miles				
		Automatic Transmission Fluid Change	Every 100,000 miles				

\*See Owner's Manual for conditions requiring more frequent intervals.

