

# C10 R9V E8T T1E

GM Booklets  
CHEVROLET

CAMPBELL • EWALD CO.  
REFERENCE CENTER #30

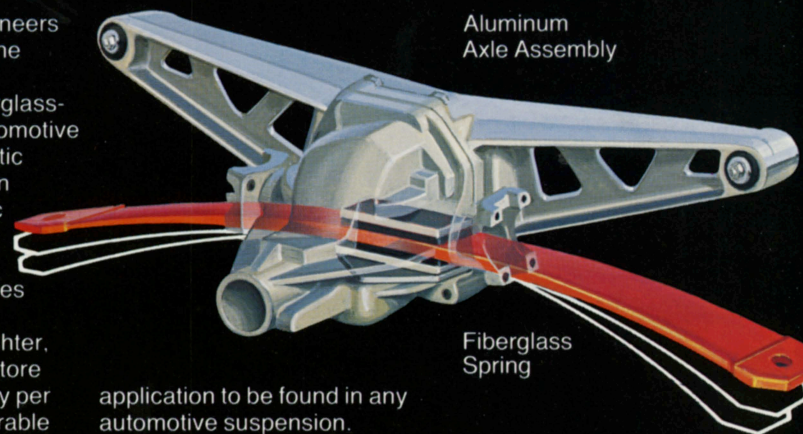
1981





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

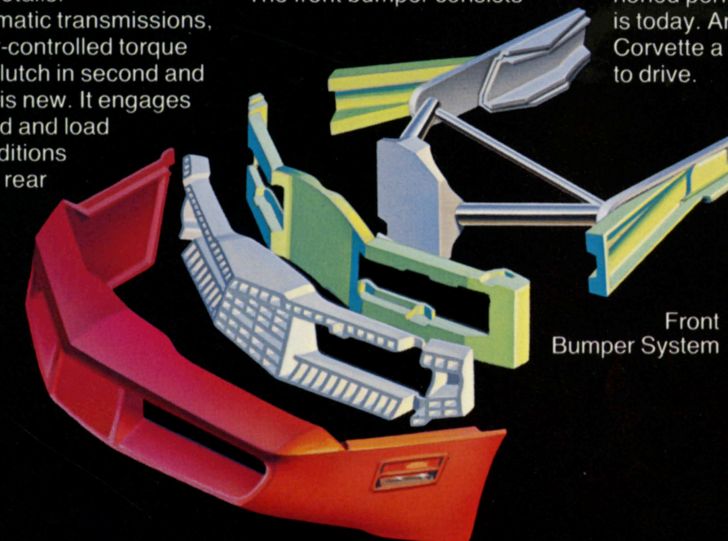
wheel power transfer—unlike the slippage normally found in conventional automatic transmissions.

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.

Beige over  
Dark Bronze Metallic

Silver Metallic  
over Charcoal 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

Claret Metallic  
over Dark Claret Metallic

Silver Metallic  
over Dark Blue Metallic





## 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 automatic 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

Console-mounted shift lever with leather boot

Limited-slip rear axle with aluminum differential housing support

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### 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

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## 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

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### 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 cassette tape player

• with CB and 8-track 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.

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Dual rear speakers, with extended

### 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.



# 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(A)	L81	350 Cu. In.	8.2:1	190 @ 4200 RPM	280 Lb.-Ft. @ 1600 RPM	Standard	(B)

(A)Produced by GM: Chevrolet Motor Division.

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

<b>A WORD ABOUT ENGINES</b>	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.
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GENERAL		Rear-Wheel Drive; Front Engine; Corrosion-resistant, Steel-reinforced Fiberglass Body.			
TRANSMISSION	Standard Optional	4-speed Manual with 2.72 Final Drive Ratio (No Extra Charge) 3-speed Automatic with 2.87 Final Drive Ratio			
CHASSIS	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)			
STEERING—TYPE		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			
BRAKE SYSTEM		Power Four-wheel 11.75-inch Ventilated Disc Brakes with Dual Hydraulic Circuits and Warning Lights			
TIRES—TYPE		Steel-belted, Radial Ply Blackwall—Size P225/70R-15			
DIMENSIONS (Inches)		Exterior		Interior	
		Wheelbase	98.0	Head Room	36.2
		Length (overall)	185.3	Leg Room	42.1
		Width (overall)	69.0	Hip Room	49.9
		Height (loaded)	48.0	Shoulder Room	47.5
		Tread, Front/Rear	58.7/59.5	Usable Luggage Capacity (cu. ft.)	8.4
APPROXIMATE CURB WTS. (lbs.)		Manual Transmission		3345	
		Automatic Transmission		3345	
COLOR CHOICES					
Solid Exterior		Two-Tone Exterior (Upper/Lower) (Optional at Extra Cost)		Interior	
Red	Silver Metallic			Cloth Bucket Seats	Leather/Vinyl Bucket Seats
Yellow	Dark Blue Metallic	Claret Metallic/Dark Claret Metallic		Camel	Silver Gray Red
Black	Mahogany Metallic	Silver Metallic/Dark Blue 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				
LONG RECOMMENDED SERVICE INTERVALS*		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.					

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