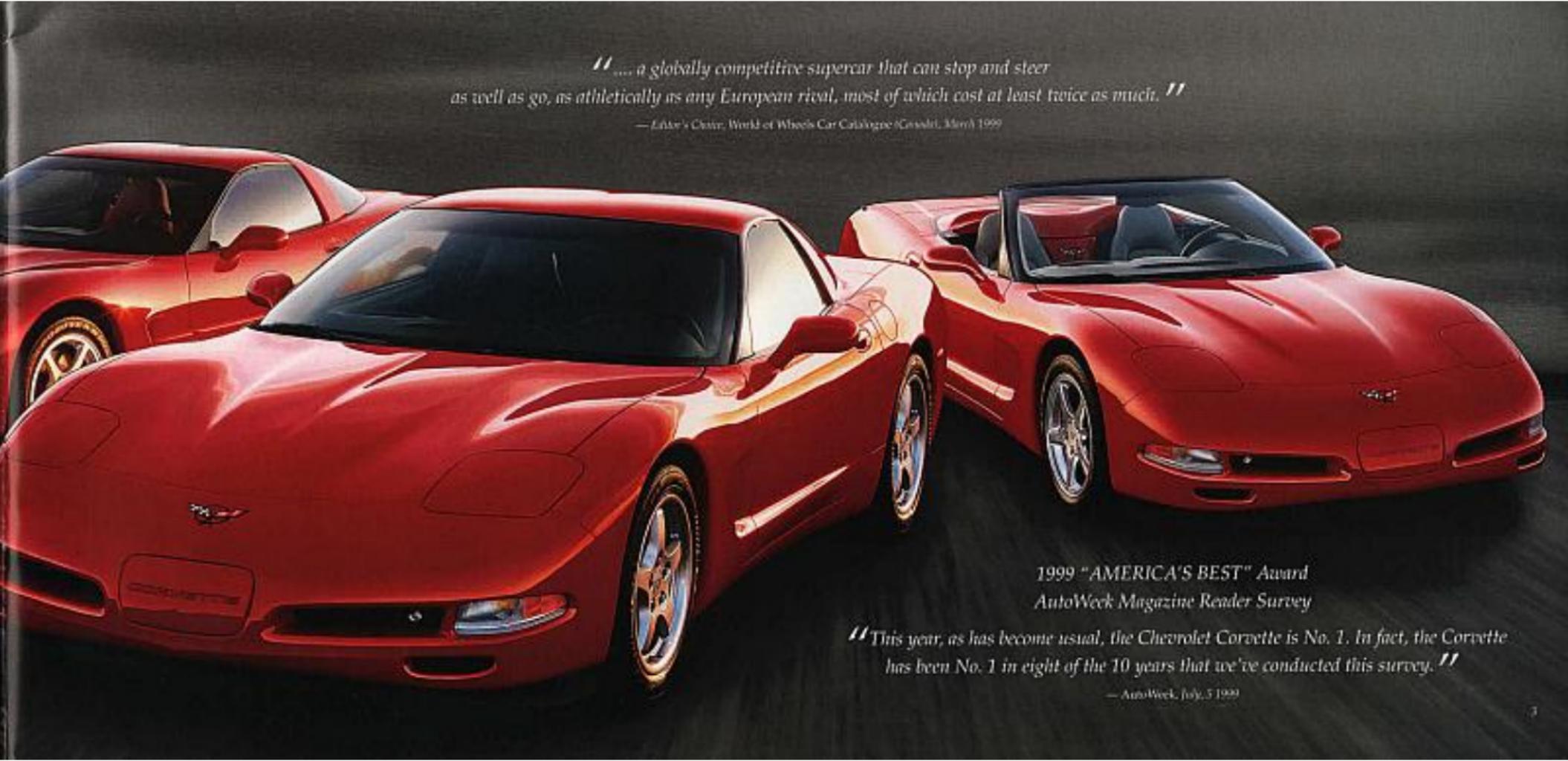


# Corvette 2000.

The whole world is watching.

*"If only Zora Arkus-Duntov were still around to see this. He'd be tickled."*

—Sports Car International, February 1999  
(commenting on the new C5-R Corvette race car)



*"Chevrolet takes on the world with its new GT2 Corvette."*

—On Track, January 28, 1999

*".... a globally competitive supercar that can stop and steer as well as go, as athletically as any European rival, most of which cost at least twice as much."*

—Lane's Choice, World of Wheels Car Catalogue (Corvette), March 1999

*1999 "AMERICA'S BEST" Award  
AutoWeek Magazine Reader Survey*

*"This year, as has become usual, the Corvette Corvette is No. 1. In fact, the Corvette has been No. 1 in eight of the 10 years that we've conducted this survey."*

—AutoWeek, July 1999

Corvette convertible. Pure magic.



*"The coupe is absolutely beautiful, but the convertible is even more exciting to behold."*

— San Francisco Chronicle, October 23, 1998

Corvette convertible is shown in Satin Silver Metallic with optional polished aluminum wheels.

# The only convertible that matters.

In the beginning, there was only one Corvette: the convertible, a.k.a. roadster. Corvette has traveled far since that first Polo White Powerglide '53 Vette rolled off a makeshift Flint, Michigan, assembly line, but the magic endures in every graceful line of the 2000 convertible.

**A SUBTLE HINT OF EARLIER CLASSICS** — "Our future must start with our past," says Corvette Chief Designer John Cafaro. "Each and every day, we live and breathe Corvette history. From memorable street cars and significant race cars to forward-looking concept cars and design studies, we feel the presence of every Corvette that ever came before." Convertible details on the current car that evoke Vettes of an earlier era include a dramatic "waterfall" effect as the exterior body color sweeps down between the bucket seats; the sculpted "cove" through the front fenders and doors; and, of course, those four round taillamps.

**STRUCTURE MAKES THE DIFFERENCE** — There's a reason the 2000 convertible feels so solid, so agile and so precise in its response to your driving input. This Corvette is substantially stiffer than the previous-generation Corvette convertible, and it also has a lower curb weight. Lateral shake is virtually gone, and the ride is impressively smooth.

**ONE OF THE WORLD'S BEST** — The new-generation convertible is one of the great cars of this era. It was the *Motor Trend* "Car of the Year" in 1998, and it paced Indy that same season. For two years running, *CAR AND DRIVER* named it one of the world's "10 Best," and *Sports Car Illustrated* has declared the convertible "our favorite two-seat ride."

**"The fact is,  
this Corvette was designed  
as a convertible right from  
the outset. It was the best  
way, the only way in our  
minds, to make a car  
with extraordinary feel  
and handling."**

— David Hill, Corvette Chief Engineer



Pop the frontmost cover release, unhook two latches, and then drop the lightweight, manual-folding top. It's an easy, one-person operation.

**"The Corvette is still the  
best all-around sports car —  
we've said it in '98 with our  
Car of the Year award, and  
we're saying it again."**

— *Motor Trend*, July 1999



Corvette convertible is shown in Silver Metallic.  
Interior shown in Dark Charcoal.



# America's favorite sports car.

The reviews are glowing. Owners tell us they've never driven a finer sports car. And last year, more people purchased a new Corvette than any other two-seat sports car. Period. It is preferred to the Mercedes SLK. Chosen over every Porsche. And it outsells the BMW Z3. Chevrolet Corvette is America's best-selling sports car.

***"Ultimately, there are faster performance cars. And there are certainly more expensive sports cars, but the C5 Corvette is one of the world's greatest sports cars."***

— Motor Trend  
New Car Buyer's Guide 1999

**SETTING HIGH STANDARDS** — A close examination of the most popular Corvette, the coupe, is revealing. The award-winning LS1 V8 engine is a 345-horsepower combination of refined smoothness and seemingly unending muscle. Variable-effort Magnasteer and "drive-by-wire" electronic throttle control provide a virtually seamless connection between driver and car. The innovative drivetrain layout — with the engine up front and the transmission in back — contributes to superb weight balance and an unexpectedly spacious interior.

Standard features in every Corvette coupe include a one-piece removable roof panel, electronically controlled 4-speed automatic transmission (a 6-speed manual is optional), air conditioning, a theft-deterrent system with horn alarm, Traction Control and four-wheel disc brakes with ABS. And, the forged aluminum wheels are newly styled for 2000.

**CREATING A NEW WORLD ORDER** — This authentic American sports car is dominating the world stage, with an unequalled balance of power, advanced style, designed-in quality and luxurious spaciousness for two.

***"Able to reach a top speed of 175 mph, and streak through the standing quarter-mile in 13.3 seconds, this Corvette's speed can humiliate any other car's in its price range."***

— CAR and DRIVER, January 1999





*"Blazing acceleration, crisp steering, affordable exotic performance."*

— CAR and DRIVER, September 1998

*"This is the stiffest, lightest, quickest 2000 Corvette."*

— David Hill, Corvette Chief Engineer

The hardtop.  
For purists, it's the ultimate Corvette.

Corvette hardtop in Torch Red with optional body-side moldings.

## Sometimes you have to get back to basics.

Since the era of the competition Grand Sport, a fixed-roof configuration has always meant the ultimate performance Corvette, and the hardtop is no exception. "To accentuate the purity of the shape, we created a minimal 'greenhouse' that emphasizes functional simplicity. By doing this we enhanced the taut, muscular fenders, elegant wheel openings and aggressive wheels," says John Cafaro, Corvette Chief Designer.

*"This fixed-roof hardtop offers a flavor of Vette that hasn't existed since the days when the 1963-1967 Sting Rays glorified the muscle car era."*

— Road & Track 1999 Buyers Guide

**THE QUEST FOR PERFORMANCE** — With no removable roof panel, the hardtop is lighter and stiffer in structure than any other 2000 Corvette. Special hardware includes the Z51 Performance Suspension (with stiff springs, large stabilizer bars and large monotube shock absorbers) and a standard close-ratio 6-speed manual transmission. In short, there's enough performance hardware here to please even the most hard-core enthusiast.

*"... for the dedicated sports car enthusiast who wants a more intensely focused Corvette, one he or she can take to the track and, without serious modifications, be competitive, the hardtop is the one to buy."*

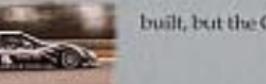
— Automobile Magazine, September 1999



# Chasing checkered flags. It's a Corvette tradition.

Soon after the very first Corvette appeared in a Chevrolet showroom, someone said, "Let's go racing." IT ALL BEGAN WITH THAT '55 V8. — Chevrolet engineers Ed Cole and Zora Arkus-Duntov saw the potential, and the rest is wonderful, high-octane, fuel-injected history.

**STING RAYS AND GRAND SPORTS** — In 1963, the glorious Corvette Sting Ray was born. Although the production coupe was no match for the small, light Shelby Cobra race car on road courses, Arkus-Duntov had a solution — the lightweight Grand Sport. Only 10 non-production prototypes were built, but the Grand Sport was a sensation wherever it appeared.



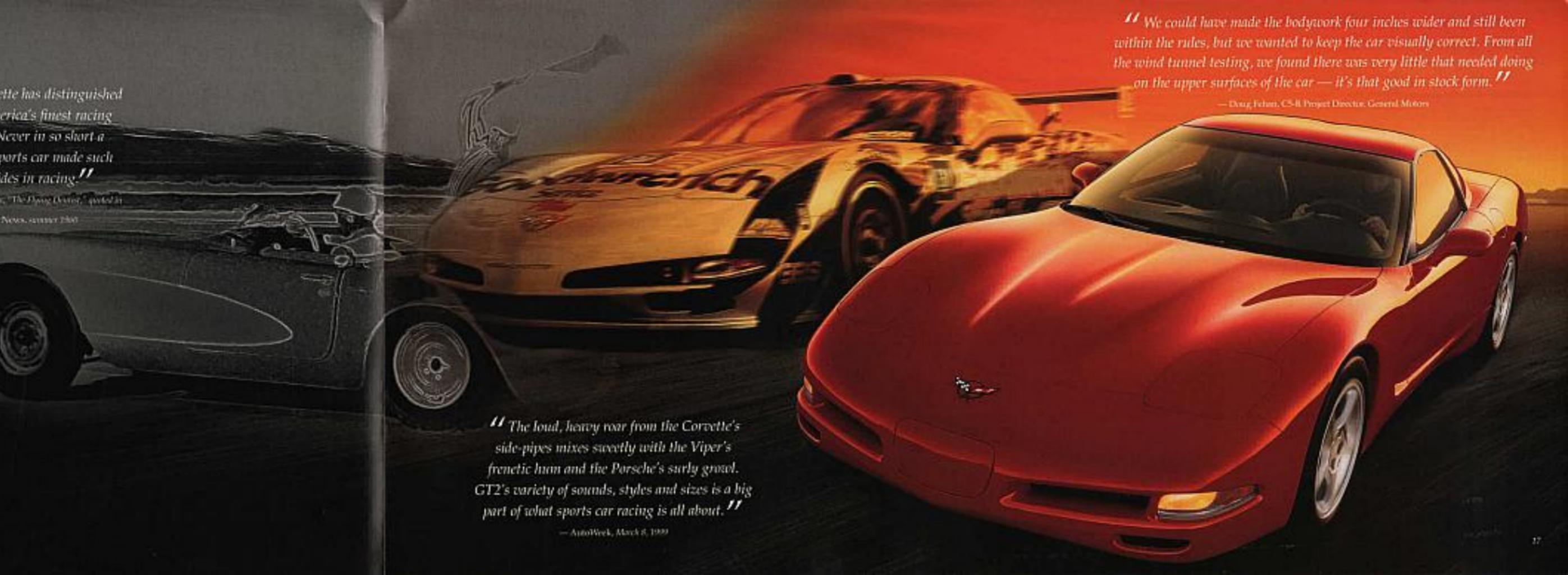
built, but the Grand Sport was a sensation wherever it appeared.

**THE SCCA ROAD RACING CHAMPION** — Into the '60s and '70s, big-block Trans Am series Corvettes were a delightful addition to the international racing scene. In the '80s, Corvette was dominant in SCCA Showroom Stock National Championship races.

**RACING INTO THE FUTURE** — The C5-R made its debut in the 1999 Rolex 24 at Daytona, then on to the 12 Hours of Sebring and Road Atlanta. The C5-R makes its international debut in 2000. Similarities between race car and production Corvette are noteworthy: the body shape, suspension and V8 engine are all genetically linked. Zora Arkus-Duntov would be proud.

*"The Corvette has distinguished itself as America's finest racing machine. Never in so short a time has a sports car made such great strides in racing."*

Dr. Dick Thompson, "The Flying Darter," quoted in Corvette News, summer 2000



*"The loud, heavy roar from the Corvette's side-pipes mixes sweetly with the Viper's frenetic hum and the Porsche's surly growl. GT2's variety of sounds, styles and sizes is a big part of what sports car racing is all about."*

— AutoWeek, March 6, 1999

*"We could have made the bodywork for our race car and still been within the rules, but we wanted to keep her as visually correct. From all the wind tunnel testing, we found there was very little that needed doing on the upper surfaces of the car — it's all good stock form."*

— Doug Fehan, C5-R Project Director, General Motors



## Active Handling. The next level of performance.

Active Handling, an option on all three Corvette models, is the logical next step in the evolution of enhanced chassis control systems, such as ABS brakes and Traction Control. Corvette is one of the few sports cars in the world to offer such advanced stability technology.

The Active Handling System activates when there is a significant difference between how the driver intends for the car to corner and how the car is actually cornering. Working together with the antilock brake system and Traction Control as needed, it automatically applies any of the four brakes to help the driver control the situation.

**AGILITY FOR THE REAL WORLD** — The Corvette Active Handling System offers amazing agility for the kinds of situations you encounter in real-world driving. Imagine a sudden lane change on a wet road surface to avoid an unexpected hazard — like a huge pothole. Let's say you turn the wheel sharply to avoid it. This input, combined with the low-traction surface, could exceed the limits of traction available to the front wheels, causing "understeer," which in turn allows the car to "plow" straight ahead. In this situation, Active Handling will work to help correct the car's understeer condition by automatically applying the inboard rear brake, coaxing the car into less of an understeer condition.

Active Handling is an important step forward in vehicle dynamics. You can get it in a Corvette today.

*"The Corvette Active Handling System represents advanced automotive electronics at their best."*

— AutoWeek, August 5, 1999

# Forty-seven years of unconventional excellence.

They said it couldn't be done — build a production automobile on an assembly line with fiberglass body panels. The very first Corvette proved "them" wrong with its rustproof fiberglass body — and today's Corvette continues that innovative tradition with flexible sheet-molded composite body panels that will never rust. The novel balsa-wood core composite floor is both lightweight and exceptionally strong.

**A TRADITION OF DEFYING TRADITION** — The conventional wisdom of the early '50s said, "You can't put an automatic in a sports car." The 1953 Corvette defied convention with its Powerglide automatic. In 1957, Corvette became the first American sports car to feature a 4-speed manual as an option. Today, demand runs about 40/60 between the high-performance 6-speed manual (standard in the hardtop) and the electronically controlled 4-speed automatic (standard in the coupe and convertible).

**LEGENDARY V8 PERFORMANCE** — The Corvette V8 was introduced in 1955, and the rest is the stuff of legends — fuel injection in 1957, the "327" in 1962, "big blocks" beginning in 1965, the LT1 and the ZR1's awesome LT5 of the early 1990s.

**STILL AMERICA'S FINEST PRODUCTION V8** — Technical highlights of this award-winning V8 include lightweight aluminum construction, Sequential Fuel Injection with a composite intake manifold, and electronic throttle control.

## A Car with Backbone

The Corvette structure (consisting of a strong perimeter frame combined with a center backbone) provides an impressive level of rigidity. This robust design allows the independent suspension to be tuned precisely for impact hardness and driver control.

## Wishbone Suspension

An SLA (Short and Long-Arm) suspension with aluminum double wishbones and knuckles is used at each corner. This suspension design contributes to a compliant ride, while providing impressive response, especially during aggressive cornering.

## High-Tech Wheels

Lightweight aluminum wheels, newly styled for 2000, reduce unsprung weight and add to Corvette's bold appearance.

## Standard Traction Control

A full-function Traction Control system is standard on every Corvette. Traction Control works in conjunction with the ABS and electronic throttle control to optimize traction by reducing tire slip on many surfaces. An On-Off switch is provided.



## Variable-Effort Steering

*Megateer* is a speed-sensitive, variable-effort steering system. This computer-controlled system, combined with a rack-and-pinion steering gear, provides maximum steering assist for parking and precise steering feel at higher speeds.

## Precision Alignment

A four-wheel geometric alignment machine at the end of the assembly line confirms that each Corvette is set to its optimum ride height. All caster, camber and toe alignments are completed to exact standards.

## Three Suspension Choices

- The FEI Suspension (standard on coupe and convertible) is designed to please the majority of Corvette drivers with its outstanding blend of ride and response.
- Enthusiasts seeking the ultimate in Corvette technology will want the optional F45 with Selective Real Time Damping (not available on the hardtop) — e.g., the suspension that "thinks." F45 has computer-controlled shocks that automatically increase damping rates in "real time" — 10 to 15 milliseconds — as road conditions dictate. There are three manual settings: Touring, Sport and Performance — each with a distinct range of ride firmness.
- Then there's Z51. This is a suspension option for die-hard performance fans, and it is the racing-inspired package you'll want if you intend to participate in sanctioned competitive events. (Z51 is standard on Corvette hardtop.)

## Front Engine/Rear Transmission

A rear-mounted transmission creates more room for driver and passenger. Hydraulic engine and transmission mounts help reduce vibration to the chassis.

## ABS with Four-Wheel Discs

A premium four-wheel disc brake system with ABS is standard. The brake rotors are large and vented for powerful braking performance. Premium, non-metallic linings provide smooth, quiet braking.

# Sophisticated safety technology.

The comprehensive safety package in every 2000 Corvette includes standard occupant-protection features such as driver and passenger airbags, energy-absorbing front and rear crush zones and safety-cage construction with integral side door beams. Equally important are Corvette's many standard crash-avoidance features, including Daytime Running Lamps, a four-wheel antilock brake system (ABS) and Traction Control. Corvette is also one of the few sports cars in the world to offer the advanced stability technology of Active Handling (optional).

Standard personal security features in every Corvette include a Remote Keyless Entry system, a totally passive theft-deterrent system with horn alarm, and power door locks with a lockout protection feature.

Sophisticated safety technology — it's what you expect from one of the world's most advanced automobiles.

\*Special Note About Children and Air Bags: Never carry an infant in a Corvette. If it is necessary to distract a suitable for your child, move the passenger seat as far back as possible. Your child's safety is most important.

### Solar-Ray Glass

All Corvette windows are tinted, and the windshield features Solar-Ray glass, for reduced heat buildup. The high-strength windshield is made of lightweight, urethane-bonded laminated glass.

### Daytime Running Lamps

Daytime Running Lamps are standard. These lamps (which operate in conjunction with turn signals) come on automatically to help other roadway users notice your oncoming vehicle during daylight hours.

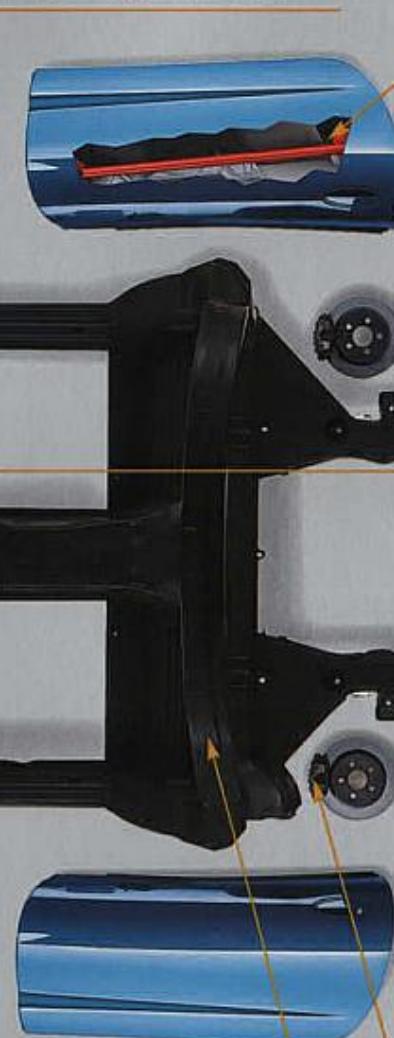


### Dual Air Bags

Driver and passenger air bags supplement the lap/shoulder safety belt system to help restrain the driver and passenger in the event of a moderate to severe frontal impact. Always use safety belts and proper child restraints, even with air bags.

### Energy-Absorbing Structure

In a collision, front and rear crumple zones are designed to crumple at a controlled rate, and the powertrain is designed to be displaced, enhancing energy absorption.



### High-Strength Door Locks

Programmable automatic locking doors are standard on all models. A patented, high-strength door lock is also featured.



### Electronic Traction Control

Standard All-Speed Electronic Traction Control — combined with a limited slip rear axle — provides the Corvette driver with enhanced grip, on most low-traction surfaces.

### Four-Way Flashers

Four-way hazard warning flashers are operated via an easy-to-use On-Off switch.



### Side Markers

Side marker lights (which illuminate with the headlamps) and reflectors make your Corvette easier to see at night.

### Extended Mobility Tires

Standard Extended Mobility Tires eliminate the need for a spare tire. With EMTs, you can drive up to 200 miles at 55 mph on completely deflated tires. A standard tire pressure monitoring system signals the driver if a tire is in a low- or high-pressure situation. Please see Owner's Manual for more information.

### Starter Safety Switch

A starter safety switch prevents your Corvette from being started in gear.

### Safety-Cage Construction

A high-strength steel safety cage (with reinforced floor, body sills and pillars, and steel side door beams) surrounds the Corvette passenger compartment.



Corvette interior in Tech Red  
with optional Sport Seats.

## This interior could belong to only one car.

From the dual-cove instrument panel with grab handle to the bold crossed-flags emblem on the steering wheel hub, everything about this interior says "Corvette." Yes, it's everything you expect it to be—luxurious, sporty, and true to its heritage. An American icon deserves no less.

Thoughtful design places controls within easy reach and makes gauges eminently readable. There are two leather-trimmed seat choices: standard, and optional Sport\* with inflatable lumbar support and adjustable side bolsters. Both seat styles offer a deeply contoured design that's been refined to high standards by a special Seat Comfort Team. Six-way power adjusters are standard for the driver side\* and optional for the passenger side.\* Color choices are Black, Light Gray,\* Light Oak\* and the brand-new, very brilliant Tech Red.\*

If you choose the optional Memory Package,\* the pre-sets for climate control, mirrors, driver seat and radio (and the power telescoping steering column, if you also select this option) will adjust to your preferred settings. There are also power controls for the windows and door locks. An optional Head-Up Display projects all of the following readouts onto the windshield for driver convenience: vehicle speed, engine rpm, a performance upshift guide for the 6-speed manual transmission, and readings from key gauges, including water temperature, oil pressure and fuel.

This is state-of-the-art interior design that you expect from Corvette.

\*Not available in Corvette hardtop. Optional in Corvette hardtop.

*"It's nice to know that someone is still listening to those of us who still love to drive."*

— *AutoWeek*, Sept. 1, 1999



There's nothing else like it.

You have high standards. *Corvette* rewards your appreciation for excellence with an instrument panel that is totally focused on your need for information, thoughtfully displayed and precisely calibrated.

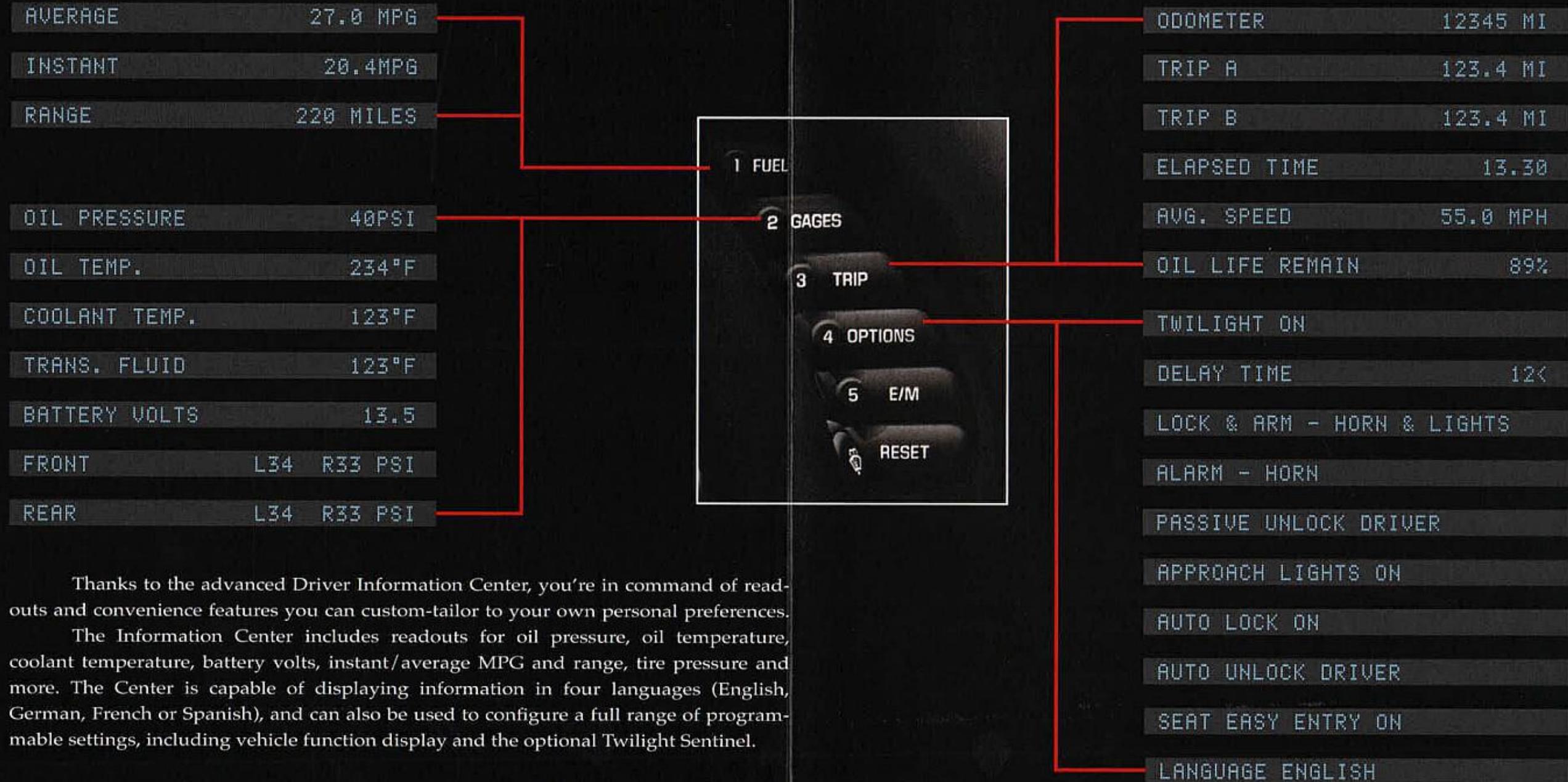
**STANDARD LUXURIES** include a Driver Information Center, power door locks, power windows with an Express-Down feature, a tilt wheel, an AM/FM stereo with cassette player and 6 speakers (if the optional convertible), electronic cruise control, a passive theft-deterrent system and a full complement of analog gauges.

**OPTIONS YOU CAN ADD** include a power telescoping steering column,\* stereo with CD and 6-speaker system, six-way power passenger seat\* and dual-zone air conditioning. A Head-Up Display (with readouts for vehicle speed and engine rpm) is also optional.

\*Not available in the hatchback model.

Get the instrument panel. See optional equipment above.

# The most intelligent car on the planet.



Thanks to the advanced Driver Information Center, you're in command of readouts and convenience features you can custom-tailor to your own personal preferences.

The Information Center includes readouts for oil pressure, oil temperature, coolant temperature, battery volts, instant/average MPG and range, tire pressure and more. The Center is capable of displaying information in four languages (English, German, French or Spanish), and can also be used to configure a full range of programmable settings, including vehicle function display and the optional Twilight Sentinel.



# Your dream Corvette starts right here.

- 1. COUPE TRUNK CAPACITY** — There's actually more room for luggage than you'd find in most full-size sedans — an impressive 24.8 cubic feet.
- 2. COUPE REMOVABLE ROOF PANEL** — A lightweight, one-piece panel. Latches are easy to use, and no special tool is required. Choose from a standard body-color panel, an optional transparent roof panel, or both.
- 3. HEAD-UP DISPLAY** — Program this option to display a variety of useful information (including vehicle speed and engine rpm) on the windshield for fast viewing. An On-Off switch is included.
- 4. CONVERTIBLE TOP** — Includes a glass rear window with integral electric defogger. Top colors are Black, Light Oak or White, depending on exterior color selected.
- 5. ACTIVE HANDLING OPTION** — Corvette Active Handling works with ABS and Traction Control to help enhance vehicle handling in cornering situations.
- 6. CENTER CONSOLE** — A lockable storage compartment (with cassette or CD holder) and a cup holder are close at hand.
- 7. OPTIONAL MEMORY PACKAGE\*** — "Remembers" pre-set positions for climate control, seat, mirror, radio and (if you also select this option) power telescoping steering column. Great for households with more than one driver.
- 8. REMOTE KEYLESS ENTRY** — Allows the driver to lock/unlock the doors, turn on interior lights or arm the alarm system from up to 30 feet away. Standard in all models.
- 9. MANUAL TILT WHEEL/POWER TELESCOPING STEERING COLUMN\*** — This option combines the standard manual Tilt-Wheel feature with a power telescoping column.
- 10. CONVERTIBLE TRUNK** — A fully enclosed, lockable trunk is standard. Cargo volume is 13.9 cubic feet with the top in the up position (11.2 cubic feet with the top down).



\*Not available in hardtop model.



# A technical guide to America's sports car.

EXTERIOR	COUPE	CONV.	HARDTOP	INTERIOR (cont'd.)
Clearcoat paint	S	S	S	Air conditioning (dual-zone with electronic control)
Corrosion-proof body panels	S	S	S	Console, lockable with integral cup holder
Body side molding	O	O	O	Cruise control
Daytime Running Lamps	S	S	S	Day/night rearview mirror with integral map light
Dual electric remote control heated sport mirrors	S	S	S	Rear-window defogger
Dual halogen foglamps	O	O	O	Headlamps-on reminder
Front license plate frame	O	O	O	Illuminated dual visor mirrors
Manual convertible top with heated glass rear window	—	S	—	Instrumentation, electric, analog
One piece removable roof panel	S	—	—	Instrumentation, Head-Up Display
Translucent removable roof panel	O	—	—	Intermittent windshield wipers
Roof package with translucent and solid roof panels	O	—	—	Memory Package ("remembers" pre-sets for outside mirrors, radio, heater, defroster, air conditioning, driver power seat and steering column)
Retractable halogen headlamps	S	S	S	O <sup>1</sup>
Sole-tinted, flush-mounted glass	S	S	S	O <sup>1</sup>
<b>INTERIOR</b>				PASS-Key II theft-deterrent system with horn alarm
Air bags* (driver and passenger)	S	S	S	Power door locks
Air conditioning	S	S	S	

\*Always use safety belts and proper child restraints, even with air bags. See Owner's Manual for more safety information. \*Requires electric dual-zone air conditioning.

<sup>1</sup>Leather trimmed seating surfaces only.



COUPE	CONV.	HARDTOP	INTERIOR (cont'd.)
O	O	O	Power telescoping steering column
S	S	S	Power windows with Express-Down feature
S	S	S	Active Remote Keyless Entry system
S	S	S	Seats, leather seating surfaces**
O	O	—	Seats, Sport, leather seating surfaces**
S	S	S	Seat, power driver six-way adjustable
S	S	S	Seat, power passenger six-way adjustable
S	S	S	Tilt-Wheel <sup>®</sup> steering column
S	S	S	Turn signal-on reminder
O	O	—	Twilight Sentinel

DELCO ELECTRONICS ETR SOUND SYSTEMS			
Electronically tuned AM/FM stereo with cassette player and digital clock	S	S	S
Electronically tuned AM/FM stereo with CD player and digital clock	O	O	O
Base speaker and amplifier system	S	S	O
12-disc CD changer	O	O	O

S — Standard. O — Optional.

COUPE	CONV.	HARDTOP	INTERIOR (cont'd.)
O	O	—	Power telescoping steering column
S	S	S	Power windows with Express-Down feature
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O	O	—	Seats, Sport, leather seating surfaces**
S	S	S	Seat, power driver six-way adjustable
S	S	S	Seat, power passenger six-way adjustable
S	S	S	Tilt-Wheel <sup>®</sup> steering column
S	S	S	Turn signal-on reminder
O	O	—	Twilight Sentinel

COUPE	CONV.	HARDTOP	WHEELS
S	S	S	17" x 8.5" front, 18" x 9.5" rear
S	S	S	—Forged aluminum
O	O	O	—High polish forged aluminum
O	O	O	—Magnesium

COUPE	CONV.	HARDTOP	TIRES
S	S	S	Goodyear Eagle F1 GS
S	S	S	Extended Mobility
S	S	S	—Front: P245/45ZR17
S	S	S	—Rear: P275/40ZR18

COUPE	CONV.	HARDTOP	INTERIOR DIMENSIONS (IN.)
104.5	104.5	104.5	Wheelbase
179.7	179.7	179.7	Length (overall)
73.8	73.8	73.8	Width (overall)
47.7	47.7	47.7	Height
62.1	62.1	62.1	Tread width — front
62.2	62.2	62.2	Tread width — rear

COUPE	CONV.	HARDTOP	CAPACITIES
2	2	2	Passenger capacity
13.3	13.3	13.3	Cargo capacity (cu. ft.)
18.5	18.5	18.5	Fuel capacity (gal., approx.)

\*With convertible top in the down position.

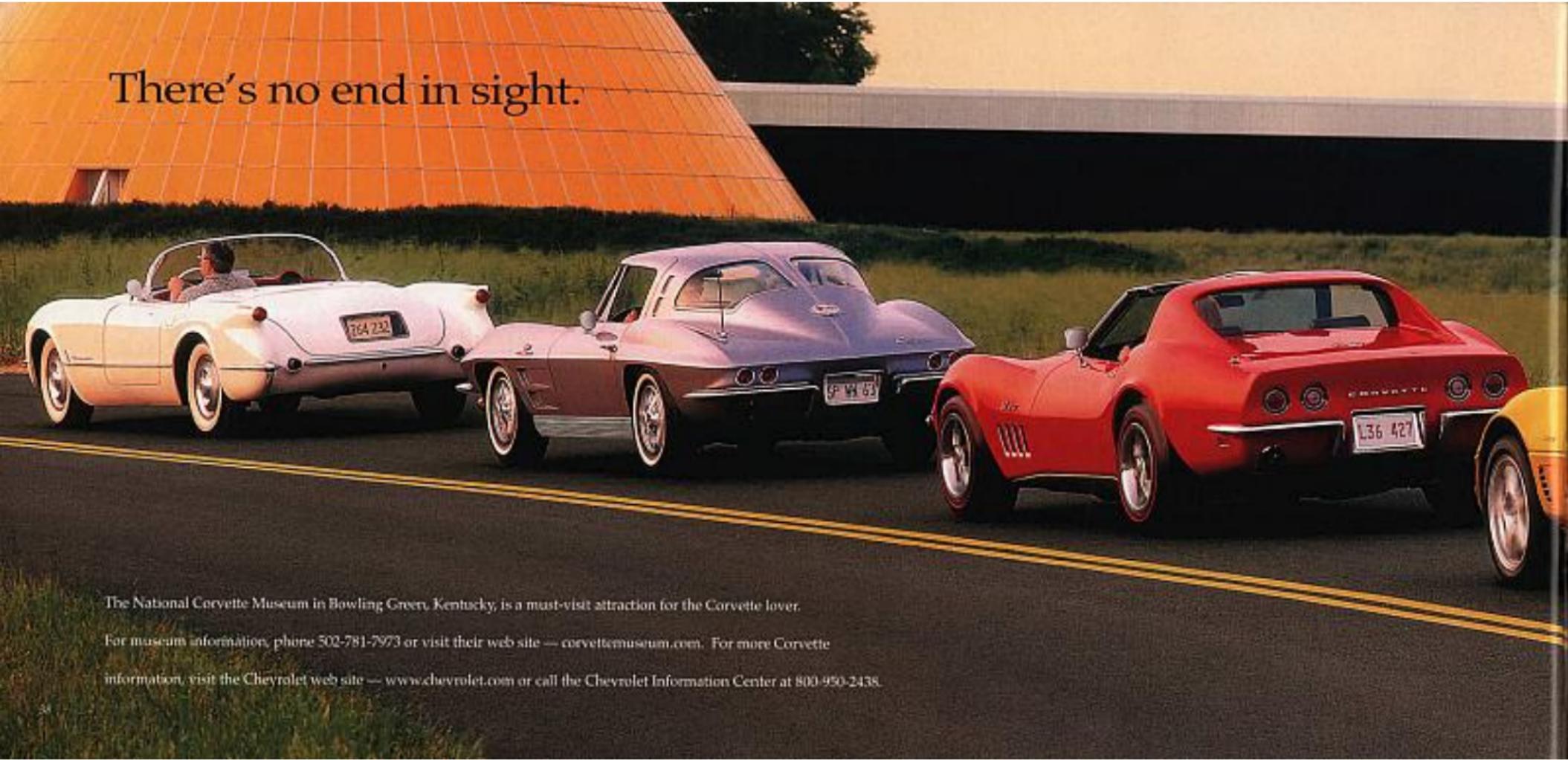
\*\*With leather trim.

†With leather trim.

‡With leather trim.

§With leather trim.

There's no end in sight.



THE NATIONAL CORVETTE MUSEUM

The National Corvette Museum in Bowling Green, Kentucky, is a must-visit attraction for the Corvette lover.

For museum information, phone 502-781-7973 or visit their web site — [corvettemuseum.com](http://corvettemuseum.com). For more Corvette information, visit the Chevrolet web site — [www.chevrolet.com](http://www.chevrolet.com) or call the Chevrolet Information Center at 800-950-2438.

