2 Corvette Heritage
Since 1953...the legendary American sports car.

6 Corvette 1991
The style is new, but classically Corvette.

8 The Coupe
This is what “grand touring” is all about.

12 Inside Corvette
A sporty (and luxurious) environment for two.

16 The Convertible
As different from other convertibles as Corvette is different from other cars.

20 Corvette Performance
The numbers speak volumes. One drive will say more.

24 Features and Options
The completely equipped sports car that’s easy to personalize.

32 Additional Information
From any perspective, Corvette for 1991 is a treat for America's car enthusiasts.

Both coupe and convertible models share a new look — a revised front bumper/facia with wrap-around cornering/fog lamps, new horizontal side louvers, wider body-color side moldings and bolder, more massive rear styling (the trademark quad rear lamps are now rectangular). New 17" cast-aluminum wheels are the final touch.

This anything-but-subtle style promises performance — something the '91 Corvette delivers in full measure. Beneath this svelte fiberglass skin is a fully independent suspension, the choice of a six-speed manual or four-speed automatic transmission and the race-proven 5.7 Liter V8 with Tuned-Port Fuel Injection and lightweight aluminum cylinder heads.

One of the most advanced four-wheel anti-lock braking systems available in any production automobile (Bosch ABS IIS) is standard. When called upon to do so, the system can adjust brake pressure as rapidly as 15 times per second, a rate even the most skilled professional driver cannot attain. Bosch ABS IIS is combined with four-wheel power discs for up to 1.0g of stopping power.

Bilstein Selective Ride Control, the innovative suspension option introduced on the 1990 Corvette Coupe, is now available on both Coupe and Convertible. This system allows the driver to select from one of three levels of ride firmness (Touring, Sport or Performance).

There is another component that sets Corvette apart from other two-seaters: luxury. Standard equipment includes air conditioning, Delco AM/FM stereo with cassette tape player, leather-wrapped Comfortilt steering wheel, power door locks, power windows—the list goes on. Base-coat/clear-coat paint provides a "wet look" shine. And, of course, Corvette's fiberglass body panels will never rust.

Luxury options include leather-trimmed multi-adjustable sport seats and a 200-watt Delco/Bose ster-
eo with digital compact disc player, cassette tape player and a Speed Compensated Volume Control that increases volume automatically as vehicle speed increases. An override switch cancels this function if so desired.

Other technology has been incorporated to help reduce insurance rates and make the '91 Corvette an easier-to-own sports car. The standard PASS-Key® (Personalized Automotive Security System) is the most sophisticated theft-deterrent system Chevrolet has ever offered. PASS-Key is a special ignition key system utilizing a module with a resistor decoder and an ignition key with a pellet of specified resistance. If the resistance does not match the decoder, any attempt to start the car is thwarted. The standard driver's-side Supplemental Inflatable Restraint system (air bag) and four-wheel anti-lock brake system may also qualify you for comprehensive insurance discounts.

These are a few of the reasons why Corvette is one of the world's finest sports cars. There is one more: quality. The 1991 Corvette is backed by extensive, rugged development testing at the General Motors Proving Grounds.

Recent endurance testing (supervised by the United States Auto Club and confirmed by the Federation Internationale de l'Automobile) offers more evidence of Corvette quality. Two specially modified 1990 Corvette Coupes smashed three world endurance/speed records and set nine international class standards at the Firestone/Bridgestone track in Fort Stockton, Texas. The new records are for 5000 kilometers and 5000 miles, including a new 24-hour speed record (175.8 MPH average). The only stops were for gas, tires and driver changes.

The '91 Corvette awaits one final test — yours, on your favorite stretch of highway.
Corvette Coupe

World-class credentials

... with a uniquely

American personality.
For those who seek an all-out V8-powered sports car that is the envy of automakers the world over, Corvette Coupe is often the preferred choice. And no wonder.

In Sports Car Club of America-sanctioned Showroom Stock Series competition, the Corvette Coupe (with special modifications) is a force to be reckoned with. Racing technology has clearly influenced the design of the current-generation Corvette, and what Corvette engineers learn at the track is quickly reflected in the Corvette you buy from Chevrolet and drive on the street.

The performance of Corvette Coupe is enhanced for 1991 by 17" cast-aluminum wheels, P275/40ZR-17 Goodyear Eagle unidirectional high-performance tires, limited-slip rear differential, and your choice of a six-speed manual transmission or 4-speed automatic with overdrive.

Bilstein Selective Ride Control is an innovative suspension option designed for everyday driving. This computerized system allows the driver to select from one of three shock absorber damping levels (Touring, Sport or Performance) via a console-mounted switch. It is programmed for six automatic gradations of firmness within each mode, depending on vehicle speed.

Also available on Corvette Coupe: a special Performance Axle Ratio (requires an optional engine oil cooler).

Corvette Coupe has also earned a reputation as a highly refined grand touring machine. In a Corvette, even the drive across town or the daily commute to work is a time to be enjoyed, thanks to the accomplished engineering and a long list of standard luxury features.
These features include air conditioning, electronic speed control, halogen fog lamps, front and rear cornering lamps, power windows, power door locks and a Delco AM/FM stereo with seek-scan, cassette tape player, and digital clock. A standard “delay” feature for accessories continues 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 also standard. And when those summer weekends beckon (or whenever the spirit moves you), the one-piece removable roof panel may be lifted off for breezy open-sky motoring. A transparent roof panel (with blue or bronze tint) is available.

The Coupe features an all-glass lift-up rear hatch with remote release for convenient cargo loading. Luggage space is 12.6 cu. ft., enough for three large suitcases and two smaller overnight bags. A security shade is also provided. Two lockable storage compartments are located behind the seats.

Corvette Coupe’s alluring dual nature (performance machine/ grand touring car) is what makes it such a popular choice for so many enthusiasts. Whether your plans include a 1,000-mile tour or a night on the town, the Corvette Coupe is just fun to drive and ride in. And Corvette lets you express yourself with the choice of ten exterior colors (all lustrous base-coat/clear-coat), and a wide range of options, including a Delco/Bose sound system with digital compact disc player and stereo cassette tape player, power adjustable sport seats with power lumbar support and genuine leather trim (see pages 24-31 for more details).
Inside Corvette

Where the marriage of comfort and control is a carefully considered science.
If you appreciate excellence in all facets of automotive design, you should spend some time in a Corvette. The relationship between driver and driving environment is strictly world-class.

Make no mistake. The Corvette interior is luxurious, even by traditional definitions (no Teutonic austerity here). The bucket seats are deeply contoured and feature quality cloths or supple optional leathers. The Comfortilt steering wheel is leather-wrapped. The Delco stereo systems are recognized as among the best available in any automobile. There are power controls for everything from windows to mirrors.

True luxury in a sports car, however, is the ability to make the driver feel as one with the car. Seats must help the driver stay securely in place during cornering. Those same seats should offer support and comfort for extended periods of time. Gages must be instantly readable without taking eyes off the road. All controls, from wipers to climate-control system, should be in easy reach.

Corvette is, by this more meaningful standard, a true luxury sports car with impressive comfort and unique style.

The standard fully reclining bucket seats are upholstered in sport cloth. Colors are Black or Saddle. Genuine leather seating surfaces (in Black, Blue, Gray, Red or Saddle) are optional. Corvette's ultimate comfort option is the leather Sport Seat interior shown above. Features include a six-way power adjuster plus power lumbar support.

The cockpit-style wraparound instrument panel communicates instantly and clearly to the driver. Instrumentation includes analog readouts for tachometer, water temperature, oil pressure, oil temperature and volts, and digital readouts for speed, instant average fuel economy and range.
Another important driver-information feature is an engine oil life monitor. It alerts the driver with a “Change Oil” light when an oil/filter change is recommended. A formula calculates engine oil temperature and engine revolutions to decide actual oil life.

A low oil sensor is a new feature for 1991. It illuminates a “Low Oil” lamp in the Driver Information Center when the oil level is one quart low.

Corvette's acclaimed sound systems include a standard Delco AM/FM stereo with seek-scan, cassette tape player, digital clock and power antenna. Two Delco/Bose systems are available: one with cassette player, and one with cassette player and compact disc player. Both are world-class systems with 200 watts of power, six speakers (including two tweeters for excellent high-range sound), and speed-compensated volume that will automatically compensate for the increase in road noise levels of higher speeds (a feature you will appreciate when driving with the roof panel off or convertible top down).

The center console includes storage for both cassette tapes and compact discs. Other features are a coin tray, headlamps-on reminder, power windows, power door locks and power mirrors. Courtesy lights are located under the instrument panel, on the doors and in the cargo area.

A standard driver's-side Supplemental Inflatable Restraint system (air bag) is located in the steering wheel hub. The S.I.R. is designed to provide added protection for the driver in the event of a moderate to severe frontal collision. It is a supplemental system only. For maximum protection in frontal and all other collisions, both driver and passenger should be properly restrained with safety belts.

Simply put, the Corvette interior was designed by people who love to drive. And the happy result is a sports/GT car that will complement your own driving style precisely.
Corvette Convertible

The slightly more passionate approach to high-performance motoring.
For many sports car enthusiasts, there is but one body style to consider: the convertible, a.k.a., ragtop, droptop, roadster. The argument is compelling. After all, adding wind, sun and stars does tend to amplify the fun of a high-performance automobile.

The 1991 Corvette Convertible just may be the ultimate expression of this highly romantic breed. Consider this the slightly more intense Corvette, for more passionate souls. It is, too, the car most Americans have fantasized about owning. And the new-for-'91 styling only enhances the legend.

Historically, the Corvette Convertible has been one of autodom's best long-term investments. Vintage examples routinely sell for many times their original price. For example, it is not uncommon to see a mid-Sixties Corvette convertible or a "big-block" Sting Ray bring over $50,000 at auction.

The restyled '91 opens a brand-new chapter in Corvette history, and there is no better time than right now to enjoy the style and spirit of America's premiere top-down sports car.

The performance technology and luxury of every Corvette is combined with the open-air appeal only a convertible can deliver. The standard 5.7 Liter V8 engine with Tuned-Port Fuel Injection is one of the most powerful V8s available in any production convertible. Horsepower is 245 at 4000 RPM. In other words, this Corvette is guaranteed to rearrange your hairstyle.

Significantly, this is a factory-built convertible, manufactured to strict quality standards within the Bowling Green, Kentucky, Corvette plant. Features include a manually operated convertible top with integral headliner for enhanced sound deadening. Two lockable storage compartments are located behind the seats. There is additional storage space for small items in the lockable center console and
glove compartment, providing even more places for your belongings.

Five interior colors and ten exterior colors, including new Turquoise Metallic, Steel Blue Metallic and Medium Quasar Blue Metallic, are available for '91.

Choose from three top colors, depending on exterior color selected: Black (canvas), White (vinyl) or Saddle (canvas). See page 27 for information on available interior/exterior color combinations.

The soft top disappears below a fiberglass panel when lowered.

There is no unsightly boot to mar the top-down appearance.

An optional body-color removable hardtop is a popular option you may wish to consider. This lightweight (64-lb.) fiberglass hardtop features a cloth headliner and electric rear-window defogger. In addition to providing coupe-like quiet and comfort during cold-weather months, the hardtop gives the Convertible a whole new, highly formal appearance and added security when you want it.

Another option that recalls the early days of two-seat motoring is a factory-installed rear decklid carrier. The black-finished carrier adds both style and cargo capacity. This carrier is available exclusively on the Corvette Convertible.

There was a time (1953 through 1962) when every Corvette was a convertible. To many, this is still the Corvette. If your personal interpretation of "sports car" includes a top that goes down and brings you closer to the great outdoors, choosing this version of the 1991 Chevrolet Corvette will be one of the year's most rewarding decisions.
Corvette Performance

Legendary in its own time.
Corvette performance has always been something to talk about. In the late Fifties, the fuel-injected "283" put Corvette on equal footing with all-out race cars. And in the Sixties, high-revving "327 fuelies" and muscular "big-block" Sting Rays were fearsome machines on the street or track.

The 1991 Corvette continues that winning tradition, with a formidable 5.7 Liter V8 (350 cubic inches), a choice of advanced 6-speed manual or 4-speed automatic transmissions and a competition-proven chassis design.

5.7 Liter V8 with Tuned-Port Fuel Injection This standard Corvette powerplant is widely regarded as one of the great engines of all time. Performance features include Tuned-Port Fuel Injection, lightweight aluminum cylinder heads, a high-lift camshaft and roller valve lifters. Horsepower is 245 at 4000 RPM. Torque is 345 lb./ft. at 3200 RPM. Chassis Technology The four-wheel independent suspension features a 5-link rear design that helps maximize tire patch contact with the road. Exclusive glass-epoxy transverse front and rear springs, forged aluminum control arms and high-strength uniframe body construction all contribute to Corvette's remarkable poise and balance. The uniframe is 100% galvanized steel.

Optional Bilstein FX3 Selective Ride Control FX3 essentially gives you a range of comfort and cornering capabilities, from softer than the regular Corvette suspension to firmer than the previously available Z51 suspension. The system is operated by means of a rotary dial on the console. There are three settings: Tour, Sport and Perf (Performance), with six different automatic gradations within each mode, depending on the speed of the car and the console setting.
The standard six-speed manual transmission is a smooth-shifting, fully synchronized unit designed to please manual-gearbox fans. A dual-pivoted shifter provides a fast, narrow shift pattern.

The center console houses the Delco/Bilstein Selective Ride Control switch. The optional Delco/Bilstein Selective Ride Control system is programmed for six automatic gradations of firmness within each setting (Tour, Sport, Perf).

A driver's-side Supplemental Inflatable Restraint system (air bag) is standard in every 1991 Corvette. It can help protect the driver in certain frontal collisions. Sensors in the engine compartment react as soon as the car is involved in a moderate to severe frontal impact and instantaneously inflate a protective "air bag" in the steering wheel hub. The air bag is a supplemental system only and was designed for use in conjunction with safety belts. For maximum protection in frontal and all other collisions, all occupants must be properly restrained with safety belts.

**Technical Data**

**ENGINE**
5.7 Liter (350 cu. in.) V8 with Tuned-Port Fuel Injection
Block: Cast iron alloy
Cylinder Heads: Cast-aluminum
Valve Lifters: Roller hydraulic
Bore: 4.00" Stroke: 3.48"
Horsepower: 245 net @ 4000 RPM
Torque: 345 lb.-ft @ 3200 RPM
Recommended Fuel: Unleaded premium
Fuel Pump: Electric (in tank)
Fuel Tank Capacity (in gals.): 20

**WHEELS AND TIRES**
Wheel Size and Type: 17x9.5 in.
auminum alloy.
Tire Size and Type: P275/40ZR-17 Goodyear Eagle ZR (unidirectional).

**BODY**
STRUCTURE
Integral perimeter-frame birdcage forms unitized body structure.

**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.

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

**DIMENSIONS**
**EXTERIOR**
Width: 71.0"
Front Tread: 59.6"
Rear Tread: 60.4"
Wheelbase: 96.2"
Overall Length: 178.6"
Height: 46.7"
Minimum Ground Clearance: 4.7"

**INTERIOR**
Head Room: 36.4" (36.5" Conv.)
Leg Room: 42.6"
Shoulder Room: 54.0"
Hip Room: 49.3"
Cargo Volume: 12.6 cu. ft. (6.6 cu. ft. Conv.)

**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**
TYPE AND DESCRIPTION
Four-wheel power disc, with Bosch ABS IIB four-wheel anti-lock system, Electronic 4-wheel, 3-channel (standard).

* Tire chains should not be used because they may cause damage to your car.
Choosing Corvette is easy. Choosing which Corvette is fun.
The 1991 Corvette can be as hot as a bright red coupe with a six-speed manual transmission, Selective Ride Control, and special performance axle ratio.

The 1991 Corvette can be as cool as a white convertible with leather bucket seats, Delco/Bose stereo sound system, removable hardtop and rear-deck luggage carrier.

Corvette can be all these things, because Corvette offers choices matched by few other sports cars. The standard equipment list is a long one, including features that are optional on many other cars. Things like air conditioning, Delco AM/FM stereo with cassette tape player, Comfortilt steering wheel, removable roof panel (coupe), power windows and heated outside mirrors.

Every Corvette also includes technology unavailable on many other cars — at any price. Examples include the PASS-Key theft-deterrent system, driver's-side Supplemental Inflatable Restraint system (air bag), four-wheel anti-lock braking system, stainless steel exhaust system and corrosion-proof fiberglass body panels.

It's also reassuring to know that Corvette's uniframe/chassis is 100% galvanized steel, and that Corvette is covered by the GM Bumper to Bumper Plus Warranty (see page 32 for details), with service available at nearly 5000 Chevrolet dealers nationwide.

A unique selection of options, including Selective Ride Control and a specifically tuned Delco/Bose sound system, allows you to closely match your Corvette to your style of driving. There's even an optional low-tire-pressure warning system that activates a warning message if pressure is under 25 psi.

In this section you'll also find information on interior seat styles and color availability, convertible top colors and interior/exterior color combinations.

Now you're ready to have some fun — ordering that dream Corvette.
**Colors and Trim**

A beautiful palette of paints, cloths and leathers.

### Interior Colors

<table>
<thead>
<tr>
<th></th>
<th>Standard</th>
<th>Leather</th>
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<tr>
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<tr>
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<tr>
<td>RED</td>
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<tr>
<td>SADDLE</td>
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### Interior/Exterior Colors

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<th>EXTERIOR COLORS</th>
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<th>GRAY</th>
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<tr>
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<td>DARK RED MET.</td>
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</tbody>
</table>

**Standard Cloth Seat**

**Optional Leather Seat**
Genuine leather seats are optional at extra cost. Colors: Black, Blue, Gray, Red, Saddle.

**Optional Leather Sport Seat**
Deeply contoured leather sport seats are optional at extra cost. Features include full power lumbar adjustment. Colors: Black, Blue, Gray, Red, Saddle.

**Convertible Top Colors**
Black, White, Saddle.

### Exterior Colors

- BLACK
- MED. QUASAR BLUE MET.
- CHARCOAL MET.
- STEEL BLUE MET.
- POLO GREEN MET.
- TURQUOISE MET.
- YELLOW
- WHITE
- BRIGHT RED
- DARK RED MET.
Optional Equipment

A selection of comfort, convenience and performance features you will want to consider...

Delco/Bose AM/FM Stereo Music System with Stereo Cassette Tape Player and Digital Compact Disc Player
- This world-class Delco/Bose music system features four bass reflex amplifier speakers engineered specifically for Corvette (each with its own equalizer network), an AM/FM stereo receiver with automatic adjustment, electronic tuning with seek-scan, Dynamic Noise Reduction (DNR™) and Dolby® Sound Noise Reduction to reduce high-frequency "hiss" on AM/FM and cassette tape.
- The cassette tape player includes automatic reverse (radio functions while cassette rewinds) and music search feature.
- The integral compact disc player includes digital readouts, repeat function and search-and-scan.
- A Speed Compensated Volume Control feature automatically increases radio volume as the speed of the car increases.

Delco/Bose AM/FM Stereo Music System with Stereo Cassette Tape Player
This Delco/Bose system is similar to the above music system, with the exception that it does not include a compact disc player.

Selective Ride Control
Selective Ride Control is the ultimate Corvette suspension option. This computerized system allows the driver to select one of three suspension settings (Touring, Sport or Performance) via a console-mounted switch. Within each of the three settings, ride firmness automatically increases as speed increases.

Electronic Air Conditioning
This electronic control system features easy-to-use, color-coded push buttons and a digital temperature adjuster. Once set, the temperature is automatically maintained. A display registers outside temperature.

Leather Sport Seats
Aggressively contoured leather sport seats include a six-way power adjustment and full-power lumbar adjustment.

Low Tire Pressure Warning System
A transmitter in each tire is designed to measure tire pressure and activate a warning message if pressure is under 25 psi.

Additional Optional Equipment
- Axle Performance-ratio
- Removable Hardtop (Convertible)
- Seats, leather-trimmed
- Seats, power six-way adjustment
- Transparent roof panel (Coupé only).

Electronic Air Conditioning is a fully automatic climate control system. Just set the temperature, and enjoy Corvette performance.

The optional transparent tinted roof panel gives Corvette Coupé occupants a view of the sun and stars.

The available Delco/Bose music system features a stereo cassette tape player and digital compact disc player.
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-glace 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
Chevrolet 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's financing or leasing your new Corvette can be as easy as saying GMAC.

Let's get it together...

buckle up.

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Litho in U.S.A. 5030 July 1990
The Heartbeat
of America is winning.
Today’s Chevrolet.