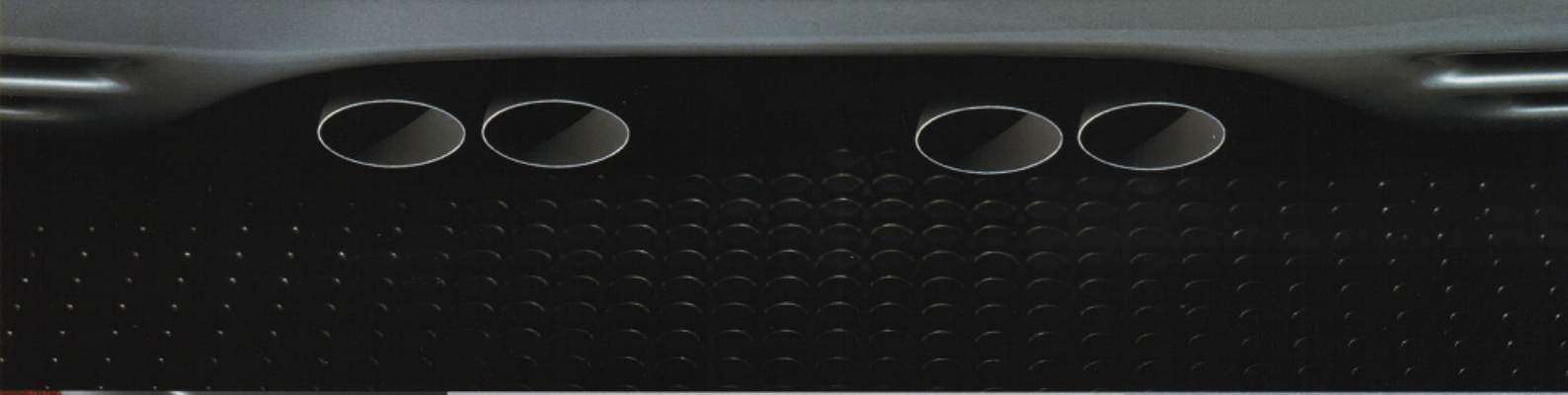
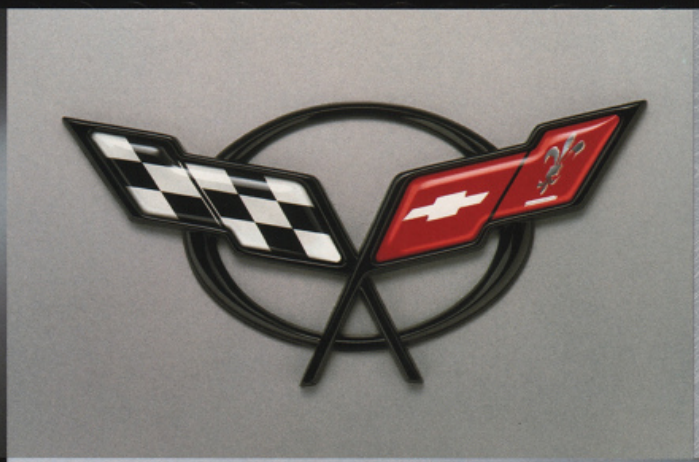
CORVETTE


"CORVETTE HAS ALL THE MAKINGS OF A WONDERFUL SPORTS CAR ..."
— Excerpted from "First road test of a fuel-injected Corvette," Motor Life, June 1957.
CORVETTE
Back to the Brickyard
Car Cookies
SLIP STREAM
4 CAM 32 VALVE
Corvette
427
Z06

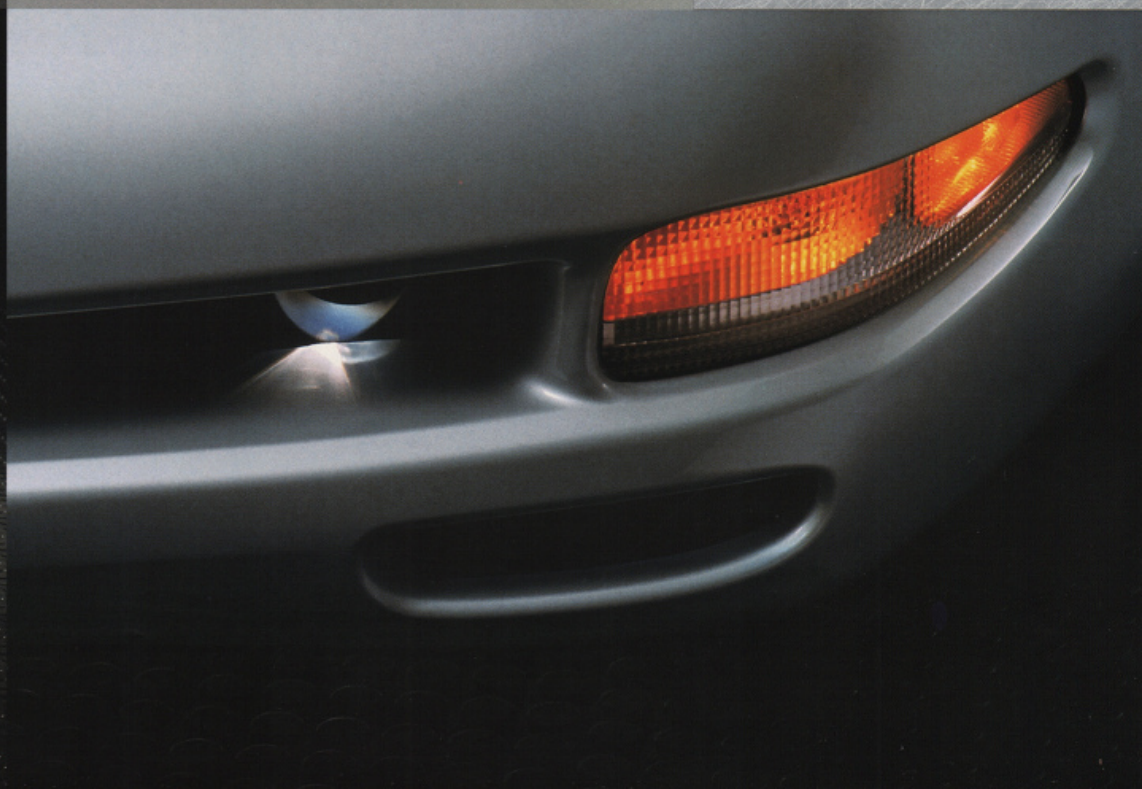






THE FIFTH GENERATION
STARTS RIGHT NOW.





THE NEW CORVETTE. IT'S HISTORY IN THE MAKING.

To everyone who ever fell in love with a Corvette, we say: Get ready to do it all over again.

To enthusiasts everywhere, we say: Come celebrate with us the stunning renewal of a performance legend.

Here is passionate proof that the automobile can be both art form and technological *tour de force*. Corvette is, now more than ever, the pure definition of "American sports car."

Oh, yes ... that is your heart pounding.



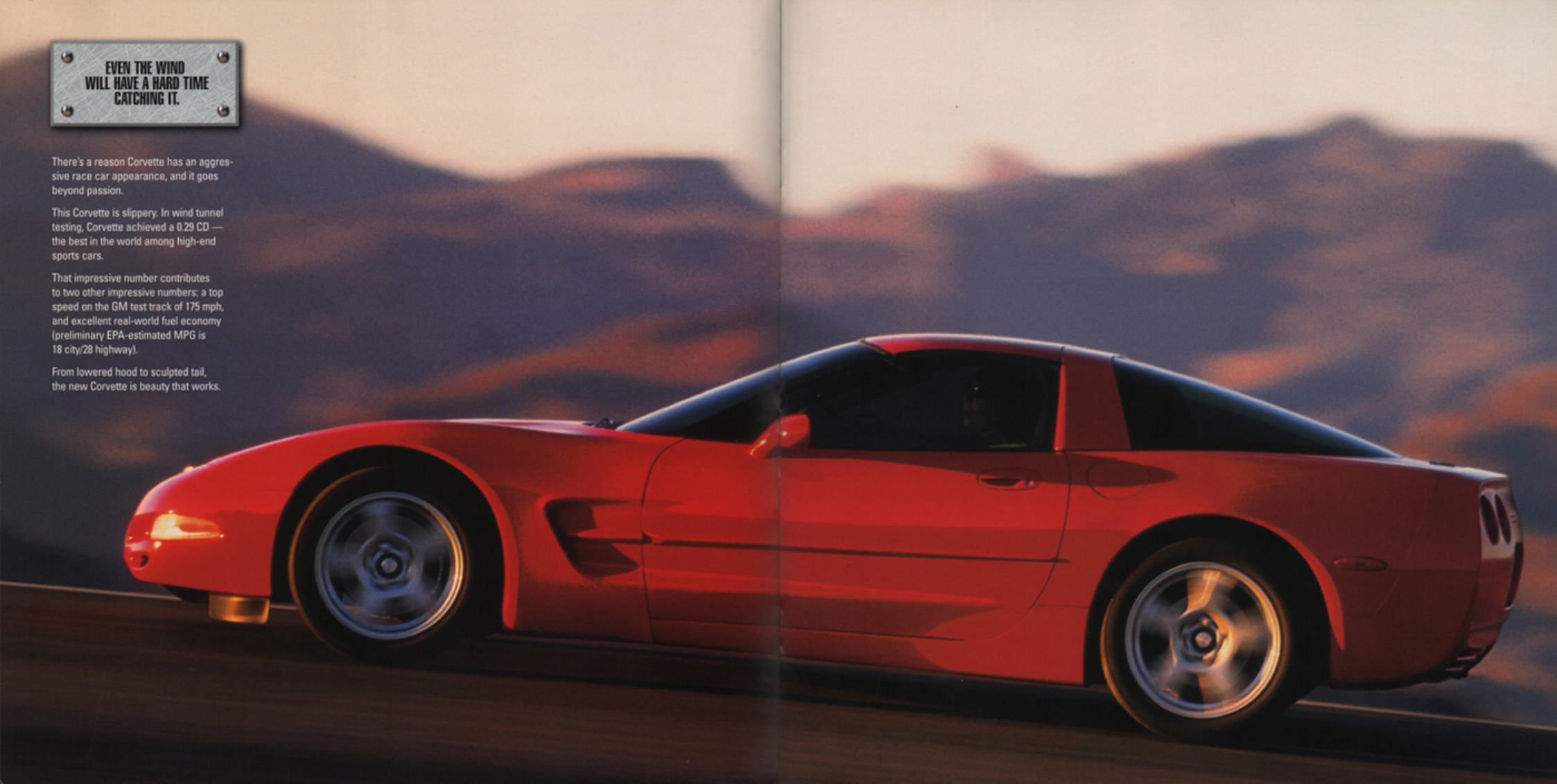

THERE'S A REASON
IT'S BEEN ON SO MANY
MAGAZINE COVERS.
Fact is, this is the most changed Corvette since 1953.
Virtually everything is new, from the aluminum LS1 V8 engine to the rear-mounted transmission. Technical delights range from an independent suspension that "thinks" and Extended Mobility tires that can "run flat" to a unique frame design that's the stiffest ever.
Now you know why everybody's talking about this Corvette.



You be the judge. Sit down, turn the key, put your foot into that powerful V8, and *drive* this Corvette.

Then — and only then — measure Corvette against any other sports car you've ever driven. You're about to reach an inescapable conclusion.

This is the car you've been waiting for.



EVEN THE WIND WILL HAVE A HARD TIME CATCHING IT.

There's a reason Corvette has an aggressive race car appearance, and it goes beyond passion.

This Corvette is slippery. In wind tunnel testing, Corvette achieved a 0.29 CD — the best in the world among high-end sports cars.

That impressive number contributes to two other impressive numbers: a top speed on the GM test track of 175 mph, and excellent real-world fuel economy (preliminary EPA-estimated MPG is 18 city/28 highway).

From lowered hood to sculpted tail, the new Corvette is beauty that works.


CORVETTE
CORVETTE

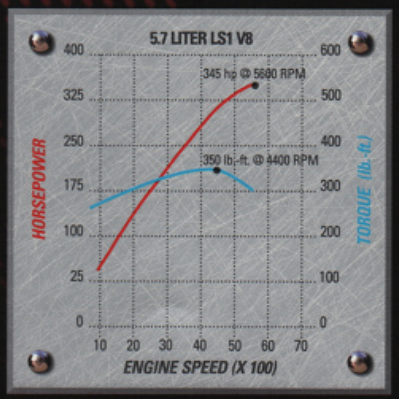
Living up to the Chevrolet "small block" legacy is an enormous responsibility.

No other sports car engine is so well known — or so highly regarded — as the Corvette V8. And its guiding philosophy — simplicity, lightness of weight, and sheer elegance of design — endures in the newest small block V8, the LS1.

In designing this new engine, the Corvette team benchmarked every competitor. One thing was certain. This new engine had to be a terrific balance of everything — horsepower, torque, fuel economy, smoothness and durability. A tall order, and one that results in the most exciting V8 to ever sit under a Corvette hood.

LS1 configuration is familiar: pushrod V8. The benefit to you is a great power-to-engine-weight ratio and massive low-end torque, all combined with high-revving character that was once the exclusive domain of overhead cam engines.

ALL-NEW, ALL-ALUMINUM LS1 V8. IT'S WHAT LEGENDS ARE MADE OF.



LS1 specifications include an all-aluminum block designed for stiffness, strength and low mass, a unique camshaft design that improves engine breathing and a 10.1:1 compression ratio which helps maximize engine power. A new lightweight composite intake manifold that improves airflow and a highly sophisticated level of Sequential Fuel Injection technology are also featured.

In the best Corvette tradition, LS1 numbers speak for themselves. Displacement: 5.7 Liters. Horsepower: 345 at 5600 rpm. Torque: 350 lb.-ft. at 4400 rpm. There has never been a more powerful production small block V8 in Corvette history.

The LS1 may be teamed with either an electronically controlled 4-speed automatic transmission (standard) or a six-speed manual (optional).

You'll want to get acquainted with the LS1. It is the new generation of a legend.

BEAUTIFUL, DOWN TO ITS ALUMINUM ALLOY, TORQUE-TUBED SOUL.

From Metal Matrix composites to hydro-formed steel, everything you see here advances the art of sports car design. And, all of which makes the 1997 Corvette an appropriate successor to the Corvettes which have come before.

Up front, the new LS1 V8. The compact size of this engine helped Corvette designers achieve a lower hoodline for both excellent visibility and a tighter turning circle.

The transmission (six-speed manual or four-speed automatic) is at the rear. The reasons for this location are threefold:

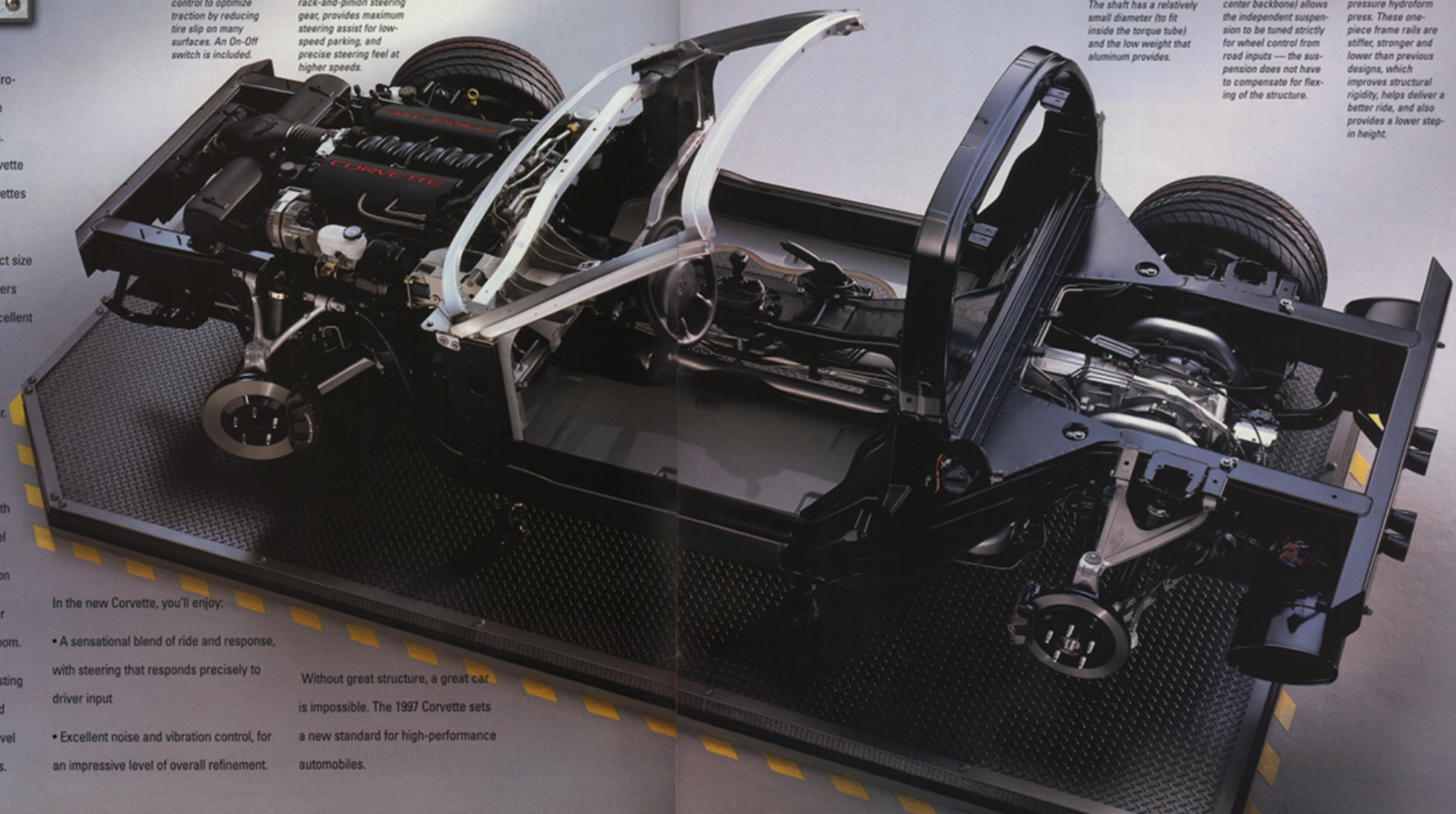
- To enhance chassis/body rigidity with a longitudinal structural center tunnel
- To provide optimum weight distribution
- And, significantly, to provide a larger interior with more footroom and legroom.

The unique Corvette structure (consisting of a strong perimeter frame combined with a center backbone) provides a level of structural rigidity that's world class.

A 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 included.

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

Electronic Throttle Control is a sophisticated "drive-by-wire" system that provides crisp response to driver input.



The driveshaft is made from a Metal Matrix Composite (MMC), which combines aluminum, aluminum oxide and ceramic for great strength. The shaft has a relatively small diameter (to fit inside the torque tube) and the low weight that aluminum provides.

The 1997 Corvette structure is four times stiffer than last year. This robust design (with a high strength perimeter frame and unique center backbone) allows the independent suspension to be tuned strictly for wheel control from road inputs — the suspension does not have to compensate for flexing of the structure.

The perimeter frame is manufactured out of tubular steel that is molded into the desired shape by a GM-developed high-pressure hydroform press. These one-piece frame rails are stiffer, stronger and lower than previous designs, which improves structural rigidity, helps deliver a better ride, and also provides a lower step-in height.

The engine in a Corvette has platinum-tip spark plugs. This means no scheduled tune-ups for up to 100,000 miles. Extended-life engine coolant doesn't need to be changed for five years or 150,000 miles (whichever comes first). The recommended oil change interval is 10,000 miles and there are no transmission fluid changes, ever, under normal conditions.*

**Maintenance needs vary with different uses and driving conditions.*

Corvette features one of the most extensive applications of aluminum suspension componentry. A new hybrid process that combines casting and forging saves additional weight and allows the casting of very precise shapes without any sacrifice of component strength.

A super-rigid, but lightweight aluminum engine block reduces unwanted vibration. This advanced construction is combined with hydraulic engine and transmission mounts that further reduce vibration to the chassis. The result is ultra-smooth (and ultra-powerful) V8 performance.

In the new Corvette, you'll enjoy:

- A sensational blend of ride and response, with steering that responds precisely to driver input
- Excellent noise and vibration control, for an impressive level of overall refinement.

Without great structure, a great car is impossible. The 1997 Corvette sets a new standard for high-performance automobiles.



THIS IS MORE THAN NEW TECHNOLOGY. IT'S A WHOLE NEW LEVEL OF EXHILARATION.

While driving a Corvette has always been pulse quickening, now the experience soars to a new high.

The all-new, fully independent suspension uses an advanced SLA (Short/Long Arm) design for all four wheels. Also known as "double wishbone" or "double A arm," this is the preferred design for high-performance sports and racing cars today.

Words that the test drivers have used to describe this carefully tuned suspension include "predictable," "precise," "stable" and "refined." The ride is smoother than ever before, yet this Corvette responds with poise and balance that will delight the sports car enthusiast.

There are three distinct suspension choices for 1997. FE1 is designed to please the majority of Corvette drivers with its outstanding blend of ride and response, and it is standard equipment.

For those enthusiasts seeking the ultimate in Corvette technology, the optional F45 with Real Time Damping is the suspension that "thinks." F45 features computer-controlled shock absorbers that automatically increase shock absorber rates in "real time" — 10 to 15 milliseconds — as road conditions dictate. The system automatically counteracts roll in turns, as well as lift and dive. With F45, there are are three manual settings — Touring, Sport and Performance — each with its own 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 components include stiffer springs, larger stabilizer bars and larger monotube shocks.

FE1. F45. Z51. Three great choices, because not everyone wants the same Corvette.



It's no coincidence that a stunning new ultra-performance tire makes its debut on the 1997 Corvette.

Corvette engineers worked closely with Goodyear to create the Eagle F1 GS, an all-new generation of tire designed specifically for this application.

The F1 is an Extended Mobility tire. In other words, you can drive up to 200 miles at 55 mph on completely deflated tires, so no spare tire is necessary.

A tire pressure monitoring system is a new standard feature for 1997. This system operates via battery-powered sensors located inside the valve stem of each tire. When a low- or high-pressure situation occurs in any of the tires, a warning message automatically appears on the Driver Information Center (DIC). Using the DIC, the Corvette driver can also check individual tire pressures.

The Eagle F1 GS tires are P245/45ZR17 in front and P275/40ZR18 in the rear. The Goodyear tires feature a patented Aquatread design for great all-season performance and are speed-rated to 179 mph at 30 psi.

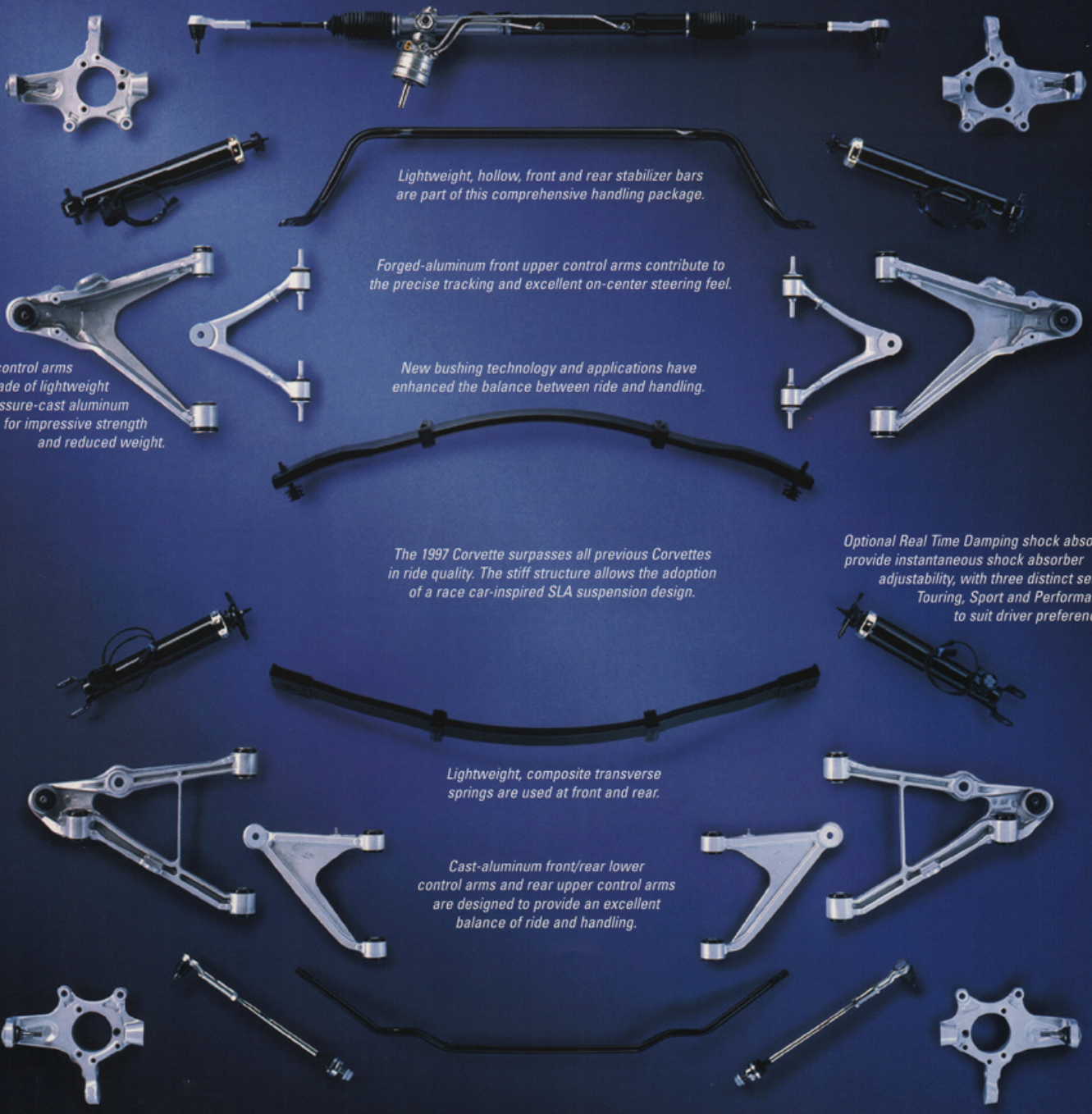
A premium four-wheel anti-lock brake system is standard. This Bosch ABS5 minimizes wheel lock-up while braking, and is designed to help you maintain steering control and prevent skidding on most slippery surfaces.

The brake rotors are larger and braking performance is more powerful than ever before. New, premium non-metallic linings provide smooth, quiet braking.

A four-wheel geometric alignment machine custom sets each 1997 Corvette to its optimum ride height. All caster, camber and toe alignments are completed to exact standards. The benefit to Corvette drivers is the glass-smooth, precise feel of a well-built sports car.

Lightweight aluminum wheels (17" front/ 18" rear) reduce unsprung weight and add to Corvette's bold appearance.

Variable-assist, power rack-and-pinion steering tailors steering effort to speed and driving conditions.



Lightweight, hollow, front and rear stabilizer bars are part of this comprehensive handling package.

Forged-aluminum front upper control arms contribute to the precise tracking and excellent on-center steering feel.

Lower control arms are made of lightweight pressure-cast aluminum for impressive strength and reduced weight.

New bushing technology and applications have enhanced the balance between ride and handling.

The 1997 Corvette surpasses all previous Corvettes in ride quality. The stiff structure allows the adoption of a race car-inspired SLA suspension design.

Optional Real Time Damping shock absorbers provide instantaneous shock absorber adjustability, with three distinct settings — Touring, Sport and Performance — to suit driver preferences.

Lightweight, composite transverse springs are used at front and rear.

Cast-aluminum front/rear lower control arms and rear upper control arms are designed to provide an excellent balance of ride and handling.

ALL-NEW FULLY INDEPENDENT SUSPENSION.

SHORT/LONG ARM SUSPENSION AT EACH WHEEL.

THREE SUSPENSION CHOICES: FE1, F45 AND Z51.

CHEVROLET MOTOR DIVISION, **GENERAL MOTORS CORP.**

Corvette features battery-rundown protection that automatically shuts off interior lights (should you forget to do so) after the car has been sitting with the ignition off for 20 minutes. If your Corvette is left with the ignition off for over 24 days, it cuts power to accessories to help alleviate battery rundown.

You might not believe the amount of cargo room — 24.8 cu. ft. That's nearly twice as much as last year, and more cargo room than you'll find in most sedans.

Twin midships-mounted fuel tanks enhance weight distribution and enable consistent handling, regardless of fuel level.

The new, lightweight one-piece roof panel is easily removable without the use of any tools. You may choose from a body-color panel (standard), a translucent blue-tinted panel (optional), or both panels (optional).

The rear location of the transmission enabled Corvette designers to increase interior room while maintaining excellent weight distribution (nearly 50/50).

New Solar-Ray glass for all windows helps to keep the interior of your new Corvette cool by filtering out many heat-producing solar rays.

Side window glass is 25 percent thicker than last year, for a quiet highway ride.

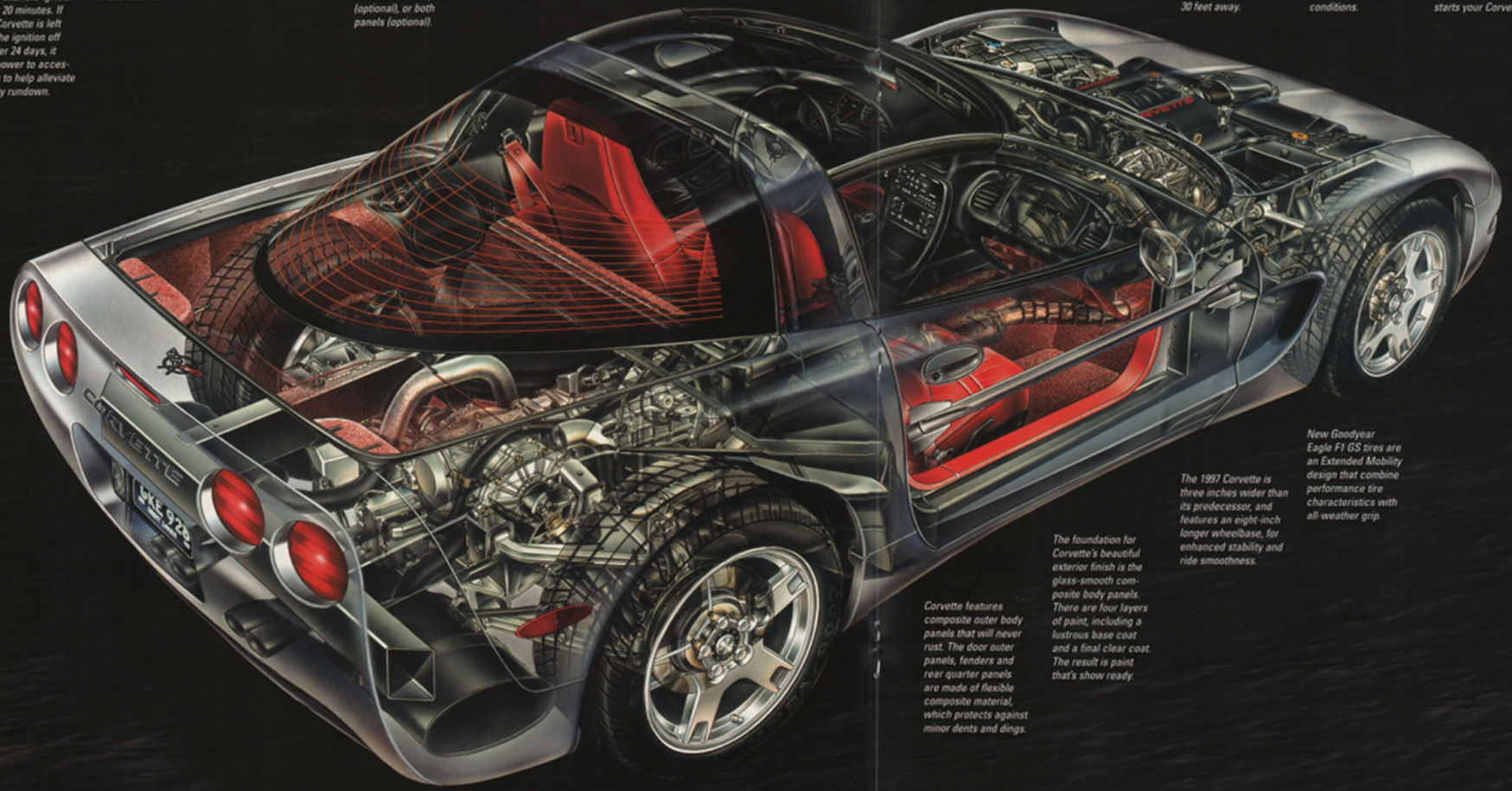
Electric heated, outside mirrors are larger than before, and are designed to be foldable for ease of parking in tight quarters.

Impact-absorbing, "5-mph" front and rear bumpers exceed Federal requirements and feature resilient covers, to resist minor dings and dents.

Remote Function Actuation system allows you to automatically lock or unlock doors, turn on interior lights, or unlock the rear hatch from up to 30 feet away.

New tuned optic halogen headlamps light the way better than conventional lamps. Optional halogen foglamps enhance your view of the road in foggy conditions.

GM's innovative PASS-Key II theft-deterrent system and alarm are standard. PASS-Key II is a totally passive system. Only your specially coded ignition key starts your Corvette.


CORVETTE
CORVETTE
CORVETTE

WHEN YOU LOVE YOUR WORK, YOU CAN CREATE A MASTERPIECE.

Building Corvettes isn't all business. From the first concept drawing to the final inspection on the Bowling Green, Kentucky assembly line, the new Corvette is the product of a love affair. Every team member who works on Corvette does it with passion — and it shows in a car that's better than ever.

According to Dave Hill, Corvette chief engineer, team members considered every aspect of the vehicle for potential improvement. "We examined our weak points, and turned them into strengths. Things that were good, we made great. Things that were great are now even better."

Now, an American masterpiece prepares to take on the world. It's signed, "Corvette."





ONLY ONE CAR PERFORMS LIKE THIS.

The straight-line performance is sensational. The handling is wonderfully quick and precise. But, it's the new level of refinement that's so intriguing.

Variable-effort Magnasteer and the silky "drive-by-wire" Electronic Throttle Control give Corvette the character of an expensive European GT. The clutch action is light and precise. And, a dramatically low cowl and hoodline provide excellent visibility, a feeling of total control and a new sense of oneness with the road.

The attitude is smooth and refined. And then you put your foot down.



A CORVETTE HAS NEVER BEEN SO COMFORTABLE.

Step inside — over that dramatically lower rocker panel, by the way — and you'll find an interior that is designed around you.

There's considerably more room for you and your passenger, especially in the footwells. The view of the road is terrific, thanks to the low cowl and generous glass area, and newly contoured seats (standard or optional Sport with inflatable lumbar support) provide a level of comfort that's better than ever.

There has never been a more elegant Corvette interior. Nuance leather seating surfaces add luxury and classic style. Of course, there are power controls for driver's seat, windows (with Express-Down feature), doors and mirrors.

The quiet, refined, luxurious sports car interior. Oxymoron? Not in a Corvette.



DRAMATICALLY DIFFERENT, YET CLASSICALLY CORVETTE.

Everything you see here is dramatically new. Yet this interior is classically Corvette, from the padded "grab bar" to the "dual-cove" instrument panel.

You are surrounded by features (such as power mirrors and a tilt steering wheel) that make Corvette just seem so "right."

Audiophiles will applaud the incredible new 252 watt, 6-speaker, Delco Electronics stereo with Bose speakers. A cassette player, speed-compensated volume and automatic tone control are included. Options include a CD player and a 12-disc CD changer.



YOU'VE NEVER READ ANYTHING LIKE THIS BEFORE.

The new Corvette communicates with a passion you've never before seen.

Precise new analog gauges include ultraviolet or "black light" illumination. With this innovative technology, two ultraviolet lights in the instrument panel illuminate the graphics, for very defined and dramatic lighting.

Location for every control was carefully chosen and the controls themselves — based on a soft-touch technology — feature contoured surfaces with appealing tactile and graphic qualities.

An alpha-numeric Driver Information Center is positioned below the gauge cluster. The DIC includes readouts for oil pressure, oil temperature, coolant temperature, transmission fluid temperature, battery volts, instant/average MPG and range, tire pressure and much more.

The DIC is capable of displaying that information in any of four languages (English, German, French or Spanish). The driver can also choose to have information in either English or metric units. This Corvette just might be the most intelligent car you've ever driven.

WE PUT A LOT MORE INTO CORVETTE THIS YEAR. YOU CAN, TOO.

This is the best equipped Corvette ever. You'll love the way it performs, and, just as important, you'll love the thoughtful design features and luxurious details.

Now standard in every Corvette: a unique programmable Remote Function Actuation system, conveniently located cup holder and console storage, and a lighted and lockable glove compartment.

Trunk room is more than 24 cubic feet—more than in some full-size sedans! In a '97 Corvette, you can easily carry two large bags of golf clubs, and the reach-over distance has been shortened to make the trunk easier to access.

In product clinics, people told us everything they wanted in a sports car. They told us how they used their sports cars. We listened carefully. And we built a better Corvette.



The optional Memory Package allows the Corvette driver to customize up to three different settings for exterior mirrors, radio presets, climate control and driver's seat positions. Great for households with more than one person who likes to drive the Corvette.



Safety belt buckles "travel" with the seat, so you don't have to search for them after adjusting the seat. Very convenient! And, seat travel has been increased to accommodate a greater range of adults.



A padded center armrest, a cup holder and lockable storage area with room for CDs, cassettes, portable phones, etc., are featured in the center-console area. An auxiliary power outlet is also included.



The one-piece removable top features a magnesium frame, which helps make the top lighter and easier to remove. Latches are easy to use, and no special tool is required.



The Delco Electronics AM/FM stereo has a "brain" that remembers the tone control settings for each station and recalls them when the station is selected. Antennas hidden in the windshield and rear window glass provide great reception and aren't susceptible to damage in car washes.



The new Bose speakers feature the same thin-profile, lightweight speaker technology used in the new Gulfstream V business jet. It's a 252-watt system, tuned precisely to Corvette.



Three covered storage compartments are located behind the seats in the floor of the rear hatch area. Optional: a security shade that can provide additional hidden storage in the rear compartment.



Remote Function Actuation system locks and unlocks doors or hatch (automatically or manually, depending on your preference) from up to 30 feet away and also turns on interior lights. New for 1997: a Secure Return feature that allows an approaching driver to turn on interior, back-up and turn signal lamps for a halo lighting effect. A horn alarm and PASS-Key theft deterrent system are also standard.



A COMPREHENSIVE SAFETY PACKAGE IS STANDARD EQUIPMENT IN THE NEW CORVETTE.

Excellence in design. You'll see it in every aspect of the new Corvette, including the most comprehensive standard safety package in Corvette history.

Crash-avoidance features include standard ABS, automatic Daytime Running Lamps integrated with the parking lamps, and headlamps with more precisely tuned optics than conventional designs.

Occupant protection features include a new high-strength perimeter frame, doors with side-impact bars and energy-absorbing materials, cross-car structural beams and a steel safety cage.

Advanced safety design. It's one more way Corvette showcases American technology.



STANDARD SAFETY FEATURES:

Occupant Protection

- Supplemental Inflatable Restraint: manual lap/shoulder safety belts and air bags, driver/passenger
- Energy-absorbing steering column
- Energy-absorbing instrument panel
- Interlocking door latches
- Safety armrests
- Breakaway inside rearview mirror
- Security door locks and door-retention components
- Laminated windshield glass, urethane-bonded
- Head restraints (integral)
- Side-door beams
- Passenger-guard inside door-lock handles
- Front and rear crush zones
- Automatic locking doors

Crash Avoidance

- Automatic Daytime Running Lamps
- Side-marker lamps and reflectors
- Parking lamps
- Four-way hazard-warning flashers
- Backup lamps
- Directional signal control
- Windshield defroster, washers and multi-speed wipers
- Inside day/night rearview mirror
- Brake system with dual master cylinder plus warning light
- Center high-mounted stoplamp
- Starter safety switch
- Low-glare finish (inside windshield moldings, wiper arms and blades and metallic steering wheel surfaces)
- Illuminated heater and defroster controls
- Extended Mobility tires with built-in tread-wear indicators
- Low tire pressure warning system
- Audible disc brake lining-wear indicators
- Anti-lock brake system (ABS)
- Traction Control
- Brake/transmission shift interlock (automatic transmission only)

Theft Deterrence

- Visible vehicle identification number
- Laser-etched VIN plate
- Theft-deterrent key-locking system
- PASS-Key II personal security system
- Remote inside hood release


CORVETTE

CORVETTE STANDARDS AND OPTIONS.

Exterior	
Clearcoat paint	S
Corrosion-proof body panels	S
Body-side moldings	O
Dual electric remote-control heated sport mirrors	S
Dual halogen foglamps	O
One-piece removable roof panel	S
Retractable halogen headlamps	S
Solar-tinted and flush-mounted glass	S
Translucent removable roof panel	O
Roof package with translucent and solid roof panels	O

Interior	
Air bags (driver and passenger)	S
Air conditioning	S
Air conditioning (dual-zone with electronic control)	O
Console, lockable, with integral cup holder	S
Day/night rearview mirror with integral map light	S
Electric rear-window defogger	S
Electronic speed control	S
Headlamps-on reminder	S
Illuminated dual visor mirrors	S
Instrumentation, electric, analog	S
Intermittent windshield wipers	S
Memory Package ("remembers" outside mirror, radio, heater/defroster/air conditioning and driver power seat settings)	O
PASS-Key II theft-deterrent system with horn alarm	S
Power door locks	S
Power windows with Express-Down feature	S
Remote Function Actuation system	S
Scotchgard™ Protector (on floor carpeting and floor mats)	S
Seats, leather seating surfaces	S
Seats, Sport, leather seating surfaces	O
Seat, power driver six-way adjustable	S
Seat, power passenger six-way adjustable	O
Security shade and cargo net	O
Tilt-Wheel™ Adjustable Steering Column	S
Turn signal-on reminder	S

Delco Electronics ETR Sound Systems	
Electronically tuned AM/FM stereo with cassette player, Bose speakers and digital clock	S
Electronically tuned AM/FM stereo with CD player, Bose speakers and digital clock	O
12-disc CD changer	O

Power Team/Chassis/Mechanical	
5.7 Liter LS1 V8 engine with Sequential Fuel Injection	S
4-speed automatic transmission	S
6-speed manual transmission	O
Z51 Performance Handling Package	O
F45 Selective Real Time Damping	O
Four-wheel anti-lock disc brake system (ABS)	S
Fully independent suspension with transverse springs	S
Limited slip differential	S
Power rack-and-pinion steering (speed-sensitive)	S
Power steering cooler	S
Traction Control	S
Aluminized stainless-steel exhaust system	S

Wheels	
17" x 8.5" aluminum (front) 18" x 9.5" aluminum (rear)	S

Tires	
Goodyear Eagle F1 GS Extended-Mobility (P245/45ZR-17 front) (P275/40ZR-18 rear)	S

S — Standard. O — Optional.

Exterior Dimensions	
Wheelbase	104.5"
Length (overall)	179.7"
Width (overall)	73.6"
Height	47.7"
Tread width — front	62.0"
Tread width — rear	62.1"

Interior Dimensions	
Headroom	37.8"
Legroom	42.7"
Shoulder room	55.3"
Hip room	54.2"

Capacities	
Passenger capacity	2
Cargo capacity	24.8 cu. ft.
Fuel capacity	19.1 gallons

BUMPER TO BUMPER WARRANTY.

The GM 3-year/36,000-mile (whichever comes first) limited warranty covers repairs for all 1997 Corvettes, including labor and parts, to correct any defects in material or workmanship occurring during the warranty period. The complete vehicle (including tires) will be covered for 3 years or 36,000 miles (whichever comes first). There is also emissions control system coverage, which varies by geographical region. *There is no deductible.* See your Chevrolet dealer for full terms of this limited warranty.

24-HOUR ROADSIDE ASSISTANCE.

Lost? We'll help you find your way. Locked out? We'll get you back in your car. Out of gas? We'll get you gas. Roadside Assistance is provided through a toll-free number (1-800-CHEV-USA) 24 hours a day, 365 days a year. Roadside Assistance offers two levels of service, Basic Care and Courtesy Care.

Roadside Basic Care provides:

- Free towing for warranty repairs (to closest dealer)
- Over-the-phone basic technical advice
- Available dealer services at reasonable costs (i.e., wrecker services, locksmith/key service, glass repair, etc.).

Roadside Basic Care covers you for as long as you own your Corvette.

Roadside Courtesy Care provides all the features of Roadside Basic Care, plus:

- Free towing (to closest dealer)
- Free locksmith/key service (when keys are lost on the road or locked inside)
- Free flat tire-change or jump-start service
- Free fuel delivery on the road.

Courtesy Care is available to you for a period of 3 years or 36,000 miles (whichever comes first).

COURTESY TRANSPORTATION.

Customers who purchase or lease a 1997 Corvette are eligible for Courtesy Transportation (at no additional charge) when their vehicles are left at a participating dealership for repairs covered under the 3-year/36,000-mile Bumper to Bumper limited warranty. Courtesy Transportation, at participating dealers only, *may* include expense reimbursement, shuttle service or vehicle rental. See your dealer for details.

CUSTOMER ASSISTANCE.

The Chevrolet Customer Assistance Center (CAC) has a special toll-free number (1-800-222-1020). It puts you in contact with Chevrolet experts who can handle any product or service question or problem you may have.

GM PROTECTION PLAN.

The available GM Protection Plan offers service protection in addition to that provided by GM's New Vehicle Limited Warranty. Ask your dealer about it. Coverage available only in the U.S. and Canada.

ENGINES.

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

CORROSION PROTECTION.

Chevrolets are designed and built to resist corrosion. Corvettes feature composite outer body panels that will never rust. Application of additional rust-inhibiting materials is not required under the corrosion coverage and none is recommended.

ASSEMBLY.

Chevrolets are assembled by different operating units of General Motors, its subsidiaries or suppliers to GM worldwide. Chevrolets incorporate 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 you verify that your vehicle includes the equipment you ordered or, if there are changes, that they are acceptable to you.

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.

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.

GM

BUCKLE UP AMERICA

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A note about air bags: Always wear safety belts, even with air bags. Note: Do not use tire chains; they can damage your car.

Litho in U.S.A. December 1996

LIGHT CARMINE RED METALLIC

NASSAU BLUE METALLIC

SEBRING SILVER METALLIC

FAIRWAY GREEN METALLIC

BLACK LEATHER

FIRETHORN RED LEATHER

LIGHT GRAY LEATHER

BLACK

THE 1997 CORVETTE COLOR CHOICES.

Exterior Colors	Interior Colors: Black Leather	Firethorn Red Leather	Light Gray Leather
Black	●	●	●
Nassau Blue Metallic	●		●
Fairway Green Metallic	●		●
Torch Red	●		●
Light Carmine Red Metallic	●	●	●
Sebring Silver Metallic	●	●	●
Arctic White	●	●	●

● These are recommended combinations only. Any exterior color may be ordered with any interior color.

ARCTIC WHITE

TORCH RED

