



FROM DAY ONE.

Forty years ago, a dream car captured America's heart and wouldn't let go.

From day one, the Chevrolet Corvette has represented the very best of American sports-car engineering know-how, design ingenuity and advanced technology.

But this car was much more than that. It posed a direct challenge to the European sporting establishment. Purists scoffed. "What do Americans know about two-seat sports cars?"

Then came Corvette's small-block V8, fuel injection, 4-speed gearbox, and the inevitable streak of Corvette race wins. That got everybody's attention.

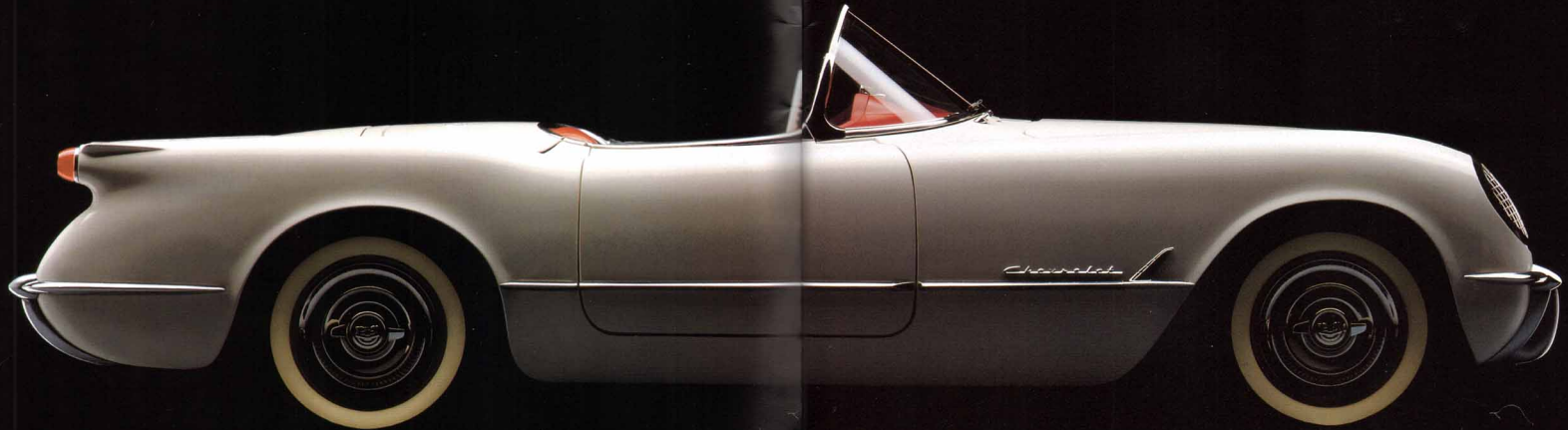
Through the years, there has been an un-

flinching commitment, by scores of talented people, to make each new Corvette the very best sports car the U.S.A. has to offer. From the first '53 roadster, through the Sting Ray era of the sixties, to the present day, the progress has created a legend.

Corvette is not only an American original, but to this day the one dream car that more people fantasize about owning than any other.

As you read through this book, you'll see the most advanced Corvette ever. And you'll understand why this car has inspired an automotive love affair that has remained unrivaled.

From day one.



A RETROSPECTIVE.



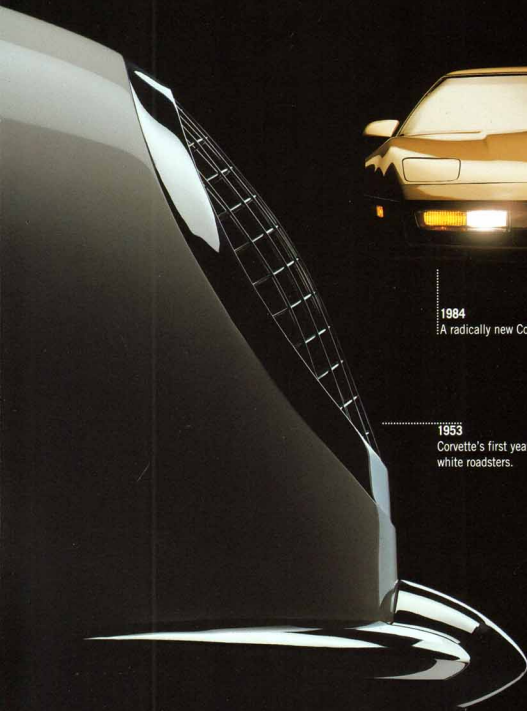
1990
Corvette ZR-1. The most talked-about sports car in a generation.



1978
For the first time, Corvette paces Indy, and America gets "pace car" fever.



1986
The convertible comes back ... and paces Indy.

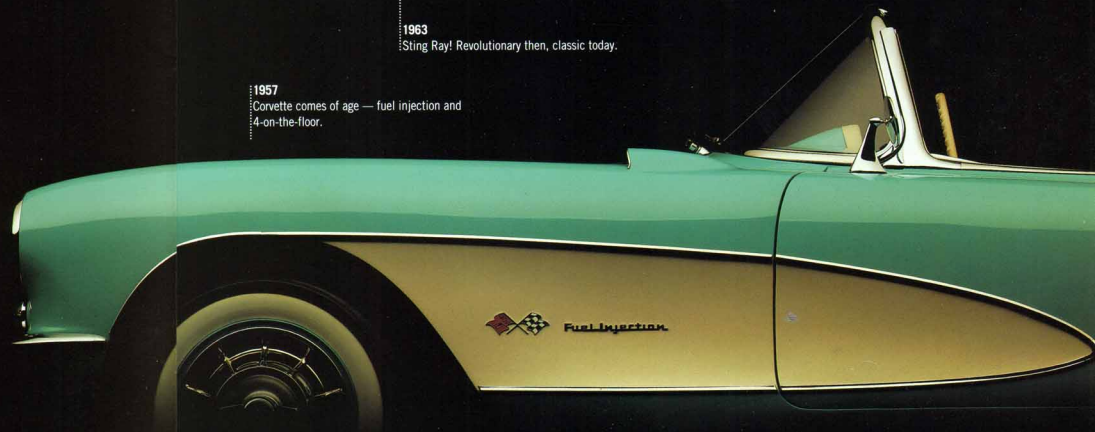


1984
A radically new Corvette challenges the world.

1953
Corvette's first year. Only 300 built, all white roadsters.

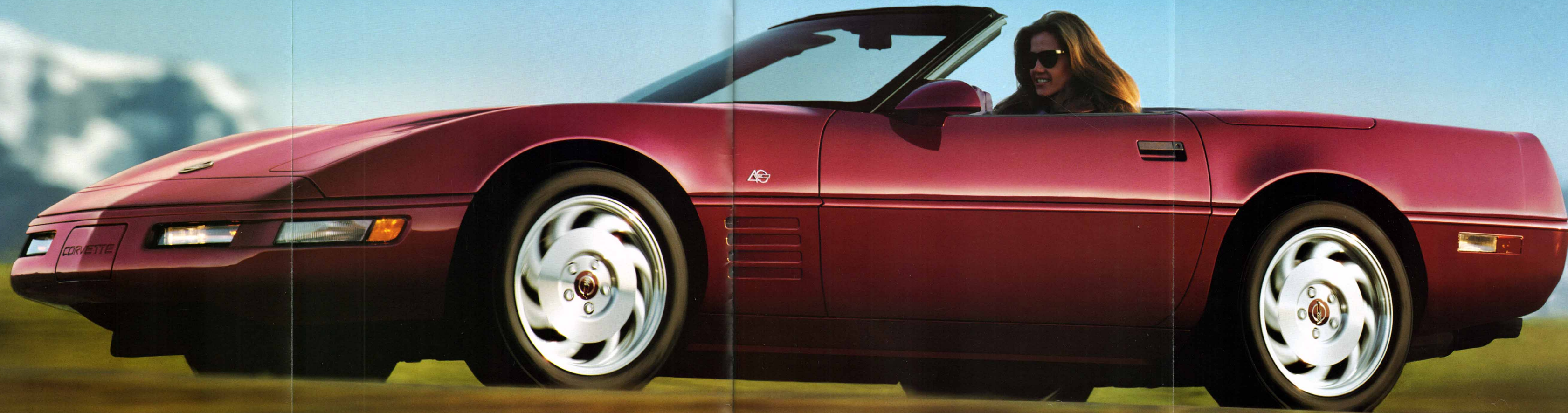
1963
Sting Ray! Revolutionary then, classic today.

1967
Corvette comes of age — fuel injection and 4-on-the-floor.



1968
The debut of a Corvette original, the "T-top" coupe.

1993.
ANNOUNCING THE 40TH ANNIVERSARY EDITION.





**A BEAUTIFUL MOMENT IN
CORVETTE HISTORY.**

There have been many special Corvettes ... everyone seems to have a favorite year or model ... and for 1993, we're celebrating four decades of America's sports car with a very special commemorative edition.

It's the 40th Anniversary Edition, and it's an option package available on all 1993 Corvette models: Coupe, Convertible and ZR-1. All 40th Anniversary Edition Corvettes (and only 40th Anniversary Edition Corvettes) will be Ruby Red, inside and out.

The effect is stunning. A deep-shining metallic like you've never seen before. With special 40th anniversary emblems and a matching Ruby Red leather interior.

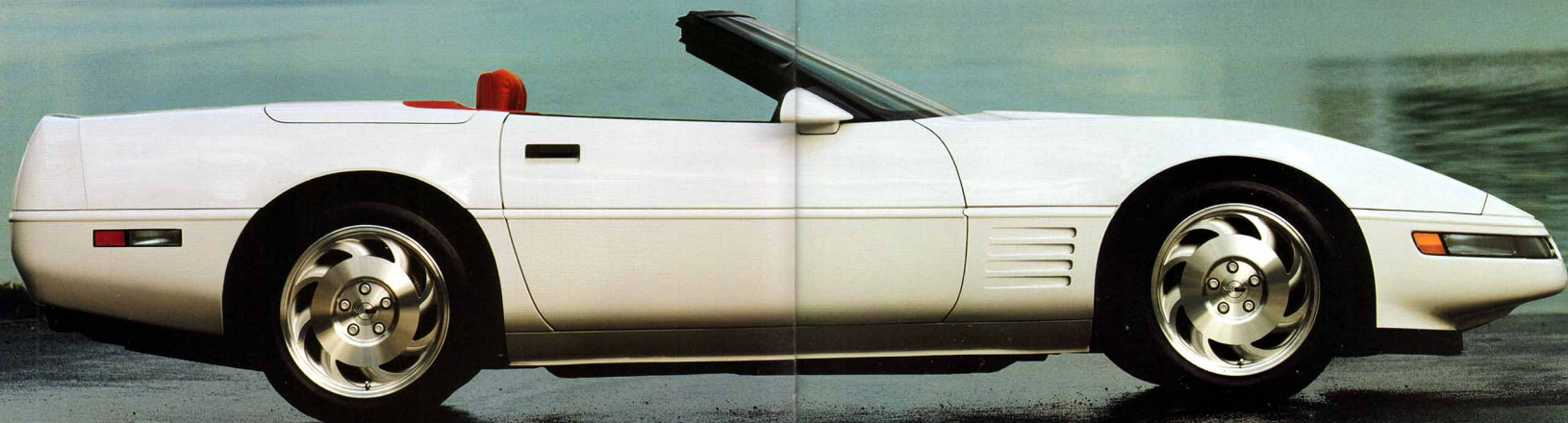
Corvette will only celebrate this anniversary once, and we invite you to own this moment in Corvette history.

AMERICA'S SPORTS CAR.



Corvette Coupe in Torch Red.

AS PASSIONATE AS EVER.



Corvette Convertible in Arctic White.



▲ TRACTION CONTROL.

Acceleration slip regulation, standard in every '93 Corvette, is a computer-driven system that maximizes wheel traction to provide excellent acceleration and control on a variety of road surfaces and weather conditions.



▲ CORVETTE'S BOSCH ABS 11U.

Bosch ABS 11U, one of the most advanced four-wheel anti-lock disc brake systems in the world, is standard in the 1993 Corvette. ABS reduces the chance of wheel lockup during braking and is designed to help you maintain steering control even in a panic stop in rain, on snow or on ice.



▲ DRIVER-SIDE AIR BAG.

This standard Corvette safety feature helps protect the driver in certain moderate to severe frontal collisions. Always wear safety belts, even with air bags.

WE'LL PUT CORVETTE UP AGAINST ANY SPORTS CAR ANYWHERE.

The 1993 Corvette is the American answer to the question: Who makes the world's finest sports car?

Corvette is more than an assemblage of the best and the latest automotive technology. This is the classic American two-seater, with 40 years of heritage and refinement behind it. Others can imitate, but never duplicate, the passion for performance that comes from years of testing and competition.

At the heart of it: Corvette's 5.7 Liter LT1 V8. This 300 HP V8 combines smooth in-city performance and

ferocious capability at high RPM. With either the 4-speed automatic or the 6-speed manual transmission, this is driving the way it was meant to be.

The advanced technology in every 1993 Corvette also includes a sophisticated fully independent suspension with precision-crafted aluminum componentry, an all-disc four-wheel anti-lock brake system (Bosch ABS 11U) and a traction-control system that helps Corvette utilize all available traction by regulating wheel spin. And asymmetrical, unidirectional 17" Goodyear Eagle GS-C tires help deliver precise response to driver input.

Corvette for 1993 ... powerful proof that performance with an American accent sounds best of all.



THE CORVETTE EXPERIENCE STARTS HERE.



AT YOUR FINGERTIPS.

Controls for the optional six-way power seat are located on the center console.



PASSIVE KEYLESS ENTRY.

A new-for-1993 Corvette standard feature. When set to do so, your key fob now unlocks doors as you approach your Corvette, and locks them as you leave. This is a totally passive system; you do nothing.



OPTIONAL SPORT SEATS.

This optional, deeply contoured sport seating includes six-way power adjustment, power lumbar support, and leather seating surfaces.

"Luxury sports car." There was a time when the very concept was a contradiction in terms. An oxymoron. Corvette changed all that.

Inside a 1993 Corvette you are surrounded by luxury ... the kind of luxury that an enthusiast can appreciate. It's purposeful, not overdone. It is designed to satisfy you as a driver.

Corvette is one of the world's finest sports cars because of the emphasis it places on comfort and control. This feeling of confidence is enhanced by bucket seats that wrap you in supportive comfort and the complete

array of convenience features, including power door locks, power windows, illuminated mirrors, map lights and, of course, air conditioning.

Cloth reclining seats are standard. Most Corvette buyers, however, opt for the leather seating surfaces or the sport seats with leather seating surfaces. The sport seats include a power six-way adjustment and full-power lumbar adjustment.

WHAT A WAY TO START YOUR DAY.

A long-ago (circa 1961) Corvette advertisement, showing a Corvette driver on the way to work, declared, "Twice a day he takes a vacation."

Every time you get into your 1993 Corvette, you'll wonder why you waited so long to own a car like this. The form-fitting bucket seat embraces you. The steering wheel tilts to your driving attitude. The power mirrors adjust to your exact preference. The controls are exactly where they should be. In fact, the whole interior seems to wrap around you.

The instrumentation is a well-planned mix of digital readouts (speedometer, voltmeter, oil temperature,

coolant temperature, instant or average fuel economy) and analog gauges (tachometer, water temperature, oil pressure, oil temperature and volts). Our racing experience tells us this is an excellent way to communicate information instantly and clearly.



GET COMFORTABLE.

The Corvette Tilt-Wheel™ Adjustable Steering Column lets you find your optimum driving position. Standard on all models.



BE COOL.

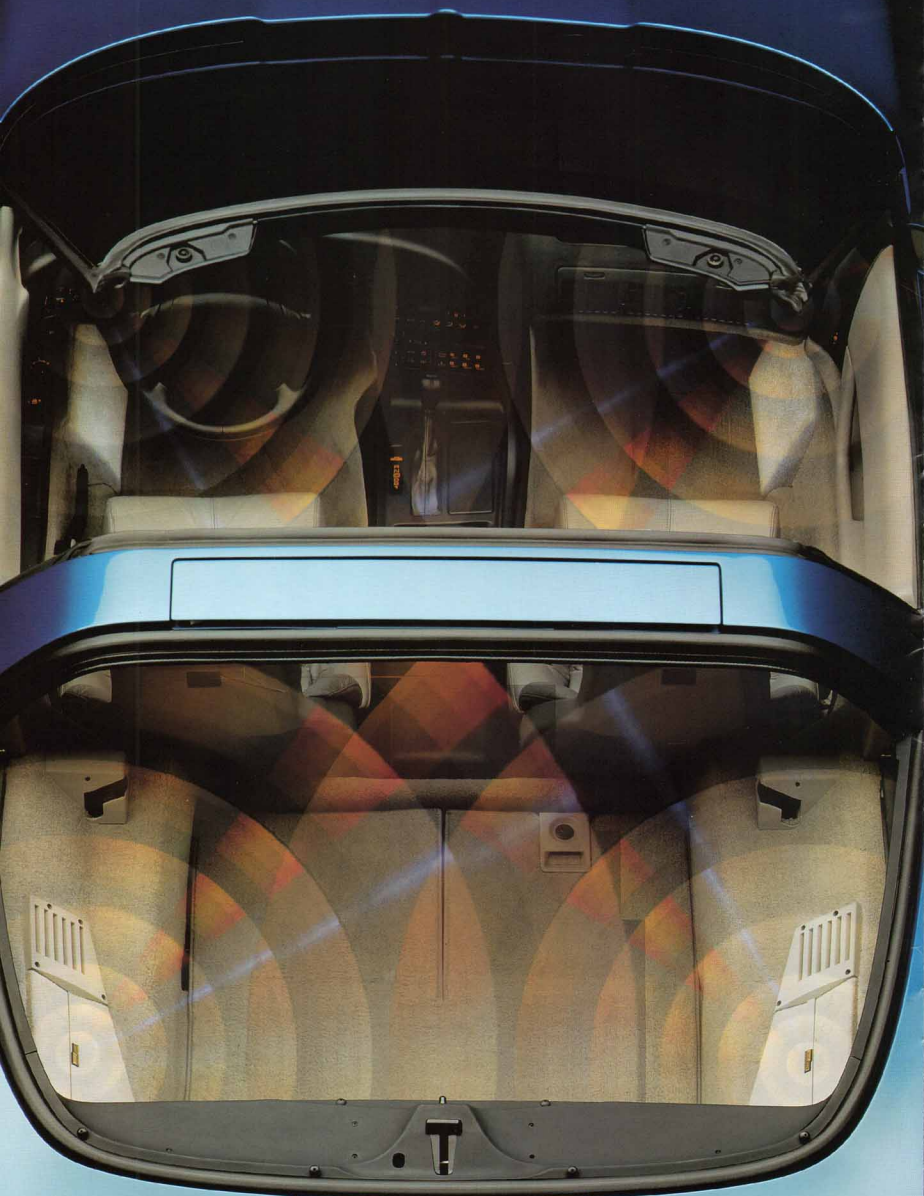
The special Solar-Ray windshield, standard in every Corvette, reflects over 50% of the sun's radiant energy, reducing glare and interior heat buildup.



FEEL SECURE.

PASS KEY is a totally passive theft-deterrent system designed to help keep your new Corvette safe and secure. Only your special ignition key starts your 1993 Corvette.





WHATEVER YOU LIKE, YOU'LL LIKE IT MORE.



Delco AM/FM Stereo with Cassette Tape Player.



Delco/Bose Gold Series AM/FM Stereo with Cassette Tape Player.



Delco/Bose Gold Series AM/FM Stereo with Compact Disc Player and Cassette Tape Player.



JUST THE RIGHT SOUND.
Speed-compensated volume, which adjusts volume to vehicle speed, is included in the Delco/Bose stereo with CD player. It includes two settings, and an ON/OFF switch.

Rock and roll never sounded so good. Or, for that matter, classical, country or jazz.

That's because music in a Corvette is a carefully considered science. Speaker design and placement, receiver features and controls — every detail of a Corvette sound system is tailored exactly to the acoustics and design of this car.

Three sound systems are offered for 1993:

Delco AM/FM Stereo with Cassette Tape Player

This exclusive-to-Corvette radio is standard in the Coupe and the Convertible. Features include fully functional cassette tape player, electronic tuning, four speakers, power antenna, and a digital clock.

Delco/Bose Gold Series AM/FM Stereo with Cassette Tape Player

Features include six tuned Bose speakers with 200 watts of natural sound, and a cassette tape player with auto-reverse. Dynamic Noise Reduction (DNR) and Dolby Sound Noise Reduction are designed to reduce high-frequency "hiss" on AM/FM and the cassette tape player. Optional in Corvette Coupe and Convertible.

Delco/Bose Gold Series AM/FM Stereo with Compact Disc Player and Cassette Tape Player

Only the music of a Corvette under full throttle sounds better than this Delco/Bose system, which is standard in the ZR-1 and optional in other models. In addition to the features of the radios listed above, this top-of-the-line stereo features an integral compact disc player and a cassette tape player. Another exclusive feature of this stereo is automatic speed-compensated volume: the faster you go, the louder the volume.



THE DELCO/BOSE DIFFERENCE.
Delco/Bose is a world leader in automotive speaker design. These Bose speakers offer up to 200 watts of natural sound, and are strategically positioned to precisely match the interior acoustics of Corvette.

THE LT1. AMERICA'S MOST RESPECTED V8.

In a single year, sports car enthusiasts have come to know and love the designation, "LT1." It signifies the most powerful small-block V8 ever placed in a production Corvette, and that's saying something.

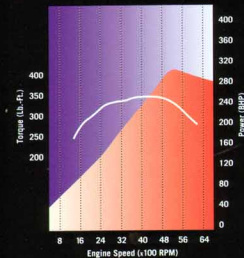
Historians will recall that Chevrolet's small-block V8, first introduced in 1955, has powered more cars, both on the street and on the track, than any other V8. This is America's best-loved, most respected V8, and the LT1 updates it for a new generation of performance lovers.

The 5.7 Liter LT1 delivers a remarkable balance of overall power, acceleration, and smoothness of power delivery. Horsepower is 300 at 5000 RPM; torque is 340 lb.-ft. at 3600 RPM.

The advanced technology in the LT1 includes Multi-Port Fuel Injection, aluminum cylinder heads, a low-profile intake manifold that delivers excellent volumetric efficiency, a low-friction accessory drive, and a unique reverse-flow cooling system that allows more efficient engine cooling and a higher compression ratio.

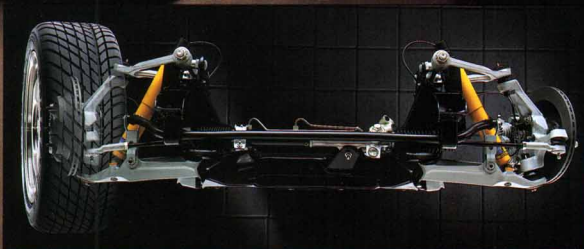
Automobile Magazine drove last year's LT1 Corvette, and declared, "The Corvette is truly America's sweetheart. A dream machine. An All-Star."

This year it's your turn.

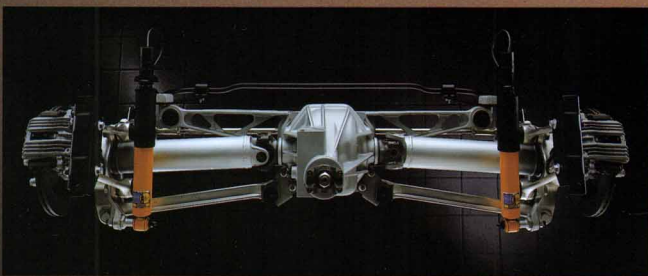


▲ HIGH-REVING POWER.

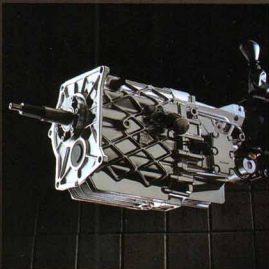
Horsepower of the LT1 V8 is 300 at 5000 RPM; torque is 340 lb.-ft. at 3600 RPM.



PRECISION-DESIGN FRONT SUSPENSION.
Corvette's racing-inspired front suspension features high-strength forged aluminum components for precise response to driver input.



INDEPENDENT REAR SUSPENSION.
A unique 5-link independent rear suspension with a transverse monoleaf spring helps put Corvette's power to the pavement.



SELECTIVE RIDE & HANDLING PACKAGE.
The optional Selective Ride and Handling Package allows the driver to select one of three suspension system settings via a console-mounted switch.

SIX SPEEDS FORWARD.
The six-speed manual transmission enhances the performance of Corvette's LT1 V8 with its carefully chosen gear ratios.

TECHNOLOGY CAN BE FUN.

Corvette engineers don't spend all of their time behind computer terminals. Weekend work includes seat time in Corvettes on some of America's best two-lane highways. They also like to test Corvette to the limit, at places like Mid-Ohio, Elkhart Lake and Watkins Glen.

The engineers insist this is work, and one thing is for certain. This is how great sports cars are born.

Here are some of the reasons Corvette performs the way it does:

Four-Wheel Independent Suspension

The balanced feel of Corvette is due to a sophisticated fully independent suspension. The technology includes monoleaf front and rear transverse springs, high-strength but lightweight forged aluminum components, and a unique five-link rear suspension that does an excellent job of keeping the rear tires "planted," even while cornering on irregular road surfaces. High-performance Goodyear Eagle GS-C asymmetrical and unidirectional tires are an integral part of the chassis dynamics.

Optional Selective Ride and Handling Package

This computerized ride control 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, with firmness increasing as vehicle speed increases.

Your Choice: 6-Speed Manual or 4-Speed Automatic

The acclaimed ZF 6-speed manual transmission is a no-cost option in Corvette Coupe and Convertible and is standard in ZR-1. A 4-speed automatic overdrive transmission is standard in the Coupe and the Convertible.

Bosch ABS III

This Bosch ABS is one of the most advanced four-wheel anti-lock braking systems available in any automobile, and it is standard in every 1993 Corvette. ABS reduces the chance of wheel lockup during braking and is designed to help you maintain steering control even in a panic stop in rain, on snow or on ice. When called upon to do so, ABS can adjust brake pressure as rapidly as 15 times per second, a rate even the most skilled professional driver cannot attain. Bosch ABS III is combined with four-wheel power discs for up to 1.0g of stopping power.

THE ALL-WEATHER SPORTS CAR.

Corvette is one sports car that knows how to behave in the rain. And although it may seem like heresy to many Corvette owners, you can even take a '93 out in the snow and ice with confidence. How is it possible for a high-performance rear-wheel-drive sports car to maintain such decorum even under adverse conditions? The answer is Acceleration Slip Regulation (as our engineers describe it) or Traction Control (what everyone else calls it).



▲ YOU'RE IN CONTROL

Corvette Acceleration Slip Regulation allows the driver to engage or disengage the system via a pushbutton. See your owner's manual for more information.

How Traction Control Works

Corvette's Traction Control is a computer-controlled system which provides optimized acceleration and vehicle directional stability. In other words, no more useless wheel spinning. When wheel slip is detected, the traction-control system pulses the anti-lock brakes and momentarily reduces engine output via engine spark retardation and throttle control until traction is restored. The result is well-balanced performance and greater control of the vehicle on a variety of surfaces.

Goodyear Eagle GS-C Performance Tires

The Goodyear GS-C is one of the finest performance tires available at any price. It has been selected as standard equipment on every Corvette, including ZR-1.

Corvette's asymmetrical, unidirectional Eagle GS-C is specifically tailored to the handling characteristics of Corvette. In addition to a tenacious grip on dry surfaces, the Eagle GS-C lets Corvette drivers enjoy improved wet-weather traction, and a quieter highway ride.



CORVETTE SAFETY.

There is no automotive subject more important than safety — and the design of the Corvette reflects GM's industry-leading expertise in this area.

Safety was designed into Corvette, not added on as an afterthought. High-strength side frame rails and side-guard door beams help provide excellent structural integrity, and on Coupes, a rugged safety cage surrounds occupants. Corvette's aircraft-inspired, high-strength space frame includes front and rear "crumple" zones that absorb energy in a collision.

Driver-Side Air Bag

A driver-side air bag is standard in every 1993 Corvette. This supplemental inflatable restraint system is concealed in the steering wheel until it is activated by a moderate to severe frontal impact. Always wear safety belts, even with air bags.

Four-Wheel Anti-Lock Brake System

A standard Bosch ABS IIU four-wheel anti-lock brake system gives the 1993 Corvette stopping power and control to match its performance potential. This accident-avoidance system enhances the driver's ability to steer around objects during hard braking and provides shorter stopping distances in many circumstances.



SAFETY-CAGE CONSTRUCTION.

A rigid safety cage surrounds the entire passenger compartment in Coupe models.



ANTI-LOCK BRAKE SYSTEM.

Corvette's standard four-wheel anti-lock brake system (ABS) reduces stopping distances on most surfaces and helps maintain steering control while braking.



DRIVER-SIDE AIR BAG.

The driver-side air bag supplements the protection of safety belts in certain moderate to severe frontal collisions. Always wear safety belts, even with air bags.

SAFETY FEATURES

OCCUPANT PROTECTION:

- Supplemental Inflatable Restraint, driver only, with manual lap/shoulder safety belt for the driver and right front passenger, both including visual and audible warning system
- Energy-absorbing steering column
- Energy-absorbing instrument panel
- Interlocking door latches
- Laminated windshield glass with urethane bonding
- Side-guard door beams
- 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 (turn signal lamp)
- Windshield defroster, washer and multi-speed wipers (pulse-type)
- Inside manual day/night rearview mirror
- Brake system with dual master cylinder and warning light
- Starter safety switch
- Low-glare finish on inside windshield moldings, wiper arms and blades
- Illuminated heater and defroster controls
- Tires with built-in tread wear indicators



ZR-1. CORVETTE, ONLY MORE SO.



CORVETTE ZR-1. NOW WITH 405 HORSEPOWER.

Ever since it stormed onto the sports car stage in 1990, Corvette ZR-1 has been front and center. ZR-1 made history. It put Corvette in league with the fastest Ferraris, Porsches and Lamborghinis. And while doing so, the U.S.-born ZR-1 maintained Corvette's comfort and civility level, a standard unknown in European supercars.

For 1993, Corvette ZR-1 makes more history. The LT5 V8, which is exclusive to ZR-1, jumps 30 horsepower, to 405 at 5800 RPM. Torque is 385 lb.-ft. at 5200 RPM. That ought to get their attention in places like Zuffenhausen and Modena.

Four Cams, 32 Valves

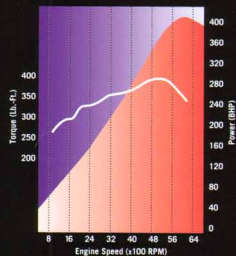
Specifications of the 32-valve LT5 V8 are legendary; all-aluminum construction, four overhead camshafts, Multi-Port Fuel Injection with a 16-runner inlet manifold and two Multec injectors per cylinder. There is no distributor; ignition is via a four-coil "direct-fire" system. The result is totally uncompromised high performance. But the intriguing aspect of the LT5 engine is its ability to combine high-RPM power with a smooth, refined around-town attitude.

Speak Softly, But ...

A dual-mode induction system contains the secret of LT5 tractability. Within each cylinder, the intake ports, valves and cam lobes are divided into two groups, the primary and secondary. Below half-throttle, or 3000 RPM, the engine breathes through the primary ports only. So operation, in effect, is on three valves per cylinder.

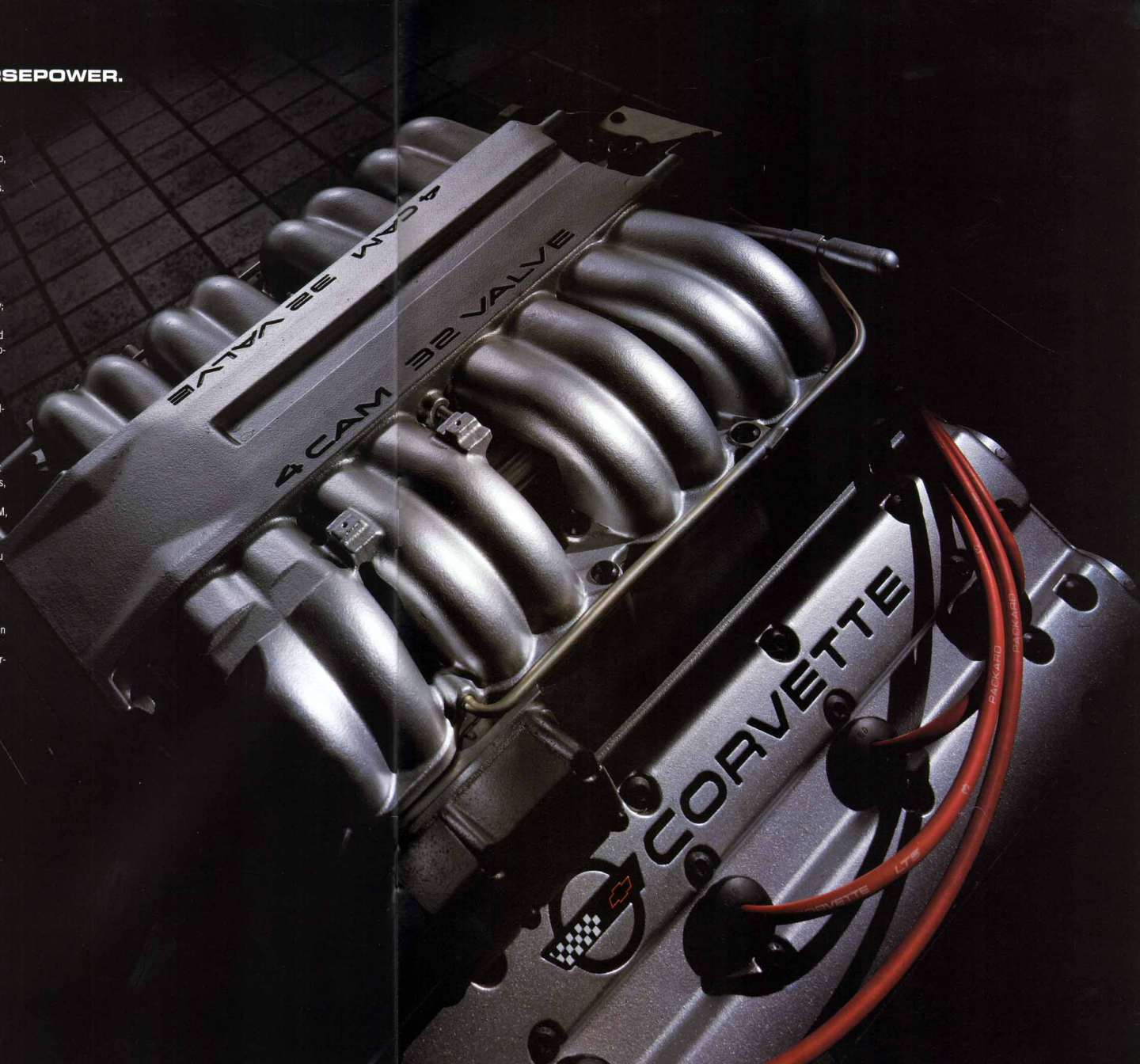
But the ZR-1's full potential is unleashed when you put your foot down. The secondary port throttle valves open to permit fuel-air mixture to enter the secondary intake valves. At this point, the engine is running on all 16 injectors and all 32 valves. The secondary intake valves are actuated by cam lobes with more duration than the primaries, providing true variable valve timing, for both tractable low-speed and impressive high-speed characteristics in a single engine.

Would-be ZR-1 challengers, tread lightly. This is a whole new ball game.



⚡ SNAKE CHARMER.

The new LT5 delivers 405 HP at 5800 RPM; torque peaks at 5200 RPM.



CORVETTE ZR-1. ANYTHING ELSE IS AN ALSO-RAN.

Phenomenal as the ZR-1 engine is, it's not the whole story. The 1993 Corvette ZR-1 is an all-rounder. Consider content. ZR-1 is not "back to basics." You get ABS, traction control, an air bag* ... the essential technology in any 1990s-era sports car.

Everything on the Corvette option list except the transparent roof panel is standard in a ZR-1. You'll enjoy a world-class Delco/Bose stereo with a compact disc player and a cassette tape player, the luxury of power six-way sport seats with leather seating surfaces, air conditioning and power windows.

The exotic-class personality of the LT5 V8 is amplified by a smooth-shifting six-speed manual transmission, a tuned four-wheel independent suspension with Selective Ride Control, and extra-wide Eagle GS-C rear tires designed to put LT5 power to the pavement.

Those tires necessitate the uniquely flared rear bodywork that's become a ZR-1 signature. It's a not-too-subtle sign that tells the cognoscente you're driving the most exclusive member of the Corvette family.

In its fourth season, ZR-1 isn't resting on its laurels. Now more than ever, this Corvette is King of the Hill.

*Always wear safety belts, even with air bags.



WIDE STANCE.

The ZR-1 rides on the widest tires in Corvette history, P275/40ZR-17s in the front and P315/35ZR-17s in the back.



ENDURANCE RECORD-HOLDER.

In 1990, on a Texas racetrack, a specially-prepared Corvette ZR-1 ran 4221 miles in 24 hours at an average speed of 175.86 mph. That's one for the record books.



THE POWER KEY.

The ZR-1's exclusive Power Key lets you lock out ultimate LT5 power when you think it is appropriate to do so.



FEATURES AND OPTIONS.

EXTERIOR	COUPE	CONV.	ZR-1
Base-coat/clear-coat paint	S	S	S
Corrosion-proof fiberglass body panels	S	S	S
Designed-in body-side moldings	S	S	S
Dual electric remote-controlled heated sport mirrors	S	S	S
Dual halogen fog lamps	S	S	S
Front and rear cornering lamps	S	S	S
Full-tilt clamshell hood	S	S	S
One-piece removable roof panel	S	—	S
Removable hardtop	—	0	—
Retractable halogen headlamps	S	S	S
Tinted and flush-mounted glass	S	S	S
Transparent roof panel	0	—	0

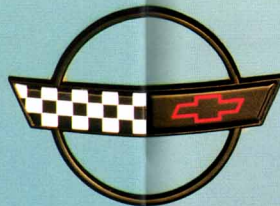
INTERIOR

Air conditioning	S	S	—
Air conditioning (Electronic Control)	0	0	S
Day/night rearview mirror with integral map light	S	S	S
Driver-side air bag	S	S	S
Electric rear-window defogger	S	0*	S
Electronic speed control	S	S	S
Full instrumentation with analog and digital display	S	S	S
Headlamps-on reminder	S	S	S
High-intensity interior lamps	S	S	S
Illuminated dual visor mirrors	S	S	S
Intermittent windshield wipers	S	S	S
Leather-wrapped steering wheel	S	S	S
Passive keyless entry	S	S	S
PASS-Key theft-deterrent system	S	S	S
Power door locks	S	S	S
Power windows	S	S	S
Scotchgard™ Fabric Protector (cloth seats)	S	S	—
Seats, leather seating surfaces	0	0	—
Seats, sport, leather seating surfaces	0	0	S
Seats, power six-way adjustment	0	0	S
Theft-deterrent horn alarm	S	S	S
Tilt-Wheel™ Adjustable Steering Column	S	S	S

POWER TEAM / CHASSIS / MECHANICAL

5.7 Liter LT1 V8 engine with Multi-Port Fuel Injection and aluminum cylinder heads	S	S	—
5.7 Liter LT5 32-valve V8 w/four overhead camshafts, all-aluminum construction and Multi-Port Fuel Injection	—	—	S
6-speed manual transmission	0	0	S
4-speed automatic transmission	S	S	—
207 Performance Handling Package (includes 17" x 9.5" wheels and P275/40ZR-17 tires)	0	—	—
Acceleration Slip Regulation (Traction Control)	S	S	S
Bosch ABS IIU four-wheel anti-lock brake system	S	S	S

* With optional removable hardtop.



(continued)	COUPE	CONV.	ZR-1
Electric in-tank fuel pump	S	S	—
Electric in-tank fuel pumps (2)	—	—	S
Fully independent front and rear suspension	S	S	S
Limited slip differential	S	S	S
Low-tire-pressure warning system	0	0	S
Power rack-and-pinion steering	S	S	S
Power steering cooler	S	S	S
Selective Ride Control	0	0	S
Serpentine belt engine accessory drive	S	S	S
Stainless-steel exhaust system	S	S	S
Transverse front and rear springs with monoleaf glass-epoxy construction	S	S	S

WHEELS / TIRES

Wheels: 17" x 8.5" aluminum (front)			
17" x 9.5" aluminum (rear)	S	S	—
Wheels: 17" x 9.5" aluminum (front), 17" x 11" aluminum (rear)	—	—	S
Tires: Goodyear Eagle GS-C (P255/45ZR-17 front) (P285/40ZR-17 rear)	S	S	—
Tires: Goodyear Eagle GS-C (P275/40ZR-17 front) (P315/35ZR-17 rear)	—	—	S

DELCO ETR® SOUND SYSTEMS

Delco AM/FM stereo with cassette tape player, power antenna and digital clock	S	S	—
Delco/Bose AM/FM stereo with cassette tape player, power antenna and digital clock	0	0	—
Delco/Bose AM/FM stereo with cassette tape player, compact disc player, power antenna and digital clock	0	0	S

EXTERIOR DIMENSIONS (in.)

Wheelbase	96.2	96.2	96.2
Length (overall)	178.6	178.5	178.5
Width (overall)	70.7	70.7	73.1
Height	46.3	47.3	46.3
Tread width — front	57.7	57.7	57.7
Tread width — rear	59.0	59.0	60.6

INTERIOR DIMENSIONS (in.)

Head room	36.5	36.5	36.5
Leg room	42.0	42.0	42.0
Shoulder room	53.9	53.9	53.9
Hip room	50.8	50.8	50.8

CAPACITIES

Passenger capacity	2	2	2
Cargo capacity (cu. ft.)	12.6	6.5	12.6
Fuel tank (gal.)	20.0	20.0	20.0

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

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 1-800-551-4125.

CORROSION PROTECTION

Chevrolets 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 protection coverage.

THE CORVETTE PALETTE.

In the beginning, a Corvette came only one way: white with a red interior. But just like everything else about Corvette, the color story got better, too. Today's Corvette buyer can choose from 39 possible interior/exterior color combinations, plus a choice of four convertible top colors.

But don't let us talk you out of that white convertible. It's still there, and still looking great.

CONVERTIBLE TOP COLORS

Black, White, Beige and Ruby Red

COLOR COMBINATIONS

Exterior Colors

Interior Colors

	Black	Light Beige	Light Gray	Torch Red	Arctic White	Ruby Red
Black	■	■	■	■	■	■
Black Rose Metallic	■	■	■	■	■	■
Polo II Green Metallic	■	■	■	■	■	■
Medium Quasar Blue Metallic	■	■	■	■	■	■
Bright Aqua Metallic	■	■	■	■	■	■
Competition Yellow	■	■	■	■	■	■
Arctic White	■	■	■	■	■	■
Torch Red	■	■	■	■	■	■
Dark Red Metallic	■	■	■	■	■	■
Ruby Red Metallic	■	■	■	■	■	■

■ Available.

INTERIOR TRIM AVAILABILITY

	Standard Cloth Bucket	Optional Leather Trimmed Bucket	Optional Leather Trimmed Sport Bucket
Black	■	■	■
Light Beige	■	■	■
Torch Red	■	■	■
Arctic White	■	■	■
Light Gray	■	■	■
Ruby Red	■	■	■

■ Available.

INTERIOR TRIM



Black

Dark Red Metallic

Polo II Green Metallic

Black Rose Metallic

Torch Red

Bright Aqua Metallic

Arctic White

Ruby Red Metallic (40th Anniversary Model Only)

Medium Quasar Blue Metallic

Competition Yellow

THE CORVETTE PROMISE.

The quality of a car cannot be measured in the first few thousand miles, or in the first few months of ownership. Quality over time is the true measure of an automobile. With that simple truth in mind, we promise you a quality driving experience in your '93 Corvette from day one, and through the years. Every part and component in a 1993 Corvette is designed to function perfectly over a long service life. But please, don't take our word for it. Critically examine and drive a '93 Corvette. You'll find that Chevrolet keeps its promises.

The 1993 Corvette owner protection plan includes the following ...

GM's 3-Year / 36,000-Mile Warranty

Covers repairs for all 1993 Corvettes, including labor and parts, to correct any defects in material or workmanship occurring during the warranty period. Warranty features include air conditioning repair, towing, no-cost warranty transfer, 6-year/100,000-mile body sheet-metal 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.

Corvette Roadside Assistance Program

The security and convenience of round-the-clock roadside assistance is available to every Corvette owner via a toll-free hot line. Your call will be answered by a Roadside Assistance phone advisor trained by Chevrolet and experienced with your car. You will be placed in contact with a nearby service center, and assistance with towing and other helpful services will be arranged. Please ask your Chevrolet dealer for more details.

Corvette Action Center

The Corvette Action Center has a special, toll-free 800 number. It puts you in contact with Corvette experts who can handle any product/service question or problem you may have. Call 1-800-457-VETTE, Monday through Friday, 8:00 a.m. to 7:30 p.m., Eastern Standard Time.



BUMPER TO BUMPER PLUS WARRANTY.

The 1993 Corvette is covered by GM's excellent 3-year/36,000-mile Bumper to Bumper Plus, no-deductible, limited warranty.



CORVETTE ROADSIDE ASSISTANCE.

Security of round-the-clock roadside assistance is available to every Corvette owner.



CORVETTE ACTION CENTER.

Have a question about your new Corvette? The Action Center is just a phone call away.



OVER 4500 DEALERS.

Corvette owners enjoy the security of the Chevrolet dealer network — the largest dealer network in the United States.



CORVETTE BY CHEVROLET: FOUR DECADES OF GREATNESS.

1953

The first production Corvette is assembled in Flint, Michigan on June 30. Total production of 1953 models is 300 hand-built units. Features of the first Corvette include fiberglass body construction, a 150-HP six-cylinder engine, Powerglide automatic transmission, and wire-mesh headlamp covers. The only color combination available is Polo White with a red interior.

1954

Production moves to a special Corvettes-only production line in St. Louis, Missouri. Nine options and three additional colors are available.

1955

A new engine, the 195 HP, 265-cubic-inch V8, gives a glimpse of Corvette performance to come.

1956

Corvette is restyled. The new body features exposed headlamps, sculptured side coves and roll-up windows. A removable hardtop is optional.

1957

A fuel-injected 263-cubic-inch V8 and 4-speed manual transmission are new options. Corvette is fast becoming competitive on the racetrack, winning several class championships and the prestigious Sebring 12-hour road race.

1958

Corvette is extensively restyled. Features include quad headlamps, more elaborate side sculpturing, a lowered hood, and a new cockpit-style interior.

1959

Styling is similar to 1958, but hood louvers and chrome trunk strips are deleted for a cleaner appearance. A Sting Ray race car, styled by the GM Design Staff, makes its racing debut and gives Corvette enthusiasts a preview of future Corvette styling.

1961

New rear styling offers a hint of Sting Ray styling to come. A mesh-type grille replaces the "teeth" used from 1953 through 1960.

1962

A 327-cubic-inch V8, with horsepower ranging from 250 to 360, is introduced. This is the last Corvette produced with exposed headlamps and a solid rear axle.

1963

Sting Ray! The 1963 Corvette is totally restyled based on the 1959 race car of the same name. This is the first year for the Corvette coupe, a fully independent rear suspension, retractable headlamps and lightweight aluminum wheels, and the only year for the distinctive "split rear window" on the coupe.

1964

The divided rear window and hood trim panels are eliminated. Horsepower of the 327 V8 with Ramjet Fuel Injection increases to 375.

1965

This is the first year for 4-wheel disc brakes and the last year for conventional fuel injection. The "big block" 396-cubic-inch V8 is introduced at mid-year. The Mako Shark II show car previews 1968 Corvette styling.

1967

Minor trim changes, inside and out, identify the '67 Sting Ray. A limited-production, "ready to race" L88 427-cubic-inch V8 is a rare option.

1968

A radical restyling of the interior and exterior is made, with lines closely resembling those of the Mako Shark II show car of 1965. The coupe features "T-top" removable roof panels, an industry first.

1969

Displacement of the standard "small-block" V8 increases to 350 cubic inches. The 250,000th Corvette—a gold 1969 convertible—comes off the production line on November 19, 1969.

1970

Side louvers replace the slotted fender vents. Other highlights include new lower fender flares, and a new high-performance 350 V8 (RPO LT-1). The 454-cubic-inch V8 replaces the 427 V8 at the top of the engine lineup.

1972

This is the last year for the chrome front bumper and the "LT-1" engine. A factory-installed theft-deterrent system is standard.

1974

Both front and rear bumpers are body-colored, energy-absorbing designs. This is the final year for the 454 V8.

1975

This is the last year the Convertible is offered until its return in 1986.

1977

The 500,000th Corvette—a white coupe with red interior—comes off the line. For '77, a minor interior restyling includes a new console, new steering wheel, new radio choices, and a standard leather interior.

1978

The fastback body is introduced. This is Corvette's 25th year of production and two special models are offered: a Silver Anniversary edition and an Indy Pace Car edition.

1980

Corvette enters the eighties with a new low-profile hood, a rear bumper cover with integral spoiler and restyled front fender louvers. Cornering lights are standard, and a weight-saving transverse rear spring is introduced.

1981

Corvette production moves to a new plant in Bowling Green, Kentucky.

1982

Cross-Fire Injection replaces the conventional carburetor as standard equipment. A new 4-speed automatic transmission is the only transmission available in 1982. A Collector's Edition model features a unique exterior/interior color scheme.

1983

No 1983 model is offered.

1984

All-new Corvette makes its debut in April 1983, and wins *Motor Trend* "Car of the Year" award. Features include a new five-link rear suspension, a 205 HP 5.7 Liter V8, unidirectional Goodyear performance tires, liquid-crystal analog display and digital instrumentation. The 750,000th Corvette was an '84 model.

1985

New Tuned-Port Fuel Injection system boosts horsepower to 230. A "Tuned-Port-Injection" emblem is added to the fender molding.

1986

Corvette is undefeated in Showroom Stock SCCA-series racing. A convertible model returns after a 10-year absence, and captures Indy 500 pace car duties. A four-wheel anti-lock brake system (ABS) and sophisticated PASS-Key theft-deterrent system are introduced.

1989

Highlights include a new ZF 6-speed manual transmission with unique computer-aided gear selection. The optional Selective Ride Control system provides the driver with three distinctly different ride and handling choices. The Z52 Performance Handling Package, with 17" tires, is standard on both Coupe and Convertible models.

1990

The introduction of the Corvette ZR-1 is the automotive event of the year. The ZR-1 features an all-aluminum, 32-valve V8 that develops 375 HP, a wider rear body to accommodate wider tires, and four rectangular taillamps. Changes to all Corvettes include a standard driver-side air bag, and aircraft-inspired instrument panel. In March, in Fort Stockton, Texas, a regular-production Coupe and ZR-1 break three world endurance records and establish a total of 12 international class standards, including a new 24-hour speed/endurance record.

1991

The first major restyle since 1984 adds ZR-1-type exterior design features to the Coupe and Convertible. New side "gills" and wider, body-color side moldings are featured.

1992

The performance from the new 300-HP version of the 5.7 Liter Corvette V8 is so impressive that Corvette engineers give it the legendary "LT1" designation. New Goodyear Eagle GS-C tires and a sophisticated traction-control system, called Acceleration Slip Regulation, are introduced as standard equipment. The one millionth Corvette, a white convertible with a red interior, was built on July 2, 1992.

1993

A 40th Anniversary Edition package, with Ruby Red interior and exterior, is available on Coupe, Convertible and ZR-1 models. A new Passive Keyless Entry system is offered, and ZR-1 horsepower increases to 405.

ANY QUESTIONS?



At your Chevrolet dealer, financing or leasing your new Corvette can be as easy as saying GMAC.
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