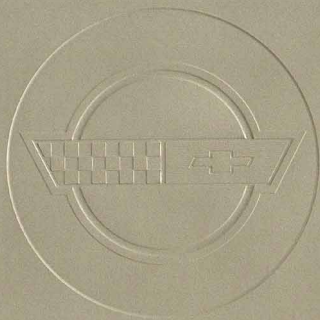


SIX DOLLARS.

CORVETTE



CORVETTE



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CORVETTE...

It began as an engineer's dream.
Born of watching racing machines and the men who drove them.
A dream that became a challenge. And then a commitment.
And then a car.
A car with an engine, suspension, aerodynamics

and tires designed to please the most demanding professional drivers.
Yet that's pleasant, even easy to drive, down any public highway. Through any city. Day in and day out.
A car capable of rounding curves with almost surgical precision.
Yet coddling its owner with superb seats, ample

luggage room, fine air conditioning and one of the best sound systems ever made available.
A car of such quality that it compares with the most exotic machinery money can buy.
Yet be easily and conveniently serviced all across America.
Introducing Corvette. A brilliant design made even better for 1985.

A unique blend of brute strength and effortless finesse. Capability and comfort. Performance and luxury.
Equally adept at cornering, braking and acceleration.
Proud showcase of the vast capability of America's largest automotive division, Chevrolet.



A 31-YEAR LEGEND IN A THOROUGHLY CONTEMPORARY EDITION.

1953. The first Corvette. And the first sports car of the modern era. A white body, a red interior, a black soft top and an in-line Six with a 2-speed automatic transmission. It is estimated that two-thirds of these "originals" are still around today. All of them are revered and valuable collectors' items.

1956. The Chevrolet V8 became a standard feature. A powerful optional engine was equipped with dual 4-barrels. And even with 3-speed manual or Powerglide automatic, it began to notch racetrack wins. 1957. The dawn of the American performance-car era. Corvette entered with a 283-cubic-inch engine. Fuel injection was offered on two of the four available

engines. Seekers after that something extra could order the optional suspension and heavy-duty braking packages. Sheer, raw horsepower was the fashion and Corvette responded to all challenges. 1961. A major rear-end redesign, and first appearance of four functional, round taillights. This period marked the first major use of lightweight aluminum components on Corvette, including radiators, carburetors, and transmission cases. The 327-cubic-inch V8 was introduced in 1962. 1963. The production version of the famed Sting Ray race car. This was the first Corvette with fully independent suspension and the only year of the coupe with split rear window. A "Special Performance Package" (Z06) was optional. 1966. The first of the 427-cubic-inch engines completed the transformation of the Sting Ray into a machine that was equally adept at winning handily

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1953



1956



1957



1961



1963



1966

on both road course and drag strip. By now, 4-wheel discs were standard and a heavy-duty, close-ratio 4-speed was optional. Cornering and braking capability were engineered to handle the added horsepower. 1968. A leaner sleeker Corvette with a completely new interior and exterior. For the first time, Corvette coupes had removable roof panels. The 3-speed Turbo Hydra-matic was introduced

and a 427-cubic-inch V8 topped engine availabilities. 1973. The beginning of the transformation from street machine to international-class exotic car. Attention was directed to a totality of purpose—an integration of performance to design—as witnessed by the sport, body-colored front-end bumper assembly. 1975. The last convertible. Engine displacement stabilized at 350 cubic inches,

with only the L-82 option offered in addition to the standard L-48. Corvette moved into the demanding realm of the grand-touring machine with a full range of luxury and comfort features. 1978. The 25th year. The Indy 500 Pace Car was the first box-stock, showroom-fresh car to pace the race in years. A Silver Anniversary Model was avidly sought after by collectors. The major styling change was a true fastback rear window design, which made for enhanced luggage capability.

1982. The first generation to be built in its entire production run in the all-new Corvette plant at Bowling Green, Kentucky. Increasing emphasis was placed on quality of construction and brilliance of paint. The fiberglass composite monoleaf spring was introduced in the '81 and '82 models, and in skipdip tests Corvette achieved 0.79g lateral acceleration with Gymkhana suspension. A 4-speed automatic with overdrive was introduced as standard equipment. Today. A new-generation Corvette. The complete performance machine.



1968



1973



1975



1978



1982



TODAY

A DEDICATED TEAM.

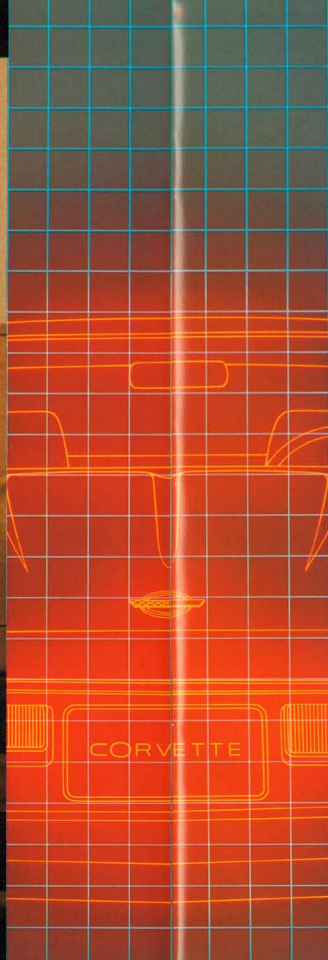
The people assigned to work on Corvette are men and women of outstanding ability.

The designers, engineers, technicians, managers and assembly workers who comprise the Corvette team are dedicated individuals.

Now, through innovative engineering, computer science, new materials technology and good workmanship, these people are advancing the legend.

Corvette can reaffirm your pride in American ingenuity and skill. And it could not have been developed without the vast technological and human resources available to Chevrolet.

Corvette. A car created by a specially trained group of uncommonly talented Americans to take its place among the most respected nameplates in the world.

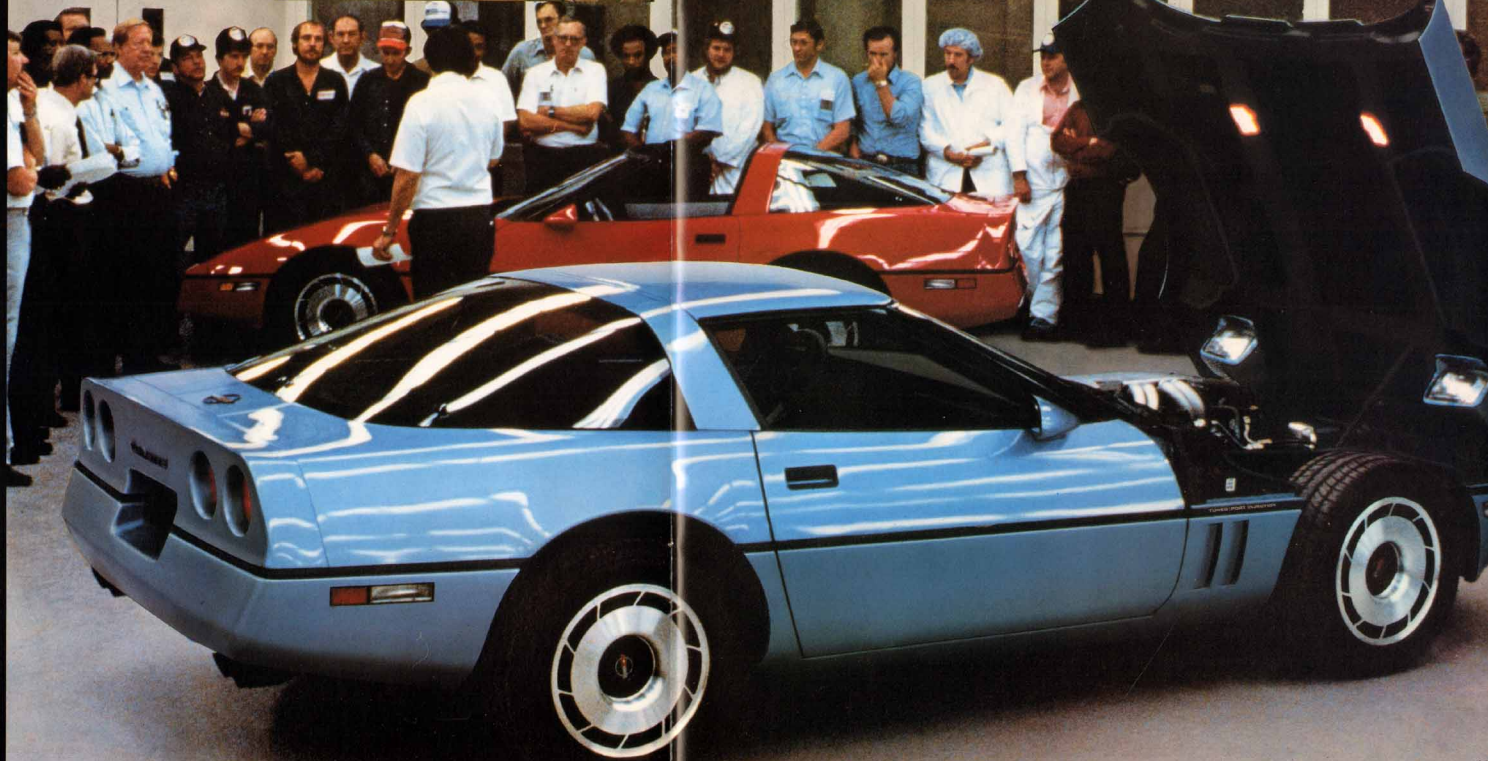


COMMITMENT

The fact that the first chapter in this Corvette brochure concerns the final chapter in the Corvette building process is in itself significant. We are committed to excellence in the production of the product.



The Corvette plant, Bowling Green, Kentucky



in order to achieve excellence in the product.

A good example of the totality of the Corvette commitment is "The Morning Audit." Each morning, salaried and hourly employees

meet to examine cars in detail and search for ways to assure and enhance the quality of Corvette.

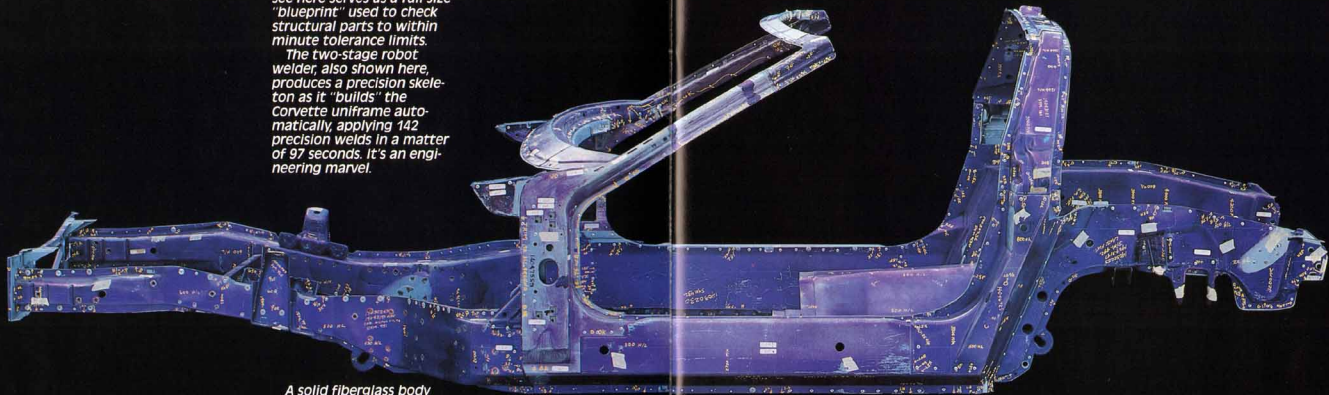
It is typical of the attention to detail in evidence throughout the Corvette

plant in Bowling Green. One plant, one specially trained group of people, dedicated to building one brand, one model, at a deliberate pace of just a few cars each hour.

QUALITY STARTS WITH AN EXACT-SIZE DIMENSIONAL "BLUEPRINT."

The match check frame you see here serves as a full-size "blueprint" used to check structural parts to within minute tolerance limits.

The two-stage robot welder also shown here produces a precision skeleton as it "builds" the Corvette uniframe automatically, applying 142 precision welds in a matter of 97 seconds. It's an engineering marvel.



A solid fiberglass body continues to be one of the most enduring qualities of Corvette.

Advanced techniques have honed fiberglass construction and provided a smooth degree of beauty.

The chassis, drive train and suspension are married to the body in a specially built hydraulic "towvever" interlocking system designed to assure that every contact point will have a perfect match.

Application rate of computer technology is among the highest in the industry. We even have computers to double-check the computers. CRT terminals are used for inventory control, parts allocation, manpower control, and quality control. Computer-generated inspection tickets follow a new Corvette throughout the assembly process. Even the front-suspension and rear-wheel alignment are computerized for precise accuracy.



Point-check inspection to make sure body panel assembly meets design intent.



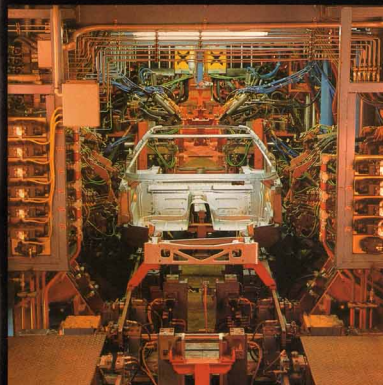
Technicians use computerized instruments to measure body panels to close tolerance on three planes.



Match check permits part-by-part analysis.



Automatic controls offer precision welding.



Two-stage welder builds uniframe.



Specialty built hydraulic towvever system "marries" chassis to body.



Uniframe components get additional precision robot welds.

**THE 1985 CORVETTE.
A MATTER OF PRIDE.**

One thing visitors are quick to notice throughout the plant is product pride. You can see it in the way people work and the way they work together. All employees are encouraged to inspect their own work. And the work of others. It is their pride that is on the line that embellishes each Corvette that leaves the plant.

Employee Awareness Groups meet after work to discuss procedures, work conditions and any factors relating to product quality.

In another program, employees spend time visiting Chevrolet dealer service departments and working with service technicians.

And four nights a week, one salaried and four hourly workers drive Corvettes to test vehicles in what's called, "A Drive for Quality." The idea behind this program is for the people who build Corvette to experience the car the same way as the people who buy it.

The intent is to give the 1985 Corvettes the highest quality ratings in Corvette history.

Whenever our employees see a new Corvette on the road, they know it's their Corvette, with their pride on the line.

You are welcome to tour the Bowling Green facility.



Management works with line workers.



Robot painters apply base coat.



Meticulous wet and hand sanding are demanded by Corvette's tough paint inspection standards.



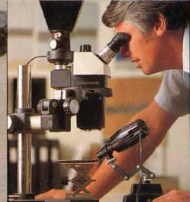
State-of-the-art robot painters help assure a consistently brilliant finish.



Close test reflects body's fine finish.



Corvette gets final water test.



Finish receives microscopic testing.



Paint thickness gage.



DESIGN



State of the art. Unmistakably Corvette.

There were goals personally embraced by each designer involved in creating a new generation of the marque.

No effort was spared exploring shapes, alterna-

tives, technologies.

The result is as clean and contemporary a statement as any designer could wish. A Corvette that slips effortlessly through the wind yet takes advantage of its stabilizing down-force, front and rear,

without resorting to bolt-on wings or gimmicky appendages.

A Corvette with a presence so special that it will turn heads 20 years from now.

*The techniques excite any enthusiast:
Long, graceful, sloping*

hood that eludes the full frontal force of the wind.

Nearly flush undercarriage parts for unruffled aerodynamic flow.

The slow rise of the expanding wedge that terminates elegantly in a Kamm-style tail.

But it is the full integration of these elements that makes this Corvette so memorable. The way light plays over its three-dimensional form.

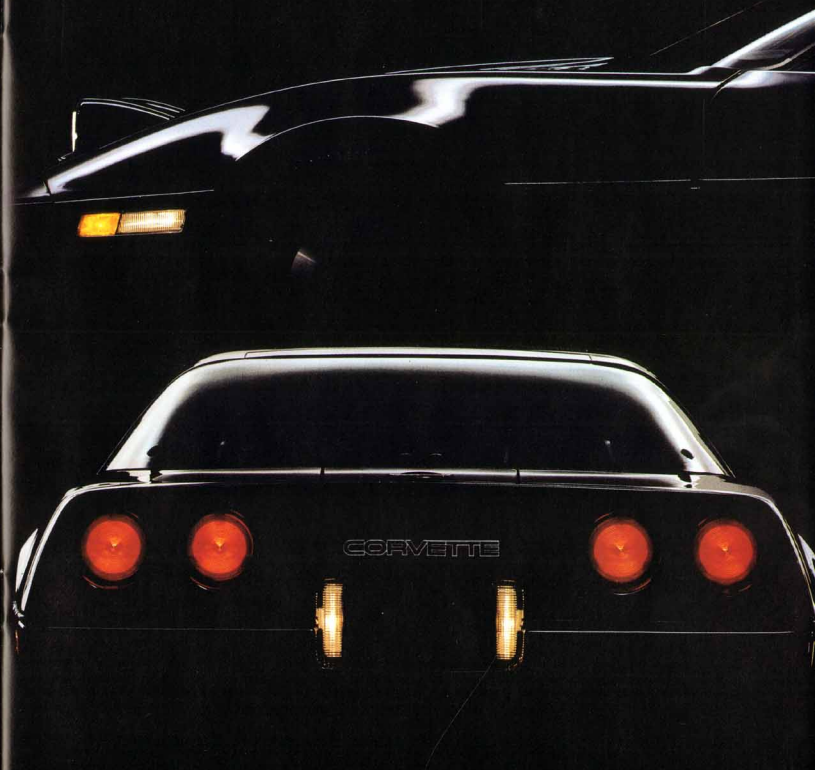
Here is art born of technology.



DESIGN HIGHLIGHTS.

A most acute windshield rake for a production car: 64 degrees. Hidden headlights tumble forward 162.5 degrees as they emerge, revealing a lean, aerodynamic shape. Clear, integrated halogen fog lamps. Front cornering lamps. Twin Sport mirrors are electrically adjusted and

aerodynamically shaped. Body side rub strip is an integral part of the body design. Frameless glass rear window doubles as a hatch, with invisible hinge. Removable one-piece roof, with no T-bar, helps recreate the open-air feeling of sports cars past. Four functional circular taillights.



THE WIND WILL BARELY FEEL A CORVETTE COMING THROUGH.

The 1985 Corvette has the lowest coefficient of drag of any Corvette ever tested, .323. To achieve it, the car underwent exhaustive wind-tunnel testing with lowered trim heights and front end plus an extended front air dam. Advanced methods of monitoring turbulence as it relates

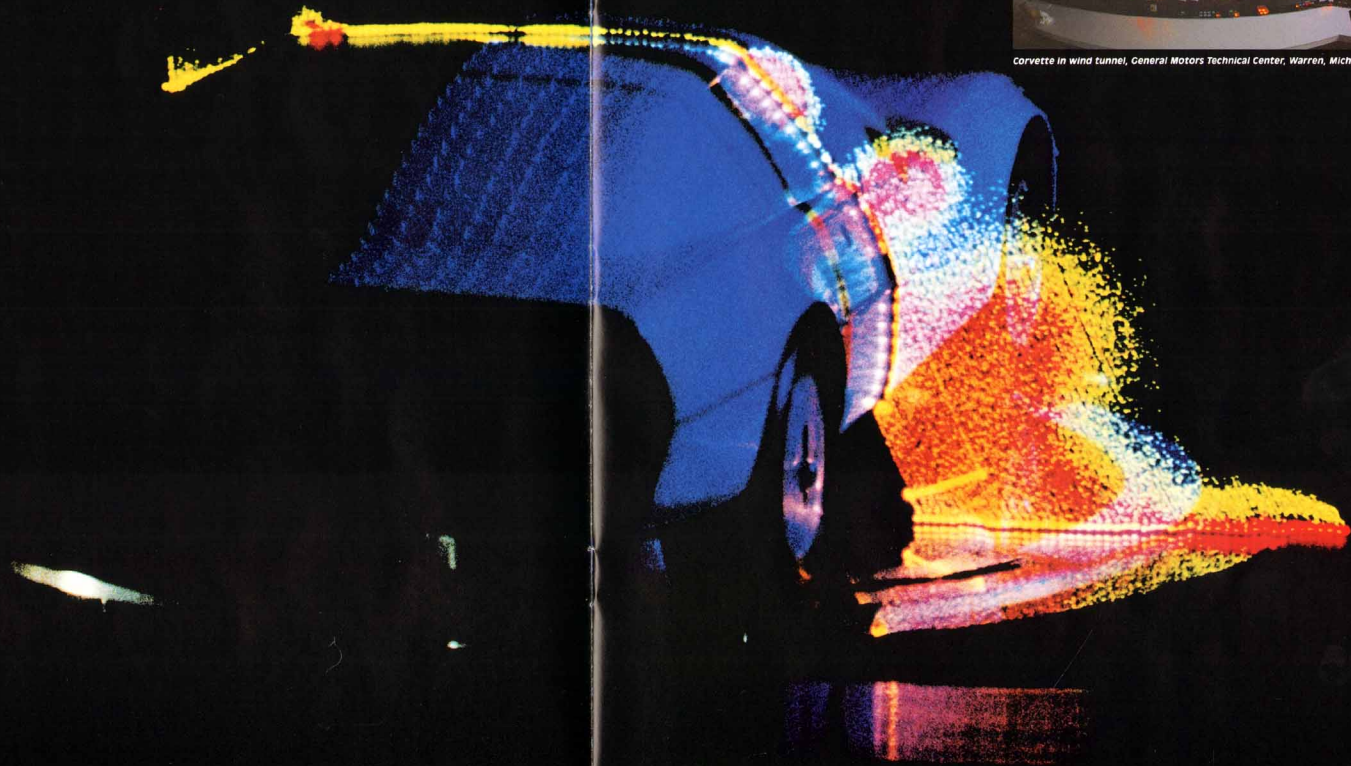
to a moving car were employed. As illustrated, color-filtered lights trace and simulate the flow of air.

Every line, every curve, every design element was reevaluated with intensive aerodynamic scrutiny. Corvette actually puts the wind to work. It efficiently

controls captured air to help feed the engine and cool the brakes. This is a good example of technology developed in the wind tunnel.



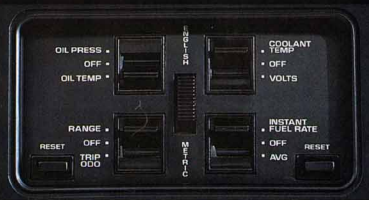
Corvette in wind tunnel, General Motors Technical Center, Warren, Michigan.



THE CORVETTE COMMUNICATION CENTER.

Electronic liquid crystals constantly update you with multi-colored readouts, analog and digital. Speed, engine revolutions and numeric readouts of engine and electrical conditions, fuel consumption and trip mileage data are provided with computer accuracy. In your choice of language: English or metric. Conversion from one language to the other is handled in an instant with a flip of the

switch located to the right of the instrument panel. The entire system is illuminated brightly enough to be read easily even in full daylight. Illumination intensity is controlled automatically by a built-in photoelectric cell. The Driver Information System, located between the speedometer and tach, is worthy of close inspection. Digital readouts in this cluster pull double duty to

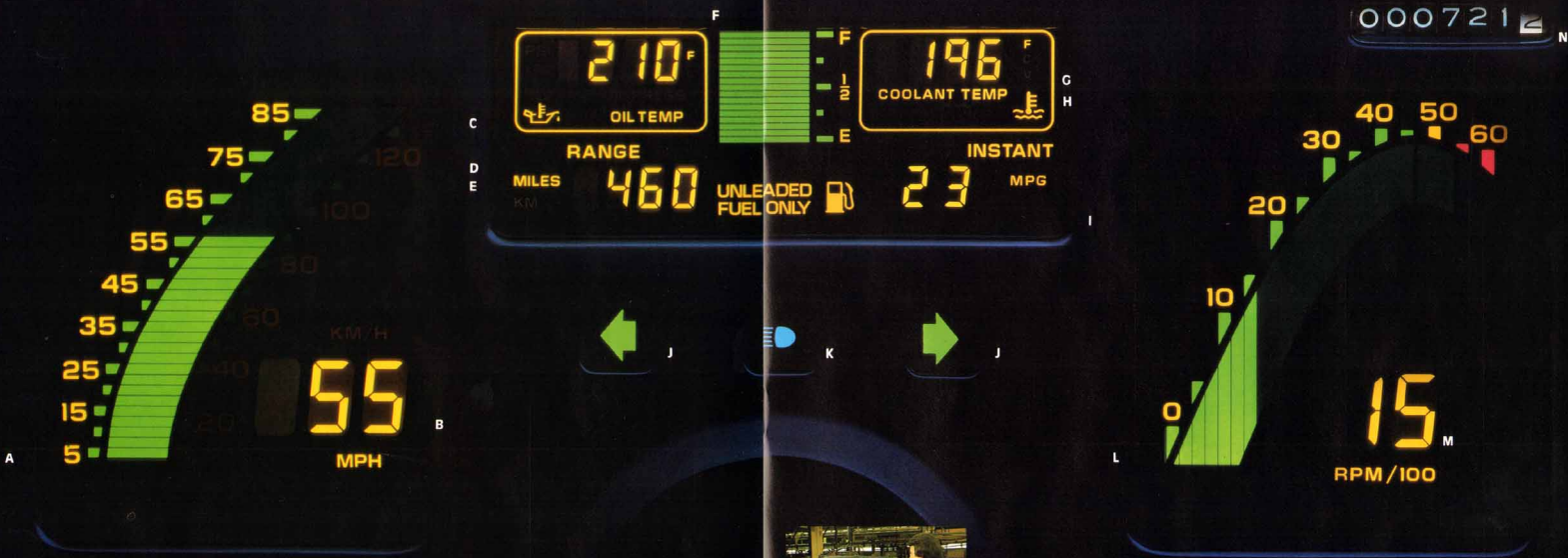


give the driver a choice of several different instrumentation combinations. A set of switches, shown left, enables you to select readouts of oil pressure or oil temperature, engine coolant temperature or voltage, trip odometer or mileage range on available fuel, instantaneous fuel consumption or average fuel consumption. An additional system on the console warns the driver of

unfastened seat belts, low brake-line pressure or engaged parking brake door ajar, hatch ajar, and Electronic Control Module malfunction. This system also reminds the driver to set Corvette's anti-theft system by locking the doors when exiting the vehicle. Corvette's instrumentation is more accurate and more immediate than conventional gauges. And surely more informative.

- A. Analog speedometer. 5-85 MPH, 10-140 KM/H.
- B. Digital speedometer. MPH and KM/H.
- C. Oil pressure and temperature. English or metric.
- D. Fuel range. English or metric.
- E. Trip odometer and distance on reserve. Miles/kilometers.
- F. Fuel gage. Bar graph has low fuel warning.
- G. Coolant temperature readout. English or metric.

- H. Voltage readout.
- I. Fuel economy readouts. Precise average and instantaneous MPG and L/100K.
- J. Turn signal indicators and warning flashers.
- K. High-beam indicator.
- L. Analog tachometer curves sharply at peak horsepower to aid shifting.
- M. 6,000 RPM digital tachometer.
- N. Seven-digit odometer. Miles.
- O. Instrumentation is computer checked for accuracy.



HIGH PERFORMANCE INTERIOR DESIGN. FULLY AUTOMATED PAINT QUALITY.

LEATHER SEATS

• The elegance of fine leather to add a further personalized touch. Leather inserts are perforated to provide seat ventilation beneath passenger and driver.

CUSTOM ADJUSTABLE SPORT SEATS

• For relaxed comfort as you drive. High-contour, high-back bucket seats with power adjustments of upper side bolsters and lumbar support. Sport seats also

feature electric power back-angle adjustment, special cloth trim and seat-cushion ventilation with wool-pad comfort liner. You can dial in your own precise, personal comfort. Elegant Custom Adjustable leather seats

will be available Interim 1985. **SIX-WAY POWER OPTION** • Available for driver's seat only. System lets you adjust seat position 6.5 inches fore and aft, 1.5 inches up and down, and you can alter the

overall angle of the seat. Can be selected for application with the standard bucket seats or the optional seats.

CORVETTE SHOWS ITS TRUE COLORS

• Corvette colors are

carefully chosen and painstakingly applied. The fully automated paint system for the 1985 Corvette is one of the most advanced in the world. The entire paint operation is contained in a dust-free, clean-room

environment in which the air pressure is maintained positive to keep foreign airborne contaminants from entering. New Corvette owners are certain to appreciate the car's advanced paint application system.

CUSTOM TWO-TONE PAINT

• Give your Corvette that custom look. Available in three appealing metallic finish combinations: Silver over Medium Gray, Light Blue over Medium Blue, and Light Bronze over Dark Bronze.



Standard Cloth Interior



Optional Leather Seat

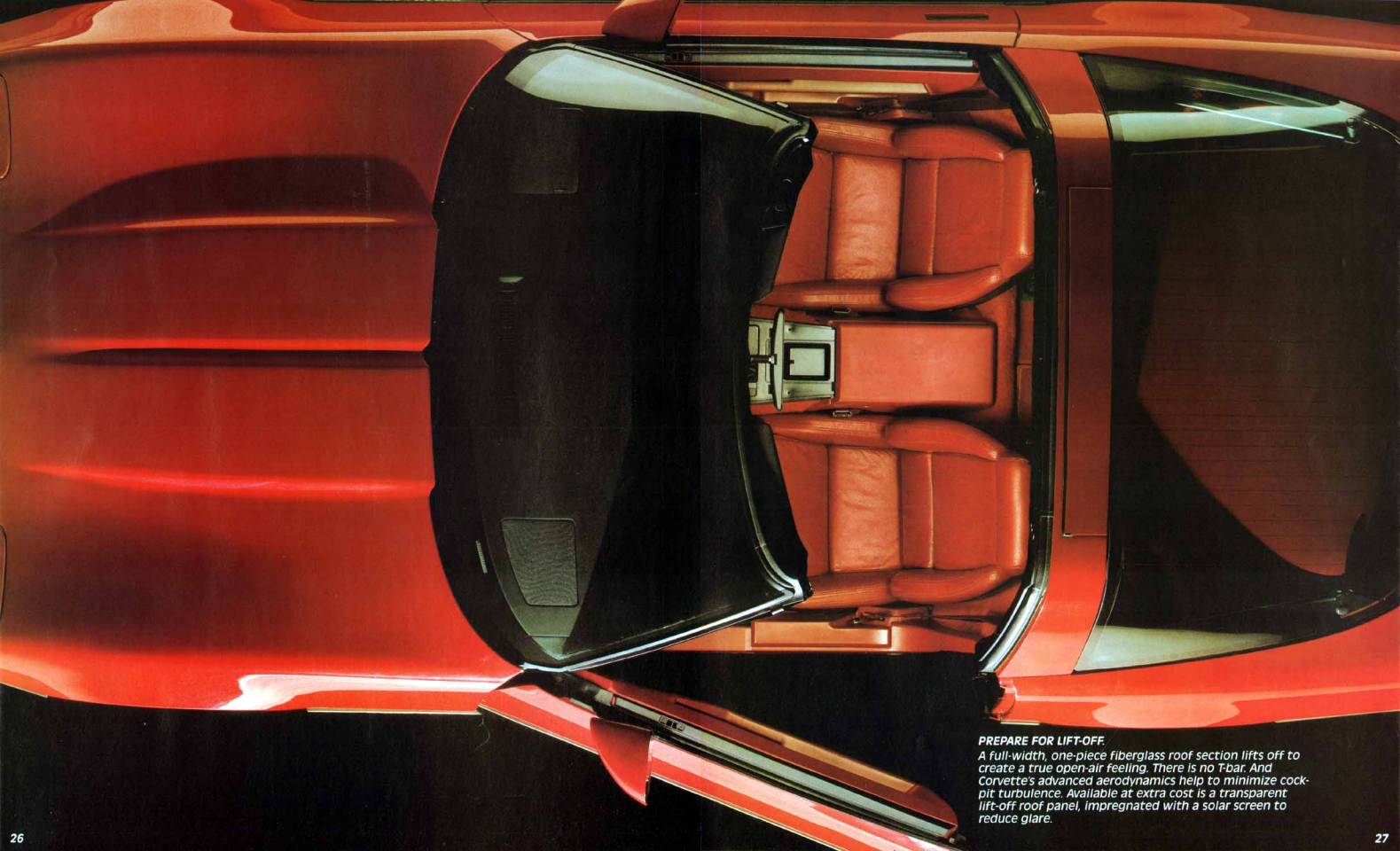


Optional Custom Adjustable Cloth Sport Seat



Optional Custom Adjustable Leather Sport Seat





PREPARE FOR LIFT-OFF

A full-width, one-piece fiberglass roof section lifts off to create a true open-air feeling. There is no T-bar. And Corvette's advanced aerodynamics help to minimize cockpit turbulence. Available at extra cost is a transparent lift-off roof panel, impregnated with a solar screen to reduce glare.

Put yourself here. Behind the wheel of the world's most technologically sophisticated production sports car. Corvette, by Chevrolet.



ENGINEERING

One word sums up the exciting engineering changes to Corvette for 1985. Refinement.

Refinement of its remarkable directional stability, precise on-center steering, transient response and cornering power.

And of its riding comfort. Exhaustive experimentation and testing of riding and handling parameters at speeds up to 150 MPH were conducted at the GM Proving Grounds.

There, at the world's largest automotive testing facilities, which replicate virtually every type of smooth and roughest road surface, railroad crossings, banked high-speed curves and tight, off-camber hairpins, Corvette engineers perfected the spring rates and valving of the gas-charged shocks to enhance Corvette's driving comfort without impairing its competence.

Spring ride rates of 100 lb./in. front and 135 lb./in. in the rear help provide effective road isolation with excellent wheel control. Even over tar strips, washboard and broken pavement. Stabilizer bar diameters remain 24mm front, 20mm rear for roll stiffness. Steering caster was increased from three degrees to four for even more stability and better feel. The power-assisted rack-and-pinion steering remains fast-gearing to a 15.5:1 ratio.

The result: a standard suspension so supple that long-distance roadwork is a pleasure.

Yet so controlled that test drivers at the GM Proving Grounds felt secure, even at the 1985 Corvette's 150-MPH maximum track speed, during long and arduous testing.

No surprise when you consider Corvette's advanced uniframe structure. Light in weight but exceptionally

strong, it is highly resistant to the strenuous flex that can reduce the tire patch contact with road surfaces during cornering.

Corvette's superb wheel control benefits from fiberglass composite monoleaf transverse springs, front and rear, which provided free of the long-term deterioration suffered by conventional metal coil springs during testing. Forged aluminum knuckles are used for both the front and five-link independent rear suspension.

Tractive forces are reacted to by a driveline beam of C-shaped aluminum extrusion, which connects from in front of the rear axle and to the rear of the transmission, thus eliminating transmission and differential-mounting cross members. The result is driveline strength with greater structural rigidity and a dramatic savings in weight.

Dramatic improvements were registered in tire engineering during the development of this Corvette design. Goodyear personnel worked closely with Corvette engineers throughout the car's development. Goodyear borrowed much from its existing Formula 1 rain-tire technology to create the world's most sophisticated street performance tires. The standard 16-inch Goodyear Eagle radial is VR-rated to Corvette's top speed. Once mounted, each wheel/tire combination is specific to one side of the car, just like the most sophisticated racing cars.

You'd expect a car with racing performance to brake even better than it accelerates. Corvette does. With its Girlock Ltd. four-wheel disc brake system, Corvette can decelerate at rates as high as 0.977g. A new, enlarged brake booster

speeds take-up on the low-

drag design for even better modulation and control. Aluminum calipers help Corvette achieve its low unsprung weight. And new, all-temperature brake pad lining is designed to provide consistent brake performance whether you're going to the store or lapping the track.

With its Goodyear Eagle VR tires, Corvette's vehicle dynamics are impressive. The standard road suspension achieved a lateral acceleration of 0.88g on our skidpad in the hands of a professional driver. That's almost three times the cornering force the average driver has ever experienced.

Recommended only for owners who plan to enter autocross, showroom stock or other formal competition, Corvette offers an optional, no-compromise performance suspension.

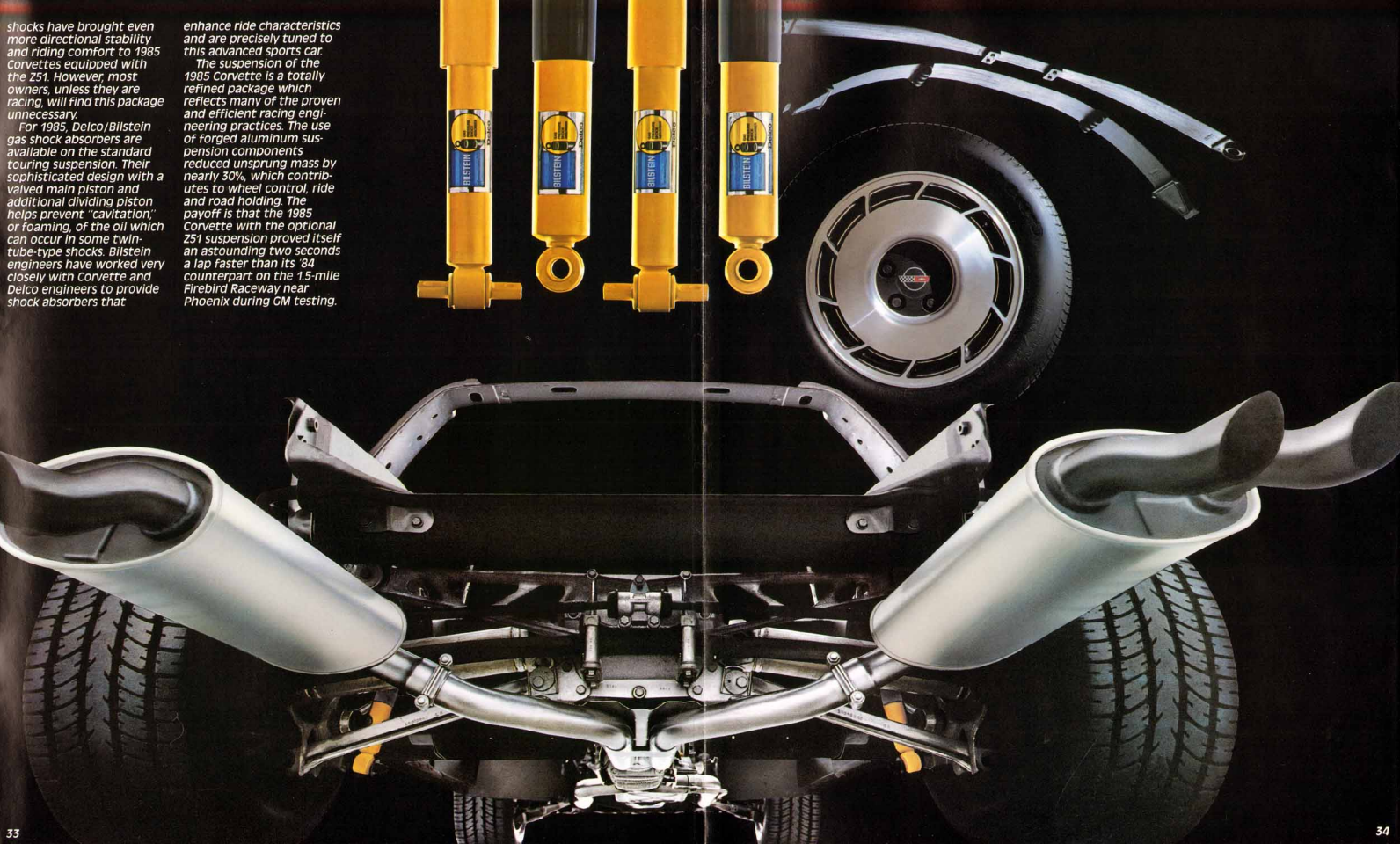
The Z51 Performance and Handling Package has

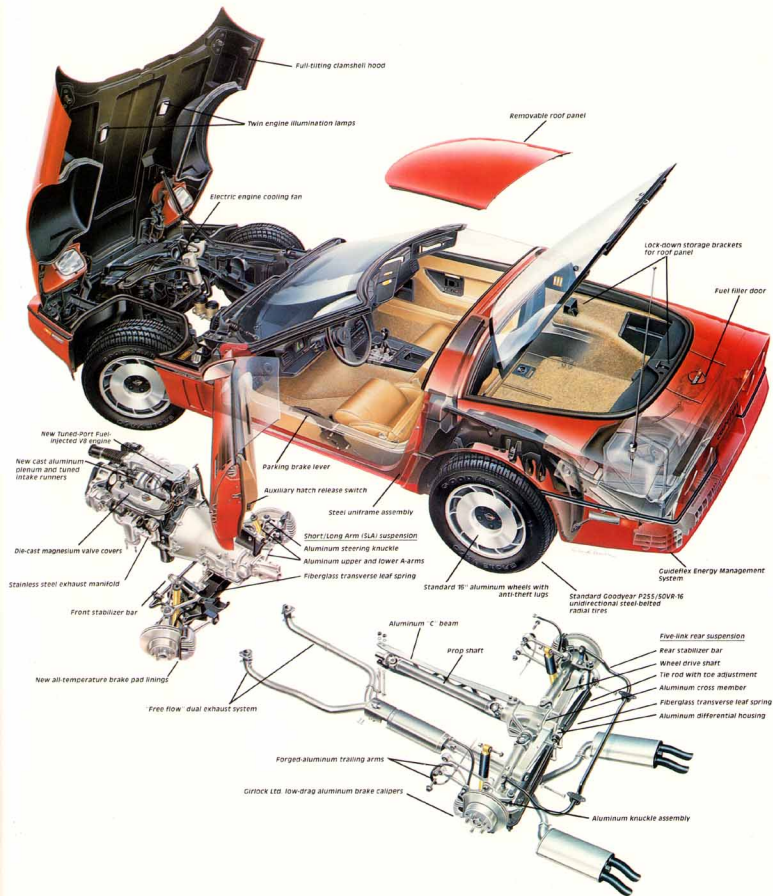
generated 0.90g in lateral acceleration testing on GM's skidpad.

For 1985, the Z51 incorporates 16" x 9 1/2" wheels all around, larger diameter stabilizer bars, 30mm front, 24mm rear. Stiffer bushings are used, allowing low deflection while cornering. The fiberglass monoleaf springs feature ride rates reduced from last year to 135 lb./in. front, 165 lb./in. rear. The 13:1 ratio, power-assisted rack-and-pinion steering of the Z51 package is designed for the lightning response competitive drivers seek. Softer spring rates and revalved Delco/Bilstein gas

shocks have ride characteristics and are precisely tuned to this advanced sports car. The suspension of the 1985 Corvette is a totally refined package which reflects many of the proven and efficient racing engineering practices. The use of forged aluminum suspension components reduced unsprung mass by nearly 30%, which contributes to wheel control, ride and road holding. The payoff is that the 1985 Corvette with the optional Z51 suspension proved itself an astounding two seconds a lap faster than its '84 counterpart on the 1.5-mile Firebird Raceway near Phoenix during GM testing.

For 1985, Delco/Bilstein gas shock absorbers are available on the standard touring suspension. Their sophisticated design with a valved main piston and additional dividing piston helps prevent "cavitation," or foaming, of the oil which can occur in some twin-tube-type shocks. Bilstein engineers have worked very closely with Corvette and Delco engineers to provide shock absorbers that







THE HEART OF CORVETTE.
Unlock the hood by the remote under-dash release and one hand lifts the forward-tilting front shroud. You have unobstructed access to the engine and front suspension just like a race car. Each component is deployed in exactly the right place for function, serviceability and fit. Twin powerful service lights illuminate the engine for night work.

Before you is the aluminum air plenum, gleaming in the light. Eight tuned runners extend from the sides to ram air into the combustion chambers. Individual Bosch injectors spray pulsed charges of fuel directly into the intake ports with computerized precision.

This is the heart of Corvette for 1985. A Tuned-Port Fuel-Injected 5.7 Liter V8. With a Bosch hot-wire meter that measures with computer accuracy the mass of the air intake to optimize performance regardless of altitude, humidity, barometric pressure and ambient temperature. And Electronic Spark Control that adjusts to fuel octane for optimum power without detonation.

Because Corvette's Bosch injectors pulse twice before the intake valves open, gasoline is atomized as it enters the combustion chambers. The result is more complete combustion with greater volumetric efficiency. All this helps the 1985 Corvette achieve 230 SAE net horsepower at 4,000 RPM. The long air intake runners are tuned for a flat torque curve with 330 lb.-ft. maximum torque at 3,200 RPM.

The net result is stunning performance in every gear. On the track at GM's Proving Ground, this powerplant with available 4-speed manual transmission and 3.07 performance axle ratio achieved a top speed of 150.5 MPH with 0 to 60 times of 5.7 seconds.

Beyond a significant overall performance increase, the 1985 Corvette's Tuned-Port Fuel Injection system is designed to give you other advantages:

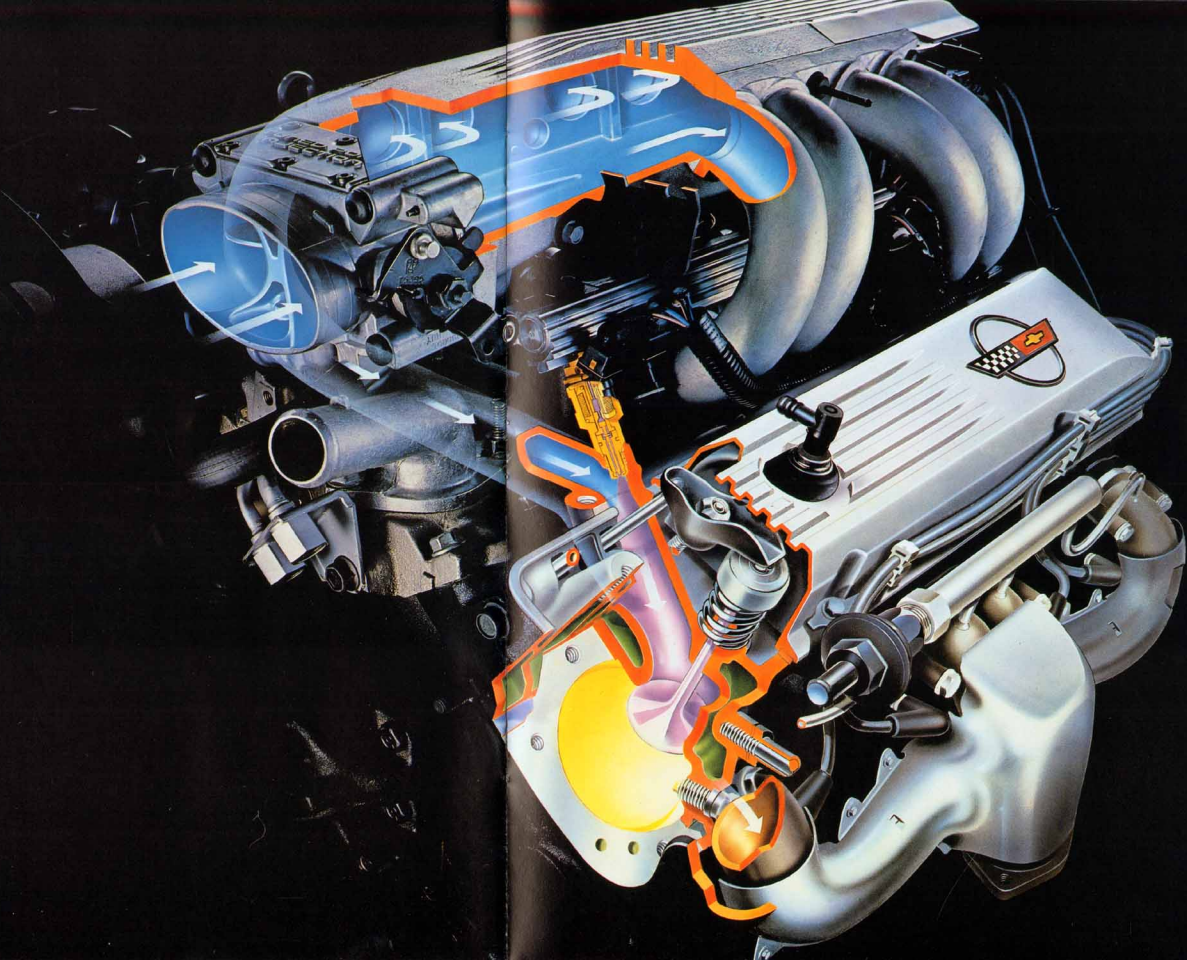
Instant throttle response at all speed ranges. Dependable operation: The only moving parts are the electronic injectors, idle controls and throttle plate; everything else is solid-state circuitry sealed from dust, dirt and moisture.

Dependable cold starts without flooding, thanks to a ninth fuel enrichment injector. Dependable hot starts without vapor lock. Self-adjusting idle to inhibit stalling and fuel waste.

Positive fuel shut-off to eliminate "run-on" after ignition is switched off. Automatic compensation to changing elevations to minimize power loss and fuel waste. And optimized engine performance between recommended service intervals.

To control engine temperature during long periods of maximum performance, the Z51 Performance and Handling option includes a larger radiator with puller and pusher fans on opposing sides. And a Modine oil cooler with an engine coolant flow-through heat exchanger between the engine block and oil filter.

The basic small-block V8 is already a legend. No other engine has won as many races in so many different arenas of motorsport.



SPECIAL ENGINEERING FEATURES.

Much of the excitement in the Corvette relates directly to the many design and engineering features apparent throughout the car. Chevrolet believes a high-performance machine should also be a car its owner can live with comfortably and rely upon.

We offer an automatic 4-speed transmission with overdrive, as standard equipment.

Or, if you prefer, there's a 4-speed manual transmission with automatic overdrive on its top three gears, exclusive to Corvette. It's an option, but at no additional cost. Engineered with a hydraulically operated clutch at the front and a computer-controlled overdrive at the rear.

The basic feature of the hydraulic clutch is that it reduces shock-loading along the driveline during maximum acceleration from a standing start, and it also introduces damping similar to a shock absorber during quick shifts. The computer blocks out the overdrive during high-performance acceleration.

When the overdrive system is operating, a message is illuminated in the center of the dash panel. If you want total command of the

manual transmission operation, there's an overdrive "On/Off" switch on the center console.

The engineering of the Corvette goes far beyond transmissions that think, however. There's an induc-

tion system supplying air to the engine by a duct leading to a louvered plenum-type air cleaner behind the front fascia. And stainless steel headers lead to an exhaust system that is carefully engineered to fit the undercarriage configuration, yet maintains the high-flow characteristics of the traditional Corvette dual exhaust.

There's more. The parking brake is located to the driver's left, which helps to reduce driveshaft tunnel width. For easy access to

the cockpit, the handle retracts to the floor after the brake has been set. Little things. The glass is flush for better aerodynamics. From the coin holder in the console to the fully accessible fuse box location, the Corvette emphasizes convenience and serviceability.

Inspect the one-piece roof panel. Note how securely it fits. A specially designed new ratchet wrench is supplied for its removal. The top may be stored within the car and there's still room enough

for a two-suiter in the luggage area. Even the top tool fits into a special retainer compartment.

The theft deterrent system has been specifically designed for Corvette. (Perhaps that information

is more properly left for your perusal of the Owner's Manual.)

The list of innovative and practical design features is far longer than on most cars: halogen fog lamps, a designed-in body side molding to help prevent unsightly paint chips and scratches, a fuel tank access lid which provides a recessed area in which to set the removed gas cap so that paint isn't marred and hidden halogen headlamps that rotate open from a sealed compartment which shields them from under-car road spray.

The interior is ergonomically designed for optimal comfort, luxury, and driver control. Driving purists will appreciate all that, just getting in. Open the door, step over the beaming structure into the pilot's seat. A seat and belt system holds you in position, with upholstery support that molds and conforms to the contour of your body—like the fit of a good ski boot.

All this and more is precisely why Corvette is respected as so much more than the kind of road machine that it is. The 1985 Corvette is a designer's car, an engineer's car and, most important, an owner's car.



Integral halogen fog lamps operate independently of headlamps.



Advanced anti-theft system is standard.



Four-speed manual transmission features electronic overdrive in top three gears.



Removable transparent roof panel stores securely.



Powerful electric motors rotate the headlamps.

YOU ARE ENTERING FUTURE TIME.

Sophisticated space-age microelectronics focused on the enhancement of your travel mode on Planet Earth. Science fact. Not science fiction.

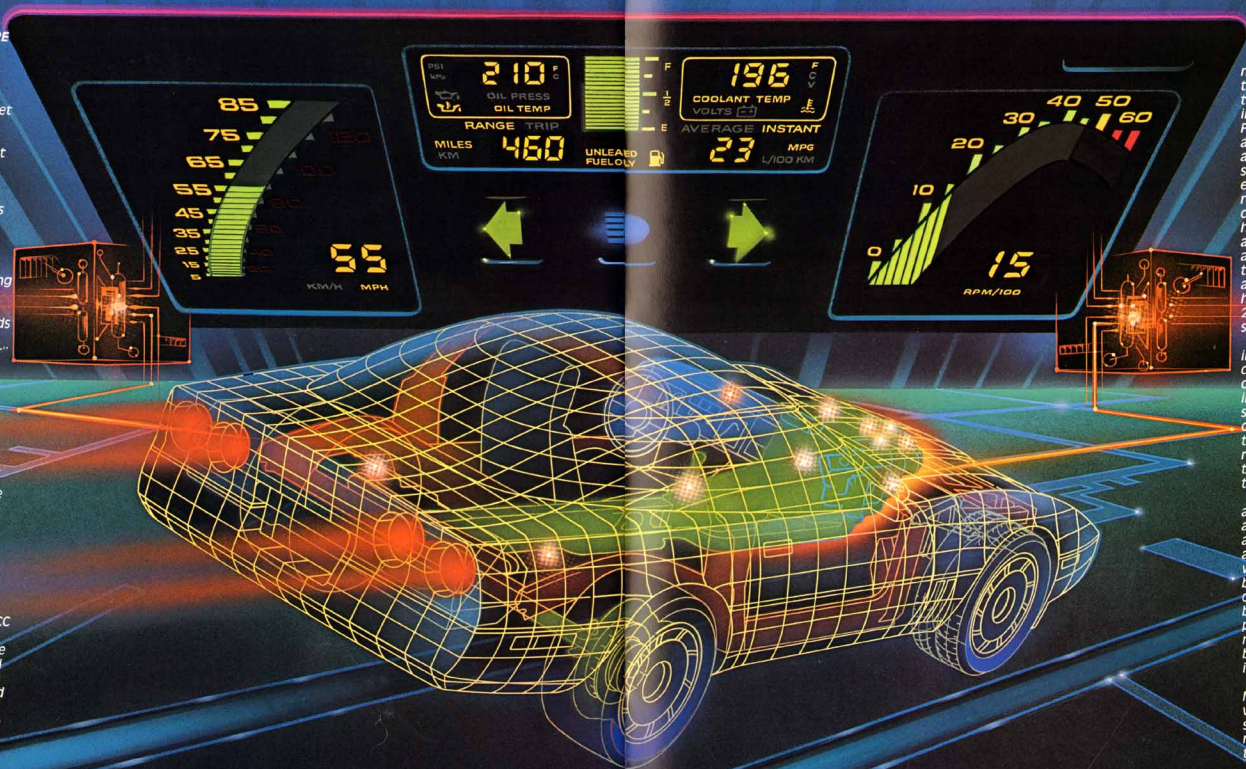
Seemingly futuristic, yet totally functional.

The 1985 Corvette is equipped with two on-board microcomputers armed with a combined 18-k memory and more than 6,000 individual instructions, monitoring, controlling, and computing at precise, split-second intervals. The units transmit hundreds of thousands of data bits to the driver's "command center" via the instrument panel and console displays.

Corvette's twin computers, operating at a speed measured in millionths of a second, are designed to handle specific, individually programmed work loads.

The primary system, the Computer Command Control (CCC), directs the engine, controlling vital functions such as spark timing, idle speed, fuel delivery, automatic transmission lockup clutches, and manual transmission overdrive. CCC permits optimal engine performance under a wide range of atmospheric and climatic conditions which could, if not compensated for, negatively affect operating efficiency.

Corvette's second computer functions as a



monitor, calculator, and transmitter of vital data to the driver with astounding speed and precision. For example, speedometer and tachometer bar graphs are updated every 65 milliseconds. And the tachometer bar graph design reflects the engine power curve. The computer handles computations like average fuel consumption and mileage range in less than 3 milliseconds, while a person using a hand-held calculator would take 20 to 30 seconds for the same problems.

To display a total of 14 instrument readouts in 9 display areas, the microcomputer executes 300,000 instructions each operating second, scans each piece of data for conformity to acceptable operating ranges, and emits a signal to the driver whenever these ranges are exceeded.

Just a few short years ago, such electronic wizardry was impossible in an automobile. Size, weight, and cost of required hardware were insurmountable barriers. But advanced cybernetic technology and by-products of U.S. space programs have given dramatically broader and bolder dimension to what is possible and practical.

The wave of the future. Modern science and advanced technology as the servants of humankind—realistically presented today in the 1985 Corvette.



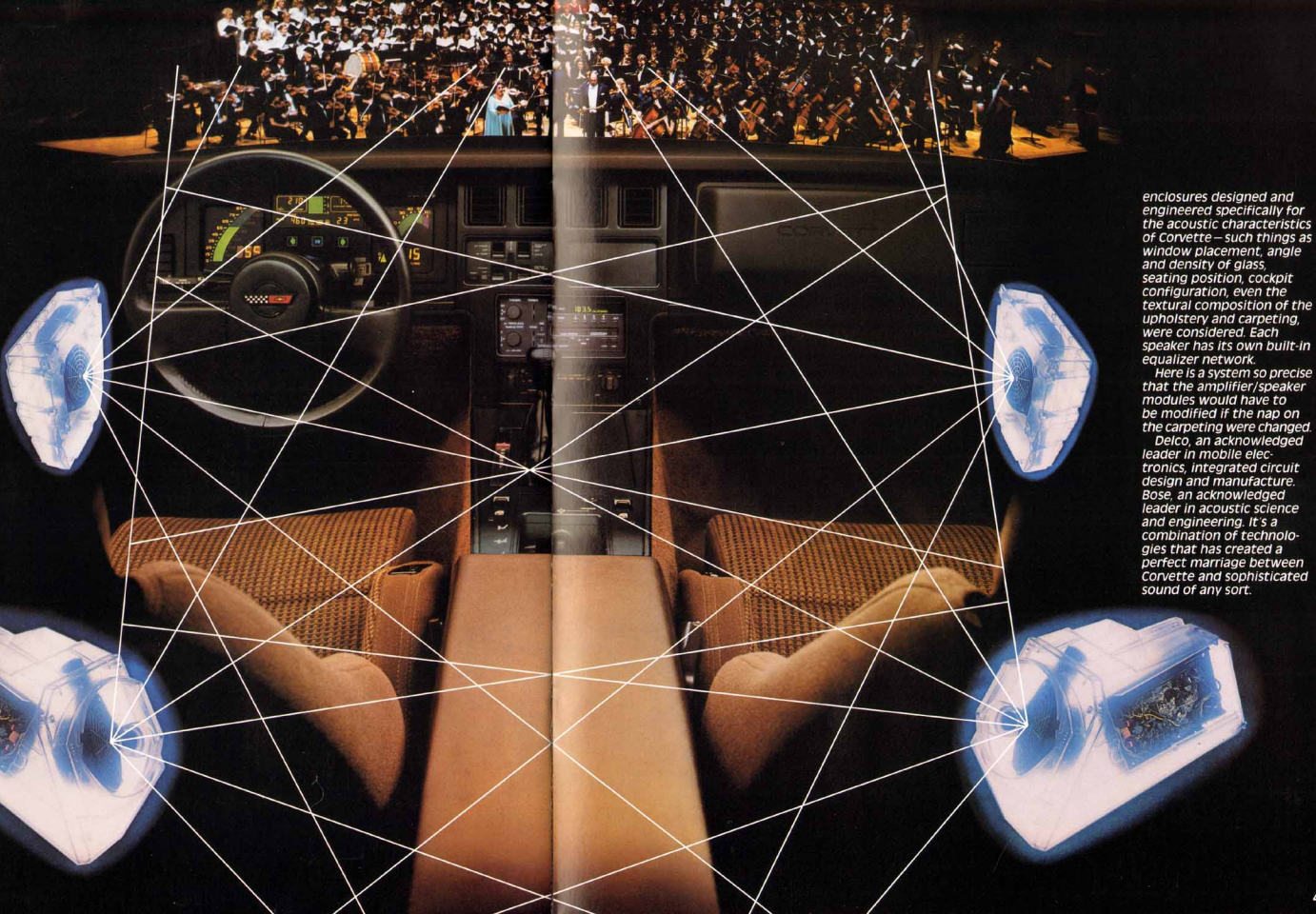
DELCO-GM/BOSE. A PREMIER STEREO SYSTEM.

Delco and Bose know something no other maker of fine music reproduction systems knows—precisely where you'll be sitting in the 1985 Corvette.

Even with the most expensive home stereo components, acoustics aren't predictable in a living room or a den, if only by the differences in the position of a wall or the placement of a chair. These are factors which can dramatically affect sound realism.

With the Corvette, however, Delco and Bose combine to create a 5-unit, wraparound sound system so advanced, so unique, that it must be installed as an option at the factory. It's a superb music system totally tailored to Corvette's refined acoustics for 1985.

The Delco-GM/Bose system is composed of a receiver and four bass reflex amplifier/speakers



enclosures designed and engineered specifically for the acoustic characteristics of Corvette—such things as window placement, angle and density of glass, seating position, cockpit configuration, even the textural composition of the upholstery and carpeting, were considered. Each speaker has its own built-in equalizer network.

Here is a system so precise that the amplifier/speaker modules would have to be modified if the nap on the carpeting were changed.

Delco, an acknowledged leader in mobile electronics, integrated circuit design and manufacture. Bose, an acknowledged leader in acoustic science and engineering. It's a combination of technologies that has created a perfect marriage between Corvette and sophisticated sound of any sort.

CORVETTE OWNER PROTECTION

A very thorough owner protection program for 36 months or 36,000 miles.

The Corvette owner will be given an exceptional protection program.

HERE ARE THE HIGHLIGHTS: For the first year, or those all-important first 12,000 miles, whichever comes first, you get this broad protection. Any repairs or needed adjustments to correct defects in materials or workmanship are covered, except tires. Your Chevrolet dealer will make such repairs or adjustments at no charge.

Upon expiration of the 12-month/12,000-mile New Car Limited Warranty, the Powertrain Limited Warranty covers engine and other powertrain components up to 24 months or 24,000 miles, whichever comes first.

These two warranties are then enhanced by a third limited warranty which provides coverage for up to 36 months or 36,000 miles of vehicle usage, whichever comes first. Here are some of the features of this third layer of coverage:

BROAD COVERAGE The Corvette owner is covered for repair or replacement of most parts of ten major assemblies: the engine, transmission, driveline, cooling system, fuel system, steering, suspension, brakes, electrical system and factory-installed air conditioner.

YOUR PERSONAL ID CARD AND TOLL-FREE NUMBER You'll receive a personal Identification Card which lists a toll-free number to call in the event of a breakdown. Whenever you are unable to contact

your dealer, you can report trouble by calling between 8:00 a.m. and 5:00 p.m. (local time) any day including weekends. You'll get service instructions on what to do and the dealer service locations nearest you.

TOWING AND ROAD SERVICE ALLOWANCE

During the first 12 months/12,000 miles, an allowance of up to \$25 is provided for the cost of towing or road service for any disablement of your Corvette. This includes such causes as running out of fuel, flat tire, dead battery and lost keys.

After the first 12 months/12,000 miles and until expiration of your 36/36 protection, the allowance applies when disablement is caused by a failure of a covered part.

RENTAL-EXPENSE PROVISION A rental car allowance is provided if:

(1) During the Agreement Term, repairs to your car, caused by a failure, require that it be kept in a repair shop overnight; or

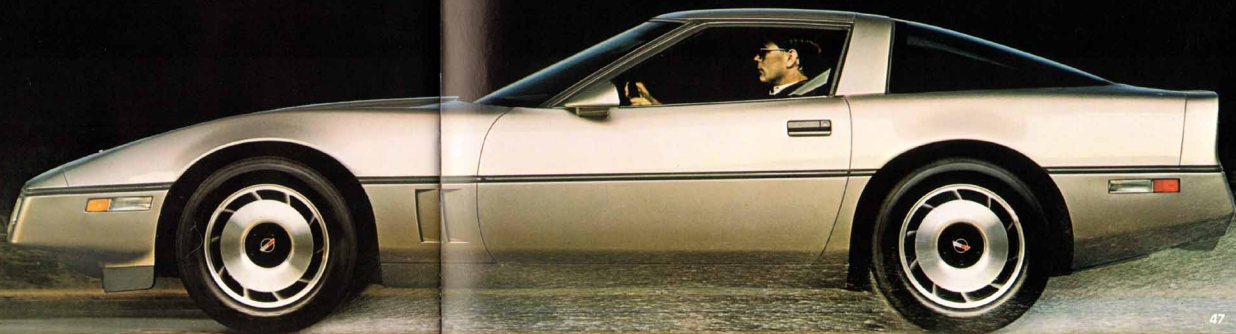
(2) During the 12-month/12,000-mile New Vehicle Limited Warranty Period, repairs to your car are

covered by this warranty, and it is inoperable and must be kept in a repair shop overnight.

SMALL DEDUCTIBLE After the first 12 months/12,000 miles, there is a small deductible of only \$25 per covered repair visit.

PROMPT CLAIMS HANDLING There is no red tape. The repairing dealer will be paid by check. So you can count on fast, smooth and efficient claims handling.

Your Chevrolet dealer has the complete details on this exceptional coverage for this world-class sports car. A Corvette owner is assured even greater satisfaction from a product that has been designed and built with the utmost care to the highest standards. You will benefit substantially from the long-range protection from major repair bills and from the even broader coverage in those important first months of ownership. The 1985 Corvette, a remarkable all-around production sports car, is worthy of the finest all-around owner protection we can provide.



CORVETTE QUICK FACTS

ENGINE

- Tuned-Port Fuel-Injected V8 Engine 5.7 Liter (350 Cu. In.)
- Block Cast Iron Alloy
- Pistons Forged Aluminum
- Camshaft Cast Iron Alloy
- Bore 4.00"; Stroke 3.48"
- Horsepower 230 net @ 4,000 RPM
- Torque 330 lb.-ft. @ 3,200 RPM

TRANSMISSIONS

- Available 4-speed manual with computer-controlled overdrive in 2nd, 3rd, and 4th gears.

Ratios:

1st	2.88:1
2nd	1.91:1
3rd	1.33:1
4th	1.00:1
O.D.	0.67:1

- Standard 4-speed automatic with overdrive and high stall torque converter.

Ratios:

1st	3.06:1
2nd	1.63:1
3rd	1.00:1
4th	0.70:1

Axle Ratios:

Automatic	2.73:1
Manual	3.07:1*

*Optional automatic.

DIMENSIONS AND WEIGHTS

Exterior

Width:	
Front tread	59.6"
Rear tread	60.4"
Overall body	71.0"

Length:

Wheelbase	96.2"
Overall body	176.5"

Height:

Total vehicle	46.6"
Min. ground clearance	5.0"

Interior

Head room	36.4"
Leg room	42.6"
Shoulder room	54.0"
Hip room	49.3"
cargo volume	17.9 cu. ft.

Weight:

Curb weight	
4-speed	3,230 pounds
Automatic	3,240 pounds

Includes standard equipment as designed with oils, lube, coolant, and 20-gallon full fuel capacity.

Distribution:

Front:

4-speed	1,647 lbs. (51%)
Automatic	1,649 lbs. (51%)

Rear:

4-speed	1,583 lbs. (49%)
Automatic	1,590 lbs. (49%)

BRAKING

A 4-wheel disc brake system was developed exclusively for Corvette by Girlock Ltd. of Australia, one of the world's leading manufacturers of high-performance equipment. The system features lightweight aluminum calipers with low-drag operation and 11½" rotors.

ACCELERATION

On the test track from zero to whatever speed you want takes but a few seconds in the 1985 Corvette. Just a scant few of the world's exotic sports cars can better our acceleration numbers

— and only by the narrowest of margins. And Corvette was built to provide performance through tight curves as well as the straightaways.

A Corvette equipped with 4-speed automatic transmission and the standard 2.73 rear-axle ratio accelerates 0 to 60 in 6.1 seconds. The 4-speed manual unit with 3.07 axle ratio can move Corvette along a bit quicker—0 to 60 in 5.7 seconds.

LATERAL ACCELERATION

The critical test of a sports car's cornering capability. This test is conducted on a

108" radius skidpad. The test vehicle is driven up to a maximum speed beyond which it will begin to slide laterally. The "g" indicator refers to the average lateral force generated by the vehicle while at the sustained maximum speed during passes in both directions around the circular course.

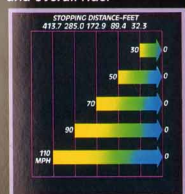
Corvettes equipped with standard Goodyear VR radials mounted on 16" x 8½" wheels achieved a sustained reading of 0.89g. When equipped with the full 251 Performance Handling Package, Corvette achieved 0.90g.

ALL-AROUND PERFORMANCE
The objective for the design and engineering of the new-generation Corvette was to



Acceleration and Braking Performance with Manual Transmission

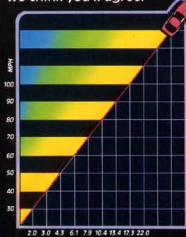
create a vehicle capable of producing all-around sports-car performance: braking, acceleration, cornering, straight-line performance and overall ride.



Braking Test Data

Balance was the key consideration in the effort aimed at achieving this monumental objective in Corvette. There would have to be a balanced relationship between engine horsepower and overall vehicle weight; between the rigid structure and the suspension-wheel-tire system supporting it; between sprung and unsprung mass; and in weight distribution on all four wheels of the car. With the 1985 Corvette, this kind of critical balance

has been achieved. When you take to the road, we think you'll agree.



Lateral Acceleration Test with Optional Z51



Cornering Performance



STANDARD EQUIPMENT.

As you'd expect with a sports car as superbly designed and engineered as the 1985 Corvette, the list of standard features is extensive. Prepare yourself for some fascinating reading as we unfold this incredibly comprehensive package.

BODY AND STRUCTURE.

- A wind-tunnel-refined fiberglass body with full-tilting clamshell hood and upper fenders for easy service access to engine and front suspension. Flush-mounted tinted glass, single rectangular hidden headlamps, and functional, fully integrated front and rear spoilers enhance body appearance and are the very definition of advanced automotive aerodynamics.

- One-piece removable fiberglass roof panel opens to provide the exhilarating open ride of a convertible. Top is conveniently stored in a rigid lock-down position in rear compartment.
- Frameless rear glass hatch opens widely when you activate switch in console glove box or at the rear edge of door-trim panels to provide convenient outside access to rear compartment. A roller-shade security panel is built into the rear com-

partment to help keep your personal belongings hidden from view.

- Exterior lighting includes integral grille-mounted halogen fog lamps, front and rear cornering lamps. Parking and fog lamps are hinged to help prevent damage in the event of front fascia deformation.
- Galvanized steel uniframe structure has been engineered to be light in weight yet stiff in beaming and torsioning.

- Integral body side moldings, functional front fender louvers for added engine cooling, and body color electric control sport mirrors are also included as standard equipment.
- Integrated bumper system. Front and rear bumpers on Corvette are excellent examples of the "designed-in" rather than the "hung-on" approach. Skins or facias are made of a flexible plastic material which is backed up by a soft mass known as the Guideflex Honeycomb Energy Management System. Energy from low-speed impact is absorbed by the system, which assumes its original shape after the pressure of impact is released.

- Unibase color consistency with high-solids acrylic enamel.

CORVETTE SAFETY FEATURES.

OCCUPANT PROTECTION.

- Manual lap/shoulder belts for driver and passenger (driver's side includes visual and audible warning system)
- Energy-absorbing steering column
- Energy-absorbing instrument panel
- Energy-absorbing tops, front seats
- Laminated safety windshield glass and tempered safety side and rear window glass
- Safety interlocking door latches
- Passenger-guard inside door lock handles
- Inertia-locking, folding seat-backs
- Safety armrests
- Safety-strength seat attachments
- Integral head restraints, driver and right front passenger.

ACCIDENT AVOIDANCE.

- Side marker lights and reflectors
- Parking lamps that illuminate with headlamps
- Four-way hazard warning flasher
- Backup lights

- Directional signal control and lane-change feature
- Windshield and side-window defroster, washer and dual-speed wipers
- Inside rearview mirror with vinyl-bonded glass
- Dual electric remote outside rearview mirrors, convex on right-hand side
- Brake system with dual master cylinder and warning light
- Starter safety switch
- Low-glare finish on instrument panel top, inside windshield moldings, wiper arm/blades, metallic steering wheel surfaces
- Illuminated heater and defroster controls
- Tires with built-in tread-wear indicators.

ANTI-THEFT.

- Audible reminder for ignition key removal
- Anti-theft steering column lock
- Visible vehicle identification number
- Audio alarm system with starter-interrupt feature
- Roof panel with theft-deterrent mount
- Theft-deterrent wheel lugs.

CHASSIS AND DRIVE TRAIN.

- High-compression 5.7 Liter (350 CID) Tuned-Port Fuel-Injected V8, with serpentine accessory drive and electric

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A WORD ABOUT ENGINES
Chevrolets are equipped with engines produced at facilities operated by GM car groups, subsidiaries or affiliated companies worldwide.

CORVETTE OPTIONS.

As a basic package, the standard Corvette occupies a position of dominance among the sports cars of the world. But Corvette options allow you to take this incredible car and tailor it to your specific taste and individual level of excitement. Corvette optional equipment:

4-SPEED MANUAL TRANSMISSION

- Corvette's 4-speed manual, with automatic overdrive in three top gears, is optional at no extra cost. In effect, this gives seven forward speeds. Unit works with Corvette's on-board computers and manual override switch to provide dual-mode operation—high performance or low-RPM overdrive.

Z51 PERFORMANCE HANDLING PACKAGE

- For the true auto enthusiast,

ast. This package features a larger radiator with pusher and puller fans on opposing sides plus a Modine oil cooler to help control engine oil temperature during periods of maximum performance. With this package, higher rated monoleaf fiberglass composite springs, Delco/Bilstein gas shock absorbers, stabilizer bars, and selected control-arm bushings replace standard units, front and rear. This package also features P255/50VR-16 Goodyear Eagle unidirectional steel-belted radial tires mounted on 16" x 9" aluminum alloy wheels. A quicker steering gear (13.1 vs. standard 15.5:1) is employed along with a higher-effort-feel steering gear torsion bar. Z51 package includes a 3.07 rear axle with either the automatic or manual

transmission. Corvettes equipped with this total performance setup have achieved an astonishing 0.90g level in lateral acceleration on the GM Proving Ground skidpad. Truly sophisticated high performance. Tire chains should not be used because they may cause damage to your car.

DELCO/BILSTEIN GAS PRESSURE SHOCK ABSORBERS

- Advanced technology from the noted German shock manufacturer. Remarkable road-hugging characteristics with a marked reduction in the harshness normally associated with a high-performance suspension. Available with standard and Z51 suspensions.

HEAVY-DUTY COOLING PACKAGE

- Features a larger radiator

with pusher and puller fans plus a Modine oil cooler for increased cooling capacity

DELCO-GM/BOSE MUSIC SYSTEM

- Truly a masterwork of advanced audio system design. Precisely tuned to the dimensions and materials of Corvette's interior to create a deluxe concert-hall listening atmosphere. System includes an ETR AM/FM stereo radio with "Seek and Scan" cassette tape with "Search" feature and clock; special tone and balance control, four Bose power-amplified, direct reflecting speakers; and the Dolby[®] Sound dynamic noise reduction and automatic suppression system. Precision tuned to the Corvette interior by Bose technicians to provide

Dolby[®] is a registered trademark of Dolby Laboratories.

a magnificent lift-off environment.

TRANSPARENT LIFT-OFF ROOF PANEL

- Gives the dual advantage of an unobstructed overhead view from the passenger compartment plus easy removal for the open ride of a convertible. Break and abrasion resistant, made of tinted acrylic with an imbedded solar screen. Replaces standard fiberglass panel and can be stored, locked down, in rear stowage area.

STEREO RADIO WITH CASSETTE PLAYER

- ETR AM/FM stereo radio with "Seek and Scan" and clock, with cassette player added to broaden your listening enjoyment. Unit includes two front and two rear speakers and power antenna.

REAR WINDOW DEFOGGER AND HEATED OUTSIDE MIRRORS

- Ice, frost, and moisture removal at your fingertips. Electric switch activates system to clear rear window and outside mirrors under foul weather conditions. For your convenience.

ELECTRONIC SPEED CONTROL

- Select your speed and then cruise without maintaining pressure on accelerator. Speed adjustment feature allows you to change your speed in precise one-MPH intervals. Resume feature brings car's speed back to your preset level following an interrupt for braking. System contributes to fuel economy at highway speeds and is available with both manual and automatic transmissions.

POWER DOOR LOCKS

- Puts both door locks

within convenient reach of driver. A single touch-type switch locks or unlocks both doors for security and convenience.

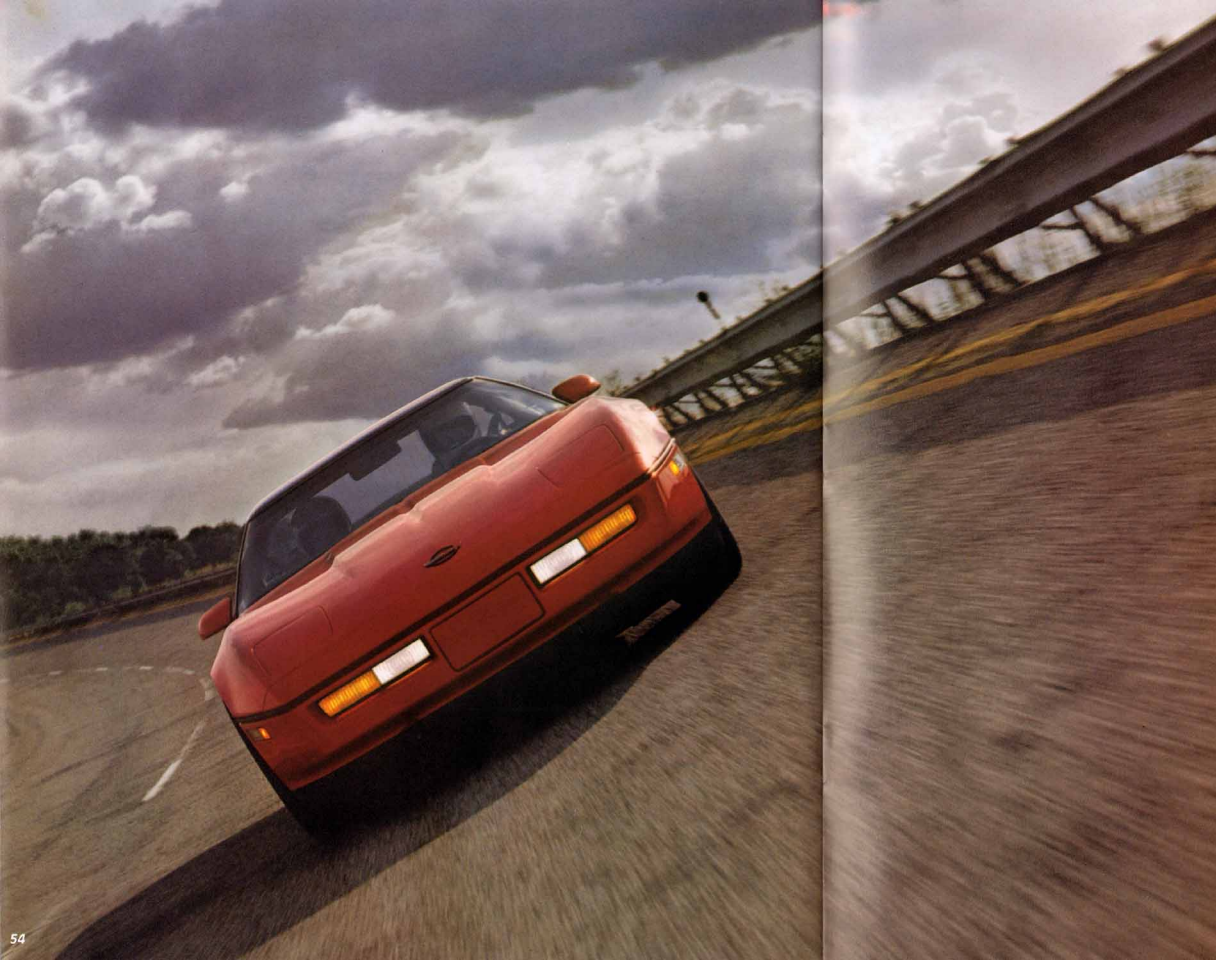
OPTIONAL SPORT SEATS

Available Leather Seats feature perforated inserts. Optional Custom Adjustable Sport Seat features cloth trim and seat cushion ventilation; also available in leather at extra cost (interim availability).

SIX-WAY POWER SEAT

Available on all Sport Seats on driver's side only.





THE CORVETTE EXPERIENCE.

SCENE: GM Proving Ground, Milford, Michigan.

CAR: 1985 Corvette pilot test car. Standard suspension, 4-speed automatic transmission, optional 3.07 performance axle.

Riding with the engineer who developed the 1985 Corvette suspension. A man who races 1,000-cc grand prix motorcycles on weekends to relax.

Ahead of us, a mile and a half of arrow-straight GM test track drying in the Michigan sunlight. Dark clouds and thunder rolling across the hills.

The start is a standard Corvette test procedure. Left foot on the brake. Right foot balancing the torque of the Tuned-Port Fuel-Injected 5.7 Liter engine against the engaged drive train. The car shudders, smoke pouring from the huge spinning rear tires. A start only a professional test driver would make.

Moments later, we are hurtling down the track. A glance at the digital speedometer shows sixty went by long ago. Nothing else but the full symphony of engine induction sound. And a big, invisible hand pushing us deep into our seats.

The countryside is a green blur. The wind gusts sharply from the front and left. The digital speedometer reads out evenly: 143, 144, 145, 146.

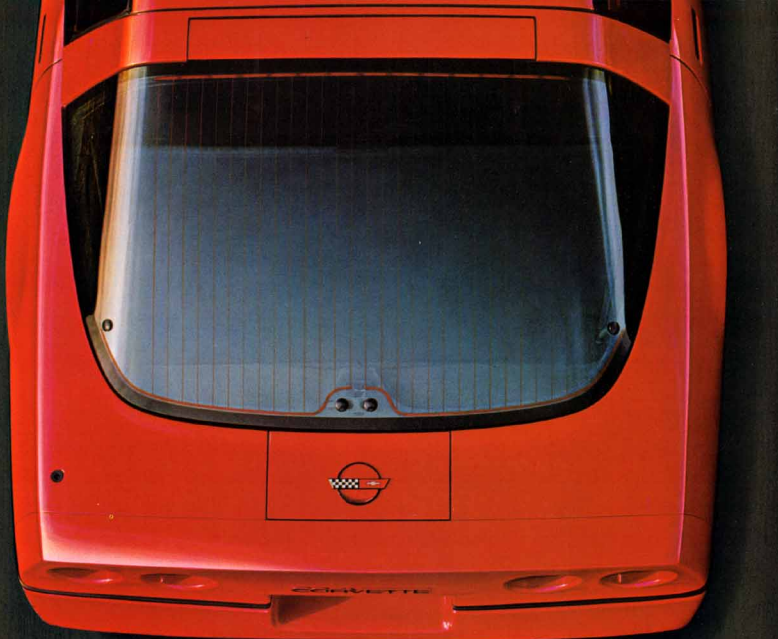
Rock steady but out of road.

We sweep around the banked oval, brake hard and turn off onto the twisting macadam. Broken pavement. Washboard. Railroad

crossings. Deep puddles remaining from the rain.

The Corvette takes them all on. Slight, continuous understeer expertly neutralized by the throttle. Sweeping around off-camber bends with g forces pinning us against the seat side bolsters. Road isolation, first rate. Directional stability, superb. Brakes, awesome.

This is the bottom line. An even better version of the most comprehensively packaged automobile of all time. With the advanced styling, innovative engineering, high technology, quality and comfort to make Corvette — even more in 1985 — the best production sports car in the world.



LET'S GET IT TOGETHER... BUCKLE UP. Every new 1985 Chevrolet delivered by a Chevrolet dealer in the United States comes with a one-year, \$10,000 seat belt insurance certificate from MIC General Insurance Corporation at no additional charge. \$10,000 will be paid to the estate of any occupant who suffers fatal injuries as a result of an accident involving that vehicle while wearing a GM seat belt. Buckle up every time you drive.

IMPORTANT: A WORD ABOUT THIS CATALOG

We have tried to make this catalog as comprehensive and factual as possible. However, since the time of printing, some of the information may have been updated. Also, some of the equipment shown or described throughout this catalog is available at extra cost. Your dealer has details and, before ordering, you should ask him to bring you up to date. The right is reserved to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models. Check with your Chevrolet dealer for complete information.

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 1-800-951-4123.

A WORD ABOUT ASSEMBLY, COMPONENTS AND OPTIONAL EQUIPMENT IN THIS CHEVROLET

The Chevrolet described in this catalog is assembled at a facility operated by General Motors. The vehicle incorporates thousands of different components produced by car groups and by various component divisions of General Motors and by various suppliers to General Motors. From time to time during the manufacturing process, it may be necessary in order to meet public demand for particular vehicles or equipment, or to meet federally mandated emissions, safety and fuel economy requirements, or for other reasons, to produce Chevrolet products with different components or differently sourced components than initially scheduled. All such components have been approved for use in Chevrolet products and will provide the quality performance associated with the Chevrolet name.

With respect to extra-cost optional equipment, make certain you specify the type of equipment you desire on your vehicle when ordering it from your dealer. Some options may be unavailable when your car is built. Your dealer receives advice regarding current availability of options. You may ask the dealer for this information. GM also requests the dealer to advise you if an option you ordered is unavailable. We suggest that you verify that your car includes optional equipment you ordered or, if there are changes, that they are acceptable to you.

