The '62 Corvette is many cars. To some, it is a luxurious personal form of transportation. To others, it is a machine for fun-driving endeavors—rallies, trials and gymkhanas. To still others, it is a fierce, hairy-chested fire-breather that just won't quit.

There's a spirit of fresh adventure in the '62 Corvette's lines. A new black anodized aluminum screen is set deeply in the grille. On the side, a raised wind-split completely encloses the cove, and a new rocker molding highlights Corvette's bold lines.

And, when you talk performance, you've got to talk Corvette! Four new Corvette V8s—all 327-cubic-inch engines—from 250 to 360 hp! These are hustlers that won't take a back seat to anybody! Team any of them up with Corvette's 4-speed transmission* for maximum driving flexibility. Stand on it in low—even the 250-hp "street engine" gets off the mark right now! Stand on the brakes, too. Massive stopping power matches the blistering acceleration. Then point Corvette into a corner. Its unique suspension gives you confidence. When you point it in a direction, it GOES in that direction and STAYS there.

It adds up to this: If you yearn to have a car that asks to be driven, that pampers you in luxury, that you want just for the sake of owning a fine, obedient road car, then Corvette is for you.

*Optional at extra cost.
For all its meticulous attention to performance and suspension, Corvette might stint a bit on comfort and get away with it. But such is not the case. Corvette's interior is elegant, tasteful and comfortable. Soft foam-rubber bucket seats covered in washable vinyl cushion you luxuriously on trips. In back of Corvette's distinctive wheel there's a full complement of instruments, including a big tachometer. Large stowage bin in front of the passenger and a locking glove box between the seats. Built-in outside air heater-defroster is standard equipment. Door-to-door carpeting underfoot. Savor these comforts you get in Corvette at no extra cost!
Performance is a Corvette hallmark. Take the new Corvette V8s. Each is a 327-cubic-incher with low weight and compactness. The standard 250-hp engine features 4-barrel carburetion, 10.5:1 compression, hydraulic valve lifters and full dual exhaust system with efficient Ram's horn manifolds and reverse-flow mufflers. For higher performance, the 300-hp V8* includes the same equipment with a larger 4-barrel aluminum bodied carburetor and modified intake manifold. For ultra-high performance, try the new—340-hp Corvette V8*—with a large 4-barrel aluminum-bodied carburetor, aluminum intake manifold, 11.25:1 compression ratio, special camshaft and mechanical valve lifters. Peak performance is yours with the instant response of the new Ramjet Fuel Injection V8's* 360 urgent horsepower! This premium performance engine features lightweight valves, special camshaft, mechanical valve lifters and 11.25:1 compression ratio.

Put this abundant power to work. Corvette's fine 3-Speed Synchro-Mesh transmission is standard with all engines. Optional 4-Speed Synchro-Mesh* is tailored to engine choice and rear axle ratio. There's an improved Powerglide automatic*, too, with a new aluminum weight-saving case and major internal changes. Positraction axles* are matched to all engines and transmissions. With the high-performance engines, a wide choice of ratios is available. See the chart above.

For driving fun and skill, you have to FIT and FEEL RIGHT inside the cockpit. Corvette's luxurious new interior pampers you with deep-twist carpeting, all-vinyl seats, padded instrument panel, assist bar, deep storage bin, heater and colors keyed to exterior Magic-Mirror paint choices. First, match up your choice of ENGINE and TRANSMISSION. There are 10 eager engine and transmission combinations. Then choose the kind of TOP—hard or soft—you want. Either top gives you all-weather protection and excellent visibility. If you're an around-lowner, you'll like the convenience of the POWER-OPERATED TOP* and POWER WINDOWS.* RADIO* and NARROW BAND WHITE SIDEWALL TIRES* are usual choices for most every driver, and they add a touch of elegance to the appearance. There's not much more you can buy—there's not much more you could want! Unless you're a performance enthusiast. Then, in addition to a high-performance Corvette V8, you'll want to specify RPO 686—the special sintered-metallic HEAVY-DUTY BRAKES*—or RPO 687—the complete HEAVY-DUTY BRAKE, STEERING AND SHOCK ABSORBER OPTION*, available with special power teams. 5½” WIDE-BASED WHEELS (RPO 276) and STRAIGHT-THROUGH MUFFLERS (RPO 441, where ordinances permit) are special options.

*Optional at extra cost.
FOR PERFORMANCE—Corvette engines are 327-cubic-inch displacement valve-in-head V8s with 4.00” bore and 3.05” stroke, precision balanced as an assembly. All engines have independent operating mechanism for each valve, precision machined forged steel crankshaft, five premium aluminum main bearings, full pressure lubrication system, full-flow oil filter, automatic choke, 12-volt electrical system, 30-amp generator (35-amp, optional*), full dual exhaust. Oil-wetted, polyurethane element, baffled aluminum air cleaner (special tube intake type with fuel injection). Distributor-driven tachometer. All-aluminum cross-flow radiator, finned aluminum rocker covers and 35-amp generator on high-output optional engines.

250-hp standard Corvette V8—Features 4-barrel carburetor, regular camshaft, hydraulic valve lifters, 10.5:1 compression ratio. Single point distributor. Vacuum centrifugal advance.

265-hp Corvette V8—Features large aluminum-bodied 4-barrel carburetor, modified intake manifold, large intake valves, large exhaust manifolds, 10.5:1 compression ratio.

In addition, 360-hp (with large aluminum-bodied 4-barrel carburetor) and 360-hp (with Ramjet Fuel Injection) Corvette V8** feature special cast iron cylinder heads with large ports, domed aluminum pistons for 11:25:1 compression ratio and special camshaft; high-speed valve system with specially finished lightweight valve lifters. Mechanical valve lifters. Dual point distributor, full centrifugal advance.

CHOICE OF TRANSMISSIONS—3-SPEED SYNCHRO-MESH, standard equipment. Ratios: 2.47:1 low; 1.53:1 second; 1:1 third; 2.20:1 reverse; floor-mounted gearshift. 4-SPEED CLOSE-RATIO SYNCHRO-MESH*. RPO 655A (with standard 255- or optional 360-hp V8)—Ratios: 2.51:1 first; 1.95:1 second; 1:1 third; 1:1 fourth; 2.61:1 reverse. RPO 6655 (with optional 340- or 360-hp V8)—Ratios: 2.01:1 first; 1.66:1 second; 1.31:1 third; 1:1 fourth; 2.26:1 reverse. Both 4-speed transmissions have manually operated mechanism on floor mounted shift lever to prevent unintentional reverse engagement during shifting. CLUTCH: 10" semi-central coil spring. POWERGLIDE® AUTOMATIC (RPO 313 available with 250- and 300-hp Corvettes V8). Floor mounted range selector lever.

POWER-MATCHED REAR AXLES—Semi-floating hypoid. Ratios matched to power train. Positraction (RPO 675) rear axle optional** with all transmissions. See power train chart for ratios.


SPECIAL EQUIPMENT* FOR SPORTS CAR MEETS—RPO 687—Heavy-Duty Chassis Equipment includes special brakes with sintered-metallic facings, finned cast iron brake drums with built-in cooling fan, vented flange plates with air scoops, fast steering adapter for 15.5:1 overall ratio, heavy-duty front and rear shock absorbers**. RPO 276—Wide-base wheels with 554" rims (with hub caps instead of wheel covers). RPO 485—Special sintered metallic brake linings. RPO 486—24-gallon fuel tank. RPO 441—Off-the-road exhaust system.


DIMENSIONS—Wheelbase, 102". Overall length, 176.7". Overall height: Soft top up, 52.4"; top down, 50.1"; hardtop 52.1". Height at door, 32.2". Road clearance, 6.7". Overall width, 70.4". Tread front, 57"; rear, 56".

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publications approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications, and models, and also to discontinue models.

Chevrolet Motor Division, General Motors Corporation, Detroit 2, Michigan.

*Optional at extra cost. **Availability determined by power team.