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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 1983.

1953. The First Corvette. The first sports car of the modern era. A white body, a red interior, a black soft top, and an inline six with a 2-speed automatic transmission. It was estimated that two-thirds of these "originals" are still around today. All of them are revered and valuable collectible 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 race track 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 famous 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 (206) 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 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.

1973. The first Corvette to be built in its entirety. The first Corvettes built in 1961 and 1962 models, and in itself a testament to Corvette's tradition of performance and reliability. The fiberglass composite monocoque was introduced in the 81 and 82 models, and in stock tests Corvette achieved a 220 lateral acceleration with Gymkhana suspension. A 4-speed automatic was introduced as standard equipment. Today, a new generation Corvette is the complete performance machine.
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.
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.

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 shown here produces a precision skeleton as it "builds" the Corvette uniframe automatically, applying 142 precision welds in a matter of 37 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 "towveyor" 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. CBT 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.

Technicians use computerized instruments to measure body panels to close tolerance on three planes.
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 is theirs. It makes crystal clear that on the line, the man 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 employes 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.
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, alternatives, 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 downforce, front and rear.

Without resorting to bolt-on wings or slimicky 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-drai, 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, 0.32. 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, analag 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.

THE CORVETTE COMMUNICATION CENTER.
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 pains-takingly 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

Graphite  Blue  Bronze  Saddle  Gray

Optional Leather Seat

Graphite  Saddle  Bronze  Dark Red  Gray  Blue

Optional Custom Adjustable Cloth Sport Seat

Blue  Gray  Bronze  Saddle  Graphite

Optional Custom Adjustable Leather Sport Seat

Graphite  Saddle  Bronze  Dark Red  Gray  Blue
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-top. 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.
ENGINEERING

One word sums up the entire engineering changes to Corvette: More muscle.

Reinforcement of its remarkable development track record, Corvette's new generation is designed to conquer the severe handling demands of the racetrack, yet provide an exhilarating and confident ride on the street.

The 1984 Corvette has a longer, more aerodynamic front-end. This is achieved through the use of new, more rounded contours and an extended hood line that brings the instrument panel to the driver's eye level. The result is a more comfortable and secure driving position.

The new body shape also improves aerodynamics, reducing drag and increasing fuel efficiency. Corvette's performance package with its new engine and exhaust system produces an increase of 40 horsepower over the previous model, making it one of the most powerful production cars on the market.

The front suspension has been revised to provide better handling and stability, especially at higher speeds. The rear suspension has also been improved, with a new, more rigid design that reduces body roll.

To accommodate the increased weight from the new features, Corvette's brakes have been upgraded, featuring larger rotors and more powerful calipers. This allows for shorter stopping distances and improved stopping power.

Corvette's interior has also been enhanced, with new seat designs and improved upholstery. The dashboard and instrument panel have been redesigned for better visibility and easier operation of the various controls.

In conclusion, the 1984 Corvette represents a significant advancement in technology and engineering, offering drivers a more powerful, more comfortable, and more performance-oriented driving experience.
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 owine 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 5-speed manual transmission and 3.07 performance axle ratio achieved a top speed of 155.5 MPH with 0 to 60 times of 9.7 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 speeds 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 25L 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 displayed on 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 induction system supplying air to the engine by a duct leading to a louvred 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 driver's 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-suitcase in the luggage area. Even the top tool fits into a special rear-end 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 headlamps that rotate open from a sealed compartment which shields them from undercar road spray.

The interior is ergonomically designed for optimal comfort, luxury, and driver control. Drilling purists will appreciate all that just getting in. Open the door, step over the beaming structure into the passenger 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 so much more than the kind of road machine that it is. The '85 Corvette is a designer's car, an engineer's car and, most important, an owner's car.
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 18K memory and more than 1,000 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 millions of a second, are designed to handle specific, individually programmed workloads.

The primary system, the Computer Command Control (C.C.C.), directs the engine, controlling vital functions such as spark timing, idle speed, fuel delivery, automatic transmission lockup clutches, and manual transmission overdrive. C.C.C. permits optimal engine performance under a wide range of atmospheric and climatic conditions which could, if not compensated for positively 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 30 to 50 seconds for the same problems.

To display a total of 16 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 advances in microelectronic 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 combined 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.
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:**

1. **For the first, year, all important first 12,000 miles.**
   - The first, year of ownership, the entire factory-installed engine and other powertrain components up to 24 months or 34,000 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.

2. **TOWING AND ROAD SERVICE ALLOWANCE**
   - During the first 12 months, 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 causing a breakdown. Whenever you are unable to contact your dealer, you can report it 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.

3. **RENTAL EXPENSE PROVISION**
   - A rental car allowance is provided if:
     1. During the Agreement, repairs to your car caused by a failure, require that it be kept in a repair shop overnight.
     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.

4. **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 will make such repairs or adjustments at no charge.

**CORVETTE OWNER PROTECTION**
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: 250 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: 2.91:1
- 2nd: 1.91:1
- 3rd: 1.55:1
- 4th: 1.00:1
- O.D: 0.67:1
- Standard 4-speed automatic with overdrive and high stall torque converter
- Ratios: 2.87:1
- 2nd: 1.83:1
- 3rd: 1.50:1
- 4th: 1.07:1
- Axle Ratios: 2.37:1
- Manual: 3.07:1
- Optional automatic

DIMENSIONS AND WEIGHTS
- Exterior: Width: 59.6" Rear tread: 60.4" Overall body: 71.0" Wheelbase: 96.2" Overall body: 176.5" Height: 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: 3,240 pounds
- Curved: 3,250 pounds
- Automatic: 3,240 pounds
- Includes standard equipment designed with cages, tubs, coolant, and 22-gallon fuel capacity.

BRAKING
- 4-wheel disc brake system was developed exclusively for Corvette by Girrbach 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 11" 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 only by the narrowest of margins. And Corvette was built to provide performance through tight curves as well as the straightaways. 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. Corvette equipped with standard Goodyear 16" x 8" wheels achieved a sustained reading of 0.89g. When equipped with the full Z51 Performance Handling Package, Corvette achieved 0.93g.

ALL-AROUND PERFORMANCE
- The objective for the design and engineering of the new-generation Corvette was to create a vehicle capable of producing all-around sports car performance: braking, acceleration, cornering, straight line performance and overall ride.

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 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 it to the road, we think you'll agree.
STANDARD EQUIPMENT: As you'd expect from a sports car as superbly designed and engineered as the 1985 Corvette, the list of standard features is extensive. Prepare yourself for some reading as we unfold this incredibly comprehensive package.

BODY AND STRUCTURE: A wind tunnel-designed fiberglass body with full-titting clamshell hood and upper fenders for easy service access to engine and front suspension. Shown-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-air feel 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 compartment to help keep your personal belongings hidden from view.
- Rear lighting includes integral grille-mounted halogen fog lamps, front and rear parking 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 steering and toning.
- Integral body side moldings, functional front fender louvers for added engine cooling, and body color electric-control sport mirrors included as standard equipment.
- Integrated bumper system. Front and rear bumpers on Corvettes are excellent examples of the "designed-in" rather than the "told-on" approach. Skins or facias are made of a flexible plastic material which is backed up by a soft mass known as the Gurdonex 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 relieved.
- Beige color consistency with high solids acrylic enamel.

CORVETTE SAFETY FEATURES:

- Occupant Protection: Manual lap/shoulder belts for driver and passengers. Driver's side includes visual and audible warning system.
- Energy-absorbing steering column.
- Energy-absorbing instrument panel.
- Energy-absorbing tops, front seats.
- Lamintated safety windscreen 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 vanity beaded glass.
- Dual electric remote outside rearview mirrors, convex on right-hand side.
- Brake system with dual master cylinder and warning light.
- Energy-absorbing steering column.
- Low-flame finish on instrument panel top.
- Inside windshield moldings, wiper arm/blades, metallic steering wheel surfaces.
- Illuminated heater and defroster controls.
- Tire pressure instruments.
- Anti-theft.

- Audiobay reminder for ignition key removal.
- Anti-theft steering column lock.
- Visible vehicle identification number.
- Audio alarm system with starter-interupt feature.
- Roof panel with theft-deterrent mount.
- Theft-deterrent wheel lugs.
- Chassis and drive train:
  - High-compression 350 CID tuned-port fuel injected V-8, with serpentine accessory drive and electric cooling fan. This is a special Corvette version of the V-8 that has proved itself one of the world's great performance powerplants as a consistent winner in NASCAR IMSA GT, SCCA Trans-Am and Can-Am racing.
  - Dual exhaust system.
  - 4-speed manual or 3-speed automatic transmission.
  - Dual exhaust system.
  - 4-speed automatic transmission.
  - On the drive train there's a 4-speed automatic transmission with overdrive and 2.73 ratio rear axle.
  - Standard rim and tire combination features P235/50SR-16 Goodyear Eagle unidirectional steel-belted radial tires mounted on 16" x 8" aluminum alloy wheels with functional turn signal bling and anti-theft nuts.

- The Corvette suspension is unquestionably the most exotic package ever offered on a production automobile. A performance-oriented combination of advanced space-age materials with unique suspension properties. Standard package includes: independent rear suspension, rear stabilizer bar fiberglass mono front and rear spring, gas shock absorbers, and aluminum alloy forged control arms, steering knuckles, and rear suspension struts.

- The 4-wheel power disc brake system includes "floating-
 aluminum calipers, all-temperature semi-metallic brake linings, a new enlarged power booster and an advanced overall aerodynamic effect to help keep brakes "cool under pressure".

INTERIOR FEATURES AND EQUIPMENT:

- Refined instrument cluster featuring liquid crystal display with digital readout, vehicle condition monitor, and analog and digital speedometer and tach. Instrument system converts instantly to English or metric with a single switch. Definitely a most sophisticated and intelligence-driven information package.

- Air conditioned, tilt and telescopic steering wheel, power window, side window defoggers, and driver-side door-mounted windshield wiper and washer controls are provided to create a totally interior driving environment.

- AM/FM stereo ETR™ radio with four speakers, digital clock and power antenna.

- The 1985 Corvette features extensive use of aluminum alloys, magnesium and stainless steel. Underbody steel brackets, cowlings, cabs, braces and retainers are coated or painted to withstand a severe salt spray durability standard. And the steel underbody members receive a special protective coating. These are some of the highlights of a comprehensive program designed to help the 1985 Corvette withstand the elements.

A WORD ABOUT ENGINES: Chevrolet engines are equipped with computers and controls 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 4-speed manual, with automatic overdrive in third 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.

251 PERFORMANCE HANDLING PACKAGE
- For the true auto enthusiast. This package features a larger radiator with pusher and puller fans on opposing sides plus a Mooney oil cooler to help control engine oil temperature during periods of maximum performance. With this package, higher rated monotube fiberglass composite springs, Bilstein/Mooney gas shock absorbers, stabilizer bars, and selected control-arm bushings replace standard units, front and rear. This package also features 235/60VR-15 Good Year Eagle directional steel-belted radial tires mounted on 16" x 9½" aluminum alloy wheels. A quicker steering gear (15.1 vs. Standard 15.5:1) is employed along with a higher-efficiency steering gear torsion bar. 251 package includes a 1.59:1 rear axle with either the automatic or manual transmission. Corvette equipped with this total performance setup have achieved an astounding 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 body roll is normally associated with a high-performance suspension. Available with standard and 251 suspensions.

HEAVY-DUTY COOLING PACKAGE
- Features a larger radiator with pusher and puller fans plus a Mooney 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 firing speakers and the Dolby® Sound dynamic noise reduction and automatic suppression system. Precision tuned to the Corvette interior by Bose technicians to provide a magnificent audio 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 storage 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 repertoire. Unit includes two front and two rear speakers and power antenna.

REAR WINDOW DEFOGGER AND HEATED OUTSIDE MIRRORS
- Heated for 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 interruption 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's 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. Additional availability.

SIX-WAY POWER SEAT
Available on all Sport Seats on driver's side only.
THE CORVETTE EXPERIENCE.
SCENE: GM Proving Ground, Milford, Michigan.
Riding with the engineer who drove 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 3.7 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: 145, 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. Westocard Railroad crossings. Deep puddles remaining from the rain.
The Corvette takes them all on. Slight, continuous understeer expertly neutralized by the throttle. Sweeping around offset camber bends with 1600 pounds 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.
LETT'S GET IT TOGETHER... BUCKLE UP!

Every new 1985 Chevrolet delivered by a Chevrolet dealer in the United States comes with a new one-year 40,000 mile or 12-month comprehensive and collision insurance coverage at no additional charge. $15,000 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 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 on the latest changes. Your dealer reserves the right to change prices at any time, without notice. In some cases, minimum equipment specifications and models. Check with your Chevrolet dealer for complete information.

A WORD ABOUT UPDATED SERVICE INFORMATION:

Chevrolet periodically sends its dealers useful bulletins about Chevrolet products. Chevrolet monitors product performance in the field. We then prepare bulletins for conveying our products better. Now you can get these bulletins, too. Ask your dealer to get important information. Call toll free 1-800-555-4543.

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

The Chevrolet described in this catalog is assembled at a factory 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 of equipment, to meet federally mandated emissions, safety and fuel economy requirements, or for other reasons, to produce Chevrolet products with different components or differently assembled components than originally scheduled. All such components have been approved for use in Chevrolet vehicles. To be sure you are ordering the 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 then ask for the equipment you prefer. Chevrolet reserves the right to advise you of any reason why certain options are unavailable. We suggest that you verify that your car includes optional equipment you ordered at the time this catalog is received. That is true only if you ordered it.

Chevrolet dealers install equipment specified by you. Changes at any time the price, colors, materials, equipment specificatons or model information. A WORD ABOUT UPDATED SERVICE INFORMATION.

Chevrolet monitors product performance in the field. We then prepare bulletins for conveying our products better. Now you can get these bulletins, too. Ask your dealer to get important information. Call toll free 1-800-555-4543.

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