WWW.CORVETTE.COM

CORVETTE FOR 2002

The world is watching Corvette. America’s sports car is captivating enthusiasts wherever it goes. Press reviews, both at home and abroad, have been outstanding, and in the 2001 J.D. Power and Associates Initial Quality Study, Corvette has been ranked “Best Premium Sports Car in Initial Quality.” This all underscores owner enthusiasm that is soaring to new levels. From Detroit to Stuttgart to Le Mans, people who know cars are paying close attention. There has never been a better Corvette.

The Chevrolet Corvette was the highest ranked sports car in the J.D. Power and Associates 2001 Initial Quality Study SM. Study based on a total of 54,565 consumer responses indicating owner-reported problems during the first 90 days of ownership. www.jdpower.com
Passion has everything to do with it. Behind the wheel of Corvette, you’re in a very special world.

A world in which high-performance technology is focused on giving you the ride of a lifetime. It is a place reserved for passionate drivers.

Note: Unless otherwise noted, all claims in this brochure are based on 2001 competitive information and the GM High Sport segment.

Corvette convertible in Quicksilver Metallic with optional high-polish aluminum wheels and body-side moldings.
Some decisions don’t come easily. Coupe? Convertible? Z06? Historically, the
coupe — with its lightweight, lift-off roof panel — has been the most popular Corvette. Of course, the convertible will always be the
dream Corvette for sun worshippers. Racing aficionados will gravitate toward Z06, the extreme Corvette. No wrong answers here.

Clockwise from left to right: The 2002 Corvette coupe, Z06 and convertible, all in Torch Red.
Corvette coupe. On the world stage. Why is this American sports car front and center wherever it goes? Perhaps because few competitors can match these specifications: a 350-hp V8 engine, available six-speed manual transmission and a racing-inspired suspension. The Corvette experience is further enhanced by variable-effort power steering, disc brakes with ABS, Active Handling and Traction Control.

For more information, visit CORVETTE.COM
Yet to be equaled. What has driven Corvette owner satisfaction to best-in-class levels? People tell us it’s the way Corvette does so many things so well. The performance is legendary. The many luxuries and conveniences make day-in, day-out driving an absolute pleasure. This is an intimate coupe with stretch-out spaciousness. It is a sleek, wind-cheating shape — with more trunk room than any competitor. In so many ways, Corvette is unsurpassed.

Best-in-class trunk space
The removable roof panel can be stored behind the passenger area — and stowed in just 24.2 cubic feet of luggage space.

Convenient top storage
A lightweight, one-piece removable roof panel is standard. Latches are easy to use, and no special tools are required to remove the roof panel. The removable top stows securely behind the passenger area.

Choice of roof panels
A standard body-color panel is standard. Latches are easy to use, and no special tools are required to remove the roof panel. The removable top stows securely behind the passenger area. You may choose from an optional transparent panel, an optional transparent panel or both.

Corvette coupe in Electron Blue Metallic with optional high-polish aluminum wheels.
A masterpiece of performance.

Four suspension choices

- The FE1 suspension (standard in coupe and convertible) is designed to please the majority of Corvette drivers with its outstanding blend of ride and response.
- Enthusiasts seeking the ultimate in Corvette technology will want the optional F45 with Selective Real-Time Damping that enables "smart" F45 to computer-controlled shocks that automatically increase damping rates in "real time" — 10 to 15 milliseconds — at road conditions demand. There are three manual settings: Touring, Sport and Performance — each with a distinct range of ride responses.
- Then there’s Z51. This is a suspension option for die-hard performance fans, and it is the stingray sports package package, perfect if you intend to participate in sanctioned competitive events.
- Corvette Z06 has its own FE4 Suspension; details on page 23.

Standard/Tractive Control

A Self-Activating Tractive Control system is standard on every 2002 Corvette. This advanced system works in conjunction with the anti-lock brakes and electronic throttle control to optimize traction by reducing rear slip on many surfaces. An On-Off switch is provided.

ABS with four-wheel discs

A powerful four-wheel disc brake system with ABS is standard. The brake rotors are large and vented for powerful braking performance. Precision, reversible design provides smooth, quiet braking.

Double wishbone suspension

An SLA (Short/Long Arm) suspension with aluminum double wishbones and knuckles is used at each corner. This suspension design contributes to a compliant ride, while providing impressive response, especially during aggressive cornering.

Impressive structural rigidity

The Corvette structure (consisting of a strong perimeter frame combined with a center structural tunnel) provides an impressive level of rigidity. This robust design allows the independent suspension to be tuned precisely for impact harshness and driver control.

Precision alignment

A four-wheel geometric alignment machine at the end of the assembly line confirms that each Corvette is set to its optimal ride height. All caster, camber and toe alignments are completed to exact standards.

High-tech wheels

Lightweight aluminum wheels are engineered to minimize unsprung weight and add to Corvette’s bold appearance.

Solar-Ray glass

All Corvette windows are tinted, and the windshield features Solar-Ray glass, for reduced heat buildup. The high-strength windshield is made of lightweight, urethane-bonded laminated glass.

One of America’s finest production V8s

Technical highlights of the 350-horsepower LS1 V8 (standard in coupe and convertible) include lightweight aluminum construction, Sequential Fuel Injection with a composite intake manifold, and Electronic Throttle Control.

Extended Mobility Tires

Standard Extended Mobility Tires eliminate the need for a spare tire. With EMTs, you can drive up to 200 miles at 55 mph on completely deflated tires. A standard tire pressure monitoring system signals the driver if a tire is in a low- or high-pressure situation. Please see the Corvette Owner’s Manual for more information. Extended Mobility Tires and tire monitoring system are not offered on the Z06.

Standard Active Handling

Standard in all Corvette models, an advanced Active Handling System provides a high level of stability control technology. Corvette “knows” when to intervene with Active Handling without diminishing your fun as a driver.

Variable-effort steering

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

For more information, visit corvette.com/brochure
The most inspiring convertible on the planet. Look beyond the breathtaking styling and exhilarating performance of America's own dream car and you'll discover something just as inspiring: this Corvette has been specifically engineered as a convertible for an unexpected level of rigidity. The drivetrain is housed in a structural tunnel. This stiff backbone allows the four-wheel independent suspension to be fine-tuned to deliver both precise handling and a smooth ride. It's a difference you'll notice — and be inspired by.

A convertible top that's a breeze to lower.
Unhook two latches, pop the tonneau cover release, and then drop the lightweight, manual folding top. It's an easy, one-person operation.

Heated rear window
A glass rear window with electric defogger is standard. The convertible top itself is a five-layer design for an impressively quiet highway ride.
Artfully sculptured comfort. First, you notice the style that is dramatically
Corvette. In time you’ll discover something even more rewarding: Corvette is a superbly comfortable long-distance
touring car. Choose from two interiors: standard, and optional Sport with inflatable lumbar support and adjustable side
bolsters. Either way, leather seating surfaces are standard. In all the world, there may be no finer sports car interior.

For more information, visit 17 CORVETTE.COM

For more information on Corvette interiors, visit corvette.com/brochure
Passport to exhilaration. The driving environment is so harmonious, you'd think Corvette was tailored to your exact specifications. The Driver Information Center, standard in every Corvette, includes readouts for oil pressure, oil and coolant temperatures, battery volts, instant/average MPG and range, even estimated remaining oil life. Information can be displayed in English, French, Spanish and German. The Driver Information Center can also be used to configure a full range of programmable settings, including the Theft Alarm functions and power door locks.

Aircraft-inspired Head-Up Display

The inspiration came directly from fighter aircraft — specifically the Air Force’s F-15 Eagle. Working in cooperation with Hughes Aircraft, Corvette engineers and designers developed a similar Head-Up Display (HUD) for Corvette. All of the following readouts may be projected onto the windshield for driver convenience: vehicle speed, engine rpm, a performance upshift guide for the six-speed manual transmission, and readings from key gauges. Head-Up Display is standard on Z06, optional on all other models.

Driver Information Center

Thanks to Corvette’s standard Driver Information Center, you can customize readouts and convenience features to your own personal preferences.

For more information, visit 19 CORVETTE.COM

For a demonstration of the Head-Up Display and Driver Information Center, visit corvette.com/brochure
The extreme Corvette Z06 stormed onto the scene a year ago, and the enthusiast press still can’t get enough of this radical Corvette. Now, with zero-to-60 times under four seconds, lateral acceleration of 1 g, and a top speed over 170 mph. Naming Z06 its “2001 Automobile of the Year,” Automobile Magazine called it “…a real, 100 percent, no excuses, no explanations, no footnotes American sports car, one that can hold its own with just about anything on the road, even if that anything comes from Zuffenhausen or Maranello…”
The LS6.

Now with 405 horsepower. More horsepower. As

if the LS6 wasn’t hot enough last year, the 112 hp rating jumps by 20 — to 405. There has never been a more powerful production Corvette V8. The LS6 is, more than anything else, robust. Compared with the LS1 on which it is based, the LS6 aluminum block, cylinder heads, camshaft and induction systems have all been revised for better breathing at high rpm. An enhanced positive crankcase ventilation system improves oil control during racetrack and other high lateral acceleration maneuvers. A unique titanium exhaust (mufflers and tailpipes) has less mass and more strength than aluminum or magnesium. Faster revving. Deeper breathing. Stronger internals. And now, a horsepower rating of 405 at 6000 rpm.

Z06-specific engine beauty covers
Corvette owners are always being asked, “What’s under the hood?” With its red beauty covers, Z06 is as impressive with its hood up as it is on the open road.

Exclusive cylinder head design
At the heart and soul of the LS6: cylinder heads designed for excellent engine breathing. Compression ratio is 10.5:1.

Unique exhaust manifold design
Compared with the stamped-steel exhaust manifolds used on the LS1, the LS6 custom exhaust manifolds provide improved flow of exhaust gases, increasing both engine performance and durability. For 2002, a four-flowing exhaust system increases the exhaust flow out of the engine, further increasing engine power.

Low-restriction intake manifold
A design shared with the LS1, this manifold reduces air intake restriction and improves airflow into the heads for smaller breathing loss than for 2002’s centrifugal air cleaner with a larger intake.

Mass airflow sensor design
The mass airflow sensor has been redesigned improving air flow and contributing to the horsepower increase.

A higher lift camshaft
As air comes through the intake manifold’s greater volume, it is important for the air to enter the combustion chamber as quickly as possible to produce power. For 2002, the LS6 camshaft has been redesigned with higher 0.40 lift, resulting in a 5 percent increase in air flow through the cylinder chamber.

Positive crankcase ventilation system
Because of the Z06’s increased performance capabilities, changes were made this year to improve oil control during high-speed conditions. Enhanced positive crankcase ventilation system provides improved oil control during high-speed maneuvers.

The LS6 engine block
The aluminum LS6 V8 engine block is refined to enable higher piston speed and higher overall rpm than the Corvette LS1 on which it is based. New hexagonal intake valves and liquid-alloy exhaust valves are lightweight and designed to maintain solid contact with the rockers under high lateral acceleration. Displacement: 5.7 liters.

For more information, visit CORVETTE.COM
High-strength rear axle
To handle increased torque loads, the Z06 rear axle is strengthened for increased durability. "Shot peening" the ring gear of the axle has made it exceptionally robust.

Goodyear Eagle F1 Supercar tires
Reducing Z06 weight by 23 pounds compared to coupe and convertible models, these Supercar tires enhance wheel control by reducing unsprung weight. This also reduces restrained weight, which helps acceleration and braking. An asymmetric tread pattern helps improve both dry and wet traction (the outside tread helps dry handling and the inside tread helps channel water).

Standard Active Handling
Perhaps the greatest strength of the Active Handling System is its ability to help the driver learn the performance limits of Corvette in a more controlled manner. Working in conjunction with a yaw-rate sensor, lateral accelerometer, other sensors, and the ABS and Traction Control, Active Handling assists the driver in maintaining control under a variety of driving circumstances.

For more information on Corvette Active Handling, see pages 26-27.

Transmission temperature sensor
This sensor is designed to help safeguard the transmission from extremely high thermal stresses by alerting the driver if a "trans overtemp" condition should ever develop (for example, when participating in sanctioned competitive events).

High-strength rear axle
To handle increased torque loads, the Z06 rear axle is strengthened for increased durability. "Shot peening" the ring gear of the axle has made it exceptionally robust.

Titanium exhaust system
A lightweight titanium exhaust system with chrome exhaust tips is exclusive to Corvette Z06.

Is this overkill? Yes. We sweated every detail to make Z06 the quickest, most agile Corvette ever. With horsepower pumped up to 405, zero-to-60 times are under four seconds. The Active Handling System senses and responds to the way each individual driver tread configurations maximize cornering. A titanium exhaust reduces mass. Z06 is, in every way, one intense Corvette.

Specific instrument cluster
A specific instrument cluster with "speedline" graphics and 6500-rpm redline tachometer is exclusive to Z06. A Head-Up Display (HUD) with readouts for key instrumentation (including speed, engine rpm, and an optional guide) is a new standard feature for 2002.

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For more information, visit 25 CORVETTE.COM

For demonstrations of the Goodyear Eagle F1 Supercar tires and Z06 suspension, visit corvette.com/brochure
Poise, balance ... and the confidence of Active Handling.

Corvette's sophisticated independent suspension uses an advanced SLA (Short/Long Arm) design. Also known as “double wishbone” or “double A-arm,” this is the preferred design for high-performance sports and race cars today. The ride provided by this suspension is smooth, and you’ll love the way Corvette responds — precisely and confidently. Corvette is also one of the world’s few sports cars to offer Active Handling, an advanced stability control system, as standard equipment. Active Handling provides nearly seamless operation and low intrusion in enthusiastic driving conditions. The pictures indicate how two cars — one with and one without Active Handling — maneuver around obstacles.

**A.** An object blocks the lane. So the driver swerves into the left lane, causing the car to assume an understeer condition. To help correct the situation, Active Handling applies the left-rear brake to assist the vehicle in rotating to the left and completing the lane change. The car without Active Handling would require more steering effort to avoid the object.

**B.** Now in the left lane, the driver steers the car back to the right to avoid oncoming traffic, causing the rear of the vehicle to swing out to the left (an oversteer condition). The Active Handling System applies the left-front brake to help reduce the oversteer condition and aid in a safe lane change. The car without Active Handling could enter into a severe oversteer condition as the momentum of the rear would not be reduced.

**C.** As the car reenters the right lane, the rear of the car swings like a pendulum in the other direction. Again, an oversteer situation. The car with Active Handling would have the right-front brake applied to offset the momentum. The car without Active Handling is now in a position to enter a snap spin since the oversteer energy has not been reduced.

**D.** With the oversteer condition corrected, the Corvette with Active Handling continues on the highway in a straight path. Avoiding the object at the right lane. The car without Active Handling is now potentially entering a dangerous situation as the energy of the oversteer has created a spin that would carry the car back across the oncoming lane.

For more information, visit 27 CORVETTE.COM

For a demonstration on Active Handling, visit corvette.com/brochure

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**How Active Handling anticipates your needs**

<table>
<thead>
<tr>
<th>SENSOR</th>
<th>PURPOSE</th>
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<tbody>
<tr>
<td>Yaw-rate sensor</td>
<td>Measures the car's rotation in degrees per second</td>
</tr>
<tr>
<td>Lateral accelerometer</td>
<td>Measures lateral accelerations in g's</td>
</tr>
<tr>
<td>Master-cylinder pressure sensor</td>
<td>Measures driver's brake pressure input in pounds per square inch</td>
</tr>
<tr>
<td>Steering angle sensor (part of ABS and Traction Control)</td>
<td>Measures when the driver is doing a steering wheel</td>
</tr>
<tr>
<td>Wheel-speed sensor (part of ABS and Traction Control)</td>
<td>Measures the rotational speed of the wheel</td>
</tr>
</tbody>
</table>
In a Corvette, safety technology is world-class. You expect state-of-the-art safety engineering in one of the world’s most advanced cars — and you get it in a Corvette. You’re surrounded by a rigid structure that includes safety-cage construction and energy-absorbing front and rear crush zones. Corvette is also one of the few cars in the world to offer the technology of Active Handling, and it’s standard. Also standard: antilock brakes and Traction Control. Other reasons you’ll feel secure: Remote Keyless Entry that locks or unlocks the doors and turns on interior lights at the touch of a button; a passive theft-deterrent system with horn alarm; and power door locks with a lockout protection feature. Advanced safety technology? Of course. It’s a Corvette."
The world’s best-equipped sports car.

Console storage
A convenient lockable center console storage area includes a cassette holder and auxiliary power outlet for cell phones or laptop computers.

Six-way power seat control
A six-way power driver seat is standard; a six-way power passenger seat is optional in coupe and convertible.

Tire pressure monitor*
The safety/convenience feature signals you via a message on the Driver Information Center should pressure in any tire drop below 26 psi.

Map lights
Dual map lights are conveniently located on the inside rearview mirror.

12-Disc CD Changer
A 12-disc CD changer located in the trunk, is optional on coupe and convertible. It may be combined with either a stereo with CD player or cassette tape player.

Active Handling System
Active Handling, standard in every Corvette, works in conjunction with Traction Control and ABS, to assist the driver in maximizing available traction. (Also shown here: optional F45 Selective Real Time Damping.)

Chrome exhaust tips
Standard chrome exhaust tips add to the performance-focused Corvette appearance. (The Z06 is equipped with chrome-plated titanium exhaust tips.)

Power heated side mirrors
Here’s a feature you’ll really appreciate in snowy or icy conditions. These dual heated power mirrors are standard on every Corvette.

Power windows with Express-Down feature
Power windows on both the driver and passenger side include a convenient Express-Down feature.

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Cruise Control
Cruise Control (with a convenient Resume function) is standard in every Corvette.

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Optional Memory Package
Remembers up to three “preset” positions for climate control, seat memory, radio and (if you order this option) power telescoping steering column. Great for households with more than one driver.

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Z06 front fascia grilles
Distinctive front fascia grilles improve airflow to the engine air inlet and give the Z06 a purposeful, ready-to-race demeanor.

Manual tilt-wheel/power telescoping steering column*
This option combines the standard manual Til-Tilt Wheel with a power telescoping column.

Halogen foglamps
These powerful halogen foglamps are optional on coupe and convertible models.

Electrochromic rearview mirrors
Mirrors (inside rearview and driver’s outside) automatically adjust to lessen headlamp glare from other vehicles at night. This convenience feature is optional on all models.

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Tire pressure monitor*
The safety/convenience feature signals you via a message on the Driver Information Center should pressure in any tire drop below 26 psi.

Map lights
Dual map lights are conveniently located on the inside rearview mirror.

Power windows with Express-Down feature
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Cruise Control (with a convenient Resume function) is standard in every Corvette.
The luxury of choice.

Note: The optional Preferred Equipment Groups (PEGs) shown at right are designed to help simplify the buying process. Just choose the PEG containing the equipment you desire. You may also add selected individual options (see chart). Some restrictions may apply — your dealer will have more details. Preferred Equipment Groups are not available on Z66.

Pick up your Corvette at the museum.

The National Corvette Museum in Bowling Green, Kentucky (next to the Corvette assembly plant), is a must-see attraction for the Corvette lover. You can also take delivery of your new Corvette at the museum (just ask your dealer for museum delivery). For museum information, call 1-800-55VETTE or visit their web site — corvettemuseum.com.

For more Corvette information, visit the Corvette web site — corvet.com.

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**COUPE** ISA 15B 15C

**Exterior**

- Interior (cont.)

**COUPE CONV. Z66**

- Interior (cont.)

**Power Equipment Group**

- Interior (cont.)

**Preferred Equipment Group**

- Preferred Equipment Group

**Convertible** ISA 15B 15C

**Exterior**

- Preferred Equipment Group

**Preferred Equipment Group 2**

- Preferred Equipment Group 2

---

**Power Equipment Group**

- Preferred Equipment Group

**Preferred Equipment Group 2**

- Preferred Equipment Group 2

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**Exterior**

- Preferred Equipment Group

**Preferred Equipment Group 2**

- Preferred Equipment Group 2

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**WARNING**

- Warning: Please call us if you cannot change your car.

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**Extensions (in.)**

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**Convertible**

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**Dimensions**

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**Exterior Dimensions (in.)**

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**Interior Dimensions (in.)**

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**Capacities**

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**Yours and the car you are charging toward:**

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**THE GM CARD — What are you charging toward?**

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**For more information, visit**

corvet.com/brochure

corvet.com

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**To “build your own” dream Corvette,**

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**For more information, visit**

corvet.com/brochure

corvet.com
The 2002 color palette. Deeply lustrous basecoat/clearcoat paint. Colors that range from wild to elegant.

Stunning exterior/interior combinations. It all adds up to a car that is pure automotive art. Now it’s your turn to create a dream Corvette.

Interior Colors

- Light Oak
- Light Gray
- Torch Red

Optional Sport seats shown.

Exterior Colors

- Torch Red
- Black
- Millenium Yellow
- Electron Blue Metallic

- Torch Red/Black
- Black
- Magnetic Red Metallic II*

- Quicksilver Metallic
- Speedyway White*

*Not available on Z06. Interior colors; Black and Torch Red/Black.

NOTE: Convertible top colors are Black, Light Oak or White, depending on exterior color selected. The exterior/interior color combinations shown are recommended by Chevrolet. However, any available interior trim color may be ordered with any exterior color.

To view a Corvette in any color combination (including convertible top colors), visit corvette.com/brochure.
The Chevrolet promise.

Chevrolet will be there for you with the largest dealer network in the USA — and an owner protection plan that looks just like Chevrolet.

The Chevrolet promise.

New Vehicle Limited Warranty

The warranty is for GM vehicles registered in the USA. See your Chevrolet dealer for terms and conditions.

Chevrolet’s 3-year/36,000-mile (whichever comes first):

• Rust-through corrosion (whichever comes first):
  • No charge for most warranty repairs.
  • Repairs made to correct any vehicle defect
  due to material or workmanship
  anywhere in the USA. See your Chevrolet
  dealer for complete warranty terms and conditions.

LIMITED WARRANTY

NEW VEHICLE

24-Hour Roadside Assistance

Chevrolet includes 24-hour Roadside Assistance during the warranty period. Toing and back towing within service area, roadside assistance, and further assistance if necessary are covered. Some services are not available when your vehicle is assembled, we suggest that you advise your participating Chevrolet dealer if there are changes, that they are acceptable to you.

Chevrolet cars and their components are assembled or produced by different operating units of General Motors, its subsidiaries or affiliates. Since some options may be unavailable when your vehicle is assembled, we suggest that you advise your participating Chevrolet dealer if there are changes, that they are acceptable to you.

Chevrolet recognizes the importance of mobility to everyone’s life and, therefore, offers financial assistance to persons with disabilities through the GM Mobility Program. This program can provide up to $1,000 reimbursement toward the cost of eligible aftermarket adaptive equipment for drivers or passengers who are disabled and are not currently using an eligible purchased or leased GM vehicle. For details and free information, call 1-800-32-SMART (TTY users: 1-800-833-9935).

2001 CHEVROLET CORVETTE

ADDITIONAL INFORMATION

When the Chevrolet small-block V8 and the Corvette came together in 1955, a performance legend was born. The soon-to-follow 283-cubic-inch V8, four-speed manual transmission and competition suspension package made Corvette a feared competitor on SCCA sports car tracks. In 1963, Chevrolet upset the status quo once more with the sensational Sting Ray. That year’s 256 competition package and limited-production Grand Sport racers marked a high point in American performance. The fierce big-block V8s of the late 1960s, the Trans Am series Stingrays of the 1970s, and the unforgettable Showroom Stock Corvettes of the 1980s all wore their checked flags with distinction. And today, the CS-A race car is defining a whole new era in Corvette racing history.
The world is watching Corvette ... winning. Having made its international debut just two years ago, the Corvette C5-R is already recognized as a champion on the world stage. In 2001, the C5-R swept the GTS class at Le Mans with a one-two finish, just like it did at The Rolex 24 At Daytona weeks before. That followed a podium finish at the 2000 Le Mans.

Making these victories all the more significant is the fact that no other GTS-class car bears a more striking resemblance to its street version.

From grille to upswept tail, the C5-R is unmistakably Corvette. The C5-R uses a number of the same parts found on the production car, including an engine that is based on the aluminum small-block V8 ... pumped up to more than 620 horsepower. The bottom line: when the world's best race cars gather ... watch for the Corvettes.