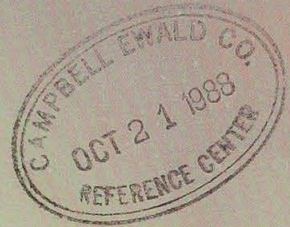


Corvette '89



Corvette '89

GM BOOKLETS
Chevy Car

1989
#10 c.1



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A generous list of comfort, convenience, appearance and performance options allows you to put your personal imprint on an American original.

A FOREWORD FROM CHEVROLET®

For some people, and certainly for us, the Corvette is art. And, like art, it is both important and fun. We felt these were reasons enough to use art as a theme for our 1989 Corvette brochure. We thoroughly enjoyed preparing it, and trust you will find it as pleasurable as it is informative.

It's art you look at.
It's art you look into.
And it's art you get into.

Art that involves all of
your senses.

Kinetic art, through which
you experience not only motion,
but emotion.

Art that transports you
as no other art can.

Art may be viewed as the reconstruction
of reality into a form that satisfies both
artist and viewer. Accept this definition
and you are on your way to viewing the
Corvette in an entirely different light.

It is a moot point whether or not the
authors of the Corvette set out in 1953
to make an art form of the automobile. But
it is known that the late Harley Earl, who
had long guided design at General Motors,
organized an elite team of designers and
engineers to create the Corvette. He
asked for—and got—nothing less than
the artistic, or spiritual, essence of the
automobile in composite metal and glass,
and in designs unbound by past habits.

Like many viable art forms before and
after it, the world's first Corvette would
not reflect popular taste but would lead
popular taste through experimentation and
discovery. It would not be a modification
of the familiar but of a higher-order muta-
tion. Like the Bugatti long before it,
Corvette qualified as a work of art in its
individual beauty. But unlike the Bugatti,
Corvette did not ignore the human ele-
ment. An automobile as true art form must
never be hostile to the driver.

Well before the birth of Corvette, the au-
tomobile had given horse-and-buggy Ameri-
cans new concepts of distance and speed,
and new ways to experience the world. It
had also required them to integrate an
unprecedented technical artifact into the
emotional and spiritual dimensions of their
lives. Accordingly, once the automobile
became a commonplace object, psycho-
logical imperatives in artists and nonartists
alike made it a proper subject for art,
and a potential art form itself.

In 1953, as the charter Corvette took shape
in the minds and on the drawing boards
of Harley Earl's design team, virtually every
family in the country owned a car. The
popular demand for "wheels" having been
satisfied, people could now pause to reflect
on everything an automobile might be. How
timely that Harley Earl's band of free think-
ers chose that moment in automotive
history to discard traditional attitudes
about design and go their own way. The
Corvette that ensued has since been



regarded as a work of art by many a viewer.
In the obvious sense, "viewer" suggests
someone absorbed in a painting in a gal-
lery. In the context of the Corvette, the
"viewer" is the owner/driver who enjoys
the visual gratification of the sculptured
material and the emotional rewards of the
pride of ownership. Most of all, the viewer/
driver response includes active participa-
tion on the road, with every hill and curve
an invitation to *ad libitum* expression of
the unity of form and function. The first
Corvette of 1953 made the commitment
to explore the new marvel of polymer
science with a fiberglass body, and not long
after, Corvette became a *cause célèbre*.
In 1955, scarcely two years after its debut,
a product development of real magnitude
transpired. Corvette's Chief Engineer that
year, Zora Arkus-Duntov, gave the '55
model the heart of a lion—Chevy's small-
block V8—and transformed Corvette into
a fully credentialed sports car. In 1957
he added fuel injection, and the Corvette
became virtually uncatchable.

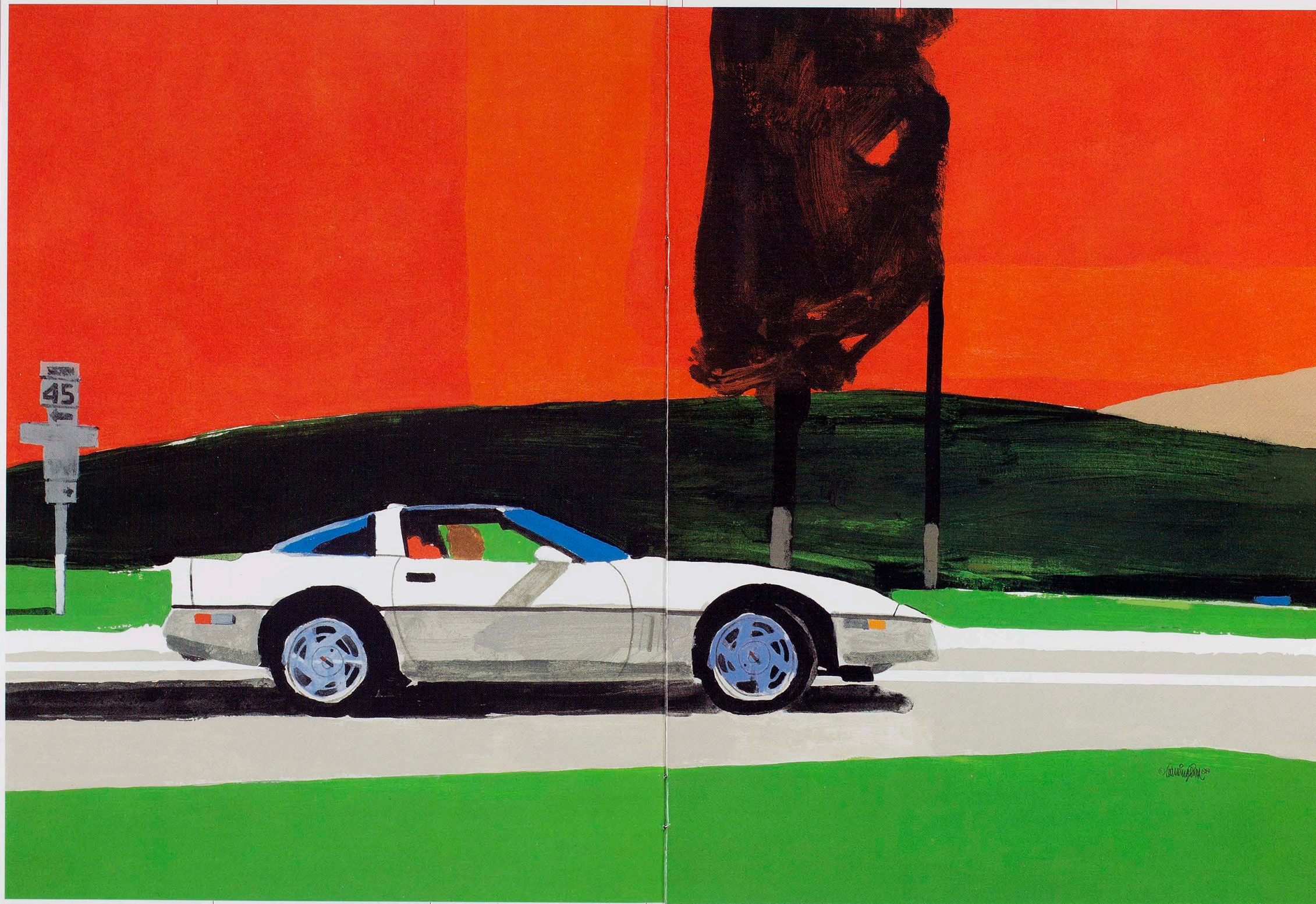
Some patrons of automotive art felt that
the design team would never surpass the
Sting Ray of 1963, with its fusion of the
elegant and the sinister, but the critics
were wrong. Like the suggestion of tail
fins on the original model, the aggres-
sive display of chrome on the 1958
model and the voluptuous profiles of the
late 1960s and early 1970s models, the
Sting Ray was an exploration, not a final
statement.

In successively altering the form of the
Corvette, the design team did not repudi-
ate their past work. They simply put them-
selves in the position of an art patron as
owner/driver, and "drove" their work through
the artistic and technical territory they had
discovered. Next, they put the things they
found out into new designs, and "drove"
into yet unexplored territory.

The Corvette will continue to change, and
that is not a prediction but a promise.
The design team is not ready to allow the
marque to settle into premature rigidity,
for art and life cannot be defined by any
one point in time. Life and art go on, for
that is the commitment of both.

In addition to the artwork displayed on various pages throughout this brochure, Chevrolet commissioned three artists of national stature to share their personal impressions of Corvette.

The exhibit, shown on these and following pages, reflects the highly individual approaches of serious artists, portraying serious (and not-so-serious) Corvette moods.



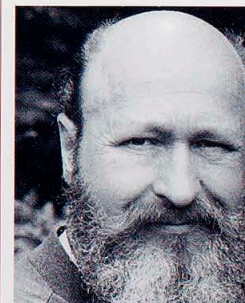
Robert Cunningham

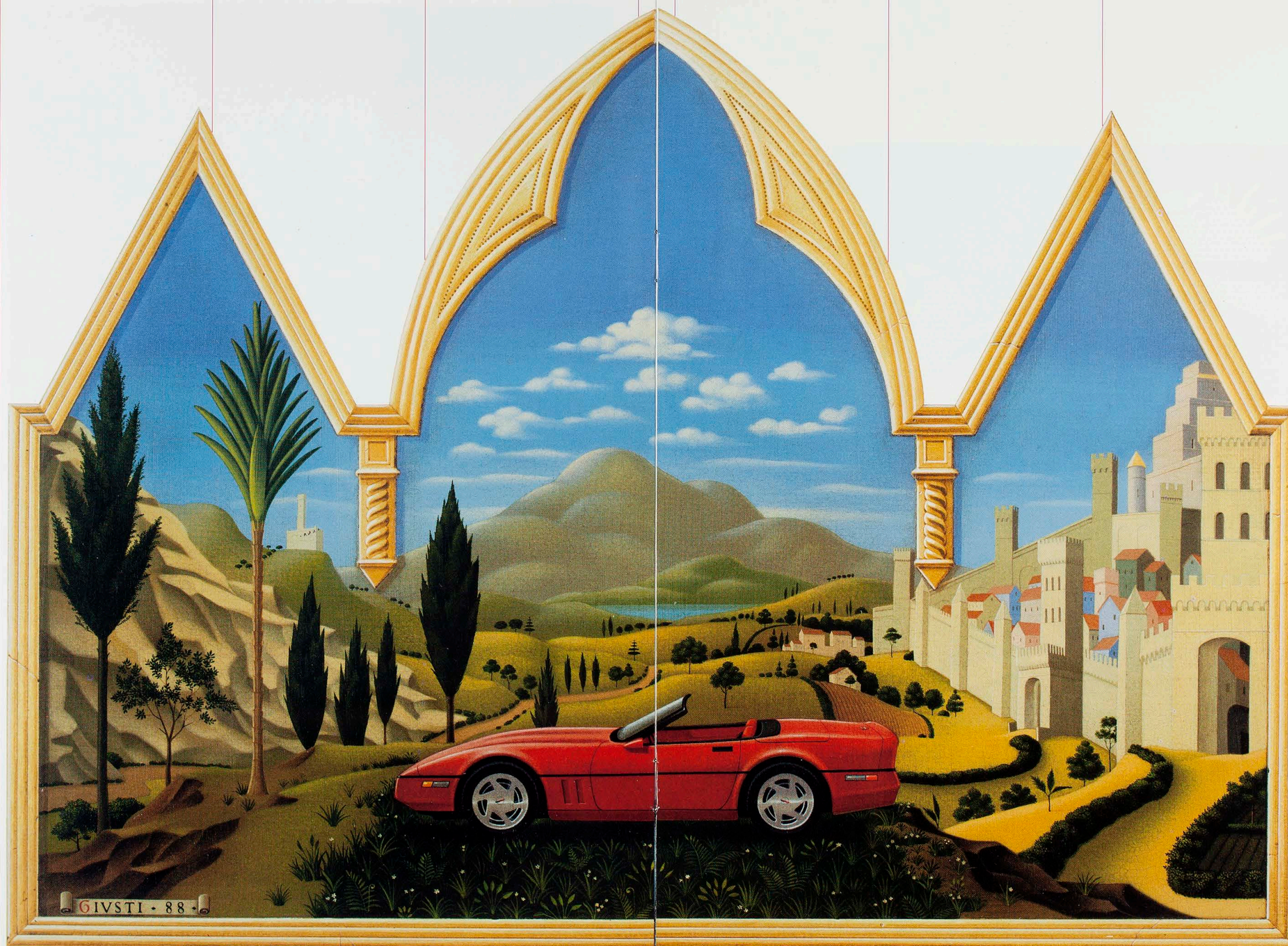
"I've always admired the Corvette but this new one really appeals to my eye. It has a simplicity of line, with the excitement of a shark."

Robert Cunningham appreciates "fine designs, those with substance." His illustrations demonstrate a fondness for vibrant colors and clean shapes. With an economy of brushstrokes, he conveys impressive detail.

"The scene I chose for my portrait of Corvette is Route 45 in Connecticut. It's a fine touring highway for a car like Corvette," says Cunningham. Robert Cunningham's illustrations have appeared in many of America's leading magazines. He studied art at the University of Kansas, Kansas City Art Institute and Art Students League and taught at the Pratt Institute in Brooklyn.

Philatelists know Cunningham as the designer of the U.S.A.'s 1980 Olympic stamp.



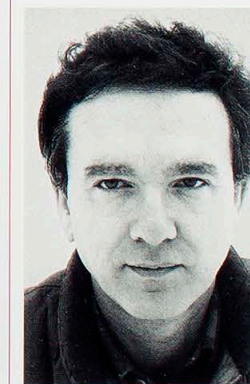


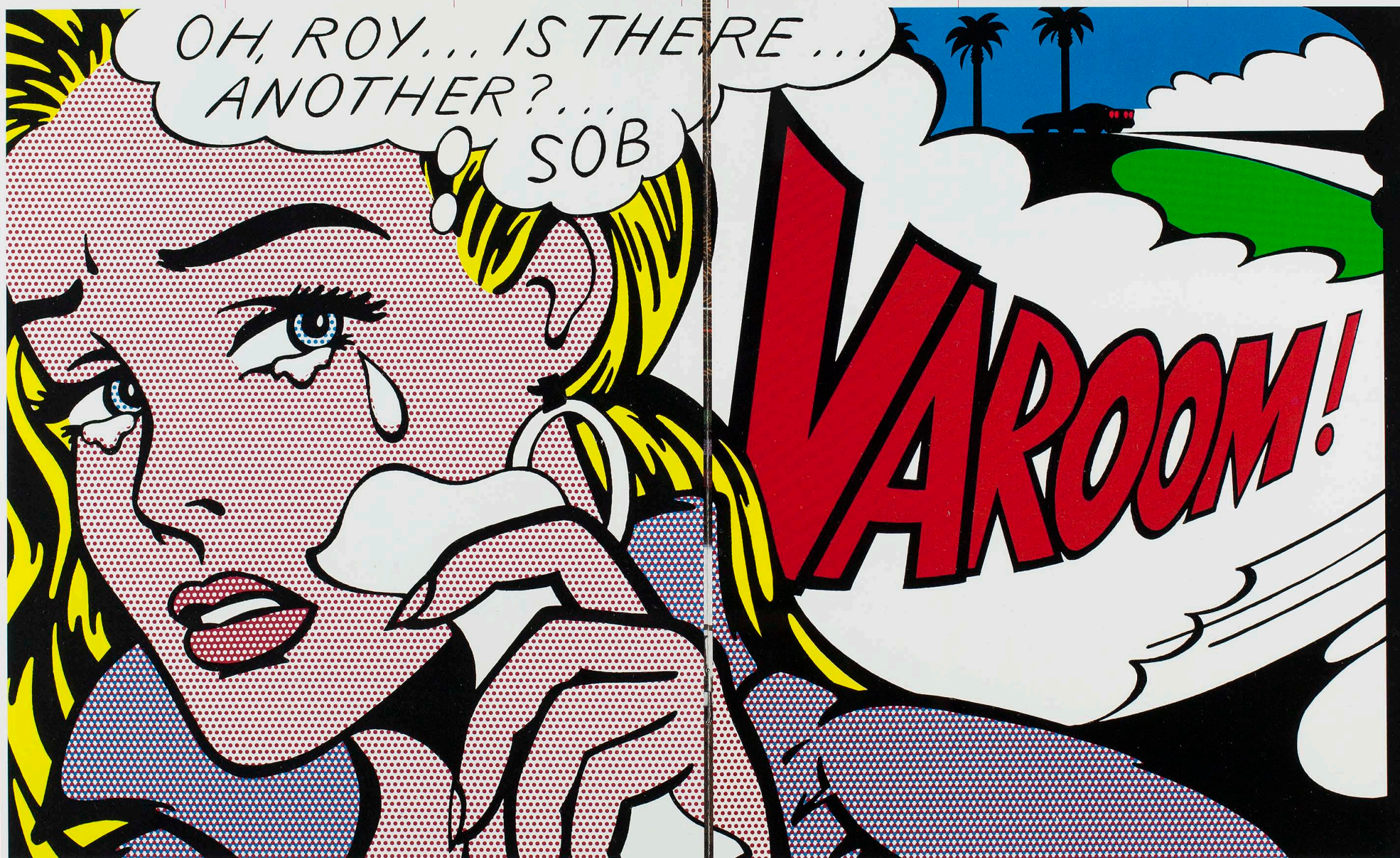
Robert Giusti

The paintings of Fra Angelico, a pre-Renaissance Italian master from the 1400s, were inspiration for Giusti's "red Corvette." Giusti explains, "The artists of the 1400s were precision-oriented craftsmen. The frescoes, murals and altar paintings were all well-designed and exacting in detail. So it is certainly appropriate to portray Corvette, an example of the best in automotive art and engineering, in this way."

Bob Giusti has been drawing as long as he can remember. After attending the Tyler School of Art in Philadelphia, Giusti graduated from the Cranbrook Academy of Art in Bloomfield Hills, Michigan. He has worked as an advertising agency art director and artist at Random House. His free-lance assignments have included television animation, record album covers, magazine and book covers, calendars and posters.

Giusti loves to paint animals, and now Corvettes. "I appreciate the esthetics and lineage of the car. It represents good, classic design."





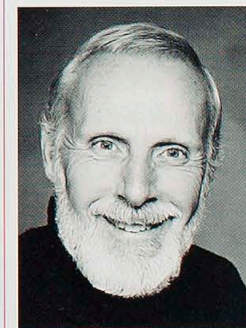
Paul Coker Jr.

To some it was expressive. To others, outrageous. It was "pop art," and it was born in the Sixties.

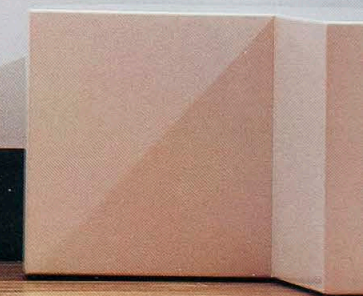
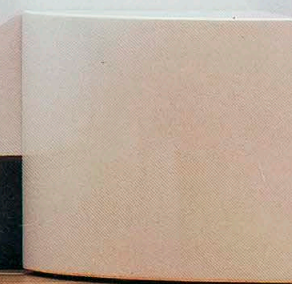
Pop art took many forms, from Warhol's soup cans to Roy Lichtenstein's comic-strip-inspired paintings.

Paul Coker studied the pop art phenomenon and faithfully created this Corvette interpretation. "I used the simple dot pattern and red-blue-yellow colors of the comic strips. Then I put the dot pattern over a black-and-white pen and ink drawing. I wanted to express—in a fun way—the romance that is Corvette."

Coker has made fun a major ingredient in his work. An art graduate of the University of Kansas, he has illustrated for *Mad Magazine*, created artwork for "contemporary" greeting cards, and has drawn characters for animated television specials.







*Sports car engineering has now been unequivocally elevated to a fine art. Corvette Coupe, the grand touring edition of America's exotic car, offers a stunning combination of advanced design, luxurious comfort and stellar performance. Think of it as an objet d'art with a 5.4 sec. 0-to-60**

The editors of leading automotive magazines agree: Corvette Coupe is one of the world's great cars. By way of example, Car and Driver magazine has included Corvette in its "Ten Best" list for four years running.

For those who prefer a closed sports car (and the majority of the world's "supercars" take this configuration), this Corvette offers a unique advantage: a one-piece removable roof panel that combines convertible flair with the security of a coupe. The Coupe is also the most aerodynamic Corvette, an important reason why this is the body style selected by professional racing teams. In fact, the current-generation Corvette Coupe, specially modified for

the wraparound rear glass. Highlights of the exterior design include:

- Lustrous base-coat/clear-coat paint.
- Newly standard 17" x 9½" cast-aluminum wheels and P275/40ZR-17 unidirectional Eagle tires.
- Retractable halogen headlamps, halogen fog lamps, and front and rear cornering lamps.
- Frameless glass rear hatch with three remote releases.
- And of course, corrosion-proof fiberglass body panels.

THE CORVETTE INTERIOR

Corvette offers superbly luxurious and ergonomically correct seating for two. This exciting sports car environment includes:



The Corvette instrument panel.

racing, has won more SCCA-sanctioned competition events than any other car in its class.

Yet the street version of Corvette is one of the world's most refined grand touring automobiles, as composed on the interstate (or autobahn) as it is aggressive in wheel-to-wheel competition.

EXTERIOR DESIGN

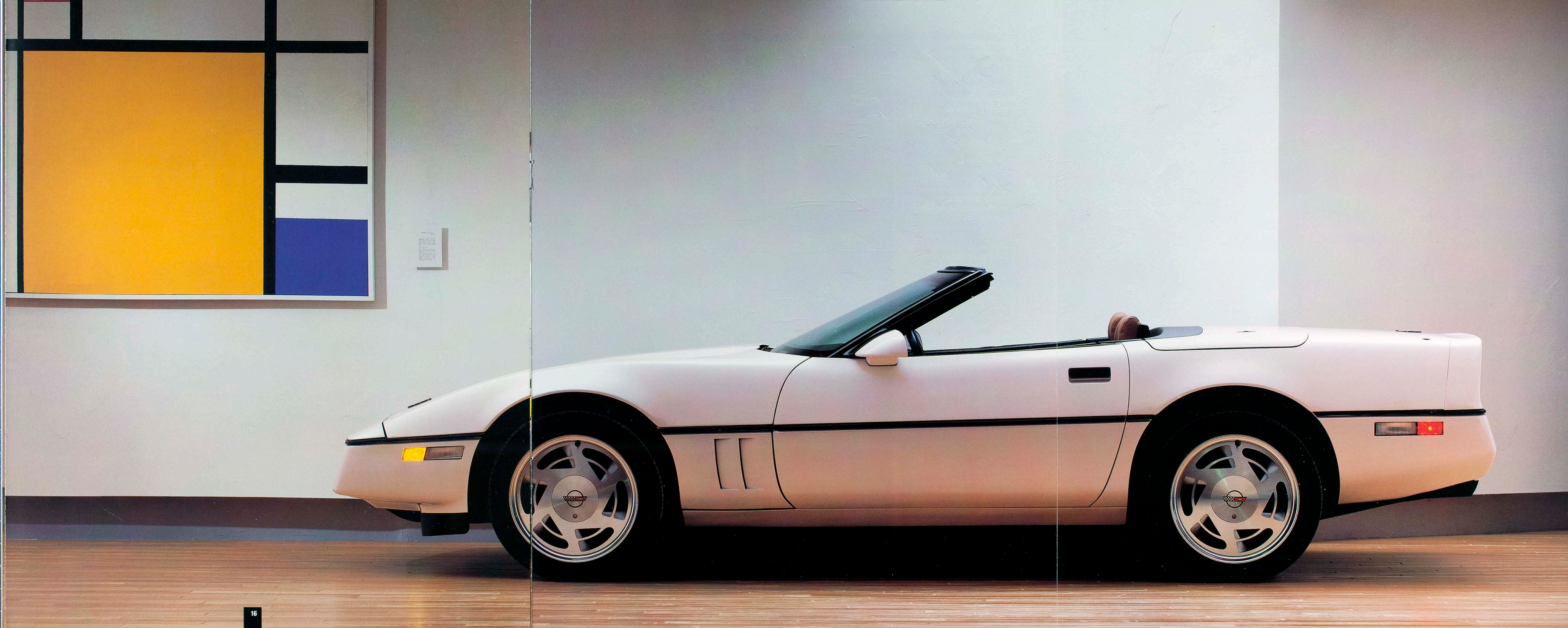
The 1989 Coupe is unmistakably Corvette, from the dramatic sweep of the hood to

—Standard sport cloth bucket seats are newly styled. New leather seats and new leather sport seats with power adjustments are optional.

—Complete electronic instrumentation with analog and digital displays.

—Standard air conditioning, AM/FM stereo with cassette player, power windows, power door locks, power mirrors, Tilt-Telescopic steering wheel and intermittent wipers.

*Corvette Coupe with 6-speed manual transmission. Results achieved on GM test track by professional drivers.



Corvette Convertible

Simply put, its styling is like a breath of fresh air. Corvette Convertible provides a perfect balance of top-down exhilaration and performance technology unique to Corvette. And many drivers will have their Corvette no other way.

The emotional appeal of the convertible Corvette is undeniable—and enduring. Decades from now, this car will be remembered as a milestone achievement in automotive artistry.

CONVERTIBLE ENGINEERING

Significantly, this Corvette has been designed as a convertible. To ensure the highest quality standards, the Convertible is custom-crafted on a special final assembly line within the Bowling Green, Kentucky, Corvette plant. Convertible specifics include:

—A manually operated, aerodynamically designed convertible top with headliner and acrylic rear window. Choose from three top colors, depending on exterior color selected: Black, White or Saddle.

—A covered well into which the top completely disappears. There is no unsightly boot to mar the top-down appearance.

—Fully independent suspension tuned specifically for the Convertible.



Naturally, the Convertible is equipped with a full roster of luxury features, including air conditioning, Delco AM/FM stereo with cassette tape player, power windows and door locks, and Tilt-Telescopic steering wheel.

Optional equipment includes the acclaimed Delco/Bose stereo sound system, electronic control air conditioning and leather interior trim in a choice of five colors.

The king of the production sports cars is obviously intent on retaining its crown. Corvette is a creature of raw power, sophisticated performance features and state-of-the-art sports car comfort. It continues to be a truly phenomenal machine—one designed to have its way with any road.

An automobile's track record says a lot about stamina under pressure. And after winning the Sports Car Club of America's Escort Endurance Championship three years running, Corvette has established that there is no real competition for America's own production sports car. So 1988 ushered in the SCCA Corvette Challenge: 50 world-class drivers with identical Corvettes in a 10-race series. The series features identical stock Corvettes equipped with the Z51 Performance Handling Package and safety modifications necessary for racing.

The reward for people who pilot Corvettes to racing victories is, in great part, glory. The 1989 Corvette owner's reward is an automobile improved in dozens of different ways as a direct result of racing experience.

5.7 LITER V8 WITH TUNED-PORT FUEL INJECTION

At the heart of Corvette performance is the 5.7 Liter V8 with TPI. In addition to one of the world's most advanced fuel management systems, this V8 features aluminum cylinder heads, high-lift camshaft and a low-restriction dual exhaust system. The result is exotic-class power with dramatic low-end punch.

NEW 6-SPEED MANUAL TRANSMISSION*

Corvette ups the performance ante with a 6-speed manual transmission. A unique feature of this fully synchronized transmission is computer-aided gear selection, helping to ensure proper gear selection during certain driving modes. The 6-speed is a no-cost option; a 4-speed automatic overdrive transmission is standard equipment.

BOSCH ABS II ANTI-LOCK BRAKING SYSTEM

This advanced braking system helps the driver to retain maneuverability under full braking.

When called upon to do so, the computer-controlled anti-lock system can adjust brake pressure as many as 15 times per second, a rate even the most skillful driver cannot attain.

Bosch ABS II is combined with a four-wheel disc system for state-of-the-art stopping power.

4-WHEEL INDEPENDENT SUSPENSION

The precisely engineered Corvette suspension includes fiberglass-composite

front and rear transverse springs with computer-selected spring rates, a rear independent design with 5-link connections and forged-aluminum components. The specifications also include power rack-and-pinion steering, an aircraft-inspired "uniframe" and unidirectional Goodyear Eagle ZR40-series 17" tires.

For 1989, Corvette performance is enhanced with standard Delco/Bilstein gas-charged shocks and fast-ratio steering (13:1).

OPTIONAL Z51 PACKAGE

The Z51 Performance Handling Package adds competition-born precision to Corvette ride and handling. The package includes heavy-duty front and rear springs and stabilizer bars, heavy-duty brakes, heavy-duty radiator, radiator boost cooling fan, 3.54:1 rear axle ratio, 8½-inch ring gear and power steering cooler.

The Z51 Performance Handling Package is available on Corvette Coupe with 6-speed manual transmission only. Recommended for specialized uses.

SELECTIVE RIDE CONTROL†

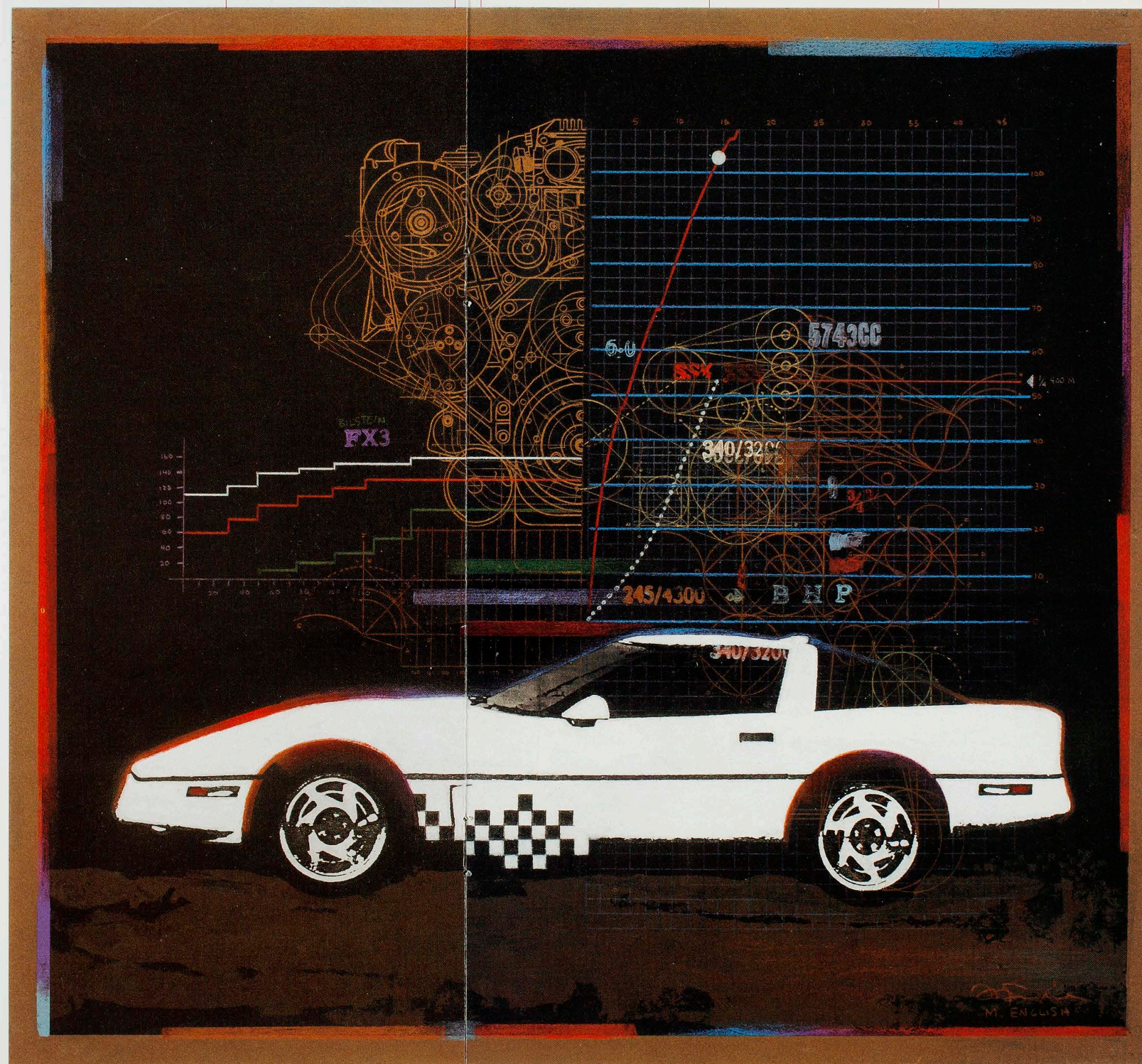
Bilstein Selective Ride Control (RPO FX3) is an innovative new suspension option available exclusively on the 1989 Corvette Coupe with the Z51 Performance Handling Package and 6-speed manual transmission.

FX3 allows the driver to select one of three system settings (Touring, Sport or Perf) by rotating a switch on the console panel. Each switch position provides six different shock absorber damping levels—depending on vehicle speed. As speed increases, damping levels automatically increase.

FX3 is an electro-mechanical system that uses electric motors to vary the proportioning valve orifice in each shock absorber to change the shock's damping characteristics. With the help of a computer-control module, superior ride quality as well as stunning handling can be achieved simply by flipping a switch.

*Availability of the 6-speed manual transmission will be limited during September 1988 and October 1988. See your dealer for details.

†Selective Ride Control will not be available at new model introduction. See your dealer for specific ordering information.



You may not care to add a thing to the 1989 Corvette. Everything you see on these pages is standard equipment on the model chosen.

SPORT CLOTH SEATS

These new deeply contoured sport cloth bucket seats feature adjustable backrests and padded side bolsters. Available colors: Black, Saddle.

ANTI-THEFT FEATURES

PASS-Key™ (Personal Automotive Security System) is a special ignition system utilizing a module with a resistor decoder and an ignition key with a pellet of specified resistance. In addition to PASS-Key, an anti-theft horn alarm circuit and starter interrupt are standard on every 1989 Corvette.

AM/FM STEREO RADIO WITH CASSETTE TAPE PLAYER

This electronically tuned Delco AM/FM stereo music system features Seek and Scan, cassette tape player, digital clock and power antenna.

ELECTRONIC SPEED CONTROL

Electronic speed control includes a convenient resume-speed feature and a speed adjustment that allows you to change your speed in precise 1-MPH increments.

AIR CONDITIONING

Standard on every Corvette. Climate control system also includes heater, defroster, and side window defoggers. An electric rear window defogger is standard on Corvette Coupe.

UNIDIRECTIONAL ZR40 TIRES

For 1989, the largest standard tire/wheel combination ever offered: P275/40ZR-17 Goodyear Eagle unidirectional tires on 17" x 9½" aluminum alloy wheels.

ADDITIONAL STANDARD FEATURES

POWER TEAM/CHASSIS/MECHANICAL

—Bosch ABS II anti-lock braking system.
—Choice of 6-speed manual transmission or automatic transmission with overdrive fourth gear.

—Delco Freedom Plus II battery with sealed side terminals.

—Electric engine cooling fan.

—Electric in-tank fuel pump.

—Exclusive transverse front and rear springs with monoleaf glass-epoxy construction.

—5.7 Liter V8 engine with Tuned-Port Fuel Injection and aluminum cylinder heads.

—Forged aluminum front and rear suspension arms.

—Fully independent front and rear suspension.

—Limited-slip differential.

—Magnesium engine valve covers.

—Single-belt engine accessory drive.

—Power rack-and-pinion steering.

—Stainless steel exhaust pipes, catalytic converter exhaust manifolds and free-flow mufflers.

—Uniframe body construction, 100 percent galvanized and dip-painted.

EXTERIOR

—Concealed wipers with integral washers in wiper arms.

—Corrosion-proof fiberglass body panels.

—Designed-in body-side moldings.

—Dual electric remote-controlled heated sport mirrors.

—Dual halogen fog lamps.

—Frameless rear hatch glass with three remote releases (Coupe).

—Front and rear cornering lamps.

—Full-tilting clamshell hood.

—Retractable halogen headlamps.

—Tinted and flush-mounted glass.

INTERIOR

—Center console with shifter, coin tray, cigarette lighter and ashtray, plus controls for power windows, radio, air conditioning and electric mirrors.

—Day/night rearview mirror with integral map light.

—Delco AM/FM stereo radio with Seek and Scan, cassette tape player, four speakers and digital clock.

—Driver information system providing average MPG and cruising range in digital readouts.

—Electronic liquid-crystal instrumentation with multi-colored analog and digital display. Readouts include: speedometer, 6,000-RPM tachometer, fuel level, oil pressure, oil temperature, voltmeter. Conventional readouts for odometer, turn signals and high-beam headlamps.

—Headlamps-on reminder.

—High-intensity interior lamps.

—Illuminated right-hand visor mirror.

—Intermittent windshield wipers.

—Leather-wrapped steering wheel.

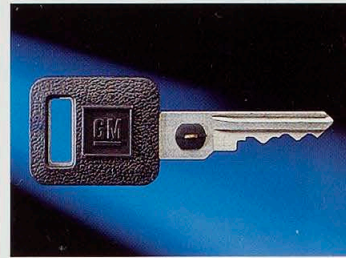
—Power door locks.

—Power windows.

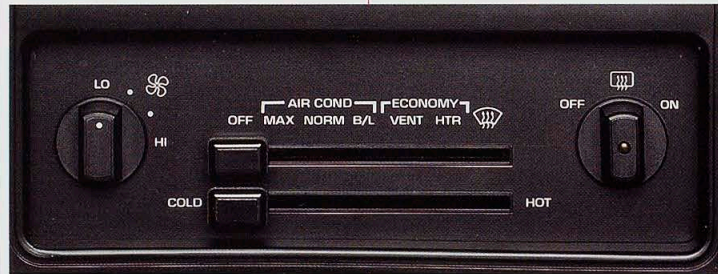
—Tilt-Telescopic steering column.



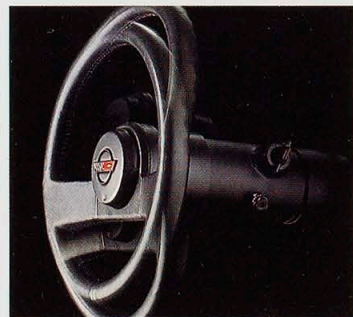
Electronic speed control.



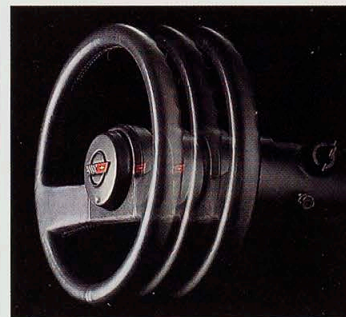
The PASS-Key anti-theft system is standard on every 1989 Corvette.



Air conditioning is standard on every Corvette.



Tilt-Telescopic steering column.



Bucket seats are deeply contoured and fully reclining.



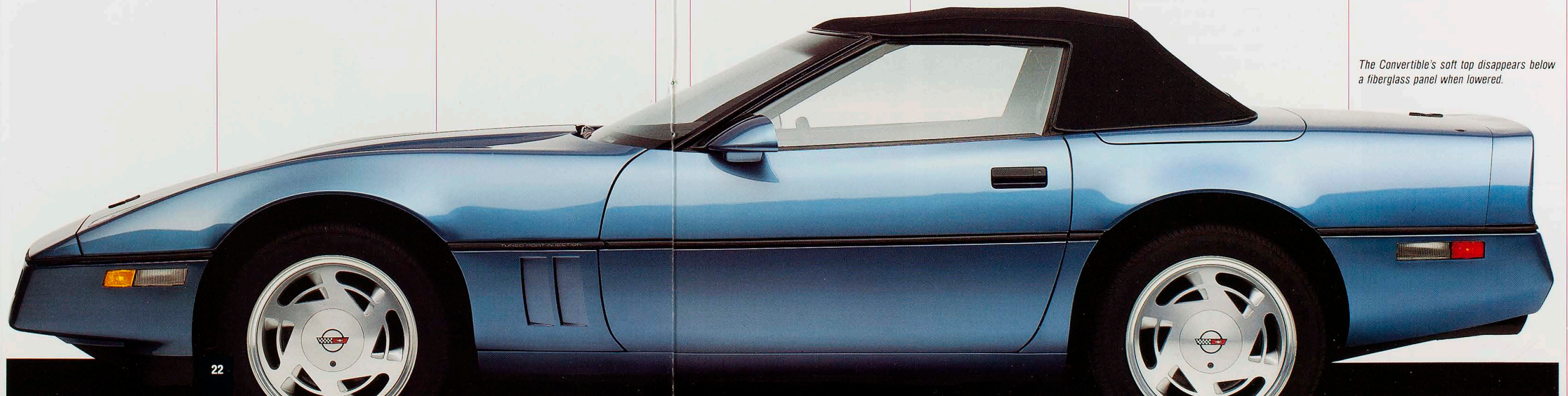
Corvette Coupe features a standard removable roof panel (one-piece with no center T-bar).



Larger 17" cast aluminum wheels are standard on all 1989 models.



Goodyear unidirectional 17" Eagle tires.



The Convertible's soft top disappears below a fiberglass panel when lowered.



Black



Medium Blue Metallic



Dark Blue Metallic



Charcoal Metallic



Gray Metallic



White



Bright Red



Dark Red Metallic

Corvette's 1989 exterior palette offers two exciting new shades of traditional favorites, White and Dark Red Metallic, plus six carryover hues.

The paint quality of Corvette is exceptional, thanks to one of the world's most advanced paint operations. Base-coat/clear-coat paints are applied in a fully automated four-step process that results in vibrant finishes that display a deep "wet-look" shine.

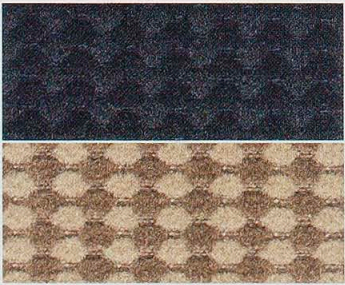
STANDARD CLOTH SEAT
This fully reclining bucket seat is deeply contoured and beautifully trimmed in rich sport cloth. Available colors: Black, Saddle.

OPTIONAL LEATHER SEAT
The luxury of genuine leather seating surfaces is optional at extra cost. Colors: Blue, Black, Gray, Red, Saddle.

OPTIONAL LEATHER SPORT SEAT
A new, body-shaped leather sport seat with full lumbar power adjustment is optional on Corvette Coupe with the Z51 Performance Handling Package (requires two additional options: power six-way driver and passenger seat adjustments).

INTERIOR COLORS			
	Standard Cloth Seat	Optional Leather Seat	Optional Leather Sport Seat
Blue		X	X
Black	X	X	X
Gray		X	X
Red		X	X
Saddle	X	X	X

INTERIOR/EXTERIOR COLORS					
Interior Colors					
Exterior Colors	Blue	Black	Gray	Red	Saddle
Black	X	X	X	X	X
Blue, Corvette Med. (Met.)	X	X			
Blue, Corvette Dk. (Met.)		X			X
Charcoal, Corvette (Met.)		X	X		X
Gray, Corvette (Met.)		X	X		
White, Corvette	X	X	X	X	X
Red, Corvette Bright		X	X	X	X
Red, Corvette Dk. (Met.)		X			X



ENGINE

5.7 Liter (350 Cu. In.) V8 with Tuned-Port Fuel Injection
Block: Cast iron alloy
Pistons: Cast aluminum
Valve Lifters: Roller hydraulic
Bore: 4.00" Stroke: 3.48"
Horsepower: 245 net @ 4300 RPM*
Torque: 340 lb.-ft. @ 3200 RPM*
Recommended Fuel: Unleaded premium
Fuel Pump: Electric (in tank)
Fuel Tank Capacity (in gals.): 20

TRANSMISSIONS

Choice of standard 4-speed automatic with overdrive and high-stall torque converter or no-cost-option 6-speed manual.

TIRES AND WHEELS—STANDARD

TIRES
P275 40ZR-17 B/W High-speed steel-belted radial Eagle ZR40 unidirectional (Goodyear)†
WHEELS 17" x 9 1/2"

Type and Material: Left-right specific aluminum alloy road wheels with special vent design.

SUSPENSION—GENERAL

SHOCK ABSORBERS (front and rear)
TYPE: Standard—Gas pressurized.

SUSPENSION—FRONT

TYPE AND DESCRIPTION
Independent, forged aluminum upper and lower control arms and steering knuckle, transverse monoleaf spring and steel stabilizer, spindle offset.
Spring Type and Material: Monoleaf, filament-wound glass-epoxy composite.

SUSPENSION—REAR

TYPE AND DESCRIPTION
Independent 5-link design with toe and camber adjustment, forged aluminum control arms, knuckles and struts; transverse monoleaf spring steel tie-rods and stabilizer. Tubular U-jointed drive shafts.
Spring Type and Material: Monoleaf, filament-wound glass-epoxy composite.

BRAKES

DESCRIPTION
Aluminum caliper with nodular iron reaction bracket; pad reaction through bracket. Self-adjusting.

TYPE
Front: Disc with sliding-head caliper, low drag.

Rear: Disc with sliding-head caliper, low drag.

Special Valving: Proportioning—integral with master cylinder.
Power Brakes: Standard.
Anti-Lock Braking System: Electronic 4-wheel, 3-channel (standard).

ELECTRICAL—SUPPLY SYSTEM

BATTERY
Make: Delco
Model: 75-630
Voltage: 12 volts
Amps at 0°F Cold Crank: 630 cold-cranking amps (CCA)
Minutes, Reserve Capacity: 90
Location: Engine compartment directly behind left wheel opening.

ALTERNATOR
Type and Rating: 105 amps
ELECTRICAL—Starting System

STARTER MOTOR
Current Drain at 0°F: 350 amps.

ELECTRICAL—Ignition System

Type: High Energy Ignition.
Coil: Integral with distributor.
SPARK PLUG
Make: AC
Model: FR5LS
Gap: .89mm (0.035 in.)

BODY

STRUCTURE
Integral perimeter-frame birdcage forms unitized body structure.
ANTI-CORROSION TREATMENT
All-encompassing corrosion protection including extensive use of aluminum; galvanization; use of specially treated fasteners; austenitic stainless steel or specially coated brackets, clamps, clips and braces; use of aluminized steel.

STEERING

Power: Standard
Adjustable Steering Wheel: (Standard)
Black-leather-wrapped two-spoke steering wheel; Tilt-Telescopic.
Turning Diameter: 40.4 ft.
Steering Type: Alloy rack-and-pinion
Overall Ratio: 13.0:1

FRAME

All-welded steel-body-frame construction, 100% galvanized.

DIMENSIONS AND WEIGHTS

EXTERIOR
Width: 71.0"
Front Tread: 59.6"
Rear Tread: 60.4"
Wheelbase: 96.2"
Overall Length: 176.5"
Height: 46.7" (46.4" Conv.)

Minimum Ground Clearance: 4.9"
INTERIOR
Head Room: 36.4" (36.5" Conv.)
Leg Room: 42.6"
Shoulder Room: 54.1"
Hip Room: 49.3"
Cargo Volume: 7.9 cu. ft. (6.6 cu. ft. Conv.)
Curb Weight: 6-speed manual: 3,257 lbs. (3,269 lbs. Conv.)
Automatic: 3,223 lbs. (3,263 lbs. Conv.)

*240 HP at 4000 RPM and 335 ft.-lbs. torque at 3200 RPM on Coupe with 2.59 axle and all Convertibles.

†Tire chains should not be used because they may cause damage to your car.



Delco/Bose is one of the finest sound systems available in a production automobile.

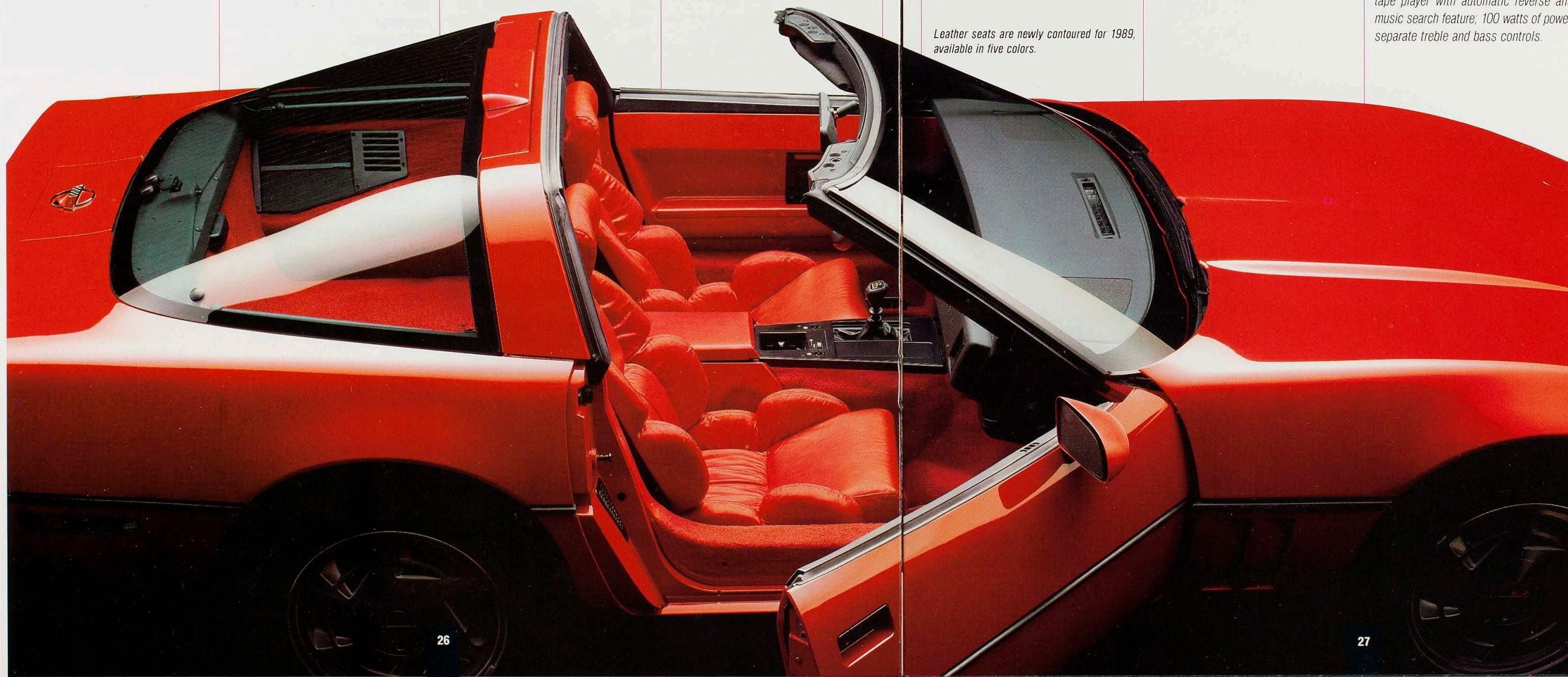


Electronic air conditioning lets you set desired temperature digitally.



Selective Ride Control is Corvette's newest performance option.

Leather seats are newly contoured for 1989, available in five colors.



A wide choice of comfort, convenience, appearance and performance options makes Corvette an even more personal sports car. Options for 1989 include: **DELCO/BOSE AM/FM STEREO MUSIC SYSTEM**

Corvette's ultimate stereo option offers sound so real that it's been rated by experts as one of the best stereo systems available in a production automobile.

The Delco/Bose Music System is comprised of a receiver and four bass reflex amplifier/speaker enclosures engineered specifically for window placement, angle and density of glass, seating position and cockpit configuration. Each speaker has its own built-in equalizer network.

Other features of the system include: AM/FM stereo reception with automatic adjustment, electronic tuning with Seek and Scan, Dynamic Noise Reduction (DNR™) and Dolby® Sound Noise Reduction to reduce high-frequency "hiss" on AM, FM and cassette tape. Also included: tape player with automatic reverse and music search feature; 100 watts of power, separate treble and bass controls.

Z51 PERFORMANCE HANDLING PACKAGE

This is an optional suspension package featuring components proven in SCCA-sanctioned Showroom Stock Series racing. Equipment includes heavy-duty springs and stabilizer bars, heavy-duty brakes, radiator boost cooling fan, 3.54:1 rear axle ratio, 8½-inch ring gear and power steering cooler.

The Z51 Performance Handling Package is available on Corvette Coupe with 6-speed manual transmission only. Recommended for specialized uses.

SELECTIVE RIDE CONTROL*

New for 1989, Selective Ride Control is the ultimate Corvette suspension option. This computerized system allows the driver to select one of three suspension settings (Touring, Sport or Perf) via a console-mounted switch. Ride firmness automatically increases as speed increases.

Selective Ride Control is available on Corvette Coupe with 6-speed manual transmission only. Requires optional Z51 Performance Handling Package.

ELECTRONIC AIR CONDITIONING

This electronic control system features easy-to-use, color-coded push buttons and a digital temperature adjuster. Once set, the temperature is automatically maintained. An optional display registers outside air temperature.

LEATHER SPORT SEATS

New, aggressively contoured leather sport seats include a six-way power adjustment and full-power lumbar adjustment. Available on Corvette Coupe with the optional Z51 Performance Handling Package only. **LOW TIRE PRESSURE WARNING SYSTEM**

New for 1989. A transmitter in each tire measures tire pressure and activates a warning message if pressure is under 28 psi.

ADDITIONAL OPTIONAL EQUIPMENT

- Axle: Performance ratio.
- Engine block heater.
- Engine oil cooler.
- Illuminated visor mirror (driver's side).
- Radiator cooling boost fan.
- Radiator, heavy-duty.
- Seats, leather trimmed.
- Seats, power six-way adjustment.
- Transparent roof panel (Coupe only).

*Selective Ride Control will not be available at new model introduction. See your dealer for specific ordering information.

IMPORTANT: A WORD ABOUT THIS CATALOG

We have tried to make this catalog as comprehensive and factual as possible. We reserve the right, however, to make changes at any time, without notice, in prices, colors, materials, equipment, specifications, models and availability. Since some information may have been updated since the time of printing, please check with your Chevrolet dealer for complete details, including details on the GM warranty which covers Chevrolets.

A WORD ABOUT ENGINES

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

A WORD ABOUT ASSEMBLY OF CHEVROLETS

Chevrolets are assembled by different operating units of General Motors, its subsidiaries or suppliers to GM worldwide. Chevrolets incorporate thousands of components produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide. We sometimes find it necessary to produce Chevrolets with different or differently sourced components than originally scheduled. All such components have been approved for use in Chevrolets and will provide the quality performance associated with the Chevrolet name. Since some options may be unavailable when your vehicle is assembled, we suggest that you verify that your vehicle includes the equipment you ordered or, if there are changes, that they are acceptable to you.

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 1-800-551-4123.

SAFETY FEATURES

OCCUPANT PROTECTION

- Manual lap/shoulder safety belts for driver and right front passenger, driver side includes visual and audible warning system
- Energy-absorbing steering column
- Energy-absorbing instrument panel
- Laminated safety windshield glass
- Safety interlocking door latches
- Side-guard door beam
- Passenger-guard inside door lock handles
- Safety armrests
- 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
- Back-up lights
- Center high-mounted stop lamp
- Directional signal control with lane-change feature
- Windshield defroster, washer and multi-speed wipers (pulse-type)
- Inside rearview mirror
- Dual electric remote outside rearview mirrors
- Brake system with dual master cylinder and warning light
- Starter safety switch
- Low-glare finish on inside windshield moldings, wiper arms and blades, metallic steering wheel surfaces
- Illuminated heater and defroster controls
- Illuminated windshield wiper and washer controls
- Tires with built-in tread-wear indicators

THEFT DETERRENCE

- Audible reminder for ignition key removal
- Theft-deterrent steering column lock
- Visible vehicle identification number
- Vehicle Anti-Theft System (VATS)
- Audio alarm system with starter-interrupt feature
- Locking roof panel with theft-deterrent mount (Corvette Coupe only)
- Theft-deterrent wheel lugs

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

Let's get it
together...
buckle up.



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