Fact is, this is the most changed Corvette since 1953.

Virtually everything is new, from the aluminum LS1 V8 engine to the rear-mounted transmission. Technical delights range from an independent suspension that “shocks” and Extended Mobility tires that can “run flat” to a unique frame design that’s the stiffest ever.

Now you know why everybody’s talking about this Corvette.
There's a reason Corvette has an aggressive race car appearance, and it goes beyond passion.

This Corvette is slippery. In wind tunnel testing, Corvette achieved a 0.29 CD—the best in the world among high-end sports cars.

That impressive number contributes to two other impressive numbers: a top speed on the GM test track of 175 mph, and excellent real-world fuel economy (preliminary EPA-estimated MPG is 18 city/28 highway).

From lowered hood to sculpted tail, this new Corvette is beauty that works.
Living up to the Chevrolet 'small block' legacy is an enormous responsibility.

No other sports car engine is so well known — or so highly regarded — as the Corvette V8. And its guiding philosophy — simplicity, lightness of weight, and sheer elegance of design — endures in the newest small block V8, the LST.

In designing this new engine, the Corvette team benchmarked every competitor.

One thing was certain. This new engine had to be a terrific balance of everything — horsepower, torque, fuel economy, smoothness and durability. A tall order, and one that results in the most exciting V8 to ever sit under a Corvette hood.

LS1 configuration is familiar, pushrod V8. The benefit to you is a great power-to-weight ratio and massive low-end torque, all combined with high-revving character that was once the exclusive domain of overhead cam engines.

LS1 specifications include an all-aluminum block designed for stiffness, strength and low mass, a unique camshaft design that improves engine breathing and a 10:1 compression ratio which helps maximize engine power. A new lightweight composite intake manifold that improves airflow and a highly sophisticated level of Sequential Fuel Injection technology are also featured.

In the best Corvette tradition, LS1 numbers speak for themselves. Displacement: 5.7 Liters. Horsepower: 345 at 5600 rpm. Torque: 350 lb-ft. at 4400 rpm. There has never been a more powerful production small block V8 in Corvette history.

The LS1 may be teamed with either an electronically controlled 4-speed automatic transmission (standard) or a six-speed manual (optional).

You'll want to get acquainted with the LS1. It is the new generation of a legend.
From Metal Matrix composites to hydroformed steel, everything you see here advances the art of sports car design. And, all of which makes the 1997 Corvette an appropriate successor to the Corvettes which have come before.

Up front, the new LS1 V8. The compact size of this engine helped Corvette designers achieve a lower hoodline for both excellent visibility and a tighter turning circle.

The transmission (six-speed manual or four-speed automatic) is at the rear. The reasons for this location are threefold:

- To enhance chassis/body rigidity with a longitudinal structural center tunnel
- To provide optimum weight distribution
- And, significantly, to provide a larger interior with more footroom and legroom.

The unique Corvette structure (consisting of a strong perimeter frame combined with a center backbone) provides a level of structural rigidity that a world-class class.

In the new Corvette, you'll enjoy:

- A sensational blend of ride and response, with steering that responds precisely to driver input
- Excellent noise and vibration control, for an impressive level of overall refinement.

Without great structure, a great car is impossible. The 1997 Corvette sets a new standard for high-performance automobiles.
When driving a Corvette has always been pulse-pounding, now the experience seems to a new high.

The all-new, fully independent suspension uses an advanced SLA (Short/Long Arm) design for all four wheels. Also known as "double wishbone" or "double A arm," this is the preferred design for high-performance sports and racing cars today.

Words that the test drivers have used to describe this carefully tuned suspension include "predictable," "precise," "stable" and "refined." The ride is smoother than ever before, yet this Corvette responds with poise and balance that will delight the sport car enthusiast.

There are three distinct suspension choices for 1997. FE1 is designed to please the majority of Corvette drivers with its outstanding blend of ride and responsive, and it is standard equipment.

For those enthusiasts seeking the ultimate in Corvette technology, the optional F45 with Real Time Damping is the suspension that "thinks." F45 features computer-controlled shock absorbers that automatically increase shock absorber rates in "real time" — 10 to 15 milliseconds — as road conditions dictate. The system automatically counteracts roll in turns, as well as lift and dive. With F45, there are are three manual settings — Touring, Sport and Performance — each with its own distinct range of ride firmness.

Then there’s Z51. This is a suspension option for die-hard performance fans, and it is the racing-inspired package you’ll want if you intend to participate in sanctioned competitive events. Z51 components include stiffer springs, larger stabilizer bars and larger monotube shocks.

FE1, F45, Z51. Three great choices, because not everyone wants the same Corvette.
It's no coincidence that a stunning new ultra-performance tire makes its debut on the 1987 Corvette. Corvette engineers worked closely with Goodyear to create the Eagle F1 GS, an all-new generation of tire designed specifically for this application.

The F1 is an Extended Mobility tire. In other words, you can drive up to 300 miles at 55 mph on completely deflated tires, so no spare tire is necessary.

A four-wheel anti-lock brake system is standard. This Bosch ABS system allows wheel lock-up under braking, and is designed to help you maintain steer- ing control and prevent skidding on most slippery surfaces.

The brake rotors are larger and thicker, providing more stopping power than ever before. Lightweight cast aluminum rotors provide smooth, quiet braking.

The Eagle F1 GS tire is P235/60R16 in front and P265/60R16 in the rear. The Directional tires feature a perfected directional design for top handling performance to 110 mph at 28 psi.

Variable-assist, power rack and pinion steering helps maintain effort to speed and driving conditions.

Lightweight hollows, front and rear stabilizer bars, are part of this comprehensive suspension package.

Forged aluminum front upper control arms contribute to the precise tracking and excellent on-center steering feel.

New bushing technology and applications have enhanced the balance between ride and handling.

The 1987 Corvette maintains all previous Corvette tire quality. The unique structure allows the development of a race-car-inspired SCA suspension design.

Optional Rear-Tire Damping shock absorbers provide instantaneous shock absorber adjustments with three position settings — touring, Sport and Performance — to suit driver preferences.

Lightweight, coated transverse springs are used at front and rear.

Casters and front stabilizer bars are designed to provide for excellent balance of ride and handling.

All-new full reinforcement suspension:
- Lower control arms are made of lightweight pressure-cast aluminum for impressive strength and reduced weight.
- Lower control arms are made of lightweight pressure-cast aluminum for impressive strength and reduced weight.
- Lower control arms are made of lightweight pressure-cast aluminum for impressive strength and reduced weight.
- Lower control arms are made of lightweight pressure-cast aluminum for impressive strength and reduced weight.
Building Corvettes isn't all business. From the first concept drawing to the final inspection on the Bowling Green, Kentucky assembly line, the new Corvette is the product of a love affair. Every team member who works on Corvette does it with passion—and it shows in a car that's better than ever.

According to Dave Hill, Corvette chief engineer, “team members considered every aspect of the vehicle for potential improvement. ‘We examined our weak points, and turned them into strengths. Things that were good, we made great. Things that were great are now even better.’”

Now, an American masterpiece prepares to take on the world. It's signed, "Corvette."
The straight-line performance is sensational. The handling is wonderfully quick and precise. But, it's the new level of refinement that's so intriguing.

Variable-effort MagneRide and the silky “drive-by-wire” Electronic Throttle Control give Corvette the character of an expensive European GT. The clutch action is light and precise. And, a dramatically low roof and hoodline provide excellent visibility, a feeling of total control and a new sense of oneness with the road.

The attitude is smooth and refined. And then you put your foot down.
A CORVETTE HAS NEVER BEEN SO COMFORTABLE.

Step inside — over that dramatically lowered rocker panel, by the way — and you'll find an interior that is designed around you.

There's considerably more room for you and your passenger, especially in the footwells. The view of the road is terrific, thanks to the low cowl and generous glass area, and newly contoured seats (standard or optional Sport with inflatable lumbar support) provide a level of comfort that's better than ever.

There has never been a more elegant Corvette interior. Nuance leather seating surfaces add luxury and classic style. Of course, there are power controls for driver's seat, windows (with Express-Down feature), doors and mirrors.

The quiet, refined, luxurious sports car interior. Oxymoron? Not in a Corvette.
Electronic speed control with Resume Speed

Optional Memory Package

Electrically heated power mirrors

Power door locks

Power windows with an Express Down feature for both driver and passenger

3-spoke wheel and speed-sensitive power steering

Ignition key on instrument panel

4-speed automatic transmission (standard), 5-speed manual transmission (optional)

Rear-window defroster

Electronic temperature control and dual-zone driver/passenger climate controls are optional.

New, more conveniently located parking brake handle

Optional F45 Selective Real-Time Damping Control Standard Traction Control On/Off switch

Dramatically different, yet classically Corvette.

Everything you see here is dramatically new. Yet this interior is classically Corvette, from the padded "grab bar" to the "dual-cove" instrument panel.

You are surrounded by features (such as power mirrors and a tilt steering wheel) that make Corvette just seem so "right."

Audioophiles will applaud the incredible new 252-watt, 6-speaker, Delco Electronics stereo with Bose speakers. A cassette player, speed-compensated volume and automatic tone control are included. Options include a CD player and a 12-disc CD changer.
The new Corvette communicates with a passion you've never before seen. Precise new analog gauges include ultraviolet or "black light" illumination. With this innovative technology, two ultraviolet lights in the instrument panel illuminate the graphics, for very defined and dramatic lighting.

Location for every control was carefully chosen and the controls themselves - based on a soft-touch technology - feature contoured surfaces with appealing tactile and graphic qualities.

An alpha-numeric Driver Information Center is positioned below the gauge cluster. The DIC includes readouts for oil pressure, oil temperature, coolant temperature, transmission fluid temperature, battery volts, instant/average MPG and range, tire pressure and much more.

The DIC is capable of displaying that information in any of four languages (English, German, French or Spanish). The driver can also choose to have information in either English or metric units. This Corvette just might be the most intelligent car you've ever driven.
WE PUT A LOT MORE INTO CORVETTE THIS YEAR.
YOU CAN, TOO.

This is the best equipped Corvette ever. You'll love the way it performs, and, just as important, you'll love the thoughtful design features and luxurious details.

Now standard in every Corvette: a unique programmable Remote Function Actuation system, conveniently located cup holder and console storage, and a lighted and lockable glove compartment.

Trunk room is more than 24 cubic feet more than in some full-size sedans! In a '97 Corvette, you can easily carry two large bags of golf clubs, and the reach-over distance has been shortened to make the trunk easier to access.

In product clinics, people told us everything they wanted in a sports car. They told us how they used their sports cars. We listened carefully. And we built a better Corvette.

The optional Memory Package allows the Corvette driver to customize up to three different settings for exterior mirrors, seats, door, climate control and driver's seat positions. Great for householders with more than one person who likes to drive the Corvette.

Safety belt buckles "towel" with the seat, so you don't have to reach down after adjusting the seat. Very convenient! And seat travel has been increased to accommodate a greater range of adults.

A padded center armrest, a cup holder and additional storage in a center console for CDs, cassette, portable phones, etc., are located in the center console area. An exclusive power outlet is also included.

The one-piece removable top features a magnesium frame, which helps make the top lighter and easier to remove. Locking is easy to use, and no special tool is required.

The Delco Electronics AM/FM stereo has a "source" that remembers the last FM/AM setting, for each station and recalls them when the same is selected. Antenna holder in the windshield and rear window glass provides great reception and won't obstruct visibility or damage in car washes.

The new Bose speakers feature the same type of precision lightweight speakers technology used in the newest Volkswagen 'V' business jet in a 252-watt system, tuned especially to Corvette.

Three-covered storage compartments are located behind the seats in the boot of the rear hatch area. Optional, a louvered paddle that can provide additional hidden storage in the rear compartment.

Remote Function Actuation system locks the trunk door or boot (automatically or manually, depending on your preference) from 10 to 20 feet away and also turns on interior lights. Now in '97, a Security System feature that allows an approaching driver to turn on lights, back up and turn off signal lamps for a 'halo lighting effect.' A turn arrow and FASCIA KEY for that desired system are also standard.
A comprehensive safety package is standard equipment in the new Corvette.

Excellence in design. You'll see it in every aspect of the new Corvette, including the most comprehensive standard safety package in Corvette history.

Crash-avoidance features include standard ABS, automatic Daytime Running Lamps integrated with the parking lamps, and headlamps with more precisely tuned optics than conventional designs.

Occupant protection features include a new high-strength perimeter frame, doors with side-impact bars and energy-absorbing materials, cross-car structural beams and a steel safety cage.

Advanced safety design. It's one more way Corvette showcases American technology.

Standard safety features:

- Occuperant Protection
- Electronic Brakeforce Distribution (EBD) with Traction Control
- Front and Rear Disc Brakes
- Body Side Impact Bars
- Belt-minder™
- Energy-absorbing instrument panel
- Front passenger airbag
- Safety mirrors
- Fold-down inside rearview mirror
- Rearview camera
- Front and rear seat belts
- Rearview camera
- Rearview camera
- Anti-lock braking system (ABS)
- Traction Control
- Brake-pedal force feedback (electronic transmission only)

Thief deterrents:

- Vehicle immobilization system
- Power antenna folding system
- Theft deterrent key locking system
- VISOR-ALARMS® anti-theft system
- Remote vehicle entry keyless entry
**Bumper to Bumper Warranty.**

The GM 105,000 mile (160,000 km) bumper-to-bumper warranty covers the complete vehicle (excluding tires) for 3 years or 36,000 miles (whichever comes first). This includes labor and parts, except where damage occurs if the maintenance schedule is not followed. There is no additional charge for this warranty. See your authorized Chevrolet dealer for details.

**24-Hour Roadside Assistance.**

Lost? We'd help you find your way. Locked out? We'd get you back in your car. For just part of the price you get your key replaced. Roadside Assistance is provided through a toll-free number: 1-800-359-4270. If you are away from your vehicle, you can call your dealer.

**Customer Transportation.**

Customers are eligible for Courtesy Transportation (at no additional charge) when their vehicles are out of service for repair or maintenance under the 3-year/100,000 mile bumper-to-bumper warranty. Courtesy Transportation is available at participating dealers only, and includes the cost of a taxi, shuttle, or rental car if your dealer requests it.

**Customer Assistance.**

The Chevrolet Customer Assistance Center (CAC) has a special toll-free number: 1-800-222-1022. It's there for you with Chevrolet experts who can handle any product or service question or problem you may have.

**GM Protection Plan.**

The optional GM Protection Plan offers service protection in addition to that provided by GM's New Vehicles Limited Warranty. Ask your dealer about it. Coverage available only in the U.S. and Canada.

**Engine.**

Chevrolet offers a variety of engines, from smaller units to larger, high-performance models, all designed to meet the needs of today's drivers.

**Corrosion Protection.**

Corrosion protection is offered for all GM vehicles. Specifications vary by model and region.

**Assembly.**

Assemblies are manufactured by different sub-contractors throughout the world. Chevrolet ensures that each product meets the highest standards of quality and performance.

**Updated Service Information.**

Chevrolet regularly updates its dealers' useful service bulletins about Chevrolet products. The latest revisions provide the best information available. For the most up-to-date information, please contact your local Chevrolet dealer.

**Important: A Word About This Catalog.**

We have tried to make this catalog as comprehensive and useful as possible. We reserve the right, however, to make changes at any time, without notice, in models, colors, options, availability, etc. Some information may have been updated since the time of printing. Please check with your Chevrolet dealer for complete details.