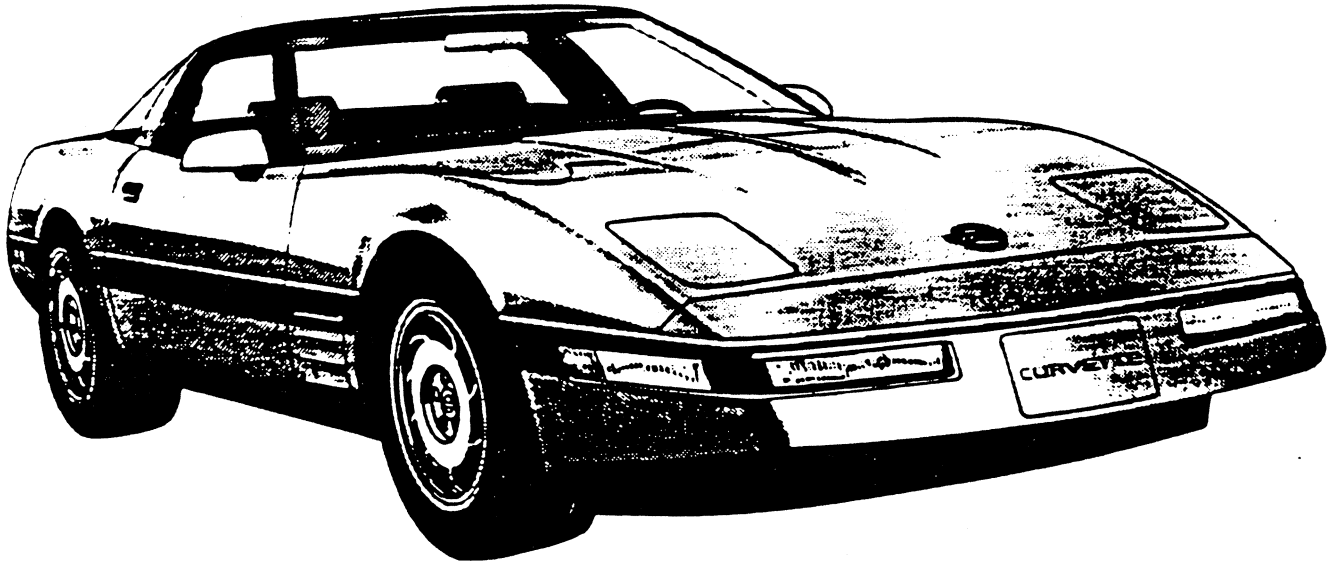
CHEVROLET

273/VETT-92

1992

CORVETTE

SPECIFICATIONS



GENUINE CHEVROLET™

1992 CORVETTE

1992 NUMBERS

Vehicle: 1G1YY2386N5100001 thru 1G1YY2386N51- - - - -
1G1YZ23J6N5P00001 thru 1G1YZ23J6N5P - - - - - (ZR-1)
- For convertibles, sixth code is a 3.
- Ninth digit is a check digit and varies.

Suffix: ZAA: 350ci, 375hp
ZAC: 350ci, 300hp, at
ZUB: 350ci, 300hp, mt

Block: 10125327: All

Head: 10128374: All

Abbreviations: at=automatic transmission, ci=cubic inch, hp=horsepower, mt=manual transmission.

1992 FACTS

- Exterior appearance for 1992 was little changed. For the ZR-1, "ZR-1" emblems were added above the side fender vents. Two rectangular exhaust outlets were used for ZR-1s and for standard models.
- Instrument face plates and buttons were changed to all-black, replacing 1990-1991's gray-black. The digital speedometer was relocated above the fuel gauge. Gauge graphics were refined for better legibility.
- The base engine for 1992 was the LT1, a new generation small block. In 1992 Corvettes, the engine developed 300hp (net) at 5000 rpm. Torque was 330 lb.-ft at 4000 rpm. Redline was 5700 rpm, 700 higher than the L98. There was an automatic fuel cutoff at 5850 rpm. Power increases were attributed to computer-controlled ignition timing, a low-restriction exhaust system employing two catalytic converters and two oxygen sensors (one converter and one oxygen sensor for each cylinder bank), higher compression ratio, new camshaft profile, free-flow cylinder heads, and a new multiport fuel injection (MFI) system. At 452 pounds, the 1992 LT1 outweighed the 1991 L98 base engine by twenty-one pounds, due partly to replacement of stainless steel exhaust manifolds with cast iron.
- Corvette's new LT1 engine employed reverse flow cooling, a Chevrolet first. Rather than route coolant from the pump through the block to the heads, the LT1 routed coolant to the heads first. This permited higher bore temperatures, reduced ring friction and helped cooling around the valve seats and spark plug bosses.
- Synthetic oil was recommended for the LT1. An engine oil cooler was no longer available, thought unnecessary when synthetic oil was used.
- Traction control was introduced as standard equipment on all 1992 Corvette models. Called Acceleration Slip Regulation (ASR), Corvette's system was created by Bosch and developed in cooperation with Corvette engineers. It was engaged automatically with the ignition, but could be turned off by an instrument panel switch. Corvette's ASR used engine spark retard, throttle close down, and brake intervention to limit wheel spin when accelerating. When the system was on and active, the driver could feel a slight accelerator pedal pushback.
- New Goodyear GS-C tires were introduced as standard equipment on all 1992 Corvettes and were exclusive to Corvettes worldwide for 1992. The GS-C tread design was directional and asymmetrical.
- Improvements in weather sealing were achieved with improved weatherstrip seals. Road noise reduction came from additional insulation in doors and improved insulation over the transmission tunnel.
- The instrument panel "upshift" light was removed from 1992s.
- The power delay feature was modified so that the passenger door also cut power, in addition to the driver door or fifteen minute time period.

1992 OPTIONS

RPO #	DESCRIPTION	QTY	RETAIL $
1YY07	Base Corvette Sport Coupe	–	$33,635.00
1YY67	Base Corvette Convertible	–	40,145.00
AR9	Base Seats, leather	–	475.00
AR9	Base Seats, white leather	–	555.00
AQ9	Sport Seats, leather	–	1,100.00
AQ9	Sport Seats, white leather	–	1,180.00
AC1	Power Passenger Seat	–	305.00
AC3	Power Driver Seat	–	305.00
CC2	Auxiliary Hardtop (for convertible)	–	1,995.00
C2L	Dual Removable Roof Panels (for coupe)	–	950.00
24S	Removable Roof Panel, blue tint (coupe)	–	650.00
64S	Removable Roof Panel, bronze tint (coupe)	–	650.00
C68	Electronic Air Conditioning Control	–	205.00
FX3	Selective Ride and Handling, electronic	–	1,695.00
G92	Performance Axle Ratio	–	50.00
MN6	6-Speed Manual Transmission	–	0.00
NN5	California Emission Requirements	–	100.00
UJ6	Low Tire Pressure Warning Indicator	–	325.00
UU8	Stereo System, Delco-Bose	–	823.00
U1F	Stereo System with CD, Delco-Bose	–	1,219.00
V56	Luggage Rack (for convertible)	–	140.00
Z07	Adjustable Suspension Package	–	2,045.00
ZR1	Special Performance Package	–	31,683.00

- A 350ci, 300hp engine, 4-speed automatic transmission, removable body-color roof panel (coupe) or soft top (convertible), and black cloth seats were included in the base price.
- RPO Z07 included RPO FX3, heavy-duty suspension and heavy-duty brakes. Available with coupe only.
- RPO ZR1 included unique bodywork (doors, rear quarters, rear facia, and rear upper panel) to accept Goodyear Z-rated P315/35ZR17 tires on 11-inch wide rear rims. RPOs AC1, AC3, AQ9, C68, FX3, UJ6, LT5 (32-valve engine exclusive to the ZR-1), UF1, UJ6, and a specially laminated "solar" windshield were included. Available with coupe only.
- White leather seating was limited to convertibles.
- The RPO K05 engine block heater was available with base engines and sold for Canada export only.

1992 COLORS

CODE	EXTERIOR	QTY	SOFT TOP	INTERIORS
10	White	–	B-Bg-Bk-W	Bk-Lb-Lg-R-W
35	Yellow	–	Bg-Bk-W	Bk-Lb-Lg-W
41	Black	–	Bg-Bk-W	Bk-Lb-Lg-R
43	Bright Aqua Metallic	–	Bg-Bk-W	Bk-Lb-Lg-W
45	Medium Green Metallic	–	Bg-Bk-W	Bk-Lb-W
73	Black Rose Metallic	–	Bg-Bk	Bk-Lb-Lg
75	Dark Red Metallic	–	Bg-Bk-W	Bk-Lb-Lg-W
80	Quasar Blue Metallic	–	Bg-Bk-W	Bk-Lb-Lg-W
81	Bright Red	–	Bg-Bk-W	Bk-Lb-Lg-R-W

- Only interior-exterior combinations shown were considered acceptable.
- Restrictions applied to some soft top and interior color combinations.
- White interiors were not available with coupes.
- Base cloth seats were available only in black
- Three colors were new for 1992: Bright Aqua Metallic (43), Medium Green Metallic (45), and Black Rose Metallic (73).
- Color data presented reflects start of production information and is subject to change during the production model year.

Interior Codes: 103=W/L, 143=Lg/L, 19C=Bk/C, 193=Bk/L, 143=Lg/L, 643=Lb/L, 733=R/L.

Abbreviations: B=Blue, Bg=Beige, Bk=Black, Lb=Light Beige, Lg=Light Gray, R=Red, W=White.

The Corvette Black Book

1953-1993

October 1992

Published by

Michael Bruce Associates, Inc.
Michael Antonick, President
Post Office Box 396
Powell, Ohio 43065

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Michael Bruce Associates, Inc. acknowledges with appreciation the following enthusiasts who contributed their expertise to this and previous editions of the *Corvette Black Book*: Noland Adams, Dan Aldridge, John Amgwert, Pat Baker, Jane Barthelme, Michele Boling, Kent Brooks, Barry Brown, David Burroughs, Steve Dangremond, Dr. M. F. Dobbins, Bob Eckles, the late Sam Folz, John Hibbert, Mike Hunt, Alan Kaplan, Paul Kitchen, Gary Konner, Ralph Kramer and staff, Jim Krughoff, Gary Lisk, Bill Locke, Bob Lojewski, Bob McDorman, Chip Miller, Bill Mock, Brian Pearce, John Poloney, Bill Rhodes, Jeffrey Smith, Mark & Dixie Smith, Lou Vitalle, Jerry Wadsworth, Jerry Weichers and Don Williams. Thanks also to Callaway Engineering, to Mercury-Marine, and to the Chevrolet Motor Division of General Motors Corporation.

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Cover: Photo and design by Mike Antonick. 1963 Corvette owned by Bill Munzer; restored by Bill Munzer and Don Williams.

Printed and bound in the United States of America.

ISBN: 0-933534-35-3

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THE TRANSMISSION NUMBER of the 700-R4 automatic transmission is located on the right rear oil pan rail and includes the year, model, Julian build date and shift built.

EXAMPLE: 2YDMXXXXXXXX267A

2	Model Year (1992)
YD	Model
M	Transmission Type (THM 700-R4)
XXXXXXXX	Transmission Serial Number
267	Julian Date
A*	Shift built (1st)

* A & B - First shift, C & H - Second shift, D - Day, N - Night

THE BUILD DATE CODE starts with the Julian date (day of the year) on which 1992 production started. The build date code continues with the Julian date until December 31 (365). The sequence then continues until the end of the 1992 production.

The ML9 6-speed ZF Manual Transmission does not have the transmission codes located on the case. The only place that it is found is on the bar code label. There is a plate riveted to the side of the transmission case that carries the ZF serial number and Customer part number. The part number for each year corresponds to the broadcast code.

ENGINE	PART NO.	CODE
LT5	10174477	DCF
LT1	10174476	DCD

THE REAR AXLE NUMBER identifies the gear ratio, the build month and day, plant where it was assembled and the work shift when it was assembled. The code is identified by a yellow sticker attached to the left mounting bracket of the differential cover.

RATIO	CODE
2.59	CQT
2.73	CQU
3.07	CQW
3.45	CQR
3.54	CQX

REGULAR PRODUCTION OPTIONS (RPO)

DESCRIPTION	RPO NO.
6-Way Driver Power Seat	AC3
Front Seat Inflatable Restraint System	AJ3
Passenger/Driver Reclining Seat	AQ9
Power Door Lock System	AU3
European Style Reclining Seat	AR9
Auxiliary Roof	CC2
Removable Panels (Plastic) Hatch Roof	CF
Removable (Non-transparent) Sun Roof	CH
Removable Roof Package (Consists of CF7 and CC3)	C2L
Electro-Clear Rear Window Defogger	C49
Manual Control Air Conditioning	C60
Electronic Control Air Conditioning	C68
Remote Control Electric LH & RH Outside Mirror	DC7
Remote Control Electric LH & RH Outisde Mirror	DC8
LH/RH Heated Sport Mirrors	DL8
Speedometer Driven Gear (25513049)	D3X
Speedometer Driven Gear (25513050)	D4L
Speedometer Driven Gear (25513043)	D7B
Speedometer Driven Gear (25513045)	D7C
Vehicle Speed Sensor (10456021)	D8E
Vehicle Speed Sensor (10456022)	D8F
Vehicle Speed Sensor (10456039)	D8H
Soft Ride Suspension	FE1
Heavy Duty Suspension	FE7
Electronic Ride & Handling	FX3
2.59 Ratio Rear Axle	GM
3.45 Ratio Rear Axle (8.5 in. Ring Gear)	GM3
2.73 Ratio Rear Axle	GU2
3.07 Ratio Rear Axle	G44
Performance Ratio Rear Axle	G92
Antilock Front & Rear Disc Brakes	JL9
Heavy Duty Brakes	J55
Engine Oil Cooling System	KC4
Engine Block Heater (Canada only)	K05
Generator, 124 Amp	KW2
8-Cyl., 5.7L (VIN J) Engine	LT5
8-Cyl., 5.7L (VIN P) Engine	LT1
Automatic 4-Speed 4L60 Transmission	MD8
ZF 6-Speed Manual Transmission	ML9
Federal Emission System	NA5
Sport Leather Steering Wheel	NK4
California Emission System	NN5
17x9.5 Aluminum Styled Wheel	QA1
17x9.5 Front and 17x11 Rear Aluminum Styled Wheel	QA2
Daytime Running Lighting	T61
Low Tire Pressure Indicator	UJ6
AM-FM Stereo, Seek/Scan, Auto Reverse Cassette, Clock, ETR Radio	UM6
AM-FM Stereo, Cassette, Dolby, Clock, ET Radio	UU8

SECTION 0A

GENERAL INFORMATION

CAUTION: This vehicle is equipped with Supplemental Inflatable Restraint (SIR). Refer to CAUTIONS in Section 9J under "ON-VEHICLE SERVICE" and the SIR Component and Wiring Location view in Section 9J before performing service on or around SIR components or wiring. Failure to follow CAUTIONS could result in possible air bag deployment, personal injury, or otherwise unneeded SIR system repairs.

CONTENTS

SUPPLEMENTAL INFLATABLE RESTRAINT

This vehicle is equipped with a Supplemental Inflatable Restraint (SIR) system and is not to be serviced without consulting the appropriate service information. Review the SIR on-vehicle service procedures in SECTION 9J if work is to be done on the front of the vehicle such as bumper, body front end, seats, wiring, steering wheel or column. Before doing arc welding service, review SIR system information.

HANDLING ELECTROSTATIC DISCHARGE (ESD) SENSITIVE PARTS

Many solid state electrical components can be damaged by Electrostatic Discharge (ESD). Some will display a label as shown in Figure 1 but many will not.

NOTICE: In order to avoid possibly damaging any components, observe the following:

1. Body movement produces an electrostatic charge. To discharge personal static electricity, touch a ground point (metal) on the vehicle. This should be done any time you:
   - Slide across the vehicle seat.
   - Sit down or get up.
   - Do any walking.
2. Do not touch exposed electric terminals on components or connectors with your finger or any tools. Remember, the connector you are checking might be tied into a circuit that could be damaged by electrostatic discharge.

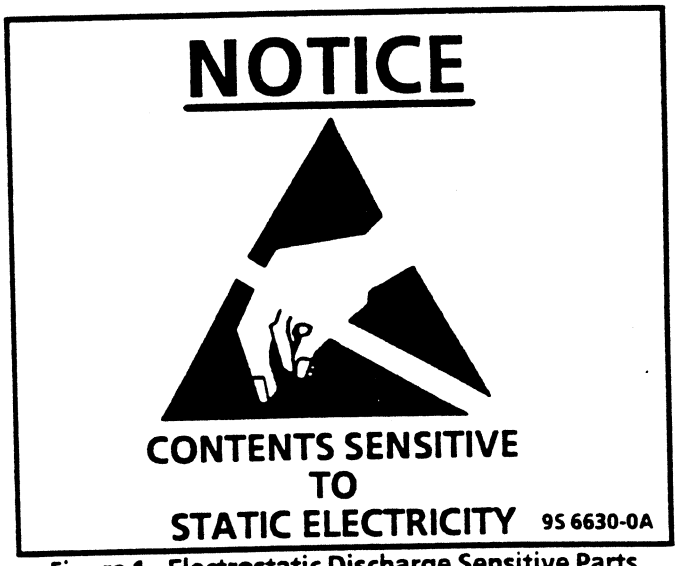


Figure 1 - Electrostatic Discharge Sensitive Parts Label

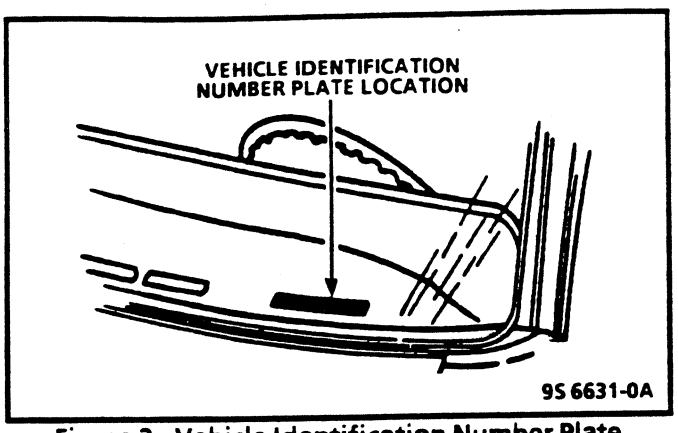


Figure 2 - Vehicle Identification Number Plate Location

3. When using a screwdriver or similar tool to disconnect a connector, never let the tool come in contact with or come between the exposed terminals.
4. Never jumper, ground or use test equipment probes on any components or connectors unless specified in diagnosis. When using test equipment, always connect the ground lead first.
5. Do not remove the solid state component from its protective packaging until you are ready to install the part.
6. Always touch the solid state component's package to a ground before opening. Solid state components can also be damaged if:
   - They are bumped or dropped.
   - They are laid on any metal work benches or components that operated electrically, such as a radio, TV or oscilloscope.

VEHICLE IDENTIFICATION NUMBER PLATE

The Vehicle Identification Number (VIN) plate (Figure 2) is the legal identifier of the vehicle.

The plate is located on the left upper of the instrument panel and can be seen through the windshield from outside the vehicle. Figure 3 identifies the numbers and letters that appear on the plate.

The last five digits of the plant sequential number are also stamped into the rear side of the front cross bar tie. This number is the same as the last five digits of the VIN.

ENGINE IDENTIFICATION

The engine code letter is the eighth digit on the vehicle identification number (Figure 3) which identifies the engine as a 5.7L V8 (VIN P) (RPO LT1) or 5.7L V8 (VIN J) (RPO LT5).

Stick-on labels attached to the engine, laser etching, or stampings in the engine block, indicate the engine unit number or build date code.

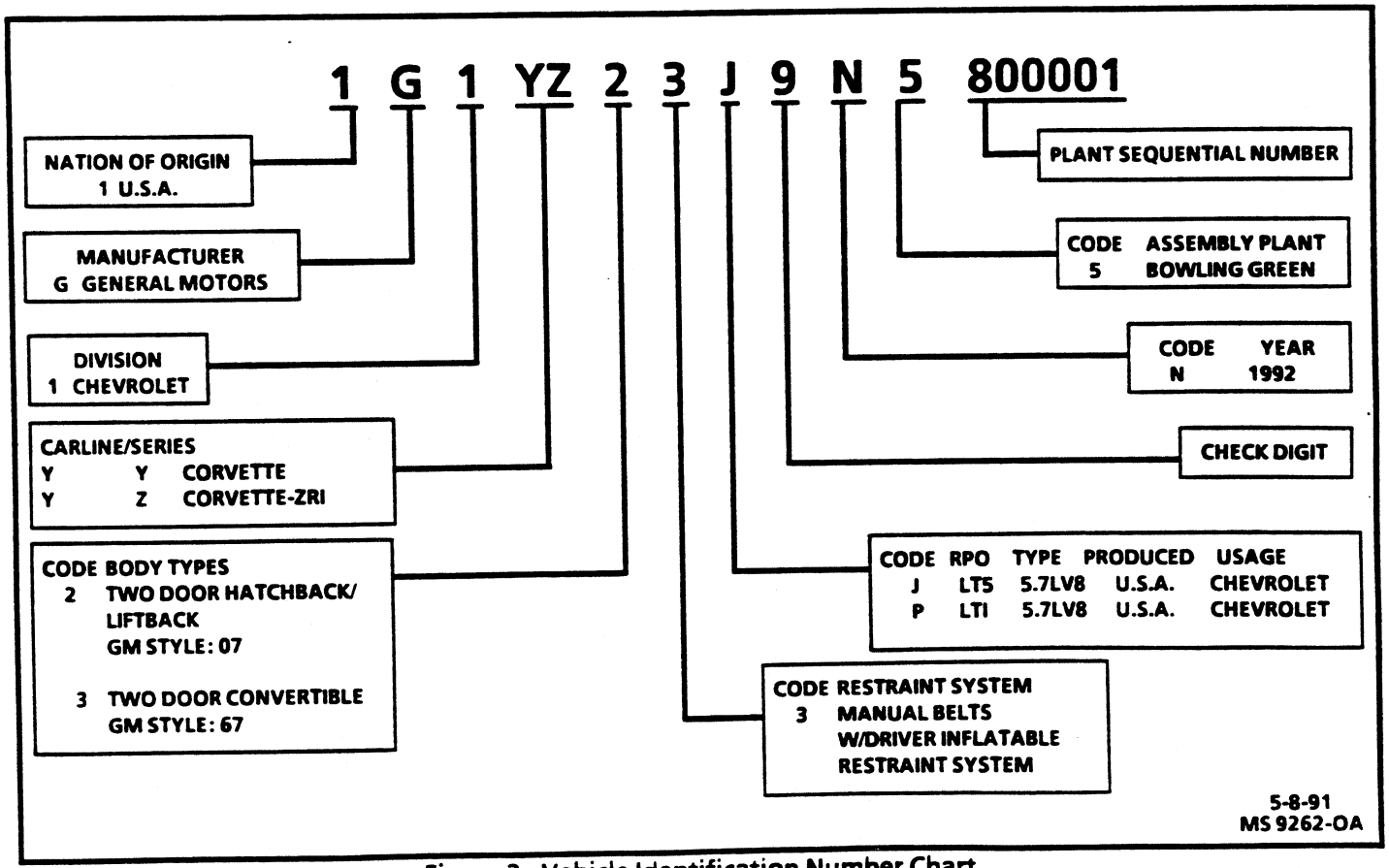


Figure 3 - Vehicle Identification Number Chart

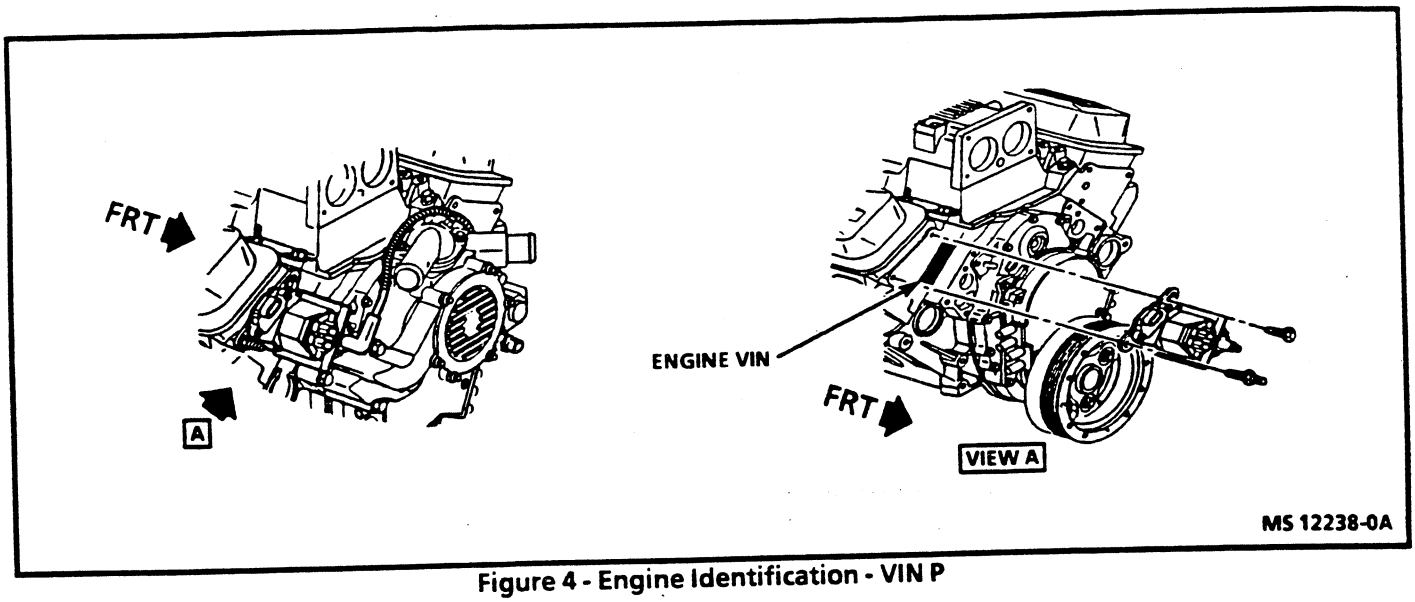


Figure 4 - Engine Identification - VIN P

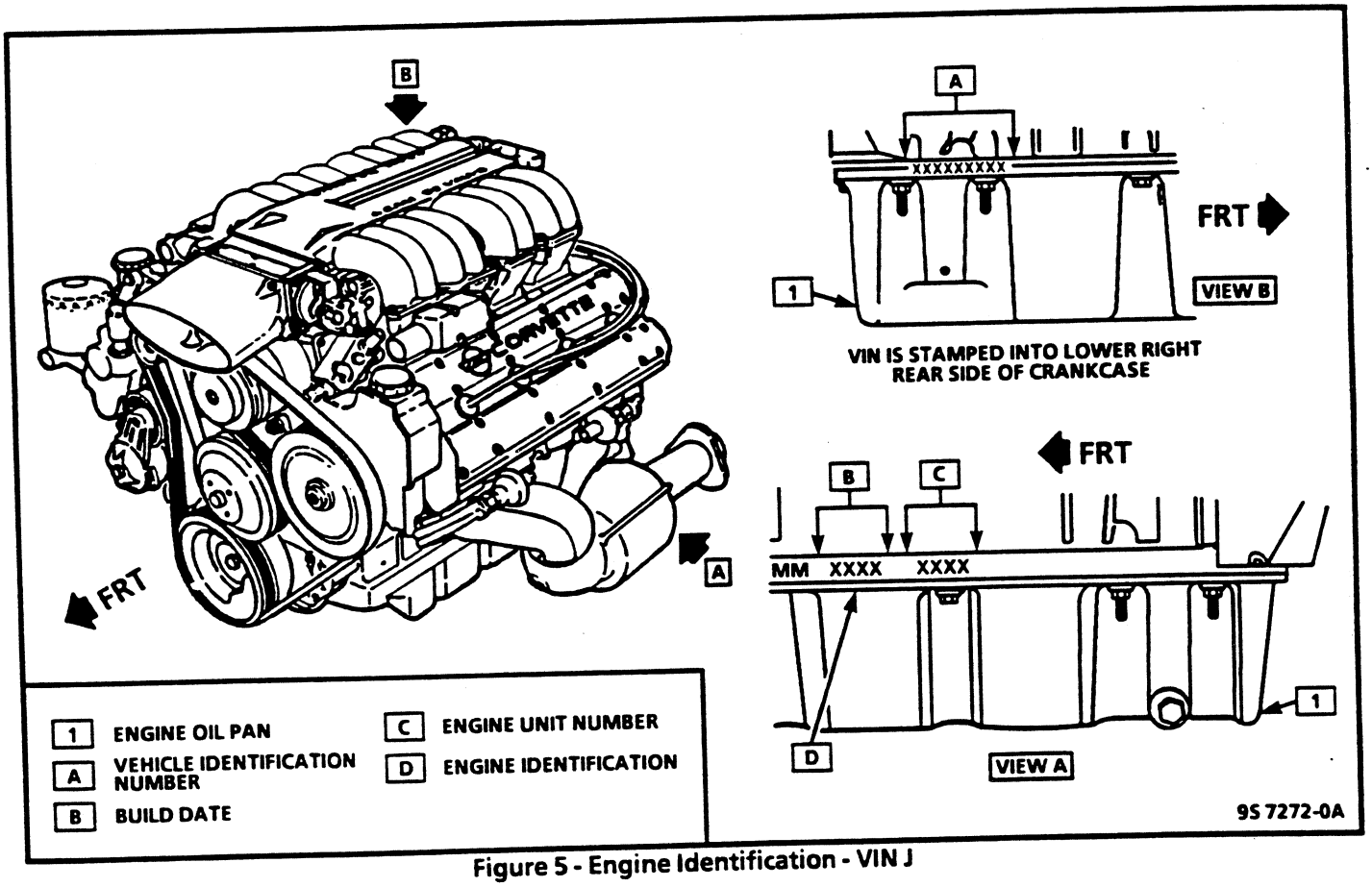


Figure 5 - Engine Identification - VIN J

The engine is stamped with a partial vehicle identification number (Figures 4 or 5). The stamping contains nine positions:

- Position one is the GM division identifier:
  1 = Chevrolet
- Position two is the model year:
  N = 1992
- Position three is the Corvette assembly plant code:
  5 = Bowling Green, KY
- Positions four through nine represent the assembly plant sequential number for the vehicle.

TRANSMISSION IDENTIFICATION
Figures 6 and 7

The identification label for the ZF S6-40 6-speed manual transmission (Figure 6) is located on the left side of the transmission case.

Refer to Figure 6 to identify the model year and serial number for the 4L60 Hydra-Matic automatic transmission.

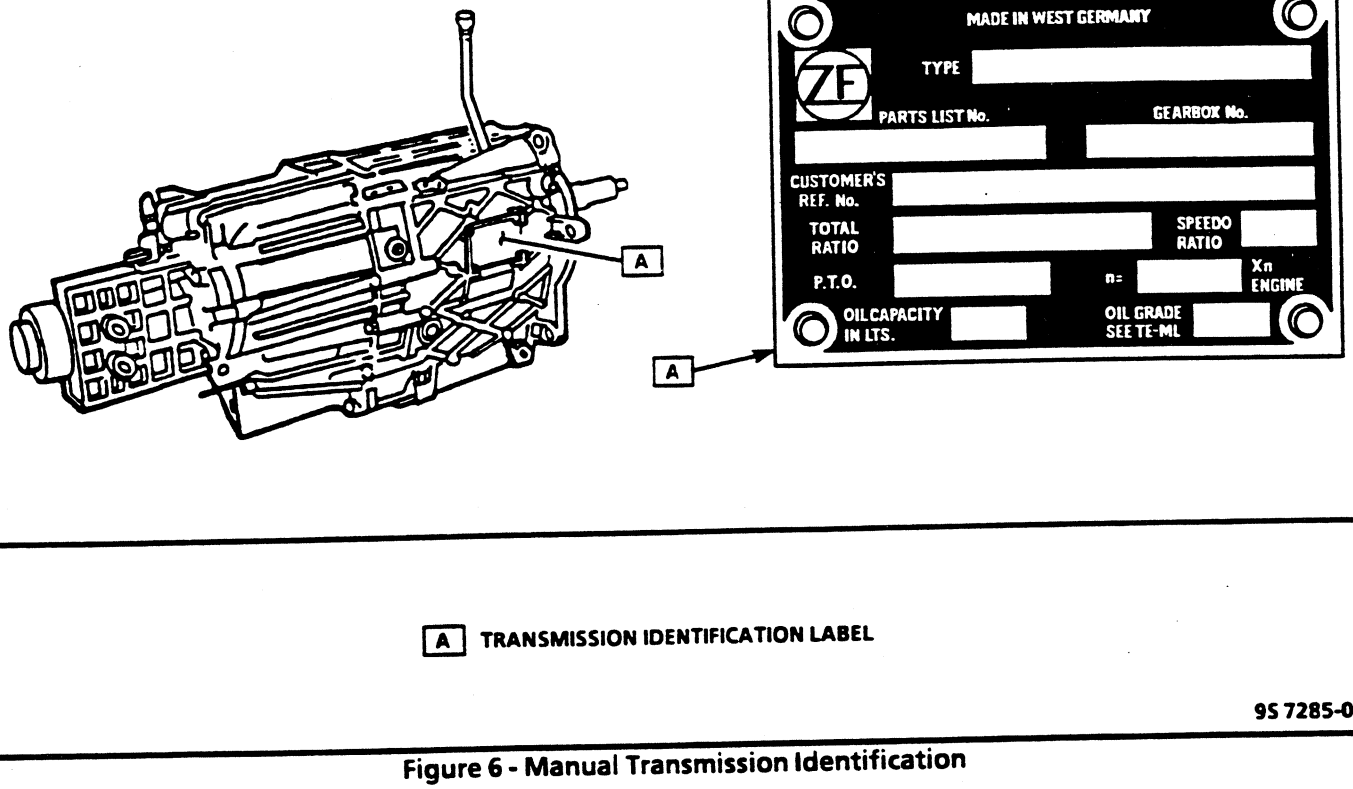


Figure 6 - Manual Transmission Identification

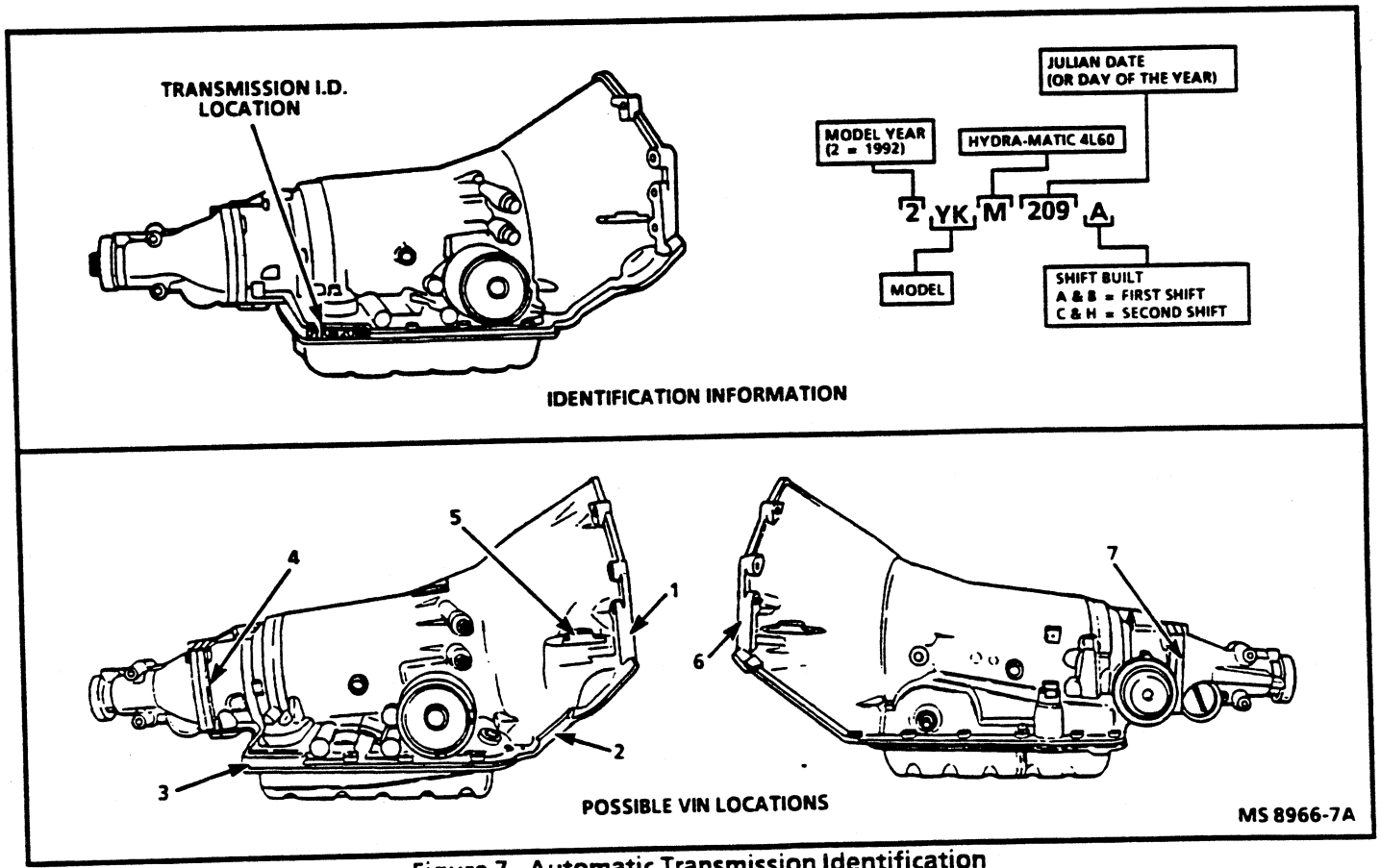


Figure 7 - Automatic Transmission Identification

TRANSMISSION USAGE

ENGINE	MODEL	TRANSMISSION
5.7L V8 (VIN P) (RPO LT1)	Coupe and Convertible	ZF S6-40 6-Speed Manual (ML9) 4L60 THM Automatic (MD8)
5.7L V8 (VIN J) (RPO LT5)	Coupe - ZR1	ZF S6-40 6-Speed Manual (ML9)

VEHICLE CERTIFICATION AND TIRE PRESSURE LABEL

The Vehicle Certification and Tire Pressure label is located on the inside of the lower left hand (driver's) door.

The information on the upper part of the label includes date of manufacture (month/year), gross vehicle weight rating, front and rear gross axle weight rating, certification statement, vehicle identification statement, vehicle identification number and vehicle class type (pass car).

The information on the lower part of the label includes specified occupant seating position, maximum vehicle capacity weight, maximum loading at GVWR, front and rear tire sizes, tire label code, front and rear tire pressure, spare tire size and spare tire pressure.

GENERAL VEHICLE LIFTING AND JACKING *Figures 8 and 9*

Various lift points have been established, and are recommended when lifting a vehicle with other than the original equipment jack.

NOTICE: When jacking or lifting a vehicle from the frame side rails, be certain the lift pads do not contact the catalytic converters as damage to the converters could result. If any other hoist methods are used, special care must be used not to damage the ABS brake pipes or cables, fuel lines, exhaust system or underbody.

When lifting, check for clearance to front ABS sensor wire harness and tie off/pull from grommets as necessary.

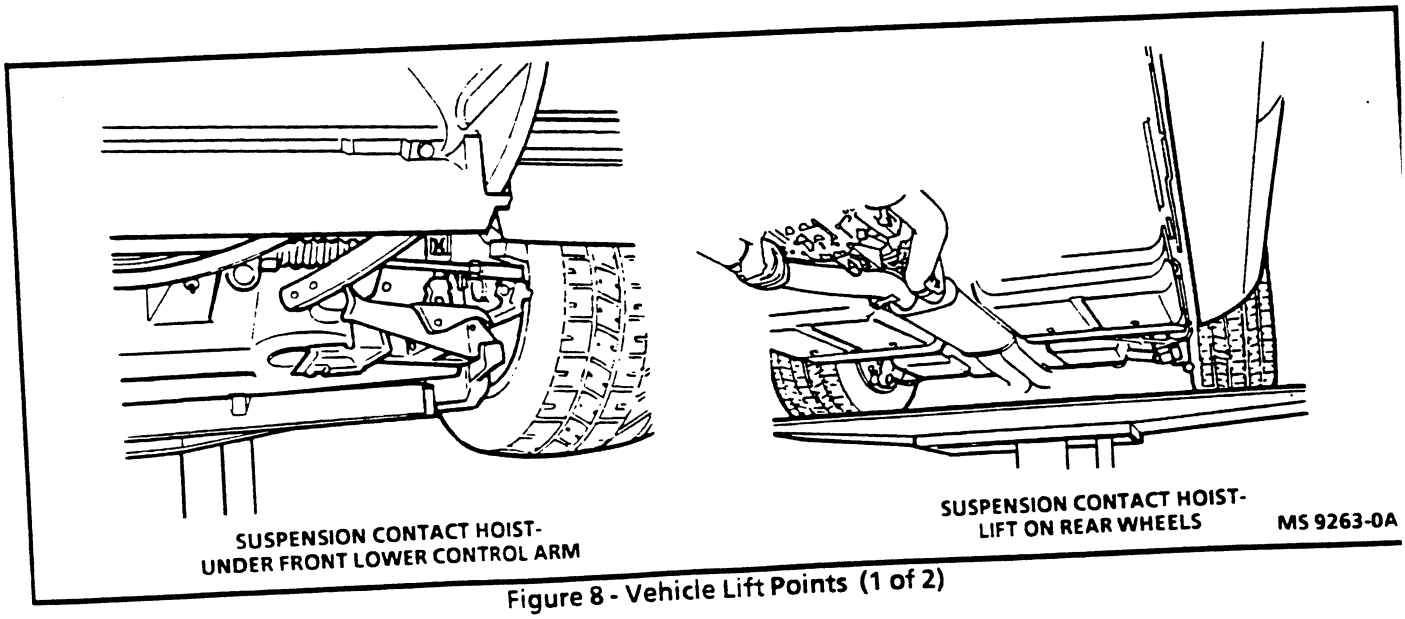
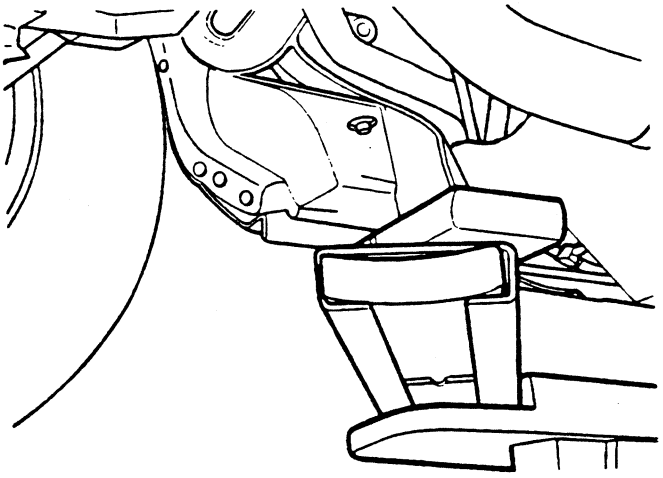
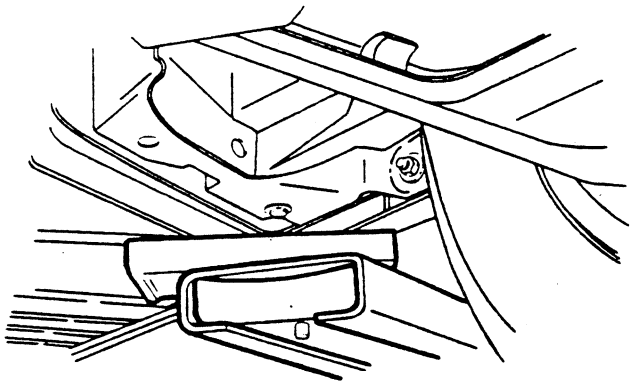


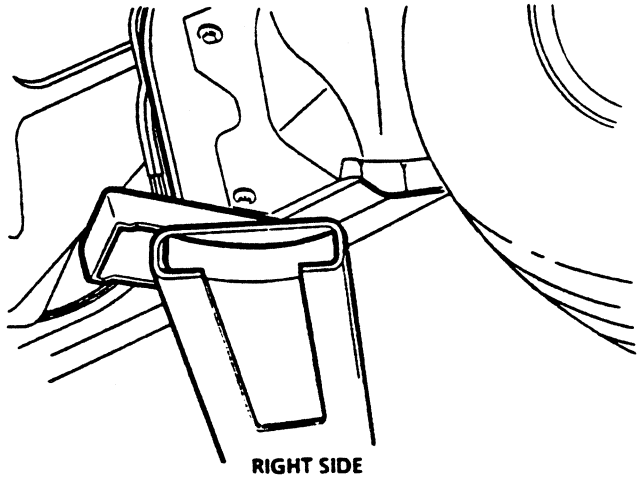
Figure 8 - Vehicle Lift Points (1 of 2)



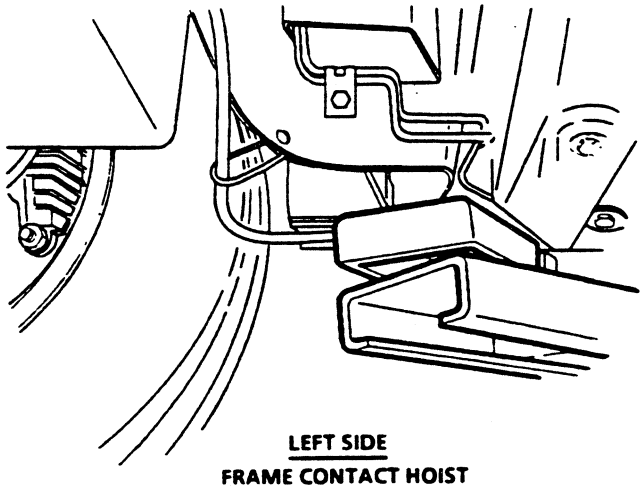
RIGHT SIDE
FRAME CONTACT HOIST
REARWARD OF FRONT WHEEL



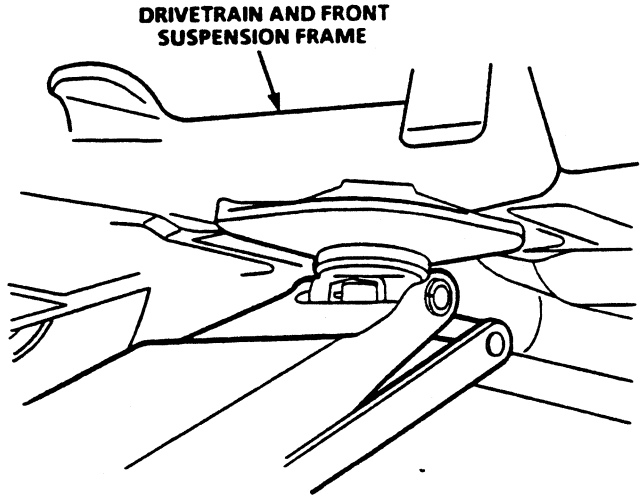
LEFT SIDE
FRAME CONTACT HOIST
REARWARD OF FRONT WHEEL



RIGHT SIDE
FRAME CONTACT HOIST
FORWARD OF REAR WHEEL



LEFT SIDE
FRAME CONTACT HOIST
FORWARD OF REAR WHEEL



FLOOR JACK-FRONT

MS 9264-0A

Figure 9 - Vehicle Lift Points (2 of 2)

LOCK CYLINDER CODING

KEY IDENTIFICATION AND USAGE

The lock cylinder keyway is designed so that other model keys will not enter a current model lock cylinder. Two non-interchangeable keys are used. The square head key is used in the ignition lock cylinder. The oval head key is used in doors and rear storage compartment lock cylinders. The square ignition key will not fit into the door lock cylinder and the oval key will not fit into the ignition lock cylinder.

Key identification is obtained from the four-character key code stamped on the knockout portion of the key head and an identification letter stamped on the key shank. After code number has been recorded, plugs should be knocked out of the key head. From these numbers, lock combinations can be determined by use of a code list, which is available to owners of key cutting equipment from equipment suppliers. If key code numbers are not available from records or from the knockout plug, lock combinations (tumbler numbers and position arrangement) can be determined by laying the key on the key code diagram.

NOTICE: The mechanical code for the ignition lock cylinder (square key) must be cut on a special key blank designed for use in the Personalized Automotive Security System (PASS-Key®). If all three PASS-Key® ignition keys are lost or the ignition lock cylinder or PASS-Key® decoder module are replaced, all three PASS-Key® ignition keys should be replaced. Refer to SECTION 8A. Refer to SECTION 9D.

The engine power key (Coupe - ZR1) is a special square-head key that is used to operate the engine power switch located on the console. Refer to SECTION 8C for further information.

CUTTING KEYS
Figure 10

After the code has been determined from the code list or the key code diagram, cut a blank key to the proper level of each of the six tumbler positions, and check key operation in lock cylinder.

REPLACEMENT LOCK CYLINDERS

Doors and Rear Storage Compartment

New lock cylinders, other than ignition lock cylinders, are available from the service parts warehouse with new lock cylinder locking bars. Tumblers are also available and must be assembled into cylinder as outlined below.

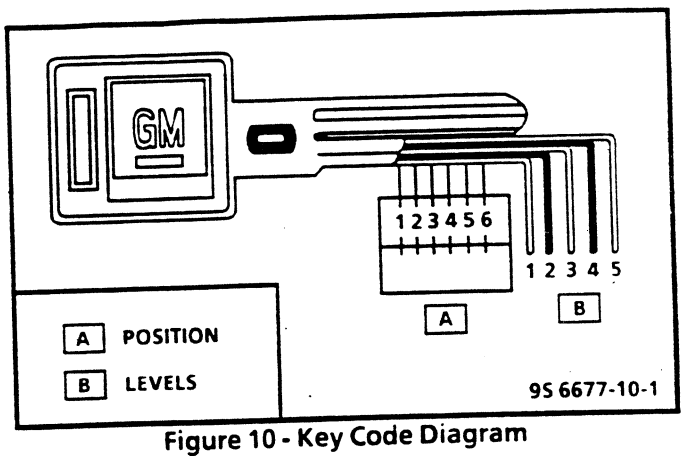


Figure 10 - Key Code Diagram

ASSEMBLING AND CODING LOCK CYLINDERS

All Lock Cylinders Except Rear Storage Compartment
Figures 11 through 14

Tumblers for all locks, except ignition lock and rear storage compartment, are shaped alike with the exception of a notched position on one side. As key is inserted in lock cylinder, tumblers are lowered to correct height so that notches on each tumbler are at the same level. When the notches on all six tumblers line up, the side bar is pushed into the notches by two small springs; thus allowing cylinder to turn in its bore. Five types of tumblers are used to make various lock tumbler combinations and each is coded according to a number 1 through 5, stamped on its side.

1. Find lock cylinder tumbler numbers and tumbler arrangement by use of numerical key code lock cylinder code list. Code lists are made available to owners of key cutting equipment by equipment suppliers. If code list is not available, proceed as follows:
   A. Lay key on the key code diagram with key outlined by diagram.
   B. Starting at head of key blade, find and record lowest level (tumbler number) that is visible in position number 1 and subsequent position numbers 2 through 6. After tumbler numbers and arrangement have been determined, assemble as follows:
2. Starting at open end (head) of cylinder, insert tumblers in their proper slots in the order called by the code.
3. Pull out side bar with fingers so that tumblers will drop completely into place.

NOTICE: If the springs become tangled, do not pull them apart. Unscrew them or they may be damaged. Insert one tumbler spring in space provided above each number.

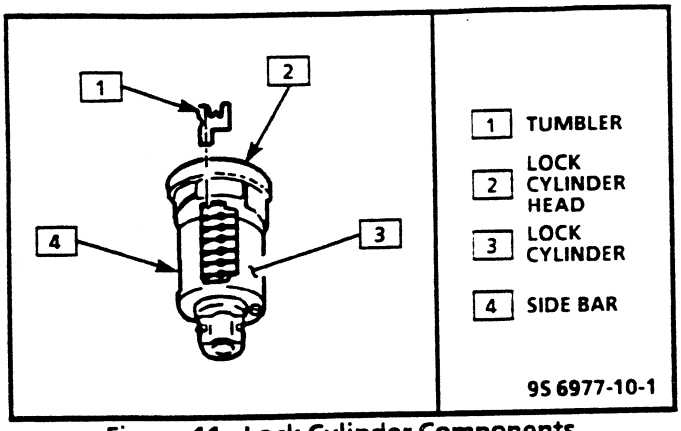


Figure 11 - Lock Cylinder Components

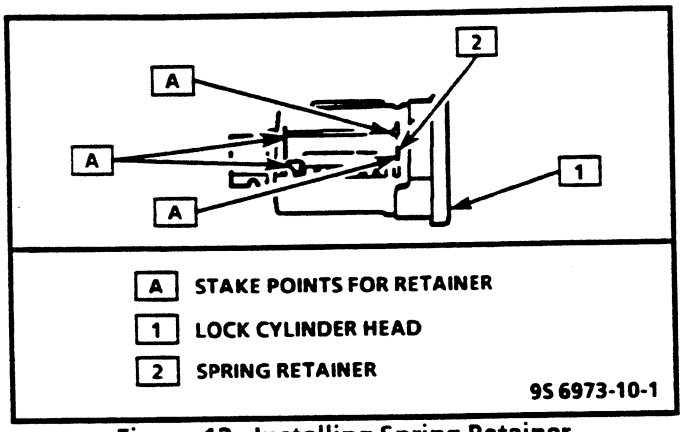


Figure 12 - Installing Spring Retainer

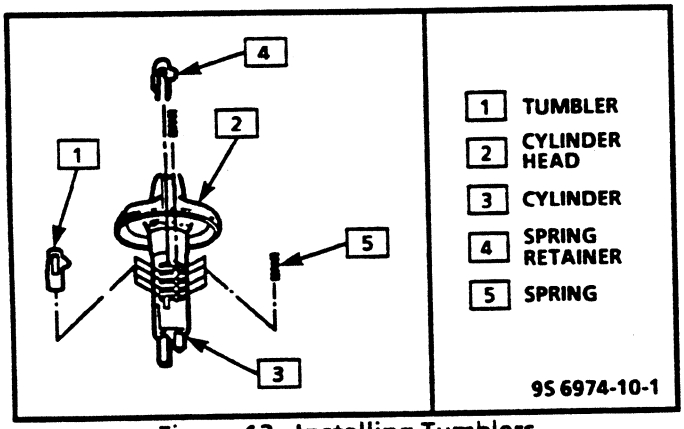


Figure 13 - Installing Tumblers

4. Insert spring retainer so the two end prongs slide into the slots at either end of cylinder and press retainer down. If tumblers have not been assembled correctly, they can be removed from cylinder by holding cylinder with tumbler slots down, pulling side bar out with fingers and jarring cylinder to shake tumblers out. This procedure is necessary because once the tumblers have been pressed down into the cylinder, they are held in their slots by the side bar.
5. To check if tumblers have been installed properly, insert key into lock cylinder. If tumblers are installed properly, the side bar will drop down. If bar does not drop down, remove key, spring retainer, springs and tumblers and reassemble.

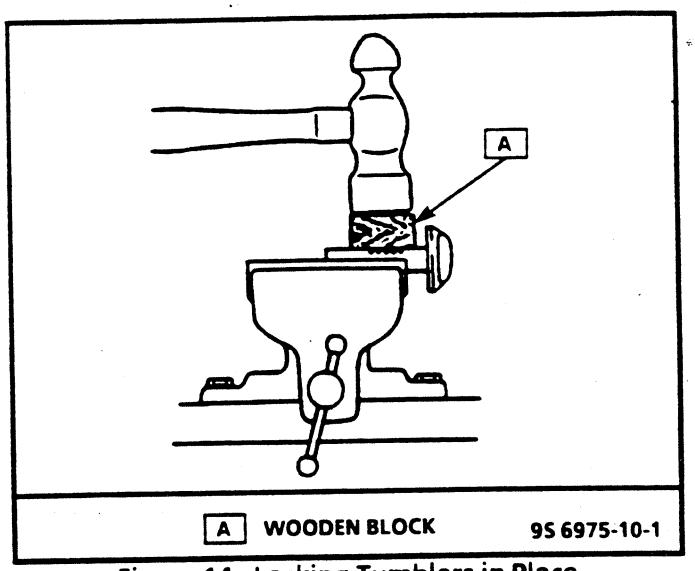


Figure 14 - Locking Tumblers in Place

NOTICE: Use leather or wood at each vise jaw to prevent damage to cylinder.

6. If lock cylinder is assembled properly, remove key and secure cylinder in a vise with spring retainer exposed.
7. Using suitable staking tool, stake spring retainer securely in place by staking cylinder metal over retainer at each end.
8. Lubricate cylinder with a general purpose silicone lubricant (P/N 1052277) or equivalent.

Rear Spindle Support Protector Sleeve *Figure 15*

The rear spindle support rods, along with a protector, may be used to support the rear end of the vehicle when using a twin post hoist.

A protector for the spindle support rods may be fabricated as shown in Figure 15 to prevent surface nicks or gouges where the lifts contact the rods.

METRIC FASTENERS *Figures 16 and 17*

The Corvette is primarily dimensioned in the metric system. Most metric fasteners are very close in dimension to well-known customary fasteners in the inch system. It is important that replacement fasteners be of the correct nominal diameter, thread pitch and strength.

Original equipment metric fasteners (except cross-recess head screws) are identified by a number marking which indicates the strength of the material in the fastener. Metric cross-recess screws are identified by a Posidriv or Type 1A cross-recess. For best results, use a Type 1A cross-recess screwdriver, or equivalent, in Posidriv recess head screws.

'92 CORVETTE

ORDERING INFORMATION

CORVETTE COUPE.

CORVETTE HIGHLIGHTS:

NEW FOR '92

- LT1 5.7L V8 engine with 300 HP @ 5000 RPM.
- Four new exterior colors—Bright Aqua Metallic, Polo Green II Metallic, Black Rose Metallic and ~~Dark Green Gray~~ Metallic and three new interior colors—Light Gray, Arctic White and Light Beige.
- Refined Selective Ride Control, with better response and performance.
- Acceleration Slip Regulation (ASR) provides vehicle directional stability for well-balanced driving performance on a variety of road surfaces.
- New GS-C directional and asymmetric Goodyear Eagle tires.
- Reversed flow engine cooling.
- Speedometer relocated for greater visibility.
- New telltale "Check Gages" signal illuminates in the Instrument Panel when last fuel gage bar turns off.
- "Quiet Car" package, includes weatherstrip seals and outer-door belt seals. Tunnel insulator and additional door insulators also provided.
- Hydraulic engine mounts.

EQUIPMENT AVAILABILITY

	Coupe	Conv.
Improved LT1 5.7 Liter V8 with Multi-Port Fuel Injection	S	S
Independent front and rear suspension	S	S
Bilstein gas-charged shock absorbers	S	S
Bosch ABS IIS four-wheel anti-lock brake system	S	S
Power four-wheel disc brakes	S	S
Driver's-side air bag	S	S
PASS-Key anti-theft ignition	S	S
P275/40ZR-17 Eagle tires, GS-C directional asymmetric	S	S
Power-operated retractable halogen headlights	S	S
Halogen fog lamps	S	S
Scotchgard™ Fabric Protector	S	S
Dual electrically adjusted and heated outside rearview mirrors	S	NA
Full-glass rear hatch with roller cargo cover	S	NA
One-piece fiberglass removable roof panel	S	S
Intermittent wiper system	S	S
Electronic speed control with Resume Speed feature	S	NA
Heated rear window defogger		
AM/FM stereo with seek-scan, cassette tape player, four speakers and automatic power antenna	S	S
Power door locks	S	S
Power windows	S	S
Cloth bucket seats with lateral support and back angle adjustment	S	S
17" x 9½" cast-aluminum wheels	S	S
Uniframe-design body structure with corrosion-resistant coating	S	S
Acceleration Slip Regulation (ASR)	S	S

S – Standard. NA – Not Available.

Refer to Passenger Car Order Guide for option availability and application.

MODELS

VEHICLE	MODEL NUMBER
CORVETTE COUPE	1YY07

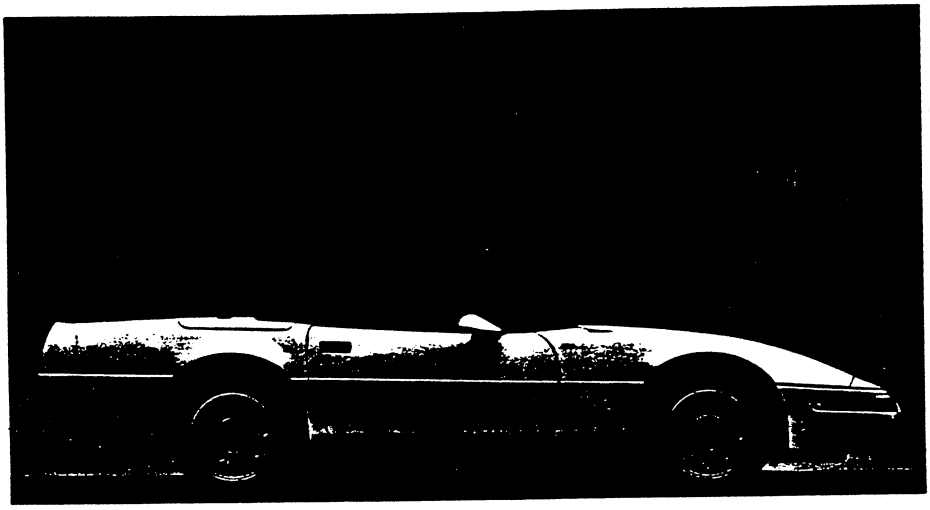
- LT1 5.7L V8 engine with Multi-Port Fuel Injection.
- Choice of 4-speed overdrive automatic or 6-speed manual.
- Bosch ABS IIS anti-lock 4-wheel brake system.
- New Acceleration Slip Regulation (ASR).
- Driver's-side air bag.
- One-piece fiberglass removable roof panel.

VEHICLE	MODEL NUMBER
CORVETTE CONVERTIBLE	1YY67

- See description of model highlights below.

Note: Corvette ZR1 is not covered in the Order Guide Section.

CORVETTE CONVERTIBLE



VEHICLE	MODEL NUMBER
CORVETTE CONVERTIBLE	1YY67

- LT1 5.7L V8 power with Multi-Port Fuel Injection.
- Folding top (manually operated) stores neatly beneath a fiberglass tonneau cover.
- Integral headliner enhances sound deadening.
- Optional lift-off hardtop includes a rear-window defogger.

1992 CORVETTE ZR-1

GENERAL

Base Price	$65,318
Vehicle Type	2-Door Coupe
Vehicle Class	Mini-Compact
Primary Structure	Welded Steel Uniframe
Body Material	Fiberglass-Reinforced Plastic (SMC)

SUSPENSION

Front	Independent, Alum. Parallel Short and Long Arm (SLA) and Steering Knuckle, Transverse Monoleaf Spring and Steel Stabilizer
Rear	Independent 5-link with Transverse Monoleaf Spring, Steel Tie Rods and Stabilizer

STEERING

Type	Power, Rack-and-Pinion
Ratio	15.6:1
Turns, lock-to-lock	2.32
Turning Diameter, curb-to-curb	40.0 ft.

BRAKES

Type	Power, Vacuum with front/rear Electrohydraulic Anti-Lock
Front, size	Disc, 13.0 x 1.10 in.
Rear, size	Disc, 12.0 x .79 in.
Total Swept Area (front/rear)	120/91 in.²

WHEELS AND TIRES

Wheel Size/Type (front/rear)	17 x 9.5/17 x 11 in., Aluminum Alloy
Tires Size/Type (front/rear)	P275/40ZR17/P315/35ZR17 Goodyear Steel-Belted Eagle GS-C
Spare Size	T155/70D17

ENGINE — STD

Type	90° V8 DOHC (LT5)
Block Material	Cast Aluminum
Cylinder Head Material/ Configuration/ Hydraulic Lifters (yes/no)	Alum./ 4 Vlvs. per cyl./ yes
Bore x Stroke	3.90 x 3.66 in. (99 x 93 mm)
No. Cylinders and Arrangement	V8
Displacement	5.7L/350 CID
Compression Ratio	11.0:1
Induction System	MFI
Horsepower (SAE net)	375 @ 5800
Torque (SAE net)	370 @ 4800
Emission Control System	Cat. Convert./ Air Injection w/Computer Comm. Cntrl, Evap. Emm. Control
Cam Drive	Chain
Recommended Fuel (minimum)	91 octane

DRIVETRAIN — STD

Type	RWD
Transmission	Manual 6-speed (ML9)
Gear Ratios:	
1st	2.68
2nd	1.80
3rd	1.31
4th	1.00
5th	0.75
6th	0.50
Reverse	2.50
Axle Ratio:	3.45

PERFORMANCE

EPA Mileage (city/hwy.)	16/25
Cruising Range	360 miles
0-60 mph Acceleration	4.3 sec.
1/4 mile Acceleration	12.9 sec.
Braking, 60-0 mph	125 ft.

CAPACITIES/CALCULATED DATA

Engine Oil	12 qts.
Fuel	20 gal.
Engine Coolant	16.7 qts.
Interior Volume	48.7 cu.ft.
Trunk/Cargo Volume	12.6 cu.ft.
Weight-to-Power Ratio	9.2 lbs/hp
Frontal Area	19.4 ft.²
Specific Output	65.78 hp/ltr.

DIMENSIONS

Exterior	
Wheelbase	96.2 in.
Tread Width (front/rear)	57.7/60.6 in.
Length Overall	178.5 in.
Width Overall	73.1 in.
Height Overall	46.3 in.
Min. Ground Clearance	4.2 in
Weight Distribution (front/rear)	52/48%
Curb Weight	3,465 lbs
Overhang (front/rear)	41.6 in./40.7 in
Interior	
Head Room	36.4 in
Leg Room	42.0 in
Shoulder Room	53.8 in
Hip Room	50.7 in

1992 CORVETTE

GENERAL

	Coupe	Conv.
Base Price	$33,635	$40,145
Vehicle Type	2-Door	
Vehicle Class	Mini Compact	
Primary Structure	Welded Steel Uniframe	
Body Material	Fiberglass Reinforced Plastic (SMC)	

SUSPENSION

Front	Independent, Alum. Parallel Short and Long Arm (SLA) and Steering Knuckle, Transverse Monoleaf Spring and Steel Stabilizer
Rear	Independent 5-link with Transverse Monoleaf Spring, Steel Tie Rods and Stabilizer

STEERING

Type	Power, Rack-and-Pinion
Ratio	15.6:1
Turns, lock-to-lock	2.32
Turning Diameter, curb-to-curb	40 ft.

BRAKES

Type	Power, Vacuum with front/rear Electrohydraulic Anti-Lock
Front, size	Disc, 12 x .79 in.
Rear, size	Disc, 12 x .79 in.
Total Swept Area (front/rear)	102/91 in.^{2}

WHEELS AND TIRES

Wheel Size/Type	17 x 9.5 in. Aluminum Alloy
Tires Size/Type (front/rear)	P275/40ZR17 Goodyear Steel-Belted Eagle GS-C Directional & Assymetric
Spare Size	T155/70D17

ENGINE — STD

Type	90° V8 OHV (LT1)
Block Material	Cast Iron
Cylinder Head Material/ Configuration/	Alum./2 Vlvs. per cyl./
Hydraulic Lifters (yes/no)	yes
Bore x Stroke	4.0 x 3.48 in. (101.6 x 88.4 mm)
Arrangement and No. Cylinders	V8
Displacement	5.7L/350 CID
Compression Ratio	10.5:1
Induction System	MPFI
Horsepower (SAE net)	300 @ 5000
Torque (SAE net)	330 @ 4000
Emission Control System	Cat. Convert./ Air Injection w/Com. Comm. Cntrl, EGR, Evap. Emm. Control
Cam Drive	Chain
Recommended Fuel (minimum)	91 octane

DRIVETRAIN — STD — OPT

	STD	OPT
Type	RWD	RWD
Transmission	Auto 4 spd. with torque conv.	Manual 6 speed. (no cost opt.)
Gear Ratios:		
1st	3.06	2.68
2nd	1.63	1.80
3rd	1.00	1.31
4th	.70	1.00
5th		0.75
6th		0.50
Reverse	2.29	2.50
Axle Ratio Available	2.59/3.07/ 2.73*[a]	3.45

PERFORMANCE

	Auto	Man
EPA Mileage (city/hwy.)	17/25	17/25
Cruising Range	360 miles	360 miles
0-60 mph Acceleration	5.26 sec.	4.92 sec.
1/4 Mile Acceleration	13.9sec. @ 102.2mph	13.7sec. @ 103.5mph
Braking, 60-0 mph	125 ft.	125 ft.

CAPACITIES/CALCULATED DATA

	Coupe	Convertible
Engine Oil (Sunthetic)	5 qts.	5 qts.
Fuel	20 gallon	20 gallon
Engine Coolant	14.5/14.6 qt.	14.5/14.6 qt.
Interior Volume (front/rear)	48.7 cu. ft.	48.7 cu. ft.
Trunk/Cargo Volume	12.6 cu. ft.	6.6 cu. ft.
Weight-to-Power Ratio	10.74 lbs./hp	10.89 lbs./hp
Frontal Area	19.0 sq. ft.	19.0 sq. ft.
Specific Output	42.98 hp/ltr.	42.98 hp/ltr.

DIMENSIONS

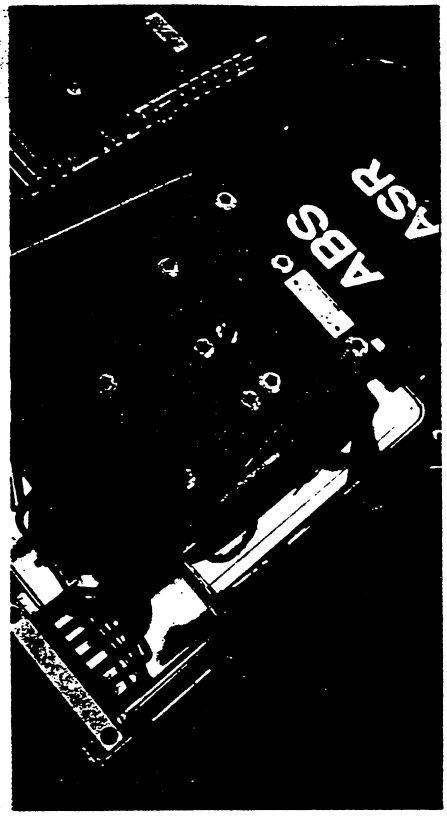
	Coupe	Convertible
Exterior		
Wheelbase	96.2 in.	96.2 in.
Tread Width (front/rear)	57.7/59.0 in.	57.7/59.0 in.
Length Overall	178.5 in.	178.5 in.
Width Overall	71.1 in.	71.1 in.
Height Overall	46.3 in.	47.3 in.
Min. Ground Clearance	4.2 in.	4.2 in.
Weight Distribution (front/rear)	51/49%	50/50%
Curb Weight	3223 lbs.	3269 lbs.
Overhang (front/rear)	41.6/40.7 in.	41.6/40.7 in.
Interior		
Head Room (front/rear)	36.4 in./NA	36.4 in./NA
Leg Room (front/rear)	42.0 in./NA	42.0 in./NA
Shoulder Room (front/rear)	53.8 in./NA	53.8 in./NA
Hip Room (front/rear)	50.7 in./NA	50.7 in./NA

8/16/91

ASR: BLACK BOX TRACTION ENHANCEMENT

BOSCH'S ACCELERATION SLIP REGULATION (ASR) MAKES ITS DEBUT ON THE 1992 CORVETTE.

By Don Sherman



Corvette owners take their driving seriously. And why shouldn't they? Corvettes are *sports* cars and, more often than not, their games are played on a winding piece of back road at 6 o'clock on Sunday morning.

As is the case with any sport, the rules of recreation are not to be trifled with. But without a shred of remorse, Chevrolet has taken a magic marker to this sacred contract. Chevrolet wants to regulate the Corvette's slip *automatically* and has a new computer-controlled system to do exactly that!

Corvette development engineer Jim Ingle explained the new-for-1992 Acceleration Slip Regulation (ASR) to me as a "driver-intervention system." Like any card-carrying Corvette enthusiast, I was aghast. Just what we *don't* need, I thought to myself: a computer to help pry my foot *off* the gas just as the fun begins.

But after I experienced ASR at GM's Milford proving ground and over miles of Laurentian mountain roads in Quebec at the Corvette's 1992-model preview, I changed my mind. There are times when an automatic system like this makes perfect sense. ASR does, I concluded, stretch the Corvette's performance envelope in new and interesting directions.

ASR is a cooperative effort between Robert Bosch GmbH, of Stuttgart, Germany, and Chevrolet's Corvette engineering group. Bosch is a very logical partner because ASR is a straightforward extension of the anti-lock braking system (ABS) that has been standard Corvette equipment since 1986.

As you've probably already guessed, in functional terms, ASR and ABS are kissing cousins: What ABS does to enhance braking stability and control, ASR does in the acceleration mode.

If both front wheels are locked during hard braking on a slippery surface, a car is no longer steerable. It will continue moving on a straight trajectory. Technically speaking, a car with sliding front tires is "out of control." ABS rectifies that situation by preventing any wheel from locking, thereby maintaining steering control.

ASR, which is less precisely called "traction control," does the same thing in an opposite manner. First of all, it works only on the *rear* tires. And second, ASR comes into play primarily (but not exclusively) during hard *acceleration* on a slippery surface. A spinning rear tire is incapable of generating lateral forces. If *both* rear tires are spinning, an automobile is technically "out of control" because it lacks lateral stability.

Consider, if you will, smoky-burnout antics. When so provoked, a car is prone to fishtailing, regardless of what the driver does with the steering wheel, because the rear tires are incapable of keeping the rear of the car in line with the front tires. A spinning rear tire also delivers little *forward* thrust, which is why a heavy throttle foot when you're stuck in a snow bank is as effective as an umbrella in a hurricane.

Like ABS, ASR strives to minimize the amount of slippage between the tire treads and the road surface, hence the name Acceleration Slip Regulation. Consider ASR more of an electronic traction aid, a fishtail inhibitor, and a cornering-stability enhancer all rolled into one tidy package. In other words, most of the benefit of four-wheel drive with *none* of the detriment.

Now comes the good part: how ASR works. That involves a three-part explanation. ASR must first detect slippage. Second, it must decide if there is a need to regulate the slippage and if so, how much. In the third phase of ASR activity, this system rolls up its sleeves and swings into action.

ASR is truly a thinking system. Its brain is a microprocessor that has been very thoughtfully programmed by Corvette and Bosch engineers to do exactly the right thing at precisely the right moment.

Don Sherman is an editor at large for *Motor Trend*.

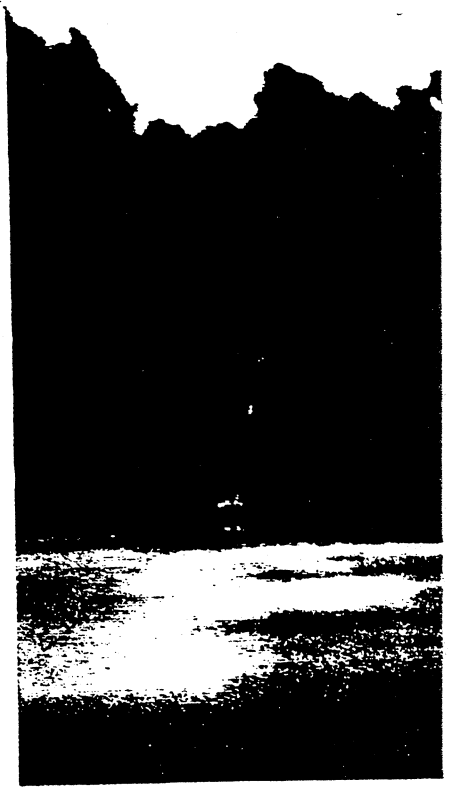
signals supplied by speed sensors located at each of the four wheels. If these signals are not in close agreement, one or more tires are beginning to slip.

There are two noteworthy conditions during which ASR does absolutely nothing even though tire slip has been detected. If the car is braking when slippage occurs, ABS goes to work instead of ASR. (The aforementioned wheel-speed sensors are common to both systems.) And perhaps the driver would rather *not* delegate this important driving responsibility to a computer, no matter how packed with calculating power and RAM it is. Corvette engineers have shrewdly provided a switch (located just above the headlamp switch) to disable ASR when it isn't wanted.

When slippage has been detected and neither of the above conditions apply, ASR goes to work in three stages:

- It can signal the powertrain control computer to retard ignition timing for an immediate (but limited) reduction in the amount of engine torque delivered to the rear wheels.
- It can actuate a device called a throttle-cable relaxer, which restricts the air flowing into the engine, reducing torque delivered to the rear wheels.
- It can order the brake system to apply the brakes to one or both rear wheels.

Appropriate ignition timing points are programmed in the map tables and ASR quickly chooses one that will do the job without causing other problems (such as excessive coolant or catalyst temperatures). The maximum possible spark retard is about 30 crankshaft degrees, which corresponds to a power reduction of approximately 100 horsepower. This level of intervention is usually sufficient when crossing a slippery piece of road at normal cruising speed.



In the event that slippage persists with maximum spark retard, ASR promptly takes a bigger bite out of the torque delivered to the rear wheels by diminishing the throttle opening.

Between the accelerator pedal and the engine's throttle plate, there's a complex mechanism under the hood that does ASR's bidding. A compact DC motor under the command of the ASR electronic control unit rotates a throttle-cable relaxer which in turn does two things. It closes the throttle valve and sends a feedback signal by slackening the cable to the accelerator pedal.

Simultaneously, engine power is reduced and the driver is alerted that the ASR system is working. Interestingly enough, no other traction contro on the market — including other systems supplied by Bosch — have thi driver-feedback feature.

ASR has the authority to shut the throttle completely if the lack of trac tion warrants. And in the event that wheel slippage is *still* not within cer tain low limits, ASR's third level of intervention takes place: an applica tion of one or both rear brakes.

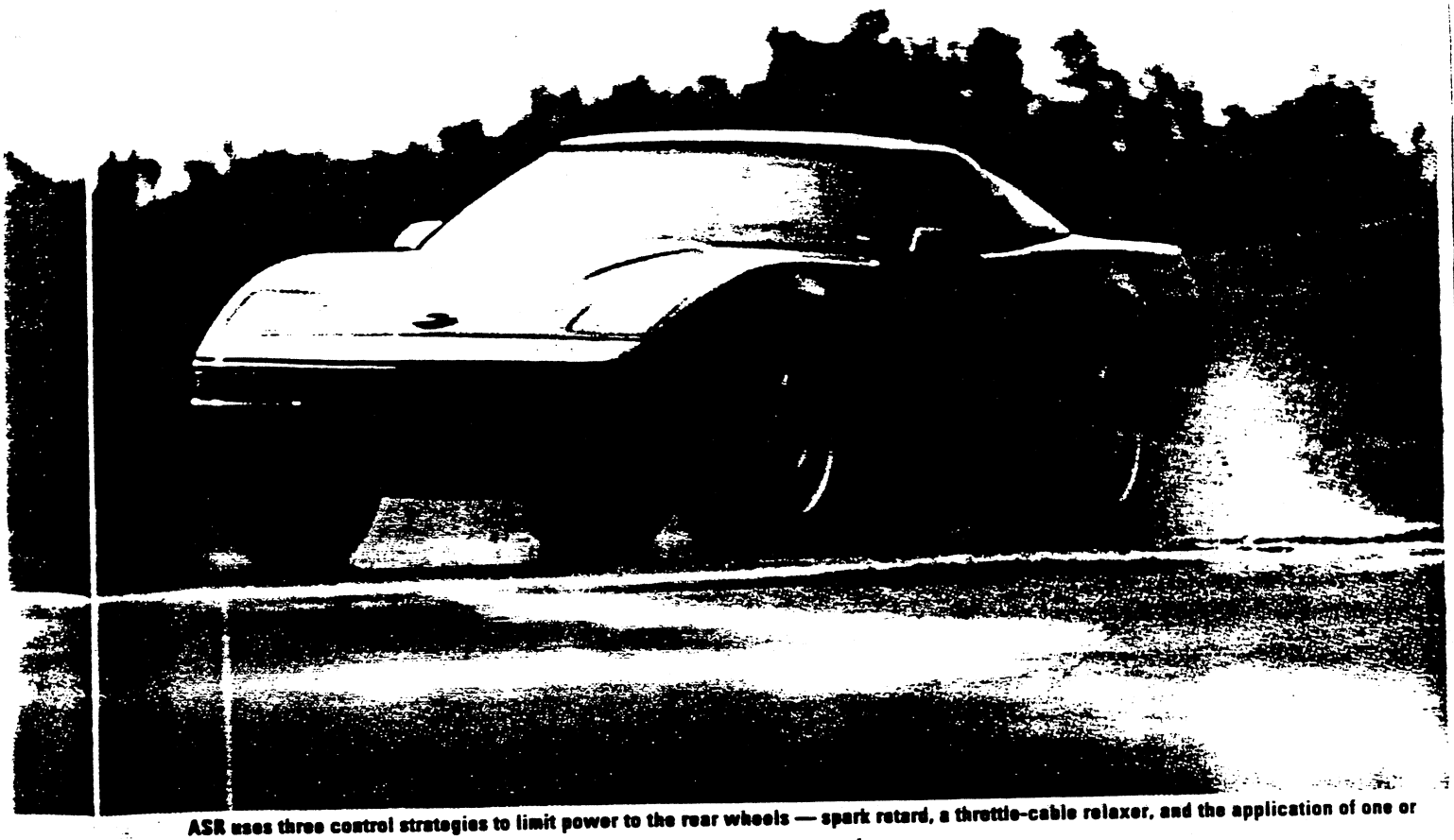
ASR IS TRULY A THINKING SYSTEM. ITS BRAIN IS A MICROPROCESSOR THAT HAS BEEN VERY THOUGHTFULLY PROGRAMMED BY CORVETTE AND BOSCH ENGINEERS TO DO EXACTLY THE RIGHT THING AT PRECISELY THE RIGHT MOMENT.

Both ASR and ABS reside withi the same electronic control com puter so it's a simple matter to sig nal the ABS system to lend a help ing hand. The driver need not ste on the brake pedal at all. Instead one or both rear brakes are auto matically applied and released sole ly by hydraulic pressure created an modulated by the ABS system, tem porarily under ASR's command.

While the ABS system is nearl identical to equipment the Corvett has used since 1990 (when sensitivity to lateral acceleration was added there is one important new feature. In the braking mode, the ABS syste operates through *three* channels — one for each front wheel and a commo circuit for both rear wheels.

In the ASR mode, independent rear-wheel control is necessary so the are two distinct channels to separately apply each rear brake. Imagine

Now, while that sinks in, let's discuss each strategy separately. Retarding ignition timing is the quickest action that can be taken to prevent runaway rear wheels because it's a simple matter of shut-



ASR uses three control strategies to limit power to the rear wheels — spark retard, a throttle-cable relaxer, and the application of one or both rear brakes.

1992 Corvette attempting to negotiate a steep driveway with one rear wheel on dry pavement, the other in contact with ice. ASR will apply the brake to minimize slippage on the ice side of the car, permitting the tire with traction to propel the car up the hill.

To date, I have not driven the 1992 Corvettes in rain or snow, where the benefits of ASR will unquestionably shine through. I have, however, conducted a few interesting tests of my own to help this system show its stuff.

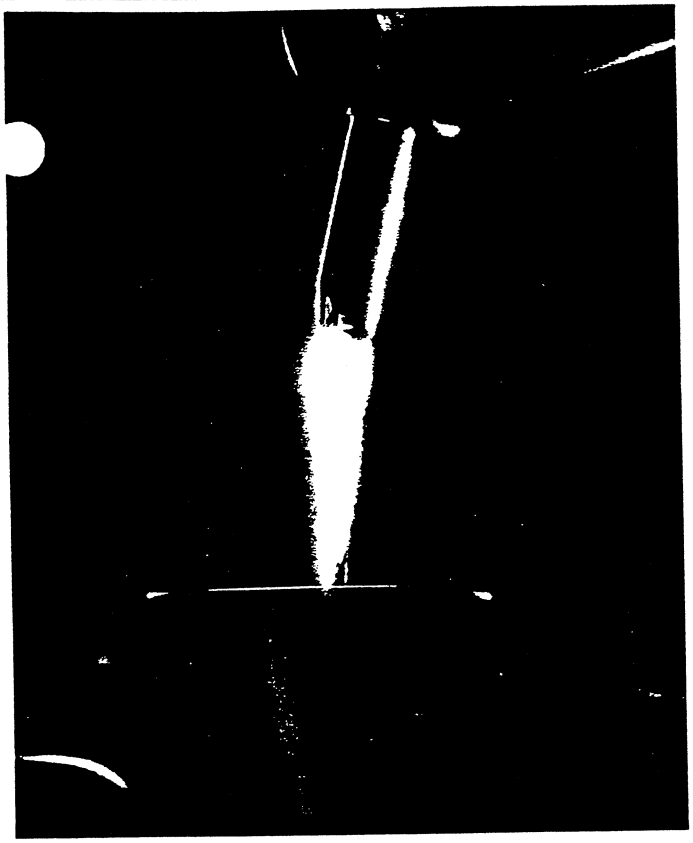
On Black Lake, the asphalt vehicle dynamics test pad in GM's Milford proving ground, there is a pair of flat, 2-by-6-foot stainless-steel plates pinned to the pavement which do an excellent job of simulating very slippery conditions. With ASR switched off (a telltale in the dash confirms "ASR OFF"), I engaged the clutch smartly while booting the gas pedal. The wide rear tires spun futilely and the 1992 pilot-model drifted slightly to the right as it slowly accelerated forward over the artificial-ice surface.

When I activated ASR and worked the pedals in the exact same way on the second pass over the plates, the Corvette's dynamic behavior was drastically changed. The driver information center telltale flashed "ASR ACTIVE." The rear-wheel spin was reduced to a few chirps. There was no drift to the right.

For a second test, I moved to the Seven Sisters low-speed handling course, a tight collection of left-right bends. With ASR off, I rocketed through the slightly banked curves, steering the Corvette with various combinations of wheel and throttle control.

When I switched ASR on, the Corvette towed a different line. It still dived keenly toward the apex of each turn. But the tail tracked neatly in line instead of sliding wide during the second half of the corner. In many respects, it made the Corvette feel a lot like a front-wheel-drive automobile, which is to say rather boring. But remember, we're talking *dry* pavement and a relatively slow, very familiar *test* track. Imagine, if you will, a ride home over unfamiliar roads when the thermometer has suddenly dropped toward freezing and conditions are complicated by mist in the air and heavy oncoming traffic. That's when a car that tracks a narrow line with absolutely no twitches of the tail feels *most* reassuring.

I'd bet my diploma from the John Powell driving school that the canny Corvette driver will follow the following ASR advice: Switch it off, if you like, for the occasional backroad fling. Leave it on for daily driving. And when the weather is nasty, make *sure* the "ASR OFF" pilot is extinguished while you thank your lucky stars that Corvette engineers care enough to give the very best available technology.



barrier preventing metal-to-metal contact. If the oil doesn't do its job, the moving parts within an engine quickly wear out.

In addition, several more of your car's operating parameters are directly influenced by lubricating-oil properties: fuel economy, exhaust emissions, and oil consumption.

According to Shimp, Mobil 1 performs twice as well as conventional oils in standard oil industry tests. While there is no industry test for wear, Mobil 1 takes 450-degree Fahrenheit frying-pan heat without discoloration while conventional oils turn darker than a Hershey candy bar and thicker than molasses.

In addition, Mobil 1 pours freely at 55 below, long after conventional oil freezes in place.

Since Mobil 1 was first introduced to the public in 1976, conventional oils have improved tremendously. To keep pace, Mobil engineers began working on a new synthetic-oil formulation in 1989. A new base stock was developed and hundreds of combinations of additive systems were compared. The result is what Mobil calls its New Advanced Formula Mobil 1, which is the oil installed in every 1992 LT1 Corvette at the Bowling Green, Ky., assembly plant.

To prove this new formulation in a more convincing manner than what was possible using frying pans and chilled laboratory beakers, Mobil engineers conducted extensive in-vehicle tests. A matched pair of 1990 Oldsmobile Cutlass Supremes and two 1990 BMW 325i sedans were run for a total of 800,000 miles (200,000 miles per car) to study wear and performance characteristics. Recommended oil-change intervals of 7,500 miles were used for one Olds and one BMW, while a more severe 15,000-mile change interval was used for the other two cars.

Every car was run on a durability cycle for the first 50,000 miles which simulated stop-and-go driving. For the remaining 150,000 miles, a high-speed cycle was used with simulated highway driving between 50 and 85 mph.

Running under computer control day and night, Mobil's tests took seven months. Maintenance procedures specified by the original manufacturers were followed throughout their duration.

In case your calculator isn't handy, 200,000 miles equates to roughly 15 years' worth of real-world service. Upon completion of the mileage-accumulation tests, Mobil engineers disassembled all four test engines and conducted thorough inspections. The results were, in their words, astonishing.

According to Shimp, more than 250 parts from each engine were measured. There was *no visible sign of wear, whatsoever.* Internal parts and surfaces were clean and free of residue. Every piston, lifter, valve, and bearing journal was still within factory tolerances for a brand-new component.

Exhaust-emission tests were conducted every 50,000 miles. At 150,000 miles, all four test specimens were still within EPA new-car limits for allowable carbon monoxide, hydrocarbons, and oxides of nitrogen emissions. And, at 200,000 miles, three cars were still well within limits. The one that crossed the line did so only in oxides of nitrogen.

An interesting discovery was unusually low oil consumption with the reformulated Mobil 1. Less than 25 quarts of oil were consumed by the four cars in this 800,000-mile test, amounting to less than half a pint per oil change.

Analysis of oil drainings showed a very low concentration of "wear metals" such as aluminum, iron, copper, and lead.

For scientific validity, four cars were put through the exact same mileage-durability tests using conventional oils. Unfortunately, those runs are not yet complete so it's not possible to accurately assess the exact advantage that Mobil 1 offers in terms of wear, exhaust emissions, and oil consumption.

In discussing the matter further with Jim Minneker, Corvette's powertrain systems manager, and Bob Olree, a GM materials engineer, we learned that, while Mobil 1 is used in the initial factory fill, other oils are suitable in the field. It was not their desire to limit Corvette LT1 customers to one brand of oil. The owner's manual states definitively that any oil labeled with the following information is suitable:

1. GM standard GM4718M. (Note: Not all synthetic oils meet this standard.)
2. API Service SG.
3. SAE 5W-30 for all temperatures or SAE 10W-30 if temperatures do not fall below zero degrees Fahrenheit.

Besides Mobil 1, GM Goodwrench Synthetic Oil and Valvoline Synthetic Oil (SAE 5W-30 and SAE 10W-30) also fulfill the above three conditions. Minneker and Olree expect that additional brands will be on the market in due course.

A common misconception with synthetic oils is that it's taboo to mix in even a small quantity of conventional oil. According to Mobil's Shimp, there's no problem with adding mineral oil. Synthetic and mineral oils are fully compatible.

Fortunately for 1992 LT1 Corvette owners, Mobil has 9,000 retail dealers sprinkled across America only too happy to supply a quart or two of "new advanced formula" (look for a yellow triangle on the container) Mobil 1. Discount marts also stock this oil. It's not exactly cheap, at $4.00 to $5.00 per quart, but that's a pittance when it comes to keeping a high-performance engine happy for a long and entertaining life.

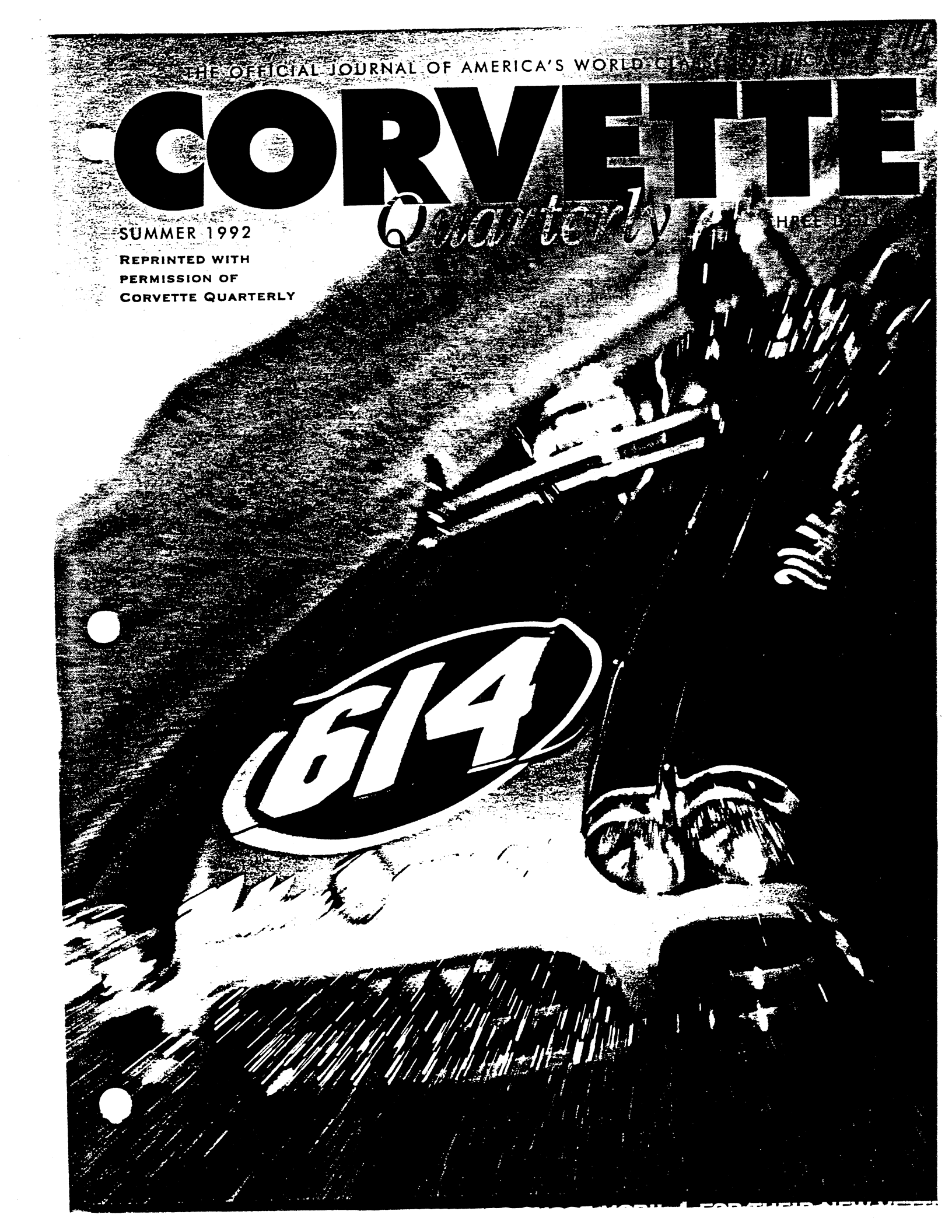
Before a new one goes out, Mobil 1 goes in.

Mobil 1 was chosen by Chevrolet engineers to be the factory fill motor oil for 1992 Chevrolet Corvettes. And now, thanks to Mobil 1's new advanced formula, you can keep your engine running like new. In laboratory tests there was virtually no wear on vital engine parts, even after 200,000 grueling miles.* New advanced formula Mobil 1. Now it protects your engine better than ever.

New Mobil 1

It keeps your engine running like new.*

*Tests performed on GM engines with regular oil and filter change and scheduled maintenance.


THE OFFICIAL JOURNAL OF AMERICA'S WORLD-CLASS SPORTS CAR
CORVETTE
Quarterly
SUMMER 1992
REPRINTED WITH
PERMISSION OF
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NO SNAKE OIL

The 1992 Corvette LT1 engine components are synthetically protected.

By Don Sherman
Photographed by Scott Lane

Keeping the Corvette constantly revved to the technological redline is no trivial pursuit. Each model year brings a host of refinements and 1992 is exceptional with major powertrain and suspension improvements.

One of the seemingly small changes is a switch to Mobil 1 oil. Starting with the 1992 model year, Chevrolet provides this exotic synthetic lubricant as the initial factory fill (LT1 engine only) and recommends the use of synthetic oil for the entire life of the car. While this sounds like a minor change, a full investigation of the matter convinced us that the switch to Mobil 1 is another one of those small tweaks that produces major benefits in terms of engine wear.

The move was necessary in part because Corvette engineers eliminated the engine-oil cooler with the new LT1 engine. Previously, these add-on heat exchangers were mandatory equipment with optional performance axle ratios. One is still standard in the ZR-1 Corvette. Eliminating the engine-oil cooler and associated plumbing saves cost, weight, manufacturing headaches and service problems.

That's great, but the lack of an oil cooler can, in rare instances, cause problems. Those Corvette owners who regularly drive in a spirited fashion may suffer excessive engine-oil temperatures, oil breakdown, and catastrophic mechanical failures at some point during the life of their car.

While some manufacturers might be inclined to chalk these occasional mishaps up to "abusive driving," the Corvette group wouldn't stoop to that. Instead, Chevrolet stepped up to the extra expense of what most lubrication experts consider the best oil on the market.

While conventional oils are designed to withstand sustained 300-degree Fahrenheit operating temperatures for 64 hours — an admittedly extreme case — Mobil 1 supposedly has the moxie to surpass that standard by a factor of three.

For years, Mobil has been the world leader in synthetic oils for automotive use. In 1947, the firm began researching polyalphaolefins, the basic building block of synthetic lubes.

By the late 1960s, Mobil had perfected a synthetic oil suitable for diesel-engine use on Alaska's North Slope where 40-degrees-below-zero temperatures are common.

In 1971, Mobil began working to perfect a synthetic oil f automotive applications. The first version of Mobil 1 was introduced in the United States in 1976 and later to world markets.

A second-generation synthetic was previewed by Rick Mears at Indy last May and introduced for public sale in January of this year. The 1992 Corvette LT1 application represents the world's first high-volume original-equipment use of a synthetic oil. (Aston Martin also uses Mobil 1.)

And what, exactly, is the difference between synthetic and normal oils? According to Curtis Shimp, manager of technology in Mobil's automotive products sector, conventional oils are simply refined from crude oil pumped from the ground. The hydrocarbon molecules which end up in your crankcase vary greatly in size, shape, and lubrication properties. Unfortunately, the big molecules thicken in the cold and the small ones boil off or oxidize at high temperatures.

While conventional oils have come a long way and do a fine job, they are far from perfect.

Synthetics, on the other hand, represent a conscientious attempt to make a perfect oil starting at the molecular stage. Hydrocarbon molecules are carefully assembled step-by-step by chemical means. Instead of starting with used dinosaurs (crude mineral oil), synthetic oils are created from two special compounds: polyalphaolefins and esters.

The polyalphaolefins are made fro ethylene molecules (a hydrocarbo. sourced from natural gas) which have been synthetically knit together to form chains of a specific length and shape.

The esters are produced from a chemical reaction between alcohol and certain acids. The ester and polyalphaolefin base liquids are blended with chemical additives (and some mineral oil which acts as an additive carrier) to create Mobil 1.

By starting at the molecular state, engineers achieve lubricant properties which are vastly superior to what's possible with conventional oils. According to Shimp, the five most important areas are:

- **High temperature stability.** As the television frying-pan tests demonstrate, oil turns into asphalt when its temperature limit is exceeded. Asphalt does a very poor job of lubricating engine bearings and cylinder walls.
- **Cold temperature performance.** Conventional oils turn fudgesicle at 30–40 degrees below zero. If the oil is too thick, the starter motor won't spin the crankshaft quickly enough to start your engine. And if the engine does start but the oil isn't flowing freely, your engine's oil pump can't deliver it to bearing journals and rocker arms.
- **Deposit protection.** Sludge formations which resu' from oil breakdown can block lubricant passages and pisto. ring grooves with lacquer and varnish deposits.
- **Wear protection.** A thin film of hard-working oil is the only

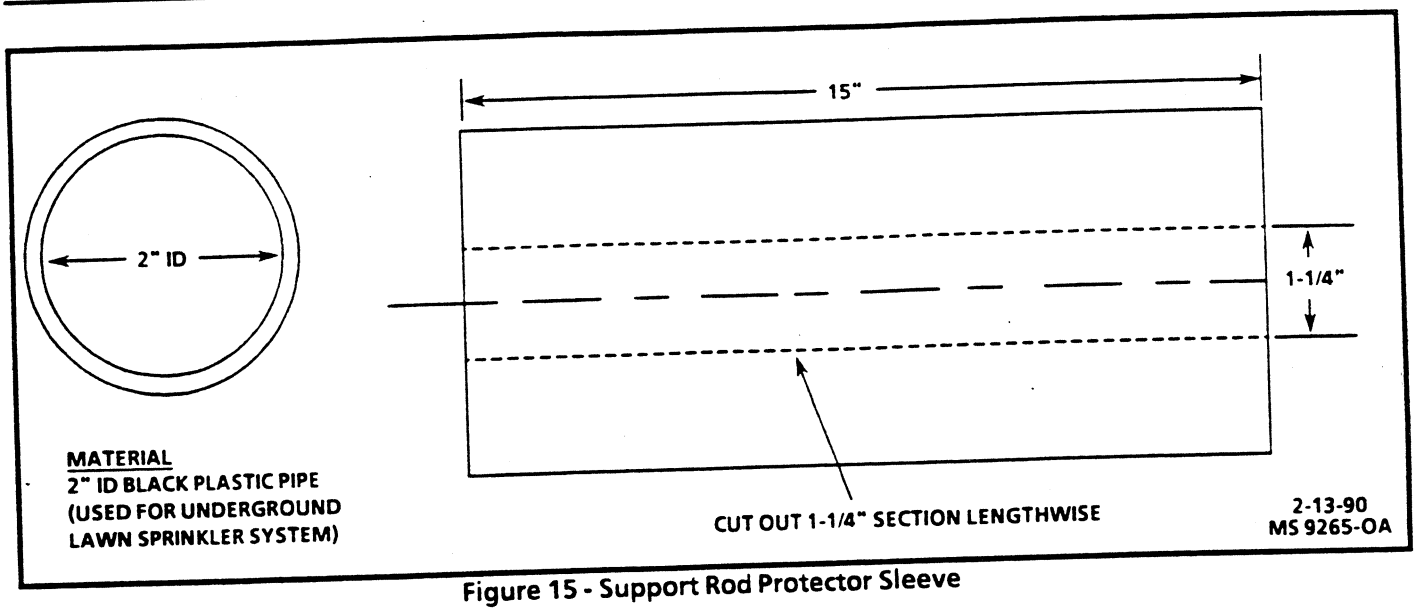

Figure 15 - Support Rod Protector Sleeve

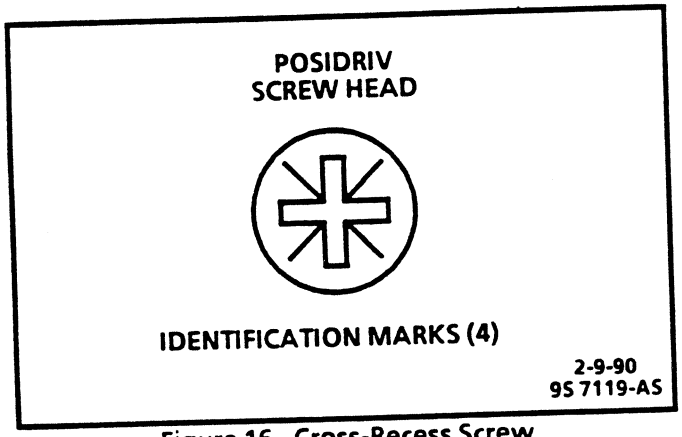

Figure 16 - Cross-Recess Screw

NOTICE: Most metric fasteners have a blue color coating. However, this should not be used as positive identification, as some metric fasteners are not color coated.

"General Motors Engineering Standards," along with "North American Industries," have adopted a portion of the standard metric fastener sizes defined by ISO (International Standards Organization). This was done to reduce the number of fastener sizes used, and yet retain the best strength qualities in each thread size. For example, the customary 1/4-20 and 1/4-28 screws are replaced by the metric M6.0 X 1 screw, which has nearly the same diameter and 25.4 threads per inch. The thread pitch is in between the customary coarse and fine thread pitches.

Metric and customary thread notation differ slightly. The difference is shown in Figure 17.

FASTENER STRENGTH IDENTIFICATION
Figure 18

The most commonly used metric fastener strength property classes are 9.8 and 10.9, with the class identification being embossed on the head of each bolt. Customary (inch) strength classes range from grade 2 to grade 8. The number of markings is two lines less than the actual grade (i.e., grade 8 bolt will exhibit 6 embossed radial lines on the bolt head). Some metric nuts will be marked with single digit strength identification numbers on the nut face.

When replacing metric fasteners, be careful to use bolts and nuts of equal or greater strength than the original (the same number marking or higher). It is also important to select replacement fasteners of the correct size.

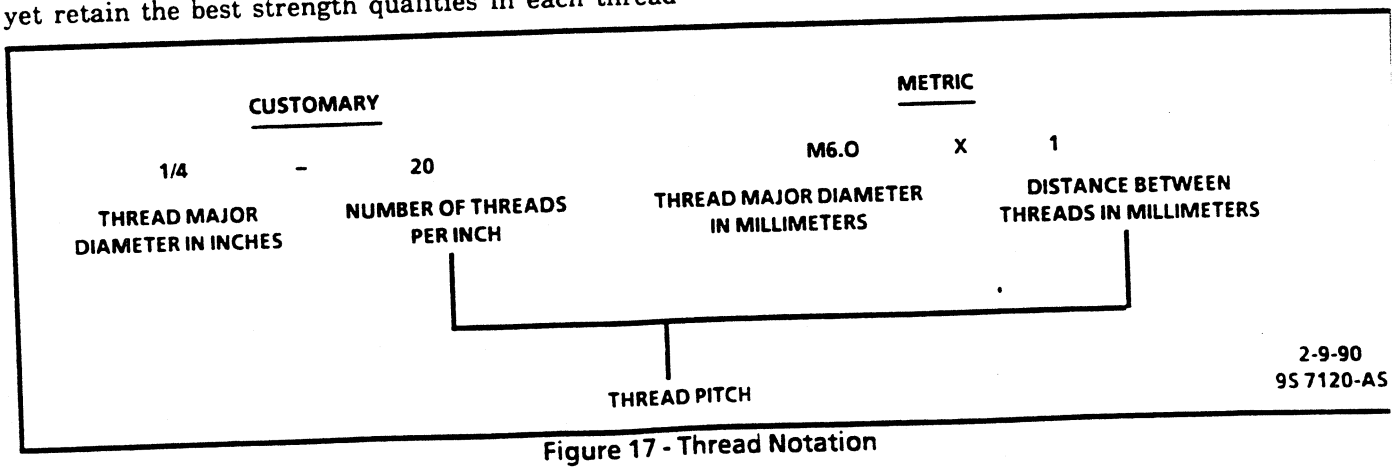

Figure 17 - Thread Notation

Correct replacement bolts and nuts are available through GM-SPO. Many metric fasteners available in the aftermarket parts channels were designed to metric standards of countries other than the United States and may be of a lower strength, may not have the numbered head marking system, and may be of different thread pitch. The metric fasteners used on GM products are designed to new, international standards that may not yet be manufactured by some non-domestic bolt and nut suppliers. In general, except for special applications, the common sizes and pitches are: **M 6.0 X 1, M 8 X 1.25, M 10 X 1.5, and M 12 X 1.75.**

PREVAILING TORQUE FASTENERS

A prevailing torque nut is designed to develop an interference between the nut and bolt threads. This is most often accomplished by distortion of the top of an all metal nut, or by using a nylon patch on the threads in the middle of the hex flat. A nylon insert may also be used as a method of interference between nut and bolt threads (Figure 19).

A prevailing torque bolt is designed to develop an interference between bolt and nut threads, or the threads of a tapped hole. This is accomplished by distorting some of the threads, or by using a nylon patch or adhesive.

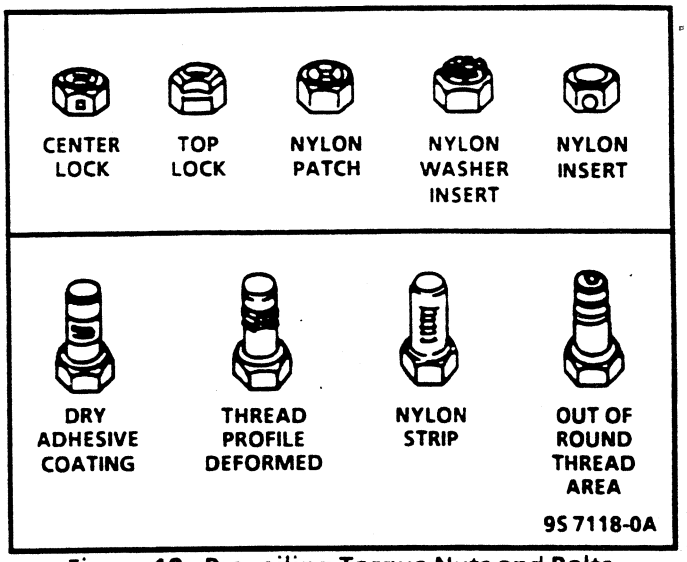

Figure 19 - Prevailing Torque Nuts and Bolts

Recommendations For Reuse

1. Clean, unrusted prevailing torque nuts and bolts may be reused as follows:
   A. Clean dirt and other foreign material from nut or bolt.
   B. Inspect nut or bolt to assure there are no cracks, elongation, or other signs of abuse or overtightening. (If there is any doubt, replace with a new prevailing torque fastener of equal or greater strength.)

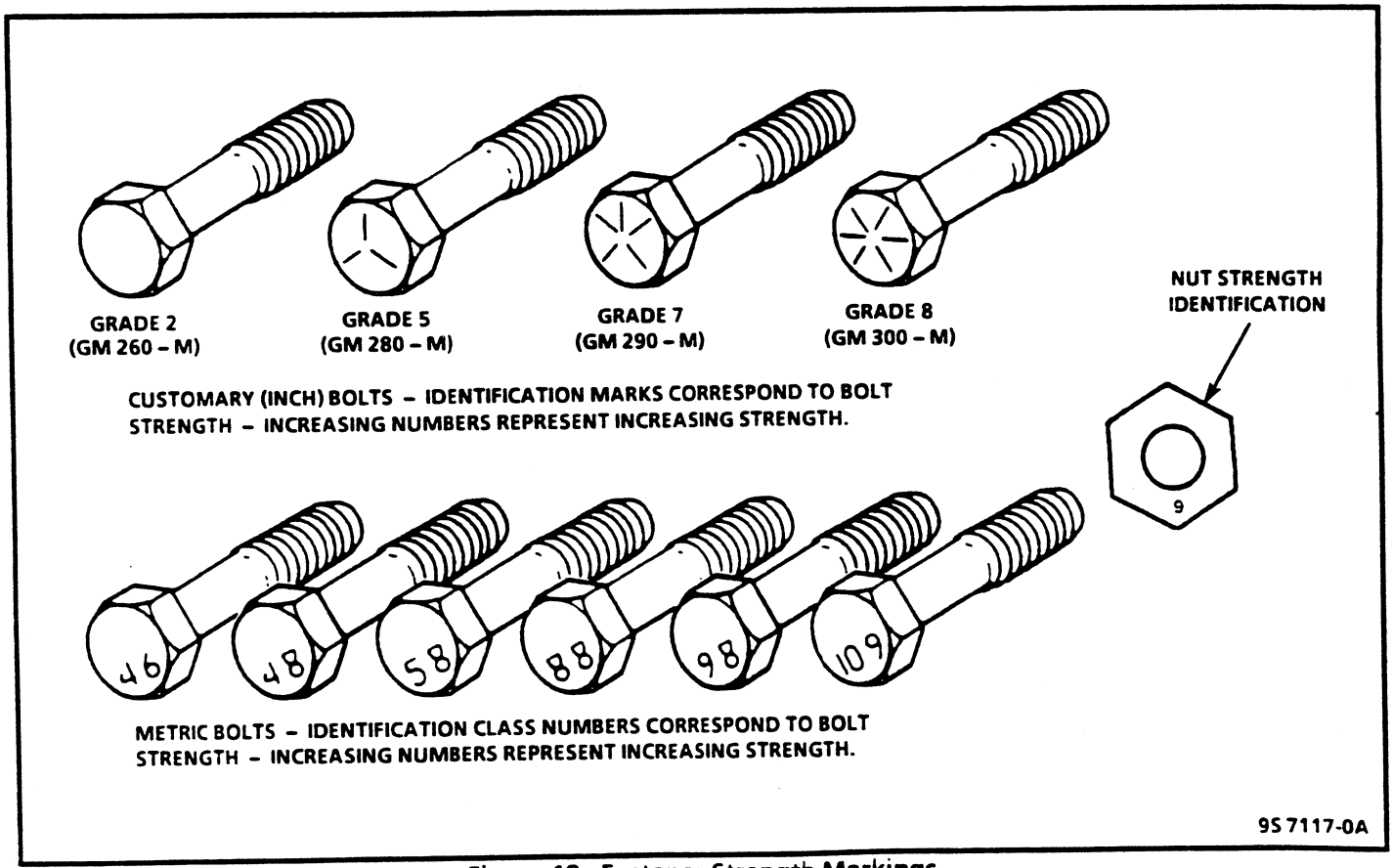

Figure 18 - Fastener Strength Markings

FASTENER TYPE	TORQUE UNITS	METRIC-SIZE FASTENERS							
		6	6.3	8	10	12	14	16	20
Nuts and all Metal Bolts	N·m	0.4	0.4	0.8	1.4	2.2	3.0	4.2	7.0
	Lb. In.	4	4	7	12	19	27	37	62
Adhesive or Nylon Coated Bolts	N·m	0.4	0.4	0.6	1.2	1.6	2.4	3.4	5.6
	Lb. In.	4	4	5	11	14	21	30	50
FASTENER TYPE	TORQUE UNITS	INCH-SIZE FASTENERS							
		.250	.312	.375	.437	.500	.562	.625	.750
Nuts and all Metal Bolts	N·m	0.4	0.6	1.4	1.8	2.4	3.2	4.2	6.2
	Lb. In.	4	5	12	16	21	28	37	55
Adhesive or Nylon Coated Bolts	N·m	0.4	0.6	1.0	1.4	1.8	2.6	3.4	5.2
	Lb. In.	4	5	9	12	16	23	30	49

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Figure 20 - Prevailing Torque Chart

C. Assemble parts and hand start nut or bolt.
D. Observe that, before fastener seats, it develops torque per the chart in Figure 20. (If there is any doubt, replace with a new prevailing torque fastener of equal or greater strength.)
E. Tighten fastener to torque specified in appropriate section of this manual.

2. Bolts and nuts which are rusty or damaged should be replaced with new parts of equal or greater strength.

PRODUCTION AND PROCESS CODES

The production and process codes provide the name and usage of the Regular Production Options (RPO) use on a Corvette. The RPO list is also printed on the Service Parts Identification Label.

RPO	Name and Usage
AC1	Passenger 6-Way Power Seat Adjuster

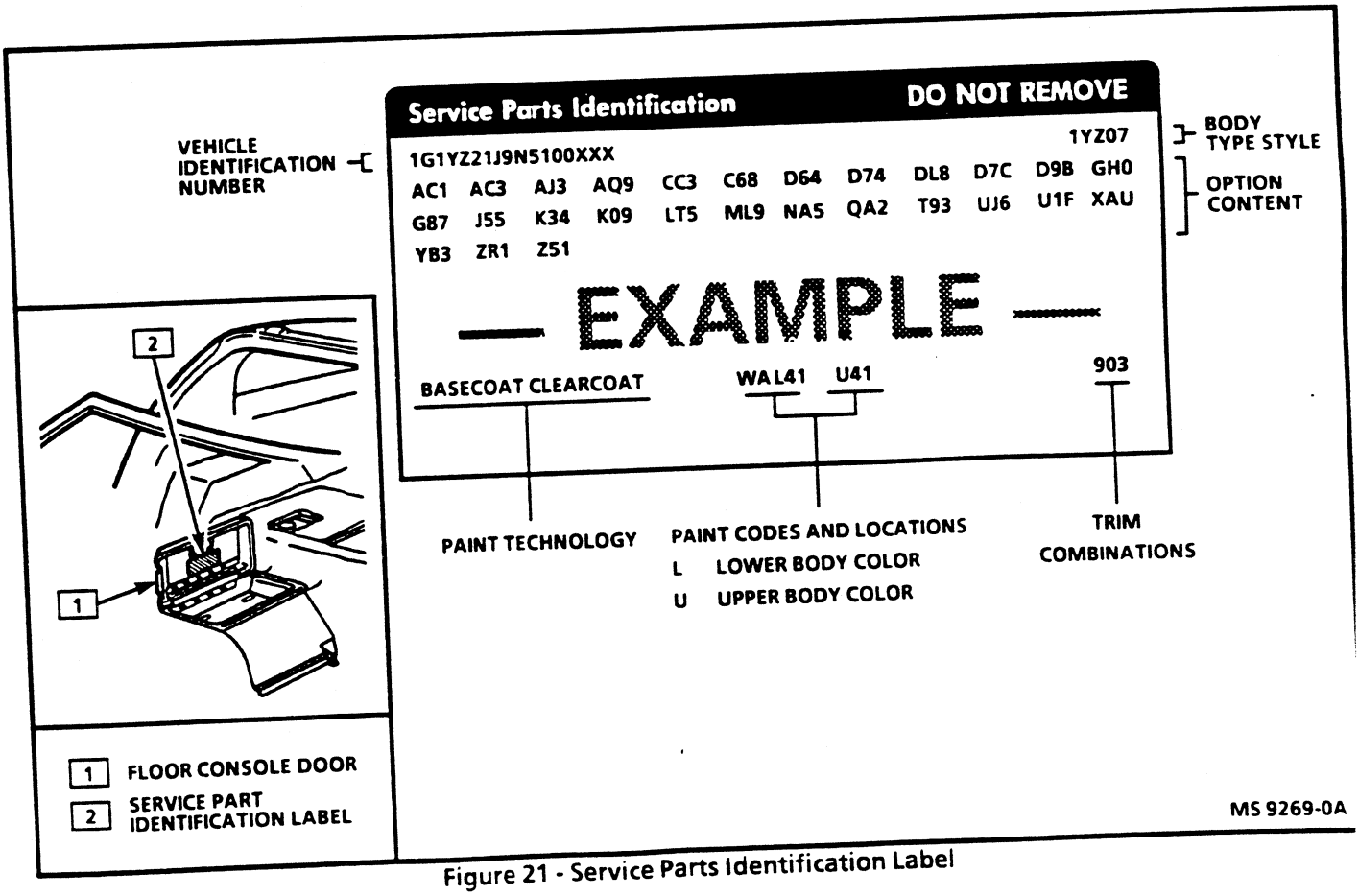


Figure 21 - Service Parts Identification Label

AC3	Driver 6-Way Power Seat Adjuster
AJ3	Front Seat Inflatable Restraint System
AQ9	Passenger/Driver Reclining Seat
AU3	Electric Door Locks
AR9	European Style Reclining Seat
CC2	Auxiliary Roof
CC3	Removable Panels (Plastic) Hatch Roof
CF7	Removable (nontransparent) Sun Roof
C2L	Removable Roof Package (consists of CF7 and CC3)
C49	Electro-Clear Rear Window Defog
C60	Manual Control Air Conditioning
C68	Electronic Control Air Conditioning
DC7	Remote Control Electric LH & RH Outside Mirror
DC8	Remote Control Electric LH & RH Outside Mirror
DL8	LH/RH Heated Sport Mirrors
D3X	Speedometer Driven Gear (25513049)
D4L	Speedometer Driven Gear (25513050)
D7B	Speedometer Driven Gear (25513043)
D7C	Speedometer Driven Gear (25513045)
D8E	Vehicle Speed Sensor (10456021)
D8F	Vehicle Speed Sensor (10456022)
D8H	Vehicle Speed Sensor (10456039)
RPO	Name and Usage Cont.
FE1	Soft Ride Suspension
FE7	Heavy Duty Suspension
FX3	Electronic Ride & Handling
GM1	2.59 Ratio Rear Axle
GM3	3.45 Ratio Rear Axle (8.5 IN. Ring Gear)
GU2	2.73 Ratio Rear Axle
G44	3.07 Ratio Rear Axle
G92	Performance Ratio Rear Axle
JL9	Antilock Front & Rear Disc Brakes
J55	Heavy Duty Brakes
KC4	Engine Oil Cooler
KO5	Engine Block Heater (Canada only)
KW2	124 Amp Generator
LT5	8-Cylinder, 5.7L (VIN J) Engine
LT1	8-Cylinder, 5.7L (VIN P) Engine
MD8	Automatic 4-Speed 4L60 Transmission
ML9	ZF 6-Speed Manual Transmission
NA5	Federal Emission System
NK4	Sport Leather Steering Wheel
NN5	California Emission System
QA1	17 X 9.5 Aluminum Styled Wheel
QA2	17 X 9.5 Front and 17 X 11 Rear Aluminum Styled Wheel
T61	Daytime Running Lighting
UJ6	Low Tire Pressure Indicator
UM6	AM/FM Stereo, Seek/Scan, Auto Reverse Cassette, Clock, ETR Radio
UU8	AM/FM Stereo, Cassette, Dolby, Clock, ETR Radio
UXO	Dual Floor Sill and Dual Extended Range 6 Speaker System
U1F	AM/FM Stereo, Seek/Scan, Auto Reverse Music Search Cassette, Compact Disc, HPS Clock and ETR Radio
U19	Kilometers and Miles Cluster

U52 Electronic Instrument Clustercb

U75 Power Antenna

V56 Luggage Carrier

XAU Front Tire (P275/40 ZR 17)

YAU Rear Tire (P275/40 ZR 17)

YBE Rear Tire (P315/35 ZR 17)

ZR1 Special Performance Coupe Package

1OT White Vinyl Top

1OU Arctic White Exterior Color

19C Black Cloth Trim

191 Black Interior Trim

19T Black Vinyl Top

193 Black Leather Trim

199 Black Seat Belt

113 White Leather Trim

643 Light Beige Leather

143 Light Gray Leather

24S Blue Removable Panel Roof

26U Electron Blue (Tint) Exterior Color

41U Black Exterior Color

42U Turquoise Metallic Exterior Color

43U Bright Aqua Metallic Exterior Color

45U Medium Green Pearl Exterior Color

53U Competition Yellow Exterior Color

75U Brilliant Red Metallic Exterior Color

64S Bronze Removable Panel Roof

68T Neutral Beige Cloth Top

73U Black Rose Metallic Exterior Color

731 Flame Red Interior Trim

733 Flame Red Leather Trim

739 Flame Red Seat Belt

81U Bright Red Exterior Color

SERVICE PARTS IDENTIFICATION LABEL

The Service Parts Identification Label (Figure 21) has been developed and placed on the floor console door to aid service and parts personnel in identifying parts, production and process codes. The label also identifies the vehicle identification number, body type style, type of paint, paint color codes and trim combination.

CUSTOMARY/METRIC CONVERSION TABLE

Figure 22 provides a conversion table. Divide metric number by conversion number to get customary equivalent number. To convert temperature degrees Celsius to degrees Fahrenheit, multiply Celsius number by 1.8 and add 32.

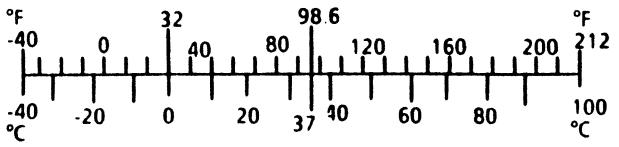
DECIMAL AND METRIC EQUIVALENTS

Refer to Figure 23 for equivalent of fractions tc decimal in inches to metric in millimeters.

ABBREVIATIONS CHART

Refer to Figure 24 for the abbreviation of word used in this manual.

CUSTOMARY	CONVERSION	METRIC
Multiply	by	to get equivalent number of:
LENGTH		
Inch	25.4	millimeters (mm)
Foot	0.304 8	meters (m)
Yard	0.914 4	meters
Mile	1.609	kilometers (km)
AREA		
Inch^2	645.2	millimeters^2 (mm^2)
	6.45	centimeters^2 (cm^2)
Foot^2	0.092 9	meters^2 (m^2)
Yard^2	0.836 1	meters^2
VOLUME		
Inch^3	16 387.	mm^3
	16.387	cm^3
	0.016 4	liters (l)
Quart	0.946 4	liters
Gallon	3.785 4	liters
Yard^3	0.764 6	meters^3 (m^3)
MASS		
Pound	0.453 6	kilograms (kg)
Ton	907.18	kilograms (kg)
Ton	0.907	tonne (t)
FORCE		
Kilogram	9.807	newtons (N)
Ounce	0.278 0	newtons
Pound	4.448	newtons
TEMPERATURE		
Degree Fahrenheit	(t°F-32) ÷ 1.8	degree Celsius (C)



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CUSTOMARY	CONVERSION	METRIC
Multiply	by	to get equivalent number of:
ACCELERATION		
Foot/sec2	0.304 8	meter/sec^2 (m/s^2)
Inch/sec2	0.025 4	meter/sec^2
TORQUE		
Pound-inch	0.112 98	newton-meters (N·m)
Pound-foot	1.355 8	newton-meters
POWER		
Horsepower	0.746	Kilowatts (kW)
PRESSURE OR STRESS		
Inches of water	0.249 1	kilopascals (kPa)
Pounds/sq. in.	6.895	Kilopascals
ENERGY OR WORK		
BTU	1055.	Joules (J)
Foot-pound	1.355 8	joules
Kilowatt-hour	3 600 000. or 3.6 x 10^6	joules (J = one W's)
LIGHT		
Foot candle	1.076 4	lumens/meter^2 (lm/m^2)
FUEL PERFORMANCE		
Miles/gal	0.425 1	kilometers/liter (km/l)
Gal/mile	2.352 7	liter/kilometer (l/km)
VELOCITY		
Miles/hour	1.609 3	Kilometers/hr. (km/h)

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Figure 22 - Customary/Metric Conversion Table

DECIMAL AND METRIC EQUIVALENTS

FRACTIONS	DECIMAL IN.	METRIC MM.	FRACTIONS	DECIMAL IN.	METRIC MM.
1/64	.015625	.39688	33/64	.515625	13.09687
1/32	.03125	.79375	17/32	.53125	13.49375
3/64	.046875	1.19062	35/64	.546875	13.89062
1/16	.0625	1.58750	9/16	.5625	14.28750
5/64	.078125	1.98437	37/64	.578125	14.68437
3/32	.09375	2.38125	19/32	.59375	15.08125
7/64	.109375	2.77812	39/64	.609375	15.47812
1/8	.125	3.1750	5/8	.625	15.87500
9/64	.140625	3.57187	41/64	.640625	16.27187
5/32	.15625	3.96875	21/32	.65625	16.66875
11/64	.171875	4.36562	43/64	.671875	17.06562
3/16	.1875	4.76250	11/16	.6875	17.46250
13/64	.203125	5.15937	45/64	.703125	17.85937
7/32	.21875	5.55625	23/32	.71875	18.25625
15/64	.234375	5.95312	47/64	.734375	18.65312
1/4	.250	6.35000	3/4	.750	19.05000
17/64	.265625	6.74687	49/64	.765625	19.44687
9/32	.28125	7.14375	25/32	.78125	19.84375
19/64	.296875	7.54062	51/64	.796875	20.24062
5/16	.3125	7.93750	13/16	.8125	20.63750
21/64	.328125	8.33437	53/64	.828125	21.03437
11/32	.34375	8.73125	27/32	.84375	21.43125
23/64	.359375	9.12812	55/64	.859375	21.82812
3/8	.375	9.52500	7/8	.875	22.22500
25/64	.390625	9.92187	57/64	.890625	22.62187
13/32	.40625	10.31875	29/32	.90625	23.01875
27/64	.421875	10.71562	59/64	.921875	23.41562
7/16	.4375	11.11250	15/16	.9375	23.81250
29/64	.453125	11.50937	61/64	.953125	24.20937
15/32	.46875	11.90625	31/32	.96875	24.60625
31/64	.484375	12.30312	63/64	.984375	25.00312
1/2	.500	12.70000	1	1.00	25.40000

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Figure 23 - Decimal and Metric Equivalents

ABS	AntiLock Brake System	ETC	Electronic Temperature Control	OSA	Outside Air (temperature)
A/C	Air Conditioning	ETR	Electronically Tuned Receiver	OXY	Oxygen
A/D	Analog/Digital	Exh.	Exhaust	O_2	Oxygen (Sensor)
Adj	Adjust	Fed.	Federal (All States Exc. Calif.)	O	Oxygen
A/F	(Air/Fuel Ratio)	FM	Frequency Modulation	PASS	Personalized Automotive Security System
AH	Ampere Hours	FMVSS	Federal Motor Vehicle Safety Standards	P/B	Power Brakes
AIR	Air Injection Reaction System	Ft.Lb.	Foot pound	PCV	Positive Crankcase Ventilation
ALDL	Assembly Line Diagnostic Link	gal.	Gallon	PFI	Port Fuel Injection
Alt.	Altitude	GMSPO	GM Service Parts	P/N	Part Number
AM	Amplitude Modulation	GND	Ground	PROM	Programmable, Read Only Memory
AMP	Ampere(s)	GPM	Gallons Per Minute	P/S	Power Steering
APT	Adjustable Part Throttle	HC	Hydrocarbons	PSI	Pounds Per Square Inch
APS	Absolute Pressure Sensor	HD	Heavy Duty	Pt.	Pint
AT	Automatic Transmission	HEI	High Energy Ignition	PWR	Power
ATC	Automatic Temperature Control	Hg.	Mercury	QDR	Quad Driver
ATDC	After Top Dead Center	Hi. Alt.	High Altitude	Qt.	Quart
BARO	Barometric Absolute Pressure Sensor	HP	Horse Power	R	Resistance
Bat.	Battery	HVAC	Heater-Vent-Air Conditioning	RC	Rate of Capacity
Bat. +	Positive Terminal	HVACM	Heater-Vent-Air Conditioning Module	Ref.	Reference
BHP	Brake Horsepower	HVM	Heater-Vent-Module	RF	Right Front
BLM	Block Learn Memory/Multiplier	IAC	Idle Air Control	R/M	Reaction Injection Molding
BP	Back Pressure	IACV	Idle Air Control Valve	RPM	Revolutions Per Minute
BTDC	Before Top Dead Center	IC	Integrated Circuit	RPO	Regular Production Option
Cat. Conv.	Catalytic Converter	ID	Identification or Inside Diameter	RR	Right Rear
CC	Cubic Centimeter	IGN	Ignition	RTV	Room Temperature Vulcanizing (Sealer)
CCC	Computer Command Control	INJ	Injection	RVR	Response Vacuum Reducer
CCM	Central Control Module	in.lb.	Inch Pound	RWD	Rear Wheel Drive
CCOT	Cycling Clutch (Orifice) Tube	INT	Intake	SAE	Society of Automotive Engineers
CCP	Controlled Canister Purge	I/P	Instrument Panel	SES	Service Engine Soon (Light)
CEAB	Cold Engine Airbleed	ISO	International Standards Organization	SI	System International
CEMF	Counter Electromotive Force	km	Kilometers	SIR	Supplemental Inflatable Restraint
CID	Cubic Inch Displacement	km.hr	Kilometers Per Hour	Sol.	Solenoid
CLOOP	Closed Loop	KV	Kilovolts (Thousands of Volts)	Syn.	Synchronizer
CO	Carbon Monoxide	km/L	Kilometers/Liter (mpg)	TACH	Tachometer
CO_2	Carbon Dioxide	kPa	Kilopascals	TCC	Transmission Converter Clutch
Conv.	Converter	L	Liter	TDC	Top Dead Center
CP	Canister Purge	lb.ft.	Pound Feet	TPC	Tire Performance Criteria
CPU	Central Processing Unit	lb.in.	Pound Inch	TPD	Tire Problem Detector
CS	Changing System	LCD	Liquid Crystal Display	TPS	Throttle Position Sensor
CTS	Coolant Temperature Sensor	LED	Light Emitting Diode	T.V.	Throttle Valve
Cu.In.	Cubic Inch	LF	Left Front	TVS	Thermal Vacuum Switch
CV	Constant Velocity	LR	Left Rear	UJT	Universal Joint
Cyl.	Cylinder(s)	LTPWS	Low Tire Pressure Warning System	UTD	Universal Theft Deterrent
DERM	Diagnostic Energy Reserve Module	Man.Vac.	Manifold Vacuum	V	Volt(s)
DIC	Driver Information Center	MAP	Manifold Absolute Pressure	V-8	Eight Cylinder Engine - Arranged in a "V"
DIS	Direct Ignition System	MAT	Manifold Air Temperature Sensor	Vac.	Vacuum
Diff.	Differential	M/C	Mixture Control	VATS	Vehicle Anti-Theft System
Distr.	Distributor	mm	Millimeter	VIN	Vehicle Identification Number
EAC	Electronic Air Control Valve	MPG	Miles Per Gallon	VMV	Vacuum Modulator Valve
EAS	Electric Air Switching Valve	MPFI	Multi-Port Fuel Injection	V-REF	ECM Reference Voltage
EBCM	Electronic Brake Control Module	mph	Miles Per Hour	VSS	Vehicle Speed Sensor
ECC	Electronic Comfort Control	M/T	Manual Transmission	W/	With
ECM	Electronic Control Module	mV	Millivolt	W/B	Wheel Base
ECS	Emission Control System	N·m	Newton Metres (Torque)	W/O	Without
ECU	Engine Calibration Unit	NO_x	Nitrogen, Oxides of	WOT	Wide Open Throttle
EEC	Evaporative Emission Control	OD	Outside Diameter	X-Valve	Expansion Valve
EFI	Electronic Fuel Injection	OE	Original Equipment	ZF	Zahmradfabrik Friedrichshafen
EGR	Exhaust Gas Recirculation	OHC	Overhead Cam		
EMF	Electromotive Force	OL	Open Loop		
EMI	Electromagnetic Interference				
EPA	Environmental Protection Agency				
ESC	Electronic Spark Control				
ESD	Electrostatic Discharge				
EST	Electronic Spark Timing				

11-8-91
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Figure 24 - Abbreviations Chart

SECTION 0B

MAINTENANCE AND LUBRICATION

NOTICE: When fasteners are removed, always reinstall them at the same location from which they were removed. If a fastener needs to be replaced, use the correct part number fastener for that application. If the correct part number fastener is not available, a fastener of equal size and strength (or stronger) may be used. Fasteners that are not reused, and those requiring thread locking compound will be called out. The correct torque value must be used when installing fasteners that require it. If the above conditions are not followed, parts or system damage could result.

CONTENTS

SCHEDULED MAINTENANCE SERVICE

A General Motors maintenance schedule for a passenger vehicle is in the glove box. The information in this section includes only the maintenance services required for a Corvette.

The maintenance instructions contained in the Maintenance Schedule are based on the assumption that the vehicle will be used as designed:

- To carry passengers and cargo within the limitation indicated on the Tire Placard located on the edge of the driver's door.
- On the reasonable road surfaces within leg operating limits.
- On unleaded gasoline.

SCHEDULE I
Figure 1

Follow Schedule I if the vehicle is mainly dri under one or more of the following conditions:

- When most trips are less than 4 miles (6 km).
- When most trips are less than 10 miles (16 l and outside temperatures remain below freezin

SCHEDULE II

Follow Schedule II only if none of the driving conditions specified in Schedule I apply.

ITEM NO.	TO BE SERVICED	WHEN TO PERFORM Miles (Kilometers) or Months, Whichever Occurs First	The service shown in this schedule up to 45,000 miles (75,000 km) are to be performed after 45,000 miles at the same intervals					
		MILES (000)	7.5	15	22.5	30	37.5	45
		KILOMETERS (000)	12.5	25	37.5	50	62.5	75
1	Engine Oil Change*	Every 7,500 mi. (12,500 km) or 12 mos.	●	●	●	●	●	●
	Oil Filter Change*	At first and every other oil change	●		●		●	
2	Chassis Lubrication	Every 7,500 mi. (12,500 km) or 12 mos.	●	●	●	●	●	●
3	Tire & Wheel Inspection and Rotation**	At 7,500 mi. (12,500 km) and then every 15,000 mi (25,000 km) or as necessary	●		●		●	
4	Engine Drive Belt Inspection*	Every 30,000 mi. (50,000 km) or 24 mos.				●		
5	Cooling System Service*					●		
6	Transmission Service	See text for service interval						
7	Spark Plug Replacement*	VIN P-Every 100,000 mi. (167,000 km)						
		VIN J-Every 30,000 mi. (50,000 km)				●		
8	Spark Plug Wire Inspection*††	Every 30,000 mi. (50,000 km)				●		
9	Air Cleaner Filter Replacement*					●		
10	Fuel Tank, Cap & Lines Inspection*††					●		

FOOTNOTES: * An Emission Control Service

†† The U. S. Environmental Protection Agency has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of vehicle useful life. General Motors, however, urges that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded in the 1992 General Motors Maintenance Schedule (Section E) in the Owner's Manual.

** Do Not Rotate Tires on the RPO ZR1 Special Performance Coupe.

Figure 1 - Maintenance Schedule I

LS 8676-0B

SCHEDULE I

Follow Schedule I if the vehicle is *mainly* driven under one or more of the following conditions:

- When most trips are less than 4 miles (6 kilometers).
- When most trips are less than 10 miles (16 kilometers) and outside temperatures remain below freezing.
- When most trips include extended idling and/or frequent low-speed operation as in stop-and-go traffic.
- Operating in dusty areas.
- Used for delivery service, police, taxi or other commercial applications.

ITEM NO.	TO BE SERVICED	WHEN TO PERFORM Miles (Kilometers) or Months, Whichever Occurs First	The services shown in this schedule up to 48,000 miles (80 000 km) are to be performed after 48,000 miles at the same intervals															
		MILES (000)	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48
		KILOMETERS (000)	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80
1	Engine Oil & Oil Filter Change*	Every 3,000 (5 000 km) or 3 mos.	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
2	Chassis Lubrication	Every other oil change		●		●		●		●		●		●		●		●
3	Tire & Wheel Inspection and Rotation**	At 6,000 mi (10 000 km) and then every 15,000 mi. (25 000 km) or as necessary		●					●					●				
4	Engine Drive Belt Inspection *	Every 30,000 mi. (50 000 km) or 24 months										●						
5	Cooling System Service *	Every 30,000 mi. (50 000 km) or 24 months										●						
6	Transmission Service	See text for service interval																
7	Spark Plug Replacement *	Vin P-Every 100,000 mi. (167 000 km)																
		Vin J-Every 30,000 mi. (50 000 km)										●						
8	Spark Plug Wire Inspection *††	Every 30,000 mi. (50 000 km)										●						
9	Air Cleaner Filter Replacement*	Every 30,000 mi. (50 000 km)										●						
10	Fuel Tank, Cap & Lines Inspection *††	Every 30,000 mi. (50 000 km)										●						

FOOTNOTES: * An Emission Control Service
†† The U. S. Environmental Protection Agency has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of vehicle useful life. General Motors, however, urges that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded in the 1992 General Motors Maintenance Schedule (Section E) in the Owner's Manual.
** Do Not Rotate Tires on the RPO ZR1 Special Performance Coupe.

Figure 2 - Maintenance Schedule II

LS 8677-0B

- When most trips include extended idling and/or frequent low-speed operation as in stop-and-go traffic.
- When operating in dusty areas.

Schedule I should also be followed if the vehicle is used in delivery service, police, taxi or other commercial applications.

SCHEDULE II
Figure 2

Follow Schedule II ONLY if none of the driving conditions specified in Schedule I apply.

EXPLANATION OF SCHEDULED MAINTENANCE SERVICES

Refer to Figures 1 and 2 for the schedules of time and/or mileage intervals. The following text and illustration describe the details of the required maintenance services.

Item 1
Engine Oil and Oil Filter Change

VIN P (LT1) Engine

The VIN P (LT1) engine has been filled at the factory with a Mobil 1® Synthetic oil, SAE 5W-30, which meets all requirements for this engine. The GM Goodwrench® synthetic oil (in Canada, GM synthetic engine oil) also meets all requirements.

The doughnut-shaped logo, as shown in Figure 3, must designate "API Service SG," SAE viscosity grade oil and "Energy Conserving II." Use only a synthetic oil that meets GM Standard GM4718M. Not all synthetic oil that designate "API service SG" meets GM Standard GM4718M.

NOTICE: Oil that does not have the GM4718M standards designation can cause engine damage not covered by warranty.

A SAE 5W-30 grade oil, as shown in Figure 3, is preferred for this engine. However, SAE 10W-30 grade oil can be used if temperature is -18°C (0°F) or above.

Do not use engine oil additives. Reset engine oil life monitor after changing oil.

VIN J (LT5) Engine

The VIN J (LT5) engine has been filled at the factory with SAE 10W-30 oil which meets all requirements for this engine. The GM Goodwrench Oil (in Canada, GM Engine Oil) also meets all requirements.

The doughnut-shaped logo, as shown in Figure 4, must designate "API Service SG," either by itself or with other quality designations such as "SG/CC," "SG/CD," "SF, SG, CC," etc. and "Energy Conserving II."

NOTICE: Oil that does not have the API Service SG designation can cause engine damage not covered by warranty.

A SAE 10W-30 grade oil, as shown in Figure 4, is preferred for this engine. However, SAE 5W-30 grade oil can be used if temperature is below 16°C (60°F) before the next oil change. SAE 5W-30 grade oil should be used if temperature is below -18°C (0°F).

Do not use engine oil additives. Reset engine oil life monitor after changing oil.

Engine Oil Life Monitor

The "CHANGE OIL" monitor light on the left side of the instrument cluster is a reminder to change oil.

When changing oil, reset engine oil life monitor whether "CHANGE OIL" light came "ON" or not.

Reset monitor as follows:

1. Turn the key to the "ON" position, but don't start the engine.
2. Press the "ENG MET" button on the trip monitor and release. Then, within five seconds, press and release the "ENG MET" button again.
3. Within five seconds of Step 2, press and hold the "GAUGES" button on the trip monitor. The "CHANGE OIL" light will flash.
4. Hold the "GAUGES" button until the "CHANGE OIL" light stops flashing and goes out. When the light goes out, the engine oil life monitor is reset. This should take about ten seconds. If it doesn't reset, turn the ignition "OFF" and repeat the procedure.

Item 2
Chassis Lubrication

Lubricate the transmission shift linkage, parking brake cable guides, underbody contact points and linkage. Lubricate the front and rear suspension and steering linkage. Refer to Figures 5 and 6.

Item 3
Tire and Wheel Inspection and Rotation

Check tires for uneven wear or damage. If irregular or premature wear exists, check wheel alignment. Also check for damaged wheels.

For other than ZR1, rotate tires front to rear as shown in Figure 7 and SECTION 3E.

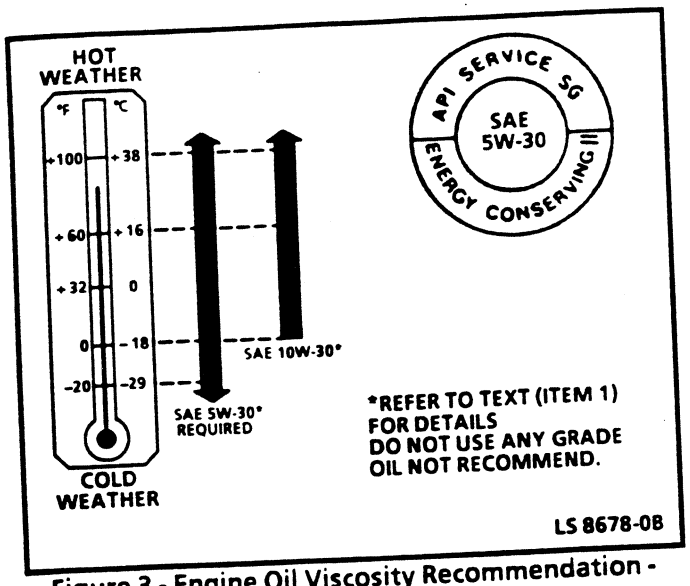


Figure 3 - Engine Oil Viscosity Recommendation - (VIN P)

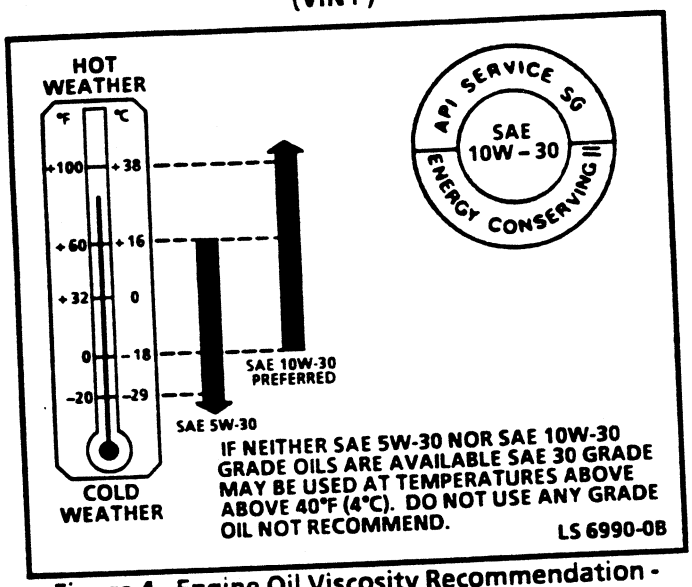


Figure 4 - Engine Oil Viscosity Recommendation - (VIN J)

The tires and wheels are directional. The direction the tires must roll is marked with an arrow on both sides of the sidewall. The wheels are marked with a "left side only" or "right side only" statement on the back of the wheel. This tells you what side of the vehicle they should go on if you are sitting in the driver's seat.

Because rear tires are larger than front tires on ZR1 Special Performance Coupe, Do Not rotate tires.

After the tires have been rotated, adjust the front and rear inflation pressure as shown on the Tire-Loading Information Sticker. Make certain that all wheel nuts are properly tightened. If you have the Low Tire Pressure Warning System, improper removal of the tires from the wheels may result in sensor damage.

While tire and wheels are removed, perform a brake systems inspection. Refer to SECTION 5.

Item 4
Engine Drive Belt Inspection

Inspect the belt for cracks, fraying, wear and proper tension. Replace as needed. Refer to SECTION 6A.

Item 5
Cooling System Service

Drain, flush and refill the system with new coolant as described in SECTION 6B.

Keep coolant at the proper mixture as specified in SECTION 6B. This provides proper freeze protection, corrosion inhibitor level, and engine operating temperature.

Inspect hoses and replace if they are cracked, swollen, or deteriorated. Tighten the hose clamps. Clean the outside of the radiator and air conditioning condenser. Wash the pressure cap and neck.

To help ensure proper operation, pressure test both the cooling system and the cap.

Item 6
Transmission Service

MANUAL

No fluid changing service required.

AUTOMATIC

Change both the fluid and filter every 15,000 miles (25,000 km) if the vehicle is mainly driven under one or more of these conditions.

- In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
- In hilly or mountainous terrain.
- Uses such as found in taxi, police, or delivery service.

If the vehicle is not used under any of these conditions, change both the fluid and filter every 100,000 miles (160,000 km).

Change fluid and filter as follows:

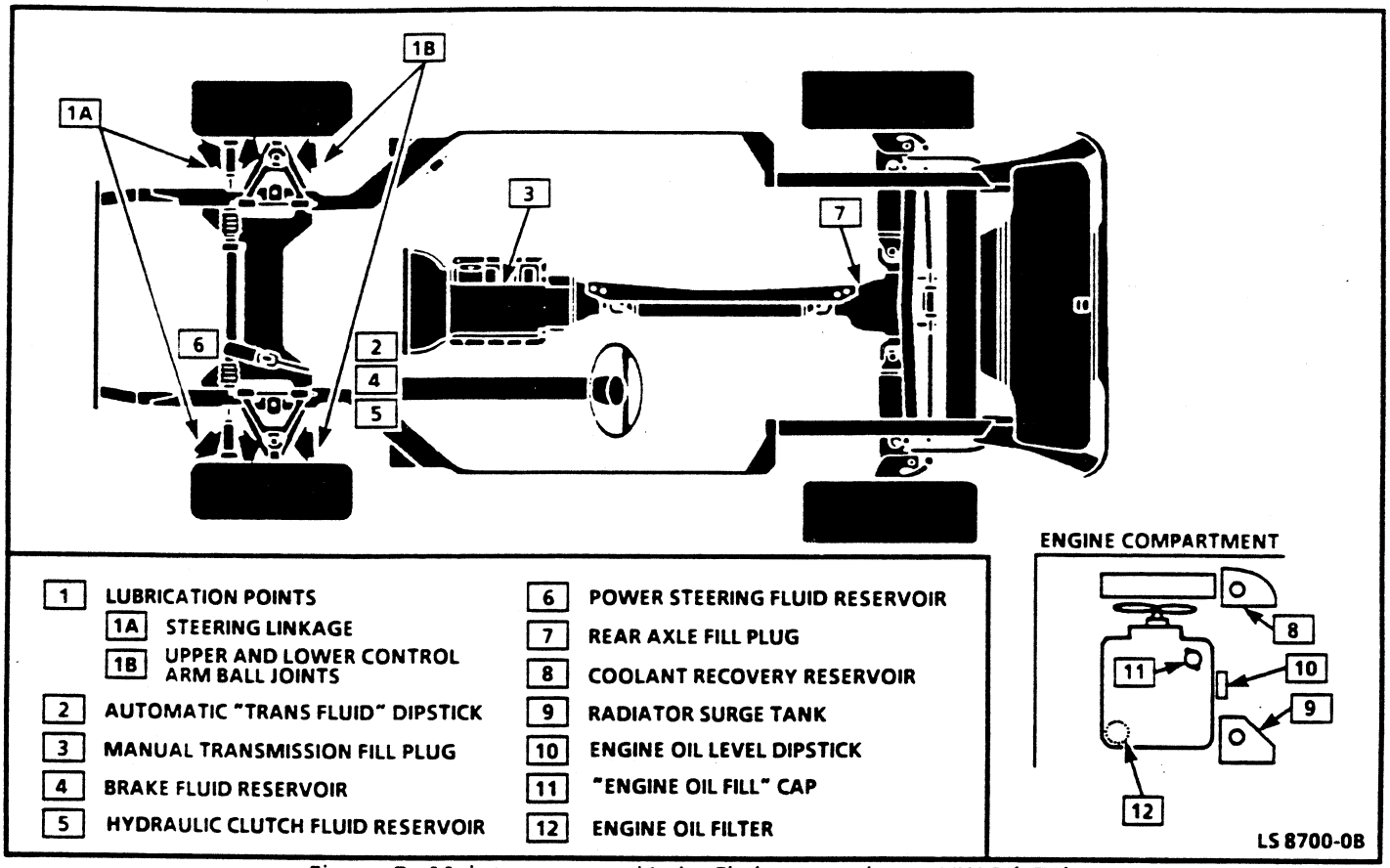
Remove or Disconnect

1. Raise vehicle and suitably support. Refer to SECTION 0A.
2. Upper and lower underbody braces (if equipped).
3. Place drain pan under transmission oil pan.
4. Oil pan screws from the front and sides only.
5. Loosen rear oil pan screws approximately four turns.

Important

- Do not damage the transmission case or oil pan sealing surfaces.

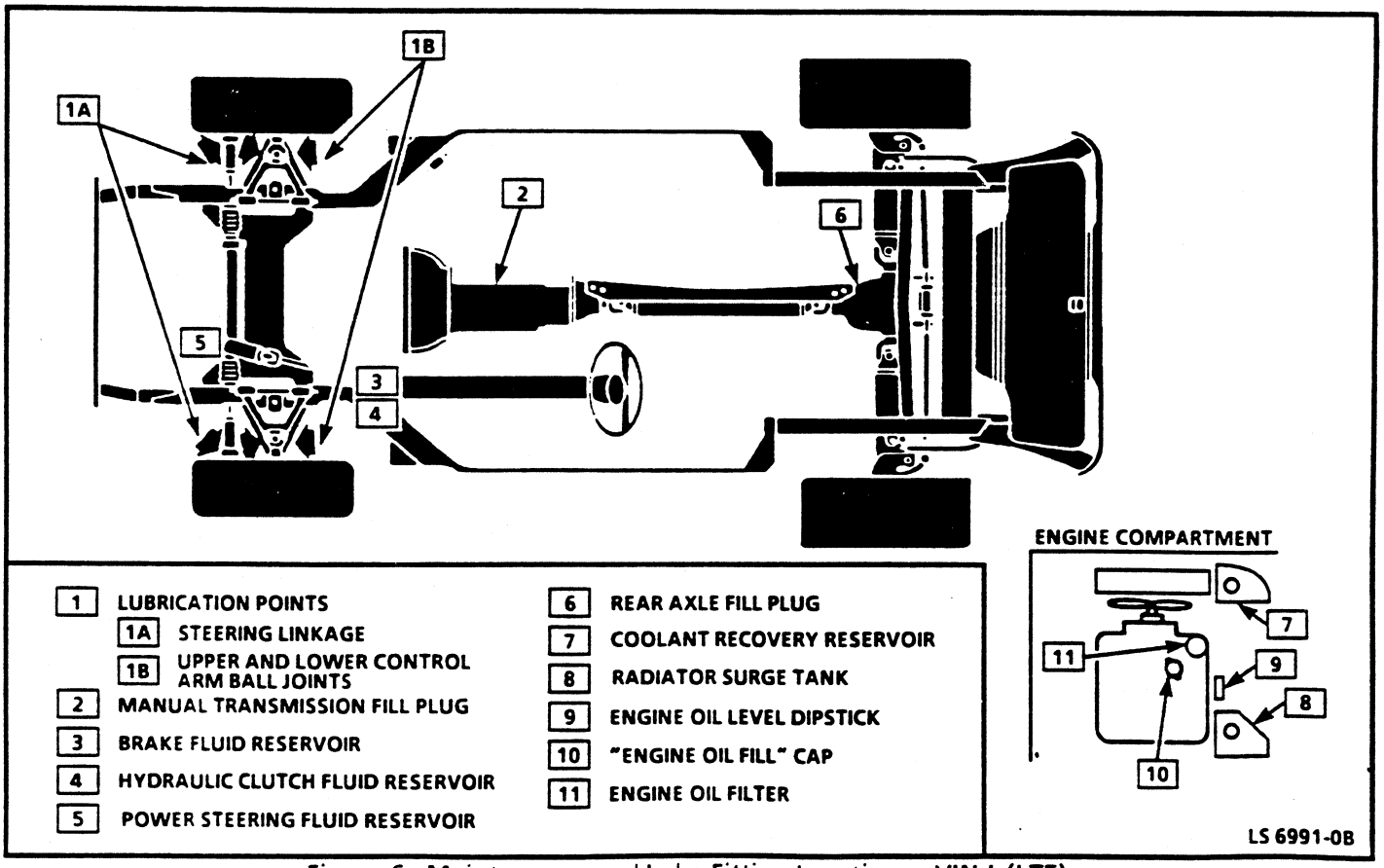
6. Lightly tap oil pan screws, oil pan, and gasket.
7. Oil filter and filter seal.



1 LUBRICATION POINTS
- 1A STEERING LINKAGE
- 1B UPPER AND LOWER CONTROL ARM BALL JOINTS

2 AUTOMATIC "TRANS FLUID" DIPSTICK
3 MANUAL TRANSMISSION FILL PLUG
4 BRAKE FLUID RESERVOIR
5 HYDRAULIC CLUTCH FLUID RESERVOIR
6 POWER STEERING FLUID RESERVOIR
7 REAR AXLE FILL PLUG
8 COOLANT RECOVERY RESERVOIR
9 RADIATOR SURGE TANK
10 ENGINE OIL LEVEL DIPSTICK
11 "ENGINE OIL FILL" CAP
12 ENGINE OIL FILTER

Figure 5 - Maintenance and Lube Fitting Locations - VIN P (LT1)



1 LUBRICATION POINTS
- 1A STEERING LINKAGE
- 1B UPPER AND LOWER CONTROL ARM BALL JOINTS

2 MANUAL TRANSMISSION FILL PLUG
3 BRAKE FLUID RESERVOIR
4 HYDRAULIC CLUTCH FLUID RESERVOIR
5 POWER STEERING FLUID RESERVOIR
6 REAR AXLE FILL PLUG
7 COOLANT RECOVERY RESERVOIR
8 RADIATOR SURGE TANK
9 ENGINE OIL LEVEL DIPSTICK
10 "ENGINE OIL FILL" CAP
11 ENGINE OIL FILTER

Figure 6 - Maintenance and Lube Fitting Locations - VIN J (LT5)

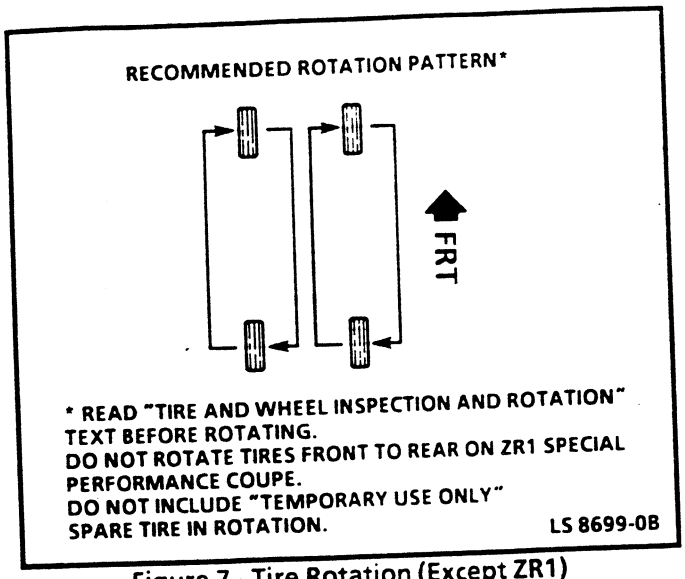


Figure 7 - Tire Rotation (Except ZR1)

- Filter seal may be stuck in the control body valve.

Clean

- Transmission case and oil pan gasket surfaces with solvent and air dry.
  - All traces of old gasket material must be removed.

Install or Connect

1. Coat new filter seal with a small amount of transmission fluid.
2. New seal onto filter.
3. New filter into control body valve.
4. Oil pan and gasket.

Tighten

- Oil pan to transmission case screws alternately and evenly to 16 N·m (12 lb. ft.).

5. Upper and lower underbody braces (if equipped).
6. Lower vehicle.
7. Fill transmission to proper level with DEXTRON ® II E automatic transmission fluid.
   - Fluid level should be checked when it reaches normal operating temperatures of 180°/200°F (82°/93°C). This temperature is reached after approximately 15 miles (24 km) of highway driving.
   - Idle at normal idle speed in "PARK" for three minutes following highway driving.
   - Check fluid level with vehicle on level surface and transmission in "PARK."
   - Fluid level is to be within cross-hatched are on the transmission oil level indicator. Read both sides. Use lowest level.
   - Fluid color.
     - Should be red when new.

NOTICE: Do not overfill. Overfilling will cause foaming, loss of fluid, and possible damage to the transmission.

Inspect

- Oil pan gasket for leaks.

Item 7
Spark Plug Replacement

Replace spark plugs on VIN P engine every 100,000 mi (167,000 km).

Replace spark plugs on VIN J engine every 30,000 mi (50,000 km).

Refer to SECTION 6D4 for replacement of spark plugs.

Item 8
Spark Plug Wire Inspection

Inspect for burns, cracks or other damage. Check the boot fit at the coils and at the spark plugs. Replace wires as needed. Refer to SECTION 6D4.

Item 9
Air Cleaner Filter Replacement

Replace the air filter element every 30,000 miles (50,000 km). Replace more often under dusty conditions. Refer to SECTION 6E3-C14 for air filter element.

Item 10
Fuel Tank, Cap and Lines Inspection

Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel rails and injection assemblies. Inspect fuel cap gasket for an even filler neck imprint or any damage. Replace parts as needed.

INSPECTION AND OTHER REQUIRED SERVICES

Listed below are inspections and services which should be made at the time period specified.

Any safety related or emissions related components that could have been damaged in an accident should be inspected and all needed repairs should be performed before operating the vehicle.

Refer to SECTION 6E3 for service. Refer to "Recommended Fluids and Lubricants" at the end of this section when service is required.

AT EACH FUEL FILL

Engine Oil Level

Check engine oil level and add oil if necessary.

VIN P Engine (LT1)

The best time to check the engine oil level is when the oil is warm and the vehicle is on a level surface. After stopping the engine, wait a few minutes for the oil to drain back to the oil pan. Then, pull out the oil level indicator (dipstick). Wipe it clean, then push the oil level indicator back down all the way. Then pull out the oil level indicator and look at the oil level on the indicator.

Add oil, if needed, to keep the oil level above the "ADD" line and within the cross-hatched area. Avoid overfilling the engine since this may cause engine damage. Push the oil level indicator back down all the way after taking the reading.

If you check the oil level when the oil is cold, do not run the engine first. The cold oil will not drain back to the pan fast enough to give a true oil level.

Refer to "Recommended Fluids and Lubricants" chart for correct engine oil.

VIN J Engine (LT5)

The best time to check the engine oil level is when the oil is cold. Do not run the engine first. The warm oil will not drain back to the pan fast enough to give a true oil level. Ensure that the vehicle is parked on a level surface. Pull out the oil level indicator located on the right side of the engine and wipe it clean. Push the indicator back all the way then pull it out and observe the oil level on the indicator. Add oil, if needed to keep the oil level above the ADD line and within the cross-hatched area.

The oil volume between ADD and FULL is 1 U.S. Quart (.95 liters).

Avoid overfilling the engine since this may cause engine damage. Push the indicator back down all the way after taking the reading.

If the oil level is checked when hot, check the oil in the above manner, waiting at least 2 hours after the engine has stopped.

Engine Coolant Level

Check level in the coolant reservoir tank and add the proper coolant mix. Replace coolant if it is dirty or rusty. Refer to this section for service.

Windshield Washer Fluid Level

Check the windshield washer fluid level in the windshield washer reservoir and add fluid if necessary. Refer to SECTION 8E.

AT LEAST MONTHLY

Check tires for inflation. Inflate to levels indicated on the "Tire-Loading Information Label" located on the driver's door if required.

AT LEAST TWICE A YEAR

Steering and Suspension Inspection

Inspect front and rear suspension and steering system for damaged, loose or missing parts, signs of wear or lack of lubrication. Inspect power steering lines and hoses for proper hookup, binding, leads, cracks, chafing, etc. Refer to SECTION 3C and 3D.

Exhaust System Inspection

Inspect complete system including catalytic converters. Inspect body near the exhaust system. Look for broken, damaged, missing or out-of-position parts as well as open seams, holes, loose connections or other conditions which could cause a heat build up in the floor pan or could let exhaust fumes seep into the passenger compartment. Refer to SECTION 6F.

Throttle/ASR/Cruise Control Linkage Inspection

Inspect for interference or binding, damaged or missing parts. Refer to SECTION 5E1.

Rear Axle

Check fluid level and add if needed.

To check or add fluid:

Hoist vehicle, refer to SECTION 0A. Keep vehicle level. Clean dirt or foreign material from around filler plug opening before removing the filler plug. Maintain fluid level from flush with bottom of opening to no lower than 6 mm (1/4") below opening. Always replace fill plug, tighten to 41 N·m (30 lb. ft.).

Be sure to add limited-slip additive (GM Part No. 105238) to Gear Lubricant (GM Part No. 1052271) when replacing the gear lubricant in the rear axle.

Brake Systems Inspection

For convenience, the following should be done with the wheels removed:

Inspect lines and hoses for proper hookup, binding, leaks, cracks, chafing, etc. Inspect disc brake pads for wear and rotors for surface condition. Inspect other brake parts, including calipers, parking brake, etc., at the same time. Check parking brake adjustment. Cycling the parking brake lever three times should result in lever movement of 3 to 5 notches when a 270 N (61 lb.) force is applied.

Inspect brakes more often if habit or conditions result in frequent braking.

Refer to SECTION 5.

AT LEAST ANNUALLY

Key Lock

Lubricate the key lock cylinder with lubricant specified in "Recommended Fluids and Lubricants."

Body Lubrication

Lubricate all body door hinges, including the hood, fuel door and rear compartment hinges and latches, the glove and console doors, and any folding seat hardware.

Starter Switch

CAUTION: Before performing the following transmission neutral or clutch start switch check, be sure to have enough room around the vehicle. Then, firmly apply both the parking brake and the regular brakes. Do not use the accelerator pedal. If the engine starts, be ready to turn "OFF" the ignition promptly. Take these precautions because the vehicle could move without warning and possibly cause personal injury or property damage.

On an automatic transmission vehicle, try to start the engine in each gear. The starter should crank only in "P" (Park) or "N" (Neutral).

On a manual transmission vehicle, place the shift lever in "Neutral," push the clutch halfway and try to start. The starter should crank only when the clutch is fully depressed.

Steering Column Lock

While parked, try to turn key to "Lock" in each gear range. The key should turn to "Lock" only when the gear selector is in "Park" on an automatic transmission.

On a vehicle with manual transmission, try to turn key to "Lock" without depressing the key release button. The key should turn to "Lock" only with key release button depressed.

On all vehicles, the key should come out only in "Lock" position.

Parking Brake and Transmission P (Park) Mechanism

CAUTION: Before checking the holding ability of the parking brake and automatic transmission "PARK" mechanism, park on a slight grade with enough room for movement in the down hill direction. To reduce the risk of personal injury or property damage, be prepared to apply the regular brakes promptly if the vehicle begins to move.

To check the parking brake, with the engine running and transmission in "Neutral," slowly remove foot pressure from the regular brake pedal (until the vehicle is held by only the parking brake).

To check the automatic transmission "Park" mechanism holding ability, release all brakes after shifting the transmission to "Park."

Underbody Flushing

At least every spring, flush from the underbody with plain water any corrosive materials used for ice and snow removal and dust control. Take care to thoroughly clean any areas where mud and other debris can collect. Sediment packed in closed areas of the vehicle should be loosened before being flushed.

CAPACITIES

Cooling System	
VIN P Engine	17.8 qts. (16.9L)
VIN J Engine	14.7 qts. (13.9L)
Coolant High Fill Reservoir	
Pressure Cap	15 psi (103.4 kPa)
Thermostat	195°F (91°C)
VIN P Engine	195°F (91°C)
VIN J Engine	180°F (82°C)

Engine Crankcase	
VIN P (Less Filter)	4.0 qts. (3.8L)*
(With Filter)	5.0 qts. (4.7L)*
VIN J (Less Filter)	7.6 qts. (7.2L)*
VIN J (With Filter)	8.6 qts. (8.1L)*

* Recheck levels after refill as described in this section.

Fuel Tank	20.0 gal. (75.7L)
Transmission	
Automatic *	
Drain and Refill	10.0 pts. (4.7L)
Overhaul	22.4 pts. (10.6L)
Manual Overhaul	4.4 pts. (2.1L)

* Initial fill capacity - recheck as described in this section.

Air Conditioning	
R-12 Refrigerant	2.25 lb. (1.02 kg)

MAINTENANCE ITEMS

Air Cleaner Filter	
All	AC Type AF1097C
Engine Oil Filter	
VIN P Engine	AC Type PF51
VIN J Engine	AC Type PF970C
Fuel Filter	
All	AC Type GF481
PCV Valve	
VIN P Engine	AC Type CV895C
VIN J Engine	AC Type CV746C and CV913C
Spark Plug and Gap	
VIN P Engine	AC Type 41 - 904 (0.050")
VIN J Engine	AC Type FR2LS (0.035")
Engine Drive Belt	
VIN P Engine	GM P/N 10186175
	GM P/N 10067477
Coolant System (VIN P only)	
Sealer Pellet	GM P/N 1051687
Battery	
VIN P Engine	Delco 75B-72
VIN J Engine	Delco 75Z-72

SPECIFICATIONS

TORQUE SPECIFICATIONS

Wheel Nut Cap	2.2 N·m (22 lb. in.)
Manual Transmission Drain Plug	35 N·m (26 lb. ft.)
Automatic Transmission Pan Screw	16 N·m (12 lb. ft.)
Throttle Body Bolt (VIN P)	24 N·m (18 lb. ft.)
Throttle Body Bolt (VIN J)	15 N·m (11 lb. ft.)
Spark Plug (VIN P)	15 N·m (11 lb. ft.)
Spark Plug (VIN J)	20 N·m (15 lb. ft.)
Recovery Reservoir Screws	10 N·m (89 lb. ft.)
Engine Oil Drain Plug (VIN P)	27 N·m (20 lb. ft.)
Engine Oil Drain Plug (VIN J)	50 N·m (37 lb. ft.)
Rear Axle Fill Plug	41 N·m (30 lb. ft.)

TIRE PRESSURE SPECIFICATIONS

Spare	60 psi (415 kPa)
Except Spare	
Coupe	35 psi (240 kPa)
Convertible	33 psi (210 kPa)

BELT TENSION

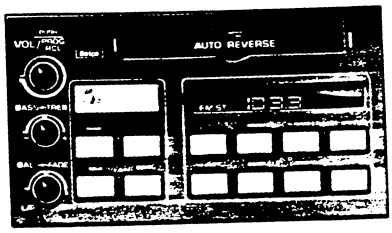
A single serpentine belt with a belt tensioner is used to drive all engine accessories. Tensioner controls belt tension.

WHEEL TRIM

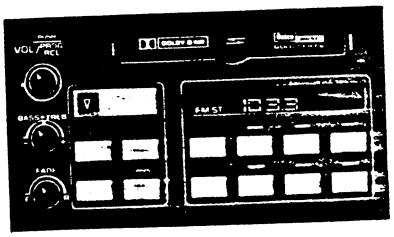
Corvette standard 17" x 9½" cast-aluminum wheel.

RADIO EQUIPMENT

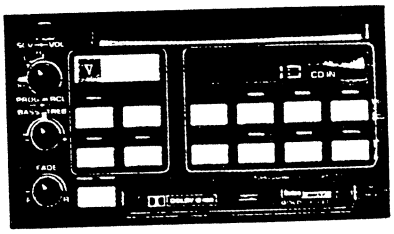
NOTE: All 1992 Corvette Delco ETR stereo sound systems include a Delco electronically tuned AM/FM stereo receiver with seek-scan and digital clock/frequency display and cassette tape player with auto reverse.



AM/FM stereo. Twelve station presets (six FM and six AM). Four stereo speakers and power antenna. Standard on Corvette Coupe and Convertible.



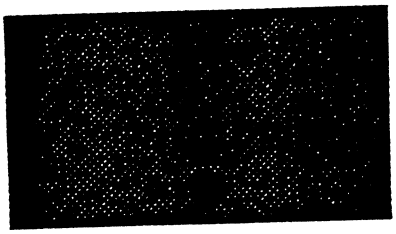
Optional Delco/Bose AM/FM stereo Gold Series Sound System with six tuned Bose stereo speakers and 200 watts of natural sound. Twelve station presets (six FM and six AM). (RPO UU8)



Optional Delco/Bose AM/FM stereo Gold Series Sound System with automatic Up/Down Seek, speed-activated volume control, digital compact disc player, six tuned Bose stereo speakers and 200 watts of natural sound. Twelve station presets (six FM and six AM). (RPO U1F)

CONVERTIBLE TOP COLORS

41T – Black (Cloth)



68T – Beige (Cloth)

10T – White (Vinyl)

29T – Blue (Cloth)

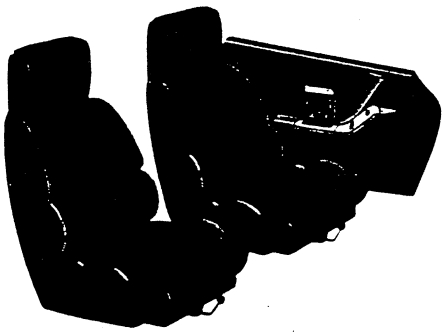
All illustrations and specifications in this brochure are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time, without notice, in colors, materials, specifications and models, and also to discontinue models. Chevrolet Motor Division, General Motors Corporation. Warren, Michigan 48090.

Refer to Passenger Car Order Guide for option availability and application.

SEAT TYPES AND COLORS

CORVETTE STANDARD CLOTH SEAT TRIM

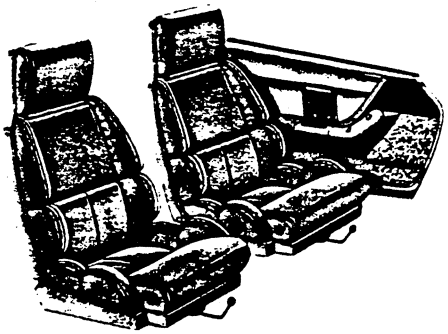
Standard cloth seat trim available only in Black.



Standard cloth reclining bucket seats with integral head restraints.

CORVETTE OPTIONAL LEATHER BUCKET SEATS

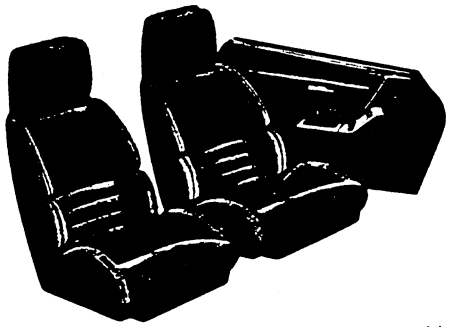
Optional leather seat trim available in Light Gray, Light Beige, Red or Black (Arctic White, Convertible only).



Optional leather reclining bucket seats with integral head restraints.

CORVETTE OPTIONAL SPORT BUCKET SEATS WITH LEATHER TRIM*

Optional leather seat trim available in Light Gray, Light Beige, Red or Black (Arctic White, Convertible only).



Optional articulated Leather Sport seats with inflatable lumbar support. Require optional 6-way power driver's and passenger's seats.

*Requires optional power seats.

CHEVROLET SPECIFICATIONS - 1992 CORVETTE

MODELS	PASSENGERS
Convertible 1YY67	2
Coupe 1YY07	2

DIMENSIONS (inches)

EXTERIOR	
Wheelbase	96.2
Length (overall)	178.6
Width (overall)	71.0
INTERIOR	
Head Room-Front	36.4
Shoulder Room-Front	54.1
Hip Room-Front	49.3
Leg Room-Front	42.6
LUGGAGE/CARGO CAPACITY (cu. ft.)	
Luggage Compartment ..... Coupe	12.6
..... Convertible	6.6
RATED FUEL TANK CAPACITY (gallons)	20.0

STANDARD EQUIPMENT SUMMARY

CORVETTE CONVERTIBLE AND COUPE

Clamshell-Opening Front End Assembly for Easy Engine Access
Power-Operated Retractable Halogen Headlamps
Halogen Fog Lamps
Dual Electrically Adjustable Heated Outside Rear View Mirrors
Full Folding Roof For Convertible
Rear Back-up Lamps
Front Cornering Lamps
Center High-Mounted Stop Lamp (In Rear Fascia above License Plate Pocket)
PASS-KEY Anti-Theft System
Supplemental Inflatable Restraint (SIR) (Driver's Side Only)
Electronic Liquid-Crystal Instrumentation with Black/Amber Analog and Digital Display; Switchable English or Metric Readouts
Headlamps-on Reminder
Intermittent Wiper System
Electronic Speed Control with Resume Speed
Air Conditioning
Side Window Defoggers
Day/Night Rearview Mirror with Map, Ashtray and Courtesy Light
AM/FM Stereo Radio with Cassette and Digital Clock, Four Speakers and Automatic Power Antenna
Center Console with Coin Tray, Cassette and CD Storage, Locking Lighted Storage Compartment and Intergal Armrest
Leather-Wrapped Four-Spoke Sport Steering Wheel
Comfortilt Steering Wheel
Power Door Locks
Power Windows
Cloth Seats with Lateral Support and Back Angle Adjustment
5.7 Liter V8 Engine with Aluminum Heads, Magnesium Valve Rocker Covers, Multi-Port Fuel Injection (MFI), Aluminum Intake Manifold, and Roller Valve Lifters
Delcotron Generator with Built-in Solid State Regulator
Outside Air Induction System
Power Front/Rear Disc Brake System
17" x 9 1/2" Cast Aluminum Wheels
P275/40 ZR-17 Eagle Tires
Bosch ABS IIS 4-Wheel Anti-Lock Braking System
Power Rack-and-Pinion Steering
Acceleration Slip Regulation (ASR)
Independent Front and Rear Suspension with Transverse Fiberglass Leaf Springs and Forged Aluminum A-Arms
Bilstein Digressive Valving Monotube Shock Absorbers
Underhood Lamps
Low Oil Level Indicator
Uniframe-Design Body Structure with Corrosion-Resistant Coating
Acoustic Insulation Package
Glove Box
Illuminated Driver and Passenger Vanity Mirror
Scotchgard™ Fabric Protector

CORVETTE COUPE ONLY

Full-Glass Rear Hatch with Three Remote Releases and Roller-Shade Cargo Cover
One-Piece Removable Fiberglass Roof Panel
Rear Window Defogger

SEAT STYLES

STANDARD SEATS
Cloth Standard Bucket Seat

OPTIONAL SEATS
Leather Bucket
Leather Adjustable Sport Bucket

COLOR AND TRIM SELECTION

PLEASE NOTE: The Exterior Paint and Interior Trim Combinations Shown Below are the Only Combinations that are Available

Interior Trim Color		Black	Arctic White	Lt Beige	Lt Gray	Red
MODEL	SEAT TYPE					
1YY67	Leather Bucket	ABB2	AWW2	AEE2	AQQ2	ARR2
	*Leather Adjustable Sport Bucket	ABB8	AWW8	AEE8	AQQ8	ARR8
	Cloth Bucket	HBB2				

*Reqs AC1 & AC3 Power Seats

@CONVERTIBLE PAINT AND TOP SELECTOR

Exterior Paint Color	Color Code 1	Color Code 2	Black	Arctic White	Lt Beige	Lt Gray	Red
Aqua, Bright (Met)	43	43	41T/10T	41T/10T/68T	10T/68T	41T/10T	
Black	41	41	41T/10T/68T	41T/10T	41T/68T	41T	41T
Black Rose (Met)	73	73	41T/68T	41T/10T	41T/68T	41T	
Blue, Med Quasar (Met)	80	80	41T/10T/68T	41T/10T/68T	41T/10T/68T	41T/10T	
Green, Polo II (Met)	45	45	41T/68T	41T/10T	68T		
Red, Corvette Bright	81	81	41T/10T/68T	41T/10T/68T	41T/10T/68T	41T/10T	41T/10T/68T
Red, Corvette Dk (Met)	75	75	41T/10T/68T	41T/10T/68T	41T/10T/68T	41T/10T	
White, Arctic	10	10	41T/10T/68T	41T/10T/68T/29T	41T/10T/68T	10T/29T/41T	41T/10T
Yellow, Corvette	35	35	41T/10T/68T	41T/10T/68T	41T/10T/68T	41T/10T	

@Convertible Top Option Must Be Specified in "Plus" (+) Option Section of Order Worksheet.

CONVERTIBLE TOP COLOR

WHITE ..... 10T BLACK.....41T BLUE.....29T BEIGE..... 68T

POWER TEAMS

ENGINE OPTION CONDITION	AXLE RATIO		
	2.59	2.73	3.45
WITH NA5 STANDARD EMSISSIONS			
LT1 MX0	Std	G92	----
MN6	----	----	Std
WITH NN5 CALIFORNIA EMISSIONS			
LT1 MX0	Std	G92	----
MN6	----	----	Std

40,695.00 **Model 1YY67 Corvette Convertible**

PREFERRED VEHICLE

MUST ORDER ONE GROUP – NO DELETIONS ALLOWED

		CYA1
1,333.00	**Preferred Equipment Group 1**	
	Air Conditioning - Electronic	x
	Delco/Bose Music System. Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Stereo Cassette Tape and Digital Clock	x
	Power Seat (Driver)	x

Base Vehicles may be ordered by specifying Preferred Equipment Group Code CYAB

REGIONALIZED OPTIONS

ADDITIONAL OPTIONS MAY BE ORDERED FROM THIS LISTING ONLY

ENGINE (Must Order)

N.C.	LT1 5.7 Liter MFI V8	475.00

TRANSMISSION (Must Order One)

N.C.	MX0 4-Speed Automatic	555.00
N.C.	MN6 6-Speed Manual	1,100.00

EMISSION (Must Order One)

N.C.	NA5 Standard Emissions	1,180.00
100.00	NN5 California Emissions	N.C.

TIRES

N.C.	--- P275/40 ZR17 B/W (Base)	205.00

WHEELS

N.C.	--- 17 x 9 1/2" Aluminum Wheels (Base)	50.00

RADIO EQUIPMENT

V.P.S.	--- AM/FM Stereo Radio w/Seek-Scan, Stereo Cassette Tape Player, Power Antenna and Digital Clock (Base)	140.00
		1,995.00
		325.00
V.P.S.	UU8 Delco/Bose Music System. Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Stereo Cassette Tape and Digital Clock (Incl w/Group CYA1)	305.00
		305.00
		N.C.
V.P.S.	U1F Delco/Bose Music System Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Stereo Cassette Tape, Compact Disc Player and Digital Clock	1,695.00

INTERIOR TRIM

	A**2 Leather Bucket (Excl Arctic White
	AWW2 Arctic White Leather Bucket
	A**8 Leather Adjustable Sport Bucket (Excl Arctic White)
	AWW8 Arctic White Leather Adjustable Sport Bucket
	H**2 Cloth Bucket

ADDITIONAL OPTIONS

C68	Air Conditioning, Electronic (Incl w/Group CYA1)
G92	Axle, Performance Ratio (N/A MN6 Trans) (Reqs FX3 Selecti Ride and Handling)
V56	Carrier, Luggage: Black
CC2	Hardtop, Removable (Incls Rear Window Defogger)
UJ6	Low Tire Pressure Warning
AC3	Power Seat, Six-Way (Driver) (Incl w/Group CYA1)
AC1	Power Seat, Six-Way (Passenge (Reqs AC3 Power Seat)
R8T	Priced Order Acknowledgement
FX3	Selective Ride and Handling, Electronic. The Handling Package for Ultimate Driver Comfo and Control Through the Use of the Driver Adjustable, Spee Compensated Ride Control System. (Incls Std Suspensior Components and Bilstein Adjustable Ride Control Syste

COLOR AND TRIM SELECTION

PLEASE NOTE: The Exterior Paint and Interior Trim Combinations Shown Below are the Only Combinations that are Available.

Interior Trim Color		Black	Lt Beige	Lt Gray	Red
MODEL	SEAT TYPE				
1YY07	Leather Bucket	ABB2	AEE2	AQQ2	ARR2
	*Leather Adjustable Sport Bucket	ABB8	AEE8	AQQ8	ARR8
	Cloth Bucket	HBB2			

*Reqs AC1 & AC3 Power Seats

SOLID PAINT APPLICATION

Exterior Paint Color	Color Code 1	Color Code 2	Black	Lt Beige	Lt Gray	Red
Aqua, Bright (Met)	43	43	x	x	x	
Black	41	41	x	x	x	x
Black Rose (Met)	73	73	x	x	x	
Blue, Med Quasar (Met)	80	80	x	x	x	
Green, Polo II (Met)	45	45	x	x		
Red, Corvette Bright	81	81	x	x	x	x
Red, Corvette Dk (Met)	75	75	x	x	x	
White, Arctic	10	10	x	x	x	x
Yellow, Corvette	35	35	x	x	x	

POWER TEAMS

ENGINE OPTION CONDITION		AXLE RATIO		
		2.59	3.07	3.45
WITH NA5 STANDARD EMSISSIONS				
LT1	MX0	Std	G92	---
	MN6	---	---	Std
WITH NN5 CALIFORNIA EMISSIONS				
LT1	MX0	Std	G92	---
	MN6	---	---	Std

MAJOR CORVETTE ADVANTAGES VS. COMPETITION

MAZDA RX-7

- RX-7's engines, in base and turbo form, offer only 160 and 200 horsepower, respectively–no match for Corvette's standard 300 horsepower 5.7-Liter V8
- Anti-lock braking system is standard for every Corvette–standard only on RX-7 Turbo and unavailable on RX-7 Coupe and Convertible
- Driver's side air bag is a standard safety feature for Corvette, but unavailable on any RX-7 Coupe
- A 4-speed automatic overdrive transmission is standard on Corvette while and extra-cost option on RX-7 and not even available on RX-7 Turbo

DODGE STEALTH R/T TURBO AWD

- Corvette Convertible combines performance with free-spirited fun–Stealth is not available as convertible or even with a T-roof
- Stealth's best engine, the 3.0-Liter Twin-Turbo V6, can't beat Corvette's 330 lbs.-ft. of torque
- An automatic transmission is standard on Corvette and unavailable on Stealth R/T Turbo

NISSAN 300ZX

- Corvette Base Coupe can go from zero to 60 miles-per-hour more than two seconds faster than base 300ZX and 1.5 seconds faster than 300ZX Turbo*
- Unlike Corvette, 300ZX doesn't offer the open-air excitement of a convertible
- Corvette is equipped with a standard theft-deterrent system–such a system on 300ZX is an additional after-market purchase

PORSCHE 944 S2

- Corvette's standard engine provides 92 more horsepower and 123 more foot-pounds of torque than 944 S2's standard 4-cylinder
- Corvette's 375 horsepower LT-5 engine (ZR-1) gives Corvette power the 944 S2 can't match, since it offers no engine upgrades
- Corvette beats 944 S2's zero to 60 time by more than 1.5 seconds*
- Corvette can outperform the Porsche, in acceleration, braking and lateral acceleration (for high-speed handling) for approximately $10,000 less*
- Corvette's Selective Electronic Ride and Handling Package option tailors the suspension to the driver's preferences–not available on 944 S2
- The convenience of an automatic transmission is standard on Corvette–not available on 944 S2

TOYOTA SUPRA TURBO

- Corvette 5.7-Liter V8 engine delivers 68 more horsepower and 76 more foot-pounds of torque than Supra Turbo's 3.0-Liter 6-cylinder
- Corvette beats Supra Turbo's zero to 60 time by 2 seconds*
- The convenience of an automatic transmission is an extra-cost option on all Supras, but standard on Base Corvette
- Anti-lock brakes are standard for Corvette; extra-cost option for Supra

ACURA NSX

- Despite their comparable prices, Corvette ZR-1 offers over 100 more horsepower than the NSX's 270 horsepower 3.0-Liter V6
- Standard Corvette can go from zero to 60-miles-per-hour in 4.9 seconds—faster than the NSX but for almost half the price*
- Corvette has standard power steering; manual steering is standard on NSX

CHEVROLET EXCLUSIVE

- 6-speed manual transmission with overdrive in fifth and sixth gears is a no cost option on Base Coupe/Convertible and standard on ZR-1–not found on any competitor
- An all-weather traction system similar to Corvette's Acceleration Slip Mangement is not available on any competitor
- Goodyear Eagle GS-C assymetrical and directional tires are found only on Corvette
- Corvette's fiberglass body panels will never rust and contribute to it's excellent resale value
- Corvette, in Base and ZR-1 models, provides performance comparable to Europe's best at a value that rivals less equipped Japanese models

*Based on manufacturer's published data and/or other consumer automotive publications.

34,185.00 **Model 1YY07 Corvette Coupe**

PREFERRED VEHICLE

MUST ORDER ONE GROUP -- NO DELETIONS ALLOWED

		CVA1
1,333.00	**Preferred Equipment Group 1**	
	Air Conditioning - Electronic	X
	Delco/Bose Music System. Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Stereo Cassette Tape and Digital Clock	X
	Power Seat (Driver)	X

Base Vehicles may be ordered by specifying Preferred Equipment Group Code CVAB

REGIONALIZED OPTIONS

ADDITIONAL OPTIONS MAY BE ORDERED FROM THIS LISTING ONLY

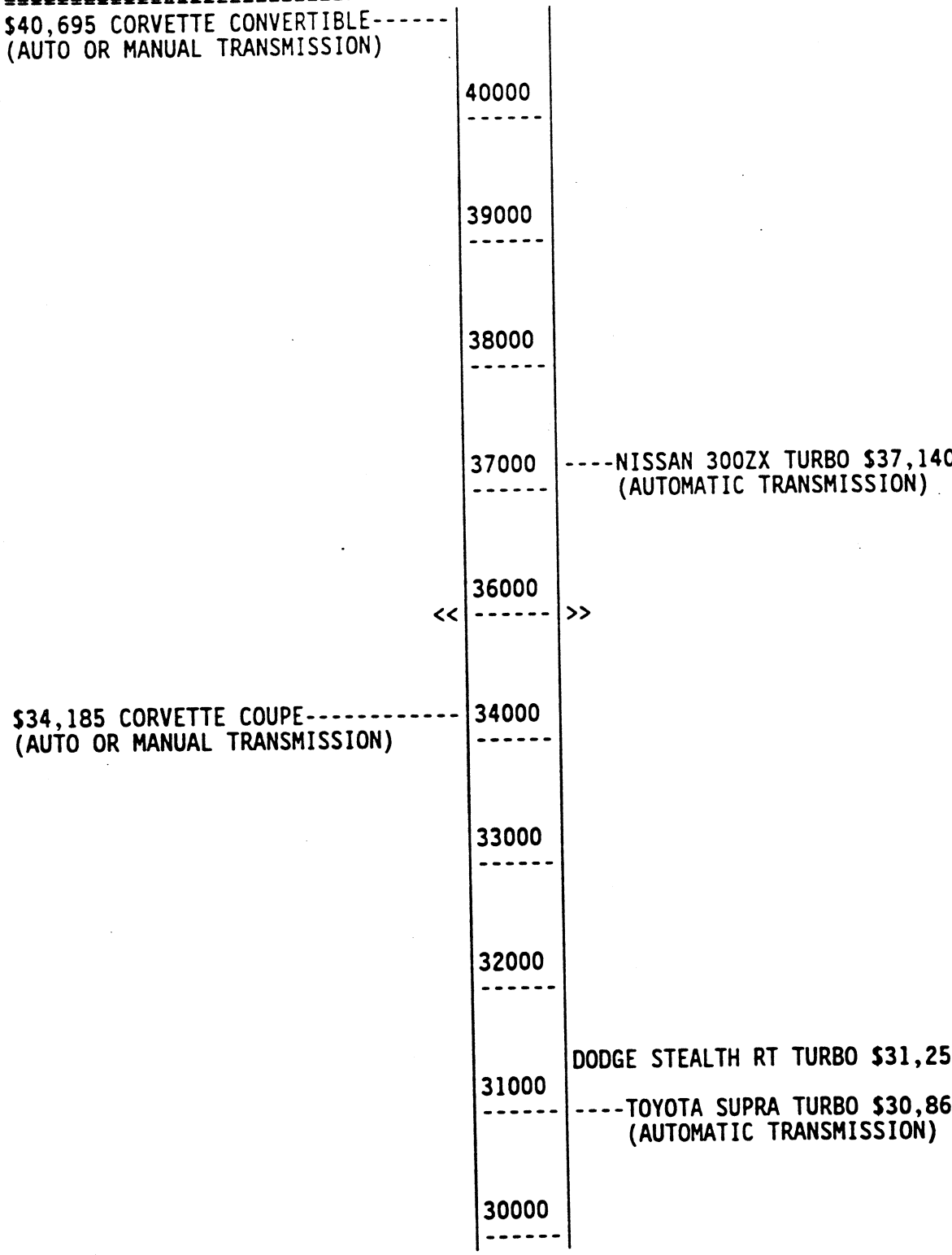
	ENGINE (Must Order)	
N.C.	LT1 5.7 Liter MFI V8	
	TRANSMISSION (Must Order One)	
N.C.	MX0 4-Speed Automatic	
N.C.	MN6 6-Speed Manual	
	EMISSION (Must Order One)	
N.C.	NA5 Standard Emissions	
100.00	NN5 California Emissions	
	TIRES	
N.C.	--- P275/40 ZR17 B/W (Base)	
	WHEELS	
N.C.	--- 17 x 9 1/2" Aluminum Wheels (Base)	
	RADIO EQUIPMENT	
V.P.S.	--- AM/FM Stereo Radio w/Seek-Scan, Stereo Cassette Tape Player, Power Antenna and Digital Clock (Base)	
V.P.S.	UU8 Delco/Bose Music System. Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Stereo Cassette Tape and Digital Clock (Incl w/Group CVA1)	
V.P.S.	U1F Delco/Bose Music System. Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Stereo Cassette Tape, Compact Disc Player and Digital Clock	
	INTERIOR TRIM	
475.00	A**2 Leather Bucket (Excl Arctic White)	
1,100.00	A**8 Leather Adjustable Sport Bucket (Excl Arctic White)	
N.C.	H**2 Cloth Bucket	
	ADDITIONAL OPTIONS	
205.00	C68 Air Conditioning, Electronic (Incl w/Group CVA1)	
50.00	G92 Axle, Performance Ratio (N/A MN6 Trans) (Reqs FX3 Selective Ride and Handling or Z07 Adjustable Performance Handling Pkg.)	
325.00	UJ6 Low Tire Pressure Warning	
305.00	AC3 Power Seat, Six-Way (Driver) (Incl w/Group CVA1)	
305.00	AC1 Power Seat, Six-Way (Passenger) (Reqs AC3 Power Seat)	
N.C.	R8T Priced Order Acknowledgement	
650.00	24S Roof Panel-Transparent Removable, Blue Tint	
650.00	64S Roof Panel-Transparent Removable, Bronze Tint	
950.00	C2L Roof Package (Incls Std Solid Panel and Transparent Panel) (Reqs 24S or 64S Panel)	
1,695.00	FX3 Selective Ride and Handling, Electronic. The Handling Package for Ultimate Driver Comfort and Control Through the Use of the Driver Adjustable, Speed Compensated Ride Control System. (Incls Std Suspension Components and Bilstein Adjustable Ride Control System)	
2,045.00	Z07 Adjustable Performance Handling Package (Driver Adjustable Performance Oriented Package for the Gymkhana/Autocross Enthusiast) (Incls Bilstein Adjustable Ride Control System with Performance Oriented Calibration, Stiffer Springs, Shocks, Stabilizer Bars and Bushings and Heavy-Duty Brakes) (with MX0 Trans Reqs G92 Axle)	

~~555.00~~ A**2 Arctic white Leather Bucket
1100.00 A**8 Arctic white Leather Adjustable Sport Bucket

NOTES

Prices Shown Are Manufacturer's Suggested Retail Prices (MSRP) At the Time of Publication. These Prices Are To Be Used Only As An Aid To Inventory Management Since MSRP Figures Change Periodically. The Vehicle Prices Schedule Is The Official Pricing Documentation Of Chevrolet Motor Division And Should Be Used In Discussing Vehicle Prices With Potential Buyers The Model Prices Shown In The Order Guide Include The Destination Freight Charges.

1992 CORVETTE COMPETITIVE LINEUP
BASE MSRP WITH DFC



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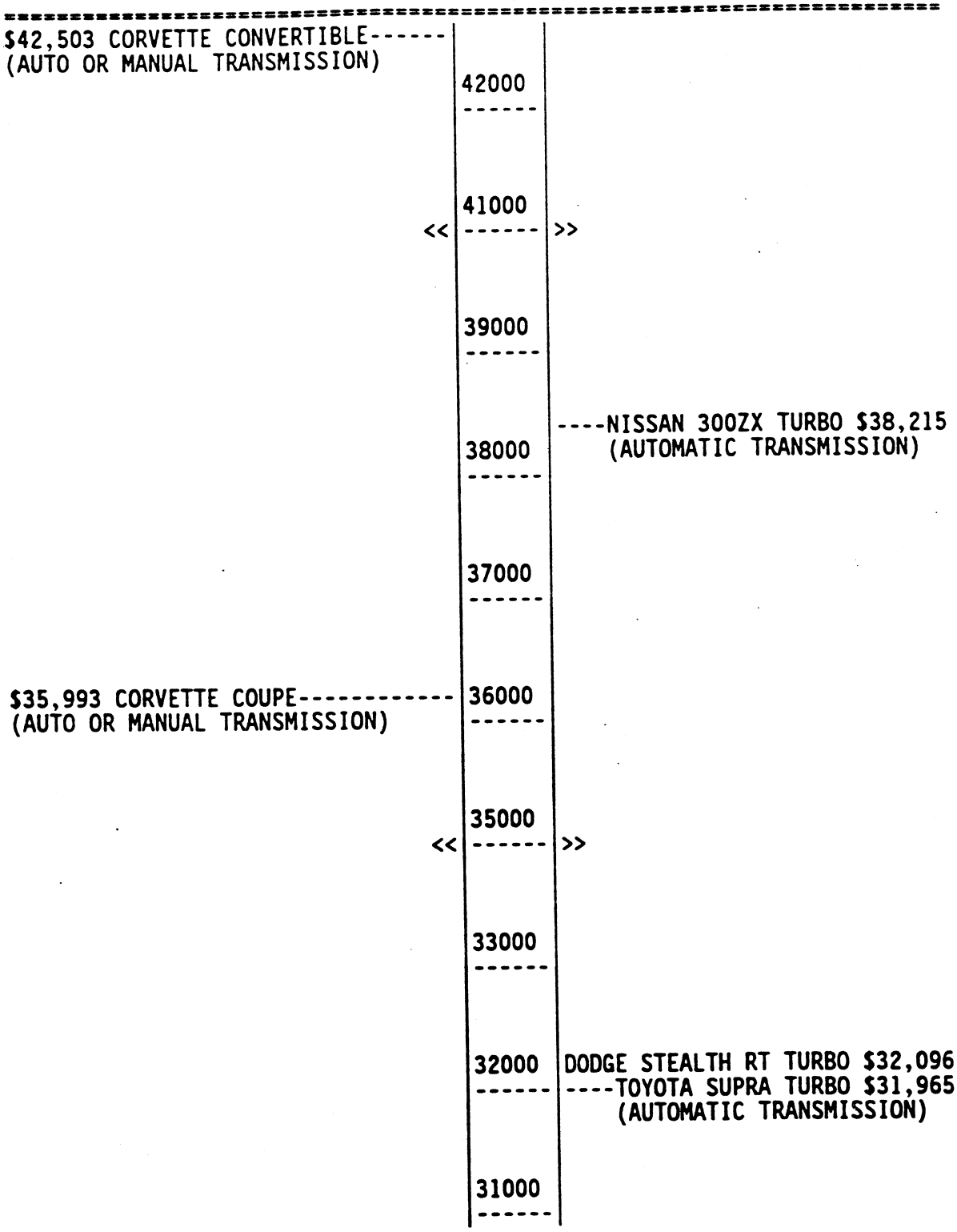
1992 CORVETTE COMPETITIVE LINEUP
POPULAR EQUIPPED PRICE COMPARISONS



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COMPETITIVE COMPARISON - POPULAR EQUIPPED
PRICE ANALYSIS

	1992 CHEVROLET CORVETTE COUPE		1992 NISSAN 300ZX TURBO (AUTOMATIC)	
	20% MOD	20% OPT	18% MOD	18% OPT
	MSRP	DLR NET	MSRP	DLR NET
BASE VEHICLE	33,635	26,908	36,840	30,209
DESTINATION FREIGHT CHARGE	550	550	300	300
TOTAL BASE VEHICLE	34,185	27,458	37,140	30,509
CHEV (OVER)/UNDER COMPETITION			2,955	3,051
POPULAR EQUIPPED PACKAGE:				
PREF EQUIP GRP #1	1,333	1,066	N/A	-
POWER DRIVER SEAT	PKG	-	STD	-
BOSE SYSTEM W/CASSETTE	PKG	-	STD	-
ELEC AIR CONDITIONING	PKG	-	STD	-
LEATHER BUCKET SEATS	475	380	1075	882
AUTOMATIC TRANSMISSION	STD	-	INCL	-
TOTAL POPULAR EQUIPPED	35,993	28,904	38,215	31,390
CHEV (OVER)/UNDER COMPETITION			2,222	2,486
MAJOR STD. EQUIPMENT DIFFERENCES NOT INCLUDED ABOVE:				
DUAL ILLUM VISOR VANITY MIRRORS	STD		N/A	
P275/40 ZR17 GOODYEAR EAGLE BSW	STD		N/A	
225/50 VR16 GOODYEAR EAGLE	N/A		STD	
5.7L TPI V8 ENG (245 HP-350 CID)	STD		N/A	
3.0L MFI V6 TURBO (300 HP)	N/A		STD	
REAR WINDOW WIPER/WASHER	N/A		STD	
REM FUEL FILLER DOOR RELEASE	N/A		STD	
OIL SENSOR & OIL LIFE MONITOR	STD		N/A	
HEATED OUTSIDE REAR VIEW MIRRORS	STD		N/A	
COMFORTILT STEERING WHEEL	STD		N/A	
SCOTCHGARD FABRIC PROTECTOR	STD		N/A	
ILLUMINATED ENTRY SYSTEM	N/A		STD	
DELAYED ACCESSARY BUSS SYSTEM	STD		N/A	
DRIVER'S SIDE AIRBAG	STD		STD	

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COMPETITIVE COMPARISON - POPULAR EQUIPPED
PRICE ANALYSIS

	1992 CHEVROLET CORVETTE COUPE		1992 DODGE STEALTH RT TURBO AWD	
	20% MOD	20% OPT	18% MOD	20% OPT
	MSRP	DLR NET	MSRP	DLR NET
BASE VEHICLE	33,635	26,908	30,885	25,326
DESTINATION FREIGHT CHARGE	550	550	368	368
TOTAL BASE VEHICLE	34,185	27,458	31,253	25,694
CHEV (OVER)/UNDER COMPETITION			(2,932)	(1,764)
POPULAR EQUIPPED PACKAGE:				
PREF EQUIP GRP #1	1,333	1,066	N/A	-
POWER DRIVER SEAT	PKG	-	STD	-
BOSE SYSTEM W/CASSETTE	PKG	-	N/A	-
ELEC AIR CONDITIONING	PKG	-	STD	-
LEATHER BUCKET SEATS	475	380	843	674
AUTOMATIC TRANSMISSION	STD	-	N/A	-
TOTAL POPULAR EQUIPPED	35,993	28,904	32,096	26,368
CHEV (OVER)/UNDER COMPETITION			(3,897)	(2,536)
MAJOR STD. EQUIPMENT DIFFERENCES NOT INCLUDED ABOVE:				
P275/40 ZR17 GOODYEAR EAGLE BSW	STD		N/A	
245/45 ZR17 UNIDIRECTIONAL BSW	N/A		STD	
5.7L TPI V8 ENG (245 HP-350 CID)	STD		N/A	
3.0L DOHC V6 MPI TWIN TURBO	N/A		STD	
REAR WINDOW WIPER	N/A		STD	
REM FUEL FILLER DOOR RELEASE	N/A		STD	
OIL SENSOR & OIL LIFE MONITOR	STD		N/A	
SCOTCHGARD FABRIC PROTECTOR	STD		N/A	
DELAYED ACCESSARY BUSS SYSTEM	STD		N/A	
DRIVER'S SIDE AIRBAG	STD		STD	
SPEED CONTROL & SECURITY ALARM	N/A		STD	
ELECTRONIC INSTRUMENTATION; SWITCHABLE ENG OR METRIC READOUT	STD		N/A	

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COMPETITIVE COMPARISON - POPULAR EQUIPPED
PRICE ANALYSIS

	1992 CHEVROLET CORVETTE COUPE		1992 TOYOTA SUPRA TURBO (W/ SPORT ROOF)	
	20% MOD	20% OPT	18% MOD	18% OPT
	MSRP	DLR NET	MSRP	DLR NET
BASE VEHICLE	33,635	26,908	30,570	25,067
DESTINATION FREIGHT CHARGE	550	550	295	295
TOTAL BASE VEHICLE	34,185	27,458	30,865	25,362
CHEV (OVER)/UNDER COMPETITION			(3,320)	(2,096)
POPULAR EQUIPPED PACKAGE:				
PREF EQUIP GRP #1	1,333	1,066	N/A	-
POWER DRIVER SEAT	PKG	-	STD **	-
BOSE SYSTEM W/CASSETTE	PKG	-	STD *	-
ELEC AIR CONDITIONING	PKG	-	N/A	-
AUTOMATIC TRANSMISSION	STD	-	INCL	-
LEATHER BUCKET SEATS	475	380	1100	902
TOTAL POPULAR EQUIPPED	35,518	28,524	31,965	26,264
CHEV (OVER)/UNDER COMPETITION			(3,553)	(2,260)
MAJOR STD. EQUIPMENT DIFFERENCES NOT INCLUDED ABOVE:				
ILLUMINATED ENTRY SYS W/FADE OUT	N/A		STD	
SPLIT FOLDING REAR SEAT	N/A		STD	
P275/40 ZR17 GOODYEAR EAGLE BSW	STD		N/A	
225/50 ZR16 GOODYEAR EAGLE	N/A		STD	
5.7L TPI V8 ENG (245 HP-350 CID)	STD		N/A	
3.0L EFI 6-CYL (232 HP)	N/A		STD	
INTM'T REAR WINDOW WIPER/WASHERS	N/A		STD	
OIL SENSOR & OIL LIFE MONITOR	STD		N/A	
DRIVER'S SIDE AIRBAG	STD		STD	
ELECTRONIC INSTRUMENTATION;				
SWITCHABLE ENG OR METRIC READOUT	STD		N/A	
TELESCOPIC STEER'G WHEEL/LOCK-UP	N/A		STD	
UNDERHOOD LAMPS	STD		N/A	
ILLUMINATED DRIVER VANITY MIRROR	STD		N/A	
SCOTCHGARD FABRIC PROTECTOR	STD		N/A	
DELAYED ACCESSORY BUSS SYSTEM	STD		N/A	
ALARM SYSTEM	N/A		STD	
AUTO-OFF HEADLAMPS	N/A		STD	

* PREMIUM ETR/CASSETTE (8 SPEAKERS, ACOUSTIC FLAVOR.....)

** 8-WAY POWER DRIVER'S SEAT vs. CORVETTE'S 6-WAY

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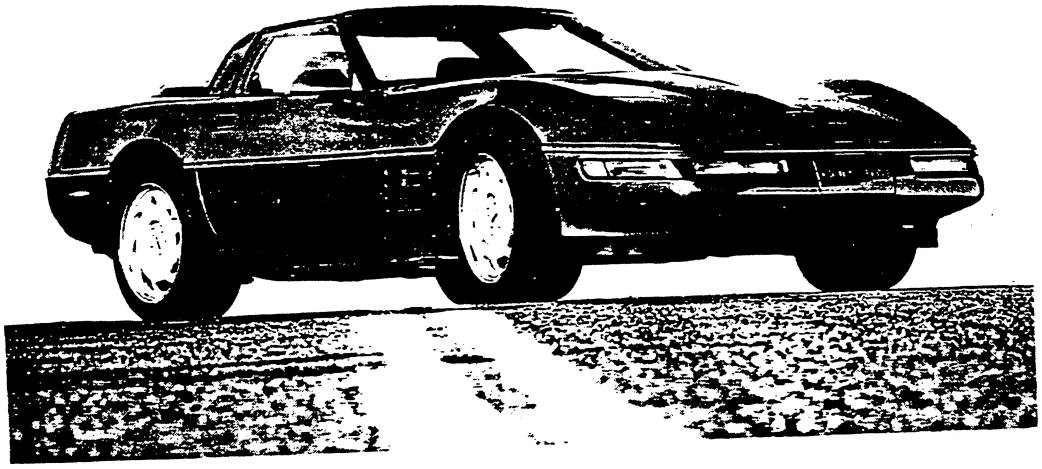
CORVETTE



MODEL AVAILABILITY

	CORVETTE	ZR-1
2-DOOR COUPE	X	X
2-DOOR CONVERTIBLE	X	

NEW FOR 1992

- The "LT1" engine designation has been resurrected from that rare and exciting 1970 Corvette engine to describe Corvette's new 5.7-Liter V8 engine. At 300 horsepower. this engine produces the highest net horsepower for any production-car small-block in Chevy history—50 hp more than last year's L98 engine
- Acceleration Slip Regulation (ASR) is standard for excellent directional stability and well-balanced driving performance on a variety of road surfaces
- Selective Ride Control has been refined for better response and performance
- Goodyear Eagle GS-C directional and asymmetrical tires–found only on Corvette
- Standard "Quiet Car" package with weatherstrip seals, outer-door belt seals. tunnel isolator and additional door insulators
- Speedometer relocated for greater visibility and telltale "Check Gages" signal illuminates when last fuel gage bar turns off

VEHICLE	CORVETTE COUPE/CONVERTIBLE	MAZDA RX-7 COUPE/CONVERTIBLE§	MAZDA RX-7 TURBO COUPE§
STD. ENGINE HORSEPOWER TORQUE	5.7L V8 TPI 300 H.P. @ 5,000 RPM 330 Lbs.-Ft. @ 4,000 RPM	1.3L Twin Rotary MFI 160 H.P. @ 7,000 RPM 140 Lbs.-Ft. @ 4,000 RPM	1.3L Twin Rotary MFI Turbo 200 H.P. @ 6,500 RPM 196 Lbs.-Ft. @ 3,500 RPM
AVAIL. ENGINE HORSEPOWER TORQUE	None	None	None
STD. TRANSMISSION	A4OD	M5OD	M5OD
AVAIL. TRANSMISSION	M6OD (no cost)	A4OD	None
EPA EST. CITY/HWY. MPG*	17 / 25	16 / 25	16 / 24
STD. FUEL CAP. (gal.)	20.0	18.5	18.5
EST. CITY/HWY. RANGE (Mi.)*	340 / 500	296 / 463	296 / 444
STD. PASS. CAP.	2	2	2
EPA CLASS	Two-Seater	Two-Seater	Two-Seater
EPA PASS./CARGO VOL. (cu. ft.)	†	†	†
F/RR HEADROOM (in.)	36.4 / –	37.2 / – / 36.3 / –	37.2 / –
F/RR LEGROOM (in.)	42.6 / –	43.7 / –	43.7 / –
WHEELBASE (in.)	96.2	95.7	95.7
OVERALL LENGTH (in.)	178.6	169.9	169.9
TOWING CAP. (lbs.)	Not Recommended	Not Recommended	Not Recommended
DRIVETRAIN	RWD	RWD	RWD
STEERING TYPE	Pwr. Rack & Pinion	Pwr. Rack & Pinion	Pwr. Rack & Pinion
TURNING DIAM. (ft.)	40.0	32.2	32.2
WARRANTIES: BASIC**	3 yrs. / 36,000 mi.	3 yrs. / 50,000 mi.	3 yrs. / 50.000 mi.
POWERTRAIN	3 yrs. / 36,000 mi.	3 yrs. / 50,000 mi.	3 yrs. / 50.000 mi.
CORROSION/PERF.	6 yrs. / 100,000 mi. (Frame)	6 yrs. / Unlimited mileage	6 yrs. / Unlimited mileage

Based on standard engine and transmission.
* Coverage for all components except tires; may include deductibles.
† EPA Does not provide figures for vehicles classified as Two-Seaters.
§ Based on 1991 catalog information.

PORSCHE 944 S2 COUPE/CABRIOLET	CORVETTE ZR-1	ACURA NSX§	DODGE STEALTH R/T TURBO AWD
3.0L DOHC 16V L4 MFI 208 H.P. @ 5,800 RPM 207 Lbs.-Ft. @ 4,100 RPM	5.7L 32V 4-cam V8 TPI 375 H.P. @ 5,800 RPM 375 Lbs.-Ft. @ 4,800 RPM	3.0L DOHC 24V V6 EFI 270 H.P. @ 7,100 RPM# 210 Lbs.-Ft @ 5,300 RPM	3.0L DOHC Twin-T 24V V6 MFI 300 H.P. @ 6,000 RPM 307 Lbs.-Ft. @ 2,500 RPM
None	None	None	None
M50D	M60D	M50D	M50D
None	None	A40D	None
17 / 26	16 / 25	19 / 24	18 / 24
21.1	20.0	18.5	19.8
359 / 549	320 / 500	352 / 444	356 / 475
4	2	2	4
Mini-Compact	Two-Seater	Two-Seater	Subcompact
63 / 12	†	†	82 / 11
38.0 / N/A	36.4 / –	36.3 / –	37.1 / 34.1
44.5 / N/A	42.6 / –	44.3 / –	44.2 / 28.5
94.5	96.2	99.6	97.2
168.9	178.5	173.4	180.5
Not Recommended	Not Recommended	Not Recommended	Not Recommended
RWD	RWD	RWD	AWD
Pwr. Rack & Pinion	Pwr. Rack & Pinion	Man. Rack & Pinion‡	All-Whl.Pwr. Rack & Pinion
35.3	40.0	38.2	37.4
2 yrs. / Unlimited mileage	3yrs. / 36,000 mi.	3 yrs. / 36,000 mi.	3 yrs. / 36,000 mi.‡‡
2 yrs. / Unlimited mileage	3yrs. / 36,000 mi.	3 yrs. / 36,000 mi.	5 yrs. / 60,000 mi.‡‡
10 yrs. / Unlimited mileage	6 yrs. / 100,000 mi. (Frame)	3 yrs. / Unlimited mileage	7 yrs. / 100,000 mi.

§ Based on 1991 catalog information.
† EPA does not provide figures for vehicles classified as Two-Seaters.
‡ Power assisted with optional automatic transmission.
‡‡ Instead of the 3/36 Bumper-to-Bumper and 5/60 Powertrain warranties, buyers may select a 1-year/12,000-mile Basic warranty and 7-year/70,000-mile Powertrain warranty.
# Horsepower is 252 @ 6,600 rpm with A4OD.
N/A–Information not available at time of printing.

CORVETTE

VEHICLE	PORSCHE 928GT COUPE	
STD. ENGINE HORSEPOWER TORQUE	5.0L DOHC V8 EFI 326 H.P. @ 6,000 RPM 317 Lbs.-Ft. @ 4,100 RPM	
AVAIL. ENGINE HORSEPOWER TORQUE	None	
STD. TRANSMISSION	M50D	
AVAIL. TRANSMISSION	None	
EPA EST. CITY/HWY. MPG¹	13 / 19	
STD. FUEL CAP. (gal.)	22.7	
EST. CITY/HWY. RANGE (Mi.)*	295 / 431	
STD. PASS. CAP.	4	
EPA CLASS	Miini-Compact	
EPA PASS./CARGO VOL. (cu. ft.)	74 / 8	
FR/RR HEADROOM (in.)	36.5 / N/A	
FR/RR LEGROOM (in.)	43.5 / N/A	
WHEELBASE (in.)	98.4	
OVERALL LENGTH (in.)	178.1	
TOWING CAP. (lbs.)	Not Recommended	
DRIVETRAIN	RWD	
STEERING TYPE	Pwr. Rack & Pinion	
TURNING DIAM. (ft.)	37.7	
WARRANTIES:		
BASIC**	2 yrs. / Unlimited mileage	
POWERTRAIN	2 yrs. / Unlimited mileage	
CORROSION/PERF.	10 yrs. / Unlimited mileage	

* Based on standard engine and transmission.
** Coverage for all components except tires; may include deductibles.
N/A–Information not available at time of printing.

MAJOR CORVETTE SELLING FEATURES/ADVANTAGES

Focus Vehicle: Base Coupe

EXTERIOR

- Clean, aerodynamic styling is unmistakably the look of a high-performance, world-class sports car
- Clamshell hood allows easy access to engine compartment
- Base-coat/clear-coat paint provides a long-lasting luster—**an extra cost option on Nissan 300ZX**
- One-piece removable roof panel—**an extra-cost option on Toyota Supra and not available on Mazda RX-7, Porsche 968, and Dodge Stealth**

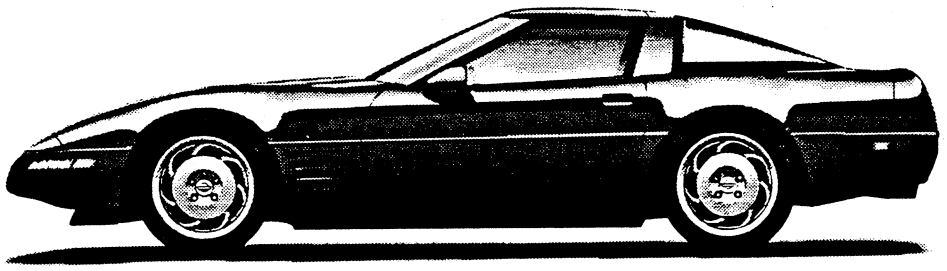
INTERIOR

- Standard "Quiet Car" package includes weatherstrip seals, outer-door belt seals, tunnel insulator and additional door insulators
- Many standard amenities including: tilt wheel, air conditioning, electronic speed control, power windows and locks, power remote-control heated outside rearview mirrors and more
- Delayed accessory buss allows power to stereo and power windows for up to 15 minutes after ignition is turned off and before door is opened—**not found on any competitor**

ENGINE/POWERTRAIN

- New 5.7-Liter V8 engine with Tuned-Port Fuel Injection and reverse flow cooling produces 300 horsepower—**more standard horsepower than Nissan 300ZX, Toyota Supra Turbo, Mazda RX-7 Turbo, Porsche 968 and Acura NSX**
- Corvette moves from zero to 60 in just 4.92 seconds—**more than 1.5 seconds faster than the Nissan 300ZX, and more than two seconds faster than Toyota Supra Turbo***
- 4-speed automatic transmission with overdrive standard or 6-speed manual transmission—**a no-cost option not found on any competitor**

*Based on manufacturer s published data and/or other consumer automotive publications



MANEUVERABILITY

- New Acceleration Slip Regulation (ASR) provides vehicle stability for well-balanced driving performance on a variety of road surfaces—**an all-weather traction system is not available on any competitor except Dodge Stealth R/T Turbo with all-wheel drive, but only Corvette's ASR utilizes the brakes to help maintain control**
- New P275/40/ZR17 GS-C directional and asymmetrical Goodyear Eagle tires—**an exclusive Corvette feature**
- Power-assisted rack-and-pinion steering
- 40-foot curb-to-curb turning diameter

SAFETY

- Driver's side air bag supplements shoulder harnesses for peace of mind
- Bosch ABS IIS 4-wheel anti-lock brakes help driver to maintain control during hard braking
- PASS-Key™ vehicle anti-theft system with starter interrupt feature

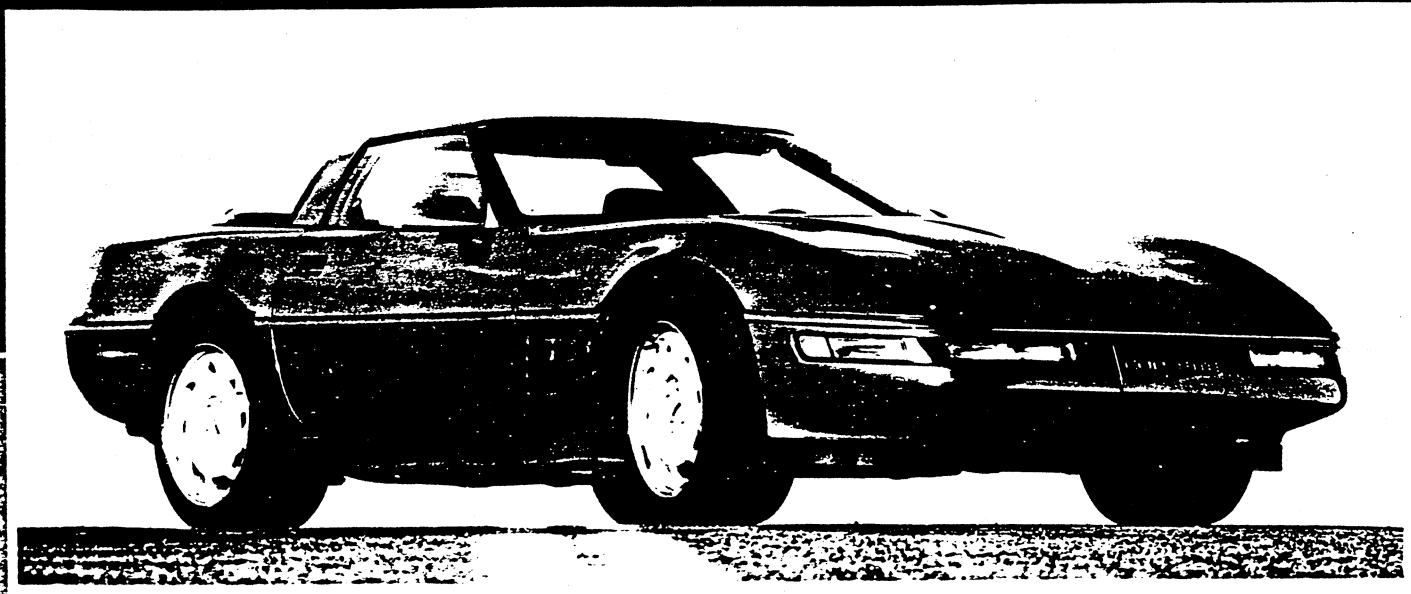
DURABILITY

- Corrosion-proof fiberglass body remains lustrous and sturdy—**all major competitors including Toyota Supra, Mazda RX-7, Dodge Stealth, Nissan 300ZX and Porsche 968 have steel body panels that are prone to rust**
- Scotchgard™ Fabric Protector on seats and door trim provides stain protection—**unavailable on any competitor**
- Uniframe-design body structure with corrosion resistant coating

SUSPENSION

- Independent front and rear suspension
- Delco-Bilstein gas-charged shock absorbers
- Front and rear stabilizer bars
- Electronic Selective Ride and Handling package or Gymkhana/Autocross Performance Handling package options tailor ride and handling to driver's preferences—**nothing like these are available on Porsche 968**

CORVETTE



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- Speedometer relocated for greater visibility and telltale "Check Gauges" signal illuminates when last fuel gauge bar turns off

Market Overview

Leading-edge technology has always been a Corvette hallmark, and now that tradition pushes America's most famous sports car to its highest ever all-around performance level. 1992 marks a new era in Corvette's 39-year history with the addition of the 300-horsepower LT1 engine, exclusive Goodyear Eagle GS-C tires, and the all-weather performance of Acceleration Slip Regulation.

Traditional rival Porsche 944 and Japanese competition such as Nissan 300ZX and Toyota Supra will be hard pressed to match this new level of world-class performance. Chevrolet's Corvette still represents the ultimate in horsepower, handling and heritage.

Corvette also challenges the most exotic European super cars. The ZR-1 with its 375-horsepower 5.7-liter 32-valve 4-cam V8 engine provides plenty of power to keep Corvette running with these much more expensive cars costing two or three times as much.

The 1992 Corvette's technical upgrades keep it far ahead of the pack, following up on the '90 interior make-over and '91 exterior freshening. Considering this relentless pursuit for the perfect sport coupe, it is no wonder that Corvette continues to be the car most Americans dream of owning.

Top Five Reasons For Purchase

1. FUN TO DRIVE—nothing on the road can outperform Corvette
2. EXTERIOR STYLING–clean and functional. Corvette has been a style leader for over three decades
3. VEHICLE HANDLING
5. EXPECTED RESALE VALUE
3. PRESTIGE–Corvette is the dream car that says success

Buyer's Second Choice Vehicles

1. Nissan 300ZX
2. Porsche 911/928
3. Chevrolet Camaro
4. Ferrari
5. Porsche 968

Model Year Sales

1990 19,916

1991 15,752
(Through September 20, 1991)

CORVETTE

MODEL	CORVETTE 2-DR. COUPE	CORVETTE 2-DR. CONVERTIBLE	CORVETTE ZR-1 2-DR. COUPE	
Volume Index				
PASSENGER CAPACITY	2	2	2	
EPA CLASS	Two-Seater	Two-Seater	Two-Seater	
EPA PASS./CARGO VOL. (cu. ft.)	–	–	–	
CARGO VOL. (cu. ft.)				
REAR SEAT UP/DOWN	–	–	–	
TRUNK	12.6††	6.6†	12.6††	
Interior Dimensions (in.)				
FRONT: HEADROOM	36.4	36.4	36.4	
LEGROOM	42.0	42.0	42.0	
SHOULDER ROOM	54.1	54.1	54.1	
HIP ROOM	49.3	49.3	49.3	
REAR: HEADROOM	–	–	–	
LEGROOM	–	–	–	
SHOULDER ROOM	–	–	–	
HIP ROOM	–	–	–	
Exterior Dimensions (in.)				
WHEELBASE	96.2	96.2	96.2	
OVERALL LENGTH	178.6	178.6	178.5	
OVERALL WIDTH	71.0	71.0	73.2	
OVERALL HEIGHT	46.7	46.4	46.7	
TREAD—FRONT/REAR	57.7/59.0	57.7/59.0	57.7/60.6	
TURNING DIAMETER—CURB-TO-CURB (ft.)	40.0	40.0	40.0	
CURB WEIGHT (lbs.)	3,223	3,269	3,465	
TOWING CAPACITY (lbs.)	Not Recommended	Not Recommended	Not Recommended	
Components				
DRIVETRAIN	Rear-Wheel Drive	Rear-Wheel Drive	Rear-Wheel Drive	
STEERING TYPE	Power Rack & Pinion	Power Rack & Pinion	Power Rack & Pinion	
SUSPENSION: FRONT	Indep. Control Arms w/Monoleaf Springs	Indep. Control Arms w/Monoleaf Springs	Indep. Control Arms w/Monoleaf Springs	
REAR	Indep. 5-Link w/Monoleaf Springs	Indep. 5-Link w/Monoleaf Springs	Indep. 5-Link w/Monoleaf Springs	
STABILIZER	Front/Rear	Front/Rear	Front/Rear	

*Powerteams and Fuel Economy**

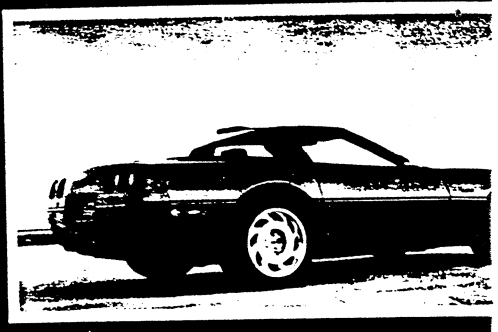
MODEL	ENGINE SIZE/TYPE/ FUEL SYSTEM AVAIL./ HORSEPOWER AND TORQUE	TRANSMISSION AVAILABILITY	EPA EST. CITY MPG	EST. RANGE (MILES)**	EPA EST. HWY. MPG	HWY. RANGE (MILES)***	FUEL CAPACITY (GALLONS)
CORVETTE COUPE & CONVERTIBLE	5.7L / V8 / TPI / STD. 300 HP @ 5,000 RPM 330 Lbs.-Ft. @ 4,000 RPM	M6OD	17	340	25	500	20.0
		A4OD	17	340	25	500	
CORVETTE ZR-1	5.7L / 32V / V8 / TPI 375 HP @ 5,800 RPM 370 Lbs.-Ft. @ 4,800 RPM	M6OD	16	320	25	500	20.0

* Use for comparison. Your mileage may differ.
** Driving range calculated by multiplying EPA city MPG by fuel capacity.
*** Cruising range calculated by multiplying EPA hwy. MPG by fuel capacity.
† With convertible top down, usable luggage capacity is 4.2 cu. ft.
†† Cargo volume behind seats.

CORVETTE

Model Availability

	CORVETTE	ZR-1
2-DOOR COUPE	X	X
2-DOOR CONVERTIBLE	X	



Major Standard Features

COUPE:
- New 5.7-liter V8 engine with Tuned-Port Fuel Injection and reverse flow cooling
- Aluminum intake manifold with tuned runners and aluminum cylinder heads
- 4-speed automatic overdrive transmission
- Acceleration Slip Regulation (ASR)
- Power rack-and-pinion steering
- Bosch ABS IIS 4-wheel anti-lock disc brakes with power assist
- Independent front and rear suspension with transverse fiberglass leaf springs and forged-aluminum A-arms
- Single serpentine accessory drive belt system with self-tensioner, eliminating adjustments
- Bilstein gas-charged shock absorbers
- Low-restriction tuned mufflers for better noise control and durability
- 17-inch cast-alloy aluminum wheels with Goodyear Eagle P275/40ZR17 GS-C directional and asymmetrical tires
- Base-coat/clear-coat paint treatment
- Clamshell hood with dual lock-down releases
- Full glass rear hatch with three remote releases and rollershade cargo cover (coupe)
- One-piece removable fiberglass roof panel (coupe)
- PASS-Key™ vehicle anti-theft system with starter-interrupt feature
- Delayed accessory buss allows power to stereo and power windows for up to 15 minutes after ignition is turned off and before door is opened
- Seating for two
- Sport cloth reclining bucket seats with integral head restraints plus lateral support and back-angle
- Supplemental Inflatable Restraint system (air bag) on driver's side
- Electronic liquid crystal instrumentation with black and yellow analog and digital displays in either English or Metric readout
- Low-Oil Sensor provides a signal to the driver when the oil level is too low
- Oil Life Monitor calculates engine revolutions and oil temperature and recommends when to change the oil
- 20-gallon fuel tank
- Electronically tuned AM/FM stereo cassette, Seek and Scan, digital clock, four speakers and power-operated antenna
- Power remote-control heated outside rearview mirrors
- Air conditioning
- Power windows and power door locks
- Intermittent windshield wipers
- Leather-wrapped tilt steering wheel
- Electronic speed control with resume speed
- Illuminated driver's and passenger's vanity mirrors
- Day/night rearview mirror with map lights
- Ashtray and courtesy lights
- Underhood lamps
- Headlamps-on reminder
- Power-operated, retractable halogen headlamps
- Halogen fog lamps
- Side window defoggers
- Electric rear window defogger (coupe)

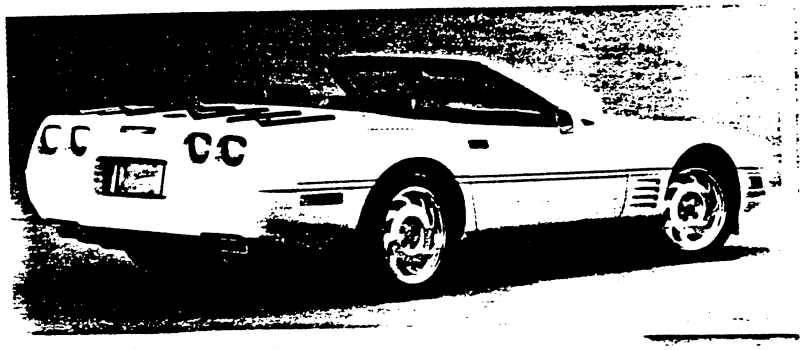
CORVETTE CONVERTIBLE ADDS:
- Folding top in black, white or saddle vinyl plus storage compartment
- Structurally reinforced uniframe and rear underbody

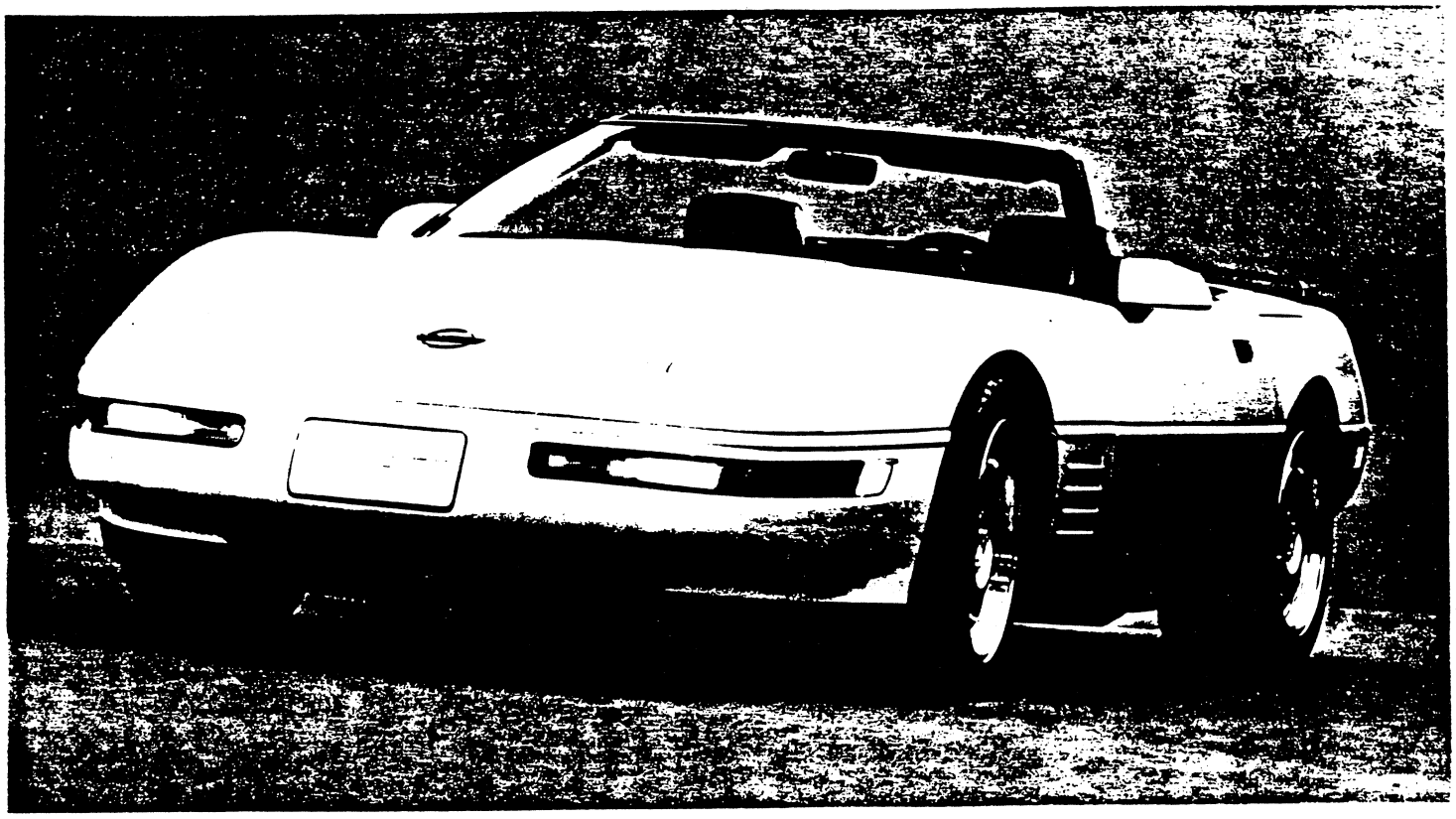
Trim Levels

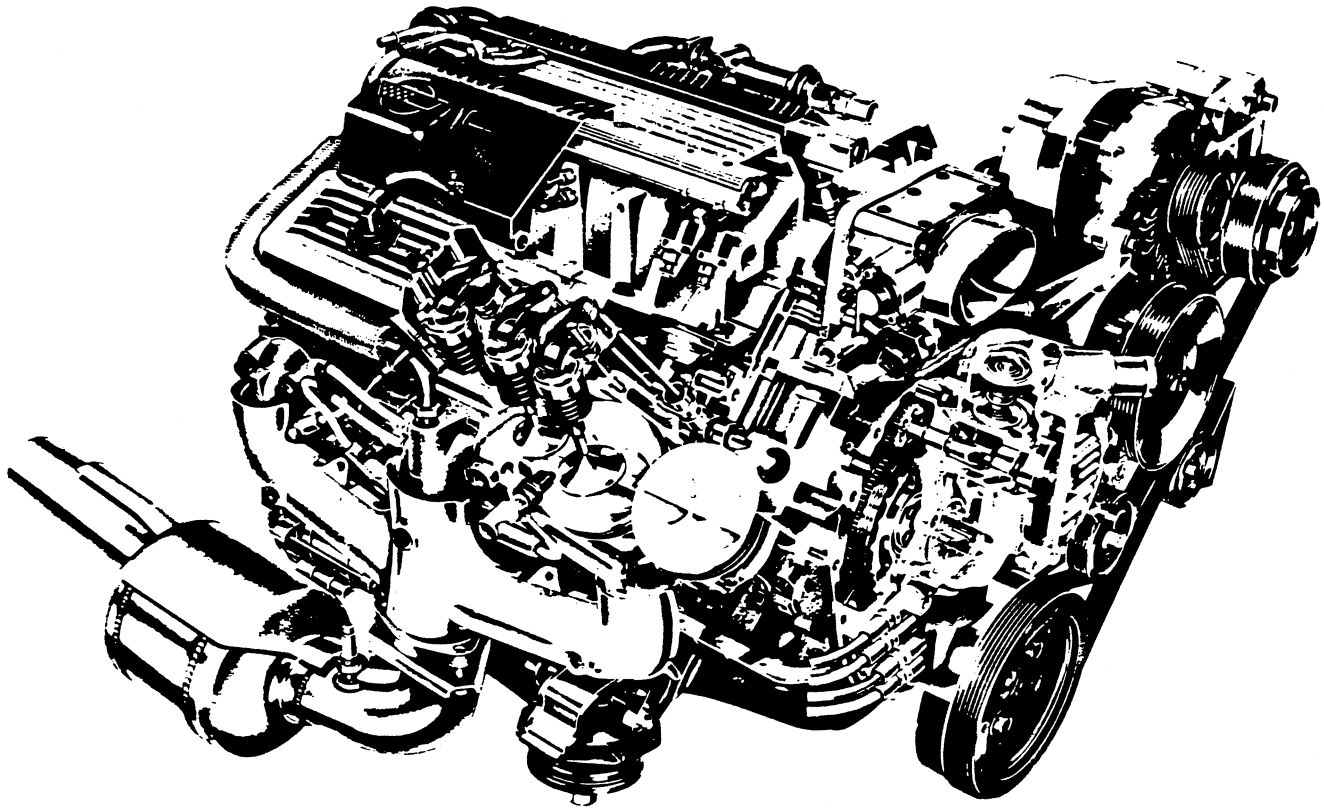
ZR-1 ADDS:
- 5.7-liter 32-valve 4-cam all-aluminum V8 engine
- 6-speed manual overdrive transmission
- 3.45 axle ratio
- P315/35ZR17 rear tires, P275/40ZR17 front tires
- Solar control windshield
- Delco-Bose Gold Series Music system with compact disc and cassette player
- 6-way leather power sport seats
- Selective ride control adds electronically adjusted dampers to the rear suspension
- 17 x 11-inch aluminum-alloy rear wheels
- 13-inch front disc brakes
- 12-quart engine oil capacity
- 16.7-quart engine coolant capacity
- Low-Pressure Tire Warning system
- Electronic air conditioning
- Heavy-duty brake system

Popular Options

- 6-speed manual transmission with computer-aided gear selection (not additional charge)
- Removable body-color hardtop (convertible)
- Removable roof panel (blue or bronze transparent tint)
- Electronic-control air conditioning that adjusts to preset interior temperature
- Premium Delco-Bose Music system includes electronically tuned AM/FM stereo with Seek and Scan, stereo cassette, compact disc player and digital clock, plus a speed-compensated volume feature
- Low-Pressure Tire Warning system monitors tire air pressure (standard on ZR-1)
- Electronic Selective Ride and Handling package: a driver adjustable, speed-compensated ride control system which includes standard suspension components and Bilstein Adjustable Ride Control system (standard on ZR-1)
- Gymkhana/Autocross Performance Handling package includes: Selective Ride Control, stiffer springs, shocks, stabilizer bars and bushings, heavy-duty brakes and engine oil cooler
- Leather bucket seats (standard on ZR-1)
- 6-way power seats
- Black luggage carrier (convertible)







CHEVROLET'S 1992 CORVETTE... boasts a new generation 300 horsepower, 350-cubic-inch V8 engine as standard equipment, but even with increased power the Corvette gets equal or better fuel economy than last year. A sophisticated traction control strategy -- Acceleration Slip Regulation -- debuts to make Corvette a "car for all seasons." New Goodyear Eagle GS-C high-performance tires have a special tread pattern which delivers superb wet and dry handling performance.

CHEVROLET

FOR RELEASE:

September 1, 1991

CONTACT:

[redacted]

#10962 - 9/1/91

TOTAL SAFETY SYSTEMS

WARREN, Mich. -- Chevrolet safety features for 1992 -- such as 4-wheel anti-lock brakes and Acceleration Slip Regulation -- are part of "Total Safety Systems," a General Motors program with more than 100 different safety features.

Chevrolet is committed to vehicle safety as part of General Motors, the only vehicle manufacturer that maintains medical research laboratories and staffs, exclusively devoted to vehicle and safety research.

Using test dummies -- even to simulate a woman in her third, sixth and nine month of pregnancy -- has resulted in development of more safety features such as side guard door beams, controlled crush zones and energy absorbing steering columns.

FOUR-WHEEL ANTI-LOCK BRAKES

Four-wheel anti-lock brakes are one component of Chevrolet safety that includes lap/shoulder belts, air bags, collapsible steering columns, and energy absorbing vehicle structures.

Chevrolet emphasizes accident avoidance systems such as 4-wheel anti-lock brakes because such systems are likely to be used 99 times more often than collision protection equipment. To increase its understanding of collision dynamics, GM does four times more crash tests than are required to meet government standards.

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Chevrolet has 4-wheel anti-lock brakes on all of its non-Geo car lines except Camaro. Car lines debuting four-wheel anti-lock brakes in 1992 are Lumin[redacted]els (optional on base models), Corsica, Beretta and Cavalier. (Corvette has had anti-lock brakes since 1986.)

Chevrolet trucks with 4-wheel anti-lock brakes for the first time in 1992 are S-10 Blazer, Lumina APV, Blazer and Suburban.

The Chevrolet S-10 Pickup, Full-size Pickup, Sportvan and Geo Tracker all have rear-wheel anti-lock brakes.

A driver benefits from 4-wheel anti-lock brakes because they reduce the chance of wheel lockup during sudden braking, and are designed to help the driver maintain steering control even in a panic stop in rain, on snow or on ice. Four-wheel anti-lock brakes can adjust brake pressure at a rate that even the most skilled professional driver cannot attain.

Chevrolet's 4-wheel anti-lock brakes offer the same kind of braking performance that many expensive sports cars boast.

ACCELERATION SLIP REGULATION

Acceleration Slip Regulation (ASR) for Chevrolet's 1992 Corvette is a system designed to work with the existing 4-wheel anti-lock brakes to provide improved acceleration and enhanced vehicle stability in all weather conditions.

It makes Corvette a "car for all seasons." Of all of the traction control systems now available, the Corvette ASR system -- created by Bosch -- is one of the most sophisticated.

A dual-mode system, ASR is automatically engaged when the vehicle ignition is turned on, but can be disengaged via a push-button on/off switch on the instrument panel when additional wheel slip is desired or the Corvette becomes mired in snow or mud.

ASR functionally integrates three subsystems -- engine spark retard, throttle close down, and brake intervention.

Understanding the Corvette's ASR system begins by understanding what it is not. ASR does not increase the amount of grip available between where the tire makes contact with the road surface. Instead, ASR (or any traction control strategy) is designed to help drivers get the most out of the grip that is there. The benefits to the driver include increased comfort, reduced anxiety and stable vehicle operation closer to the limit over a variety of road conditions.

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CORVETTE

FOR RELEASE:

September 1, 1991

CONTACT:

[redacted]

#10961 - 9/1/91

CORVETTE SETS NEW STANDARDS

WARREN, Mich. -- America's most famous sports car, the Chevrolet Corvette, sets a new standard for world-class all-weather performance in 1992.

The ZR-1 special performance package returns for its third model year in '92, but the biggest news is the three major features that distinguish the 1992 Corvette:

- o A new 350-cubic-inch V8 engine -- dubbed the "LT1" -- ushers in a second generation of Chevy small-block power. It delivers 300 horsepower at 5000 RPM -- the highest net horsepower for any production-car small-block in Chevrolet history --50 HP more than the L98 engine it replaces. The LT1's performance equals or exceeds existing world-class V8 engine standards for mass, size, fuel consumption, emissions and cold start.
- o A sophisticated traction control strategy called Acceleration Slip Regulation (ASR) is designed to work with the existing anti-lock brakes to provide improved acceleration and enhanced vehicle stability in all weather conditions, thus making Corvette a "car for all seasons." ASR is one of the most sophisticated traction control systems now available. It functionally integrates with three different vehicle systems -- engine timing, throttle and brakes -- and it is also calibrated to deliver a full measure of the car's power to the pavement.
- o New Goodyear Eagle GS-C high-performance tires are a '92 Corvette exclusive. The tires have a directional and asymmetrical tread pattern which delivers superb wet and dry handling performance, wearability, cornering force and noise suppression.

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#10961

Inside the Corvette, the instrument panel has a new appearance to improve the driver's comprehension of vital vehicle information. The most noticeable change is the higher placement of the speedometer in the display area.

Outside, Corvette gets four new exterior color choices, three new leather interior colors and a new dark blue cloth convertible top.

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CORVETTE

FOR RELEASE: Immediately

#11132

MILLIONTH CORVETTE IS A THOROUGHBRED

BOWLING GREEN, Ky. -- Thoroughbreds are nothing new to the rolling hills of Kentucky, but throughout the world enthusiasts await a milestone of championship breeding -- the production of the one-millionth Chevrolet Corvette at General Motors' Bowling Green assembly plant.

"Never before have our employes felt so much a part -- and such an important part -- of producing this magnificent automobile," said Plant Manager Paul J. Schnoes. "Corvette is a legend."

Today, more than 1,100 employes produce some 20,000 coupes and convertibles a year in a rainbow of colors from sable black and bright aqua metallic, to bright yellow and ruby red. But on July 2, the one-millionth will be the same as the first -- arctic white with a black convertible top and a red leather interior.

In fact, white was the color of all 300 of the first, hand-glued, fiberglass Corvettes built in 1953 on a small assembly line in the back of an old customer delivery garage in Flint, Mich.

In December 1953, Chevrolet transferred Corvette production to its plant in St. Louis, Mo., where it remained for the next 28 years. During model years 1954-1981, the St. Louis plant produced 699,438 Corvettes.

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Public Relations Department, Chevrolet Motor Division, General Motors Corporation, 30007 Van Dyke Avenue, Warren, Michigan 48090, (313) 492-8841

In 1979, GM began plans to increase Corvette production in the early '80s and decided that the St. Louis facility could not be adequately expanded to satisfy demand. A site team located a vacant plant that had once produced air conditioners in Bowling Green, Ky. The team proposed that this 580,000-sq. ft. facility be renovated and expanded to become Corvette's third home and its first exclusive assembly plant.

A small engineering task force was sent to the plant in August 1979 to plan for the transfer of production to the new facility. Two sizeable additions were made to the existing structure, including a paint oven enclosure that increased the plant's floor space to more than one million sq. ft. The conversion and construction of the additions took 14 months and on June 1, 1981, the first Corvette rolled off the line.

Corvette, and hundreds of seasoned hourly and salaried St. Louis Corvette craftsmen, pulled up roots from the banks of the Mississippi and settled in the rolling hills of Bowling Green. A bustling city just 90 minutes north of Nashville, Tenn., Bowling Green took its place in Corvette legend.

The facility sits on a 212-acre site and has 1,168,193 sq. ft. of floor space under its roof. The plant has produced 304,562 Corvettes (including the one-millionth) since 1981.

The plant has become an international magnet for Corvette enthusiasts. More than 60,000 visitors are welcomed for tours each year.

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CORVETTE

FOR RELEASE: Immediately

#11136

CHEVY'S CORVETTE AT ONE MILLION -- AMERICA'S NATIONAL CAR?

BOWLING GREEN, Ky. -- A strong contender for the title "America's National Car" rolled today from the assembly line -- a white convertible with "1,000,000th Corvette" stitched into the headrests of its red leather seats.

"From Kentucky, which prizes the best-bred horses, comes Corvette, recognized worldwide as a thoroughbred sports car," said Chevrolet General Manager Jim C. Perkins. "It also has become a symbol of this nation's automotive innovation and may well be 'America's National Car.'"

The one-millionth Corvette -- duplicating the colors of the first Corvette hand-built 39 years ago in Flint, Mich. -- was driven off the line by Paul J. Schnoes, Bowling Green plant manager, and Billy Jackson, president of United Auto Workers Local 2164 at the plant.

Kentucky Governor Brereton C. Jones, Lt. Governor Paul E. Patton, Bowling Green Mayor Johnny Webb and other civic officials joined Perkins and other Chevrolet and UAW officials to welcome the milestone Corvette.

Representing General Motors were E. Michael Mutchler, vice president and group executive of North American Passenger Car Platforms, and Joseph D. Spielman, vice president and general manager of the Rear Drive Automotive Division.

The ceremony -- covered by dozens of reporters, auto magazine editors and photographers, and carried nationally by satellite television -- ended with the plant's 1,100 employes and visitors singing "God Bless America."

"Corvette has been called the American dream machine, but its appeal is international," Perkins said. "For every American kid who grew up aspiring to own and drive a Corvette, there's another with the same aspirations in Zurich or Frankfurt or Osaka."

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Perkins added that more Corvettes have been built than any other single sports car in automotive history and more than half are estimated to be still on the road. Corvettes are sold throughout North America, Europe, the Middle East and Japan, and there are more than 600 Corvette owner clubs around the world.

He said another example of the car's universal appeal is that the privately-funded National Corvette Museum in Bowling Green -- to which Chevrolet is donating the one-millionth Corvette -- expects to draw 500,000 visitors annually after its anticipated opening in August 1993.

The Chevrolet general manager said that Corvette's one-millionth unit "celebrates the success with which Corvette has stuck to its mission from day one -- to be the uniquely American sports car for the driving enthusiast."

Perkins said innovation has been a Corvette tradition since its introduction in 1953 as the world's first production car to feature rustproof fiberglass body panels. The one-millionth continues this body construction.

"Corvette's optional fuel injection system stunned the competition in 1957, as did a fully-independent suspension in 1963, 4-wheel disc brakes in 1965, and a 4-wheel anti-lock brake system (ABS) in 1986," Perkins said.

"In the 1990s, advances like the 300-horsepower LT1 V8 and Acceleration Slip Regulation (ASR) are keeping Corvette drivers at the forefront of sports-car performance."

Perkins said pretenders and contenders have challenged the Corvette from time to time -- the original Thunderbird, the Cobras of the 1960s, some European cars and recently, Japanese supercars.

"They've all affected the Corvette," he said, "It is a better car because of them. But it is still the 'Top Gun' ... its greatness endures."

Perkins said the legion of dedicated people responsible for Corvette's success includes GM and Chevrolet designers and engineers, Bowling Green employes, more than 250 supplier firms including some who have been involved with the car since its inception, and Chevrolet dealers.

"Perhaps the greatest strength of America's premier sports car is the loyalty of its owners," Perkins continued. "Those wonderful people eat, sleep and breathe Corvettes. They rally, they race and they prize vintage 'Vettes as well as the latest models. Most are proud to be called 'Corvette nuts.'"

Perkins said the high visibility of Corvette, including a large number of celebrity owners, has made the car successful far beyond its numbers to Chevrolet and GM.

"Although Corvette has never achieved more than two percent of Chevrolet car sales in any of its 39 years on the market, it has added luster, excitement and pride to all Chevrolet vehicles," he said.

"We've always said that there's a little bit of Corvette in every Chevrolet," Perkins added, "and that is still true in 1992."

The Corvette was a "dream car" which became a reality after dazzling millions of visitors in the GM Motorama of 1953 which opened in January at New York's Waldorf-Astoria Hotel.

Its name came from the sleek, fast submarine chaser and convoy escort vehicle of World War II.

On June 30, 1953, the production of 300 hand-assembled white convertibles with red interiors began in Flint. Production was moved in December 1953 to the Chevrolet assembly plant in St. Louis, Mo. where the bulk of Corvettes were built.

The 250,000th Corvette -- a gold convertible -- was built in St. Louis on November 19, 1969 and the 500,000th -- a white coupe -- rolled into history on March 15, 1977.

Corvette moved to its third home and first exclusive assembly plant in 1981 when on June 1 of that year production began at Bowling Green. The 750,000th -- a white coupe -- was built there on October 26, 1983.

Here are specifications of Chevrolet's one-millionth Corvette:

- 1992 Model 1YY67
- VIN 1G1YY33PXN5119134
- Arctic White convertible with black top and red leather trim
- 5.7 Liter LT1 V8 engine with Multi-Port Fuel Injection
- Hydra-matic 4L60 4-speed automatic transmission
- Four-wheel anti-lock brake system (ABS)
- Acceleration Slip Regulation (ASR) traction control
- Four-wheel independent suspension
- Uniframe construction with fiberglass body panels
- PASS-Key anti-theft system
- Driver-side air bag
- Six-way power seats
- Electronic selective ride and handling
- Delco/Bose music system

# # # #

CORVETTE

FOR RELEASE Immediately CC

#11128

ENGINES - UNSEEN BUT VITAL IN CORVETTE LORE

WARREN, Mich. -- To a special breed of sports car buffs, what distinguishes Chevrolet's Corvette is not its eye-catching fiberglass shape but rather its engine. These are the people who chart the history of America's premier sports car from year-to-year less on the basis of styling changes and more on what's new under the skin.

As the Corvette marks production of its one-millionth unit, here are some highlights in its engine evolution.

The '57 is known as the year of fuel injection.

And '65 the first year of the big block.

And '70 the first year of the 370-horsepower "LT-1" small-block -- a diminutive motor in Corvette vernacular, engineered to run with the brutish big blocks of the day.

More than 20 years later -- its pedigree intact, the LT1 (minus the hyphen) is back.

To car buffs, it is destined to become another benchmark in Corvette lore.

CORVETTE V8 HERITAGE

By the late Fifties, America's sports car had clearly won the hearts of America's enthusiasts and the respect of competitors on the international racing circuit.

The Corvette kept evolving, as did the small-block V8 engine. By 1962, the Corvette V8 was 327 cubic inches and 360 gross horsepower strong in fuel-injected form.

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In 1963, the eagerly awaited Sting Ray was born. This milestone Corvette, with race-car-inspired styling and a sophisticated fully independent suspension, was produced for five model years. During this time, four-wheel disc brakes and "big-block" 427 cubic-inch V8 engines joined the option list. A memorable restyling in 1968, reminiscent of the '65 Mako Shark show car, carried into 'Vettes of the 1980s.

While the "big blocks" of 1965-1974 were fierce performers, the small-block V8 remained a very viable alternative for the majority of Corvette drivers who preferred efficient, high-revving performance to brute force.

In 1970, a high-output version of the 350-cubic-inch small block generated performance on a par with the existing 454. Code-named "LT-1," this special 350 was a costly option, offered only through 1972, and quickly became popular with Corvette collectors.

Changing times during the 1970s and '80s -- characterized by stricter exhaust emission controls and the demand for higher fuel economy -- favored the original concept of high-output/small displacement. But these same forces also reduced the overall power output of all Corvette engines of the day -- at least until a new generation of Corvette V8 engines was introduced in the mid-1980s with the advanced technology of tuned-port fuel injection, direct-fire ignition and more sophisticated exhaust emission control systems.

1992 CORVETTE LT1 V8

The goal in designing the new 1992 engine was to keep the Corvette at the forefront of world class engine performance -- particularly in the areas of power delivery and reliability. The success of the program surpassed even the engineers' high expectations. In fact, after a shakedown ride with an early prototype version, a development engineer remarked, "It reminds me of the '70 LT-1." And the classic designation stuck for the remainder of the '92 program.

The basic configuration and block are the same as the L98 small-block V8 offered since 1985, and the same as the 1970 version -- 350 cubic inches of displacement with a bore and stroke of 4.00 in. x 3.48 in.

Significant features of the 1992 LT1 include a new one-piece low-profile intake manifold and new air cleaner, a new front cover and coolant pump, angle-based ignition timing, a recontoured fuel rail and a new low-friction accessory drive. Engine cooling system improvements include a new cylinder head gasket and a new inlet thermostat and seal assembly. A new multi-port fuel injection system is designed for improved fuel flow and throttle response.

The new design and components also improve the engine's bottom line -- 300 horsepower at 5000 RPM. Not only is that a 50 HP increase from 1991, it is also more horsepower than the 1970 LT1 delivered, making it the most powerful small-block Corvette V8 ever created. That's an achievement, especially considering this new engine runs more cleanly, on lower octane gasoline, and with much greater fuel efficiency than the Corvette V8s of years ago.

The 1992 LT1 is available with either the four-speed automatic overdrive transmission (standard) or the ZF 6-speed manual (a no-cost option).

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7/92

CORVETTE

FOR RELEASE: Immediately

#11094

CORVETTE CHRONOLOGY ON ITS ROAD TO ONE MILLION

WARREN, Mich. -- If ever the owners of a car marched to a different drummer, it's the men and women who drive the legendary Chevrolet Corvette.

Total Corvette production reaches a record one-million on July 2, 1992. More Corvettes have been built than any other single sports car in automotive history.

Corvette owners have long been a special breed of car enthusiasts who consider their car an intricate part of their lives. Put two owners together, and you'll probably start a conversation on the car's history and trivia.

Melded with significant historical facts, little-known tidbits of information are a favorite topic. An example: the very first 25 Corvettes were produced with 1953 Bel Air wheel covers, since the stock covers were not yet available.

Here is a brief list of highlights from the Corvette's nearly four-decade background.

1953 -- The first production Corvette is assembled in Flint, Mich., on June 30. In all, 300 of the fiberglass-bodied roadsters are built, all of them in polo white with a sportsman red vinyl interior. All are powered by the "Blue Flame Six," a 6-cylinder in-line engine rated at 150 horsepower with three side-draft carburetors, and have a Powerglide automatic transmission. Each car has a six-volt electrical system, and only two options are offered -- a heater and an AM radio with the antenna sandwiched into the fiberglass trunk lid.

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1954 -- Production moves to St. Louis, Mo. During the year, engine horsepower increases to 155. Nine options are now available; a beige interior is added plus three new exterior colors -- blue, red and black.

1955 -- A new engine, the 195 HP, 265-cubic-inch (CID) V8 with a single 4-barrel carburetor, gives a glimpse of performance to come. Customers ordering V8-equipped Corvettes get the added bonus of a 12-volt electrical system. A 3-speed manual transmission is also available.

1956 -- The Corvette is restyled, and the new body features exposed headlamps, sculptured side coves and roll-up windows. Factory-installed removable hardtops are offered for the first time, and a transistorized radio marks the advent of solid-state electronics on the Corvette. With the dual-4-barrel carburetor, the 265-CID V8 has stock power of 210, but engines as powerful as 240 HP are available.

1957 -- Factory-installed fuel injection and an optional 4-speed manual transmission are offered. Corvettes equipped with fuel injection have a tachometer mounted on top of the steering column, to keep an eye on the RPMs and the engine's 283 HP -- one horsepower for every cubic inch of displacement in the new V8.

1958 -- Corvette is extensively restyled. Dual headlamps, with separate high- and low-beam lamps, head the list of what's new. Other changes include a louvered hood, two chrome trunk strips, a new dash, new upholstery and new external fiberglass panels. Engine power is now as high as 290 and the speedometer increases to 160 MPH.

1959 -- The exterior styling is similar to 1958, without the chrome trunk strips and hood ridges. The T-handle shifter makes its debut as do concave gauge lenses and a storage bin under the passenger grab bar.

1960 -- Cast aluminum cylinder heads are added to the arsenal under the hood. An optional 315-HP 283-CID V8 is available with the manual transmission exclusively. An aluminum radiator was available for the first time, but its use was limited to the high-lift cam engines.

1961 -- An aluminum radiator is standard. The visual changes for the model year include the first use of four round taillamps, beginning a trend still evident in 1992 Corvettes. Exhaust tips exit below the body and the headlamp bezels are body color. A mesh appearance in the front grille replaces the heavy "teeth."

1962 -- A 327-CID V8 with horsepower ranging from 250 to 360, depending on the equipment, is introduced. The Powerglide automatic transmission has a new aluminum case. This is the last Corvette produced with exposed headlamps, a solid rear axle and a trunk opening.

1963 -- Sting Ray! The American sports car departs from the European tradition with a total restyling based on Bill Mitchell's 1959 race car of the same name. The new car has concealed, rollover headlamps, arched fenders and a streamlined appearance. This is the first year there are two Corvette body styles as a coupe joins the convertible. A full-independent rear suspension and lightweight aluminum wheels make their debut. It is the only year for the split window coupe.

1964 -- Styling is similar to the 1963 model but the divided rear window and hood trim panels are eliminated.

1965 -- This is the first year for 4-wheel disc brakes, and the last for conventional fuel injection. A powerful 396-CID "big block" V8 is introduced mid-year, and Corvettes equipped with it have a special hood.

1966 -- The optional "big block" V8 is enlarged to 427 CID. Factory driver/passenger headrests make their debut as optional equipment.

1967 -- A significant amount of trim is removed or restyled, and the hood and fender vents are redesigned. Interior changes include a new seat and the relocation of the parking brake between the seats. Standard safety features of the '67 Sting Ray include an energy-absorbing steering column, 4-way hazard warning flashers, and a dual-master-cylinder brake system.

1968 -- A radical restyling of the interior and exterior is made, with lines closely resembling those of the Mako Shark II show car of 1965. The headlamps have a new "pop-up" design. The coupe features "T-top" removable roof panels -- an industry first for a production car. The battery is moved from the engine compartment to a separate compartment behind the seats. This is the last Corvette to have a dash-mounted ignition switch.

1969 -- "Stingray" script is added above the fender louvers, and engine displacements range from 350-CID to 427-CID. Wider wheel rims -- eight-inches total -- are offered, as is a headlamp washer. The 250,000th Corvette, a gold 1969 convertible, comes off the St. Louis production line on November 19, 1969.

1970 -- Side louvers replace the slotted fender vents. Other changes include new fender flares, an optional high-performance 350-CID V8 (RPO LT-1) and the 454-CID engine replaces the 427. The ZR1 optional factory-installed racing package is offered for the first time. It includes the "LT-1" engine; a heavy-duty 4-speed; heavy-duty power brakes; an aluminum radiator; special springs, shocks and front anti-roll bar and rear spindle-strut shafts.

1971 -- All Corvette engines are designed to run on unleaded fuel. A new 454-CID V8, (RPO LS6) rated at 425 HP, is one of the highest-performance regular production V8s ever offered in a Corvette.

1972 -- This is the last year of the removable rear window, an egg-crate-style grille, front and rear chrome bumpers and the "LT-1" engine. A factory-installed theft-deterrent system is standard.

1973 -- Highlights include a body-color front bumper, steel side-beam passenger protection, softer body-to-chassis mounts and a coolant recovery system.

1974 -- The Corvette sports body-color front and rear bumpers. The radiator is redesigned for improved low-speed cooling, and the seat belts are a one-piece, lap-and-shoulder design. This is the last year of the 454-CID engine.

1975 -- Although the styling appears the same as 1974, a new integral-honeycombed energy-absorption bumper system is used both front and rear. It is the first year for a catalytic converter, a headlamp warning buzzer, a kilometer-per-hour speedometer subface and the last for Astro Ventilation. A point-free distributor, High-Energy Ignition system is introduced. This is the last year a Corvette convertible is offered until its return in 1986.

1976 -- The Freedom battery is standard equipment. Kelsey-Hayes aluminum wheels are offered for the first time. New standard features include a partial-steel underbelly and over-the-radiator, carburetor-air induction system.

1977 -- An interior restyling includes a new console (for temperature controls), relocation of the steering wheel (for easier entry and exit), standard leather seats and the use of Delco radios common with other Chevrolets of the day. Cruise control is available for the first time. The 500,000th Corvette -- a white coupe with red interior -- is produced in St. Louis on March 15, 1977.

1978 -- The fastback body is introduced. This is the Corvette's 25th year of production and a special silver anniversary badge replaces the traditional crossed-flags emblem. A special Indianapolis 500 pace car replica is offered. Wide, low-profile 60-series tires are offered for the first time.

1979 -- Changes to the Corvette's engine include a dual-snorkel air-cleaner intake, larger exhaust pipe diameters and open-flow mufflers. Halogen headlamps are available and an AM/FM radio is standard. A new Sport leather-seating is optional.

1980 -- Styling news includes a new low-profile hood, a rear-bumper cover with integral spoiler and black louvers over the fender vents. Cornering lights are standard, and a weight-saving rear axle is introduced.

1981 -- A fiberglass-reinforced, monoleaf rear spring is made standard on all powertrains, as is a Computer Command Control emissions system, a Delco Freedom II battery, black-and-bright magnesium-valve rocker covers and a stainless-steel, free-flow exhaust manifold. Corvette finally gets its own assembly plant as production moves to Bowling Green, Ky. on June 1.

1982 -- Standard equipment includes a Crossfire Injection System with twin-electronic fuel injectors located above the throttle body and a specially designed manifold. A 4-speed automatic transmission with overdrive is standard -- no manual transmission is offered. The Collector Edition features a unique exterior paint scheme, specific wheels and hubs, white-letter tires, a rear defogger and power antenna, special cloisonne emblems and the first Corvette hatchback.

1983 -- No 1983 model is offered. The 1982 model run continued until October 1982 when the Bowling Green plant completed tooling for the 1984 model year.

1984 -- An entirely new Corvette makes its debut in April of 1983 with rave reviews in the media. Compared to the 1982 model, the new car is 1.1 inches lower, 8.8 inches shorter overall and 2 inches shorter in wheelbase. Its wind-tunnel-tuned shape carries a drag coefficient of 0.34 -- 24 percent more aerodynamic than its predecessor. A 5.7-liter V8 provides the power. Interior appointments include a liquid-crystal analog display and digital instrumentation. The 750,000th Corvette -- a white coupe with red interior -- is produced at Bowling Green on October 26, 1983.

1985 -- Big news is made with the addition of tuned-port injection on the 5.7-L V8. Power is up to 230 -- 19 percent more than the 1984 Crossfire throttle-body-injected V8. A "Tuned-Port Injection" emblem is added to the fender molding.

1986 -- A convertible model returns after a 10-year absence and captures Indy-500 pace car duties. Aside from the folding top, a number of structural changes differentiate it from the coupe. Bosch 4-wheel anti-lock brake system (ABS) and a sophisticated Vehicle Anti-Theft System (VATS) -- that allows the car to start only after the computer reads the correct value embedded in the ignition key -- are standard equipment. Federal regulations add a center high mounted stop lamp (CHMSL) to the rear fascia.

1987 -- A new Z52 suspension option provides sophisticated level of all-around ride and handling for Corvette enthusiasts. Anti-friction, roller-hydraulic lifters increase fuel economy and horsepower. The popular 6-way power seat adjuster is available for passengers as an option.

1988 -- Mechanical changes, new wheels and tires, more standard equipment and new colors highlight the model year. The front suspension is redesigned to provide a zero-scrub radius, while the rear suspension is revised to improve handling and stability. The combination of new dual-piston calipers on the front brakes and larger, thicker-diameter rotors significantly improve braking and extend pad life. New optional 17 x 9.5-inch wheels are fitted with Goodyear Eagle ZR-50 tires. The Z-rated rubber carries a 150-mph plus rating. This is the last year of the Doug Nash 4+3-speed manual transmission.

1989 -- A new ZF 6-speed manual transmission is introduced with a unique computer-aided gear selection (CAGS). An optional Selective Ride Control system for coupes provides three distinctly different ride and handling choices to the driver. The Z52 Performance Handling Package -- 17-inch wheels and tires, revised chassis structure and fast-ratio steering -- is standard on both the coupe and convertible.

1990 -- The introduction of the Corvette ZR-1 option package is the automotive event of the model year. The ZR-1 option -- limited to coupes -- features an all-aluminum, 32-valve 5.7-L V8 engine that develops 375 HP at 5800 RPM. Dubbed RPO LT5, the all-new engine has dual-overhead camshafts for each cylinder bank and a unique dual-power mode that allows the driver to limit the power output with a valet key in the cockpit. The ZR-1 also has a wider body (to accommodate P315/35ZR-17 performance tires) and four rectangular taillamps. Changes to all Corvettes include a standard driver's-side air bag, Bosch ABS II-S anti-lock brake system and a aircraft-inspired interior. In March, a regular-production coupe and ZR-1 broke three world endurance records and established a total of 12 international class standards in Fort Stockton, Texas.

1991 -- The first major restyle since 1984 adds ZR-1-type exterior appointments to the coupe and convertible. New side "gills" and wider, body-color side moldings, updated emblems and a relocation of the center high-mounted stop lamp to the rear fascia are also featured. A new Z07 high-performance suspension option for race track use is offered. The Selective Ride Control System is available on the coupe for the first time.

1992 -- The performance from the new 300-HP version of the 5.7-L Corvette V8 is so impressive the Corvette engineers give it the legendary "LT1" designation originally used in 1970-72. Standard equipment on the coupe and convertible, features of the new engine include a one-piece, low-profile inlet manifold, a reverse-flow cooling system, a new accessory drive and air cleaner. A sophisticated traction control strategy called Acceleration Slip Regulation (ASR) is introduced as standard equipment. Other improvements include revised interior instrumentation, additional weather sealing and acoustical insulation and new Goodyear Eagle GS-C ultra-high performance tires.

The One-millionth Corvette -- a white convertible with red interior to match the first Corvette -- is produced on July 2, 1992 at the Corvette Assembly Plant in Bowling Green, Ky.

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CORVETTE

FOR RELEASE Immediately CONT.

#11125

CORVETTE MOTORSPORTS HISTORY

WARREN, Mich. -- Chevrolet's Corvette has been a major force in motorsports almost since the day it was introduced.

As the famed sports car produces its one-millionth unit and begins its 40th anniversary year, following are some highlights of its racing heritage:

1955: Corvette driven by Zora Arkus-Duntov averaged 150.583 mph at the Daytona Flying Mile Speed Trials.

1956: Won class and ninth overall in 12 Hours of Sebring; won SCCA C Production National Championship.

1957: Won class at 12 Hours of Sebring; won SCCA B Production and B Sports Racing National Championships.

1958: Won GT class at 12 Hours of Sebring; won class at Pikes Peak Hill Climb; won SCCA B Production National Championship.

1959: Won SCCA B Production National Championship.

1960: Won class at 12 Hours of Sebring; eighth overall at 24 Hours of LeMans; won SCCA C Sports Racing and B Production National Championships.

1961: Won GT class at 12 Hours of Sebring; won class at Pikes Peak Hill Climb; won SCCA B Production National Championship.

1962: Won class at Daytona Continental; won 3 Hours of Riverside; won SCCA A and B Production National Championships.

1963: Won Prototype class at Nassau; won SCCA B Production National Championship.

1964: Won GT class at 12 Hours of Sebring; won GT class at Daytona Continental; won SCCA B Production National Championship.

- more -

1965: Won class at 12 Hours of Sebring; won SCCA Midwest Division A and B Production Championships; won Southwest Division B Production Championship.

1966: Won GT class at 12 Hours of Sebring and Daytona Continental.

1967: Won GT class at 12 Hours of Sebring; led GT class at 24 Hours of LeMans before retiring; averaged 192.879 mph at Bonneville National Speed Trials.

1968: Won GT class at 12 Hours of Sebring and Daytona Continental.

1969: Won class at Daytona Continental; won GT class in Watkins Glen 6-Hours of Endurance; fourth in GT class in 1,000 Kilometers of Spa-Francorchamps; won SCCA A and B Production National Championships.

1970: Won GT class at 12 Hours of Sebring and Daytona Continental; won SCCA A and B Production National Championships.

1971: Won GT class (fourth overall) at 24 Hours of Daytona; won GT class at 12 Hours of Sebring; won GT class in Watkins Glen 6-Hours of Endurance; won SCCA A and B Production National Championships; won IMSA GT Manufacturers Championship.

1972: Won GT class at 12 Hours of Sebring and Daytona Continental; won GTO class in Daytona Starlight 3-Hour; led class at 24 Hours of LeMans before retiring; won SCCA A and B Production National Championships; won IMSA GT Manufacturers Championship.

1973: Led 12 Hours of Sebring before retiring; led Daytona Continental and finished second overall; won SCCA B Production, B Stock Solo II and B Prepared Solo II National Championships.

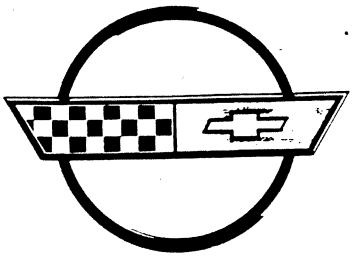
1974: Won Daytona and Talladega IMSA GT races; won SCCA A and B Production and B Stock Solo II National Championships.

1975: Won IMSA GT finale at Daytona; won class at Watkins Glen 6-Hours of Endurance; won SCCA Trans-Am Series overall championship; won SCCA A Production National Championship.

1976: Won AAGT class at Daytona Continental; won SCCA A and B Production and B Stock Solo II National Championships.

1977: Won SCCA A Production, B Stock Solo II and B Prepared Solo II National Championships.

1978: Won SCCA Trans-Am Series Category II champion; won IMSA AAGT Manufacturers Championship; won SCCA A and B Production and B Stock, B Prepared and B Stock Ladies Solo II National Championships.



CORVETTE

FOR RELEASE: Immediately CON

#11129

CORVETTE OWNERS USUALLY ARE STANDOUTS

WARREN, Mich. -- From about the time movie star John Wayne took delivery of his 1953 Corvette, the car has enjoyed a star-studded existence.

But the Corvette's storied relationship with entertainers, astronauts and sports heros over the years is no more torrid than its love affair with hundreds of thousands of less-famous Americans.

Chevrolet General Manager Jim Perkins, who knows whereof he speaks, says "To own a Corvette is to belong to a fraternity of car nuts."

Actually, Corvette is a lifestyle as well as a car. It is a bonding agent for thousands of members of some 600 Corvette clubs worldwide. Their club crests are on display at the home of the Corvette -- GM's Bowling Green assembly plant in Kentucky -- along with dozens of photos of famous (and near-famous) Corvette owners.

Because Corvette aficionados come from all walks of life (you don't need to be rich to own a Corvette) its eclectic owner body is one of the car's most endearing qualities.

John Wayne's Corvette is still on display at Harrah's Museum in Reno. Singer Dinah Shore also drove a '53. Nobody knows if it still exists (about 100 of the 300 built in 1953 are accounted for by the National Corvette Restorer's Society) because nobody knows which car was hers.

A '56 Corvette built especially for a Swedish prince is now being restored in Stockholm, as is a '58 owned originally by former World Heavyweight Boxing Champion Ingemar Johansson, also of Sweden.

William Shatner of Star Trek fame owned a '63 fuel-injected Sting Ray (today one of the most highly-prized of all Corvettes).

- more -

The Beach Boys all drove Corvettes at one time, as did the country music group Alabama.

All the original Mercury 7 astronauts and the crew of Apollo 12 drove Corvettes -- compliments of a racing great Jim Rathmann, who still owns a Chevrolet dealership in Melbourne, Fla.

Test pilot Chuck Yeager, first person to break the sound barrier, received a yellow 1987 convertible for driving the Corvette pace car at the Indianapolis 500 that year.

Entertainers like Johnny Carson, Alan Jackson, Don Johnson, Michele Lee, Eddie Murphy, Jack Lemmon, Jill St. John, Charlton Heston, Marsha Mason and Bobby Carradine have owned Corvettes.

So have sports figures like basketball's Michael Jordan and baseball's Robin Yount. Race drivers include Bobby Rahal, Mario Andretti, Rick Mears and Al Unser.

Roger Penske, chairman of Detroit Diesel Corp., a far-flung business empire and one of the most successful race teams of all time likes Corvettes, as does Ed Rensi, president of McDonald's, USA. Former Senator Barry Goldwater had his Corvette outfitted with ham radio equipment so he could enjoy his favorite hobby while on the road.

Miss Americas for the past five years have received Corvettes as one of their prizes and they have made numerous Corvette-related public appearances across the country.

Carolyn Sapp, the current Miss America, visited San Diego this spring as part of Corvette's sponsorship of America^3 which won the America's Cup Race in May. She has appeared in magazine articles with her bright red 1992 Corvette convertible.

But whether the Corvette owner is a celebrity or one of the thousands of less well-known but equally intelligent and discerning men and women who annually purchase America's premier sports car, each usually stands out in any crowd.

# # # #

7/92

#11093-A

YEAR	CONVERTIBLE	COUPE	TOTAL	
1973	4,943	25,521	30,464	
1974	5,474	32,028	37,502	
1975	4,629	33,836	38,465	
1976		46,558	46,558	
1977		49,213	49,213	
1978		46,776	46,776	*
1979		53,807	53,807	
1980		40,614	40,614	
1981		40,606	40,606	
1982		25,407	25,407	$
1983		43	43	
1984		51,547	51,547	
1985		39,729	39,729	
1986	7,315	27,794	35,109	
1987	10,625	20,007	30,632	
1988	7,407	15,382	22,789	@
1989	9,749	16,663	26,412	
1990	7,630	16,016	23,646	#
1991	5,672	14,967	20,639	%
1992	5,339	13,983	19,422	@(thru June 30)
TOTALS	265,856	733,952	999,808	(thru June 30)

* -- Includes 6,501 Limited Edition models.
$ -- Includes 6,759 Collector's Edition models.
@ -- Includes 2,050 35th Anniversary Special Edition models.
# -- Includes 3,049 ZR-1 option coupe models.
% -- Includes 2,044 ZR-1 option coupe models.
@ -- Includes 520 ZR-1 option coupe models (thru June 30).

MILESTONES

First Corvette built June 30, 1953 in Flint, Mich.

250,000th built November 19, 1969 at St. Louis, Mo.

500,000th built March 15, 1977 at St. Louis, Mo.

750,000th built October 26, 1983 at Bowling Green, Ky.

1,000,000th -- scheduled for July 2, 1992 at Bowling Green, Ky.

# # # #

7/92

CORVETTE

FOR RELEASE Immediately C

#11093-A (Revised Release)

CORVETTE PRODUCTION -- NUMBER 1 TO ONE MILLION

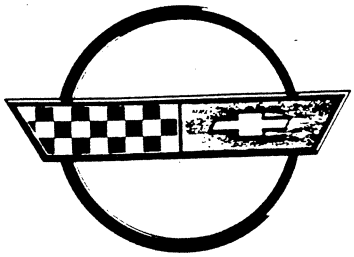
WARREN, Mich. -- The first production Corvette rolled off a short assembly line in Flint, Michigan, on June 30, 1953. The one-millionth unit of America's premier production sports car -- a 1992 convertible -- will be built on July 2, 1992 at the Corvette Assembly Plant in Bowling Green, Ky.

Only three GM plants have ever built Corvettes -- the 1953 Corvette at Flint, 1954 through 1981 models at St. Louis and 1981 through present models at Bowling Green.

Here are the model year-by-year production numbers leading to the one-millionth Corvette:

YEAR	CONVERTIBLE	COUPE	TOTAL
1953	300		300
1954	3,640		3,640
1955	700		700
1956	3,467		3,467
1957	6,339		6,339
1958	9,168		9,168
1959	9,670		9,670
1960	10,261		10,261
1961	10,939		10,939
1962	14,531		14,531
1963	10,919	10,594	21,513
1964	13,925	8,304	22,229
1965	15,376	8,186	23,562
1966	17,762	9,958	27,720
1967	14,436	8,504	22,940
1968	18,630	9,936	28,566
1969	16,633	22,129	38,762
1970	6,648	10,668	17,316
1971	7,121	14,680	21,801
1972	6,508	20,496	27,004

- more -



CORVETTE

FOR RELEASE Immediately CONTA

#11091

SUPPLIERS ARE KEY PLAYERS IN THE MILESTONE CORVETTE

WARREN, Mich. -- Sharing in the pride of the one-millionth Corvette are more than 250 suppliers who manufacture the thousands of quality parts and components crafted into America's premier production sports car.

Several suppliers have held employe celebrations at their plants to spotlight the parts they provided for the one-millionth Corvette. Others will hold ceremonies in future weeks in connection with a visit by the milestone Corvette to their facility.

Corvette suppliers range from "Fortune 500" companies to firms with less than 50 employes. Included are many General Motors component-producing divisions. A few suppliers have been involved with the car continuously since its production began in 1953. Many, many more boast a Corvette affiliation spanning several decades.

"Each Corvette is rolling proof that the final product is as good as the sum of its parts -- and they are excellent," said Jim C. Perkins, Chevrolet general manager and a GM vice president.

"Few cars in the world can boast the high degree of supplier involvement that has helped to continually improve the Corvette since it was introduced in 1953. The imagination and technical expertise of our Corvette vendors plus their top quality parts help us keep the car well ahead of its competitors.

- more -

"As Corvette reaches its one-millionth unit, we salute the enthusiasm and zeal for excellence of our Corvette suppliers. They will continue to play a key role in Corvette successes into the next century."

Perkins credits close communications between Chevrolet's engineers and buyers with the suppliers to maintain careful inventory control and a smooth daily arrival of parts to keep the Corvette assembly line flowing efficiently.

"Supplier cooperation with the Corvette plant supports our employes' efforts to build a one-of-a-kind car to match the expectations of Corvette owners," he said.

Chevrolet and GM representatives work with suppliers to help them improve quality, responsiveness and cost, Perkins added. There is also an intensive synchronous manufacturing effort to help suppliers eliminate all types of waste -- from production and inventories to wasted motion by employes -- which don't add value to the product or service.

Suppliers who have held one-millionth Corvette celebrations include Libbey-Owens-Ford Company at its Sherman, Tex. plant which makes Corvette windshields; GM Powertrain Division at its Toledo, Ohio plant which provides Hydra-matic transmissions; Spicer Universal Joint Division of Dana Corp. at its Gordonsville, Tenn. plant that provides main drive and wheel drive propeller shafts; and Lobdell-Emery Manufacturing Company at its Winchester, Ind. plant which provides uniframe subassemblies.

# # # #

1979: Won SCCA Trans-Am Series Category I champion; won SCCA B Production and B Stock, B Prepared and B Stock Ladies Solo II champion; won Riverside Vintage Car Races (Grand Sport #003).

1980: SCCA Trans-Am Series runner-up; won two IMSA races in GTO class.

1981: Won SCCA Trans-Am Series Championship.

1982: SCCA Trans-Am Series runner-up; won one race in IMSA GTO class.

1983: Two IMSA GTO class runner-up finishes.

1984: Won SCCA Showroom Stock GT National Championship; set three IMSA GTO class race-lap records and one qualifying-lap record.

1985: Won all six SCCA Showroom Stock endurance series races; won SCCA Showroom Stock GT National Championship; Corvette GTP won pole at Daytona with new IMSA lap record.

1986: Won all seven SCCA Showroom Stock endurance series races; Corvette GTP captured IMSA record seven pole positions and won two races.

1987: Won all seven SCCA Showroom Stock endurance series races and was retired from series undefeated; Corvette GTP won four IMSA pole positions.

1988: Million-dollar Corvette Challenge Series inaugurated for Showroom Stock Corvettes; IMSA GTO class series runner-up.

1989: Corvette Challenge Series ended after second successful season when SCCA announces Corvettes eligible for new-for-1990 World Challenge Series.

1990: Won SCCA World Challenge Series Driver, Team and Manufacturer Championships.

1991: Won SCCA World Challenge Series Driver, Team and Manufacturer Championships.

# # # #

7/92

General Description Throttle Relaxer: (ADS1)

DC Electric Motor Driven Cam and Gear Arrangement installed in series with the cable assembly, between the accelerator pedal and the throttle body. The ADS1 permits throttle close down, from the acceleration pedal desired position set by the driver. This reduces engine power to control wheel spin acceleration. An Electronic Control Unit (ECU) provides the control logic.

-Four Cams (1) pedal cable, (2) throttle valve cable, (3) T.V. cable, (4) cruise cable (3-cam Bosch Germany, #1 and #4 are siamesed).
-Transmission Sees progressive travel and does not shift during traction control mode.
-Under hood temp environment for D. C. Motor.
-Cable travel 46 +/- 4 mm with 10 mm overtravel provision on cams.
-Mounted on the body or chassis.
-Coupling spring between throttle cam and Pedal cam preloaded for positive cable travel.
-Resetting gear cam spring loaded to W.O.T. position.
-ECU provides DC motor voltage logic, position determined from throttle position sensor via buffer box.
-During ADS1 intervention the DC motor drives a gear to close the throttle cam, which has the same effect of lengthening the cable.
-Actuation time is approximately 250 ms from 100% to 0% throttle position.
-Normal throttle actuation and close down are not affected.
-Snap action conduit ends and slug cable retainers.
-Adjust at W.O.T. so coupling element makes contact with the driver.

General Description Hydraulic Modulator:

The hydraulic modulator has a D.C. motor driven pump with separate circuit for front and rear brakes. The pump has a dual purpose. Durint ABS it transfers fluid from the wheel brake calipers back to the master cylinder, and during traction control it transfers fluid from the master cylinder reservoir to the rear wheel brake calipers. Therefore wheel slip can be optimized by controlling brake pressure during deceleration and acceleration, with improved directional stability and traction utilization.

The traction control portions of the hydraulic circuit were incorporated with the ABS hydraulic valves. An additional 3-way valve was added to the rear brakes so that each wheel is controlled separately. This required an additional rear brake line. A hydraulic operated "load valve" is used to isolate the master cylinder reservoir line from the pump, during brake apply and ABS control. The load valve is spring loaded to the open position (5 bar +2 _0). A 2-way "pilot valve" is electronically operated to isolate the master cylinder from the pump during traction control operation. When this valve is cycled closed,

Traction Control - Automatic Stabalization Regulation Overview

The Corvette Traction Control system uses engine spark retard, a throttle cable relaxer and brake intervention to provide optimized acceleration and vehicle stability for well balanced driving performance on a variety of road conditions.

The Traction Control system developed for Corvette is capable of simultaneous use of engine torque control and brake intervention. The Traction Control and ABS systems will control individual wheel hydraulics, a change from the past "select low wheel" used for ABS. Traction utilization is a function of tire design, tire load, tire slip angle, level of percent slip and road condition. Several major components for Traction Control are separate from the existing ABS system components, some components will be integrated, while some will be common for both ABS and Traction Control.

A Traction Control on/off switch will be provided to allow the driver to turn Traction Control "on" and "off". This is required if the driver desires additional wheel spin during sporty acceleration launches, or if the car becomes mired in mud or snow.

Three new DIC telltales have been added with this system:

Service ASR
ASR Active
ASR Off

Traction Control is standard on all 1992 Corvettes.

Major Components for Traction Control

1. Throttle cable relaxer, C. C. motor and cam assembly.
2. Spark firing point retard table (interface with engine ECM).
3. Reservoir tube from master cylinder to motor pump.
4. Off-mode switch (passive).
5. Buffer box for splicing into TPS signal.
6. Cruise control disconnect relay.
7. Telltale lamps; service, active, off (D.I.C.).

Integrated Components for ABS and Traction Control

1. Pedal cable with adjuster.
2. Throttle body Cable with adjuster.
3. T.V. Cable with adjuster and progressive cam opening.
4. Cruise control cable.
5. Master cylinder and reservoir, w/ fluid level float.
6. Brake pipes for left and right rear calipers.
7. Electronic control unit with 55 pin connector.
8. Wiring harnesses.
9. Rear brake positive opening center valve in master cylinder.

Common Components for Traction Control and ABS

1. Four wheel speed sensors and tooth gears.
2. Reservoir provisions vacuum for evacuate and pressure fill.
3. Accelerator pedal positive stop.

1992 LT1 TECHNICAL SPECIFICATIONS

SUSPENSION

FRONT: Independent, aluminum parallel short long arm (SLA) & steering knuckle, transverse monoleaf spring & steel stabalizer.

REAR: Independent 5 link w/ transverse monoleaf spring, steel tie rods & stabalizer.

WHEELS & TIRES

FRT WHEELS: 17 x 9.5 " aluminum alloy.

REAR WHEELS: 17 x 9.5 " aluminum alloy.

BOLT CIRCLE: 120.65mm

FRT TIRES: P275/40/ZR17 Goodyear steel-belted Eagle.

RR TIRES: P275/40 ZR17 Goodyear steel-belted Eagle.

BRAKES

TYPE: ABS II, power, vacuum, w/ frt & rr electrohydraulic anti-lock.

ROTOR FRT: 12.0 x .79 " vented disc.

ROTOR RR: 12.0 x .79" vented disc.

CALIPER SIZE FRT: 38mm dual piston

CALIPER SIZE RR: 40.5mm single piston.

TOTAL SWEPT AREA (FRT&RR): 660 sq.cm./589 sq.cm.

STEERING TYPE: Rack & pinion, power assist.

RATIO: 15.7:1

TURNS, LOCK-TO-LOCK: 2.32

TURNING DIAMETER/CURB TO CURB: 40 ft.

CAPACITIES

ENGINE OIL: 5 quarts.

FUEL: 20 gallons.

ENGINE COOLANT: 14.5/14.6 quarts.

INTERIOR VOLUME: 48.7 cu.ft.

TRUNK/CARGO VOLUME: 12.6 cu.ft.

WEIGHT-TO-POWER RATIO: 12.9 lbs./hp. Coupe w/man trans 2.59 axle.

FRONTAL AREA: 19.0 sq. ft.

PERFORMANCE: (MAN. TRANS.)

0-60 MPH: 4.77 seconds

1/4 MILE: 13.52 seconds

BRAKING 60-0: 125 ft.

EPA EST. MPG (CITY/HWY): 16/24

CRUISING RANGE: 360 mls.apprx.

COLORS: Page A3

1992 LT1 TECHNICAL SPECIFICATIONS

ENGINE

90-Degree V8, ohv, cast-iron block, aluminum heads w/hydraulic lifters.

BORE & STROKE: 4.0 x 3.48"

DISPLACEMENT: 350 cu. in. (5.7L).

COMPRESSION RATIO: 10.25:1

INDUCTION SYSTEM: Multi-port Fuel Injection.

HORSEPOWER (SAE NET): 300 @ 4800 rpm.

TORQUE (SAE NET): 320 @ 4000.

EMISSION CONTROL SYSTEM: Catalytic converter w/ Computer Command Control. Evaporation Emission Control.

CAM DRIVE: Gear

RECOMMENDED FUEL: Premium unleaded, 91 octane.

REDLINE: 5700 RPM.

DRIVETRAIN: Rear-wheel drive. 4 - speed automatic transmission with torque converter.

GEAR RATIOS: 1st: 3.06
2 1.63
3 1.00
4 0.70
REVERSE: 2.29

AXLE RATIO: 2.59

OTHER AVAILABLE AXLE RATIOS: 3.07; 2.73 (convertible only). 3.45 manual trans only

6 - SPEED ZF MANUAL TRANSMISSION: Available no cost option.

MEASUREMENTS

WHEELBASE: 96.2"

TREAD WIDTH (FRT/RR): 59.6/60.4".

LENGTH: 178.6"

WIDTH: 70.8"(at dogleg)

HEIGHT: 46.7"/Convertible: 46.4"

MINIMUM GROUND CLEARANCE: 4.7"

WEIGHT DIST.FRT/RR: 51/49% CONVERTIBLE 50/50%.

CURB WEIGHT: 3223 lbs.

OVERHANG (FRT/RR): 40.5/39.7"

INTERIOR

HEADROOM: 36.5"
LEGROOM: 42.6"
SHOULDER ROOM: 53.8"
HIP ROOM: 49.3"

1992 ZR-1 TECHNICAL SPECIFICATIONS

WHEELS & TIRES

FRT WHEELS: 17x9.5" aluminum alloy.
RR WHEELS: 17x11" aluminum alloy.

BOLT CIRCLE: 120.65mm

FRT TIRES: P275/40/ZR17 Goodyear steel-belted Eagle.

RR TIRES: P315/35/ZR17 Goodyear steel-belted Eagle.

BRAKES

TYPE: ABS II, power, vacuum, frt & rr electrohydraulic anti-lock.

ROTOR FRT: 13.0 x 1.10" vented disc.

ROTOR RR: 12.0 x .79" vented disc.

CALIPER SIZE FRT: 38mm dual piston.

CALIPER SIZE RR: 40.5 mm single piston.

TOTAL SWEPT AREA(FRT&RR): 720 sq. cm./589 sq. cm.

STEERING TYPE: Rack & pinion, power assist.

RATIO: 15.7:1

TURNS, LOCK-TO-LOCK: 2.32

TURNING DIAMETER/CURB TO CURB: 40 ft.

CAPACITIES

ENGINE OIL: 12 quarts.

FUEL: 20 gallons.

ENGINE COOLANT: 16.7 quarts.

INTERIOR VOLUME: 48.7 cu. ft.

TRUNK/CARGO VOLUME: 12.6 cu.ft.

WEIGHT-TO-PWR RATIO: 9.2 lbs./hp.

FRONTAL AREA: 19.4 sq. ft.

PERFORMANCE

0-60 MPH: 4.3 seconds

1/4 MILE: 12.9 seconds

BRAKING: 60-0: 125 ft.

EPA EST.MPG (CITY/HWY): 16/25

CRUISING RANGE: 360 mls. apprx.

COLORS: Page A3

1992 ZR-1 TECHNICAL SPECIFICATIONS

ENGINE LT5

32-Valve DOHC V8, aluminum-block and heads.

BORE X STROKE: 3.90 x 3.66 in. (99.2 x 92.9 mm).

DISPLACEMENT: 350 cubic in. (5.7l)

COMPRESSION RATIO: 11:0:1

INDUCTION SYSTEM: Multiport Fuel Injection.

HORSEPOWER (SAE NET): 375 @ 5800 RPM.

TORQUE (SAE NET): 375 lb/ft @ 4800 RPM.

REDLINE: 7200 RPM.

EMISSION CONTROL SYSTEM: Catalytic converter/Air injection with Computer Command Control. Evaporation Emission Control.

CAM DRIVE: Chain

RECOMMENDED FUEL: Premium unleaded, 91 octane.

DRIVETRAIN: Rear-wheel drive. ZF 6 speed manual transmission.

GEAR RATIOS: 1st: 2.68
2 1.80
3 1.31
4 1.00
5 0.75
6 0.50
REVERSE: 2.50

AXLE RATIO: 3.45

MEASUREMENTS

WHEELBASE: 96.2

TREAD WIDTH FRT/RR: 59.6/61.9"

LENGTH: 178.5"

WIDTH: 73.1"(at dogleg)

HEIGHT: 46.7"

MINIMUM GROUND CLEAR: 4.7"

CURB WEIGHT: 3465 lbs.

WEIGHT DIST. FRT/RR.: 52/48

OVERHANG (FRT/RR): 40.5/40.7"

INTERIOR

HEADROOM: 36.5"

LEGROOM: 42.6"

SHOULDER ROOM: 53.8"

HIP ROOM: 49.3"

SUSPENSION

FRONT: Independent, aluminum parallel short long arm (SLA) & steering knuckle, transverse monoleaf spring & steel stabilizer.

REAR: Independent 5-link w/transverse monoleaf spring, steel tie rods & stabilizer, electronically adj. dampers, anti-roll bar.

1992 CORVETTE COMPETITIVE VEHICLES

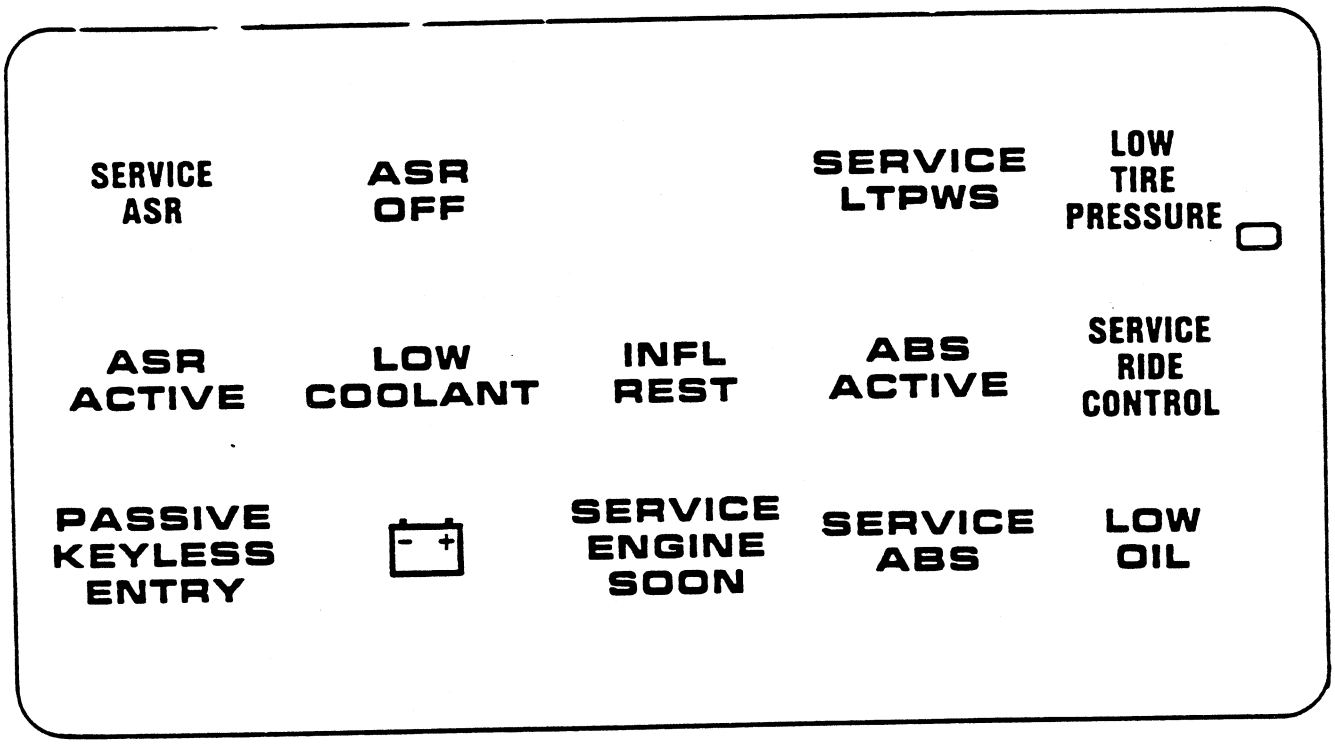
	NISSAN 300ZX COUPE	NISSAN 300ZX TURBO COUPE	PORSCHE 911 CARRERA CONV.	PORSCHE 911 CAR. 4wd COUPE
WHEELBASE	96.5 in.	96.5 in.	89.4 in.	89.4 in.
LENGTH	169.5 in.	169.5 in.	168.3 in.	168.3 in.
WIDTH	70.5 in.	70.5 in.	65.0 in.	65.0 in.
HEIGHT	49.2 in.	49.2 in.	52.0 in.	52.0 in.
WEIGHT	3219 lbs.	3474 lbs.	3031 lbs.	3252 lbs.
FRT. TREAD	58.9 in.	58.9 in.	54.3 in.	54.3 in.
RR. TREAD	60.4 in.	60.4 in.	54.1 in.	54.1 in.
TYPE	V-6	V-6	H-6	H-6
BORE & STROKE	3.43x3.27	3.43x3.27	3.94x3.01	3.94x3.01
DISPLACEMENT	3.0 L	3.0 L	3.6 L	3.6 L
CARBURETION	SFI	MFI	FI	FI
COMPRESS. RATIO	10.5	8.5	11.3	11.3
NET H.P.	222@6000	300@6400	247@6100	247@6100
NET TORQUE	198@4800	283@3600	228@4800	228@4800
FUEL SYSTEM	18.7 gals.	18.7 gals.	20.3 gals.	20.3 gals
COOLING SYS.	N.A.	N.A.	N.A.	N.A.
CRANKCASE	N.A.	N.A.	12.2 qts.	12.2 qts.
TRANSMISSION	5M	5M	5M	5M
AXLE RATIO	4.08	3.69	3.44	3.44
DRIVE SYSTEM	R	R	R	R
WHEEL DIAM.	16 in.	16 in.	16 in.	16 in.

	PORSCHE 911 CAR. 4wd CONV.	PORSCHE 928 HATCHBACK	PORSCHE 944 S2 CONV.
WHEELBASE	89.4 in	98.4 in.	94.5 in.
LENGTH	168.3 in	178.1 in.	168.9 in.
WIDTH	65.0 in.	72.3 in.	68.3 in.
HEIGHT	52.0 in.	50.5 in.	50.2 in.
WEIGHT	3252 lbs.	3505 lbs.	3109 lbs.
FRT. TREAD	54.3 in.	61.5 in.	58.2 in.
RR. TREAD	54.1 in.	61.6 in.	57.1 in.
TYPE	H-6	V-8	I-4
BORE & STROKE	3.94x3.01	3.94x3.11	4.09x3.46
DISPLACEMENT	3.6 L	5.0 L	3.0 L
CARBURETION	FI	FI	FI
COMPRESS. RATIO	11.3	10.0	10.9
NET H.P.	247@6100	326@6200	208@5800
NET TORQUE	228@4800	317@4100	207@4100
FUEL SYSTEM	20.3 gals.	22.7 gals.	21.1 gals.
COOLING SYSTEM	N.A.	16.9 qts.	8.2 qts.
CRANKCASE	12.2 qts.	8.0 qts.	6.9 qts.
TRANSMISSION	5M	5M	5M
AXLE RATIO	3.44	2.73	3.88
DRIVE SYSTEM	R	R	R
WHEEL DIAM.	16 in.	16 in.	16 in.

1992 CORVETTE COMPETITIVE VEHICLES	ACURA NSX	DODGE STEALTH AND MITAB.	FERRARI 328 GTB	FERRARI TESTAROSSA
WHEELBASE	99.6 in.	97.2 in.	92.5 in.	100.4 in.
LENGTH	173.4 in.	177.0 in.	168.7 in.	176.6 in.
WIDTH	71.3 in	72.4 in.	68.1 in.	77.8 in.
HEIGHT	46.1 in.		40.1 in.	44.5 in.
WEIGHT	3010 lbs.	3740 lbs.	3140 lbs.	3660 lbs.
HEADROOM			N.A.	N.A.
LEGROOM			N.A.	N.A.
FRT. TREAD			59.0 in.	59.8 in.
RR. TREAD			57.8 in.	65.4 in.
TYPE	V6	V6	V-8	H-12
BORE & STROKE	3.54x3.07		3.27x2.90	3.22x3.07
DISPLACEMENT	3.0 L	3.0 L	3.2 L	4.9 L
CARBURETION	FI	FI	FI	FI
COMPRESS. RATIO	10.2		9.2	8.8
NET H.P.	270bhp@7100 rpm	300@5500	260@7000	380@5750
NET TORQUE	210 lb.ft.@5300	307@2500	214@5500	354@4500
FUEL CAPACITY	18.5	19.8	18.5 gals.	26.5 gals.
COOLING SYS.	17.0 qts.		23.2 qts.	21.0 qts.
CRANKCASE	6.7 qts.		10.6 qts.	16.4 qts.
TRANSMISSION				
AXLE RATIO	3.07		4.06	3.21
DRIVE SYSTEM	R	F	R	R
WHEEL DIAM.	15/16 in.	17 in.	16 in.	16 in.

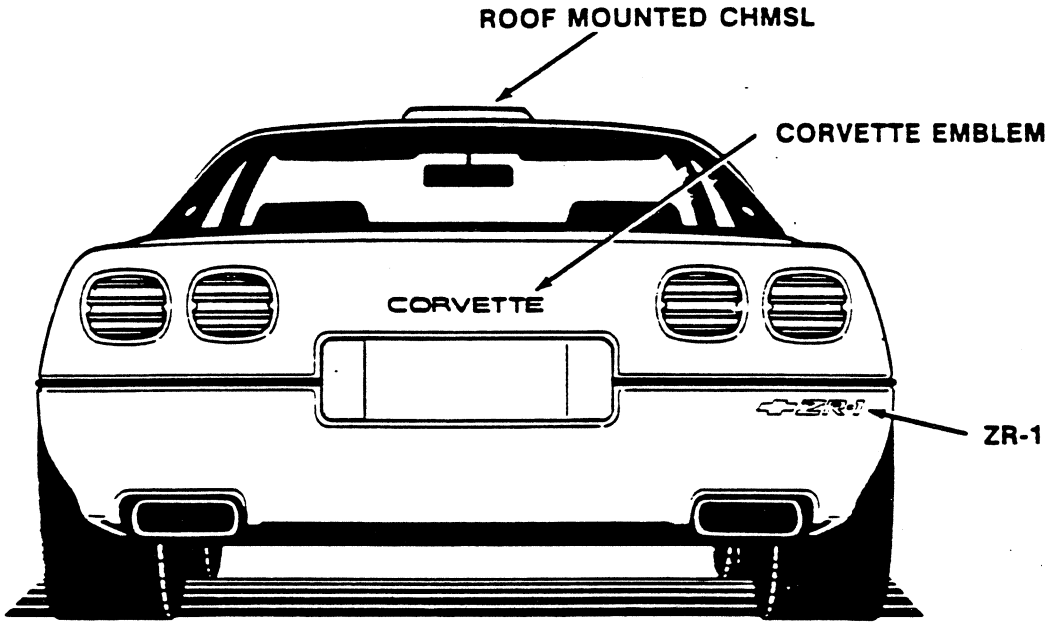
	JAGUAR XJS-COUPE	VIPER	*LAMBORGHINI COUNTACH	MERCEDES 560SL COUPE
WHEELBASE	102.0 in.		102.0 in.	99.0 in.
LENGTH	191.7 in.		163.0 in.	176.0 in.
WIDTH	70.6 in.		78.7 in.	71.3 in.
HEIGHT	47.8 in.		42.1 in.	50.9 in.
WEIGHT	4015 lbs.		3280 lbs.	4145 lbs.
HEADROOM	36.1 in.		N.A.	37.1 in.
LEGROOM	41.3 in.		N.A.	42.4 in.
FRT. TREAD	58.6 in.		62.7 in.	60.3 in.
RR. TREAD	59.2 in.		65.6 in.	59.9 in.
TYPE	V-12	V-10	V-12	V-8
BORE & STROKE	3.54x2.76		3.37X2.95	380x3.35
DISPLACEMENT	5.3 L	7.0 l	5.2 L	5.0 L
CARBURETION	FI		FI	FI
COMPRESS. RATIO	11.5		9.5	10.0
NET H.P.	262@5000	425	455@7000	322@5500
NET TORQUE	290@3000		369@5200	332@4000
FUEL CAPACITY	24.0 gals.		N.A.	21.1 gals.
COOLING SYS.	21.0 qts.		N.A.	13.7 qts.
CRANKCASE	10.5 qts.		N.A.	8.5 qts.
TRANSMISSION	4A		5M	4A
AXLE RATIO	2.88		4.09	2.65
DRIVE SYSTEM	R		R	R
WHEEL DIAM.	15 in.	17 in.	15 in.	16 in.

1992 DRIVER INFORMATION CENTER

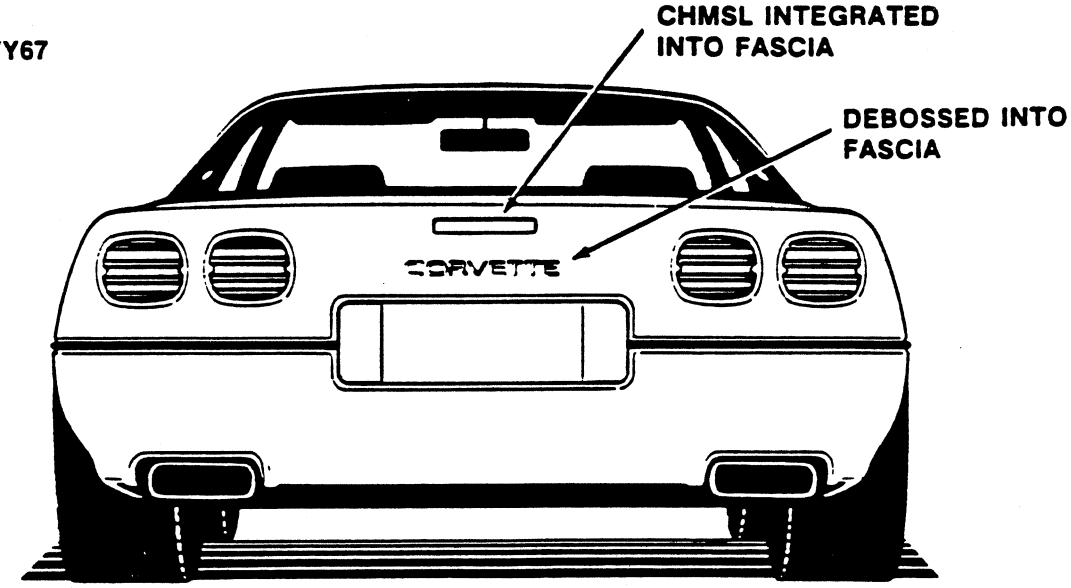


ASR = AUTOMATIC STABILITY REGULATION (TRACTION CONTROL)
LTPWS = LOW TIRE PRESSURE WARNING SYSTEM
INFL REST = INFLATABLE RESTRAINT (AIR BAG)
ABS = ANTI-LOCK BRAKE SYSTEM

IYZ07



IYY07 AND IYY67



1992 Electrical - CCM Changes and Additions

Changes:
Serial data message Mode 1, Message 1, byte 24 (Option content byte#2), bit 0 (Engine type) if = 0 then engine is an LT1.

Malfunction code 54 will still be related to fuel enable failure but will now indicate that FEDS was not processed properly.

The CCM will not poll for external serial data devides until the FEDS process has passed. However if a malfunction 54 exists, the CCM will poll for external serial devices.

Additions:
Traction Control diagnostics to the CCM's on-board diagnostics as module 9. CCM will b able to review malfunction codes (test 9.1) and clear malfunction codes (test 9.7).

New Anti-theft function which removes the need for the 30Hz pulse from the CCM to the ECM. New function utilizes handshaking serial data messages for enabling fuel.

Serial data message 40 has two more bytes (bytes 3,4) used for FEDS fuel enable password.

Serial data message 1 has three new bytes (bytes 2,16,17) used for traction control status word and the FEDS Password seed bytes respectively.

Since the FEDS process requires the serial data link to be intact, if a malfunction code 41 exists, the "SECURITY" lamp will flash along with the "SYS" message indicating a potential"no start" condition. If the malfunction 41 occurs while the engine is running, the ECM will note this and allow the vehicle to start. However, if the serial data line is tampered with while the engine is off, the vehicle will not start.

When the last bar on the fuel gauge is extinguished, the "CHECK GAUGES" lamp will be lit.

If the turn signal has been left on for over 1 mile of driving, the chimes will sound until the turn signal has been cancelled.

The trip monitor now has the capability of displaying oil temperature, coolant temperature, and battery voltage digitally on the IP-LCD. The "INST/AVER" button will become"FUEL INFO" and will display instantaneous fuel economy, average fuel economy, range and blank. The "RANGE" button will become "GAUGES" and will display the engine oil temperature, engine coolant temperature, and the battery voltage.

If the battery voltage is lower than 9.9 volts or above 16.9 volts, the "CHECK GAUGES" lamp will be lit.

The DAB relay will disengage when the passenger door is opened.

Electrical Content 1992

Traction Control
Addition of traction control module with associated changes to body and engine wiring harnesses.

Gen II LT1 Engine
Introduction of new engine requires new engine harness and associated modifications to forward lamp and I.P. harnesses.

Vats Enhancement
Change of software to put VATS Fuel Enable Signal on the serial data line. This algorithm requires the ECM and the CCM to exchange passwords in order for fuel to be delivered. Fuel enable is also required in the fuel backup mode of the ECM.

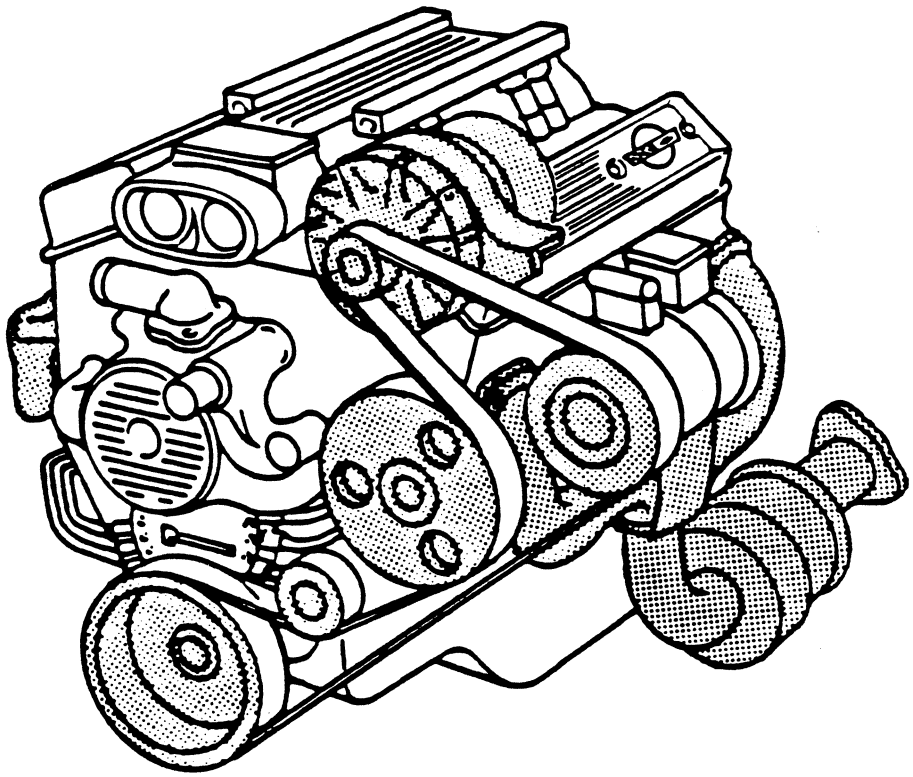
DIC
Addition of three telltales to DIC module for incorporation of the Traction Control System.

CCM
Modification of CCM to incorporate cross-talk feature (see above VATS Enhancement) and addition of Traction Control to serial data link.

Wiring Improvements
Additional fuses required to accommodate greater number of dedicated fused circuits for an improved vehicle fusing arrangement. Addition of a relay control center having Micro-relay system in place of existing ISO relays to provide improved reliability. Addition of Traction Control requirements in wiring and fuses.

S.R.C. Upgrade
Change controller software for Selective Ride Control to upgrade system for improved response and performance.

GEN II PFI
CORVETTE



5-24-90
D2

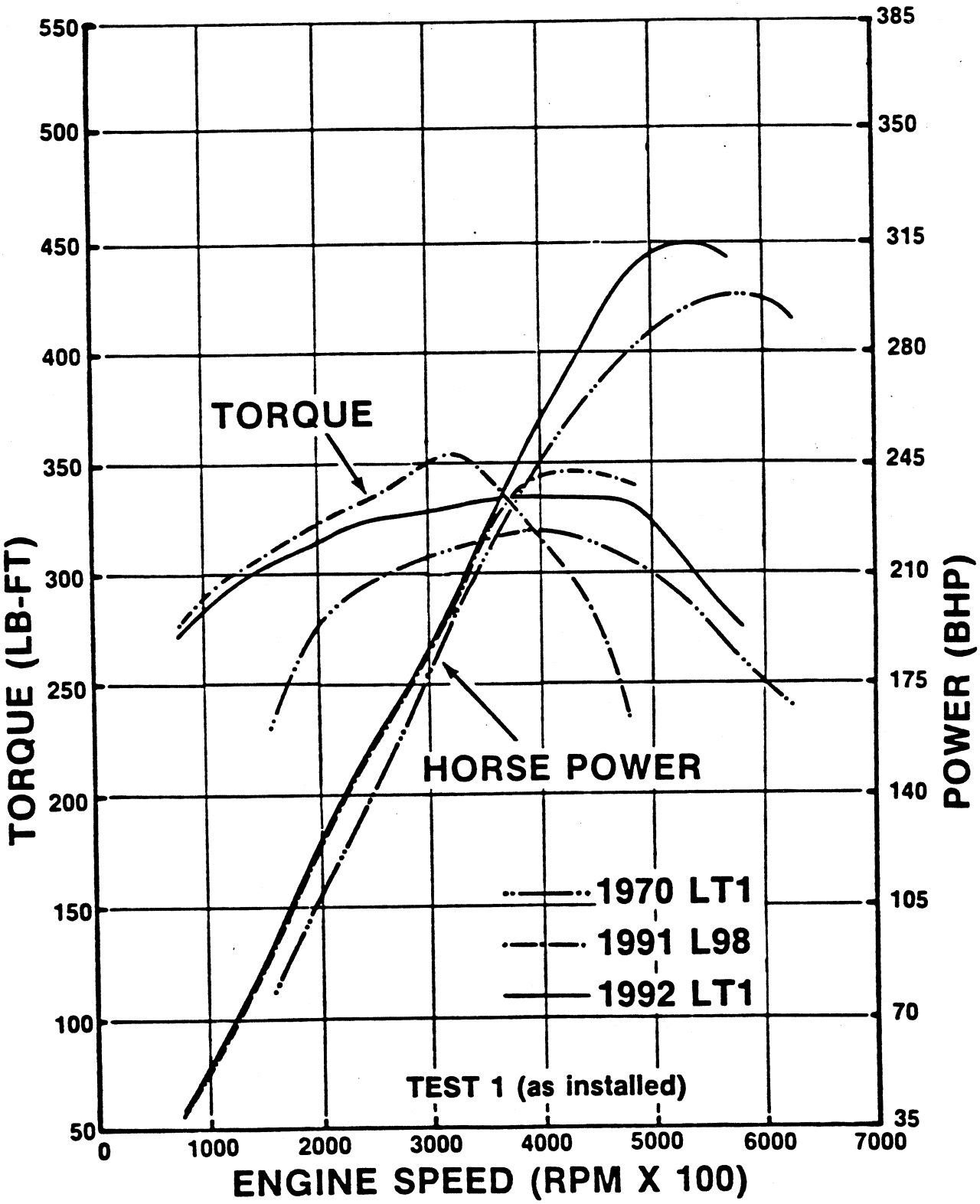
CORVETTE POWERTRAIN PLAN

BODY STYLE	P/T	MODEL YEAR/AXLE RATIO				
		'90	'91	'92*	'93	'94
COUPE	L98, AT	2.59 3.07	2.59 3.07			
	LT1, AT			2.59 3.07	2.59 3.07	2.59 3.07
	L98, MT	3.33	3.45			
	LT1, MT			3.45	3.45	3.45
CONV	L98, AT	2.59 2.73	2.59 2.73			
	LT1, AT			2.59 2.73	2.59 2.73	2.59 2.73
	L98, MT	3.33	3.45			
	LT1, MT			3.45	3.45	3.45
ZR1	LT5, MT	3.45	3.45	3.45	3.45	3.45
	LT5, AT				3.07	3.07

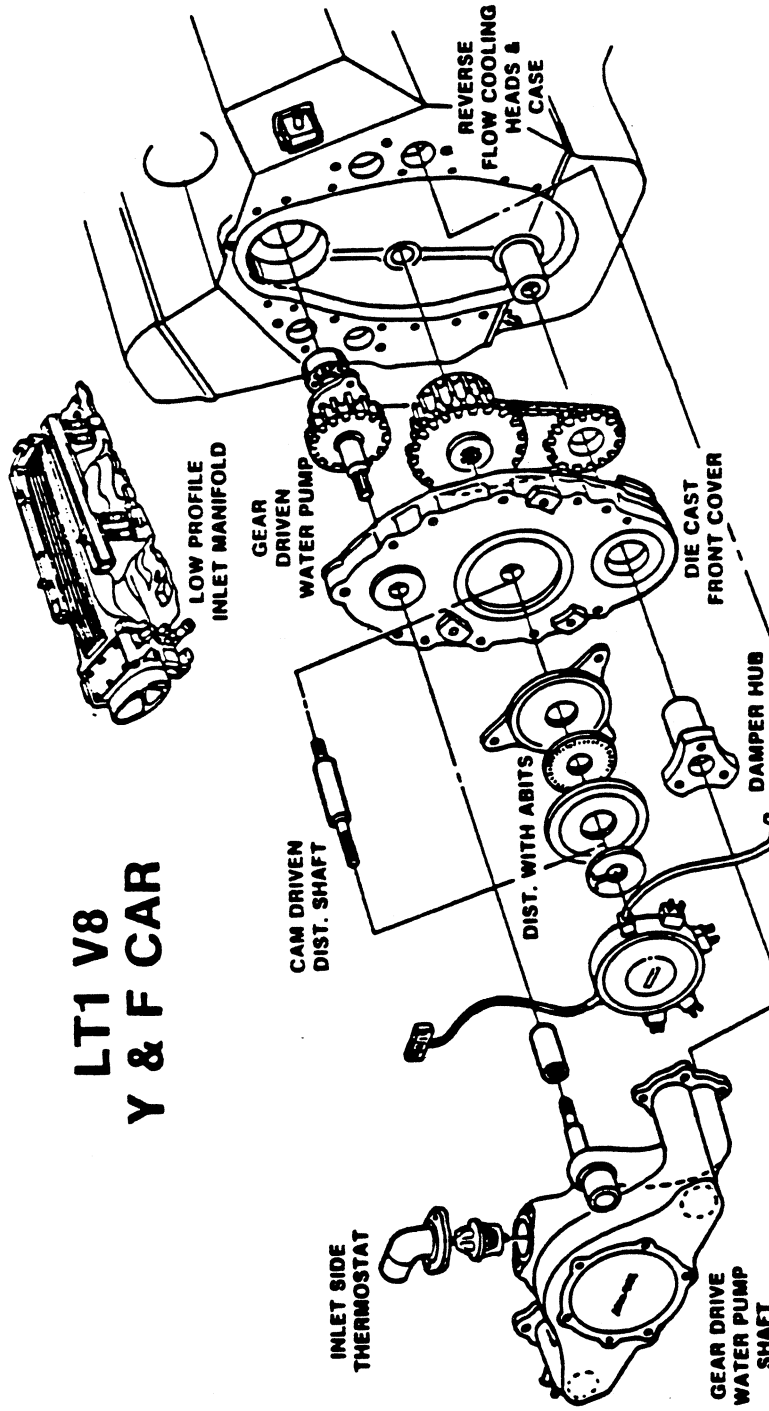
*CURRENT MODEL YEAR

PTPLAN.DISPLAY
JCM/21SE89

1970 LT1 1991 L98 AND 1992 LT1 POWER CURVES



LT1 V8
Y & F CAR



COOLING

- REVERSE FLOW
- NO INTERNAL LEAK NO COOLANT CROSSOVER
- INLET THERMOSTAT
- NO BELT W.P.

FUEL ECONOMY

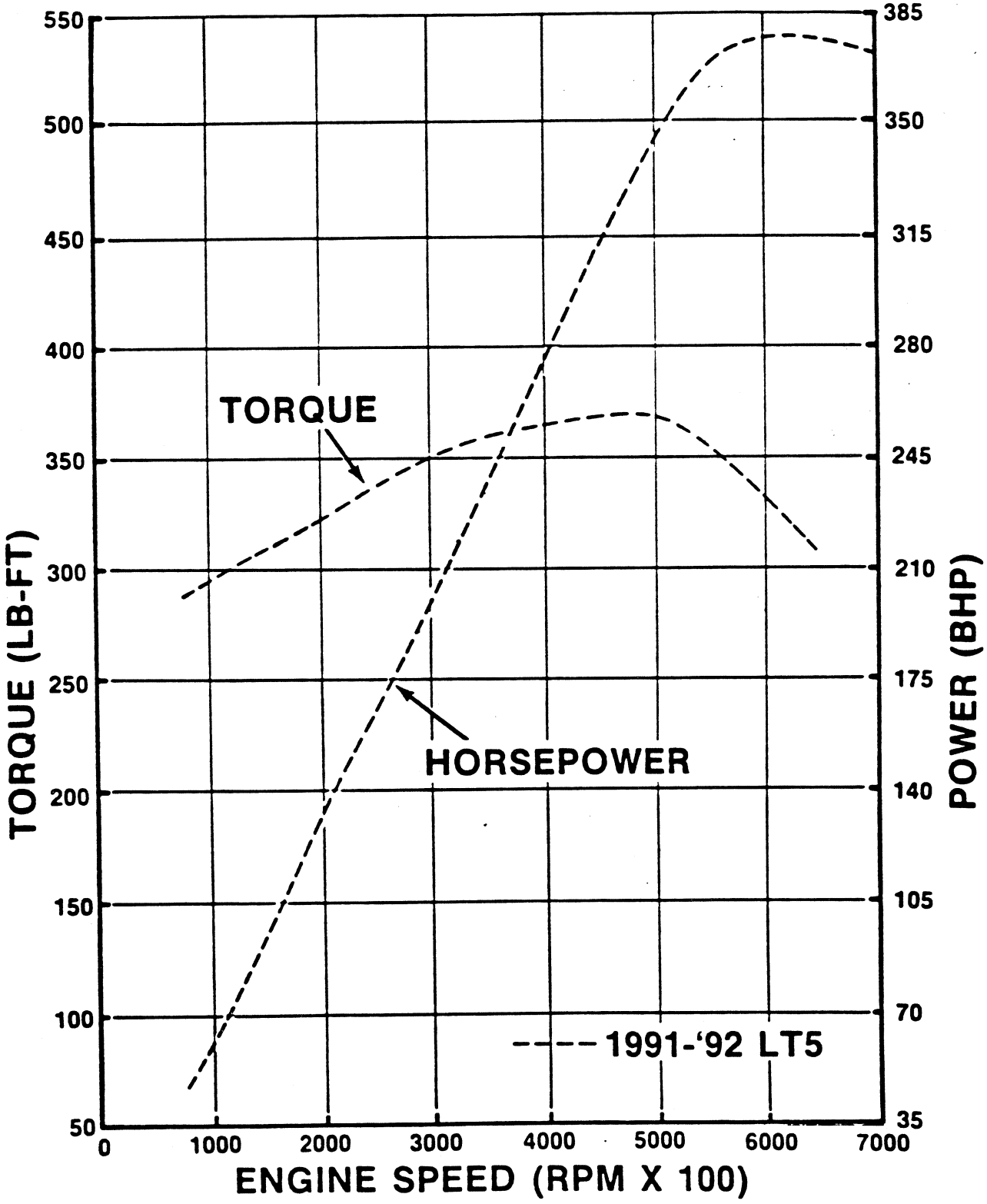
- ABITS
- LOW OVERLAP CAM
- COMBUSTION/FLOW EFFICIENCY

POWER

- MANIFOLD (IN & EX)
- CAM AND HEADS
- ABITS
- REDUCED PARASITICS
- HIGH C.R. PISTON

ENGINE REDUCED IN LENGTH BY 62 MM

1991 - '92 LT5 POWER CURVE



7-16-90
D5

1992 Highlights continued.....

The speedometer will be moved above the fuel gauge for improved readability. "INST/AVER" changes to "FUEL INFO" & "RANGE" changes to "GAUGES". Digital readouts for oil temp., coolant temp. and voltage replace fuel mileage readout when "gauges" is pushed. Odometer changes to telltale of oil temp., coolant temp. or volts.
Revised I/P cluster changes include black button and face plate color. The DIC, HVAC,power mirror and window trimplates and radio trimplates and buttons are changed from gray to black as well as seat and FX3 switches. A soft-feel paint is also utilized. The gauge graphics will be thicker with more graduations. All pointers are yellow and the speedometer is italicized.

A new telltale,"Check Gauges" will illuminate in the IP when last fuel gage bar turns off.

The "Quiet Car" package includes A and B pillar weatherstrip seals, door main weatherstrips and outer door belt seals. For improved acoustics, a tunnel insulator and additional door insulators have been implemented.

1992 Program Highlights

The 1992 Chevrolet Corvette, models 1YY07 and 1YY67 now utilize the LT1 powertrain, replacing the L98. The LT5 powertrain is available in ZR-1 models only. (1YZ07 wide body).

The LT1 Powertrain produces 300 hp. / 4800 rpm. The LT1 consists of a one-piece low-profile inlet manifold, new front cover and water pump, angle based ignition timing, new air cleaner, accessory drive, new fuel rail with universal pressure regulator (UPR), and group timed injection. Engine oil cooler is being deleted do to synthetic oil (5W-30). Use of synthetic oil will provide sufficient temperature capatability for engine oil without the need for an oil cooler.

Engine cooling system improvements include new water pump assembly, cylinder head gasket, and new thermostat and seal assembly.

Selective Ride Control will be upgraded with new software to provide better response and performance. Selective Ride now includes the double digressive valving feature to provide a tuneable level of control over the by-pass flow in the current SRC shock absorber. The intent of this being to give additional low frequency damping for improved ride characteristics. Front Spring isolators and lower spring rates will reduce ride harshness.

Traction Control is program for sop 1992 . The traction control system utilizes available traction to provide optimized acceleration and vehicle directional stability for well balanced driving performance on a variety of road surfaces. Controlled wheel-spin is accomplished w/ engine spark retard, a throttle cable relaxer & brake intervention. Three telltales are added to the DIC; Service ASR, Active ASR & Off ASR. (ASR means Automatic Stabalization Regulation). An ON/OFF switch is provided & the telltale lamp on DIC will indicate when system is OFF. There will not be an LED at the switch. The switch will be a momentary contact pushbutton. The traction control system will always power up in traction control ON mode when the ignition is turned ON. The ON/OFF pushbutton then makes the system change modes between ON and OFF each time the pushbutton is pressed.

New Generation III Goodyear Tires include these tire packages:
-275/40 - Base and best ride
-315/35 - ZR-1 (rear only)
These tires are directional and asymetric.

Passive Keyless Entry is optional for 1992 and available only with C68. The system allows a person to passively carry out the function required to enter or exit vehicle. The system can be programmed to unlock both driver/pass. door upon approach, illuminate interior lights & disarm theft-alarm system. While increasing safety & security, this system adds an element of convenience. A remote transmitter is incorporated into the key fob. An On/Off feature will disable passive functions by holding down the "pass door" button for two seconds.

Preliminary 1992 Color Chart

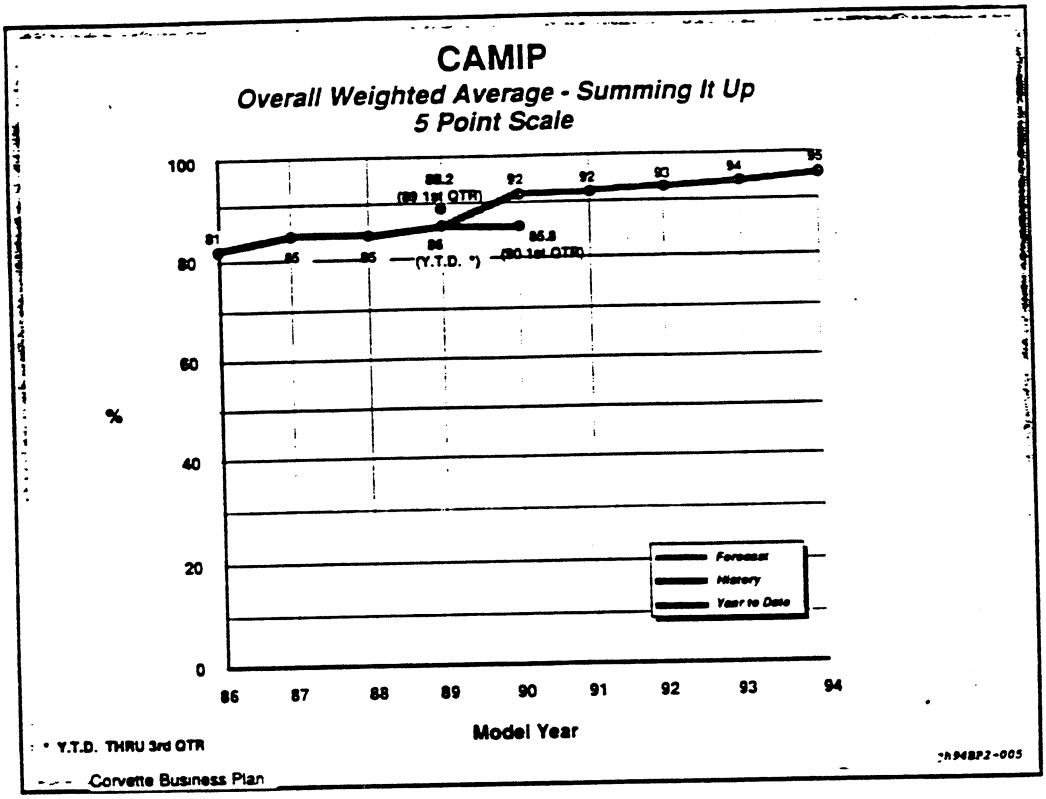
EXTERIOR Color	STATUS	GM Code	WA Code
Arctic White	C/O	10	9567
Black	C/O	41	8555
Bright Red	C/O	81	8774
Brilliant Red	C/O	75	9239
Bright Aqua	NEW	43	9796
Yellow	C/O	35	8769
Med. Green Pearl Met.	NEW	45	9539
Black Rose	NEW	73	9885
Medium Quasar Blue	C/O	80	9544
Dark Green Gray	NEW	18	9795

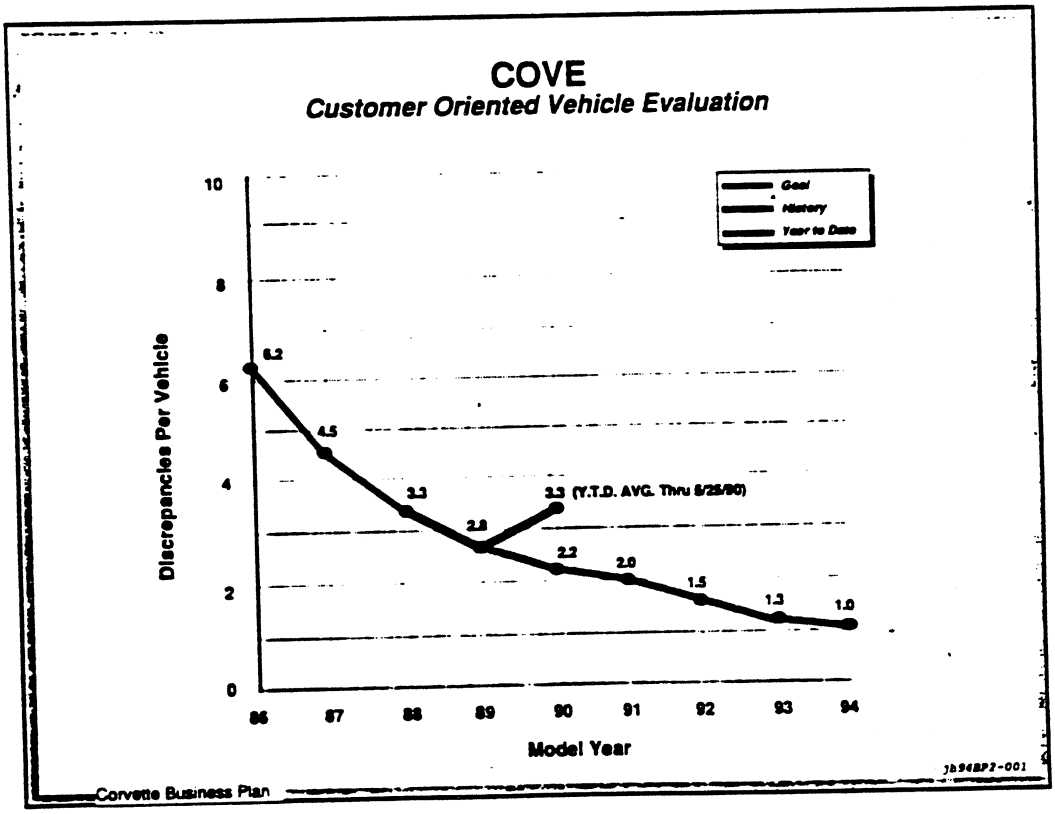
INTERIOR Color			Material Options
Light Gray	NEW	14	Leather
Arctic White	NEW	10	Leather (1YY67)
Light Beige	NEW	64	Leather
Black	C/O	19	Leather/Cloth
Red	C/O	73	Leather

Convertible Top Colors

Black -	0848	Canvas	41T
White -	9567	Vinyl	10T
Saddle -	9880	Canvas	68T
Dark Blue-	8841	Canvas	29T

10-04-90
A3


CAMIP
Overall Weighted Average - Summing It Up
5 Point Scale
100
80
60
40
20
0
%
86
87
88
89
90
91
92
93
94
Model Year
Forecast
History
Year to Date
* Y.T.D. THRU 3rd QTR
Corvette Business Plan


COVE
Customer Oriented Vehicle Evaluation
Discrepancies Per Vehicle
10
8
6
4
2
0
6.2
4.5
3.3
2.8
3.3 (Y.T.D. AVG. Thru 9/25/90)
2.2
2.0
1.5
1.3
1.0
86
87
88
89
90
91
92
93
94
Model Year
Goal
History
Year to Date
Corvette Business Plan

1992 MODEL CORVETTE BRAKE SPECIFICATIONS

	BASE	Z07	ZR-1
FRONT			
Rotor	305x20mm	330x28mm	330x28mm
Caliper Size	----------39mm Dual Piston----------		
Lining IB	C-26	C-26	C-26
OB	C-26	C26	C-26
Rotor Construct	Vented	Vented	Vented
REAR			
Rotor	305x20mm	305x20mm	305x20mm
Caliper Size	----------40.5mm Single Piston----------		
Lining IB	B-33	B-33	B-33
OB	B-33	B-33	B-33
Rotor Construct	Vented	Vented	Vented
WHEEL SIZE			
Front	17x9.5	17x9.5	17x9.5
Rear	17x9.5	17x9.5	17x11
Bolt Circle	120.65mm	120.65mm	120.65mm
BEARING			
Stud Size	12mm		
Bolt Circle	120.65mm		
Uniformity Studs	.25mm from True Position		
Pilot	.12mm from True Position		

1992 CORVETTE
MAJOR UPC SUMMARY

1YY67 Corvette Convertible	LT1&MD8 Auto	LT1&ML9 Manual
Body as purchased	508.0	508.0
Body mounts	-	-
Total Body Mass	508.0	508.0
Frame	22.0	22.0
Suspension - Front	34.9	34.9
Suspension - Rear	101.2	104.7
Brakes	73.5	73.5
Engine	247.9	277.9
Transmission	88.1	65.1
Fuel & Exhaust	60.7	61.5
Steering	26.6	26.6
Wheels & Tires	110.4	110.4
Front End Sheet Metal	57.3	57.3
Chassis Electrical	71.6	71.6
Radiator & Grille	8.4	8.4
Bumpers - Front	22.5	22.5
Bumpers - Rear	31.0	31.0
Tools & Fuel Ship (11.4L)	13.2	13.2
Total Chassis Mass	969.3	980.6
Shipping Mass	1477.3	1488.6
Front	794.8	800.9
Rear	682.5	687.7
Fuel Capacity less 11.4L	47.6	47.6
Family Base Curb Mass	1524.9	1536.2
Front Mass	781.8	787.9
Rear Mass	743.1	748.3
EPA Option Mass	44.4	43.6
Loaded Vehicle Weight	1705.3	1715.8
EPA Class - LBS.	3750.0	3750.0
(EPA Class - KGS.)	1701.0	1701.0
EPA Class UPR Limit	1729.3c	1729.3c
Premium Material Content	0.0	0.0
EPA Reserve	24.0	13.5

08-21-90
B3

1992 CORVETTE
MAJOR UPC SUMMARY

	LT1&MD8	LT1&ML9	LT5&ML9
1YY07 Corvette Coupe	Auto	Manual	+ZR-1
Body as purchased	490.1	488.2	478.1
Body mounts	-	-	-
Total Body Mass	490.1	488.2	478.1
Frame	22.0	22.0	20.6
Suspension - Front	34.9	34.9	35.3
Suspension - Rear	101.0	104.5	104.1
Brakes	73.5	73.5	80.3
Engine	247.9	277.9	349.2
Transmission	88.1	65.1	65.0
Fuel & Exhaust	60.7	60.8	52.5
Steering	26.6	26.6	23.4
Wheels & Tires	110.4	110.4	118.6
Frt End Sheet Met	57.3	57.3	57.3
Chassis Electrical	70.0	70.0	70.3
Radiator & Grille	8.4	8.4	8.4
Bumpers - Frt	22.5	22.5	21.8
Bumpers - Rr.	31.0	31.0	30.2
Tools & Fuel Ship (11.4L)	13.3	13.3	13.6
Total Chassis Mass:	967.6	978.2	1049.5
Shipping Mass:	1457.7	1468.3	1529.7
Front:	787.2	789.9	823.0
Rear:	670.5	678.4	706.7
Fuel Cap less 11.4L:	47.6	47.6	47.6
Family Base Curb Mass:	1505.3	1515.9	1577.3
Front Mass:	774.2	777.0	810.0
Rear Mass:	731.1	738.9	767.3
EPA Option Mass:	7.4	6.6	17.7
Loaded Vehicle Weight	1648.7	1658.5	1731.0
EPA Class - LBS.:	3625.0	3625.0	3750.0
EPA Class Upper Limit	1672.6C	1672.6C	1729.3C
Premium Material Content	10.0	10.0	10.0
EPA Reserve:	23.9	14.1	TBD

C – Calculated

1992 DIMENSIONS

			CONV.	COUPE	ZR-1
WHEELBASE (mm)			2444.	2444.	2444.
TREAD	Front		1513.	1513.	1513.
	Rear		1534.	1534.	1572.
EXTERIOR	Length		4536.	4536.	4535.
	Width		1804.	1804.	1859.
	Height		1179.	1186.	1188.
INTERIOR	Head		926.5.	926.5	926.5
	Leg		1083.	1083.	1083.
	Shoulder		1366.	1366.	1366.
	Hip		1253.	1253.	1253.
Coupe	*Luggage Cap.		.507	.507	.507
Convert	*Top Down		.1187	.1187	.1187
Convert	*Top Up		.1866	.1866	.1866

*Cu.Mtrs.

8-8-90
B1

1992 REGULAR PRODUCTION OPTIONS - DOMESTIC (Continued)

Merchandising RPO	Processing RPO	Name	Remarks
FE7		Spt Susp.	See susp page C5; includes: Stiffer shocks,HD lower control arm bushings, HD frt&rr springs, larger frt&rr stabalizers
FG3		Bilstein Gas Frt & Rr shocks	Standard on all vehicles
FX3		Adj.Ride Shocks	See susp. page C5
	GM1	Axle-2.59 positrac	Std. ratio for auto. transmission
G92	GU2	Axle-2.73	Avail only on 1YY67
G92	G44	Axle-3.07	Avail only on 1YY07
	G87	Axle-posi 8.5" ring gear PD	
	GM3	Axle-Rr, 3.45 ratio	Std. all man. trans.
J55		HD Brakes	Incl. in ZO7

REGULAR PRODUCTION OPTIONS - DOMESTIC 1992

Merchandising RPO	Processing RPO	Name	Remarks
AC1		Adj.-Seat Pwr 6 way pass.	Avail. 1YY07,1YY67 Std. 1YZ07
AQ9		Sport Seats,	Leather trim, articulated
AU3		Elec. Dr. Locks	Standard
AX3		Pass. Keyless Entry	Optional
	CC2	Remov. Hardtop	Body-colored
	CC3	Acrylic Roof Panel	Grey tint
	CF7	SMC Roof Panel	1YY07
C2L		Dual Roof Panels SMC&Acrylic (CF7 &CF3)	1YY07
	C49	Electro-Clear Rr Window Defog	Standard
	C60	A/C - Manual	Standard
C68		A/C - Elec.	Std. 1YZ07
D64		Mirror-I/S, RH Visor Van. Illum.	Standard
D74		Mirror-I/S,LH Visor Van.Illum.	Standard
DL8		Heated Dual Spt. Mirrors	Standard. Electric remote, LH&RH

1993 REGULAR PRODUCTION OPTION DOMESTIC (Continued)

Merchandising RPO	Processing RPO	Name	Remarks
UM6		Radio-w/ cassette	Standard
UU8		Radio-Bose with Cass	Optional
U1F		Radio-Bose w/ Cass & CD	Optional

1992 REGULAR PRODUCTION OPTION-DOMESTIC (Continued)

Merchandising RPO	Processing RPO	Name	Remarks
	KO5	Engine Block Heat	Z49 only
K34		Cruise cntl Elec.	Standard
	K68	Delcotron 120 AMP	Standard
	LT1	350 CID V8 Engine	Standard
	LT5	350 CID V8 Engine overhead cam	Req.ML9 Trans.,1YZ07 Req.J55 HD brakes
MXO	MD8	Auto Trans	LT1 only, 4 spd.
MN6	ML9	ZF 6 spd. Manual	Standard with LT1 Req. with LT5
	NA5	Emission	Federal
	NM5	Emission	Canadian, Req. Z49
	NN5	Emission	California, override
QA1		17x9.5 Frt.&Rr. wheel	Standard, lighter weight turbine style
QA2		17x9.5 frt 17x11 rr.	ZR-1 only
U1F		Radio-Cass with C/D	Optional
UM6		Radio-Cass	Base

1992 Corvette Suspensions

Description Name	
Base (FE1)	1YY07 or 1YY67 Includes: Standard suspension. Non-adjust Bilstein shocks. Standard Brakes.
RPO FX3 (FE1)	1YY07 or 1YY67; Standard on 1YZ07 Adjustable handling package for ultimate driver comfort and control through the use of driver adjustable, speed compensated ride control system. Standard suspension. Bilstein Selective Ride Control System. Available w/ automatic or manual transmission.

Z51 Package is now included in ordering option Z07.

RPO Z07 (FE7)	1YY07 (Automatic Transmission req. G92 axle) Driver adjustable performance oriented package for the Gymkhana/Autocross enthusiast. Bilstein Selective Ride Control system. Stiffer springs, shocks, stabalizer bars, and bushings. Heavy duty brakes. Heavy duty Power Steering Cooler. Includes FX3.

6. LEFT ARM REST BLACK COLOR

All 1990 thru 1992 Corvettes have a black arm rest on the driver's door regardless of the car's interior color. The design intent is to give the driver a cockpit surround effect. Refer to video.

7. ODOMETER OPERATION

The mileage is stored in the Central Module. The LED readout is transmitted from the cluster on a data line. Removing the battery cable will not erase the mileage from the CCM. The mileage can't be electrically or manually altered. This insures the owner that the car has the accurate mileage at all times. Refer to page 86 of Owner's Manual.

8. DRIVER INFORMATION LIGHTS AND CODES

When the ignition is turned on the dash goes through an indicator bulb check. This occurs so the driver will know if all bulbs are operating properly. If any malfunction of a system occurs a service light for that system will light up. When an ASR (traction control) or ABS (antilock brake) active light comes on this means the component is in normal operation. Refer to page 84 thru 105 of Owner's Manual.

9. SYS DISPLAY ON LCD OF IP CLUSTER

When the letters SYS flash on left side of odometer display, the CCM is detecting a component failure code. If the failure code is present the light will stay on, flashing SYS (sometimes mistaken for 5Y5). If the problem is intermittent the SYS may go away and periodically reappear as a reminder to take the car into the dealer. The failure code will either be put into history or current CCM memory, thus helping the dealer to resolve the problem. Refer to page 105 of Owner's Manual.

10. ENGINE OIL TEMPERATURE LED READOUT VERSUS GAUGE READOUT

The oil temperature gauge in the cluster is only a quick reference to the oil temperature. This type of gauge is not linear. Use the gauge button to get an accurate oil temperature. It is normal to see a low temperature on the cluster when the LED readout is higher. Refer to pages 90 thru 91 in Owner's Manual.

11. FULL POWER KEYS FOR THE ZR1

The 1990 Part # is 12505009. The 1991-92 Part # is 12508275. These can be purchased at any GM Parts Department.

B. <u>BODY AND PAINT</u>

1. ACID RAIN AND CLEAR COAT PAINT

The paint on the Corvette is a DuPont base coat with a clear coat over the paint. The clear coat can be damaged by Acid Rain, some chemicals, or even heavy dew. To prevent this from occurring, keep your car washed often and waxed with a nonabrasive type of wax made for clear coat. If any water spots occur and cannot be removed, take your car to your local dealer. There is a method of washing down your car, starting at the top, with a baking soda water solution. This will stop the chemical reaction of etching into the clear coat. Unless you are very familiar with the correct buffing technique, do not try buffing. You could damage the clear coat. Avoid using any abrasives such as rubbing compounds or chemical cleaners. Refer to your video and page 285 of the Owner's Manual.

1992 CORVETTE

A. INTERIOR OF CAR

1. DASH PHOTO CELL:

When either door is unlocked by a key, the interior lights will come on if the photo cell on the driver information panel (above the word "INSTANT") tells the Central Control Module the light is at a low level. The interior lights will stay on about 30 seconds or until the ignition is turned on. If the doors are unlocked and either door is opened the photo cell again controls whether the interior lights come on. If you open the door and place your finger over the photo cell, the interior lights will come on. If you close the door the lights will remain on for about 30 seconds or until you turn on the ignition switch. There is no courtesy time delay module as in 1989 and prior years. If you pull in the garage, shut off the ignition, get out of the car and shut the door, the interior lights will go off when the door closes. Refer to your owner's video.

2. POWER WINDOW AND RADIO DELAYED BUSS

The 1991 and 1992 Corvette has the delayed Buss Circuit. This means that if you have your radio on when you turn the ignition off, the radio will continue to play (antenna up also) and either power window can be operated without the key in the ignition. The radio and power windows can be operated for 15 minutes. In the 1991, when the left door is opened the power to the radio and power windows is stopped. In the 1992, when either door is opened the two components will stop operating. See 1992 Owner's Manual, Page 69.

3. PREWIRED POWER ACCESSORY PLUG

The 1991 and 1992 Corvette has a prewired plug in the center console for connecting any after market power accessory. The cigarette lighter is on this circuit also. There are three wires in this plug: one with 12 volts all the time. One is hot only when the ignition is on and one is a ground. Refer to 1992 Owner's Manual pages 46 and 133 thru 134 for views and information. The two 15 Amp fuses are in the auxiliary fuse box under the right IP. Access by removing the lower access panel.

4. ZR1 WINDSHIELD WITH SOLAR SHIELD

All ZR1 cars have the windshield with a solar shield to reduce in-car temperatures. All ZR1 windshields have a cut-out clear area in the left center at the bottom of the windshield. Refer to page 125 of the Owner's Manual. This is for the use of any electrical transmitting or receiving devices, such as garage door opener, etc.

5. INTERIOR CLEANING

Never clean the seats or instrument panel with anything except clear water and a soft rag. Cleaners such as Armor-All will cause the leather to crack later on, due to having a petroleum base. The plastic lens in the dash can be damaged by the use of other cleaning agents. Refer to video and page 273 thru 277 of Owner's Manual.

3. LT5 OIL FILTER -- Black Part # 25014155 PF970C

The blue filter is OK to use. it is the same filter. It is a PF970. These filters have a check valve in them so that when removed and held vertically, no oil will run out. Refer to page 293 of the owner's manual.

4. CHECKING THE LT5 ENGINE OIL LEVEL

Never check the engine oil on a ZR1 hot engine. The best time to check the oil level is after the car has been shut off overnight. When the LT5 engine is filled with oil at Mercury Marine in Stillwater, OK., the engine holds 12 quarts of oil. When you change the oil you should use only 8.6 quarts with filter. There is always some oil in the flow systems. The LT5 engine does not use synthetic oil. It uses regular 10W30 engine oil. If a synthetic oil is used in the engine it must meet GM standards (Mobil 1 does). Do not use synthetic oil until you have 3,000-4,000 miles on the engine. The engine has aluminum wet pistons sleeves. Refer to page 235, 236, and 238 of the Owner's Manual.

5. CHECKING AUTO TRANSMISSION OIL

When checking the oil in the auto transmission, always check the oil level after the car has been driven and the engine temperature is at normal operating temperature of 170 degrees. If the level is between the XXX marks it is O.K. If checked cold, the oil level will check low because the oil expands when warm. Refer to page 244 and 247 of Owner's Manual.

6. LT1 CORRECT OIL USAGE

The LT1 engine uses a synthetic oil. We install Mobil 1, 5W30. Any other synthetic oil must meet the GM standards shown on Page 236 and 237 of Owner's Manual. If regular oil has been used, merely change oil to proper synthetic oil. The engine will not be damaged - the oils will mix. The engine oil cooler is not required on the LT1 since synthetic oil is used. We recommend Mobil 1, 5W30. In high temperature areas, Mobil 1, 10W30 can be used. Refer to pages 236 thru 238 of Owner's Manual.

7. LT1--4 1/2 QUARTS OF OIL

The LT1 engine holds 4 1/2 quarts of oil with oil filter. The owner's manual and service manual are wrong. The one pint less is due to the size of the AC PF51 Oil Filter. Do not overfill the engine oil. Refer to page 292 of Owner's Manual.

8. WINDSHIELD WIPER OPERATION AND ADJUSTMENT

It will be necessary to occasionally readjust (as needed) your windshield wipers. To get the proper adjustment, start the car, turn wipers to high speed and push washer button. The left wiper should come about 1" from the windshield molding at the tip of the blade. The right wiper should come about 1 1/2" from the molding at the tip of the blade. The adjustment can be made by unsnapping the small plastic cover on the cowl screen above the wiper motor. Use a 10MM socket or a 12" speed handle (caution not to hit edge of glass). Loosen both nuts on each arm. The arms can be moved to any position required. Retighten nuts and test as outlined above. If the wipers chatter in one direction, unsnap the blade and turn it around 180 degrees and resnap. For longer wear and better adjustment this should be done as often as needed. Use GM glass cleaner (the best on the market) to clean the windshield glass. Refer to page 263 of the Owner's Manual.

2. WASHING YOUR CAR AND WATER LEAKS AT SEALS

Never run your car through an automatic car wash. The paint's clear coat and wheels can be damaged. If you use a hand spray washer, expect leaks at the seals if the nozzle is held at an angle horizontal to the seals. The seals were not designed to withstand these pressures. Your car should not leak sitting still or while driving in the rain. While washing the car, if any seal leaks, dry off the seals with a soft rag and then dry off the glass. Refer to your video.

3. WEATHER SEAL LUBRICANT

Never use any lubricant with a petroleum base such as Armor-All. Repeated usage will cause the seals to surface crack. Use the GM recommended silicon grease. GM Part # 12345866. This is a silicon base. Refer to pages 283 and 300 of your Owner's Manual.

4. CONVERTIBLE TOP REAR GLASS CLEANING

Use only clear water and a soft rag to clean your plastic rear glass. Although your Owner's Manual recommends the use of Prist Cleaner (a PPG glass cleaner), American SunRoof recommends clear water and a soft rag only. Refer to pages 110 thru 113 and pages 191, 193 of your owner's manual.

5. FUEL FILLER DRAIN BOOT

Keep all foreign material out of the rubber drain boot at the gas tank filler neck. The drain can clog and cause water to be ingested into the fuel tank if the gas cap is not tight enough. Refer to page 232 of your Owner's Manual.

6. LIGHT BULBS AND USAGE

Wagner and GE make most of the bulbs used on the Corvette. The Corvette's electrical system is fused for specific bulbs. Any usages such as a different fog bulb (no black tip on bulb) may cause a fuse to blow. When using an off-brand bulb expect them to have a shorter life. They may be cheaper but in the long run a validated bulb will save you money. Refer to pages 256 thru 262 and page 296 of your Owner's Manual.

C. UNDERHOOD

1. UNDERHOOD LIGHT FUSE

The 1991 and 1992 Corvette has an underhood fuse. When removed it turns off the underhood lamps. When the fuse is installed the underhood lights will still shut off when the hood is closed due to a mercury switch in each light. The fuse is located by the left cornering lens in a small black cover. It is not necessary to unplug the lights anymore. Refer to page 234 of your Owner's Manual.

2. ENGINE CLEANING

Never clean your engine with any cleaner containing an alkaline. This can cause all aluminum items to turn brown. The paint on the valve cover is a clear coated baked-on powder paint. A good cleaner, such as "Simple Green", can be purchased at Walmart, Kmart, or auto parts stores. A direct spray of hot or cold water may cause a lot of engine driveability problems, due to water entering the electrical connectors. Your valve covers on the LT1 and the air plenum and cam covers on the LT5 engine can get water spots (acid rain). Treat these components as you would the clear coat on the exterior of your car (no waxing please), the heat may cause surface damage if waxed. Refer to page 293 of your Owner's Manual.

4. 6 SPEED DUAL MASS FLY WHEEL

Since the 1989 model the ZF transmission has used a two piece fly wheel. The damping springs are between the two pieces not in the clutch disc. This allows the thrust of the clutch engagement to be taken into the fly wheel, not the face of the clutch disc. If the engine, LT1 or LT5, does not idle smoothly there may be a clicking sound coming from the fly wheel area. Upon start up, you may hear a normal clicking for several seconds like a lifter. This is more noticeable on the LT5 engine. There is nothing wrong. This is a normal sound. Refer to video.

5. 6 SPEED LOW GEAR NOISE

The Corvette may have some low gear noise. This is normal due to the design of the teeth on the gears (for durability reasons). Refer to video.

6. 6 SPEED 1 TO 4 SHIFT

If your car is driven from 12 to 19 mph, engine temperature is 122 degrees or more, and 35 percent or less throttle, you will be forced to 4th gear when shifting from 1st to 2nd. This is to help with the EPA and CAFE Requirements. The 1 to 4 light on the dash will come on when these conditions are met. To bypass this, merely go past 20 mph or hesitate when shifting. The 1 to 4 shift is regulated by the second relay from rear to front of the car, located on left from wheel hosing opening. Refer to page 60 of Owner's Manual.

7. 6 SPEED SHIFT POINTS

The proper shift points for the 6 speed transmission are as shown on a chart on page 58 through 62 of Owner's Manual. Never use 6th gear below 65 mph. If you're going up an incline, the engine rpm drops too low causing a chatter in the drive train. Merely downshift to 5th gear. To give you an idea of the 6th gear ratio, a Doug Nash 4 speed overdrive was .68 ratio. The ZF 6th gear is .5 ratio. Refer to page 58 through 62 of Owner's Manual.

8. 6 SPEED OIL USAGE

The ZF 6 speed transmission uses 5W30 oil, GM part number 1052931. Use GM recommended transmission oil only. Other oils may not meet GM standards.

9. VATS AND FORCED ENTRY ALARM OPERATION

The Corvette needs no other after-market alarm system, if you understand how the system works. The vehicle anti-theft system (VATS) consists of a key which has a specific resistance that when placed into the ignition lock cylinder has to match the same resistance which has been burned into the Central Control Module (CCM). If this resistance does not match, the CCM will not let the engine crank and the fuel injectors do not turn on. There is a 4 minute delay before you can try to start the car again. If the key is not turned off the car will never start. Turn the key off. Remove the key and wait 4 minutes. The door has to have been unlocked first with the key before you can try to start the car. If you had your windows down or the convertible top down and got out of your car, locked and shut your doors,, the security light would stop flashing and go out. This means the VATS and forced entry alarm are armed. If you reached in and pushed the door unlock button without unlocking the door with the key, the pulsating horn alarm would be sounded and can only be stopped by unlocking the door with your door key. If you reached in and put your ignition key in the ignition, even the proper key and correct resistor, the second you turned the key on, the alarm would go off. The CCM did not see a door unlock signal first. In the 1990 you do not even have to turn the key on before the alarm will sound. The 1992 is different in the fact the CCM does not send a signal on a wire to the ECM. It communicates on a 800 data line with 3 random logic bits

9. CHANGING OIL (RESETTING OIL CHANGE LIGHT)

The oil change light will come on after the CCM has seen certain operating temperatures, engine RPM's, and load conditions. When the oil is changed the CCM should be reset so the light will go out. If the oil light had not come on when the oil is changed, reset the CCM anyway. The CCM doesn't know the oil was changed. TO RESET:

1. Turn key on (do not start engine)
2. Press English/Metric button on driver's info center
3. Within 5 seconds, press same button again
4. Within 5 seconds of step #2, press and hold the gauges button ---- Change Oil light will flash
5. Hold Gauges button until oil light stops flashing and then goes out
6. At this point the oil light is reset

Refer to page 95 and 240 of Owner's Manual.

D. VARIOUS COMPONENT OPERATIONS

1. ABS PUMP NOISE

When going from a stop to 4 mph forward or reverse, the first time after the car is started, you will hear the ABS pump cycle indicating a self test. The ABS active light will not come on when the pump cycles. This is normal. The ABS Pump Assembly is behind the driver in the rear storage area. The pump may cycle when you have a hard brake applied. This is also normal. Refer to page 102 of Owner's Manual.

2. SELECTIVE RIDE OPERATION

The selective ride has 6 positions on each of the 3 settings. The stiffness of the suspension gets firmer the faster you go. In city driving you may not notice much change when the touring mode is used. A small motor on each shock adjusts the valve in the shock thus changing the damping of the shock. If your service light comes on the system goes to a predetermined setting. It's OK.. to drive the car; but, have your dealer check it for a recorded failure code. Refer to video and page 104 of Owner's Manual.

3. LOW TIRE PRESSURE WARNING SYSTEM

This is a UJ6 option but standard on the ZR1. This system consists of 6 parts: 4 wheel sensor, a receiver box, a wiper motor jumper wire with 250 micro fared cap in it. Each wheel sensor sends out a different 246 megahertz radio signal to the receiver box (+ or - 300 kilohertz). When the tire pressure goes to 25 psi + or - 1 lb, a signal is not transmitted by that wheel sensor. The low pressure light will come on when the car is driven at about 20 mph or more. The service LTPWS may come on also. Each wheel has a different sensor part number and is color coded. To keep track of the original wheel location a label on the outer edge of the wheel is put on in the factory. The front tire labels are marked #1 and the rear tire labels are marked #2. Tires on the LT1 car can be rotated from front to rear (no tire rotation on the ZR1). Always be aware that the sensor can be easily damaged when a tire is changed. The sensor is located 180 degrees opposite the valve stem. Two of the same sensors will make the light come on. It is possible to have a 246 Mh signal from another source to cause the light to come on. If the light comes on, first check tire pressures and set to GM recommended values. The label is on the rear face of the left door. If the light stays on take the car to your dealer for a set malfunction code. A battery cable removal will not erase code set. Refer to video and page 99 and 100 of Owner's Manual.

6. NORMAL LT1 AND LT5 ENGINE NOISES

- When starting the LT1 or LT5 engine you may notice a blower noise under the left front of hood area. This is the air injector reactor (AIR) blower. If happens on start up, but goes away after a few minutes, this is normal.
- When starting a car with a 6 speed transmission, you may notice a clicking sound from rear of engine. It sounds like a lifter with no oil pressure. This is the dual mars fly wheel, unique to the ZF transmission. It also is normal.
- You may hear a slight clicking noise from the LT1 engine, this is the injectors pulsing. Normal again.
- When you start the LT5 engine a pump motor noise may be heard from the right front of engine area. This is the vacuum booster pump, also normal.

F. ELECTRICAL

1. AFTER MARKET POWER ACCESSORIES

If any after market power accessories item is installed it could void your warranty if any factory component is adversely affected. There is a power accessory plug in the center console area (factory fused ignition and 12 volts hot & ground). This can be used for such items as radar detectors, phones, fax machines, etc. When installing another alarm system in the 92 Corvette, if you tie the new system into any existing factory wiring or component, the new system can affect the function or operation of the factory alarm. Most installers do not have a GM service manual or a correct wiring diagram and are not familiar with the operation of the factory system. Basically, you are asking for problems when you install an after market alarm system which uses the components and wiring installed in the factory. It may also void all electrical warranty on your car. Refer to page 286 of Owner's Manual.

2. FM RADIO RECEPTION

If you have the complaint of a '90 or '91 Corvette poor radio reception, there is soon to be released a wire ground plane kit and attaching bolts. The '92 Corvettes come with this standard on the car. Refer to page 146 of Owner's Manual.

G. DRIVEABILITY

1. ABS/ASR

The 1992 Corvette has the anti-slip regulation (ASR {Traction Control}). The ABS and ASR use the same computers (Control Modules). Every time you start your car the ASR is in operation. If you do not want to use the ASR the system can be turned off by a switch above the headlight switch. The ASR Off light will come on the driver info center. When the ASR is working the accelerator will pulse back like the ABS does when activated. At about 4 mph forward or reverse the ABS active light will come on as the pump will do a self test. You will hear the pump sound coming from behind drivers seat in rear compartment. This only occurs one after an ignition cycle on. Refer to page 161-162 of Owner's Manual.

2. FUEL QUALITY

Using fuel with more that 10 percent of methanol and adding fuel octane increasers with cleaning agents may cause damage to the injectors or fuel tank. The 92 has 12 Ohm injectors. The previous years injectors were 16-17 Ohms. The materials are more resistant to the methanol and cleaning agents. Refer to page 229 of Owner's Manual.

which cannot be read with any scanner or meter. If either door or the hatch is opened when the system is armed the alarm will go off. The car cannot be hot wired and sarted. The most common way of theft is just flat bedding the car. So when parking pick a lighted area and turn the wheels a full turn to either side. Then remove ignition key thus locking the steering wheel in this position. Refer to pages 42 thru 44 and page 94 of Owner's Manual.

10. C68 OUTSIDE TEMPERATURE OPERATION

The electronic air conditioning display reads the outside temperature. The sensor is located at the right front of the radiator assembly. It will change after driving under certain conditions:

- Vehicle speed greater than 25 mph for more than 3 minutes or 45 mph for 1.5 minutes
- When speeds fall below 25 mph no updates occur
- If the ignition is turned off then on within 3 hours and the current temperature is less than what was stored in the memory upon ignition off.
- If the ignition is off for more than 3 hours the current temperature is displayed.

Refer to pages 126 and 127 of Owner's Manual.

E. CHASSIS

1. TIRE ROTATION AND #1 & #2 LABELS

There is no tire rotation on the ZR1. On the LT1 car the tires and wheel assembly can be rotated from front to rear. Cars using the UJ6 option (lot tire pressure warning system) will have a caution label attached to outer inside edge of wheel. The fronts have a #1 on them and the rears have a #2 on them. These labels are to keep track when the tires have been rotated from their original position on the car. If the UJ6 option sensor is damaged by a flat tire the label will identify correct original position of the tire so the correct replacement sensor can be installed.

2. UNDER CAR CLEANING

Never clean the underside of car with anything containing Phosphoric or Hydrochloric acid. The coating of the fiberglass springs will be damaged and it may cause them to crack or break. Refer to page 284 and 285 of Owner's Manual.

3. TOWING

Never use a tow bar or lift on the suspension or uniframe when towing. Use front or rear wheel cradles if available or haul on a flat bed truck. Refer to page 196 thru 200 of Owner's Manual.

4. ALIGNMENT

Always do a 4-wheel alignment. The Corvette requires front and rear toe-in, rear camber and front caster & caster alignments. Never do an alignment until the car has at least 300 miles on it after being transferred by a car carrier.

5. TIRE USAGE

The 1991 GS series tires are not recommended to be used on earler models. These were developed to be used with the ASR system. Refer to video.

3. JUMP STARTING

If for some reason you have a low or dead battery, be cautious when jump starting. When you attach the jumper cables to your battery and ground, wait about 2 minutes before trying to start car. This allows voltage to power up the 7 microprocessors circuit boards. This helps prevent voltage spikes into the components. Refer to pages 192 thru 194 of Owner's Manual.

H. MISCELLANEOUS

1. Owner's Packet: Helm Publishing	1-800-782-4356
2. Corvette Posters, books, etc.: Mid-America	1-800-637-5533
3. National Corvette Museum:	1-502-781-7973
4. Action Center: (6 AM-2:30 PM Central)	1-800-457-VETT
5. Plant tour or question:	1-502-745-8000

E. CHASSIS

1. Tire Rotation and #1 & #2 Labels
2. Undercar Cleaning
3. Towing
4. Alignment
5. Tire Usage
6. Normal LT5 & LT Engine Noises

F. ELECTRICAL

1. After Market Power Accessories
2. FM Radio Reception

G. DRIVEABILITY

1. ABS/ASR
2. Fuel Quality
3. Jump Starting

H. MISCELLANEOUS

1. Owner's Packet
2. Corvette Posters, Books, etc.
3. National Corvette Museum
4. Action Center
5. Plant Tour or Questions

1992 CORVETTE

A. INTERIOR OF CAR

1. Dash Photo Cell
2. Power Window and Radio Delayed Buss
3. Prewired Power Accessory Plug
4. ZR1 Wind Shield with Solar Shield
5. Interior Cleaning
6. Left Arm Rest Black Color
7. Odometer Operation
8. Driver Information Lights and Codes
9. SYS Display on LCD of IP Cluster
10. Engine Oil Temperature LED Readout Versus Gauge Readout
11. Full Power Key for ZR1

B. BODY AND PAINT

1. Acid Rain and Clear Coat Paint
2. Washing Your Car & Water Leaks at Seals
3. Weather Seal Lubricants
4. Convertible Top Rear Glass Cleaning
5. Fuel Filler Drain Boot
6. Light Bulbs and Usage

C. UNDERHOOD

1. Underhood Light Fuse
2. Engine Cleaning
3. LT5 Oil Filter -- Black Part # 35014155 PF970C
4. Checking the LT5 Engine Oil Level
5. Checking Auto Transmission Oil
6. LT1 Correct Oil Usage
7. LT1 -- 4 1/2 Quarts not 5 Quarts
8. Windshield Wiper Operation and Adjustment
9. Changing Oil (Resetting Oil Change Light)

D. VARIOUS COMPONENT OPERATIONS

1. ABS Pump Noise
2. Selective Ride Operation
3. Low Tire Pressure Warning System
4. Speed Dual Mass Fly Wheel
5. Speed Low Gear Noise
6. Speed 1 to 4 Shift
7. Speed Shift Points
8. Speed Oil Usage
9. Vats and Forced Entry Alarm Operation
10. C68 Outside Temperature Operation

ASR functionally integrates three different vehicle systems -- engine timing, throttle and brakes -- to deliver a full measure of the car's power to the pavement.

New Goodyear Eagle GS-C high-performance tires -- replacing the Goodyear Eagle ZR Gatorbacks used previously -- are a Corvette exclusive in the 1992 model year. Features of the Eagle GS-C include a directional and no tread pattern which delivers superb wet and dry handling performance, excellent wear characteristics, enhanced cornering power and a quiet ride.

Inside Corvette, the gray-on-black appearance of the 1991 instrument panel buttons and faceplates has been replaced with an all-black appearance and soft-touch feel for 1992. Other gauges have been relocated or slightly altered to improve their appearance, location or legibility.

A new "Quiet Car" package -- consisting of improvements in weather-sealing and acoustical materials -- is designed to reduce road and wind noise.

Exterior appearance changes for 1992 are minimal. They include two large rectangular exhaust tips in place of the four tips used in 1991. On ZR-1 coupes, "ZR-1" emblems are added over the body-side "gills." On all Corvettes, four new exterior colors and three new leather interior colors are offered. A new Dark Blue cloth top is available on convertibles.

The 1992 Corvette continues to be available in coupe and convertible body styles. The ZR-1 option -- introduced in the fall of 1989 as a 1990 model -- is available on the coupe exclusively.

Corvette prices range from $33,635 for the standard Corvette coupe to $65,318 for the top-of-the-line ZR-1.

# # # #

7/92

CORVETTE

FOR RELEASE: Immediately CONT/

#11092

MILLIONTH CORVETTE IS "A CAR FOR ALL SEASONS"

WARREN, Mich. The one-millionth Chevrolet Corvette, a white 1992 convertible, will be built July 2, 1992 at the Corvette Assembly Plant in Bowling Green, Ky.

Nineteen ninety-two is a vintage year for Corvette, and for reasons that go beyond this production milestone. Significantly, a new era of all-weather sports-car performance begins with every 1992 Corvette.

The technology that sets the '92 Corvette apart from lesser sports cars includes a new 350-cubic-inch V8 dubbed "LT1" (a designation resurrected from a rare and exciting version of the Corvette V8 offered in the early Seventies), a sophisticated traction-control system called Acceleration Slip Regulation (ASR) and new ultra high-performance Goodyear tires.

The new LT1 engine replaces the L98 V8 used in Corvette since 1985, and ushers in a second generation of Chevy small-block power. The LT1 delivers 300 horsepower at 5000 RPM -- the highest net horsepower for any production small-block V8 in Chevrolet history -- and 50 HP more than the L98 engine it replaces. The LT1's performance equals or exceeds existing world-class V8 standards for mass, size, fuel consumption, emissions and cold starts.

The new ASR system is designed to work in concert with Corvette's 4-wheel anti-lock brake system to provide improved acceleration and enhanced vehicle stability in all weather conditions. ASR makes Corvette a "car for all seasons," and of all the traction-control systems now available, the Corvette ASR system -- developed by Bosch -- is one of the most sophisticated.

- more -

Chevrolet Motor Division General Motors Corporation 30007 Van Dyke Avenue Warren Michigan 48090 (313) 492-8841

amplifier circuit built into a buffer box is necessary to compensate for the offset voltage error caused by the ground differential between controllers.

the pump can direct fluid to the brake circuit, and exess fluid is passed thru the "pressure limiting" valve (70 bar). The ECU (electronic control unit) controls the opening and closing of the valves to minimize the fluid volume shift. If there is a fluid volume shift or leaking valve during ABS mode, the excess fluid is pumped back to the master cylinder center valve.

The master cylinder center valve is designed to open with maximum pressure applied. As the driver applies brake pedal force while the pump is attemping to push the excess fluid into the master cylinder, maximum pump pressure could occur (200 bar).

The fluid for traction control brake pressure apply is siphoned from the master cylinder reservoir, via prime tube. This tube is 6 mm o.d. and is routed with the ABS brake pipes. During servicing of the hydraulic modulator, this tube must be purged of air. A bleeder screw is located in the upper block of the modulator, located behind the seat in the left rear tub.

The master cylinder reservoir is fitted with separate chambers, including one for the traction control prime tube and fluid level float. In the event of a fluid leak external of the brake circuit, the low fluid level can affect traction control operation if air were to be sucked into the brake circuit. The fluid level float will illuminate the "brake" light prior to air injection during traction control mode (or pump safety check at ignition on).

General Description: Tri-Mode Cruise Control Disable

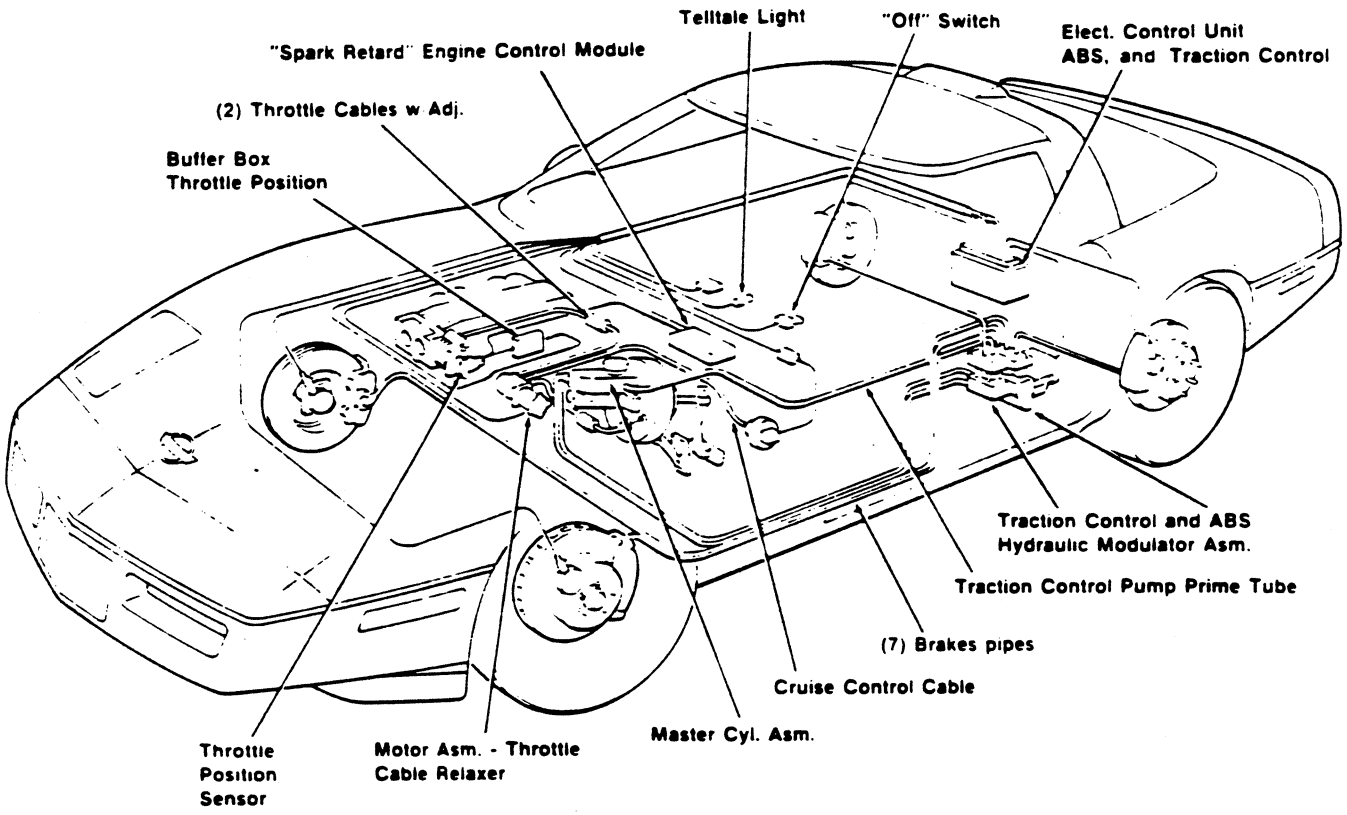
A double throw relay will be used to turn "off" the tri-mode cruise control during a traction control actuation, and to turn "on" the traction control active lamp. This circuit will require an active high sourcing output form the ECU and sustain the signal until the cruise control becomes disabled. A filter in the signal from the ECU is required so the ECU can identify harsh bumps and not talse trigger the cruise "off".

General Description: Throttle Position Sensor Input and Buffer Box

The throttle position sensor (TPS), driven by the throttle shaft, (coaxial LT1, Lever LT5) uses a 5 volt reference signal, a discreet ground and provides an output analog signal. This output signal is used by the engine control module (ECM) for transient fuel control, torque converter clutch control and by the traction control unit (ECU), for engine torque management. It also is used as a load input for fuel and spark controls if the manifold air pressure sensor signal fails. To achieve accurate transient fuel control, absolutely no latency is acceptable in receiving the TPS signal. TPS and MAP have separate 5 volt reference and return lines. Using one sensor output for the ECM and ECU, required a spliced circuit. A differential amplifier circuit built into a buffer box is necessary to compensate for

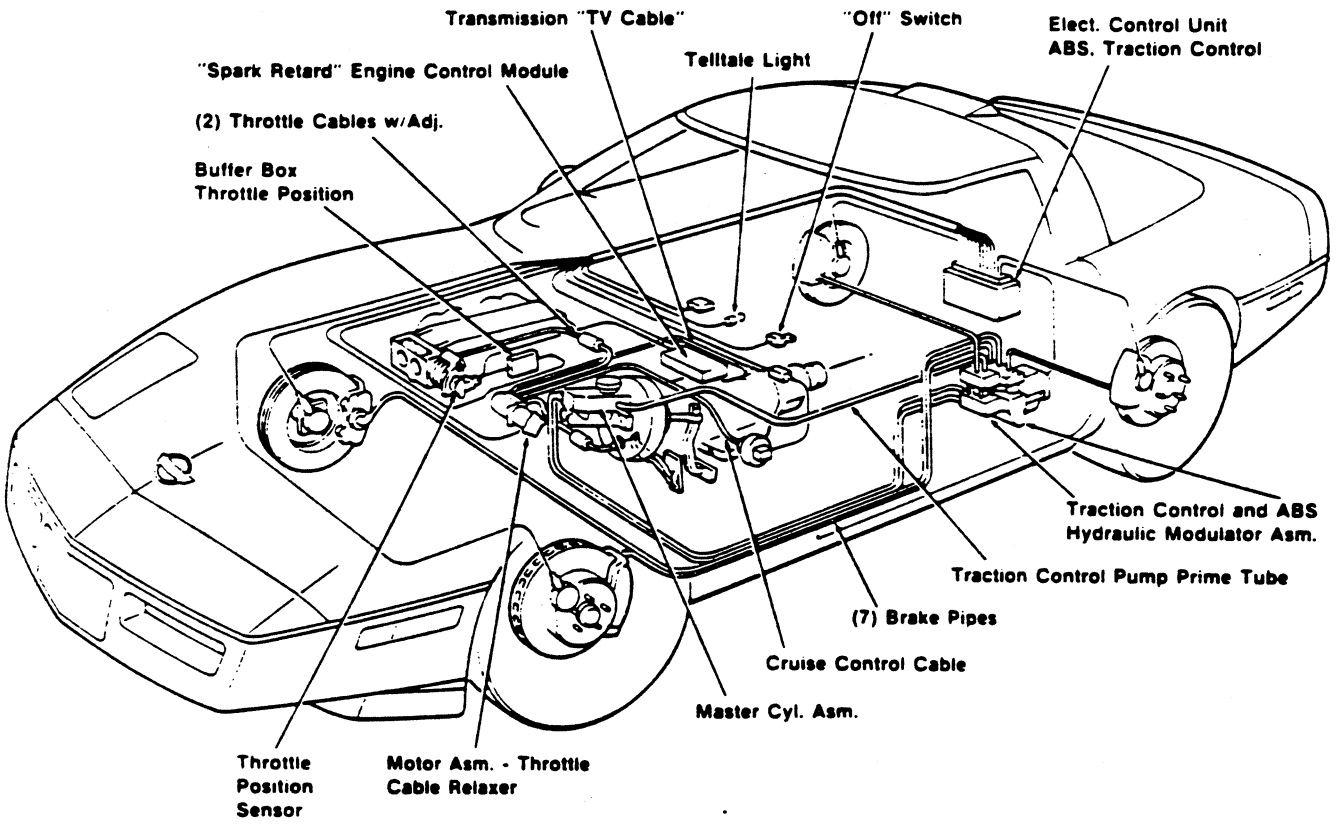
Corvette 1992 Traction Control and ABS

(Manual Trans shown)



DDH
Jan. 10. 1990
Rev. Feb. 6, 1990

Corvette 1992 Traction Control and ABS
(Auto Trans shown)



DDH
Jan. 16, 1990
Rev. Feb. 6, 1990

mounted vertically so their magnetic fields are horizontal and pointing perpendicularly out of the car, along their axes. To have maximum range, the coil in the transmitter must be held vertically to that its axis, and thus its magnetic field, is horizontal and pointing at the car. Thus, for optimum performance the transmitter should be held as described here. As stated previously, magnetic fields can be used to transmit information, much like radio and television signals transmit information. For our system, however, this signal is quite low in power and has a much smaller range than signals like radio waves. The limited range is a product both of practicality and of physical power constraints. In terms of practicality, a small range was desirable so that the operator would not accidentally and unknowingly unlock his or her car from a long distance, leaving the car unlocked and the Universal Theft Deterrent (UTD) system disarmed. The physical limitations arise from the power requirements of the transmitter. Since the system is a passive one, the transmitter must be transmitting whenever the operator comes into range so that the receiver can detect its presence and allow the operator to have access to the vehicle. Thus, the transmitter must be transmitting most of the time. In the PKE system, the transmitter has a motion detector that disables transmission if no motion has been detected for at least 26 seconds. Even with this power-saving feature, however, the system is still transmitting for a great deal of time. If the transmission is to have a large range, the signal must be quite strong, which means that it must be qute high in power. Thus, if the signal were a high power signal, and since the transmitter is frequently, then the power required to sustain transmission would quickly drain any reasonably sized battery that might supply power to the transmitter, requiring the battery to be changed much too frequently. As a result of these physical limitations and the desired practicality of the system, a range of several feet was considered optimal. During the development of the PKE system, the circuitry had to be changed slightly because the Central Control Module (CCM) creates noise on the antenna circuits at the frequency at which the PKE system operates. This noise was great enough that normal function of the PKE system was impeded and the PKE receiver had difficulty in detecting the presence of valid transmitters. To eliminate this noise from the antenna circuit, inductors were added in series with the antennas. An ideal inductor acts as a short circuit to DC currents and as an open circuit to AC circuits. Thus, the series inductor approximates a short circuit to the current that is suppose to pass through the antennas, having little effect on its operation. But to the rapidly changing CCM noise, the inductor effectively opens the circuit, blocking out the noise from the antenna.

Passive Keyless Entry

The Passive Keyless Entry (PKE) system is a new approach to keyless entry because it requires no specific action from the operator to unlock or lock the doors on the car. Simply approach the car and when the key transmitter is in range, the PKE receiver detects the transmitter and automatically unlocks the driver's door or both doors, depending on the setting. Move back out of range and the system locks both doors.

This system gives the owner more than just passive locking and unlocking of the doors; it includes many other useful features. For example, the PKE system handles the operation of the vehicle security system, engaging the security system after it has locked the doors and disengaging it before it unlocks the doors, all without any specific action from the operator. Also the operator can use a button on the transmitter to unlock the passenger door. For coupes with PKE, there is another button to release the hatch. In addition to these features, there is a special safety feature that will not allow the car to be locked when the keys are left in the ignition. Finally, if more than one person needs access to the car, the system is designed to allow up to four different transmitters to have access.

Design of system

The PKE system is designed on the same principle that allows magnets to stick to a refrigerator: magnetism. Magnets and other magnetic materials create magnetic fields. Magnetic fields can transmit certain types of signals, similar to radio waves, television signals, and microwaves. In the PKE system, the transmitter is designed to send a unique code with the signal to the receiver within the car. The receiver, just like a television or radio, is connected to an antenna so that the receiver can detect the signal from the transmitter. The PKE system has two antennas, one in the driver's door and one in the back of the car. If the transmitter in range has been programmed to operate with the vehicle, then the receiver accepts the signal and automatically unlocks the car; otherwise, the car remains in its previous state. If the programmed transmitter is moved out of the range of the system, then the car automatically locks. And if the programmed transmitter is in range and one of the buttons on the key chain is pressed, the transmitter sends a signal to the receiver to perform the action requested. One method of inducing a magnetic field is to pass a current through a coil of wire. This current induces a magnetic field that acts perpendicularly to the coil, along the axis of the coil. This is the method used to create the magnetic fields of the transmitter and the receiver. To communicate information most effectively through these fields, the fields must be oriented so that their effects are cumulative. The antennas (coils of wire connected to the receiver) in the car are

CARE AND MAINTENACE

Transmitter

The key ~~chain~~ FOB (transmitter) is designed to be waterproof and quite durable, but care should still be taken to avoid as much rough treatment as possible. To clean it, simply wipe it off using a damp cloth with a mild cleaning agent.

Battery

The key ~~chain,~~ FOB or transmitter, is powered by a single battery within its shell. This battery has an average life expectancy of approximately one year, so replacement will probably be necessary several times during the life of the car. If the range of the transmitter is falling with time, this is an indication that the battery is losing power. The battery can be replaced by the operator or taken to a local Chevrolet dealer to have them replace it. The recommended replacement battery is a 3 volt Duracell DL2450 battery. To replace it, perform the following steps:

1. Slip the end of screwdriver into the slit on the back of the transmitter and gently pry the front and back of the transmitter apart.
2. Slip the end of the screwdriver under the battery currently in the transmitter and gently pry this battery out of the transmitter.
3. Take the new battery and place it in the spot where the old battery was, with the positive (+) terminal up.
4. Take the front and back of the transmitter and place their ends opposite of the slit together.
5. Push the two halves together gently until the transmitter is back together.

GENERAL OPERATIONS

Using Transmitter

The range of the system is extremely dependent on the orientation of the transmitter. For optimum range, the transmitter should be held in an upright position so that one side of it is facing the operator and the other side is facing the car. If the transmitter is not held in the suggested manner, the system will still work, but the range will be greatly reduced. Also, the transmitter works through clothing, so if it is in a pocket, it will still function properly, but again the range will be reduced. Any time that a transmitter is within range of the PKE system, the passenger door unlock button and, with coupes, the hatch release button are available for use by simply pushing and releasing the appropriate button. The setting to unlock only the driver's door and the setting to unlock both doors can also be altered. Finally, the PKE system can be turned on and off.

Passive Unlocking

The primary function of the Passive Keyless Entry system is to eliminate the need for the operator of the vehicle to perform any action to unlock or lock the car. With the PKE system engaged, simply moving a transmitter into range of the PKE system triggers the system. First, it disengages the

operate the security system as well. With PKE operation, if a valid transmitter is moved into range, then the PKE system shuts off the security system before it unlocks the doors. If the transmitter then leaves the range, the system turns on the security system after it has locked the doors.

Turning the PKE System Off and On

If desired, the PKE system can be shut off completely. To do this, perform the following steps:
1. Make sure the keys are out of the ignition.
2. Press and hold the passenger door unlock button on the transmitter for two (2) seconds.
3. Wait for the system to signal that the system has been switched. It signals by cycling the door locks.

To confirm that the system has changed status, put the keys into the ignition and turn to the "ON" position. If the PKE system is on, it will respond by turning on the passive keyless entry lamp for five (5) seconds. If the system is off, the lamp will stay off. To turn the system on after it has been turned off, simply follow the same procedure. When the system is shut off, none of the passive features of this system are in effect. Thus, the doors will neither passively lock of unlock and the secuirity system will not operate with the PKE system; these operations must be performed manually. The transmitter's buttons and the safety features are still in effect, however.

Safety Features

One of the features of the PKE system is the feature that makes it difficult to lock the keys in the car. If the keys are left in the ignition and the operator attempts to lock and close the doors, the system recognizes that the keys have been left in the ignition and automatically unlocks the car as the doors are closed. In addition, if the keys are left in the ignition, the PKE system will not lock the car, even when all transmitters have moved out of range, until the keys are removed from the ignition. Thus, once the owner becomes accustomed to the honk of the horn signifying that the car is secured, he or she should be alerted by the lack of a signal. This lack could mean that the keys are still in the ignition, that the system has been shut off, that or that there is a problem with the systems.

NOTE: It is possible to lock keys in the car. If the keys are removed from the ignition and left in the car, the keys can get locked in the car. However, by shaking the car you will turn on the transmitter and unlock the car.

Universal Theft Deterrent (UTD) system, the vehicle's security system, by sending a signal to the CCM, which actually controls the UTD system. Next, it unlocks the driver's door or both doors, depending on how the system is currently set, by activating the appropriate door lock motors for 600 milliseconds. Then the light inside the car turn on to provide a well-lit environment for the operator to enter. Once the doors have been unlocked, the PKE system enables the VATS system for 15 seconds by sending an "Enable VATS" signal to the CCM. And now that the transmitter is within range of the PKE system, the button or buttons on the transmitter will also work.

NOTE: When the PKE system is shut off, this feature does not work.

Passive Unlock Settings

As is mentioned above, the system can be set up so that either both doors unlock passively or so that only the driver's door unlocks passively. Switching between the two settings is quite easy. With the keys in the ignition and the transmitter within range of the PKE system, simply hold down the passengers door unlock button for two (2) seconds. When it has switched from one setting to the other, the system signals by cycling the door locks. To switch back again, simply repeat the process; the system responds in the same way.

NOTE: When the PKE system is shut off, this feature does not work.

Passive Locking

When all transmitters are moved out of the range of the system with the doors closed and the keys out of the ignition, another series of events occurs. If the PKE system has detected no valid transmitter in the past five (5) seconds, it locks both doors, regardless of whether the system is set to unlock one or both doors by activating both door lock motors for 600 milliseconds. After another 100 milliseconds, the PKE module sends an "Arm UTD" signal to the CCM, which will arm UTD after a two-minute delay. After the "Arm UTD" signal has been sent, the horn honks briefly to signal that the car has been secured. Finally, the lights within the car (which turned on when the doors were opened) are turned off.

NOTE: When the PKE system is shut off, this feature does not work.

Vehicle Security System

The vehicle security system can always be operated with the doors and the ignition. When the keys are not in the ignition, the hatch is closed, and the doors are closed and locked, then the security system is on. Then if a valid key unlocks a door or if a valid key is placed in the ignition, the system is shut off. When the PKE system is off, the security system is operated only as described above. If it is on, however, then the PKE system can

NOTE: There is a time limit on the programming mode; after two minutes have elapsed since entrance into this mode, the system automatically returns to normal operating mode.

1. Bring a transmitter into range.
2. Wait for the system to acknowledge, it will illuminate the passive keyless entry lamp continuously, signalling that the transmitter's identification code has been stored, until this transmitter is moved out of range.
3. Remove this transmitter from range. It should now operate with the PKE system. The lamp should begin flashing the number of the next transmitter to be programmed.
4. To program another transmitter, return to step 1.

(Remember that there is no need to reenter the programming mode - PKE is still in it - unless the system has automatically exited.) To exit the programming mode, follow the steps listed in the Termination of Programming Mode section.

Termination of Programming Mode

The following are methods of manually terminating the programming mode:

a) turn on the ignition; or
b) remove the key from the ignition.

The system automatically terminates if one or both of the following occur:

a) the maximum number of transmitters (4) has been programmed; or
b) two (2) minutes have elapsed since the program mode was entered.

Helpful Programming Information

1. The system can be programmed to work with up to four different transmitters. If less than four are programmed into the system, only those transmitters programmed will operate with the system.
2. If the programming mode is terminated without programming any transmitters, then all the transmitters that operated the system before entrance into the programming mode will still operate the system.
3. After the first transmitter has been programmed, all transmitter codes previously stored in memory are erased. Thus, to program several transmitters for use with one system, all of the required transmitters must be programmed during the same programming session (but each one must be brought into range individually).

PROGRAMMING

Introduction

The system is designed to allow up to four transmitters to passively operate the system. There is no noticeable difference among any of the transmitters for a single car; they all have the same appearance and functions, and they all operate in the same way. Each transmitter, however, has its own unique identification code and to operate with a particular vehicle, the vehicles's PKE receiver must store that code so it can recognize it and the transmitter as valid. Thus, every transmitter that is to be used with a car must be programmed into that car's system.

Entering Programming Mode

Before programming transmitters for use with the PKE system, the programmer must enter the programming mode. To enter this mode, follow the steps listed below. These buttons do not directly control the PKE system; rather, they interact with the CCM, which recognizes this sequence as the Program PKE sequence and actually puts the PKE module into programming mode.
NOTE: Timing is important to enter the programming mode, so make note of the time requirements at each step.
1. Move all transmitters out of range.
2. Put keys in ignition and turn key to "ON" position.
3. Push and release the "trip odo" button on the Driver Information Center (DIC).
4. Within five (5) seconds, again push and release the "trip odo" button on the DIC.
5. Within the next five (5) seconds, press and HOLD the "inst/avg" button on the DIC for ten (10) seconds.
*** The passive keyless entry lamp should now be illuminated continuously.
6. Turn key to "OFF" position, but leave key in ignition.

Now the PKE system should begin flashing the passive keyless entry lamp. When the system is ready to program a transmitter, the light flashes the number of the next one to be programmed. A single flash tells the programmer that the system is ready to program the first transmitter. If three transmitters have been programmed, the light will flash four times and pause, signalling that it is ready to program a fourth one.

Programming transmitters

Programming the system is quite simple. Since each transmitter transmits its identification code whenever the motion sensor detects motion, then once the PKE system is in programming mode, the programmer only has to bring a transmitter into range for its sensor to activate transmission so that the receiver can store its code in memory. The steps listed below should be used to perform the programming process.

Selective Ride Control

SRC allows the driver to select any one of three suspension settings. An onboard computer, Via Electronic Motors, adjusts not only the shock absorber damping rate based on the driver mode selection, but also according to vehicle speed.

The selective ride control (SRC) system uses four types of components; high-pressure gas shock absorbers, electrical actuators, a computer and a driver adjustable switch. This system also uses input from the vehicle speed sensor (VSS).

The shock absorber uses the latest high-pressure gas technology to provide non fading performance. They also feature large diameter pistons for providing high damping forces. However, the biggest difference between these shock absorbers and normal shock absorbers is the damping rod. This damping rod can be rotated a maximum of 160 degrees. In turn, this provides differing damping rates, resulting in differing levels or ride quality.

When the actuator assembly changes the position of the damping rod about its axis, the damping characteristics of the shock absorber change. This is caused by varying the oil flow through the bypass orifice.

An electrically powered actuator assembly is mounted at the top of each shock absorber. These actuators are responsible for rotating the shock absorber damping rods.

Each actuator assembly has two basic components: A damping adjustment motor in each actuator and a small gear on the end of its armature which meshes with a gear on the end of the shock absorber damping rod.

When the computer supplies current to the actuator, the armature rotates in one direction or the other, causing the damping rod to rotate. In turn, this changes the damping rate of the shock absorber.

To let the computer know how far the damping rod has rotated, a position feedback sensor is used. This hall effect sensor senses the position of the damping rod which is then "Read" by the system computer.

Whenever the driver changes the position of the SRC ride switch, a signal is sent to the computer.

The computer "Reads" this signal then sends current to the actuator assemblies, which change the position of the shock absorber damping rods. The computer also changes the position of the damping rods as speed rises or falls.

The damping rod position is continually updated by the computer, based on the position of the SRC switch, vehicle speed and any detected system failures.

Low Tire Pressure Warning System

The Low Tire Pressure Warning System (LTPWS) is a radio frequency system consisting of four tire pressure sensors/transmitters located in the wheels and a receiver located in the instrument panel.

Sensor/Transmitter

In each wheel there is a sensor attached by a metal band with a counter weight. The sensor generates its own power through road vibrations acting on a piezo electric reed. The energy created by the piezo reed is stored in a capacitor. This allows the unit to be attached to the wheel without the need for an additional hole for power connections. Typically enough energy is stored after driving the vehicle for thirty seconds at 25 MPH. A pressure switch in the assembly is tripped when tire pressure drops below 25 PSI. The transmitter broadcasts on a frequency of 246MHz. A coded message consisting of 10 identical frames of information is broadcast approximately every 30 seconds. Each frame contains the sensor identification and the state of the pressure switch. The sensor identification relates to the specific wheel and not to the location of the wheel on the vehicle. A label is installed on each wheel to aid in identifying wheels which may have been rotated.

Module

The module consists of a radio receiver with a short pigtail harness containing three leads: battery, ground and ALDL. In addition there are two short harnesses with bulbs attached. The bulbs are housed in the driver information center with the "SERVICE LTPWS" and "LOW TIRE" graphics. The "SERVICE LTPWS" is part of the self diagnostic circuitry. Each time the vehicle is started up and driven, a diagnostic cycle is initiated. The "SERVICE LTPWS" lamp will illuminate if the receiver has received a transmission from at least one of the sensors and one or more has not reported in within a given number of transmissions. The lamp will extinguish as soon as the sensor/sensors begins to transmit. However, a corresponding fault will be retained in memory and can be read through the ALDL. The "LOW TIRE" lamp will illuminate whenever tire pressure drops below 25 PSI and a code will be stored in memory indicating which tire is low. The lamp will extinguish upon recycling the ignition. If the tire has been properly inflated before turning the ignition "on" the light will not illuminate. The code will be erased from memory once a transmission has been received from the sensor indicating the wheel has been inflated.

MANUFACTURERS MOTOR VEHICLE SPECIFICATIONS

METRIC (U.S. Customary)

1992

Manufacturer	Vehicle Line
CHEVROLET MOTOR DIVISION GENERAL MOTORS CORPORATION	CORVETTE
Mailing Address CHEVROLET PONTIAC CANADA GROUP ENGINEERING CENTER GENERAL MOTORS CORPORATION 30003 VAN DYKE WARREN, MICHIGAN 48090-9060	**Issued** SEPTEMBER, 1991 / **Revised**

Direct questions concerning these specifications to the manufacturer listed above.

The information contained herein is prepared, distributed by, and is solely the responsibility of the vehicle manufacturing company to whose products it relates. This specification form was developed by the vehicle manufacturing companies under the auspices of the Motor Vehicle Manufacturers Association of the United States, Inc.

The General Specifications herein are those in effect at date of compilation and are subject to change without notice or incurring obligation by the manufacturer.

Motor Vehicle Manufacturers Association
of the United States, Inc.

Blank Forms Provided by Technical Affairs Division

FORM MVMA-92

MVMA Specifications

METRIC (U.S. Customary)

Table of Contents

O **Indicates Format Change From Previous Year**

NOTE:

1. This form uses both SI metric units and U.S.Customary units. The metric unit of measure is presented first, and the U.S. Customary unit follows in parentheses.
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
   b. Nominal design dimensions are used throughout these specifications.
   c. All linear dimensions are in millimeters (inches), and all mass (weight) specs. are in kilograms (pounds).
3. The General Specifications herein are those in effect at date of compilation and are subject to change without notice or incurring obligation by the manufacturer.
4. Additional Vehicle Dimensions (based in part on SAE J1100 "Motor Vehicle Dimensions") may be available from the manufacturer.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*) _____

METRIC (U.S. Customary)

Vehicle Origin

Design & development (company)	Chevrolet-Pontiac-GM of Canada
Where built (country)	U.S.A.
Authorized U.S. Sales marketing representative	Chevrolet Motor Division

Vehicle Models

Model Description & Drive (FWD/RWD/AWD/4WD)*	Make, Vehicle Models, Series, Body Type (Mfgr's Model Code)	No. of Designated Seating Positions (Front/Rear)	Max. Trunk/Cargo Load-Kilograms (Pounds)	EPA Fuel Economy (City/Hwy)
CORVETTE				
2-Door Coupe (RWD)	1YY07	2 (2/0)	45.4 (100)	16/24
2-Door Convertible (RWD)	1YY67	2 (2/0)	45.5 (100)	16/24
2-Door Coupe (RWD) (Special Performance ZR-1 Coupe)	1YZ07	2 (2/0)	45.5 (100)	16/25

* FWD - Front Wheel Drive RWD - Rear Wheel Drive AWD - All Wheel Drive 4WD - Four Wheel Drive

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*) _____

METRIC (U.S. Customary)
Power Teams

SAE J1349 Net bhp (brake hrspwr) and Net Torque corrected to 77 deg. F / 25 deg. C and 29.61 in. Hg/100 kPA atmos. press.

			A	B	C	D
ENGINE	Engine Code		LT1	LT1	LT1	LT1
	Displacement Liters (cu. in.)		5.7 (350)	5.7 (350)	5.7 (350)	5.7 (350)
	Induction system (FI, Carb, etc.)		Multi-Port Fuel Injection	Multi-Port Fuel Injection	Multi-Port Fuel Injection	Multi-Port Fuel Injection
	Compression ratio		10.5:1	10.5:1	10.5:1	10.5:1
	SAE Net at RPM	Power kW (bhp)	224 (300) @ 5000	224 (300) @ 5000	224 (300) @ 5000	224 (300) @ 5000
		Torque Newton meters (lb.ft.)	447 (330) @ 4000	447 (330) @ 4000	447 (330) @ 4000	447 (330) @ 4000
	Exhaust Single, dual		Dual	Dual	Dual	Dual
TRANS	Transmission/ Transaxle		ML9 Manual Transmission 6-Speed	MD8 Auto Transmission 4-Speed	MD8 Auto Transmission 4-Speed	MD8 Auto Transmission 4-Speed
	Axle Ratio (std. first)		3.45	2.59	3.07	2.73

Series Availability		Power Teams (A – B – C – D)	
Model	Code	Standard	Optional
CORVETTE			
2-Dr. Coupe	1YY07	B	A, C
2-Dr. Convertible	1YY67	B	A, D
2-Dr. Coupe (Special Performance ZR-1)	1YZ07	E	

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*) _____

METRIC (U.S. Customary)
Power Teams

SAE J1349 Net bhp (brake hrspwr) and Net Torque corrected to 77 deg. F / 25 deg. C and 29.61 in. Hg/100 kPA atmos. press.

			E	F	G	H
ENGINE	Engine Code		LT5			
	Displacement Liters (cu. in.)		5.7 (350)			
	Induction system (FI, Carb, etc.)		Multi-Port Fuel Injection			
	Compression ratio		11.0:1			
	SAE Net at RPM	Power kW (bhp)	280 (375) @ 5800			
		Torque Newton meters (lb.ft.)	502 (370) @ 4800			
	Exhaust Single, dual		Dual			
TRANS	Transmission/ Transaxle		M19 Manual Transmission 6-Speed			
	Axle Ratio (std. first)		3.45			

Series Availability		Power Teams (A – B – C – D)	
Model	Code	Standard	Optional

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
MULTI-PORT FUEL INJECTION RPO LT1
Engine Code

ENGINE – GENERAL

Type & description (inline, V, angle, flat, location, front, mid, rear, transverse, longitudinal, sohc, dohc, ohv, hemi, wedge, pre-chamber, etc.)		90 deg. V Front, Longitudinal
Manufacturer		General Motors Powertrain Division
No. of cylinders		8
Bore		101.6 mm (4.00 in.)
Stroke		88.4 mm (3.48 in.)
Bore spacing (C/L to C/L)		111.8 mm (4.40 in.)
Cyl block matl & mass kg(lbs.)(machined)		Cast Iron
Cylinder block deck height		229.4mm (9.025 in.)
Cylinder block length		506.2mm (19.93 in.)
Deck clearance (minimum) (above or below block)		.025 Below
Cyl. head material & mass kg (lbs.)		Aluminum,
Cylinder head volume cu. cm. (cu. in.)		55.9 (3.41)
Cylinder liner material		Not Applicable
Head gasket thickness (compressed)		1.245mm (.049 in.)
Minimum combustion chamber total volume cu. cm. (cu. in.)		75.47 Combustion Chamber With Piston At Top Dead Center And All Components In Place Torqued To Specifications
Cyl. no. system (front to rear)*	L. Bank	1-3-5-7
	R. Bank	2-4-6-8
Firing order		1-8-4-3-6-5-7-2
Intake manifold matl & mass kg (lbs.)**		Cast Aluminum,
Exh. manifold matl & mass kg (lbs.)**		Cast Iron,
O Knock sensor (number & location)		2 - One Each Side Of Cylinder Case
Fuel required unleaded, diesel, etc.		Unleaded
Fuel antiknock index (R + M) / 2		91
Engine mounts	Quantity	2
	Matl and type (elastomeric, hydroelastic, hydraulic damper, etc.)	Hydraulic Damper
	Added isolation (sub-frame, crossmember, etc.)	Not Applicable
Total dressed engine mass (wt) dry***		

Engine – Pistons

Material & mass, g (weight, oz.) – piston only	Cast Aluminum (Impacted) Coated,

Engine Camshaft

Location		In Cylinder Block "V" Above Crankshaft
Material & mass kg (weight, lbs.)		Steel,
Drive type	Chain/belt	Chain
	Width/pitch	

*Rear of engine – drive takeoff. View from drive takeoff end to determine left & right side of engine.
**Finished state.
***Dressed engine mass (weight) includes the following:

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT1

Engine – Valve System

Hydraulic lifters (std., opt., n.a.)		Standard
Valves	Number intake/exhaust	8/8
	Head O.D. intake/exhaust	49.28mm (1.94 in.) / 38.10mm (1.50 in.)

Engine – Connecting Rods

Material & mass kg., (weight, lbs.)*	Steel, .604 (1.33)
Length (axes centerline to centerline)	144.78mm (5.79 in.)

Engine – Crankshaft

Material & mass kg., (weight, lbs.)*		Nodular Cast Iron, 23.360 (51.50)
End thrust taken by bearing (no.)		5
Length & number of main bearings		5
Seal (material, one, two piece design, etc.)	Front	Fluroelastomer / One Piece, Lip Seal
	Rear	Fluroelastomer / One Piece, Lip Seal

Engine – Lubrication System

Normal oil pressure kPa (psi) @ eng rpm	41 (6) @ 1000 / 124 (18) @ 2000 / 165 (24) @ 4000 (Hot)
Type oil intake (floating, stationary)	Stationary
Oil filter sys. (full flow,part, other)	Full Flow
Capacity of c/case,less filter-refill-L (qt.)	3.8 (4.0)

Engine – Diesel Information (NOT APPLICABLE)

Diesel engine manufacturer		
Glow plug, current drain at 0 deg. F		
Injector Nozzle	Type	
	Opening pressure kPa (psi)	
Pre-chamber design		
Fuel injection pump	Manufacturer	
	Type	
Fuel inj. pump drive (belt,chain,gear)		
Supplementary vacuum source (type)		
Fuel heater (yes/no)		
Water separator, description (std., opt.)		
Turbo manufacturer		
Oil cooler-type (oil to engine coolant; oil to ambient air)		
Oil filter		

Engine – Intake System (NOT APPLICABLE)

Turbo charger – manufacturer	
Super charger – manufacturer	
Intercooler	

* Finished State

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT5

ENGINE – GENERAL

Type & description (inline, V, angle, flat, location, front, mid, rear, transverse, longitudinal, sohc, dohc, ohv, hemi, wedge, pre-chamber, etc.)		90 deg. V, Front, Longitudinal
Manufacturer		General Motors Powertrain Division
No. of cylinders		8
Bore		99mm (3.90 in.)
Stroke		93mm (3.66 in.)
Bore spacing (C/L to C/L)		111.8mm (4.40 in.)
Cyl blck matl & mass kg(lbs.)(machined)		Aluminum Alloy
Cylinder block deck height		229.24mm (9.03 in.)
Cylinder block length		506.2mm (19.93 in.)
Deck clearance (minimum) (above or below block)		
Cyl. head material & mass kg (lbs.)		Aluminum Alloy, 34.01 (75)
Cylinder head volume (cu.cm.) (cu.in.)		Not Available
Cylinder liner material		Forged Aluminum Extrusion
Head gasket thickness (compressed)		
Minimum combustion chamber total volume (cm. cu.) (cu. in.)		40cc (2.44 cu. in.)
Cyl. no. system (front to rear)	L. Bank	1-3-5-7
	R. Bank	2-4-6-8
Firing order		1-8-4-3-6-5-7-2
Intake manifold matl & mass kg(lbs.)**		Cast Aluminum
Exh. manifold matl & mass kg (lbs.)**		Stainless Steel, 14.97 (33)
O Knock sensor (number & location)		1, Right Side Of Case
Fuel required unleaded, diesel, etc.		Unleaded
Fuel antiknock index (R + M) / 2		91
Engine mounts	Quantity	2
	Matl and type (elastomeric, hydroelastic, hydraulic damper, etc.)	Hydraulic
	Added isolation (sub-frame, crossmember, etc.)	-
Total dressed engine mass (wt) dry***		270.5 kg. (596 lbs.)

Engine – Pistons

Material & mass, g (weight, oz.) – piston only	Cast Aluminum, 6.35 (14)

Engine Camshaft

Location		In Cylinder Head Above Valves
Material & mass kg (weight, lbs.)		9.07 (20) Induction Hardened Cast Iron
Drive type	Chain/belt	Chain
	Width/pitch	

*Rear of engine – drive takeoff. View from drive takeoff end to determine left & right side of engine.
**Finished state.
***Dressed engine mass (weight) includes the following:

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT5

Engine – Valve System

Hydraulic lifters (std., opt., n.a.)		Standard
Valves	Number intake/exhaust	16/16
	Head O.D. intake/exhaust	39mm (1.54 in.) / 35.2mm (1.39 in.)

Engine – Connecting Rods

Material & mass kg., (weight, lbs.)*	Steel, .875 (1.93)
Length(axes centerline to centerline)	145.8 mm (5.74 in.)

Engine – Crankshaft

Material & mass kg., (weight, lbs.)*		Nitrided Forged Steel, 24.94 (55)
End thrust taken by bearing (no.)		3
Length & number of main bearings		5
Seal (material, one, two piece design, etc.)	Front	Fluroelastomer / One Piece Lip Seal
	Rear	Fluroelastomer / One Piece Lip Seal

Engine – Lubrication System

Normal oil pressure kPa(psi) @ eng rpm	345-450 (50-60) @ 2000
Type oil intake (floating, stationary)	Stationary
Oil filter sys. (full flow,part, other)	Full Flow
Capacity of c/case,less filter-refill-L (qt.)	8.55 (9)

Engine – Diesel Information (NOT APPLICABLE)

Diesel engine manufacturer		
Glow plug, current drain at 0 deg. F		
Injector Nozzle	Type	
	Opening pressure kPa(psi)	
Pre-chamber design		
Fuel injection pump	Manufacturer	
	Type	
Fuel inj. pump drive (belt,chain,gear)		
Supplementary vacuum source (type)		
Fuel heater (yes/no)		
Water separator, description (std., opt.)		
Turbo manufacturer		
Oil cooler-type (oil to engine coolant; oil to ambient air)		
Oil filter		

Engine – Intake System (NOT APPLICABLE)

Turbo charger - manufacturer	
Super charger - manufacturer	
Intercooler	

* Finished State

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT1

Engine – Cooling System

Coolant recovery system (std, opt, n.a.)		Standard
Coolant fill location (rad., bottle)		Bottle, Coolant Recovery
Radiator cap relief valve pressure kPa (psi)		124.1 (18.0)
Circulation thermostat	Type (choke, bypass)	Choke
	Starts to open @ deg's C(F)	180
Coolant Pump	Type (centrifugal, other)	Centrifugal
	GPM 1000 pump rpm	13
	Number of pumps	1
	Drive (V-belt, other)	Gear Driven
	Bearing type	Sealed Double Row Ball
	Impeller material	Steel
	Housing material	Cast Aluminum
By-pass recirculation type (inter., ext.)		Internal
Cooling system capacity	With heater - L (qt.)	Not Applicable
	With air conditioner-L(qt.)	8.89 (9.39), Auto Trans.; 9.09 (9.61), Manual Trans.
	Opt. equip. specify-L(qt.)	Not Applicable
Water jackets full length of cyl(yes,no)		Yes
Water all around cylinder (yes, no)		Yes
Water jackets open at head face (yes,no)		No
Radiator core	Std., A/C, HD	A/C, Standard
	Type (cross-flow, etc.)	Cross-Flow
	Construction (fin & tube mechanical, braze, etc.)	Fin & Tube
	Matl., mass kg (wgt.,lbs.)	Aluminum Header, Tubes And Fins, Plastic Tanks, 4.5360 (10.0)
	Width	599.5mm (23.6 in.)
	Height	475.7mm (18.73 in.)
	Thickness	34mm (1.34 in.)
	Fins per inch	3.0
Radiator end tank material		Plastic
Fan	Std., elec., opt.	Electric, Standard
	Number of blades & type (flex, solid, material)	5-Blades, High Efficiency Curved Blades And Ring Shroud, Plastic
	Diameter & projected width	299.0mm (11.8 in.)
	Ratio(fan to crnkshft.rev.)	--
	Fan cutout type	Temperature Switch
	Drive type (direct, remote)	Direct
	RPM at idle (elec.)	2100
	Motor rating(wattage/elec.)	150 W - 2200 RPM
	Motor switch (type & location/elec.)	Temperature Switch Located On AC Liquid Line
	Switch point (temp.,/ pressure/elec.)	Pressure Transducer
	Fan shroud (material)	Plastic Ring Shroud

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT1

Engine – Fuel System (See supplemental page for details of Fuel Inj. Supercharger, Turbocharger, etc. if used)

Induction type: carburetor, fuel injection system, etc.		Multi-Port Fuel Injection
Manufacturer		AC/Rochester Products
Carburetor no. of barrels		None
Idle A/F mix.		Preset - No Adjustment Provided
Fuel injection	Point of inj. (no.)	Fuel Injectors At Inlet Ports
	Constant, pulse, flow	Pulse
	Control (elec., mech.)	Electronic - On Board Computer
	Sys. press. kPa (psi)	300 (43.5)
Idle spd.-rpm (spec. neutral or drive and propane if used)	Manual	None
	Automatic	"
Intake manifold heat control (exhaust or water thermostatic or fixed)		None
Air cleaner type		Replaceable Paper Element
Fuel filter (type/location)		Frame Mounted
Fuel pump	Type (elec. or mech.)	Electric - Dual Turbine
	Location (eng., tank)	In Fuel Tank
	Press. range kPa (psi)	
	Flow rate at regulated pressure L (gal)/hr @ kPa (psi)	

Fuel Tank

Capacity refill L (gallons)		75.7 (20.0)
Location (describe)		Under Rear Deck
Attachment		Rests On Rear Frame Extension, Held With Straps
Material & Mass kg (weight lbs.)		Super Terne Coated Steel With High Density Polyethylene Liner (*)
Filler pipe	Location & material	Center Of Rear Deck
	Connection to tank	Bolted With Gasket On Top Of Tank
Fuel line (material)		Super Terne Coated Steel
Fuel hose (material)		Viton
Return line (material)		Super Terne Coated Steel
Vapor line (material)		Super Terne Coated Steel
Extended range tank	Opt., n.a.	Not Applicable
	Capacity L (gallons)	"
	Location & material	"
	Attachment	"
Auxiliary tank	Opt., n.a.	Not Applicable
	Capacity L (gallons)	"
	Location & material	"
	Attachment	"
	Sictr switch or valve	"
	Separate fill	"

(*) - 13.600 kg. (30.0 lbs.)

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT5

Engine – Cooling System

Coolant recovery system (std, opt, n.a.)		Standard
Coolant fill location (rad., bottle)		Bottle, Coolant Recovery
Radiator cap relief valve pressure kPa (psi)		117.2 (17.0)
Circulation thermostat	Type (choke, bypass)	Choke
	Starts to open @ deg's C(F)	83.7 (180)
Water Pump	Type (centrifugal, other)	Centrifugal
	GPM 1000 pump rpm	12
	Number of pumps	1
	Drive (V-belt, other)	Single Belt Poly 'V' Accessory Drive (Serpentine)
	Bearing type	Sealed Double Row Ball
	Impeller material	Steel
	Housing material	Cast Aluminum
By-pass recirculation type (inter., ext.)		Internal
Cooling system capacity	With heater - L (qt.)	Not Applicable
	With air conditioner-L(qt.)	13.94 (14.73)
	Opt. equip. specify-L(qt.)	Not Applicable
Water jackets full length of cyl(yes,no)		Yes
Water all around cylinder (yes, no)		Yes
Water jackets open at head face (yes,no)		Yes
Radiator core	Std., A/C, HD	A/C Standard
	Type (cross-flow, etc.)	Cross-Flow
	Construction (fin & tube mechanical, braze, etc.)	Fin & Tube
	Matl., mass kg (wgt.,lbs.)	Aluminum Header, Tubes And Fins, Plastic Tanks, 4.5360 (10.0)
	Width	599.5mm (23.6 in.)
	Height	475.7mm (1.34 in.)
	Thickness	34mm (1.34 in.)
	Fins per inch	3.0
Radiator end tank material		Plastic
Fan	Std., elec., opt.	Electric, Standard - Two Required
	Number of blades & type (flex, solid, material)	5 Blades High Efficiency Curved Blades And Ring Shroud Plastic
	Diameter & projected width	299mm (11.8 in.)
	Ratio(fan to crnkshft.rev.)	Not Applicable
	Fan cutout type	Temp Switch
	Drive type (direct, remote)	Direct
	RPM at idle (elec.)	2100
	Motor rating(wattage)(elec)	150 W - 2200 RPM
	Motor switch (type & location/elec.)	Temp Switch Located On AC Liquid Line
	Switch point (temp../ pressure/elec.)	Pressure Transducer
	Fan shroud (material)	Plastic Ring Shroud

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*) _____

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT5

Engine – Fuel System (See supplemental page for details of Fuel Inj, Supercharger, Turbocharger, etc. if used)

Induction type: carburetor, fuel injection system, etc.		TPI - Tuned Port Fuel Injection
Manufacturer		AC/Rochester Products
Carburetor no. of barrels		None
Idle A/F mix.		Preset - No Adjustment Provided
Fuel injection	Point of inj. (no.)	Fuel Injectors At Inlet Ports
	Constant, pulse, flow	Pulse
	Control (elec., mech.)	Electronic - On Board Computer
	Sys. press. kPa (psi)	Not Applicable
Idle spd.-rpm (spec. neutral or drive and propane if used)	Manual	None
		"
	Automatic	"
		"
Intake manifold heat control (exhaust or water thermostatic or fixed)		Water, Thermostat
Air cleaner type		Replaceable Paper Element
Fuel filter (type/location)		Frame Mounted
Fuel pump	Type (elec. or mech.)	Electric - Dual Turbine
	Location (eng., tank)	In Fuel Tank
	Press. range kPa (psi)	
	Flow rate at regulated pressure L (gal)/hr @ kPa (psi)	

Fuel Tank

Capacity refill L (gallons)		75.7 (20.0)
Location (describe)		Under Rear Deck
Attachment		Rests On Rear Frame Extension, Held With Straps
Material & Mass kg (weight lbs.)		Super Terne Coated Steel With High Density Polyethylene Liner (*)
Filler pipe	Location & material	Center Of Rear Deck
	Connection to tank	Bolted With Gasket On Top Of Tank
Fuel line (material)		Super Terne Coated Steel
Fuel hose (material)		Viton
Return line (material)		Super Terne Coated Steel
Vapor line (material)		Super Terne Coated Steel
Extended range tank	Opt., n.a.	Not Applicable
	Capacity L (gallons)	"
	Location & material	"
	Attachment	"
Auxiliary tank	Opt., n.a.	Not Applicable
	Capacity L (gallons)	"
	Location & material	"
	Attachment	"
	Sictr switch or valve	"
	Separate fill	"

(*) - 13.600 kg. (30.0 lbs.)

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT1

Vehicle Emission Control

Exhaust Emission Control	Type (air injection, engine modifications, other)		Air Injection W/Computer Command Control
	Air injection	Pump or pulse	Vane
		Driven by	Electric
		Air distribution (head, manifold, etc.,)	Exhaust Manifold (Computer Command Control)
		Point of entry	Exhaust Manifold, Top Center Two Exhaust Ports
	Exhaust Gas Recircu-lation	Type (controlled flow, open orifice, other)	Not Available
		Exhaust source Point of exh.inj. (spacer, carb., manifold, other)	Not Available
	Catalytic Converter	Type	3 Way
		Number of	2
		Location(s)	Exhaust Manifold (Close Coupled)
		Volume L (cu.in)	2.5 (150.0), Each
		Substrate type	Monolith
		Noble metal type	Platinum (Pt), Rhodium (Rh)
		Noble metal concentration (g/cu. cm.)	0.001844 Each
Crankcase Emission Control	Type (ventilates to atmosphere, induction system, other)		Induction System
	Energy source (manifold vacuum, carburetor, other)		Manifold Vacuum
	Discharges to (intake manifold, other)		Intake Plenum
	Air inlt(breather cap,other)		Air Cleaner
Evapora-tive Emission Control	Vapor vented to (crankcase, canister,other)	Fuel tank	Canister
		Carburetor	--
	Vapor storage provision		Canister
Electron-ic System	Closed loop (yes/no)		Yes
	Open loop (yes/no)		No

Engine – Exhaust System

Type (single, single with cross-over, dual, other)		Dual
Muffler no. & type (reverse flow, straight thru, separate resonator) Material & Mass kg (weight lbs.)		2, Tri Flow, Aluminized Stainless Steel, 24.64 (54.32)
Resonator no. & type		1, Cross Flow
Exhaust pipe	Branch o.d., wall thickness	RH - 69.85 x 1.37mm (2.75 x .054 in.); LH - 69.85 x 1.37mm (2.75 x .054 in.)
	Main o.d., wall thickness	
	Matl. & Mass kg (wght.lbs.)	Aluminized Stainless Steel
Inter-mediate pipe	o.d. & wall thickness	RH - 69.85 x 1.09mm (2.75 x .04 in.); LH - 69.85 x 1.09 mm (2.75 x .04 in.)
	Matl. & Mass kg (wght.lbs.)	Aluminized Stainless Steel
Tail pipe	o.d. & wall thickness	Single Wide Wall, 1.37mm (0.54 in.)
	Matl. & Mass kg (wght.lbs.)	Aluminized Stainless Steel/RH & LH Outer

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT5

Vehicle Emission Control

Exhaust Emission Control	Type (air injection, engine modifications, other)		Air Injection W/Computer Command Control
	Air injection	Pump or pulse	Vane
		Driven by	Electric
		Air distribution (head, manifold, etc.,)	Exhaust Manifold (Computer Command Control)
		Point of entry	Exhaust Manifold
	Exhaust Gas Recircu-lation	Type (controlled flow, open orifice, other)	Not Available
		Exhaust source Point of exh.inj. (spacer, carb., manifold, other)	Not Available
	Catalytic Converter	Type	3 Way
		Number of	2
		Location(s)	Exhaust Manifold (Close Coupled)
		Volume L (cu.in)	2.5 (150.0), Each
		Substrate type	Monolith
		Noble metal type	Platinum (Pt), Rhodium (Rh)
		Noble metal concentration (g/cu. cm.)	0.001844 Each
Crankcase Emission Control	Type (ventilates to atmosphere, induction system, other)		Induction System
	Energy source (manifold vacuum, carburetor, other)		Manifold Vacuum
	Discharges to (intake manifold, other)		Intake Plenum
	Air inlt(breather cap,other)		Air Cleaner
Evapora-tive Emission Control	Vapor vented to (crankcase, canister,other)	Fuel tank	Canister
		Carburetor	--
	Vapor storage provision		Canister
Electron-ic System	Closed loop (yes/no)		Yes
	Open loop (yes/no)		No

Engine – Exhaust System

Type (single, single with cross-over, dual, other)		Dual
Muffler no. & type (reverse flow, straight thru, separate resonator) Material & Mass kg (weight lbs.)		2. Straight Thru Aluminized Stainless Steel, 24.64 (54.32)
Resonator no. & type		1. Cross Flow
Exhaust pipe	Branch o.d., wall thickness	RH - 69.85 x 1.37mm (2.75 x .054 in.); LH - 69.85 x 1.37mm (2.75 x .054 in.)
	Main o.d., wall thickness	
	Matl. & Mass kg (wght.lbs.)	Aluminized Stainless Steel
Inter-mediate pipe	o.d. & wall thickness	RH - 69.85 x 1.09 mm (2.75 x .04 in.); LH - 69.85 x 1.09 mm (2.75 x .04in.)
	Matl. & Mass kg (wght.lbs.)	Aluminized Stainless Steel
Tail pipe	o.d. & wall thickness	RH & LH Outer - 69.85 x 1.37 (2.75 x .05 in.);
	Matl. & Mass kg (wght.lbs.)	Aluminized Stainless Steel/RH & LH Outer

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT1

o Transmissions/Transaxle (Std., Opt., N.A.)

Manual 4-speed (manufacturer/country)	Not Applicable
Manual 5-speed (manufacturer/country)	"
Manual 6-speed (manufacturer/country)	Zahnradfabrik Friedrichshafen AG (ZF) Schwabisch Gmuend Germany
Automatic (manufacturer/country)	Not Applicable
Auto. overdrive (manufacturer/country)	"

Manual Transmission/Transaxle

Number of forward speeds		6
o Gear ratios	1st	2.68
	2nd	1.80
	3rd	1.29
	4th	1.00
	5th	.75
	6th	.50
	Reverse	2.50
Synchronous meshing (specify gears)		All Forward Gears, Including Reverse
Shift lever location		Rear - Trans MTD.
Trans. case mat'l. & mass kg (lbs)*		Aluminum, 69.0 (151.8)
Lubricant	Capacity L (pt.)	2.1 (.987)
	Type recommended	5W-30 Texaco

Clutch (Manual Transmission)

Clutch manufacturer		Valeo Clutches & Transmissions
Clutch type (dry, wet; single, multiple disc)		280mm Pull Type - Dry Clutch, Magnesium Housing
Linkage (hyd., cable, rod, lever, other)		Hydraulic Pre-Filled
Max. pedal effort (nom. spring load) N (lbs.)	Depressed	178 (40)
	Released	133 (30)
Assist (spring, power/percent, nominal)		None
Type pressure plate springs		Diaphragm
Total spring load (nominal) N (lbs)		11,250 (2,529)
Clutch facing	Facing mfgr. & matl. coding	Valeo F-202
	Facing matl. & construction	Non-Asbestos Woven
	Rivets per facing	9
	Outside x inside dia. (nom.)	280 x 180mm (11.02 x 7.09 in.)
	Total eff.area sq cm (sq in)	361.3 (56)
	Thickness (pressure plate side/fly wheel side)	3.3/3.3mm (.130/.130 in.)
	Rivet depth (pressure plate side/fly wheel side)	1.0mm (.039 in.)
	Engagement cushion method	Cushion Springs
Release bearing type & method lub.		Angular Contact Ball Bearing
Torsional damping method, springs, hysteresis		Dual-Mass Flywheel (Non-Dampened Clutch Disc)

* Includes shift linkage, lubricant, and clutch housing. If other specify.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT5

o Transmissions/Transaxle (Std., Opt., N.A.)

Manual 4-speed (manufacturer/country)	Not Applicable
Manual 5-speed (manufacturer/country)	"
Manual 6-speed (manufacturer/country)	"
Automatic (manufacturer/country)	"
Auto. overdrive (manufacturer/country)	"
Manual 6-Speed (Man/Con)	Zahnradfabrik Friedrichshafen AG (ZF) Schwabisch Gmuend Germany

Manual Transmission/Transaxle

Number of forward speeds		6
Gear ratios	1st	2.68
	2nd	1.80
	3rd	1.29
	4th	1.00
	5th	.75
	6th	.50
	Reverse	2.50
Synchronous meshing (specify gears)		All Forward Speeds
Shift lever location		Rear - Trans MTD.
Trans. case mat'l. & mass kg (lbs)*		Aluminum 69.0 (151.8)
Lubricant	Capacity L (pt.)	2.1 (.987)
	Type recommended	5W-30 Texaco

Clutch (Manual Transmission)

Clutch manufacturer		Valeo Clutches & Transmissions
Clutch type (dry, wet; single, multiple disc)		280mm Pull Type - Dry Clutch, Magnesium Housing
Linkage (hyd., cable, rod, lever, other)		Hydraulic Pre-Filled
Max. pedal effort (nom. spring load) N (lbs.)	Depressed	178 (40)
	Released	133 (30)
Assist (spring, power/percent, nominal)		None
Type pressure plate springs		Diaphragm
Total spring load (nominal) N (lbs.)		11,250 (2,529)
Clutch facing	Facing mfgr. & matl. coding	Valeo F-202
	Facing matl. & construction	Non-Asbestos Woven
	Rivets per facing	9
	Outside x inside dia. (nom.)	280 x 180mm (11.02 x 7.09 in.)
	Total eff.area sq cm(sq in)	361.3 (56)
	Thickness (pressure plate side/fly wheel side)	3.3/3.3mm (.130/.130) in.)
	Rivet depth (pressure plate side/fly wheel side)	1.0mm (.039 in.)
	Engagement cushion method	Cushion Springs
Release bearing type & method lub.		Angular Contact Ball Bearing
Torsional damping method, springs, hysteresis		Dual-Mass Flywheel (Non-Dampened Clutch Disc)

* Includes shift linkage, lubricant, and clutch housing. If other specify.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (305 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT1

Automatic Transmission/Transaxle

Trade Name		4-Speed Automatic (Overdrive 4th Gear)
Type and special features (describe)		Torque Converter With Planetary Gears
Gear selector	Location (column, floor, other)	On Floor Console
	Ltr./No. designation (e.g. PRND21)	P-R-N-(D)-D-2-1
	Shift interlock (yes, no, describe)	
Gear ratios	1st	3.06
	2nd	1.63 (Computer Controlled Torque Converter Clutch)
	3rd	1.00 (Computer Controlled Torque Converter Clutch)
	4th	0.70 (Computer Controlled Torque Converter Clutch)
	5th	Not Applicable
	6th	"
	Reverse	2.29
Max. upshift speed – drive range km/h (mph)		1-2 = 43, 2-3 = 79, 3-4 = 116 (At Wide Open Throttle)
Max. kickdown speed – drive range km/h (mph)		4-3 = 105, 3-2 = 72, 2-1 = 35
Min. overdrive speed km/h (mph)		38
Torque converter	Number of elements	3
	Max. ratio at stall	1.85
	Type of cooling (air, liquid)	Liquid
	Nominal diameter	298 (11.75)
	Capacity factor "K"*	
Lubricant	Capacity refill L (pt.)	3.8 (8.0)
	Type recommended	Dexron II
Oil cooler (std., opt., N.A., internal, external, air, liquid)		Standard, External, Liquid
Trans. mass kg (lbs) & case matl.**		Aluminum

All Wheel / 4 Wheel Drive (NOT APPLICABLE)

Desc. & type (part-time, full-time, 2/4 shift while moving, mech., elect., chain/gear, etc.)		
Transfer case	Manufacturer and model	
	Type and location	
Low-range gear ratio		
System disconnect (describe)		
Center differential	Type (bevel, planetary, w or w/o viscous bias, torsen, etc.)	
	Torque split(% frt/rear)	

* Input speed / square root of torque.
** Dry weight including torque converter. If other, specify.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT5

Automatic Transmission/Transaxle (NOT APPPLICABLE)

Trade Name		
Type and special features (describe)		
Gear selector	Location (column, floor, other)	
	Ltr./No. designation (e.g. PRND21)	
	Shift interlock (yes, no, describe)	
O Gear ratios	1st	
	2nd	
	3rd	
	4th	
	5th	
	6th	
	Reverse	
Max. upshift speed – drive range km/h (mph)		
Max. kickdown speed – drive range km/h (mph)		
Min. overdrive speed km/h (mph)		
Torque converter	Number of elements	
	Max. ratio at stall	
	Type of cooling (air, liquid)	
	Nominal diameter	
	Capacity factor "K"*	
Lubricant	Capacity (refill L(pt.)	
	Type recommended	
Oil cooler (std., opt., N.A., internal, external, air, liquid)		
Trans. mass kg (lbs.) & case matl.**		

All Wheel / 4 Wheel Drive (NOT APPLICABLE)

Desc. & type (part-time, full-time, 2/4 shift while moving, mech., elect., chain/gear, etc.)		
Transfer case	Manufacturer and model	
	Type and location	
Low-range gear ratio		
System disconnect (describe)		
Center differential	Type (bevel, planetary, w or w/o viscous bias, torsen, etc.)	
	Torque split(% frt/rear)	

* Input speed / square root of torque.
** Dry weight including torque converter. If other, specify.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised

METRIC (U.S. Customary)

Engine Description 5.7 LITER V8 (350 CID)
Engine Code MULTI-PORT FUEL INJECTION RPO LT1

Axle Ratio and Tooth Combinations

		AUTOMATIC - MD8			MANUAL - ML9
Axle ratio (or overall top gear ratio)		2.59 (1.81)	2.73 (1.91)	3.07 (2.15)	3.45 (1.72)
Ring gear o.d.		200 (7.875)			216 (8.5)
No. of teeth	Pinion	17	15	14	11
	Ring gear	44	41	43	38

Rear Axle Unit

Description		Overhung Pinion Gear Dana Model 36	Dana Model 44
Limited slip differential (type)		Disc Clutches	
Drive pinion	Type	Hypoid	
	Offset	38.1 (1.50)	
No. of differential pinions		2	
Pinion/ differential	Adjustment (shim, etc.)	Shim	
	Bearing adjustment	Shim	
Driving wheel bearing (type)		Tapered Roller	
Lubricant	Capacity L (pt.)	1.42 (3.0)	1.30 (2.75)
	Type recommended	GL-5 Gear Lubricant EOW-90	

Propeller Shaft – Rear Wheel Drive

Manufacturer Type (straight tube, tube-in-tube, internal-external damper, etc.)			Straight Tube, Internal-External Damper
O Outer diam. x length* x wall thickness	Manual 4-speed transmission		Not Available
	Manual 5-speed transmission		Not Available
	Manual 6-speed transmission		Not Available
	Overdrive		
	Automatic transmission		ALUMINUM 76.2 x 825.5 x 3.05mm (3.00 x 32.5 x 0.12 in.)
Inter-mediate bearing	Type (plain, anti-friction)		None
	Lub. (fitting, prepack)		--
Slip yoke	Type		Splined
	Number of teeth		Manual Trans - 32 Automatic Trans - 27
	Spline o.d.		Manual Trans - 34.95mm (1.38 in.) Automatic Trans - 29.7mm (1.17 in.)
Universal joints	Make and mfg. no.	Front	#1311
		Rear	#1318
	Number used		2
	Type (ball and trunnion, cross)		Cross
	Rr. attach(u-bolt,clamp,etc)		Strap And Bolt
	Bearing: Type (plain, anti-friction)		Anti-Friction
	Bearing: Lubrication (fitting, prepack)		Prepacked
Drive taken through (torque tube, arms or springs)			Driveline Beam
Torque taken through (torque tube, arms or springs)			Torque Control Arms

* Centerline to centerline of universal joints, or to centerline of attachment.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)

Engine Description	5.7 LITER V8 (350 CID)
Engine Code	MULTI-PORT FUEL INJECTION RPO LT5

Axle Ratio and Tooth Combinations (See 'Power Teams' for axle ratio usage)

Axle ratio (or overall top gear ratio)		3.45:1 (1.72)
Ring gear o.d.		216 (8.5)
No. of teeth	Pinion	11
	Ring gear	38

Rear Axle Unit

Description		Overhung Pinion Gear Dana Model 44
Limited slip differential (type)		Disc Clutches
Drive pinion	Type	Hypoid
	Offset	38.1 (1.50)
No. of differential pinions		2
Pinion/ differential	Adjustment (shim, etc.)	Shim
	Bearing adjustment	Shim
Driving wheel bearing (type)		Tapered Roller
Lubricant	Capacity L (pt.)	1.30 (2.75)
	Type recommended	GL-5 Gear Lubricant EOW-90

Propeller Shaft – Rear Wheel Drive

Manufacturer Type (straight tube, tube-in-tube, internal-external damper, etc.)			Straight Tube
Outer diam. x length* x wall thickness	Manual 4-speed transmission		Not Applicable
	Manual 5-speed transmission		"
	Manual 6-speed transmission		76.2 x 804.9 x 2.41 (3.0 x 31.69 x .095) Aluminum
	Overdrive		
	Automatic transmission		Not Applicable
Inter-mediate bearing	Type (plain, anti-friction)		None
	Lub. (fitting, prepack)		
Slip yoke	Type		Splined
	Number of teeth		32
	Spline o.d.		34.95mm (1.38 in.)
Universal joints	Make and mfg. no.	Front	Dana #1311
		Rear	Dana #1318
	Number used		2
	Type (ball and trunnion, cross)		Cross
	Rr. attach(u-bolt,clamp,etc)		Strap & Bolt
	Bearing: Type (plain, anti-friction)		Anti-Friction
	Bearing: Lubrication (fitting, prepack)		Prepacked
Drive taken through (torque tube, arms or springs)			Driveline Beam
Torque taken through (torque tube, arms or springs)			Torque Control Arms

* Centerline to centerline of universal joints, or to centerline of attachment.

MVMA Specifications

METRIC (U.S. Customary)

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

Model Code/Description And/Or Engine Code/Description

2-DOOR 1YY07 HATCHBACK COUPE	2-DOOR 1YY67 CONVERTIBLE

Suspension – General Including Electronic Controls

Car leveling	Std./opt./n.a.		Not Applicable
	Manual/automatic control		"
	Type (air/hydraulic)		"
	Primary/assist spring		"
	Rear only/4 wheel leveling		"
	Single/dual rate spring		"
	Single/dual ride heights		"
	Provision for jacking		See Page 11A
Shock absorber damping controls	Std./opt./n.a.		Optional
	Manual/automatic control		Manual 3/6 Automatic Settings Within Each Manual Setting
	Number of damping rates		18
	Type of actuation (manual/ electric motor/air, etc.)		Manual Selection & Speed Control With Electric Motors
	sensors	Lateral acceleration	Not Applicable
		Deceleration	"
		Acceleration	"
		Road surface	"
Shock absorber (front & rear)	Type		All: Monotube. Gas Charged.
	Make		Base - Bilstein
	Piston diameter		46 mm (1.81 in.)
	Rod diameter		10 mm (0.393 in.)

Suspension – Front

Type and description			See Page 11A
Travel	Full jounce (define load condition)		88mm (3.46 in.), Metal To Metal
	Full rebound		91.0mm (3.58 in.)
O Spring	Type,(coil,leaf,other&matl)		Monoleaf, Filament Wound Glass - Epoxy Composite
	Insulators (type & matl)		Pivot; Teflon-Filled Nylon And Aluminum, Enclosed In Rubber.
	Size (Leaf: length & width; Coil: design height & i.d.; Bar: length & diameter)		Leaf: 1152mm (45.4 in.) x 115mm (4.53 in.) Coil & Bar - Not Applicable
	Spring rate N/mm (lb./in.)		Base & Convertible - 80.0 (708.1) Z07 - 100.0 (885.1)
Suspension	Rate @ wheel N/mm (lb./in)		Base & Convertible - 25.14 (222.5) Z07 - 32.16 (284.7)
O Stabilizer	Type (link,linkless,frmless)		Link
	Material & O.D. bar/tube, wall thickness		Tubular 26mm (1.02 in.) Dia. 3.6mm (1.42 in.) Z07 - Solid 30mm (1.2 in.)

Suspension – Rear

Type and description			See Page 11A
Travel	Full jounce (define load condition)		86mm (3.39 in.), Metal To Metal
	Full rebound		Base & Convertible - 78.0mm (3.07 in.), Z07 - 71.0mm (2.8 in.)
O Spring	Type(coil,leaf,other&matl)		Monoleaf, Filamount Wound Glass - Epoxy Composit
	Size (Leaf: length & width; Coil: design height & i.d.; Bar: length & diameter)		Leaf: 1186mm (46.7 in.) x 89 mm (3.50 in.) Coil & Bar - Not Applicable
	Spring rate N/mm (lb/in)		Base 40.0 (233.0), Z07 - 57.8 (330.0) Conv. - 40.0 (233.0)
	Rate @ wheel N/mm (lb/in)		Base 26.36 (130.2), Z07 - 35.68 (173.6) Conv. - 26.36 (130.2)
	Insulators(type & material)		Dual Rubber Polyisoprene
	If leaf	No. of leaves	Monoleaf
		Shackle(comp or tens)	Tension
O Stabilizer	Type(link,linkless,frmless)		Link
	Material & O.D. bar/tube, wall thickness		Solid 22mm (.866 in.) Dia., Steel Z07 - Solid 24mm (0.945 in.)
Track bar (type)			None

PROVISIONS FOR JACKING:
Place Jackhead Between Locator Triangles On Rocker Flange Nearest To Tire Being Changed. Make Sure Jack Is Under The Steel Flange.

SUSPENSION - FRONT
Independent SLA Forged Aluminum Upper And Lower Control Arms And Steering Knuckle, Transverse Monoleaf Spring And Steel Stabilizer, Spindle Offset.

SUSPENSION - REAR
Independent 5-Link Design With Tow And Camber Adjustment, Forged Aluminum Control Links And Knuckle, Transverse Monoleaf Spring, Steel Tie Rods And Stabilizer, Tubular U-Jointed Aluminum Driveshafts.

MVMA Specifications

METRIC (U.S. Customary)

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

Model Code/Description And/Or
Engine Code/Description

2-DOOR HATCHBACK COUPE 1YY07 | 2-DOOR CONVERTIBLE 1YY67

Brakes – Service

Description			Hydraulic Power Brake Front And Rear Disc Base JL9 And Heavy Duty J55 Systems
Manufacturer and brake type (std., opt., n.a.)	Front (disc or drum)		B.C.I.A. Standard Pad Guided Caliper
	Rear (disc or drum)		B.C.I.A. Standard Pin Guided Caliper
Valving type(prop,delay,metering,other)			Rear Proportioner Integral With Master Cylinder
Power brake (std., opt., n.a.)			Standard
Booster type(rmt,intgrl,vac.,hyd.,etc.)			Vac 240mm Single Diaph .65 sq. in.
Vacuum	Source (inline, pump, etc.)		Engine Plenum
	Reservoir (volume cu. in.)		Not Applicable
	Pump-type		"
Traction control	Operational speed range		All Speeds
	Type (engine or brake intervention)		Engine And Brake Intervention
Antilock device	Front/rear (std., opt., n.a)		Standard Front And Rear
	Manufacturer		Bosch
	Type (electronic, mech.)		Electrohydraulic
	Number sensors or circuits		(4) Wheel Sensors
	No. antilock hyd. circuits		4 (2 Front And 2 Rear) Hydraulic
	Integral or add-on system		Add-On
	Yaw control (yes, no)		Yes
	Hydraulic power source		Electronic Motor Pump
Effective area sq. cm. (sq. in.)*			Front Linings 209 (32.4) (W/O Grooves); Rear Linings 119 (18.4) (W/O Grooves)
Gross Lng area sq.cm.(sq.in.)** (F/R)			Front Linings 213 (33.0) (W/O Grooves); Rear Linings 119 (18.4) (W/O Grooves
Swept area sq.cm. (sq.in.) *** (F/R)			Front 660 Base/722 H.D; 589 Rear
Rotor %	Outer working diameter	F/R	F-Base/302.3mm; F-H.D./327.3mm; R/302.7mm
	Inner working diameter	F/R	F-Base/222.3mm; F-H.D./247.3mm; R/232.7mm
	Thickness	F/R	F-Base/20mm; F-H.D./28mm; R/20mm
	Matl & type (vented/sld)	F/R	Gray Iron Vented Front, HCE Iron Vented Rear
Drum	Diameter & width	F/R	Not Applicable
	Type and material	F/R	"
Wheel cylinder bore			Front Dual Piston 38mm (1.5 in.) Rear 40.5mm (1.6 in.)
Master cylinder	Bore/stroke	F/R	Front 23.7/20.4mm (.93/.80 in.) Rear 23.7/13.7mm (.93/.54 in.)
Pedal arc ratio			4.0:1
Line pressure at 445 N (100 lb.) pedal load kPa (psi)			W/Power Front 8005 (1160), Rear 4690 (680)
Lining clearance		F/R	Front And Rear Self Adjusting
Brake lining	Front wheel	Bonded or riveted	Integral Mold
		Rivet size	Not Applicable
		Manufacturer	Japan Brake Industries
		Lining code *****	JB CP26, FE Code
		Material	Semi-Metallic Non-asbestos
		**** Pri.or out-brd	Front 135 x 40 x 9.5mm (5.31 x 1.57 x 0.37 in.)
		Size Sec. or in-brd	Front 135 x 40 x 9.5mm (5.31 x 1.57 x 0.37 in.)
		Shoe thcknss.(no lng)	6.0mm (0.236 in.)
	Rear wheel	Bonded or riveted	Integral Mold
		Manufacturer	Japan Brake Industries
		Lining code *****	JB H3H - B33, GF code
		Material	Semi-metallic Non-asbestos
		**** Pri. or out-brd	108 x 35 x 8.5mm (4.25 x 1.38 x 0.33 in.)
		Size Sec. or in-brd	94 x 35 x 8.5mm (3.70 x 1.38 x 0.33 in.)
		Shoe thcknss (no lng)	O.B. 4mm (0.157 in.), I.B. 5.5mm (0.216 in.)

* Excludes rivet holes, grooves, chamfers, etc. ** Includes rivet holes, grooves, chamfers, etc.
*** Total swept area for four brakes. (Drum brake: Widest lining contact width for each brake x its contact circum.)
(Disc brake: Square of Outer Working Dia. - Square of Inner Working Dia. X Pi/2 for each brake.)
**** Size for drum brakes includes length x width x thickness.
***** Manufacturer I.D., catalog for formulation designation and coefficient of friction classification.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)

Model Code/Description And/Or Engine Code/Description	2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Tires And Wheels (Standard)

Tires	Size (load range, ply)		P275/40ZR17 B/W - Base
	Type (bias, radial, etc.)		High Speed Steel Belted Radial Eagle 40ZR (Goodyear), Unidirectional & Asymmetrical
	Inflation pressure (cold) for recommended max. vehicle load	Front kPa (psi)	240 (35) 207 (30)
		Rear kPa (psi)	240 (35) 207 (30)
	Rev/mile-at 70 km/h(45mph)		497
Wheels	Type & material		Left-Right Aluminum Alloy Road Wheels With Specific Vent Design
	Rim (size & flange type)		17 x 9.5 Front, 17 x 9.5 Rear, Left-Right Specific
	Wheel offset		56mm (1.97 in.)
	Attachment	Type(bolt,stud)	Stud
		Circle diameter	120.7mm (4.75 in.)
		Number & size	5 Hex Nuts, One Anti-Theft; M12 x 1.5 - 6H
Spare	Tire and wheel		T155/70D17, (17 x 4 Wheel)
	Storage position & location (describe)		Horizontal Under Fuel Tank

Tires And Wheels (Optional)

Tire size (load range, ply), rear	P315/35ZR17 (1YZ07)
Type (bias, radial, steel, etc.), rear	High Speed Steel Belted Radial Eagle 35ZR (Goodyear)
Wheel (type & material), rear	Left-Right Aluminum Alloy Road Wheels W/Specific Vent Design
Rim (size, flange type and offset),rear	17 x 11 Rear, Left - Right Specific 36.0 Offset
Tire size (load range, ply)	
Type (bias, radial, steel, nylon, etc.)	
Wheel (type & material)	
Rim (size, flange type and offset)	
Tire size (load range, ply)	
Type (bias, radial, steel, nylon, etc.)	
Wheel (type & material)	
Rim (size, flange type and offset)	
Tire size (load range, ply)	
Type (bias, radial, steel, nylon, etc.)	
Wheel (type & material)	
Rim (size, flange type and offset)	
Spare tire and wheel size (if configuration is different than road tire or wheel, describe optional spare tire and/or wheel location & storage position)	Same As Standard

Brakes - Parking

Type of control		Lever Apply, Button Release, Auto Cable Adjust
Location of control		Inner Left Door Sill
Operates on		Integral Rear Caliper Lock Plate Actuator
If separate from service brakes	Type(internal or external)	Not Applicable
	Drum diameter	"
	Lining size (length x width x thickness)	"

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*) _____

METRIC (U.S. Customary)

Model Code/Description And/Or Engine Code/Description	2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Steering

Manual (std., opt., n.a.)					Not Available
Power (std., opt., n.a.)					Standard
O Speed-sensitive (std., opt., n.a.)					Not Available
O 4-wheel steering (std., opt., n.a.)					Not Available
Adjustable steering wheel/ column (tilt, telescope, other)		Type			Tilt
		Manufacturer			Saginaw Division
		(std., opt., n.a.)			Standard
Wheel diameter ** (W9) SAE J1100		Manual			Not Available
		Power			380 mm (15.0 in.)
Turning diameter m (ft.)	Out-side front	Wall to wall (l. & r.)			12.6 (41.3)
		Curb to curb (l. & r.)			12.2 (40.0)
	In-side rear	Wall to wall (l. & r.)			Not Available
		Curb to curb (l. & r.)			"
Scrub Radius *					
Manual	Gear	Type			Not Available
		Manufacturer			--
		Ratios	Gear		--
			Overall		--
	No. wheel turns(stop to stop)				--
Power	Type (coaxial,elec.hyd.,etc.)				Alloy Rack And Pinion Hydraulic
	Manufacturer				Saginaw Division; Lt. Wt. Transverse Compact Pump
	Gear	Type			End Take-Off
		Ratios	Gear		--
			Overall		15.7:1
	Pump (drive)				Accessory Belt Driven
	No. wheel turns(stop to stop)				2.32 Turns
Linkage	Type				End Take-Off
	Location (front or rear of wheels, other)				Front Of Wheel
	Tie Rods (one or two)				2
Steering axis	Inclination at camber (deg.)				8.744
	Bear-ings (type)	Upper			Ball Joint (M/M W/Anti-Friction Washer); Anti-Corrosive
		Lower			Ball Joint (M/M W/Anti-Friction Washer); Anti-Corrosive
		Thrust			Lower Ball Joint
Steering spindle/knuckle & joint type					Upper And Lower Ball Joints; Anti-Corrosive

* The horizontal distance in the front elevation between wheel centerline and kingpin (ball joint) axis at ground.
** See Page 22.

These lights surround the IP cluster:
- Door Ajar Light
- Check Gages Light
- Security Light
- Change Oil Light
- Shift One To Four Light
- Brake Light
- Safety Belt Light

The Center Of The Cluster Shows:
- Speedometer
- Odometer
- Fuel Gage
- Trip Monitor Readout

These Telltales Illuminate In The Driver Information Center (DIC)
- Service LTPWS
- Low Tire Pressure
- Low Coolant
- INFL Rest
- Service Ride Control
- Battery Symbol
- Service Engine Soon
- ABS Active
- Low Oil
- Service ABS
- Service ASR
- ASR Active
- ASR Off

MVMA Specifications

METRIC (U.S. Customary)

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

Model Code/Description And/Or
Engine Code/Description

2-DOOR HATCHBACK COUPE 1YY07 | 2-DOOR CONVERTIBLE 1YY67

Wheel Alignment

Front wheel at curb mass (wt.)	Service checking	Caster (deg.)	6.0 (+/-) 0.5
		Camber (deg.)	0.8 (+/-) 0.5
		Toe-in outside track - mm (in.)	0.0 (+/-) .10
	Service reset*	Caster (deg.)	--
		Camber (deg.)	--
		Toe-in - mm(in.)	--
	Periodic M.V. inspection	Caster (deg.)	--
		Camber (deg.)	--
		Toe-in - mm(in.)	--
Rear wheel at curb mass (wt.)	Service checking	Camber (deg.)	0 (+/-) 0.5
		Toe-in outside track - mm (in.)	0.0 (+/-) .1
	Service reset*	Camber (deg.)	--
		Toe-in - mm(in.)	--
	Periodic M.V. inspection	Camber (deg.)	--
		Toe-in - mm(in.)	--

* Indicates pre-set, adjustable, trend set or other.

Electrical - Instruments and Equipment

Speedometer	Type (analog, digital, std., opt.)		Digital, Standard
	Trip odometer (std., opt., n.a.)		Standard
Head-up display	Std., opt., not avail.		Not Available
	Type - Secondary, Opto-electronic		"
	Speedometer	Digital	"
	Status/warn. indicators - Turn signals, high beam, low fuel, check gauges		"
	Brightness control	Day/night mode, adj.	"
EGR maintenance indicator			Not Available
Charge indicator	Type		Analog Display
	Warning device (light, audible)		Standard - Warning Indicator And Lamp
Temperature indicator	Type		Analog Display
	Warning device		Standard - Warning Indicator And Lamp
Oil pressure indicator	Type		Analog Display
	Warning device		Standard - Warning Indicator And Lamp
Fuel indicator	Type		Electric Liquid Crystal-Analog
	Warning device		Standard - Warning Indicator Signals - Reserve
Windshield wiper	Type (standard)		Intermittent Control System
	Type (optional)		Not Available
	Blade length		508mm (20 in.)
	Swept area sq cm (sq in)		6920 (1072.9)
Windshield washer	Type (standard)		Push Button - Manual
	Type (optional)		Not Available
	Fluid level indicator		Not Available
Rear window wiper, wiper/washer (std., opt., n.a.)			Not Available
Horn	Type		Vibrator
	Number used		2
Other			See Page 15A

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*) _____

METRIC (U.S. Customary)

Engine Code/Description

5.7 LITER V8 (350 CID) MULTI-PORT FUEL INJECTION RPO LT1

Electrical – Supply System

Battery	Manufacturer	Delco Remy
	Model, std., (opt.)	Catalog Number 370
	Voltage	12
	Amps at 0 deg F cold crnk	525
	Minutes–reserve capacity	90
	Amps/hrs. – 20 hr. rate	54
	Location	Engine Compartment Directly Behind Left Wheel Opening
Alternator	Manufacturer	Delco Remy
	Rating (idle/max. rpm)	50/124
	Ratio (alt. crank/rev.)	3.07:1
	Output at idle (rpm, park)	50 Amps @ 618 rpm
	Optional (type & rating)	Not Available
Regulator	Type	Micro Circuit Unit, Integral With Alternator

Electrical – Starting System

Motor	Manufacturer	Delco Remy
	Current drain 0 deg C(F)	350 Amps
	Power rating kw (hp)	1.6 (2.1)
Motor drive	Engagement type	Positive Shift Solenoid
	Pinion engages from (front, rear)	Rear

Electrical – Ignition System

Type	Electronic (std, opt,n.a.)		--
	Other (specify)		Opti-Spark Ignition System
Coil	Manufacturer		Delco Remy
	Model		1106011
	Current	Engine stopped–A	--
		Engine idling – A	--
Spark plug	Manufacturer		AC
	Model		R45LTSP
	Thread (mm)		M14 x 1.25
	Tightening torque Newton meters (lb. ft.)		24-30 (18-22)
	Gap		1.27 mm (0.050 in.)
	Number per cylinder		1
Distributor	Manufacturer		Delco Remy
	Model		1103878

Electrical – Suppression

Locations & type	Internal Generator Capacitor, Non-Metallic High-Tension Cables, Resistor Spark Plugs, Ignition Coil By-Pass Capacitor, Internal AC Blower Motor By-Pass Capacitor & A/C Compression Diode, With Radio Provisions; Fuse Block Capacitor And On "Heater Only" Blower Motors And Coax Capacitor.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*) _____

METRIC (U.S. Customary)

Engine Code/Description

5.7 LITER V8 (350 CID)
MULTI-PORT FUEL INJECTION RPO LT5

Electrical – Supply System

Battery	Manufacturer	Delco Remy
	Model, std., (opt.)	Model #484, Standard
	Voltage	12
	Amps at 0 deg F cold crnk	690
	Minutes–reserve capacity	90
	Amps/hrs. – 20 hr. rate	54
	Location	Engine Compartment Directly Behind Left Wheel Opening
Alternator	Manufacturer	Delco Remy
	Rating (idle/max. rpm)	50/124
	Ratio (alt. crank/rev.)	2.559
	Output at idle (rpm, park)	50 Amps @ 618 rpm
	Optional (type & rating)	None
Regulator	Type	Micro Circuit Unit; Integral With Alternator

Electrical – Starting System

Motor	Manufacturer	Nippon Denso
	Curr.dr. -29 (-20) deg C(F)	425 Amps
	Power rating kw (hp)	1.6 (2.1)
Motor drive	Engagement type	Coaxial Solenoid
	Pinion engages from (front, rear)	Front

Electrical – Ignition System

Type	Electronic (std, opt,n.a.)		--
	Other (specify)		Direct Fire Ignition System
Coil	Manufacturer		Delco Remy
	Model		
	Current	Engine stopped–A	--
		Engine idling – A	--
Spark plug	Manufacturer		AC
	Model		FR2LS
	Thread (mm)		Not Available
	Tightening torque Newton meters (lb. ft.)		"
	Gap		"
	Number per cylinder		1
Distributor	Manufacturer		Delco Remy
	Model		Direct Fire Ignition (40TY)

Electrical – Suppression

Locations & type	Internal Alternator Capacitor, Non-Metallic High-Tension Cables, Resistor Spark Plugs, Ignition Coil By-Pass Capacitor, Internal AC Blower Motor By-Pass Capacitor & A/C Compression Diode, With Radio Provisions; Fuse Block Capacitor And Coax Capacitor.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)

Model Code/Description	2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Body

Structure	Integral Perimeter Frame-Birdcage Forms Strong Unitized Body Structure. Aerodynamically Shaped Body With Deeply Angled Windshield (64 deg.), All Major Body Panels SMC Reinforced Composite With Molded-In Coating. Single Lift Off Roof Panel (Coupe) Effective Pass; Compartment Insulation, Tinted Glass All Around. "Unibase" Paint Process, Final Clear Coat Paint Finish.
Bumper System Front - Rear	Front - Full-Width Honeycomb Energy Absorber Backed Up By An Impact Bar Of Strong Continuous Glass Fiber Plastic. Body Color, Glass-Reinforced Rim Fascia, Rear-Similar Honeycomb Design.
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, Dip Painted; Use Of Materials That Resist Corrosion.

Body - Miscellaneous Information

Type of finish (lacquer, enamel, other)			High Solids Base Coat Enamel With High Solids Clear Coat
Hood	Material & mass		Sheet Molded Compound With Steel Reinforcements, 33.6 kg. (74.1 lbs.)
	Hinge location (front, rear)		Front
	Type (counterbalance, prop)		Hinged Clamshell Hood
	Release control (int., ext.)		Interior
Trunk lid	Material & mass		Not Applicable
	Type (counterbalance, other)		"
	Internal release control (elec., mech., n.a.)		"
Hatch-back lid	Material & mass		Tempered, Tinted Safety Glass 19.05 kg. (42.0 lbs.)
	Type (counterbalance, other)		Dual Gas Struts
	Internal release control elec., mech., n.a.)		Electric Release, Standard (Each Door And Console Glove Box)
Tailgate	Material & mass		Not Applicable
	Type (drop, lift, door)		"
	Internal release control (elec., mech., n.a.)		"
Vent window control (crank, friction, pivot, power)		Front	None
		Rear	"
Window regulator type (cable, tape, flex drive, etc.)		Front	Drive
		Rear	None
Seat cushion type (e.g., 60/40, bucket, bench wire, foam, etc.)		Front	Bucket Seat, Full Cloth Trim @
		Rear	None
		3rd seat	"
Seat back type (e.g., 60/40, bucket, bench, wire, foam, etc.)		Front	Bucket Seat, Full Cloth Trim @
		Rear	None
		3rd seat	"

Frame

Type and description (separate frame, unitized frame, partially-unitized frame)	All-Welded Steel Body-Frame Construction, 100% Galvanized Bolt-On Front Crossmember To Allow Bottom Loaded Engine.

@ - Polypropylene Reinforced Composite Frame For Seat Cushion And Backrest.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*) _____

METRIC (U.S. Customary)

Model Code/Description | 2-DOOR HATCHBACK COUPE 1YY07 | 2-DOOR CONVERTIBLE 1YY67

Restraint System

Seating Position			Left	Center	Right
Active	Type & description (lap & shoulder belt, lap belt, etc.) Standard/ optional	First seat	3-Point Active Lap & Shoulder Belt		3-Point Active Lap & Shoulder Belt
		Second seat			
		Third seat			
Passive	Type & description (air bag, motorized-2-point belt, fixed belt, knee bolster, manual-lap belt) Standard/ optional	First seat	Air Bag Standard		
		Second seat			
		Third seat			

Glass	SAE Ref No		
Windshield glass exposed surface area sq. cm. (sq. in.)	S1	8710.0 (1350.0)	8710 (1350.0)
Side glass exposed surface area sq. cm. (sq. in.) - total 2- sides	S2	4007.2 (621.1)	4007.2 (621.1)
Backlight glass exposed surface area sq. cm. (sq. in.)	S3	6205.0 (961.8)	2554.8 (396.0)
Total glass exposed surface area sq. cm. (sq. in.)	S4	18922.2 (2932.9)	15272.0 (2367.1)
Windshield glass (type)		Curved - Laminated Plate - Tinted	
Side glass (type)		Curved - Tempered Plate - Tinted	
Backlight glass (type)		Curved - Tempered Plate - Tinted (Hatchback)	Vinyl

Headlamps

Description - sealed beam, halogen, replaceable bulb, etc.	Sealed Beam
Shape	Rectangular
Lo-beam type (2A1, 2B1, 2C1, etc.)	2B1 On Both - 1 Capsule Per Side
Quantity	
Hi-beam type (1A1, 2A1, 1C1, 2C1, etc.)	
Quantity	

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised

METRIC (U.S. Customary)

Engine Code/Description	2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

o Climate Control System

Air conditioning (std., opt., man., auto.)		Manual A/C, Standard Automatic A/C, Optional
Condenser	Type	Tube-And-Fin
	Eff. face area (sq. mm.)	250,100
	Fins per inch	17 Fins/Inch
Evaporator	Type	Staggered Rib, Plate Type
	Eff. face area (sq. mm.)	48,387
	Fins per inch	14 Fins/Inch
Heater Core	Material	Copper-Brass
	Eff. face area (sq. mm.)	29,060
	Fins per inch	11 Fins/Inch
Compressor	Type	Piston Type, Swash Plate, Fixed Displacement
	Displacement (cc)	177 cc (LT5), 207 cc (LT1)
	Manufacturer	Nippondenso
	A/C pulley ratio	1.58:1 (LT5), 1.67:1 (LT1)
Accumulator	Type	Accumulator/Dehydrator
	Height (mm.)	231
	Diameter (mm.)	93
Receiver	Type	Not Available
	Height (mm.)	"
	Diameter (mm.)	"
Refrigerant control (CCOT, TVS, etc.)		CCOT
Heater water valve (yes / no)		No
Refrigerant (R - 12, R - 134a, etc.)		R-12
Charge level (lbs. - oz.)		2.25 lbs.
Cold engine lockout switch (yes / no)		No
Wide open throttle cutout switch (yes / no)		No

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)

Model Code/Description	2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Convenience Equipment (standard, optional, n.a.)

Compass / thermometer		Thermometer On C68
Console (floor, overhead)		Standard, Floor
Defroster, elec. backlight		Standard
Electronic	Diagnostic monitor (integrated, individual)	Standard - ALCL (Assembly Line Communications Link); Integrated
	Instrument cluster (list instruments)	Speedo, Tach, Oil & Coolant Temps, Oil Pressure, Volts, Fuel, Seat Belt Symbol, Change Oil
	Keyless entry	Not Available
	Tripminder (avg. spd. fuel)	Range, Average And Instant MPG
	Voice alert (list items)	Not Available
	Other	LCD And Analog Instrumentation Standard
Fuel door lock (remote, key, electric)		Not Available
Lamps	Auto head on/off delay, dimming	Not Available
	Cornering	Front, Standard
	Courtesy (map, reading)	Standard - One Lamp In Each Door Panel Mounted On I/S R/V Mirror
	Door lock, ignition	Not Available
	Engine compartment	Standard
	Fog	Standard
	Glove compartment	Standard - In Console & I/P
	Trunk	Std. - 2 Lamps Mounted In 'B' Pillars Back Of Seat, Cpe (Seat Riser, Convt)
	Illuminated entry system (list lamps, activation)	Not Applicable
	Other	--
Mirrors	Day / night (auto. man.)	Standard, Manual
	L.H. (remote, pwr., heated)	Power Standard, Heated
	R.H.(convex, rmt, pwr, htd)	Power Standard, Heated
	Visor vanity (RH/LH illum.)	Standard
Navigation system (describe)		None
Prkg. brake-auto release (warn. light)		Manual Release, Tell-Tale - Standard

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)

Model Code/Description

2-DOOR HATCHBACK COUPE 1YY07 2-DOOR CONVERTIBLE 1YY67

Convenience Equipment (standard, optional, n.a.)

Power equipment	Deck lid(release, pull down)		Standard - Electric Hatch Release (3 Remote Location)
	Door locks (manual, auto., describe system)		Standard Deck Lid Hatch, Standard Door Locks
	Seats	2 - 4 - 6 way, etc.	6-Way Optional
		Reclining(R.H., L.H.)	Manual Standard, Power Optional
		Memory (R.H., L.H., preset, recline)	Not Available
		Support (lumbar, hip, thigh, etc.)	Power Optional
		Heated (R.H., L.H., other)	Not Available
	Side windows		Standard
	Vent windows		Not Available
	Rear windows		
	Convertible deck lid		Standard - Power Release (3 Remote Locations)
Radio systems	Antenna (location, whip, w/shield, power)		Rear Power Antenna
	Stan.	AM, FM, stereo, tape, compact disc, graphic equalizer, theft deterrent, radio prep package, headphone jacks, etc.	AM/FM Stereo Cassette
	Opt.		AM/FM Stereo Cassette/Bose AM/FM Stereo Cassette/Compact Disc/Bose
	Speaker (number, location)		Standard - 2 Front, 2 Rear Bose - 1 Each Door, 2 Rear
Roof: open air or fixed (flip-up, sliding, 'T')			Single, Full Width Lift-Off Roof Panel Conv. Fldg. Top
Speed control device			Standard - Electronic Speed & Cruise Control W/Resume Feature
Speed warn. dev. (light, buzzer, etc.)			Not Available
Tachometer (rpm)			6,000 W/LT1 8,000 W/LT5
Telephone system (describe)			Cellular Phone Power Connector In Console
Theft deterrent system			"VATS" Pass Key (Personal Automobile Security System) Includes Special Module With Resistor Decoder And Ignition Key With Embedded Pellets Of Specified Resistance. Built-In Time Lag, Forces Delay Between Attempts To Start Vehicle With Improper Key. Also Includes Anti-Theft Horn Alarm System With Starter Enable (Doors And Hatch).

Trailer Towing

Towing capable	Yes / No	
Engine/transmission/axle	Std / Opt	
Tow class (I, II, III)*	Std / Opt	
Max. gross trailer wgt. (lbs.)	Std / Opt	
Max. trailer tongue load (lbs.)	Std / Opt	
Towing package available	Yes / No	

* Class I - 2,000 lbs. Class II - 3,500 lbs. Class III - 5,000 lbs.

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*) _____

METRIC (U.S. Customary)
Vehicle Dimensions

See Key Sheets for definitions

All dimensions to ground are for comparative purposes only. Dimensions are to be shown for all base body models of each vehicle line. SAE Ref. no. refers to the definition published in SAE Recommended Practice J1100 'Motor Vehicle Dimensions,' unless otherwise specified.

Model Code/Description		COUPE	CONVERTIBLE	ZR1 COUPE
Width	**SAE Ref. No.**			
Tread (front)	W101	1466 (57.7)		1539 (60.6)
Tread (rear)	W102	1500 (59.1)		1856 (73.1)
Vehicle width	W103	1796 (70.7)		
Body width at Sg RP (front)	W117	1788 (70.4)		
Vehicle width (front doors open)	W120	3706 (145.9)		
Vehicle width (rear doors open)	W121	--		
Tumble-home (deg.)	W122	37.3		
Outside mirror width	W410	1865 (73.4)		
Length				
Wheelbase	L101	2444 (96.2)		
Vehicle length	L103	4535 (178.5)		4534 (178.5)
Overhang (front)	L104	1056 (41.6)		
Overhang (rear)	L105	1035 (40.7)		
Upper structure length	L123	2358 (92.8)		
Rear wheel C/L 'X' coordinate	L127	3886 (153.0)		
Height **				
Passenger distribution (front/rear)	PD1,2,3	**		
Trunk/cargo load		**		
Vehicle height	H101	1177 (46.3)	1202 (47.3)	
Cowl point to ground	H114	841 (33.1)		
Deck point to ground	H138	895 (35.2)		
Rocker panel-front to ground	H112	176 (6.9)		
Rocker panel-rear to ground	H111	172 (6.8)		
Windshield slope angle (deg.)	H122	64.1		
Backlight slope angle (deg.)	H121	73.7		
Ground Clearance **				
Front bumper to ground	H102	129 (5.1)		
Rear bumper to ground	H104	233 (9.2)		
Bumper to ground front at curb mass (wt.)	H103	134.3 (5.3)		
Bumper to ground rear at curb mass (wt.)	H105	258 (10.2)		
Angle of approach (deg.)	H106	15.2		
Angle of departure (deg.)	H107	16.3		
Ramp breakover angle (deg.)	H147	11.4	8.7 (0.343)	
Axle differential to ground (front/rear)	H153	179 (7.0)		
Min. running ground clearance	H156	107 (4.2)	91 (3.6)	
Location of min. run. grd. clear.		Catalytic Converter		

** All Vehicle Height And Ground Clearance Are Made Using EPA Loaded Vehicle Weight, Loading Conditions.

EPA Loaded Vehicle Weight is the Base Vehicle Weight Plus All Coolant and Fluids Necessary For Operation Plus 100% Of The Fuel Capacity, Plus The Weight Of All Options And Accessories Which Weigh Three Pounds Or More And Which Are Sold On At Least 33% Of The Car Line, Plus Two Occupants.

All Linear Dimensions Are In Millimeters (Inches).

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)
Vehicle Dimensions

See Key Sheets for Definitions

Model Code/Description	2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Front Compartment

	SAE Ref. No.		
SgRP front, 'X' coordinate	L31	3150 (124.0)	
Effective head room	H61	927 (36.5)	941 (37.0)
Max. eff. leg room (accelerator)	L34	1068 (42.0)	
SgRP to heel point	H30	188 (7.4)	
SgRP to heel point	L53	878 (34.6)	
Back angle (deg.)	L40	28.0	
Hip angle (deg.)	L42	95.5	
Knee angle (deg.)	L44	125.5	
Foot angle (deg.)	L46	87.0	
Design H-point front travel	L17	165.0 (6.5)	
Normal driving & riding seat track trvl.	L23	147 (5.8)	
Shoulder room	W3	1368 (53.9)	
Hip room	W5	1290 (50.8)	
*** Upper body opening to ground	H50	1091 (42.9)	
Steering wheel maximum diameter*	W9	380 (15.0)	
Steering wheel angle (deg.)	H18	18.4	
Accel. heel pt. to steer. whl. cntr	L11		
Accel. heel pt. to steer. whl. cntr	H17		
Undepressed floor covering thickness	H67	24 (0.9)	

Rear Compartment (NOT APPLICABLE)

Front Compartment Int. Dim. Are Measured With The Seating Ref. Pt. (SgRP) mm Forward And mm Upward of Rearmost Position.

SgRP point couple distance	L50	
Effective head room	H63	
Min. effective leg room	L51	
SgRP (second to heel)	H31	
Knee clearance	L48	
Shoulder room	W4	
Hip room	W6	
*** Upper body opening to ground	H51	
Back angle (deg.)	L41	
Hip angle (deg.)	L43	
Knee angle (deg.)	L45	
Foot angle (deg.)	L47	
Depressed floor covering thickness	H73	

Luggage Compartment

Usable luggage capacity L (cu. ft.)	V1	356.8 (12.6)	186.9 (6.6)
*** Liftover height	H195	898 (35.4)	

Interior Volumes (EPA Classification)

Vehicle class		Mini-Compact
Interior volume index (cu. ft.)**		Not Available, On Two Passenger Vehicles
Trunk / cargo index (cu. ft.)		--

* See page 14.
** Includes passenger and trunk / cargo index – see definition page 32.
*** EPA Loaded Vehicle Weight, Loading Conditions

All Linear Dimensions Are In Millimeters (Inches)

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)
Vehicle Dimensions

See Key Sheets for Definitions

Model Code/Description 2-DOOR HATCHBACK COUPE 1YY07

Station Wagon / MPV** – Third Seat

	SAE Ref. No.	(NOT APPLICABLE)
Seat facing direction	SD1	
SgRP couple distance	L85	
Shoulder room	W85	
Hip Room	W86	
Effective leg room	L86	
Effective head room	H86	
SgRP to heel point	H87	
Knee clearance	L87	
Back angle (deg.)	L88	
Hip angle (deg.)	L89	
Knee angle (deg.)	L90	
Foot angle (deg.)	L91	

Station Wagon \ MPV** Cargo Space

(NOT APPLICABLE)

Cargo length (open front)	L200	
Cargo length (open second)	L201	
Cargo length (closed front)	L202	
Cargo length (closed second)	L203	
Cargo length at belt (front)	L204	
Cargo length at belt (second)	L205	
Cargo width (wheelhouse)	W201	
Rear opening width at floor	W203	
Opening width at belt	W204	
Min. rear opening width above belt	W205	
Cargo height	H201	
Rear opening height	H202	
* Tailgate to ground height	H250	
Front seat back to load floor height	H197	
Cargo volume index cu. m. (cu. ft.)	V2	
Hidden cargo vol. index cu.m. (cu.ft.)	V4	
Cargo volume index–rear of 2-seat	V10	
O Cargo volume index**	V6	
O Cargo width at floor**	W500	
O Maximum cargo height**	H505	

Hatchback – Cargo Space

Cargo length at front seatback height	L208	792 (31.2)
Cargo length at floor (front)	L209	838 (33.0)
Cargo length at second seatback height	L210	Not Applicable
Cargo length at floor (second)	L211	"
Front seatback to load floor height	H197	454 (17.9)
Second seatback to load floor height	H198	Not Applicable
Cargo volume index cu. m. (cu. ft.)	V3	508L (17.9)
Hidden cargo vol. index cu.m. (cu.ft.)	V4	Not Applicable
Cargo volume index–rear of 2-seat	V11	"

* EPA Loaded Vehicle Weight, Loading Conditions

** MPV - Multipurpose Vehicle

All Linear Dimensions Are In Millimeters (Inches)

MVMA Specifications

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*)

METRIC (U.S. Customary)

Model Code/ Description	2-DOOR HATCHBACK COUPE 1YY07	2-DOOR CONVERTIBLE 1YY67

Vehicle Fiducial Marks

Fiducial Mark Number*		Define Coordinate Location
Front		X - Fiducial Mark To Vertical Zero Grid Line - Front Measured Horizontally, From The Zero Grid Line To The Front Fiducial Mark Located On Top Of The Front Seat Adjuster Mounting Bolt. Y - Fiducial Mark To Centerline Of Car - Front, Width Measurement Made From Centerline Car To Fiducial Mark Located On Top Of The Front Seat Adjuster Mounting Bolt. Z - Fiducial Mark To Horizontal Zero Grid Line - Front, Measured Vertically From The Zero Grid Line To Front Fiducial Mark Located On Top Of The front Seat Adjuster Mounting Bolt.
Rear		X - Fiducial Mark To Vertical Zero Grid Line - Rear, Measured Horizontally from The Zero Grid Line To Rear Fiducial Mark Located On The Rail (Compartment Pan - Longitudinal). Y - Fiducial Mark To Centerline Of Car - Rear, Width Measurement Made From Centerline Of Car To Fiducial Mark Located On The Rail (Compartment Pan - Longitudinal). Z - Fiducial Mark To Horizontal Zero Grid Line - Rear, Measured Vertically From The Zero Grid Line To Rear Fiducial Mark Located On The Rail (Compartment Pan - Longitudinal).
Note: Provide 3 of 4 Fiducial Mark Locations		
Front	W21**	552.5 (21.8)
	L54**	2830.7 (111.4)
	H81**	377 (14.8)
	H161**	187.5 (7.4)
***	H163**	169.7 (6.7)
Rear	W22**	296 (11.7)
	L55**	4713.2 (185.6)
	H82**	546.5 (21.5)
	H162**	360.5 (14.2)
***	H164**	333.7 (13.1)

* Reference - SAE Recommended Practice, J182, Motor Vehicle Fiducial Marks.

** Reference - SAE Recommended Practice J1100 - Motor Vehicle Dimensions.

*** **EPA Loaded Vehicle Weight, Loading Conditions.**

All linear dimensions are in millimeters (inches).

MVMA Specifications

METRIC (U.S. Customary)

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised

Code	Model	VEHICLE MASS (weight)					% PASS MASS DISTRIBUTION			
		CURB MASS, kg. (lb.)*			SHIPPING MASS kg (lb) ***	ETWC** Code	PASS IN FRONT		PASS IN REAR	
		Front	Rear	Total			Front	Rear	Front	Rear
1YY07	2-Dr. Coupe (LT1 & MD8)	776 (1711)	733 (1616)	1509 (3327)	1462 (3223)	V	30.0	70.0	-	-
1YY67	2-Dr. Convertible (LT1 & MD8)	785 (1731)	746 (1645)	1531 (3375)	1483 (3269)	W	30.0	70.0	-	-
1YZ07	2-Dr. Coupe, ZR1 (LT5 & ML9)	834 (1839)	763 (1682)	1597 (3521)	1549 (3415)	W	30.0	70.0	-	Manual Only

* Reference - SAE J1100 Motor vehicle dimensions, curb weight definition.
** ETWC - Equivalent Test Weight Class - basis for U.S. Environmental Protection Agency emission certifications. Refer to ETWC code legend below for test weight class.

ETWC LEGEND

A = 1000	I = 2000	Q = 3000	Y = 4000
B = 1125	J = 2125	R = 3125	Z = 4250
C = 1250	K = 2250	S = 3250	AA = 4500
D = 1375	L = 2375	T = 3375	BB = 4750
E = 1500	M = 2500	U = 3500	CC = 5000
F = 1625	N = 2625	V = 3625	DD = 5250
G = 1750	O = 2750	W = 3750	EE = 5500
H = 1875	P = 2875	X = 3875	FF = 5750

*** Shipping Mass (weight) = Curb Weight Less:
48 (106)

MVMA Specifications

METRIC (U.S. Customary)

Vehicle Line CORVETTE
Model Year 1992 Issued 9-91 Revised(*) _____

Optional Equipment Differential Mass (weight)*

Code	Equipment	MASS, kg. (lb.) Front	Rear	Total	Remarks Restrictions, Requirements
AQ9	Custom Adjustable Seats	2.6 (5.7)	2.8 (6.2)	5.4 (11.9)	Power Adjust For Backrest Lateral Restraints, Lumbar Support And Back Angle, Special Cloth Trim.
B16	Leather Seat Trim	.6 (1.3)	1.0 (2.2)	1.6 (3.5)	As Required (Special Contour Bucket Seat).
CC3	Removable Plastic Roof Panel	-.6 (-1.3)	-1.2 (-2.6)	-1.8 (-6.8)	Acrylic Plastic. Lighter, Blue Tinted For Glare And Sun Load Control, Coated For Scratch Resistance. Not Avail. On Convt.
C68	Automatic Air Conditioning	1.4 (3.1)	--	1.4 (3.1)	Automatic Temperature Control
ML9	Manual Transmission	-2.2 (-4.8)	-1.8 (-4.0)	-4.0 (-8.8)	
YY8 UX0	Delco/Bose Premium Audio System	1.6 (3.5)	2.4 (5.3)	4.0 (8.8)	Includes Specific AM/FM Stereo Radio With Cassette Player, Bose Power Amplified, Direct Reflecting Speakers (One In Each Door And At Each Side Of Luggage Area). Also Features Dolby sound, Dynamic Noise Reduction And Automatic Suppression System.
	Electric Defogger System (Hatch And Outside Rear View Mirrors	.2 (0.4)	.2 (0.4)	.4 (0.8)	Mirrors Only On Convertible
Z07	Bilstein Selective Ride Control System; Stiffer Springs, Shocks, Stabilizer Bars & Bushings. Heavy Duty Brakes, Engine Oil Cooler, Heavy Duty Power Steering Cooler.	4.6 (10.1)	5.8 (12.8)	10.4 (22.9)	(1YY07 Only; Auto Trans. Requires G92 Axle)

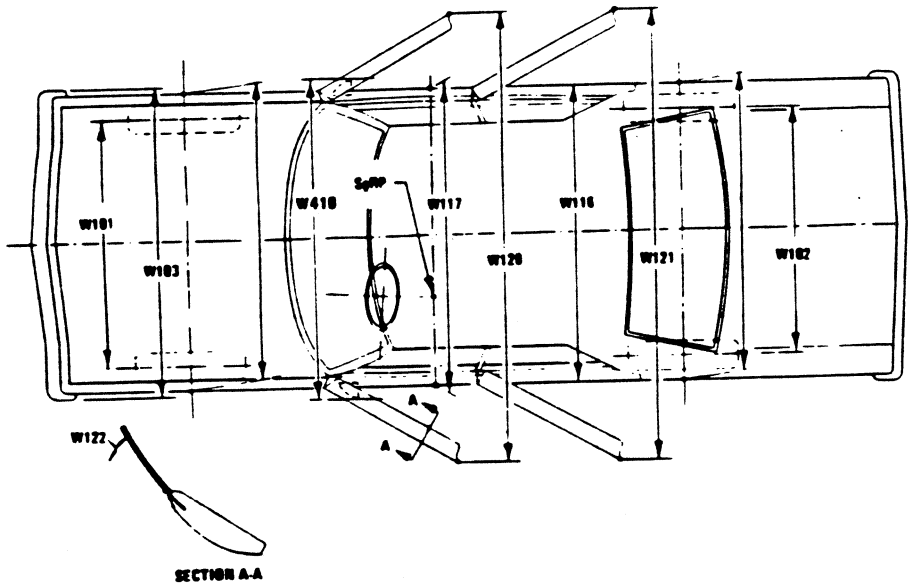
* Also see Engine - General Section for dressed engine mass (weight).

MVMA Specifications

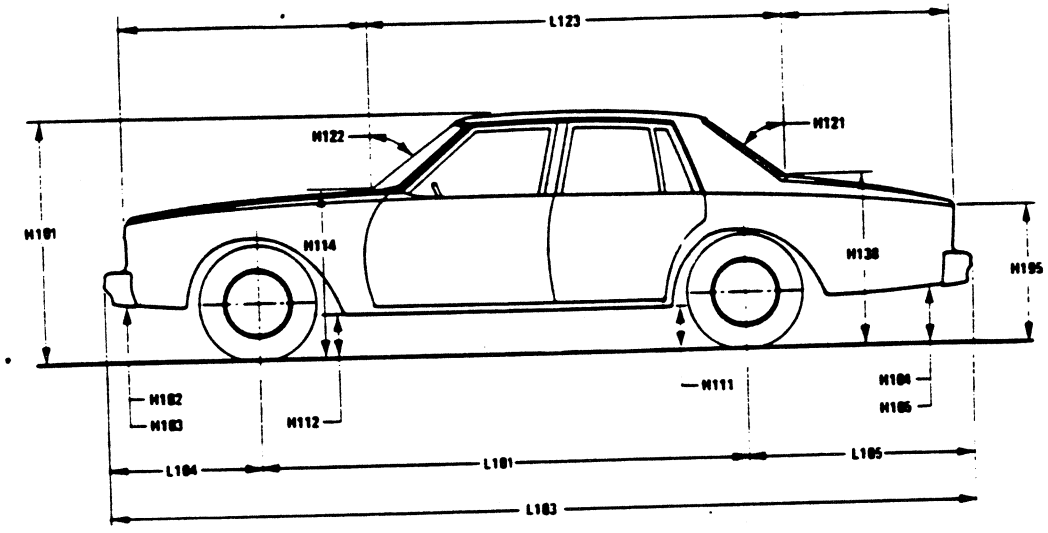
METRIC (U.S. Customary)

Exterior Vehicle And Body Dimensions – Key Sheet

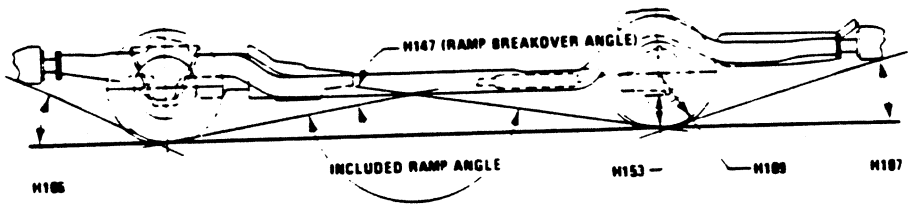
Exterior Width



Exterior Length & Height



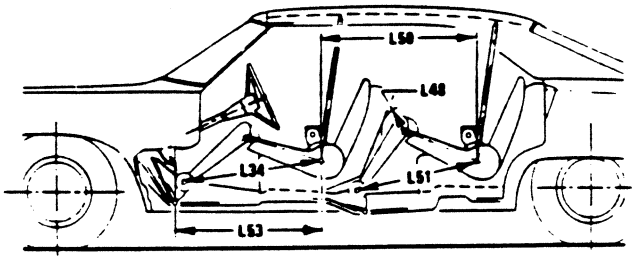
Exterior Ground Clearance

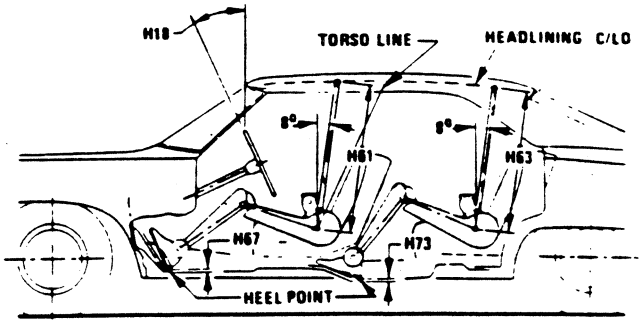


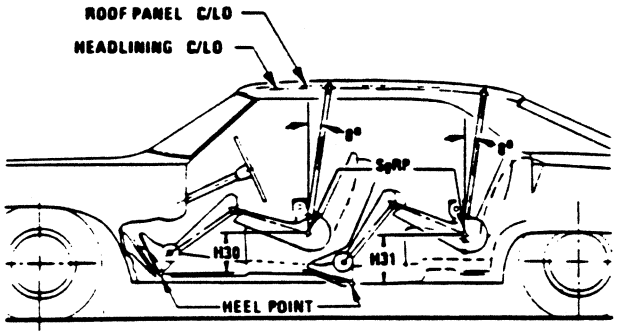
MVMA Specifications Form

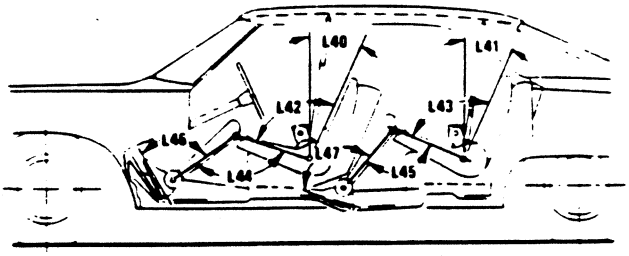
METRIC (U.S. Customary)

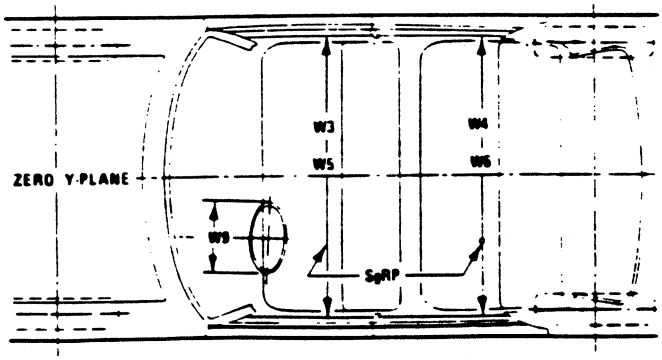
Interior Vehicle And Body Dimensions – Key Sheet

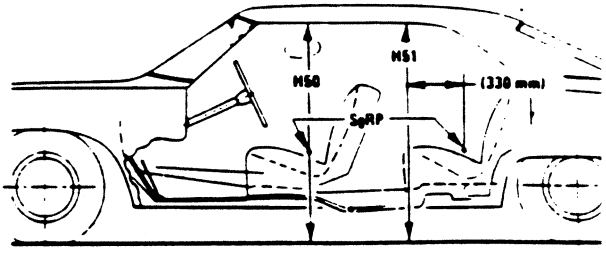






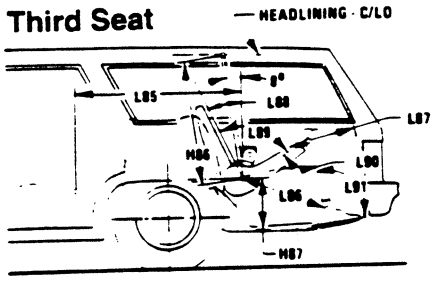


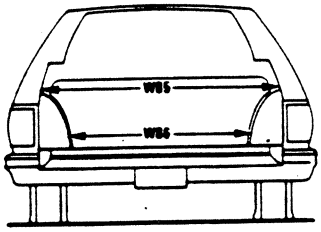




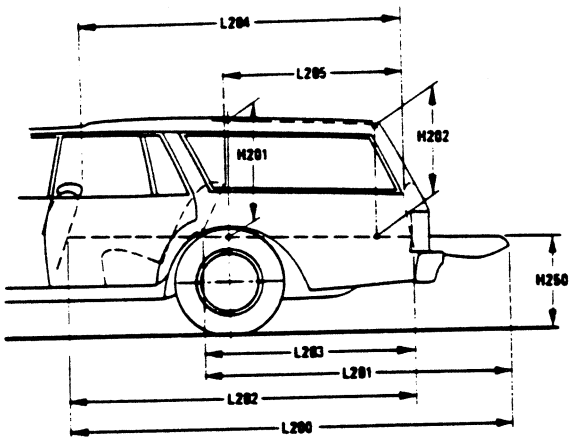
Interior Vehicle And Body Dimensions – Key Sheet

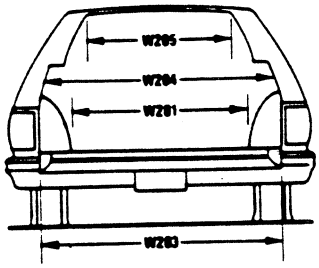
Third Seat



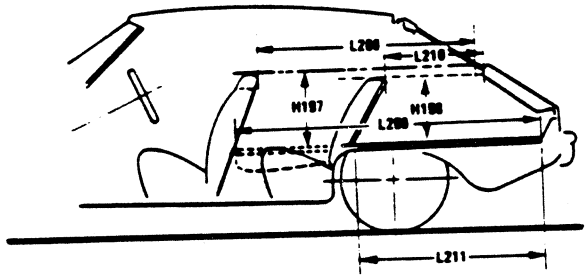


Cargo Space

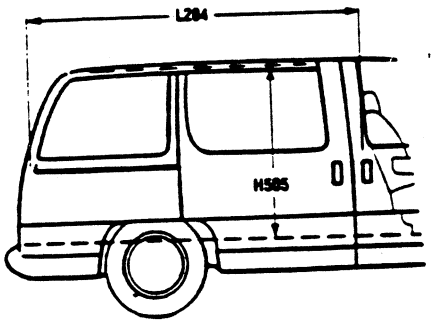


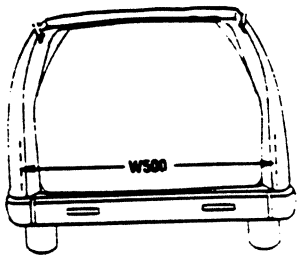


Station Wagon



Hatchback





∅ Multipurpose Vehicle

Exterior Vehicle And Body Dimensions – Key Sheet Dimensions Definitions

Seating Reference Point

SEATING REFERENCE POINT means the manufacturer's design reference point which –
(a) Establishes the rearmost normal design driving or riding position of each designated seating position in a vehicle;
(b) Has coordinates established relative to the design vehicle structure;
(c) Simulates the position of the pivot center of the human torso and thigh; and
(d) Is the reference point employed to position the two dimensional templates described in SAE Recommended Practice J826, "Devices for Use in Defining and Measuring Vehicle Seating Accommodations."

Width Dimensions

W101 TREAD – FRONT. The dimension measured between the tire centerlines at the ground.

W102 TREAD – REAR. The dimension measured between the tire centerlines at the ground. In case of dual wheels, the dimension will be measured to the centerline of tire and wheel assemblies.

W103 VEHICLE WIDTH. The maximum dimension measured between the widest point on the vehicle, excluding exterior mirrors, flexible mud flaps, marker lamps, but including bumpers, moldings, sheet metal protrusions or dual wheels, if standard equipment.

W117 BODY WIDTH AT SgRP – FRONT. The dimension measured laterally between the widest points on the body at the SgRP-front, excluding door handles, applied moldings, or appliques.

W120 VEHICLE WIDTH – FRONT DOORS OPEN. The dimension measured between the widest point on the front doors in maximum hold-open position.

W121 VEHICLE WIDTH – REAR DOORS OPEN. The dimension measured between the widest point on the rear doors in maximum hold-open position. For vehicles with a rear door on only one side, this dimension is to the zero "Y" plane.

W122 TUMBLE – HOME. STRAIGHT SIDE GLASS. The angle measured from a vertical to the outside surface of the front door glass at the SgRP "X" plane.
CURVED SIDE GLASS. The angle measured from a vertical to a chord extending from the upper DLO to the lower DLO at the outside surface of the front door glass at the front SgRP "X" plane.

W410 OUTSIDE MIRROR WIDTH: The dimension between the widest point on the outside mirrors. The standard right and left mirror adjusted for normal driving will be shown unless otherwise noted. When only one outside mirror is standard, the dimension will be to the zero "Y" plane.

Length Dimensions

L101 WHEELBASE (WB). The dimension measured longitudinally between front and rear wheel centerlines. In case of dual rear axles, the dimension shall be to the midpoint of the centerlines of the rear wheels.

L103 VEHICLE LENGTH. The maximum dimension measured longitudinally between the foremost point and the rearmost point on the vehicle, including bumper, bumper guards, tow hooks and/or rub strips, if standard equipment.

L104 OVERHAND – FRONT. The dimension measured longitudinally from the centerline of the front wheels to the foremost point on the vehicle including bumper, bumper guards, tow hooks and/or rub strips, if standard equipment.

L105 OVERHANG – REAR. The dimension measured longitudinally from the centerline of the rear wheels; or in the case of dual rear axles, the dimension shall be the midpoint of the centerlines of the rear wheels, to the rearmost point on the vehicle including rear bumpers, bumper guards, tow hooks and rub strips, if standard equipment.

L123 UPPER STRUCTURE LENGTH. The dimension measured longitudinally from the cowl point to the deck point.

L127 REAR WHEEL CENTERLINE "X" COORDINATE or in the case of dual rear axles, the coordinate shall be the midpoint of the distance between the rear axle centerlines.

Height Dimensions

H101 VEHICLE HEIGHT. The dimension measured vertically from the highest point on the vehicle body to ground.

H111 ROCKER PANEL – REAR TO GROUND. The dimension measured vertically from the bottom of the rocker or side quarter panel at the front of the rear wheel opening excluding flanges, to ground.

H112 ROCKER PANEL – FRONT TO GROUND. The dimension measured vertically from the foremost point on the bottom of the rocker panels, excluding flanges, to ground.

H114 COWL POINT TO GROUND. Measured at zero "Y" plane.

H121 BACKLIGHT SLOPE ANGLE. The angle between the vertical reference line and the surface of backlight at vehicle zero "Y" plane. For curve backlight, the angle is to chord of backlight arc from lower DLO to upper DLO.

H122 WINDSHIELD SLOPE ANGLE. The angle between the vertical reference line and a chord of the windshield arc running from the lower DLO to the upper DLO at the vehicle zero "Y" plane. In the case of wrap over glass, the angle to be measured will be formed by a chord 457 mm (18.0 in.) long drawn from the lower DLO to the intersecting point of the windshield.

H138 DECK POINT TO GROUND. Measured at zero "Y" plane.

H109 STATIC LOAD – TIRE RADIUS – REAR. Specified by the manufacturer in accordance with composite TIRE SECTION STANDARD.

Ground Clearance Dimensions

H102 FRONT BUMPER TO GROUND. The minimum dimension measured vertically from the lowest point on the front bumper to ground, including bumper guards, if standard equipment.

H103 FRONT BUMPER TO GROUND – CURB MASS (WT. Measured in the same manner as H102.

H104 REAR BUMPER TO GROUND. The minimum dimension measured vertically from the lowest point on the rear bumper to ground, including bumper guards, if standard equipment.

H105 REAR BUMPER TO GROUND – CURB MASS (WT Measured in the same manner as H104.

H106 ANGLE OF APPROACH. The angle measured between line tangent to the front tire static loaded radius arc and the initial point of structural interference forward of the front tire to ground. The limiting structural component shall be designated.

H107 ANGLE OF DEPARTURE. The angle measured between line tangent to the rear tire static loaded radius arc and the initial point structural interference rearward of the rear tire to ground. The limiting component shall be designated.

H147 RAMP BREAKOVER ANGLE. The angle measured between two lines tangent to the front and rear tire static loaded radius and intersecting at a point on the underside of the vehicle which defines the largest ramp over which the vehicle can roll.

H153 REAR AXLE DIFFERENTIAL TO GROUND. The minimum dimension measured from the rear axle differential to ground.

H156 MINIMUM RUNNING GROUND CLEARANCE. The minimum dimension measured from the sprung vehicle to ground. Specify location.

MVMA Specifications

METRIC (U.S. Customary)

Interior Vehicle And Body Dimensions – Key Sheet Dimensions Definitions

Glass Areas

S1 Windshield area.
S2 Side windows area. Includes the front door, rear door, vents, and rear quarter windows on both sides of the vehicle.
S3 Backlight areas.
S4 Total area. Total of all areas (S1 + S2 + S3).

Fiducial Mark Dimensions

Fiducial Mark – Number 1

L54 "X" coordinate.
W21 "Y" coordinate.
H81 "Z" coordinate.
H161 Height "Z" coordinate to ground at curb weight.
H163 Height "Z" coordinate to ground.

Fiducial Mark – Number 2

L55 "X" coordinate.
W22 "Y" coordinate.
W82 "Z" coordinate.
H162 Height "Z" coordinate to ground at curb weight.
H164 Height "Z" coordinate to ground.

Front Compartment Dimensions

L11 ACCELERATOR HEEL POINT TO STEERING WHEEL CENTER. The dimension measured horizontally from the AHP to the intersection of the steering column centerline and a plane tangent to the upper surface of the steering wheel rim.

L17 DESIGN H-POINT – FRONT TRAVEL. The dimension measured horizontally between the design H-point – front in the foremost and rearmost seat track positions. (See SAE J1100)

L23 NORMAL DRIVING AND RIDING SEAT TRACK TRAVEL. The dimension measured horizontally between a point on the design H-point travel line from the SgRP to the displaced point on the design H-point travel line with the seat moved to the foremost seat position, but not to include seat track travel used for purposes other than normal driving and riding positions. (See SAE J1100).

L31 SgRP – FRONT. "X" COORDINATED.

L34 MAXIMUM EFFECTIVE LEG ROOM – ACCELERATOR. The dimension measured along a line from the ankle pivot center to the SgRP – front plus 254 mm (10.0 in.) measured with right foot on the undepressed accelerator pedal. For vehicles with SgRP to heel (H30) greater than 18 in., the accelerator pedal may be depressed as specified by the manufacturer. If the accelerator is depressed, the manufacturer shall place foot flat on pedal and note the depression of the pedal.

L-40 BACK ANGLE – FRONT. The angle measured between a vertical line through the SgRP – front and the torso line. If the seatback is adjustable, use the normal driving and riding position specified by the manufacturer.

L-42 HIP ANGLE – FRONT. The angle measured between torso line and thigh centerline.

L44 KNEE ANGLE – FRONT. The angle measured between thigh centerline and lower leg centerline measured on the right leg.

L46 FOOT ANGLE – FRONT. The angle measured between the lower leg centerline and a line tangent to the ball and heel of the bare foot flesh line measured on the right leg. Ref SAE J826.

L53 SgRP – FRONT TO HEEL. The dimension measured horizontally from the SgRP – front to the accelerator heel point.

W3 SHOULDER ROOM – FRONT. The minimum dimension measured laterally between the trimmed surfaces on the "X" plane through the SgRP – front at height between the belt line and 254 mm (10.0 in.) above the SgRP – front, excluding the door assist strap and attaching parts.

W5 HIP ROOM – FRONT. The minimum dimension measured laterally between the trimmed surfaces on the "X" plane through the SgRP – front within 25 mm (1.0 in.) below and 76 mm (3.0 in.) above the SgRP – front and 76 mm (3.0 in.) fore and aft of the SgRP – front.

W9 STEERING WHEEL MAXIMUM OUTSIDE DIAMETER. Define if other than round.

H7 ACCELERATOR HEEL POINT TO THE STEERING WHEEL CENTER. The dimension measured vertically from the AHP – front to the intersection of the steering column centerline to a plane tangent to the upper surface of the steering wheel rim.

H18 STEERING WHEEL ANGLE. The angle measured from a vertical to the surface plane of the steering wheel.

H30 SgRP – FRONT TO HEEL. The dimension measured vertically from the SgRP – front to the accelerator heel point.

H50 UPPER BODY OPENING TO GROUND – FRONT. The dimension measured vertically from the trimmed body opening to the ground on the SgRP – front "X" plane.

H61 EFFECTIVE HEAD ROOM – FRONT. The dimension measured along a line 8 deg. rear of vertical from the SgRP – front to the headlining plus 102 mm (4.0in.).

H67 FLOOR COVERING THICKNESS – UNDEPRESSED – FRONT. The dimension measured vertically from the surface of the undepressed floor covering to the underbody sheet metal at the accelerator heel point.

Rear Compartment Dimensions

L-41 BACK ANGLE – SECOND. The angle measured between a vertical line through the SgRP – second and the torso line.

L43 HIP ANGLE – SECOND. The angle measured between torso line and thigh centerline.

L45 KNEE ANGLE – SECOND. The angle measured between thigh centerline and lower leg centerline.

L47 FOOT ANGLE – SECOND. The angle measured between the lower leg centerline and a line tangent to the ball and heel of the three-dimensional devices bare foot flesh line (Reference J826).

L48 KNEE CLEARANCE – SECOND. The minimum dimension measured from the knee pivot center to the back of the front seatback minus 51 mm (2.0 in.).

L50 SgRP COUPLE DISTANCE – SECOND. The dimension measured horizontally from the driver SgRP – front to the SgRP – second.

L51 MINIMUM EFFECTIVE LEG ROOM – SECOND. The dimension measured along a line from the ankle pivot center to the SgRP – second plus 254 mm (10.0 in.).

W4 SHOULDER ROOM – SECOND. The minimum dimension measured laterally between door or quarter trimmed surfaces on the "X" plane through the SgRP – second at height between 254-406 mm (10.0-16.0 in.) above the SgRP – second, excluding the door assist straps and attaching parts.

W6 HIP ROOM – SECOND. Measured in the same manner as W5.

H31 SgRP – SECOND TO HEEL. The dimension measured vertically from the SgRP – second to the two dimensional device heel point on the depressed floor covering.

H51 UPPER BODY OPENING TO GROUND – SECOND. The dimension measured vertically from the trimmed body opening to the ground on the "X" plane 330 mm (13.0 in.) forward of the SgRP – second.

H63 EFFECTIVE HEAD ROOM – SECOND. The dimension measured along a line 8 deg. rear of vertical from the SgRP to the headlining, plus 102 mm (4.0 in.).

H73 FLOOR COVERING – DEPRESSED – SECOND. The dimension measured vertically from the heel point to the underbody sheet metal.

MVMA Specifications

METRIC (U.S. Customary)

Interior Vehicle And Body Dimensions – Key Sheet Dimensions Definitions

Luggage Compartment Dimensions

V1 USABLE LUGGAGE CAPACITY – Total of volumes of individual pieces of standard luggage set plus H-boxes stowed in the luggage compartment in accordance with the procedure described in paragraph 8.2 of SAE-J1100a.

Interior Volumes (EPA Classification)

The Interior Volume Index is listed for each body style except two seaters. The Interior Volume Index estimates the space in a car. It is based on four measurements – head room, shoulder room, hip room, and leg room – for the front and rear seats, plus trunk capacity.

The Trunk/Cargo Index is an estimate of the size of the trunk/cargo space. In station wagons and hatchbacks it is an estimate of the space behind the second seat.

Station Wagon / MPV – Third Seat Dimensions

L85 SgRP COUPLE DISTANCE – THIRD. The dimension measured horizontally from the SgRP – second to the SgRP – third.

L86 EFFECTIVE LEG ROOM – THIRD. The dimension measured along a line from the ankle pivot center to the SgRP – third plus 254 mm (10.0 in.).

L87 KNEE CLEARANCE – THIRD. The minimum dimension from the knee pivot center to the back of second seatback minus a constant of 51 mm (2.0 in.). With rear-facing third seat, dimension is measured to closure.

L88 BACK ANGLE – THIRD. Measured in the same manner as L41.

L89 HIP ANGLE – THIRD. Measured in the same manner as L43.

L90 KNEE ANGLE – THIRD. Measured in the same manner as L45

L91 FOOT ANGLE – THIRD. Measured in the same manner as L47.

W85 SHOULDER ROOM – THIRD. Measured in the same manner as W4.

W86 HIP ROOM – THIRD. Measured in the same manner as W5.

H86 EFFECTIVE HEAD ROOM – THIRD. The dimension, measured along a line 8 deg. from the SgRP – third to the headlining rear of vertical plus a constant of 102 mm (4.0 in.).

H87 SgRP – THIRD TO HEEL POINT.

SD1 SEAT FACING DIRECTION – THIRD.

Station Wagon / MPV – Cargo Space Dimensions

L200 CARGO LENGTH – OPEN – FRONT. The minimum dimension measured longitudinally from the back of the front seatback at the height of the undepressed floor covering to the rearmost point on the undepressed floor covering on the open tailgate or cargo surface if the rear closure is a conventional door type tailgate at the zero "Y" plane.

L201 CARGO LENGTH – OPEN – SECOND. The dimension measured longitudinally from the back of the second seatback at the height of the undepressed floor covering to the rearmost point on the undepressed floor covering on the open tailgate or cargo floor surface if the rear closure is a conventional door type tailgate, at the zero "Y" plane.

L202 CARGO LENGTH – CLOSED – FRONT. The minimum dimension measured horizontally from the back of the front seat at the height of the undepressed floor covering to the rearmost point on the undepressed floor covering on the closed tailgate or taildoor for station wagons, trucks and mpv's at the zero "Y" plane.

L203 CARGO LENGTH – CLOSED – SECOND. The dimension measured horizontally from the back of the second seat at the height of the undepressed floor covering to the rearmost point on the undepressed floor covering on the closed tailgate or taildoor for station wagons, trucks and mpv's at the zero "Y" plane.

L204 CARGO LENGTH AT BELT – FRONT. The minimum dimension measured horizontally from the back of the front seatback at the seatback top to the foremost normal surface of the closed tailgate or inside surface of the cab backpanel at the height of the belt, on the zero "Y" plane.

L205 CARGO LENGTH AT BELT – SECOND. The minimum dimension measured horizontally from the back of the second seatback at the seatback top to the foremost normal surface of the closed tailgate at the height of the belt, on the zero "Y" plane.

W201 CARGO WIDTH – WHEELHOUSE. The minimum dimension measured laterally between the trimmed wheelhousings at floor level. For any vehicle not trimmed, measure to the sheet metal.

W203 REAR OPENING WIDTH AT FLOOR. The minimum dimension measured laterally between the limiting interferences of the rear opening at floor level.

W204 REAR OPENING WIDTH AT BELT. The minimum dimension measured laterally between the limiting interferences of the rear opening at belt height or top of pick up box.

W205 REAR OPENING WIDTH ABOVE BELT. The minimum dimension measured laterally between the limiting interferences of the rear opening above the belt height.

∅ W500 CARGO WIDTH AT FLOOR. The maximum dimension measured laterally between the limiting interferences at the floor level. This dimension shall include ribs and pillars, but will exclude wheelhouses.

H197 FRONT SEATBACK TO LOAD FLOOR HEIGHT. The dimension measured vertically from the horizontal tangent to the top of the seatback to the undepressed floor covering.

H201 CARGO HEIGHT. The dimension measured vertically from the top of the undepressed floor covering to the headlining at the rear wheel "X" coordinate on the zero "Y" plane.

H202 REAR OPENING HEIGHT. The dimension measured vertically from the top of the undepressed floor covering to the upper trimmed opening on the zero "Y" plane with rear door fully open.

H250 TAILGATE TO GROUND CURB MASS (WT.). The dimension measured vertically from the top of the undepressed floor covering on the lowered tailgate to ground on the zero "Y" plane.

∅ H505 MAXIMUM CARGO HEIGHT. The maximum vertical dimension rear of the front seat from the cargo floor to roof bow or headlining at the zero "Y" plane.

MVMA Specifications

METRIC (U.S. Customary)

Interior Vehicle And Body Dimensions – Key Sheet
Dimensions Definitions

V2 STATION WAGON

Measured in inches:

$$\frac{W4 \times H201 \times L204}{1728} = ft^3$$

Measured in mm:

$$\frac{W4 \times H201 \times L204}{10^9} = m^3 \text{ (cubic meter)}$$

V4 HIDDEN LUGGAGE CAPACITY – REAR OF FRONT SEAT. The total volumes of individual pieces of one set of standard luggage stowed in any hidden cargo area below the load floor rear of the front seat.

V5 TRUCKS AND MPV'S WITH OPEN AREA.

Measured in inches:

$$\frac{L506 \times W505 \times H503}{1728} = ft^3$$

Measured in mm:

$$\frac{L506 \times W500 \times H503}{10^9} = m^3 \text{ (cubic meter)}$$

V6 TRUCKS AND MPV'S WITH CLOSED AREA.

Measured in inches:

$$\frac{L204 \times W500 \times H505}{1728} = ft^3$$

Measured in mm:

$$\frac{L204 \times W500 \times H505}{10^9} = m^3 \text{ (cubic meter)}$$

V8 HIDDEN LUGGAGE CAPACITY – REAR OF SECOND SEAT. The total volume of individual pieces of one set of standard luggage stowed in any hidden cargo area below the load floor rear of the second seat.

V10 STATION WAGON CARGO VOLUME INDEX.

Measured in inches:

$$\frac{H201 \times L205 \times \frac{W4 + W201}{2}}{1728} = ft^3$$

Measured in mm:

$$\frac{H201 \times L205 \times \frac{W4 + W201}{2}}{10^9} = m^3 \text{ (cubic meter)}$$

Hatchback – Cargo Space Dimensions

All hatchback cargo dimensions are to be taken with the front seat in full down and rear position, and the rear seat folded down. The hatchback door is in the closed position. (For electronically adjusted seats, see the manufacturer's specifications for Design "H" Point).

L208 CARGO LENGTH AT FRONT SEATBACK HEIGHT. The minimum horizontal dimension from the "X" plane tangent to the rearmost surface of the driver's seatback to the inside limiting interference of the hatchback door on the vehicle zero "Y" plane.

L209 CARGO LENGTH AT FLOOR – FRONT. The minimum horizontal dimension measured at floor level from the rear of the front seatback to the normal limiting interference of the hatchback door on the vehicle zero "Y" plane.

L210 CARGO LENGTH AT SECOND SEATBACK HEIGHT. The minimum dimension measured from the "X" plane tangent to the rearmost surface of second seatback or the load floor which is stowed at least one half of the H198 dimension height above the rear load floor, to the rearmost inside limiting interference on the zero "X" plane.

L211 CARGO LENGTH AT FLOOR – SECOND SEATBACK. The minimum horizontal dimension measured at floor level from the rear of the second seatback or load floor panel to the normal limiting interference of the hatchback door on the vehicle zero "Y" plane.

H197 FRONT SEATBACK TO LOAD HEIGHT. The dimension measured vertically from the horizontal tangent to the top of the seatback to the undepressed floor covering.

H198 SECOND SEATBACK TO LOAD FLOOR HEIGHT: The dimension measured vertically from the second seatback to the undepressed floor covering.

V3 HATCHBACK.

Measured in inches:

$$\frac{\frac{L208 + L209}{2} \times W4 \times H197}{1728} = ft^3$$

Measured in mm:

$$\frac{\frac{L208 + L209}{2} \times W4 \times H197}{10^9} = m^3 \text{ (cubic meter)}$$

V4 HIDDEN LUGGAGE CAPACITY – REAR OF FRONT SEAT. The total volumes of individual pieces of one set of standard luggage stowed in any hidden cargo area below the load floor rear of the front seat.

V11 HATCHBACK CARGO VOLUME INDEX. Usable luggage (one (1) stand and luggage set) below floor:

Measured in inches:

$$\frac{\frac{L210 - L211}{2} \times W4 \times H198}{1728} = ft^3$$

Measured in mm:

$$\frac{\frac{L210 - L211}{2} \times W4 \times H198}{10^9} = m^3 \text{ (cubic meter)}$$