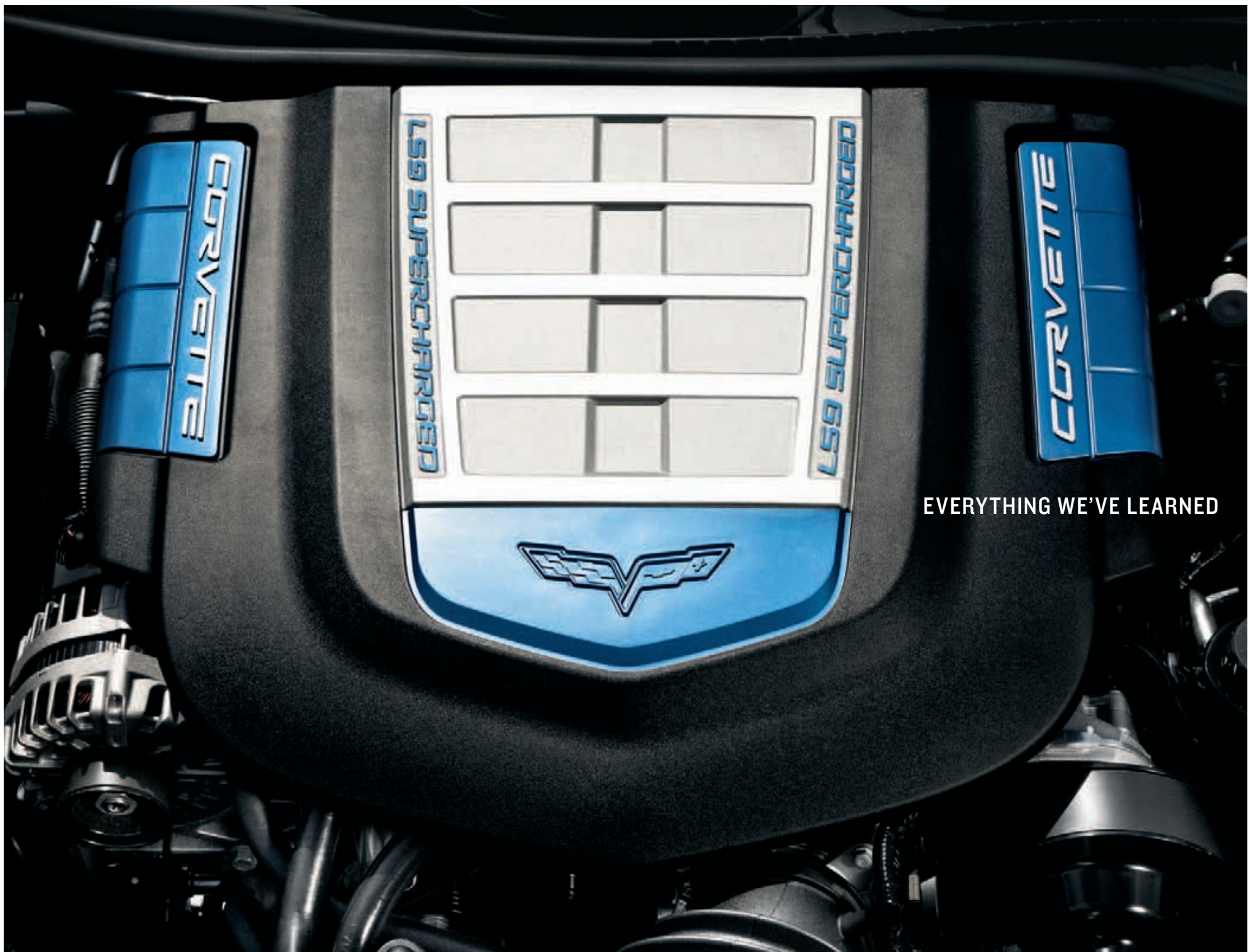


A close-up photograph of a carbon fiber car body panel, likely a side skirt or fender. The panel features a prominent silver-colored trim line that curves along its length. The carbon fiber weave is clearly visible, and the panel is set against a plain white background.

CORVETTE
2012



EVERYTHING WE'VE LEARNED



COMES FROM RACING

CHEVROLET CENTENNIAL EDITION ZR1

CARBON FLASH METALLIC

AVAILABLE PDE HIGH PERFORMANCE PACKAGE FOR ZR1



SCIENCE CREATES ART

WANT TO KNOW WHAT CORVETTE IS ALL ABOUT? WE ASKED FIVE CORVETTE EXPERTS TO GATHER IN BOWLING GREEN, KENTUCKY, SITE OF THE CORVETTE ASSEMBLY FACILITY AND HOME TO THE NATIONAL CORVETTE MUSEUM.

LISTEN IN ON THE CONVERSATION AS THEY SHARE THEIR UNIQUE PERSPECTIVES ON HOW THE CURRENT GENERATION OF CORVETTE—THE C6—SHARES ITS PERFORMANCE AND DESIGN

DIRECTLY WITH THE CORVETTE RACING C6.R. THEN JOIN IN ON [FACEBOOK.COM/CORVETTE](https://www.facebook.com/corvette).



THE TEAM OUR CORVETTE EXPERTS



KIRK BENNION DESIGN MANAGER

HARLAN CHARLES CORVETTE PRODUCT MANAGER



DOUG FEHAN CORVETTE RACING PROGRAM MANAGER



TOMMY MILNER CORVETTE RACE CAR DRIVER

TADGE JUECHTER CHIEF ENGINEER





24 HEURES DU MANS LE MANS, FRANCE

24



WINNING THE 24 HOURS OF LE MANS IS THE BENCHMARK BY WHICH ALL SPORTS CARS MEASURE THEIR ENDURANCE. ON JUNE 12, 2011, CORVETTE CAPTURED BOTH GT CLASS TITLES AT LE MANS, WITH THE FACTORY TEAM'S NO. 73 CORVETTE C6.R BEATING PORSCHE, FERRARI AND BMW FOR ITS 6TH CLASS WIN IN THE PAST 11 YEARS. PROGRAM MANAGER DOUG FEHAN AND TEAM DRIVER TOMMY MILNER TALK ABOUT THEIR VICTORY.

TOMMY With six hours remaining in the race, we were looking good. Our sister car, the No. 74 Corvette, was in the lead, and we'd been running the No. 73 steadily in the top five for 17 hours. Then—bang!—the 74 Corvette gets tangled up with a Porsche, and suddenly Ferrari's now in first and we're a lap down. But as a team, we told ourselves: "We can make that up."

DOUG Louis Chevrolet was himself a racer, and his motto, "Never give up!" is a philosophy we embraced from our first visit here. Tommy's codriver, Antonio Garcia, just started chipping away at the Ferrari, cutting the margin every lap. Tommy took over at the 21st hour and continued to reel in the Ferrari, gaining as much as six seconds per lap during his stint. With about two hours and 10 minutes to go, he made the pass for the lead on the Mulsanne Straight. Antonio brought it home for the win, just one lap separating first and second.

TOMMY That was the hardest race of my life. I'd been super comfortable in the car all day long, but I was not comfortable right then, when I caught the Ferrari. We still had a few hours to go, and the pressure was crazy. I was just trying to drive the car to what the track would allow. Every lap it changed, every corner it changed. For 24 hours, the only thing you're living, breathing and sleeping is racing. You drive into the night and through the night. The sun comes up and you go, "OK, we're almost there, right?" You look at your watch again—another eight hours to go. You're just completely engulfed in this one race.

DOUG Le Mans is a test of man and machine, and testing yourself and your limits, and seeing how well you can perform for 24 hours straight without making any mistakes. I think our come-from-behind win embodied the spirit of our Chevrolet cofounder.





COUPE BLADE SILVER METALLIC AVAILABLE CHROME WHEELS

HARLAN People ask me all the time, why is a small block V8 the ideal powerplant for Corvette?

TADGE The Chevy small block V8 is an engineering marvel. It's extremely compact. It's an engine that produces tremendous power for its mass.

HARLAN Right, the horsepower-per-liter is really irrelevant when it comes to Corvette. To us it's about horsepower-per-weight, or another way to look at it, horsepower and miles per gallon,¹ a combination of efficiency and power. And Corvette really is a benchmark of the world.

KIRK Yes, you can have a 7.0-liter LS7 without a gas-guzzler tax.

TADGE In a standard Corvette with the 6.2-liter engine, you have a large displacement engine that's still lightweight, offers good fuel economy and produces a lot of power.

HARLAN That low-end torque you get from having the larger displacement engine makes Corvette so much fun to drive, and easy to drive.

TADGE You don't have to wind it up to 8500 rpm to get power out of it. You get huge power and torque at very low rpm ranges. This makes the car feel very responsive.

DOUG You know, as a testament to that, I sit on the committee that formulates the rules for global GT racing. Every manufacturer is represented—it's the BMW guy, it's the Ferrari guy, it's the Jaguar guy, it's the Porsche guy, it's the Aston Martin guy. These are very exotic vehicles, super-high price tags, very exotic powerplants, multi-cam, multi-valve, super-high revving, very expensive. You know what their singing song is? "Your small block V8 engine...we can't compete with that." I said, "Guys...guys, if our engine is as great as you say it is, why don't you have it in your car? Why are you building these big, complicated, massive, chain-driven, multi-valve engines?" They don't have an answer! When you look at cost, performance, efficiency, power, torque, maintenance, warranty...a 5-year/100,000-mile powertrain warranty² Hello? They can't do that. You don't get that with the others. You get it all with Corvette. That's a testament to the longevity, the design robustness, durability of our small block V8s. Single cam. Two valves—it gets it done.



GM POWERTRAIN DEVELOPMENT CENTER PONTIAC, MI

THIS IS WHERE THE MAD SCIENTISTS WORK, THE ONES WHO CONTINUE TO PUSH THE PERFORMANCE POTENTIAL OF THE LEGENDARY CHEVY SMALL BLOCK V8. WHETHER IT'S THE BASE CORVETTE LS3 V8, THE Z06 LS7 OR THE ZR1 LS9, THEY CONTINUE TO FIND WAYS TO MAKE TREMENDOUS POWER AND TORQUE, WITHOUT SACRIFICING DURABILITY OR FUEL EFFICIENCY.¹ THIS FINE-TUNING RESULTS IN A SPORTS CAR THAT EXCELS IN EVERYDAY USE AND ALSO DELIVERS AMAZING PERFORMANCE CAPABILITIES.

¹ EPA-estimated MPG city/highway: coupe, convertible, GS 16/26; Z06 15/24; ZR1 14/21.

² Whichever comes first. See dealer for limited warranty details.



DOUG You want a better race car? Build a better street car. You want a better street car? Build a better race car.

TADGE Exactly. Ideas from the C5.R race car helped us make a better Corvette C6 street car, which in turn helped you guys at Corvette Racing evolve the current C6.R race car.

DOUG When we were getting the Corvette race car certified internationally, they came to look at our race car. We had the body work off it, and we had a chassis sitting there, and they thought it looked like a truck chassis. I said, "Well, it kinda looks like that; it's a parallel ladder frame. But those are, by the way, hydroform rails." We'd led in hydroform technology implementation, okay? And I said, "When you see it built up as a race car, you'll understand how stiff and strong we can make that." And that led the competitors to complain, "This is a tube-frame race car." Well, you know what? Yeah, it is, because that's what we do in production; we're building tube-frame race cars in production because it's lightweight, super-strong, safe, and it gets the job done.

TADGE The fact that the engine is compact means the rails Doug was talking about, now can be of larger sections. Large-section rails are very light and very stiff, so the engine in that way helps the structure be efficient. So there's a real synergy between the kind of powertrain and the engine we use, and the efficiency of the rest of the car.

HARLAN To achieve the Z06's high performance standards while maintaining excellent fuel economy,¹ we made substantial reductions in vehicle mass, improving the mass distribution between the front and rear of the vehicle. To save weight without sacrificing strength, we used a magnesium engine cradle, magnesium steering column support, and a magnesium roof frame; hydroformed aluminum rails and roof bow; and high-strength aluminum bumper beams. The floor pan has an ultra-lightweight balsa wood core with a carbon fiber skin. The front fenders and front wheelhousing are also made of carbon fiber.

TADGE The standard Corvette has a steel space frame consisting mainly of stamped steel and hydroformed components that are joined via welding. To save weight, we wanted an aluminum spaceframe for the Z06. It weighs just 278 lbs., 33% less than the steel frame. One challenge was that aluminum is less stiff than steel. We exceeded our stiffness goals by transferring loads through to a lightweight magnesium roof frame solidly bolted into the structure. The Z06 also has an industry-first, one-piece magnesium die-cast engine cradle, which weighs 24 lbs.—a 35% mass reduction over the aluminum version. The cradle supports the engine, brake control module and steering gear. It also ties the frame rails together and acts as the mounting point for certain front suspension components, such as the lower control arms.

¹ EPA-estimated MPG 15 city/24 highway.



SINCE JUNE 1981, THE STATE-OF-THE-ART ASSEMBLY FACILITY IN BOWLING GREEN, KY, HAS BEEN THE BIRTHPLACE OF EVERY CORVETTE,¹ AND UNLIKE MANY AUTO MANUFACTURING FACILITIES, BOWLING GREEN MAKES CORVETTE, AND ONLY CORVETTE. FOR THOSE WHO WORK HERE, THERE'S A SPECIAL SENSE OF PURPOSE. AFTER ALL, AN ESTIMATED 50,000 PEOPLE VISIT THE FACTORY EVERY YEAR. AMONG THE VISITORS ARE NEW CORVETTE OWNERS WHO HAVE THE OPPORTUNITY TO WATCH THEIR ACTUAL CAR COME DOWN THE ASSEMBLY LINE.

¹ Corvette is assembled in Bowling Green, KY, with U.S. and globally sourced parts.

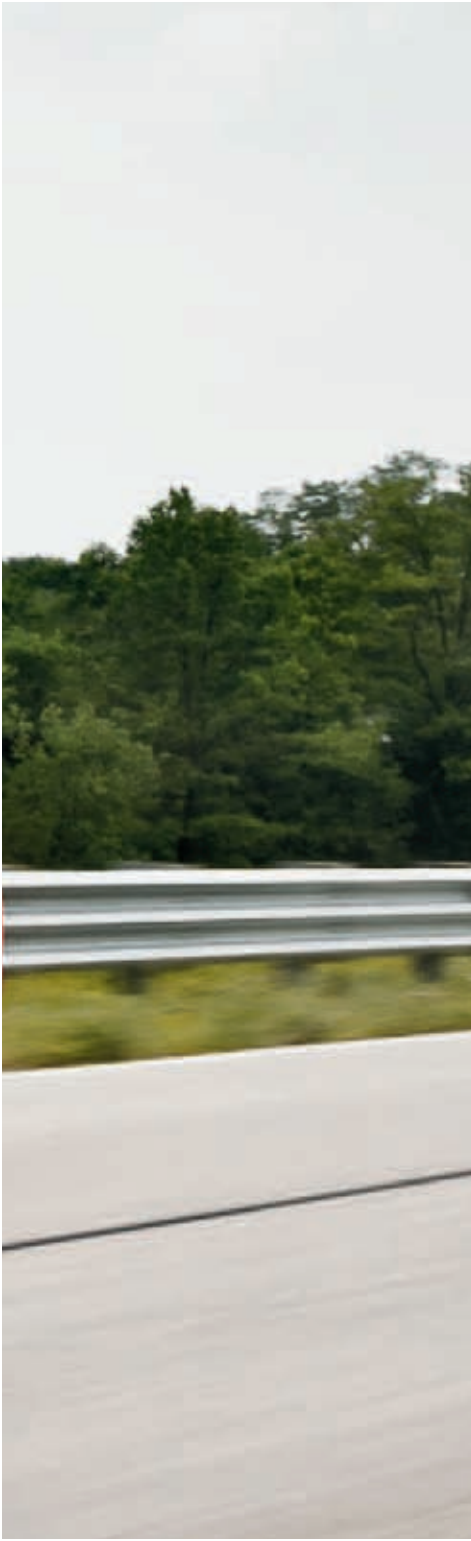
CORVETTE ASSEMBLY PLANT BOWLING GREEN, KY

YOU WANT A
BETTER RACE CAR?
BUILD A BETTER
STREET CAR.

MILFORD PROVING GROUND MILFORD, MI



Z06 TORCH RED AVAILABLE CFZ CARBON FIBER PACKAGE AVAILABLE Z07 ULTIMATE PERFORMANCE PACKAGE AVAILABLE CARBON FIBER HOOD AVAILABLE RED CALIPERS



TADGE With typical front-engine cars, the transmission is attached to the engine and you get a 55%–57% front weight bias—Corvette gets closer to 50/50 by taking that entire transmission and moving it to the rear. That shifts a large amount of mass rearward in the vehicle. That helps you get the power to the ground.

DOUG For Corvette you get the same kind of setup, with the rear transaxle, and our Short/Long Arm suspension, whether it's the street car or the race car. Some of our competitors don't have that on their street car, but the rules allow them to go at it with their race car.

HARLAN Magnetic Selective Ride Control™ is one of the fastest-reacting technologies available for variable suspension. It's available on every 2012 Corvette model. On the Z06, it's available two ways, either on its own or with the Z07 Package which combines that with the ceramic brakes and the PS Cup tires. And it's standard on the ZR1.

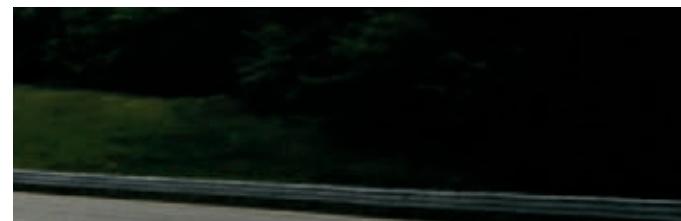
DOUG It really gives you the best of both worlds, since the shock absorber has an enormous amount of authority. Basically going from no damping to almost solid, it gives you the ability to computer-control the behavior of the suspension in ways that we never imagined we could do years ago. So you combine an extremely plush ride, for daily driving, or you can tie the car down and do all sorts of trick things for the track when you're doing performance driving.

TADGE On Z06 and ZR1, with Magnetic Selective Ride Control you get Performance Traction Management, which is basically a traction control for the racetrack. So when you're coming out of the turn you can set it as aggressively as you want, and you can just give it wide-open throttle coming out of the corner, and the car is designed to give you the maximum acceleration it's capable of.

TOMMY It's a heck of a lot of fun.

HARLAN Launch control is standard on every Corvette with manual transmission. And basically all you have to do when you're on the track, you put the car in competitive mode, you push the button twice, and you push the clutch in, and wide-open throttle, and then you just let the clutch out and just hang on.

TADGE It automatically adapts to the surface that you're on, so it has a closed feedback loop, it looks at how much the tire is slipping and then changes throttling, changes the spark, all the engine management things, to dial down the torque and keep you riding at impending slip, which is the fastest way to accelerate.



DO YOU HAVE AN INNOVATION THAT HELPS CORVETTE ACCELERATE FASTER, STOP QUICKER, STEER MORE PRECISELY, OR OTHERWISE RAISE THE PERFORMANCE BAR? IF YOU'RE A CORVETTE ENGINEER, THE FIRST PLACE YOU COME TO PROVE YOUR IDEA WORKS IS MILFORD, THE AUTO INDUSTRY'S FIRST DEDICATED PROVING GROUND, OPENED IN 1924. AND IF YOU'RE AMONG THE HANDFUL OF TEST DRIVERS QUICK ENOUGH TO BE CERTIFIED TO ACCESS IT, YOU TAKE CORVETTE OUT ON MILFORD'S ROAD COURSE, SPECIALLY DESIGNED TO INCORPORATE SOME OF THE BEST CORNERS FROM THE WORLD'S GREATEST RACETRACKS. CORVETTE ENGINEERS PUT NEW TECHNOLOGIES TO THE TEST ON ROAD CIRCUITS LIKE VIRGINIA INTERNATIONAL RACEWAY.



HARLAN For 2012 we've made some interior improvements to the car. We have a new steering wheel design for better grip. We also have a new seat, designed for more support. And there's sueded microfiber inserts available.

KIRK It's a completely modern car, fantastically comfortable with tons of luggage room.

HARLAN One of the things I'm excited about is an available next-generation Bose® premium audio system, which is now up to nine speakers.

KIRK We've made a huge improvement to the sound system.

HARLAN It's an all-new system, reequalized, with new bass speakers and ND technology with ten-inch woofers in the doors.

TOMMY Of course the engine makes the best noise.

TADGE Yes, Corvette has a smart dual-mode exhaust.

TOMMY Smart exhaust?

TADGE It's a vacuum-actuated valve that sits behind the muffler. Back pressure goes down, noise level goes up, and it's all music.

KIRK Dual-mode exhaust is optional on coupe and convertible and on Grand Sport. It's standard on Z06 and ZR1. It gives you six more horsepower!

HARLAN Yep, the dual-mode exhaust actually gives you horsepower, gives you torque. So it has some real functional benefit. But it's almost like the Magnetic Selective Ride Control™ where it creates a car with a dual personality. As a daily driver, when you don't have your foot in too much, it gives you a nice burble in the background. But once you get on it and the tach swings past 3000, those valves open up and it sounds like it's turned into the race car.





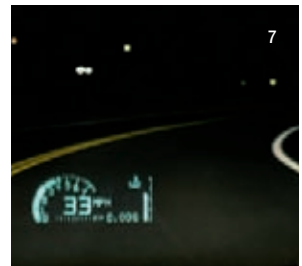
KIRK One thing we've been doing—and enthusiasts appreciate this—is adding to the ways you can personalize your Corvette. When you look at the options you can get—different wheels, different stitching colors, different brake caliper colors—it really adds to the Corvette experience.

HARLAN We ask ourselves: What can we do to excite the Corvette enthusiasts and make a more desirable sports car?

DOUG When the customer tells you what he wants, he wants it now. You have to have that integration to be able to do this thing not in years, but in months.




1 SETTLE IN, AND ENJOY YOUR SPECIALLY EQUIPPED CORVETTE. A NEW RACE-INSPIRED LEATHER AND SUEDED MICROFIBER-APPOINTED SEAT FEATURES SUPPORTIVE BOLSTERS TO KEEP YOU COMFORTABLY PLANTED. **2** DIAL IN PRECISE DAMPING CHARACTERISTICS FOR YOUR DRIVING STYLE AND ROAD CONDITIONS, THANKS TO THE MAGNETIC SELECTIVE RIDE CONTROL. **3** A NEW NINE-SPEAKER BOSE PREMIUM AUDIO SYSTEM WITH A TWELVE-MONTH SUBSCRIPTION OF SIRIUSXM SATELLITE RADIO¹ PRODUCES SOUND AS POWERFUL AND REFINED AS THE CAR. **4** WHY DO RACERS LOVE SUEDED MICROFIBER ACCENTS? THEY ARE EASY TO GRIP, SOFT, NOT SLICK OR STICKY. **5** NAVIGATE WITH EASE USING A NAV RADIO² EQUIPPED WITH ONSTAR[®] DIRECTIONS & CONNECTIONS^{®3} STANDARD FOR SIX MONTHS. BLUETOOTH^{®4} HANDS-FREE CALLING FOR SELECT PHONES KEEPS YOUR HANDS ON THE WHEEL. **6** GEAR UP USING RACING-INSPIRED STEERING WHEEL-MOUNTED PADDLE SHIFTERS. **7** A HEAD-UP DISPLAY PROJECTS CRITICAL INFO ONTO YOUR WINDSHIELD, ALLOWING YOU TO KEEP LOOKING AHEAD. **8** GET A GRIP—THE CORVETTE DRIVER'S GRIP PUTS MORE POWER AND CONTROL IN YOUR HANDS.



¹ Requires a subscription sold separately by SiriusXM after trial period. Available in the 48 contiguous United States and Washington, D.C. Visit siriusxm.com for details. ² Map coverage excludes Puerto Rico, the Virgin Islands and portions of Canada. ³ Services vary by model and conditions. Visit onstar.com for coverage map, details and system limitations. ⁴ Go to gm.com/bluetooth to find out which phones are compatible with the vehicle.





TADGE For Grand Sport, we set an engineering challenge: 4:1:26. That's a 0-to-60 time under four seconds, a skid pad result of at least 1.0g, and highway fuel efficiency of 26 miles per gallon. That's the EPA estimate.

HARLAN And you did it. Truly remarkable. A lot of things done specifically for the Z06 to make that car a strong performer were added to the Grand Sport. So it has the wider tires, it has the larger brakes, 6-piston front, 4-piston rear, and it has different gear ratios. So with the LS3 engine, we're able to get 430 horsepower, and a 0-to-60 time under four seconds—3.95 seconds. Also, because of the wide tires and the larger stabilizer bars, the car does over 1.0g on the skid pad. And it still maintains that 26 miles per gallon highway rating. If you want an all-around Corvette, the Grand Sport gives you a great combination of performance, handling and efficiency, and we think those numbers, you know, that acceleration, that skid pad, and that fuel economy.¹

KIRK You can see the performance when you look at the car, even before you drive it. Grand Sport, as well as all the rest of the uplevel Corvette models, have performance features like rear brake cooling. It starts with a visible duct on the rear quarter panel. So it gives you a design element that looks different, looks very performance oriented. The ductwork routes from the opening on the surface around the tire and then points that cool air toward the rear brakes, helping to keep them cool, so lap after lap, if you're on the track, they stay cool, and the brake feels consistent and very powerful.

¹ EPA-estimated MPG 16 city/26 highway.

THE SKID PAD. IT'S PART OF THE MILFORD PROVING GROUND'S 67-ACRE ASPHALT VEHICLE DYNAMICS TEST AREA, ALSO KNOWN AS "BLACK LAKE." IT'S WHERE CORVETTE COMES TO GET A GRIP, LITERALLY. TEST DRIVERS TRACE THE RADIUS OF A TIGHT, CIRCULAR PATH, PUSHING THE LATERAL ACCELERATION FORCES TO THE POINT WHERE THE TIRES FINALLY LOSE TRACTION AND THE CAR SPINS OUT. ANY CAR THAT CAN PULL AROUND .90G OR HIGHER IS CONSIDERED TO HAVE EXCELLENT GRIP. CORVETTE GRAND SPORT ACHIEVES AN EXCEPTIONALLY HIGH 1.0G.



GRAND SPORT COUPE

VELOCITY YELLOW TINTCOAT (EXTRA-COST COLOR)

AVAILABLE GRAND SPORT HERITAGE PACKAGE

GRAND SPORT COUPE

CARLISLE BLUE METALLIC

AVAILABLE GRAND SPORT HERITAGE PACKAGE

AVAILABLE GRAY BRAKE CALIPERS

AVAILABLE COMPETITION GRAY WHEELS



GRAND SPORT CONVERTIBLE

INFERNO ORANGE METALLIC (EXTRA-COST COLOR)

AVAILABLE SILVER CALIPERS

AVAILABLE CHROME WHEELS





PERFORMANCE BUILD CENTER WIXOM, MI



HARLAN The Performance Build Center isn't like a typical assembly line. A single skilled craftsman moves the engine from station to station, hand-fitting the exotic components—the forged steel crank, forged titanium connecting rods, flat-top aluminum pistons, titanium intake valves, hollow stem sodium-filled exhaust valves and dry-sump oiling system. All stuff that was inspired by racing, where lightweight yet strong components are essential.

TADGE At one station, the forged crankshaft is lowered into the engine block. At another, the camshaft is installed. The crank and cam are torque-tested. A computer-controlled torque wrench tightens nearly every nut and bolt on the engine, and every torque is recorded. So you've got very tight control over the assembly. An engine cannot proceed to the next station if it fails a computer test, and the builder can pull an engine off the line if he spots something that's not perfect. The completed engine is briefly run through a portion of its rpm range, with horsepower and torque values recorded for quality control. A computer determines whether weights need to be added to the damper or flywheel for balance.

HARLAN After balancing, the engine is dynoed for about 20 minutes at full output. When the three-and-a-half-hour engine build is complete, you'll know exactly who built your engine. The craftsman's name is on it.



WITH THE Z06 OR ZR1, YOU HAVE THE OPTION OF TRAVELING TO THE PERFORMANCE BUILD CENTER IN WIXOM, MI, AND HAND-ASSEMBLING YOUR CAR'S LS7 OR LS9 ENGINE. IT'S CALLED THE CORVETTE ENGINE BUILD EXPERIENCE. AT THE PERFORMANCE BUILD CENTER, EACH CORVETTE ENGINE IS HAND-BUILT BY A SINGLE SKILLED CRAFTSMAN. WITH THEIR SUPERVISION AND SUPPORT, YOUR ENGINE CAN BE BUILT WITH YOUR VERY OWN HANDS. ONCE YOUR BUILD IS COMPLETE, THE ENGINE IS TESTED AND CERTIFIED. THEN YOU CAN OPT TO WATCH YOUR CORVETTE AS IT'S BEING ASSEMBLED IN BOWLING GREEN, KY, AND EVEN TAKE DELIVERY OF IT AT THE NATIONAL CORVETTE MUSEUM.



ONE HUNDRED YEARS AGO, A RACE CAR DRIVER NAMED LOUIS CHEVROLET COFOUNDED A CAR COMPANY BEARING HIS NAME. TO MARK THAT ANNIVERSARY, A CHEVROLET CENTENNIAL SPECIAL EDITION IS AVAILABLE ON ALL 2012 CORVETTE MODELS.



CHEVROLET CENTENNIAL EDITION Z06 CARBON FLASH METALLIC AVAILABLE CFZ CARBON FIBER PACKAGE AVAILABLE Z07 ULTIMATE PERFORMANCE PACKAGE FOR Z06
AVAILABLE CARBON FIBER HOOD CHEVROLET CENTENNIAL EDITION GRAND SPORT CONVERTIBLE CARBON FLASH METALLIC

THE CHEVROLET CENTENNIAL EDITION WITH CENTENNIAL SATIN BLACK CAST ALUMINUM WHEELS AND SATIN BLACK GRAPHICS OF LOUIS CHEVROLET APPEAR ON **1** THE STEERING WHEEL HUB; **2** THE BODYSIDE; **3** WHEEL CENTER CAPS; AND **4** EMBOSSED ON THE SEAT HEAD RESTRAINTS IS THE CENTENNIAL LOGO. THE INSTRUMENT PANEL AND DOORS ARE WRAPPED IN EBONY LEATHER APPOINTMENTS WITH CONTRASTING RED STITCHING AND SUEDED MICROFIBER ON THE SEATS, STEERING WHEEL AND SHIFTER. THE CENTENNIAL SPECIAL EDITION PACKAGE ALSO INCLUDES MAGNETIC SELECTIVE RIDE CONTROL, ONE OF THE WORLD'S FASTEST-REACTING SUSPENSION TECHNOLOGIES.



COUPE

ENGINE LS3 6.2L V8

TYPE 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters

BORE AND STROKE 4.06 x 3.62 **COMPRESSION RATIO** 10.7:1

HORSEPOWER 430 @ 5900 rpm (436 w/dual-mode exhaust)

TORQUE 424 lb.-ft. @ 4600 rpm (428 w/dual-mode exhaust)

REDLINE 6500 rpm **AXLE RATIO** 3.42:1 manual;

2.56:1 automatic **0 TO 60** 4.2 seconds

QUARTER MILE 12.6 seconds @ 115 mph

TOP SPEED 190 mph **SKID PAD** (MAX. LATERAL ACCELERATION) 0.92g

BRAKING SYSTEM Power-assisted 4-wheel ventilated disc with Bosch® ABS **BRAKING DISTANCE** 60 to 0 in 116 ft.

CURB WEIGHT 3,225 lbs.

POWER-TO-WEIGHT 7.5:1 (curb weight/hp)

WEIGHT DISTRIBUTION 51/49 **DRAG COEFFICIENT** 0.286

EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 16/26 manual; 15/25 auto

MAXIMUM HIGHWAY CRUISING RANGE (MANUAL/AUTO) 468/450 miles

CONVERTIBLE

ENGINE LS3 6.2L V8

TYPE 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters

BORE AND STROKE 4.06 x 3.62 **COMPRESSION RATIO** 10.7:1

HORSEPOWER 430 @ 5900 rpm (436 w/dual-mode exhaust)

TORQUE 424 lb.-ft. @ 4600 rpm (428 w/dual-mode exhaust)

REDLINE 6500 rpm **AXLE RATIO** 3.42:1 manual;

2.56:1 automatic **0 TO 60** 4.2 seconds

QUARTER MILE 12.6 seconds @ 115 mph

SKID PAD (MAX. LATERAL ACCELERATION) 0.92g

BRAKING SYSTEM Power-assisted 4-wheel ventilated disc with Bosch ABS **BRAKING DISTANCE** 60 to 0 in 116 ft.

CURB WEIGHT 3,239 lbs.

POWER-TO-WEIGHT 7.5:1 (curb weight/hp)

WEIGHT DISTRIBUTION 51/49

EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 16/26 manual; 15/25 auto

MAXIMUM HIGHWAY CRUISING RANGE (MANUAL/AUTO) 468/450 miles

GRAND SPORT COUPE

ENGINE LS3 6.2L V8

TYPE 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters with

dry-sump oil system on manual versions

BORE AND STROKE 4.06 x 3.62 **COMPRESSION RATIO** 10.7:1

HORSEPOWER 430 @ 5900 rpm (436 w/dual-mode exhaust)

TORQUE 424 lb.-ft. @ 4600 rpm (428 w/dual-mode exhaust)

REDLINE 6500 rpm **AXLE RATIO** 3.42:1 manual;

2.73:1 automatic **0 TO 60** 3.95 seconds

QUARTER MILE 12.3 seconds @ 117 mph

SKID PAD (MAX. LATERAL ACCELERATION) 1.0g

BRAKING SYSTEM 4-wheel ventilated, cross-drilled cast iron rotors with 6-piston front calipers and 4-piston rear calipers with Bosch ABS **BRAKING DISTANCE** 60 to 0 in 113 ft.

CURB WEIGHT 3,330 lbs.

POWER-TO-WEIGHT 7.7:1 (curb weight/hp)

WEIGHT DISTRIBUTION 51/49 **DRAG COEFFICIENT** 0.34

EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 16/26 manual; 15/25 auto

MAXIMUM HIGHWAY CRUISING RANGE (MANUAL/AUTO) 468/450 miles



GRAND SPORT CONVERTIBLE

ENGINE LS3 6.2L V8 **TYPE** 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters
BORE AND STROKE 4.06 x 3.62 **COMPRESSION RATIO** 10.7:1
HORSEPOWER 430 @ 5900 rpm (436 w/dual-mode exhaust)
TORQUE 424 lb.-ft. @ 4600 rpm (428 w/dual-mode exhaust)
REDLINE 6500 rpm **AXLE RATIO** 3.42:1 manual; 2.73:1 automatic **0 TO 60** 3.95 seconds
QUARTER MILE 12.3 seconds @ 117 mph
SKID PAD (MAX. LATERAL ACCELERATION) 1.0g
BRAKING SYSTEM 4-wheel ventilated, cross-drilled cast iron rotors with 6-piston front calipers and 4-piston rear calipers with Bosch ABS **BRAKING DISTANCE** 60 to 0 in 113 ft.
CURB WEIGHT 3,311 lbs.
POWER-TO-WEIGHT 7.6:1 (curb weight/hp)
WEIGHT DISTRIBUTION 51/49
EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 16/26 manual; 15/25 auto
MAXIMUM HIGHWAY CRUISING RANGE (MANUAL/AUTO) 468/450 miles

Z06

ENGINE LS7 7.0L (427 CID) V8 **TYPE** 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters with dry-sump oil system
BORE AND STROKE 4.125 x 4.0 **COMPRESSION RATIO** 11.0:1
HORSEPOWER 505 @ 6300 rpm
TORQUE 470 lb.-ft. @ 4800 rpm
REDLINE 7000 rpm **AXLE RATIO** 3.42:1
0 TO 60 3.7 seconds **QUARTER MILE** 11.7 seconds @ 125 mph
TOP SPEED 198 mph **NÜRBURGRING LAP TIME** 7:22.7
SKID PAD (MAXIMUM/STANDARD LATERAL ACCELERATION) 1.13g (with Z07)/1.04g
BRAKING SYSTEM 4-wheel ventilated, cross-drilled cast iron rotors with 6-piston front calipers and 4-piston rear calipers with Bosch ABS
BRAKING DISTANCE 60 to 0 in 103 ft. (with Z07)
CURB WEIGHT 3,199 lbs.
POWER-TO-WEIGHT 6.3:1 (curb weight/hp)
WEIGHT DISTRIBUTION 50/50 **DRAG COEFFICIENT** 0.34
EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 15/24 manual
MAXIMUM HIGHWAY CRUISING RANGE (MANUAL) 432 miles

ZR1

ENGINE LS9 6.2L supercharged V8
TYPE 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters with dry-sump oil system
BORE AND STROKE 4.06 x 3.62 **COMPRESSION RATIO** 9.1:1
HORSEPOWER 638 @ 6500 rpm
TORQUE 604 lb.-ft. @ 3800 rpm
REDLINE 6500 rpm **AXLE RATIO** 3.42:1
0 TO 60 3.4 seconds **QUARTER MILE** 11.3 seconds @ 131 mph
TOP SPEED 205 mph **NÜRBURGRING LAP TIME** 7:19.6
SKID PAD (MAXIMUM/STANDARD LATERAL ACCELERATION) 1.13g (with PDE)/1.05g
BRAKING SYSTEM Brembo® 4-wheel ventilated, cross-drilled carbon ceramic matrix rotors with 6-piston front calipers and 4-piston rear calipers with Bosch ABS
BRAKING DISTANCE 60 to 0 in 103 ft. (with PDE)
CURB WEIGHT 3,353 lbs.
POWER-TO-WEIGHT 5.2:1 (curb weight/hp)
WEIGHT DISTRIBUTION 51/49 **DRAG COEFFICIENT** 0.35
EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 14/21 manual
MAXIMUM HIGHWAY CRUISING RANGE (MANUAL) 378 miles



STANDARD AND INCREMENTAL EQUIPMENT

COUPE/CONVERTIBLE/GRAND SPORT

ILT
6.2-liter LS3 V8 engine, 430 horsepower
6-speed manual transmission with launch control
Active Handling System; traction control; ABS and cruise control
Larger cross-drilled brake rotors with six-piston front and four-piston rear calipers (Grand Sport)
Auto-dimming mirrors and compass
Dual power-adjustable heated sport mirrors
Xenon high-intensity discharge headlamps, automatic headlamps and foglamps
Air bags: ¹ Frontal & side-impact, driver & front passenger with Passenger Sensing System
Dual-zone automatic climate control and cabin air filtrations
Floor mats
OnStar ² with Directions & Connections for six months
Keyless Access with Push-Button Start
Leather seating surfaces
Six-way power driver and passenger seats
Tilt steering wheel with steering wheel-mounted audio controls
AM/FM stereo with CD player/MP3 playback, SiriusXM Radio ³ with three-month trial, seven speakers, automatic volume, Radio Data System (RDS), ⁴ TheftLock and auxiliary audio input jack
Tire Pressure Monitoring System and run-flat tires
Variable-ratio power steering
2LT
<i>In addition to or replacing 1LT features, 2LT includes:</i>
Bluetooth® wireless technology for select phones with steering wheel-mounted controls ⁵
Head-Up Display
Bose® Premium Audio, nine-speaker system
SiriusXM Radio ³ with twelve-month subscription
Navigation Radio: ⁶ voice recognition, 6.5” diagonal LCD color display and USB port ⁷
3LT
<i>In addition to or replacing 2LT features, 3LT includes:</i>
Sport seats: Lumbar/wing adjust, perforated leather
Power top (convertible)
Luggage shade (coupe) and cargo net
Power-telescoping steering column
Heated seats
Universal Home Remote transmitter
Memory Package
4LT
<i>In addition to or replacing 3LT features, 4LT includes:</i>
Custom Leather-Wrapped Interior Package with sueded microfiber seat inserts, two-tone leather seating surfaces, embroidered head restraints; leather-wrapped instrument panel upper, door panel uppers and console cover (all with contrasting stitching), and a special gunmetal pattern console trim plate

Z06

ILZ
7.0-liter LS7 V8 engine, 505 horsepower
6-speed manual transmission with launch control
Carbon-fiber front fenders and aluminum frame with fixed-roof structure
Active Handling System; traction control; ABS and cruise control
Larger cross-drilled brake rotors with six-piston front and four-piston rear calipers
Auto-dimming mirrors and compass
Dual power-adjustable heated sport mirrors
Xenon high-intensity discharge headlamps, automatic headlamps and foglamps
Air bags: ¹ Frontal & side-impact, driver & front passenger with Passenger Sensing System
Dual-zone automatic climate control and cabin air filtrations
Floor mats
OnStar ² with Directions & Connections for six months
Keyless Access with Push-Button Start
Leather seating surfaces
Six-way power driver and passenger seats
Tilt steering wheel with steering wheel-mounted audio controls
AM/FM stereo with CD player/MP3 playback, SiriusXM Radio ³ with three-month trial, seven speakers, automatic volume, Radio Data System (RDS), ⁴ TheftLock and auxiliary audio input jack
Tire Pressure Monitoring System and run-flat tires
Head-Up Display
Variable-ratio power steering
2LZ
<i>In addition to or replacing 1LZ features, 2LZ includes:</i>
Bluetooth wireless technology for select phones with steering wheel-mounted controls ⁵
Bose Premium Audio, nine-speaker system
SiriusXM Radio ³ with twelve-month subscription
Navigation Radio: ⁶ voice recognition, 6.5” diagonal LCD color display and USB port ⁷
Luggage shade and cargo net
Power-telescoping steering column
Heated seats
Universal Home Remote transmitter
Memory Package
3LZ
<i>In addition to or replacing 2LZ features, 3LZ includes:</i>
Custom Leather-Wrapped Interior Package with sueded microfiber seat inserts, two-tone leather seating surfaces, embroidered head restraints; leather-wrapped instrument panel upper, door panel uppers and console cover (all with contrasting stitching), and a special gunmetal pattern console trim plate
Sport seats: Lumbar/wing adjust, perforated leather

ZRI

IZR
6.2-liter LS9 supercharged V8 engine, 638 horsepower
6-speed manual transmission with launch control
Carbon-fiber front fenders and aluminum frame with fixed-roof structure
Visible carbon-fiber roof, roof bow, rocker extensions and front air splitter, and carbon-fiber domed hood with window to supercharged engine
Active Handling System; traction control; ABS and cruise control
Brembo® Carbon Ceramic Brakes
Auto-dimming mirrors and compass
Dual power-adjustable heated sport mirrors
Xenon high-intensity discharge headlamps, automatic headlamps and foglamps
Air bags: ¹ Frontal & side-impact, driver & front passenger with Passenger Sensing System
Dual-zone automatic climate control and cabin air filtrations
Floor mats
OnStar ² with Directions & Connections for six months
Keyless Access with Push-Button Start
Leather seating surfaces
Six-way power driver and passenger seats
Tilt steering wheel with steering wheel-mounted audio controls
AM/FM stereo with CD player/MP3 playback, SiriusXM Radio ³ with three-month trial, seven speakers, automatic volume, Radio Data System (RDS), ⁴ TheftLock and auxiliary audio input jack
Tire Pressure Monitoring System and run-flat tires
Head-Up Display
Magnetic Selective Ride Control and Performance Traction Management
Variable-ratio power steering
3ZR
<i>In addition to or replacing 1ZR features, 3ZR includes:</i>
Bluetooth wireless technology for select phones with steering wheel-mounted controls ⁵
Power-telescoping steering column
Bose Premium Audio, nine-speaker system
Luggage shade and cargo net
SiriusXM Radio ³ with twelve-month subscription
Navigation Radio: ⁶ voice recognition, 6.5” diagonal LCD color display and USB port ⁷
Sport seats: Lumbar/wing adjust, perforated leather
Heated seats
Universal Home Remote transmitter
Custom Leather-Wrapped Interior Package with sueded microfiber seat inserts, two-tone leather seating surfaces, embroidered head restraints; leather-wrapped instrument panel upper, door panel uppers and console cover (all with contrasting stitching), and a special gunmetal pattern console trim plate
Memory Package

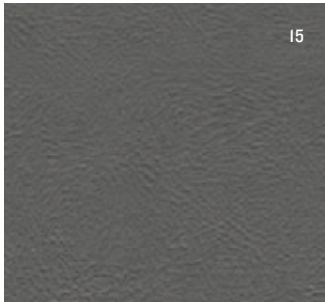
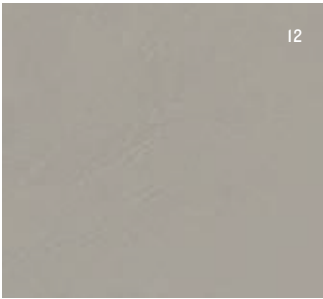
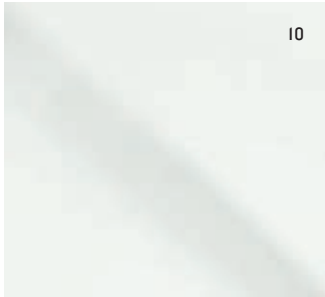
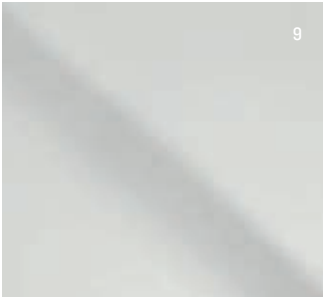
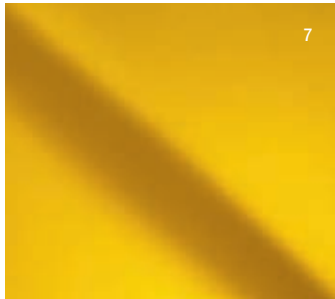
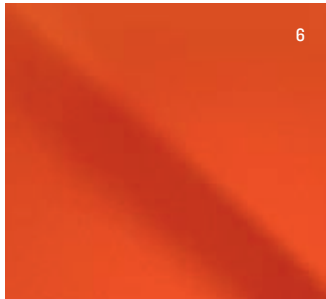
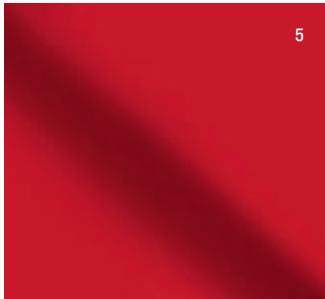
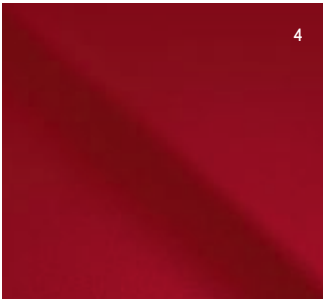
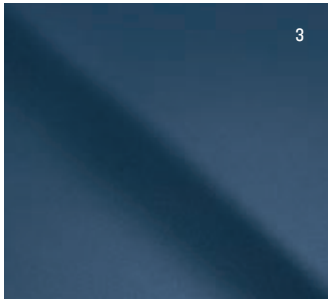
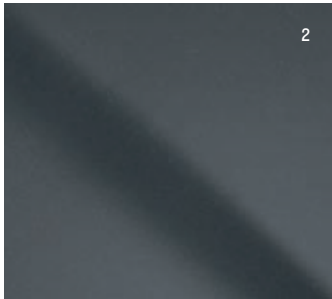
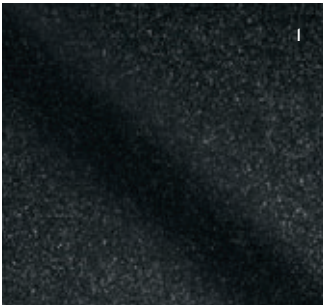
¹ Always use safety belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner’s Manual for more safety information. ² Visit onstar.com for details and system limitations. Services vary by model and conditions. ³ Requires a subscription sold separately by SiriusXM after trial period. Available in the 48 contiguous United States and Washington, D.C. Visit siriusxm.com for details. ⁴ RDS functions only where stations broadcast RDS information. ⁵ Go to gm.com/bluetooth to find out which phones are compatible with the vehicle. ⁶ Map coverage excludes Puerto Rico, the Virgin Islands and portions of Canada. ⁷ Not compatible with all devices. ⁸ These tires are designed for ultimate dry warm weather performance and have reduced tread wear rating. Refer to Tires paragraph in the Important Information section for more details. ⁹ Requires available CFZ Carbon-Fiber Package and F55 Magnetic Selective Ride Control. ¹⁰ Available on Grand Sport only. ¹¹ Not available on convertible. ¹² Requires available larger cross-drilled brake rotors for coupe and convertible. ¹³ Requires available Z07 Ultimate Performance Package for Z06. ¹⁴ Also includes Goodyear® Eagle® F1 Supercar GEN2 tires on Grand Sport models when ordered with 6-speed manual transmission. ¹⁵ Requires available Magnetic Selective Ride Control. ¹⁶ Chevrolet Centennial Special Edition only. ¹⁷ Interim availability. ¹⁸ Extra-cost color.

AVAILABLE OPTIONS

■ STANDARD □ AVAILABLE – NOT AVAILABLE									
	COUPE/CONVERTIBLE/ GRAND SPORT				Z06			ZRI	
	1LT	2LT	3LT	4LT	1LZ	2LZ	3LZ	1ZR	3ZR
Chevrolet Centennial Special Edition: Black Carbon Flash Metallic paint, Centennial black wheels, red brake calipers, black exterior stripes, specific exterior and interior badging, sueded microfiber seat inserts, sueded microfiber-wrapped steering wheel and shifter, red custom stitching, and Magnetic Selective Ride Control	–	–	□	□	–	–	□	–	□
Z07 Ultimate Performance Package for Z06: Brembo carbon ceramic brakes, lightweight black cup wheels, Michelin® Pilot® Sport PS Cup Tires, ^{TM8} Magnetic Selective Ride Control and enhanced cooling and black full-width spoiler	–	–	–	–	□ ⁹	□ ⁹	□ ⁹	–	–
PDE ZR1 High Performance Package: Lightweight black cup wheels, Michelin Pilot PS Cup Tires ⁸ 6-speed close-ratio transmission and black full-width spoiler	–	–	–	–	–	–	–	□	□
Grand Sport Heritage Package: Hash-mark stripe fender graphics and two-tone leather seats with head restraint embroidery	–	□ ¹⁰	□ ¹⁰	□ ¹⁰	–	–	–	–	–
Roof Panel: Transparent ¹¹	□	□	□	□	–	–	–	–	–
Roof Package: Body-color roof panel and transparent roof panel ¹¹	□	□	□	□	–	–	–	–	–
CFZ Carbon Fiber Package: Black painted carbon-fiber roof, rockers and splitter, and body-color ZR1-style spoiler	–	–	–	–	□	□	□	–	–
Carbon-fiber hood	–	–	–	–	□	□	□	■	■
Black Grand Sport fender badging	□ ¹⁰	□ ¹⁰	□ ¹⁰	□ ¹⁰	–	–	–	–	–
Custom Brake Caliper Colors: Available in Red, Gray, Silver, Yellow	□ ¹²	□ ¹²	□ ¹²	□ ¹²	□	□	□	□	□
Larger cross-drilled brake rotors for coupe and convertible	–	□	□	□	–	–	–	–	–
Brembo Carbon Ceramic Brakes	–	–	–	–	□ ¹³	□ ¹³	□ ¹³	■	■
Dual-mode performance exhaust	□	□	□	□	■	■	■	■	■
Magnetic Selective Ride Control with Tour and Sport modes; includes larger cross-drilled brake rotors on coupe and convertible	□ ¹⁴	□ ¹⁴	□ ¹⁴	□ ¹⁴	□	□	□	■	■
Magnetic Selective Ride Control with Tour and Sport modes; includes PTM, cup wheels and Michelin PS2 tires on Z06	–	–	–	–	□	□	□	■	■
Performance Traction Management	–	–	–	–	□ ¹⁵	□ ¹⁵	□ ¹⁵	■	■
Six-speed Paddle Shift Automatic Transmission	□	□	□	□	–	–	–	–	–
Battery Protection Package	□	□	□	□	□	□	□	□	□
Head restraints: Embroidered with crossed-flags design	–	□	□	■	–	–	–	–	–
Two-tone seats with crossed-flags embroidery (except Ebony 4LT)	–	□	□	■	–	–	–	–	–
Custom leather stitching in red, yellow and blue	–	–	–	□	–	–	□	–	□
Corvette Engine Build Experience	–	–	–	–	□	□	□	□	□
Museum Delivery	□	□	□	□	□	□	□	□	□
Wheels: 5-spoke aluminum for coupe and convertible 18" x 8.5" front; 19" x 10" rear available in silver-painted standard; Chrome, Machined-finish and Competition Gray available	■	■	■	■	–	–	–	–	–
Wheels: 5-spoke aluminum wheel for Grand Sport 18" x 9.5" front; 19" x 12" rear available in silver-painted standard; Chrome and Competition Gray available	■	■	■	■	–	–	–	–	–
Wheels: 10-spoke spider aluminum wheel 18" x 9.5" front; 19" x 12" rear available in silver-painted standard; Chrome and Competition Gray available	–	–	–	–	■	■	■	–	–
Wheels: 20-spoke aluminum wheel 19" x 10" front; 20" x 12" rear available in silver-painted standard; Chrome and Competition Gray available	–	–	–	–	–	–	–	■	■
Wheels: Lightweight Cup 19" x 10" front; 20" x 12" rear available in black finish standard; and machined finish available	–	–	–	–	□	□	□	□	□

RECOMMENDED COLOR COMBINATIONS

COUPE/CONVERTIBLE/GRAND SPORT (1LT, 2LT, 3LT)				
INTERIOR COLORS (SOLID OR TWO-TONE)				
CONVERTIBLE TOP COLORS: ■ BLACK ■ BEIGE ■ GRAY ■ BLUE				
EXTERIOR COLORS	EBONY	CASHMERE-COLOR	TITANIUM GRAY	RED
Carbon Flash Metallic ¹⁶	■	–	–	–
Cyber Gray Metallic ¹⁷	■ ■ ■	■ ■ ■	■ ■ ■	■
Supersonic Blue Metallic ¹⁸	■ ■ ■	■ ■ ■	■ ■ ■	–
Crystal Red Tintcoat ^{17,18}	■	■ ■	■	■
Torch Red	■ ■	■ ■	■ ■	■
Inferno Orange Metallic ¹⁸	■	■ ■	■ ■	–
Velocity Yellow Tintcoat ¹⁸	■	■ ■	■	–
Carlisle Blue Metallic	■ ■ ■	■ ■ ■	■ ■ ■	–
Blade Silver Metallic	■ ■ ■	■ ■ ■	■ ■ ■	■
Arctic White	■ ■ ■ ■	■ ■ ■	■ ■ ■	■
Z06 (1LZ, 2LZ); ZRI (1ZR)				
INTERIOR COLORS				
EXTERIOR COLORS	EBONY WITH RED ACCENTS	EBONY	EBONY WITH CASHMERE-COLOR ACCENTS	EBONY WITH TITANIUM-COLOR ACCENTS
Carbon Flash Metallic ¹⁶	–	■	–	–
Cyber Gray Metallic ¹⁷	■	■	■	■
Supersonic Blue Metallic ¹⁸	■	■	■	■
Crystal Red Tintcoat ^{17,18}	■	■	■	■
Torch Red	■	■	■	■
Inferno Orange Metallic ¹⁸	–	■	■	■
Velocity Yellow Tintcoat ¹⁸	–	■	■	■
Carlisle Blue Metallic	■	■	■	■
Blade Silver Metallic	■	■	■	■
Arctic White	■	■	■	■
COUPE/CONVERTIBLE/GRAND SPORT (4LT); Z06 (3LZ); ZRI (3ZR)				
INTERIOR COLORS (CUSTOM LEATHER-WRAPPED)				
4LT CONVERTIBLE TOP COLORS: ■ BLACK ■ BEIGE ■ GRAY ■ BLUE				
EXTERIOR COLORS	SOLID EBONY	CASHMERE-COLOR/ EBONY	DARK TITANIUM-COLOR/ EBONY	
Carbon Flash Metallic ¹⁶	■	–	–	
Cyber Gray Metallic ¹⁷	■ ■ ■	■ ■ ■	■ ■ ■	
Supersonic Blue Metallic ¹⁸	■ ■ ■	■ ■ ■	■ ■ ■	
Crystal Red Tintcoat ^{17,18}	■	■ ■	■	
Torch Red	■ ■	■ ■	■ ■	
Inferno Orange Metallic ¹⁸	■	■ ■	■ ■	
Velocity Yellow Tintcoat ¹⁸	■	■ ■	■	
Carlisle Blue Metallic	■ ■ ■	■ ■ ■	■ ■ ■	
Blade Silver Metallic	■ ■ ■	■ ■ ■	■ ■ ■	
Arctic White	■ ■ ■ ■	■ ■ ■	■ ■ ■	



EXTERIOR PAINT

- 1 Carbon Flash Metallic¹
- 2 Cyber Gray Metallic²
- 3 Supersonic Blue Metallic³
- 4 Crystal Red Tintcoat^{2,3}
- 5 Torch Red
- 6 Inferno Orange Metallic³
- 7 Velocity Yellow Tintcoat³
- 8 Carlisle Blue Metallic
- 9 Blade Silver Metallic
- 10 Arctic White

INTERIOR APPOINTMENTS

- 11 Ebony Leather
- 12 Titanium Gray Leather
- 13 Cashmere-Color Leather
- 14 Red Leather
- 15 Dark Titanium-Color Leather

CONVERTIBLE TOPS

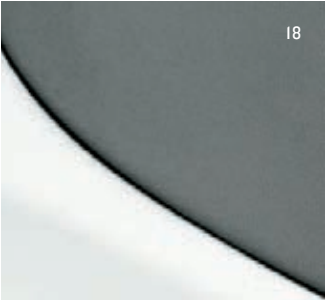
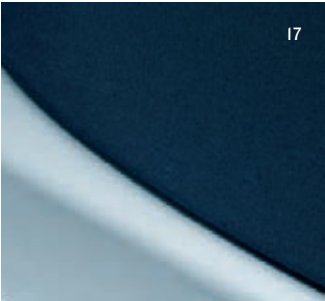
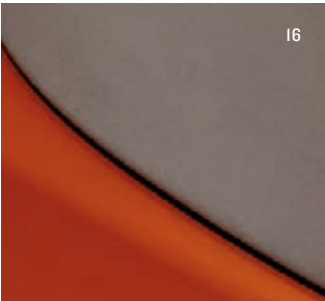
- 16 Beige
- 17 Blue
- 18 Gray
- Black^{4,5}

STITCHING

- 19 Yellow
- Red⁴
- Blue⁴

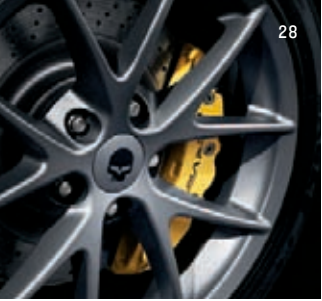
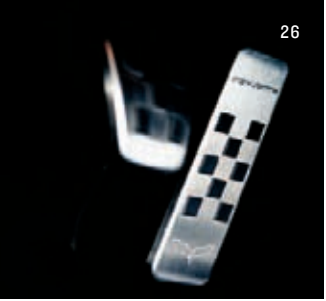
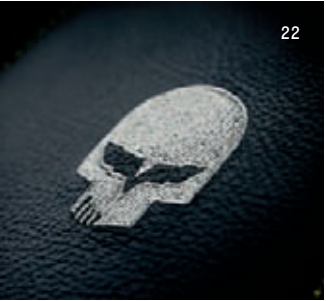
HEADLAMP SURROUNDS

- 20 Black
- Blade Silver Metallic⁴
- Cyber Gray Metallic⁴



CONCEPT JAKE GRAND SPORT COUPE YELLOW BRAKE CALIPERS COMPETITION GRAY WHEELS
 FULL-WIDTH SPOILER GT1 CHAMPIONSHIP EDITION JAKE HOOD DECAL WINDSHIELD DECAL

THE DRIVE AND DETERMINATION OF THE CORVETTE RACING PROGRAM HAS MORPHED INTO SOMETHING OF AN ICON. “JAKE,” THE TEAM MASCOT, FIRST APPEARED ON TEAM HELMETS AND CARS, AND WAS THE INSPIRATION BEHIND A CONCEPT CAR THAT DEBUTED AT THE 2011 SEMA SHOW. NOW ENTHUSIASTS HAVE THE OPPORTUNITY TO BRING JAKE ALONG WITH SEVERAL NEW GENUINE CORVETTE ACCESSORIES. OF COURSE, JAKE ISN’T THE ONLY WAY TO PERSONALIZE. DEALER-INSTALLED ACCESSORIES ARE AVAILABLE TO HELP GIVE YOUR CORVETTE THAT FINISHING TOUCH. 21 GT1 CHAMPIONSHIP EDITION JAKE HOOD DECAL 22 JAKE CONSOLE COVER 23 TECH PATTERN ENGINE COVER 24 JAKE UNDERHOOD LINER 25 JAKE FLOOR MATS 26 STAINLESS STEEL PEDAL COVERS 27 ACCESSORY SHIFT KNOB AND BOOT WITH YELLOW STITCHING 28 JAKE WHEEL CENTER CAP LOGO



1 Chevrolet Centennial Special Edition only. 2 Interim availability. 3 Extra-cost color. 4 Also available, but not pictured. 5 Required for Chevrolet Centennial Special Edition.
 See dealer for recommended color combinations. Extra-cost customized color combinations available.





WHEELS | Five-spoke aluminum wheel for Grand Sport Coupe and Convertible, shown in Silver finish; also available in Chrome and Competition Gray. **2** Black Cup wheel for Z06 with Z07 and ZR1 with PDE Package; also available in machined finish. **3** 20-spoke aluminum wheel for ZR1 shown in available Chrome; also available in Silver finish and Competition Gray. **4** Cup wheel in black with red stripe; included with Z06 and ZR1 with Chevrolet Centennial Special Edition. **5** Five-spoke aluminum wheel for Grand Sport Coupe and Convertible, shown in Competition Gray; also available in Silver finish and Chrome. **6** Machined-finish Cup wheel available on Z06 with Magnetic Selective Ride Control, Z06 with Z07 Package, ZR1 with PDE Package, Z06 and ZR1 Chevrolet Centennial Special Edition. **7** Five-spoke aluminum wheel for coupe and convertible shown in machined finish; also available in Silver finish, Chrome and Competition Gray. **COLOR CALIPERS**[†] **8** Larger cross-drilled brake rotors with silver calipers. **9** Larger cross-drilled brake rotors with gray calipers. **10** Brembo® carbon ceramic brakes with red calipers. **11** Brembo carbon ceramic brakes with yellow calipers. **12** Brembo carbon ceramic brakes with blue calipers (ZR1 only). [†] Requires available larger cross-drilled brake rotors on coupe and convertible. Brembo carbon ceramic brakes available on Z06 with Z07 Package and ZR1.





Z06

BLADE SILVER METALLIC

AVAILABLE CFZ CARBON FIBER PACKAGE

AVAILABLE MAGNETIC SELECTIVE RIDE CONTROL

AVAILABLE YELLOW CALIPERS

AVAILABLE CUP WHEELS WITH MACHINED FINISH

IMPORTANT INFORMATION

100,000-MILE/5-YEAR TRANSFERABLE POWERTRAIN LIMITED WARRANTY. Every 2012 Chevy passenger car, light-duty truck, SUV and crossover comes with a 100,000-mile/5-year (whichever comes first) transferable Powertrain Limited Warranty. Plus, you get 100,000 miles/5 years (whichever comes first) of the 24/7 Roadside Assistance Program, the Courtesy Transportation Program, and much more. See dealer for details.

NEW VEHICLE LIMITED WARRANTY. GM vehicles registered in the U.S.A. are covered for 36,000 miles/3 years (whichever comes first). The complete vehicle is covered, including tires, towing to your nearest Chevrolet dealership and cosmetic corrosion resulting from defects. Repairs will be made to correct any vehicle defect, and most warranty repairs will be made at no charge. In addition, rust-through corrosion will be covered for 100,000 miles/6 years (whichever comes first). See dealer for details.

AN IMPORTANT NOTE ABOUT ALTERATIONS AND WARRANTIES. Installations or alterations to the original GM-equipped vehicle (or chassis) are not covered by the General Motors New Vehicle Limited Warranty. The special body company, assembler, equipment installer or upfitter is solely responsible for warranties on the body or equipment and any alterations (or any effect of the alterations) to any of the parts, components, systems or assemblies installed by GM. General Motors is not responsible for the safety or quality of design features, materials or workmanship of any alterations by such suppliers.

ENGINES. Chevrolet products are equipped with engines produced by GM Powertrain or other suppliers to GM worldwide. The engines in Chevrolet products may also be used in other GM makes and models.

ASSEMBLY. Chevrolet vehicles and their components are assembled or produced by different operating units of General Motors, its subsidiaries or suppliers to GM worldwide. We sometimes find it necessary to produce Chevrolet vehicles with different or differently sourced components than originally scheduled. Since some options may be unavailable when your vehicle is assembled, we suggest you verify that your vehicle includes the equipment you ordered and that, if there were changes, they are acceptable to you.

TIRES. Corvette is equipped with run-flat Goodyear or Michelin ZP™ tires that eliminate the need for a spare. The tire design enables safe function during and after loss of pressure for some distance at a moderate speed. The shorter the distance that you drive with loss of pressure, the better the chance that the tire can be repaired. As soon as possible, contact Roadside Assistance for the nearest authorized GM or run-flat tire servicing facility and have the tire inspected. See Section 5 of your Owner's Manual. Corvette tires tend to wear faster and are more susceptible to damage from road hazards or curb impact than standard profile tires. This type of damage is not covered by the GM New Vehicle Limited Warranty.

ONSTAR. OnStar services require vehicle electrical system (including battery), wireless service and GPS satellite signals to be available and operating for features to function properly. OnStar acts as a link to existing emergency service providers. Subscription Service Agreement required. Call 1-888-4ONSTAR (1-888-466-7827) or visit onstar.com for OnStar Terms and Conditions, Privacy Policy, details and system limitations.

A NOTE ON CHILD SAFETY. Always use safety belts and the correct restraint for your child's age and size. Even in vehicles equipped with the Passenger Sensing System, children are safer when properly secured in a rear seat in the appropriate infant, child or booster seat. Never place a rear-facing infant restraint in the front seat of any vehicle equipped with a passenger air bag. See the Owner's Manual and child safety seat instructions for more safety information.

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