



Corvette Coupe

Corvette Convertible

Corvette Z06





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Sensual and sensational standing still, mind-expanding in motion: the sixth-generation Corvette.

The most powerful production version ever. Sinuous, athletic, lean and sleek. Designed and built to confidently compete against the worlds finest sports cars. Take a good look and imagine yourself letting loose the power of evolution.

Then cast an eye over the following pages and ask yourself, why just imagine it?





DISTINCTIVE

COUPE. One look at the sixth-generation Corvette and you immediately notice one of the most obvious design changes – the Corvette looks back at you. For the first time since 1962 a Corvette features exposed headlamps that integrate seamlessly into the design. With a drag coefficient of only 0.286 cW it is also the most aerodynamically efficient Corvette ever. All in a body style that cuts a tight, taut profile demonstrating power, passion and precision. Naturally, these beautiful forms also have a very logical function. The new dimensions make the car more agile, with upgrades in handling, acceleration and braking. It offers a new standard of performance car excellence that combines sportiness and comfort in a very unique way. To give the ride in the Corvette a special open-air touch it comes with a one-piece removable top. It is available in body colour or transparent glass and can be easily stowed away in the trunk.

The sixth-generation Corvette – very distinctive.





RJP 263

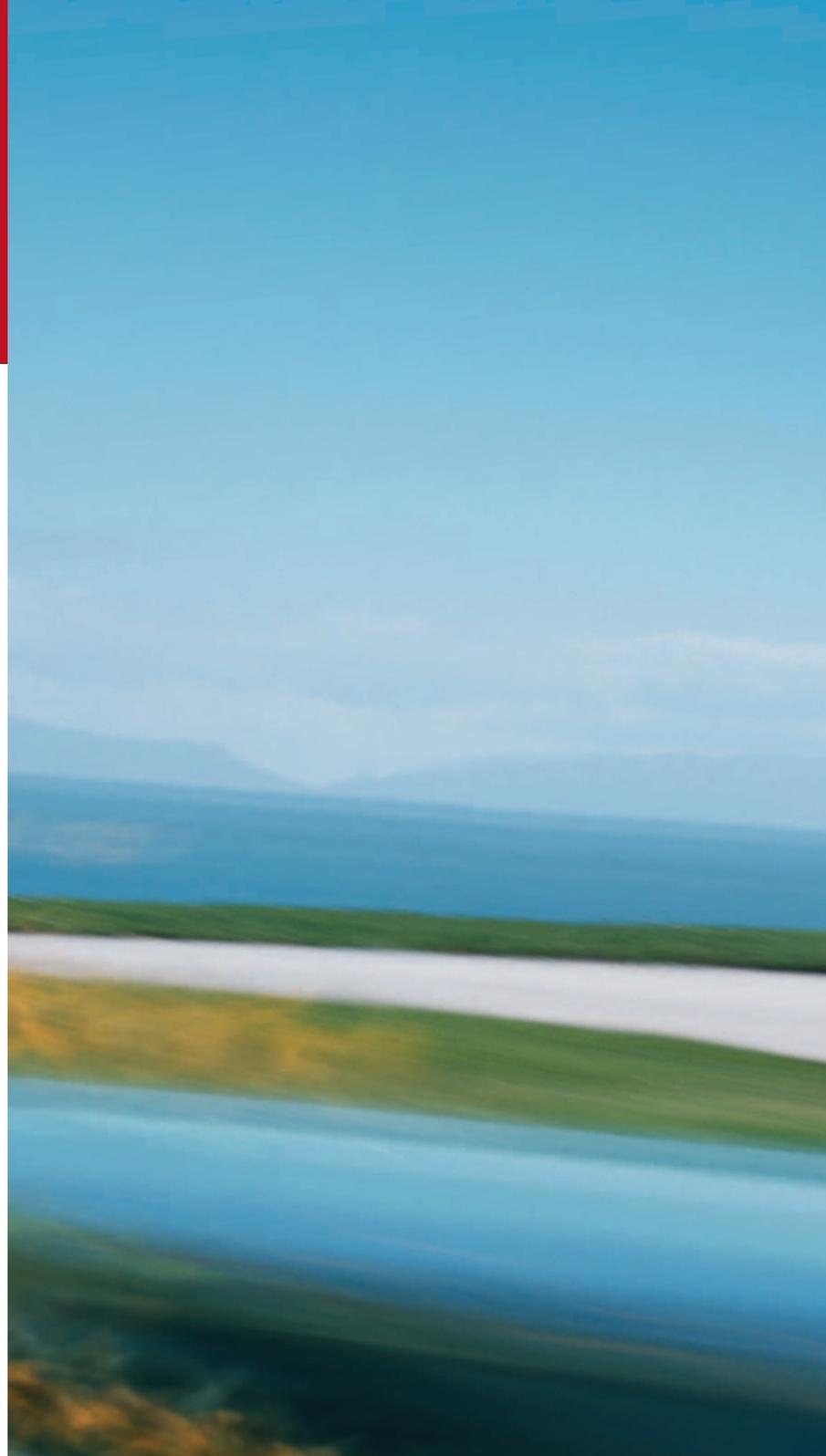
CORVETTE





REFINED

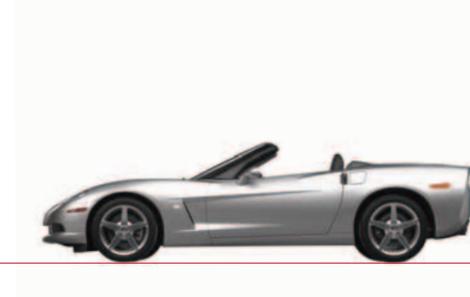
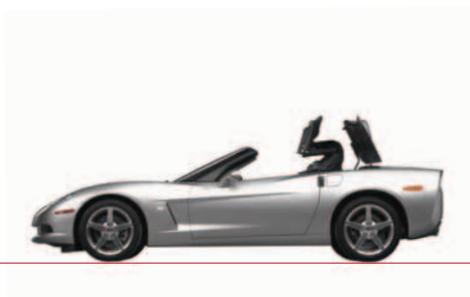
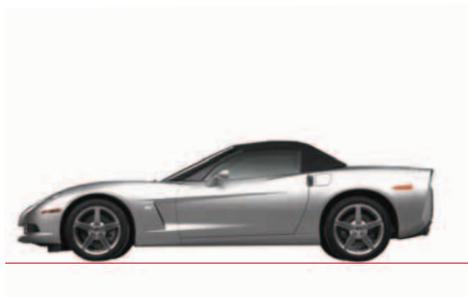
CONVERTIBLE. In 1953 the Corvette was born as a convertible. Some say that the art of real sports car motoring starts with driving a convertible. We wouldn't go that far, but everything needed to add serious performance to the fun of driving a convertible has been added. Designed from the beginning as an open car, there's no compromise in ride, handling and performance. Elegance and style combined with thoughtfully refined technology. Clear, noble design cues that speak of confidence and inner strength. That is how it was constructed. You will notice these things and enjoy them!







The fun of driving a convertible starts by opening the top – at least that’s how it is supposed to be. That’s why great attention was paid to every detail of aerodynamics and utility. The top is light and easily released by a single interior top latch. Then it electrically and efficiently folds away. Everything is well prepared for a perfect day on the open road with the roof down and the wind in your hair. And for the occasions when the weather forces your convertible to be “temporarily closed”, it is equipped with a large rear glass window for improved visibility.





COMPETITIVE

V8 ENGINE. Need we say more about the Corvette's engine? And then again, would you expect less than perfection from the successful Corvette formula? Here are the facts: 16-valve V8, 6.0-litre, 297 kW/404 hp, a top speed of 300 km/h, 0 to 100 km/h in 4.3 seconds. All this at a nearly ideal power-to-weight ratio and a curb weight of 1461 kg for the Coupe. Electronic Throttle Control provides smooth linear acceleration. The power curve provides more bottom-end torque. Precision gears ensure a clean transfer of this massive power and torque, through all six gears. This short-throw six-speed combined with a light clutch makes for faster gear changes, all by a flick of a wrist. Alternatively the new six-speed automatic transmission has paddle shifts fitted to the three-spoke steering wheel. The Corvette engineers went on a technological journey of discovery – the result: breathtaking performance and impressive levels of handling combined with one of the most comfortable rides ever in a Corvette.

Choose from two high performance transmission options:

1. The Tremec six-speed manual gearbox included in the Corvette's Performance Package (standard) has aggressive acceleration characteristics. Improved shifting, new synchronizers that reduce travel by 10 percent and a shifter knob that is an inch shorter, work together for greatly improved driver operation.
2. The all new optional six-speed automatic transmission is controlled by shift paddles mounted on the steering wheel. The 'S' or 'D' allows normal automatic operation without using the paddles. In the 'S' mode, the paddles allow you to upshift or downshift when you want, for spirited driving or maximum performance. Furthermore the 'S' mode offers a firmer shift pattern with more dynamic calibrations to provide a more engaging shift performance.







INTERIOR. The passion of the new styling of the Corvette is just as evident in the interior: The lowered cowl and contoured sport leather seats enhance the driving position and feature inflatable lumbar support, shoulder safety belts, safety armrests, integral head restraints and folding seat locks (inertia type). Sophisticated materials, richer and softer, impressive detailing which includes anodized aluminium accents in key functional areas. Intelligent details are extra thick side window glass for a quieter highway ride and cool-ray glass for all windows to keep the interior cool by filtering out heat-producing solar rays. Air conditioning with electronic dual zone climate control is standard on the Corvette, but if you prefer it the natural way just take off the one-piece removable top of the Coupe (available in body colour or transparent glass).



Six-way power adjustments are provided for driver and passenger. Small compressors inflate pneumatically controlled air bladders in the seatbacks and bolsters to provide lumbar and lateral support. Available heated seats provide new levels of comfort for cold-weather driving or for spring and fall top-down drives.





CORVETTE

13:42

20°C 23





PRECISE

CONTROL CENTRE. No key is needed to unlock and start the Corvette. The personal key fob unlocks the doors and allows the Corvette to be started with a push button. Even inside there are no real door handles, again the push of a button is enough to open the doors of your Corvette. But for now grab the gear stick and off you go. Once on the road a state-of-the-art head-up display allows the driver to view all relevant information including a real time G-force-meter that displays lateral acceleration while looking directly at the road ahead. Precise analogue instruments with white LED illumination give a clear and even light.



The personalized Driver Information Centre provides operating temperatures, tyre pressure and much more. You can be guided to your destination by an optional DVD voice-activated navigation system with a large 6.5" touch screen that also features useful roadside information such as petrol stations and restaurants.

Also available is a 7-speaker Bose® sound system which provides concert hall quality whatever your speed; thanks to speed-compensated volume, Automatic Tone Control and a 6-CD changer.









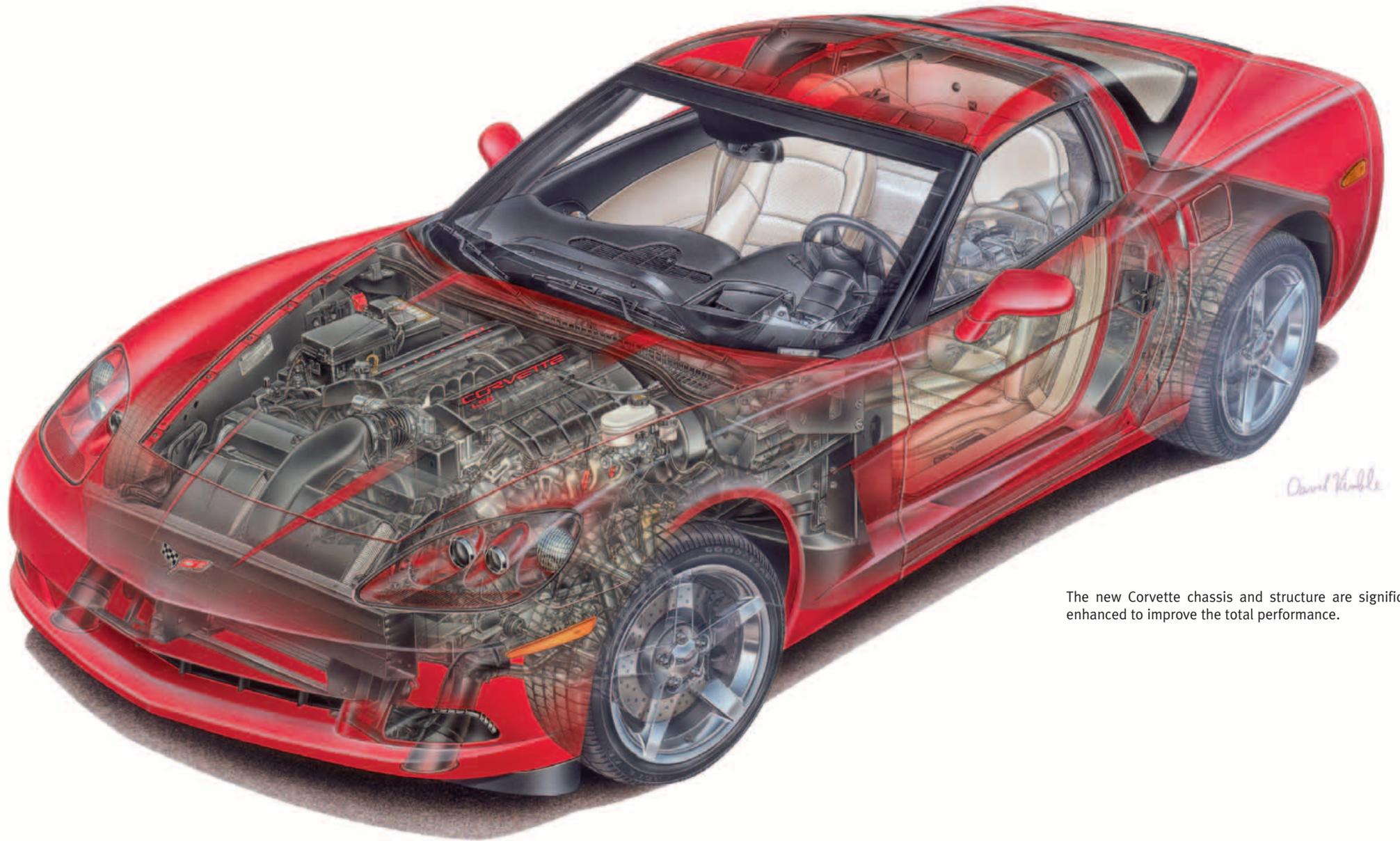
PERFORMANCE

IMPROVED BODY STRUCTURE. Feel, refinement and quietness are the keywords to describe the new Corvette. Improvements in ride and handling include: improved chassis and suspension geometry, advanced compounds in the tyres, new directional control arm bushings, less noise transmitted from the road, and increased caster angle. The result is a Corvette that has more ‘kick’ even at higher handling levels, and yet is easier to drive with more body control and better traction and stability when cornering. There are two suspension choices that allow you to choose the setup that best suits your driving habits:

The standard Performance Package is tuned for precise handling with superior lateral acceleration and excellent traction and stability. It provides optimum track performance capability while still providing a well-controlled and comfortable ride.

The optional Magnetic Selective Ride Control suspension is the world’s fastest reacting suspension, replacing mechanical valves with nearly instantaneous reactions of magneto-rheological fluid. The system also allows you to choose between a ‘Tour’ and a ‘Sport’ setting.

Adjustments have also been made to improve your personal safety, reaching from the basic necessities like ABS, frontal and side airbags, crumple zones and a strong chassis structure, it also includes state-of-the-art systems like Active Handling. This system is an electronic symphony of Traction Control and antilock brakes, working through microcomputers, accelerometers and sensors.



David Koble

The new Corvette chassis and structure are significantly enhanced to improve the total performance.



SUPERLATIVE

Z06. To understand the new Z06 it's important to know where it comes from. Corvette Racing was started in the 50's by the legendary driver & engineer Zora Duntov to make Corvette a leading light in racing. And how that light has shone.

Raced by privateers the Corvette notched up success after success over the next four decades. In 1999 GM formed an official Corvette Racing Team whose reputation around the world soon became legendary. Since then all the developments for racing have been shared with production cars, which means, all that's learned on the track improves the Corvettes on the road.

“The Corvette C6.R is the best sports car we've ever built and it has been our privilege to develop it alongside the new Corvette Z06.” – GM Racing director.

The development work for the C6.R racing programme has translated directly into creating the Z06 Corvette. Not surprisingly it is the most powerful 'production' car from GM to date.



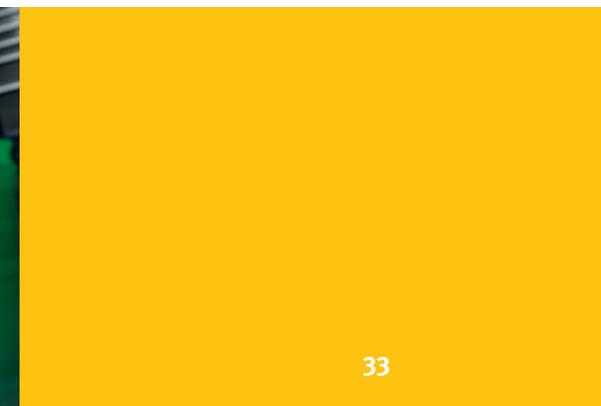




The Z06 has an all-aluminium body; making it robust yet incredibly light. It weighs just 1,418 kg with perfect weight distribution. Carbon-fibre, sandwiched balsa wood and magnesium have also been used to minimize weight and maximize performance. Every gram saved increases the power to weight ratio of this magnificent performance machine.

The features that differentiate the Z06 from other Corvette models and make it more like the racing C6.R model are the distinctive widened carbon-fibre wheel arches and a larger intake on the front spoiler to accommodate the car's need for more cool air. Aerodynamically there are 'Gurney lips' leading the wheel arches and an air splitter along the bottom to provide downforce. The Z06 only comes with a hard roof to maximize rigidity and aerodynamics and to keep down weight. The enormous bright red calipers bring an excellent level of stopping capability with the Z06.

"It combines the strong attributes of the new, sixth-generation Corvette with the spirit, technology and know-how from the race programme to form an American supercar with outstanding credentials." – Corvette's chief engineer.



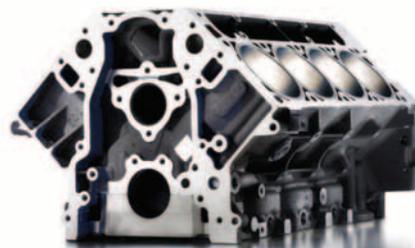


The 7.0-litre all-aluminium small block engine is the heart of the Z06, hand-built at the GM Powertrain Performance centre; it is based on the same small block as the C6.R. Adorned with the most advanced technical features which were uniquely developed for endurance racing; such as titanium connecting rods & valve springs, steel cylinder liners, sodium filled exhaust valves and a special pressurized oil system to maintain lubrication and cooling in a car that can pull more than 1G. With an abundance of C6.R racing technology it's no wonder it has exceptional performance figures:

- **0–100 km/h in 3.9 seconds / Redline at 7,000 min⁻¹**
- **320 km/h (190 mph) top speed**
- **377 kW (512 DIN-hp) at 6,300 min⁻¹**
- **637 Nm of torque at 4,800 min⁻¹**

The Z06 is a car of formidable poise, aggression and exhilaration. This is the fastest production model from GM and is as close to driving a C6.R on the streets as you can get. And now available to the fortunate few.



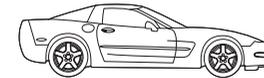
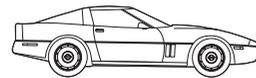
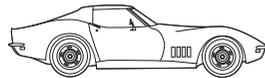






LEGENDARY

CORVETTE HISTORY. Born in 1953, the first Corvette broke with tradition by using a glass-fibre body. It has evolved into America's premier sports car. And is still today one of the few automobiles in the world that creates its own excitement and makes driving a rewarding experience. The legendary 1963 Sting Ray Coupe was inspired by the profile of a shark and actually developed as a racing car in 1958. Five years later Bill Mitchell and his design team transformed it into one of the most strikingly styled production sports car of all time. The 1963 Coupe version had a boat-tail design and the now classic rear-split window, which was made into a single window for better visibility the very next year. Another key exterior design feature – retractable headlights – made its debut on the Sting Ray and remained a distinctive design element of Corvette for decades.

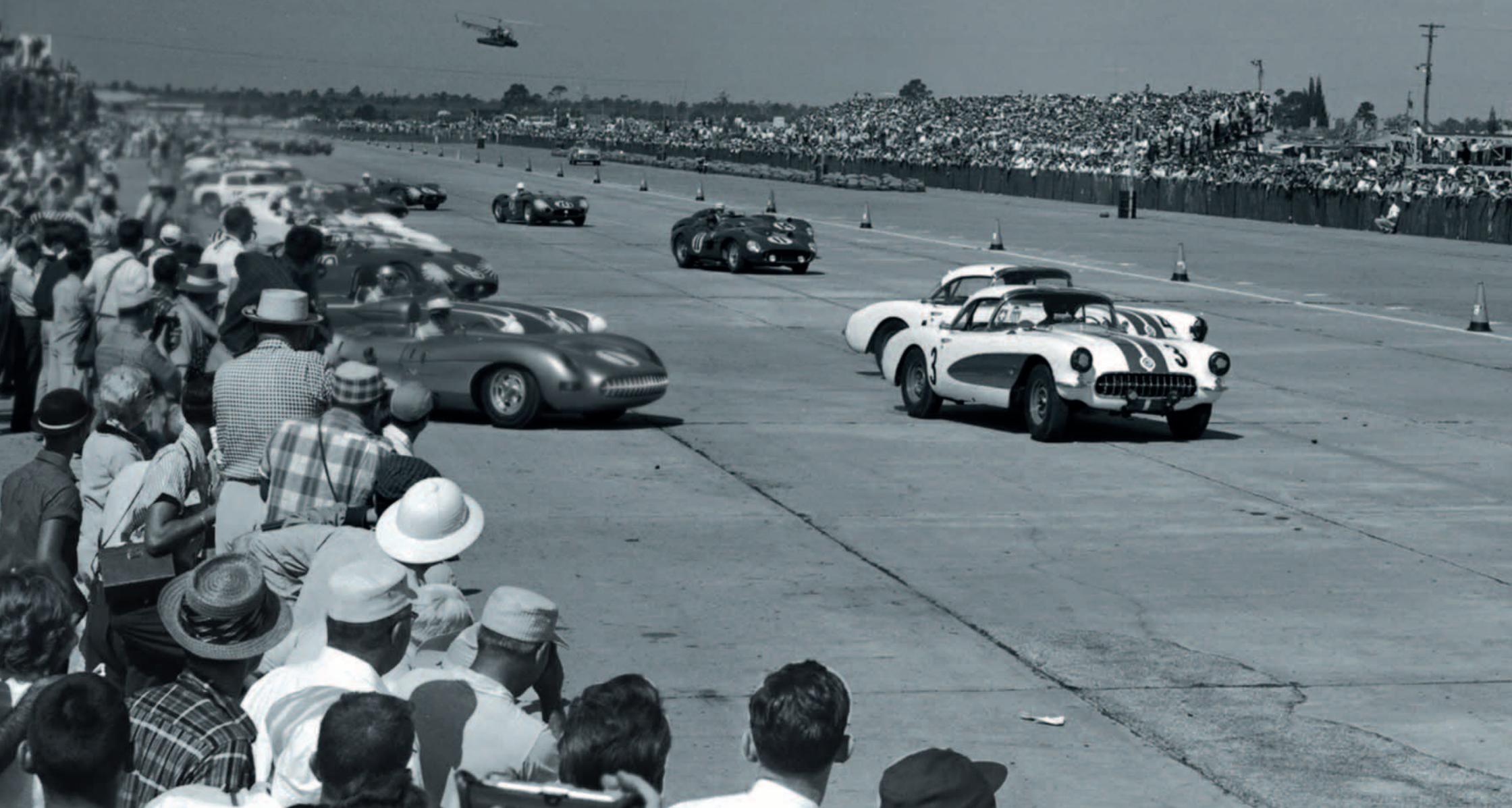


In the mid 60's muscle car era, the third generation Corvette also known as C3 model was introduced and this series lasted until 1982. The exterior styling was derived from the famed Mako Shark II show car created in 1965. Some of the most powerful engines ever created for the Corvette, like the unbelievable 500 hp strong L88, were offered on the C3 series. The C4 series was introduced in 1984 and brought an all-new chassis and improvements in almost every detail: improved visibility from the cockpit, improved aerodynamics and maximized interior space. Its aerodynamically efficient, 64-degree raked windshield was one of the steepest in the automotive world. The C5, introduced in 1997, was the most thoroughly all-new model in Corvette history. Its drag coefficient was the lowest in Corvette history. Quality, along with performance and style, were the most important attributes of this Corvette.

Through many incarnations, Corvette has inspired dreams, both on and off the race track. It still remains the motivation for a whole generation of people who would rather enjoy driving than discuss it.









The Corvette has been associated with racing since its birth. Zora Arkus-Duntov, the so-called father of the Corvette, had the conviction that Corvette should rule the racetracks. In 1960 a trio of Corvettes was brought to Le Mans by team owner Briggs Cunningham. With a remarkable demonstration of endurance and speed, the #3 car, finished eight overall, well ahead of many of the finest sports cars of the era. In 2000 the Corvettes returned to Le Mans. In their first appearance at the legendary 24-Hours race, the C5-R cars came 3rd and 4th in the GTS class (10th and 11th overall). It took just one more year, and during only their second appearance in the 24-Hours of Le Mans, the Corvette C5-R entries finished 1st (Ron Fellows, Johnny O'Connell, Scott Pruett) and 2nd (Andy Pilgrim, Kelly Collins, Franck Freon) in the GTS class, coming 8th and 14th overall.





AGAINST TIME

AT THE RACETRACK. In 2002 Corvette did it again. Coming back to defend the title, Corvette succeeded by simply having the right cars with the right drivers and great technical support. For the second time in a row Corvette won the legendary 24 Hours of Le Mans in GTS class with a double victory. In 2003 again both Corvettes finished on the podium, coming in 2nd and 3rd.

But in 2004 the „Vettes“ were back, stronger than ever. After a dramatic battle the Corvette Racing Team won another double victory in the GTS class. 2005 saw the debut of the new C6.R, which was an outstanding success for Corvette. Against increasing competition the C6.R racing Corvettes grabbed both first and second in the GT1 class to continue its place in racing history.

If you'd like to have the opportunity to drive a Corvette at a track, you can take part in the popular "Corvette Performance Training" at famous race circuits around Europe, just visit www.corvette-europe.com, and sign up for our special programs to get closer to the action.







ACCESSORIES. Specially designed to compliment your Corvette, we have created a range of exclusive accessories. Enabling you to personalize your car and get the most out of it. If you are interested in the range of Corvette accessories or have any questions, please contact your nearest distributor for further details. You may also visit the special accessories section of our website for a more comprehensive and in-depth view: www.corvette-europe.com







	6.0 L V8 Coupe	6.0 L V8 Convertible	7.0 L V8 Z06
Engine and transmission			
Number of cylinders	8	8	8
Displacement (cm ³)	5967	5967	7011
Bore x stroke (mm)	101.6 x 92	101.6 x 92	104.8 x 101.6
Number of valves	16	16	16
Camshaft location	Central	Central	Central
Fuel type	Unleaded (min. 95 RON, recommended 98 RON)	Unleaded (min. 95 RON, recommended 98 RON)	Unleaded (required 98 RON)
Powered axles	RWD	RWD	RWD
Transmission	6-speed manual (short throw)/ 6-speed automatic with paddle shift	6-speed manual (short throw)/ 6-speed automatic with paddle shift	6-speed manual (short throw)
Performance			
Performance (kW/hp/min ⁻¹)	297/404/6000	297/404/6000	377/512/6300
Max. torque (Nm/min ⁻¹)	546/4400	546/4400	637/4800
Top speed (km/h) – manual/auto.	300/300	300/300	320/-
Acceleration 0–100 km/h (s) – manual/auto.	4.3/4.8	4.3/4.8	3.9/-
Fuel consumption (l/100 km urban/extra-urban/combined) ¹ – manual/auto.	19.8/9.1/13.0 / 19.6/9.2/13.0	19.8/9.1/13.0 / 19.6/9.2/13.0	22.8/10.0/14.7 / -
CO ₂ emission combined (g/km) ¹ – manual/auto.	310/309	310/309	350/-
Wheels			
Rim size (inch) (front/rear)	18 x 8.5 J / 19 x 10 J	18 x 8.5 J / 19 x 10 J	18 x 9.5 J / 19 x 12 J
Tyre size (front/rear)	245/40 ZR 18 / 285/35 ZR 19	245/40 ZR 18 / 285/35 ZR 19	275/35 ZR 18 / 325/30 ZR 19
Dimension			
Overall length (mm)	4435	4435	4459
Overall width, without mirrors (mm)	1844	1844	1927
Overall height (mm)	1246	1246	1246
Wheelbase (mm)	2686	2686	2686
Axle track front/rear (mm)	1577/1542	1577/1542	1607/1580

	6.0 L V8 Coupe	6.0 L V8 Convertible	7.0 L V8 Z06
Headroom front (mm)	963	963	963
Legroom front (mm)	1095	1095	1095
Shoulderroom front (mm)	1405	1405	1402
Hiproom front (mm)	1361	1361	1361
Cargo volume (l) (with top up/down)	634	295/144	634
Fuel tank volume (l)	68.8	68.8	68.8
Turning circle curb to curb (m)	12.0	12.0	12.0

Masses

Curb mass (kg) ^{2,3}	1461	1460	1418
Max. permissible mass (kg)	1745	1745	1650
Mass distribution among the front and rear axle (%)	51/49	51/49	50/50
Max. payload (kg) ⁴	284	285	232

¹ In accordance with 1999/100/EC. (Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results.)

² Minimum curb mass. Figures in accordance with EC Directive. Curb mass condition is without driver and including coolant, oils, fuel, spare wheel and tools.

³ Based on the minimum mass in running order minus 75 kg.

⁴ If curb mass increases, consequently payload will decrease inversely proportional.





	6.0 L V8 Coupe	6.0 L V8 Convertible	7.0 L V8 Z06
Mechanical			
6-speed manual, short-throw	•	•	•
Aluminized stainless steel exhaust	•	•	•
Performance package	•	•	•
Oil life monitoring system	•	•	•
Active Handling, vehicle stability system	•	•	•
Traction control	•	•	•
Power steering, speed sensitive	•	•	•
Anti-lock high performance disc brakes (ABS)	•	•	•
Rear-wheel drive	•	•	•
Interior			
Airbags, frontal dual stage and side-impact for driver and passenger	•	•	•
Front passenger airbag sensing system	•	•	•
Dual zone automatic climate control	•	•	•
Cargo convenience net	•	•	•
Electronic analog instrumentation including Driver Information Center with 2-line display	•	•	•
Cruise control	•	•	•
Electric rear window defogger	•	•	•
Power door locks with programmable automatic locking	•	•	•
Power rear hatch pull down	•	–	–
Keyless access with push button start	•	•	•
Luggage shade	•	–	•
6-way power adjustable driver seat	•	•	•
6-way power adjustable passenger seat	•	•	–
Leather seating surfaces	•	•	•
Sound system, AM/FM stereo with CD player, MP3 playback, RDS and 7 speakers	•	•	•
Manual tilt steering wheel	•	–	–
Leather wrapped steering wheel	•	•	•
Illuminated vanity mirrors in visors	•	•	•
Lockable glovebox, center console and 2 rear compartments with covers	•	•	•
Theft-deterrent alarm system	•	•	•
Tyre pressure monitor system	•	•	•
Power windows driver and passenger with express-down	•	•	•

	6.0 L V8 Coupe	6.0 L V8 Convertible	7.0 L V8 Z06
Exterior			
Integral hidden antenna	●	●	●
Power folding convertible top with glass rear window	–	●	–
Polished stainless steel exhaust outlets	●	●	●
All-aluminium frame structure	–	–	●
Composite body panels	●	●	–
Composite and carbon-fiber body panels	–	–	●
Front fog lamps	●	●	●
Solar-Ray™ light tinted glass	●	●	●
Xenon HID headlamps	●	●	●
Headlamp high-pressure washer system	●	●	●
1-piece removable body coloured roof panel	●	–	–
Tyres, 245/40 ZR 18 front and 285/35 ZR 19 rear, extended mobility (run flat)	●	●	–
Tyres, 275/35 ZR 18 front and 325/30 ZR 19 rear, extended mobility (run flat)	–	–	●
Wheels, aluminium 18" front and 19" rear	●	●	●
Options			
Luxury package ¹ :			
Memory package, presets for 2 drivers, includes 6-way power driver seat, outside mirrors and telescoping steering wheel personalisation			
Power telescopic steering wheel with manual tilt			
Heated seats	○	●	●
Head-up Display incl. G-force meter			
Premium Bose® 7-speaker system			
6-disc in-dash CD changer			
Auto dimming inside rear-view mirror with compass and driver outside mirror			
DVD navigation system with touch screen and voice guidance ²	○	○	○
Magnetic Selective Ride Control, continuously variable damping system ³	○	○	–
Polished aluminium wheels	○	○	○
6-speed automatic transmission with paddle shift	○	○	–
1-piece removable transparent roof panel ⁴	○	–	–
Metallic paint	○	○	○
Tint Coat (metallic) paint	○	○	○

● standard / ○ optional / – not available

¹If ordered with DVD navigation system, 6-disc CD changer will be deleted.

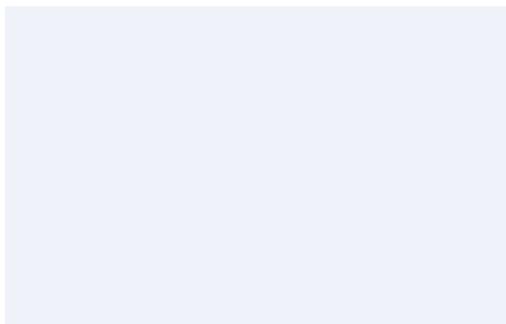
²Only in combination with Luxury package.

³Replaces Performance package.

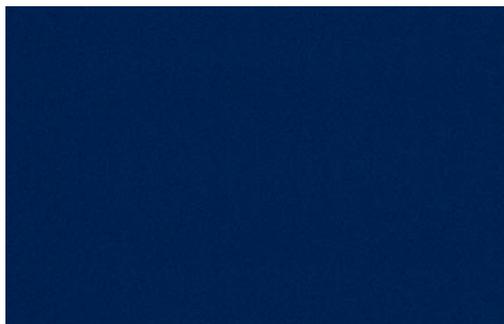
⁴Replaces body coloured roof panel.



EXTERIOR SOLID PAINT



Arctic White / 10U



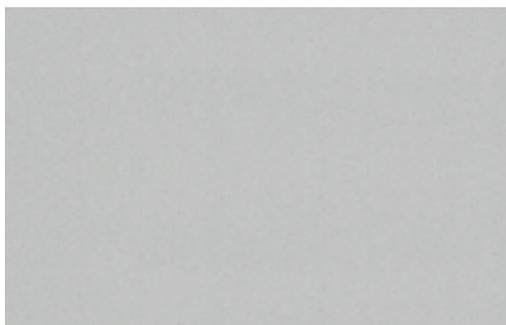
LeMans Blue Metallic / 19U¹



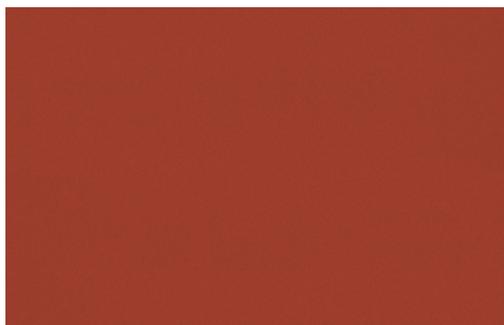
Victory Red / 73U



Black / 41U



Machine Silver Metallic / 67U¹



Daytona Sunset Orange Metallic / 71U¹



Velocity Yellow²

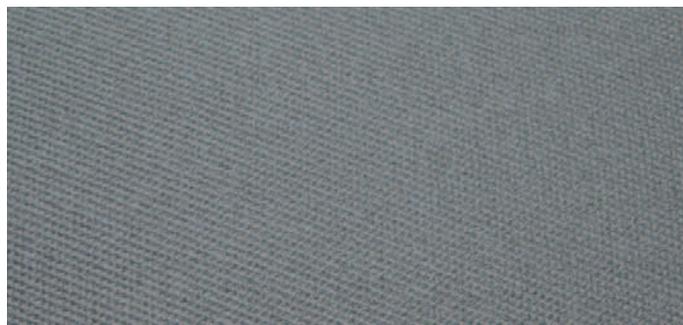


Monterey Red Metallic²

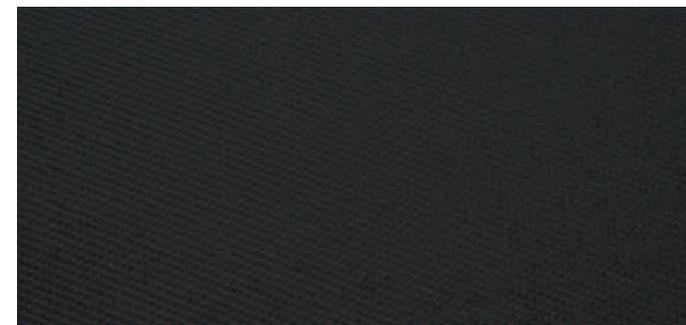
CONVERTIBLE TOP COLORS



Beige / 35T



Gray / 37T



Black / 41T

TABLE OF AVAILABLE COLOR-TRIM-COMBINATIONS

Exterior Solid Paint	Interior Coupe and Convertible				Interior Z06		
	Ebony	Red	Cashmere	Titanium Gray	Ebony	Ebony w Red accents	Ebony w Titanium acc.
Arctic White Convertible Top Color	• 37T/41T	• 41T	• 35T/41T	• 37T/41T	- -	- -	- -
LeMans Blue Metallic¹ Convertible Top Color	• 37T/41T	- -	• 35T/41T	• 37T/41T	• -	• -	• -
Black Convertible Top Color	• 35T/37T/41T	• 41T	• 35T/41T	• 37T/41T	• -	• -	• -
Velocity Yellow Tintcoat² Convertible Top Color	• 41T	- -	• 35T/41T	• 41T	• -	- -	• -
Machine Silver Metallic¹ Convertible Top Color	• 37T/41T	• 41T	• 35T/41T	• 37T/41T	• -	• -	• -
Daytona Sunset Orange Met.¹ Convertible Top Color	• 41T	- -	• 35T/41T	• 41T	• -	- -	• -
Victory Red Convertible Top Color	• 37T/41T	• 41T	• 35T/41T	• 35T/41T	• -	• -	• -
Monterey Red Metallic Tintcoat² Convertible Top Color	• 41T	• 41T	• 35T/41T	• 41T	- -	- -	- -

¹Additional charge premium paint.

²Additional charge premium tint coat color.

SEAT (HIGHWEAR NUANCE LEATHER) & INTERIOR TRIM



Every Corvette carries a 3-year or 100,000 km (whichever comes first) warranty plus a 6-year anticorrosion guarantee. Corvette Assistance gives you reassurance for a period of 36 months starting on the date of registration, 24 hours a day, 365 days a year. Some illustrations in this brochure feature special equipment, others are based on US spec. vehicles and show equipment which is not included in delivery in Europe. Errors and alterations accepted. All information correct at the time of publication. We reserve the right to make changes in design and equipment. The colors printed in the brochure only approximate actual colors. Illustrated optional equipment is available at extra charge. Availability, technical features and equipment provided on our vehicles can vary from one market to another and may change without prior notice. Information on recycling design, recycling End of Life Vehicles (ELV) and the return locations of ELVs can be found on the website www.corvette-europe.com. For precise information on the equipment provided on our vehicles, please contact your Corvette distributor.



2006

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or e-mail our Corvette Customer Contact Center infocenter@corvette-europe.com

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