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Sensually 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?





BODY LANGUAGE. One look at the all-new 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 – all-new and very distinctive.



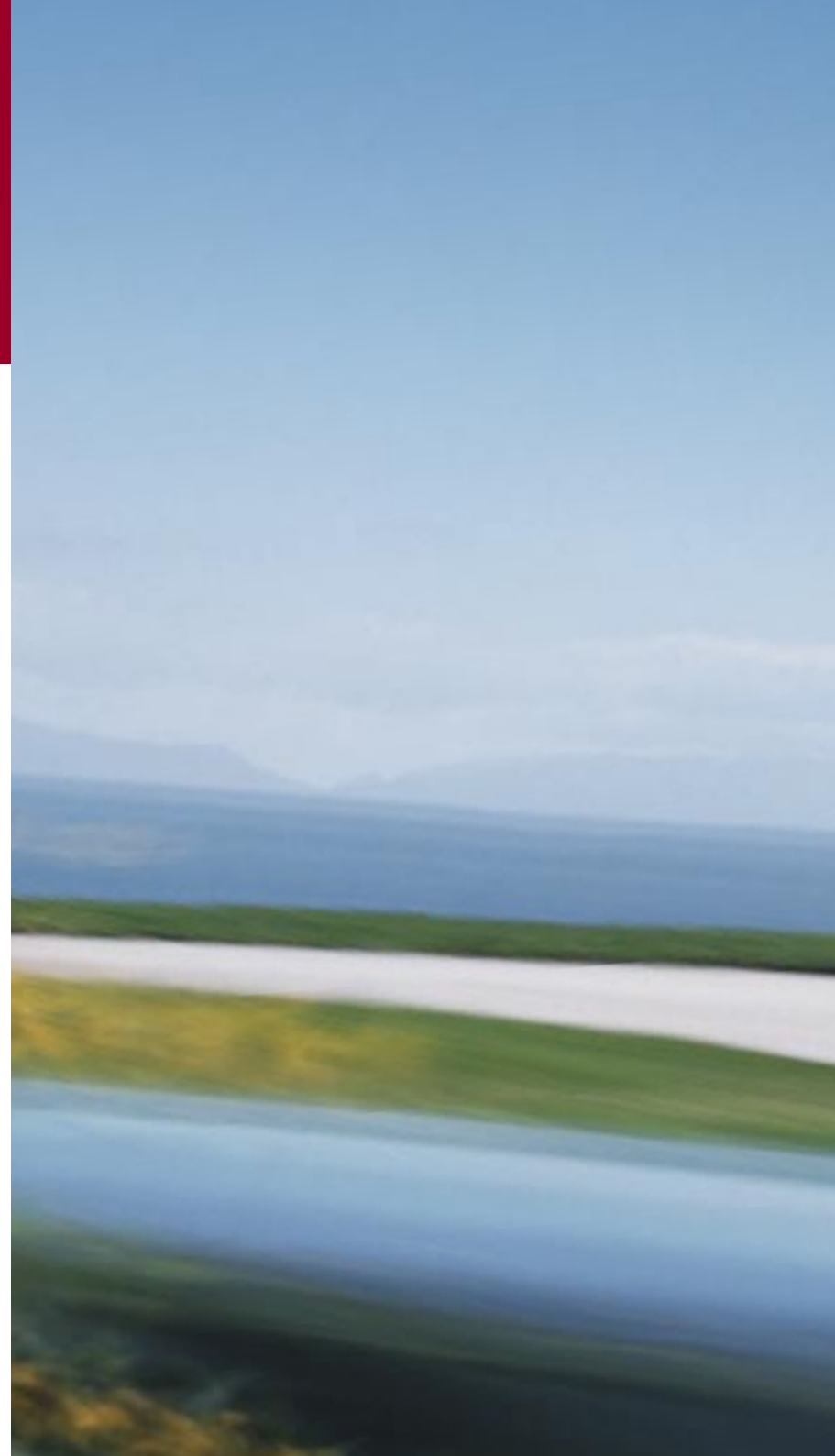






REFINED

THE CONVERTIBLE FEELING. 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!









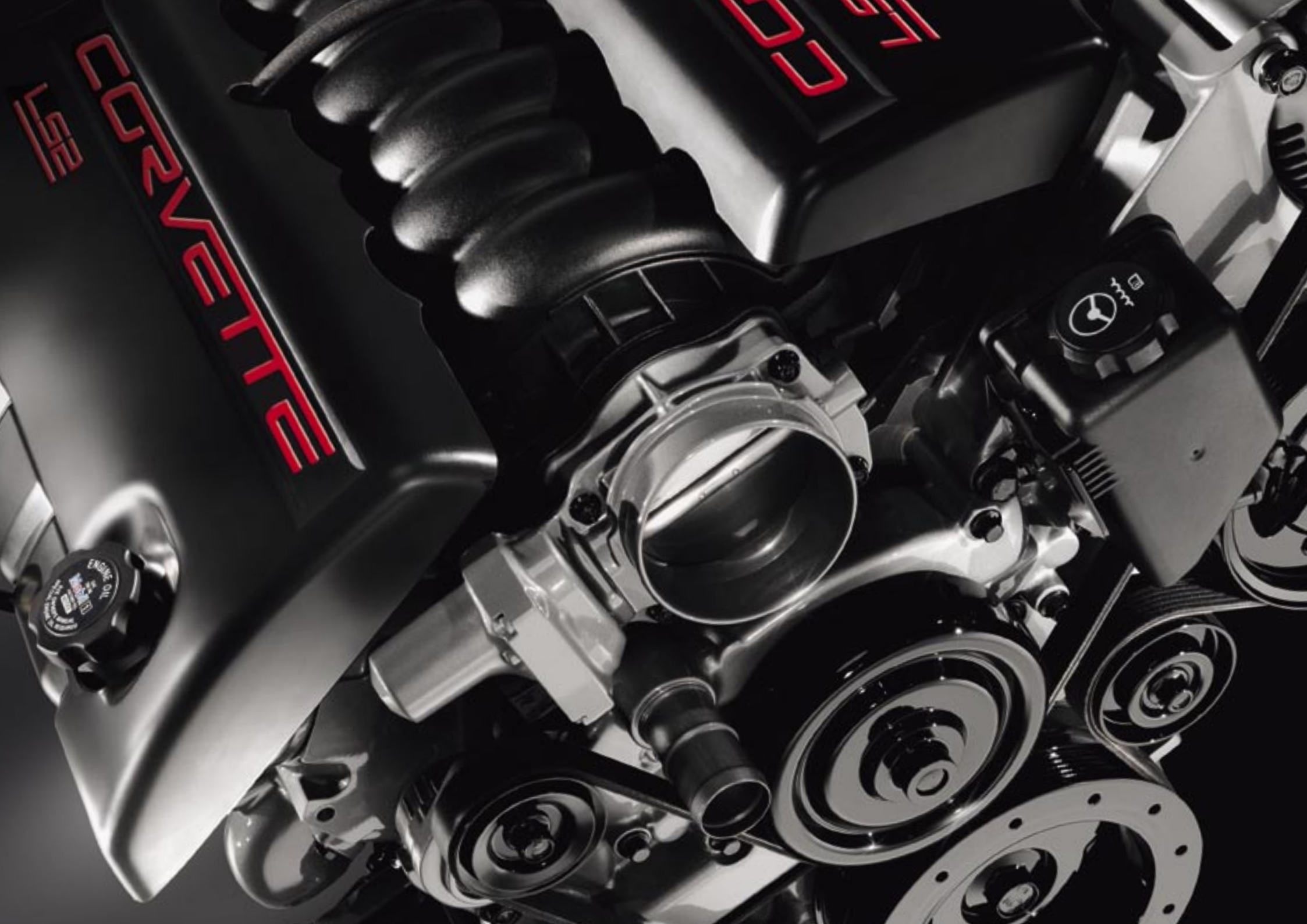


TOP PRIORITY. The fun of driving a convertible starts by opening the top – at least that’s how it’s supposed to be. That’s why great attention was paid to every detail of aerodynamics and utility. The top is light and easily released by a single interior top latch. Once released, the power top efficiently folds away with the touch of a button. 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.



HORSEPOWER. Need we say more about the Corvette's engine? And then again, would you expect anything 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 1508 kg for the Coupe. Electronic Throttle Control provides smooth linear acceleration. The torque curve provides more bottom-end torque. Precision gears ensure the smooth transfer of this massive power and torque, through all six gears. This short-throw six-speed combined with light clutch effort makes for fast shifts at the flick of a wrist. The Corvette engineers went on a technological journey. Result: breathtaking performance and impressive levels of handling but also one of the most comfortable rides ever in a Corvette. Choose from two convincing transmission options:

1. The Tremec six-speed manual gearbox included in the Corvette's Z51 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 optional Hydra-Matic 4L65-E automatic transmission includes advanced Performance Algorithm Shifting, which automatically selects the optimal gear for a given driving condition. The transmission now shifts at higher rpm to take advantage of the higher engine output.









PASSION IS KEY. 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

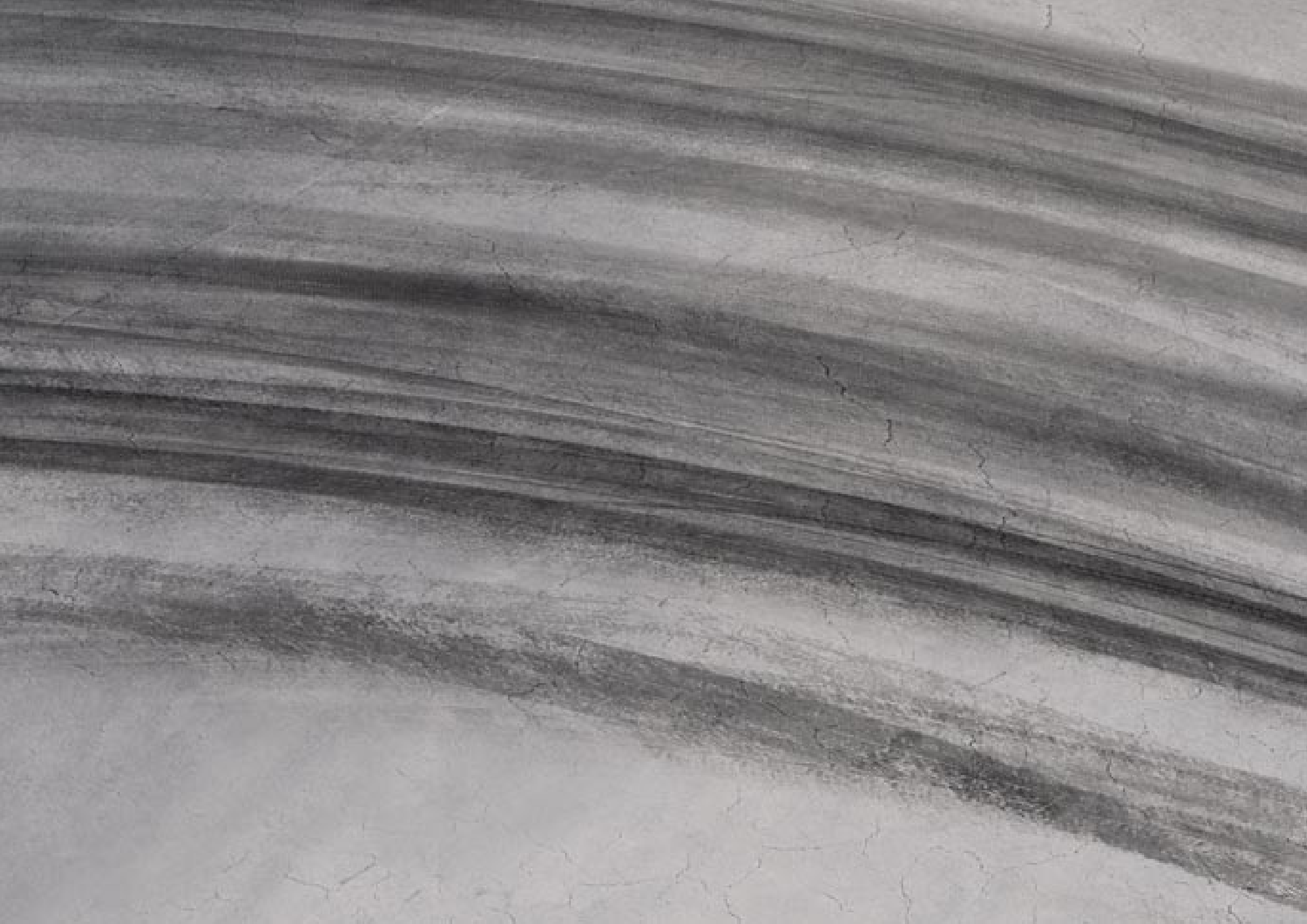
PRECISE

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 shift knob 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 guarantee a defined and even light



distribution. The Personalized Driver Information Centre provides operating temperatures, tyre pressure and more. Available is a sound system with 252-watts and a 7-speaker Bose® system which provides concert hall quality whatever your speed. Features include speed-compensated volume, Automatic Tone Control and a 6 CD-changer. Also available, should you wish, is a DVD voice-activated navigation system with a large 6.5" touch screen that also assists you with useful roadside information such as gas stations and restaurants.





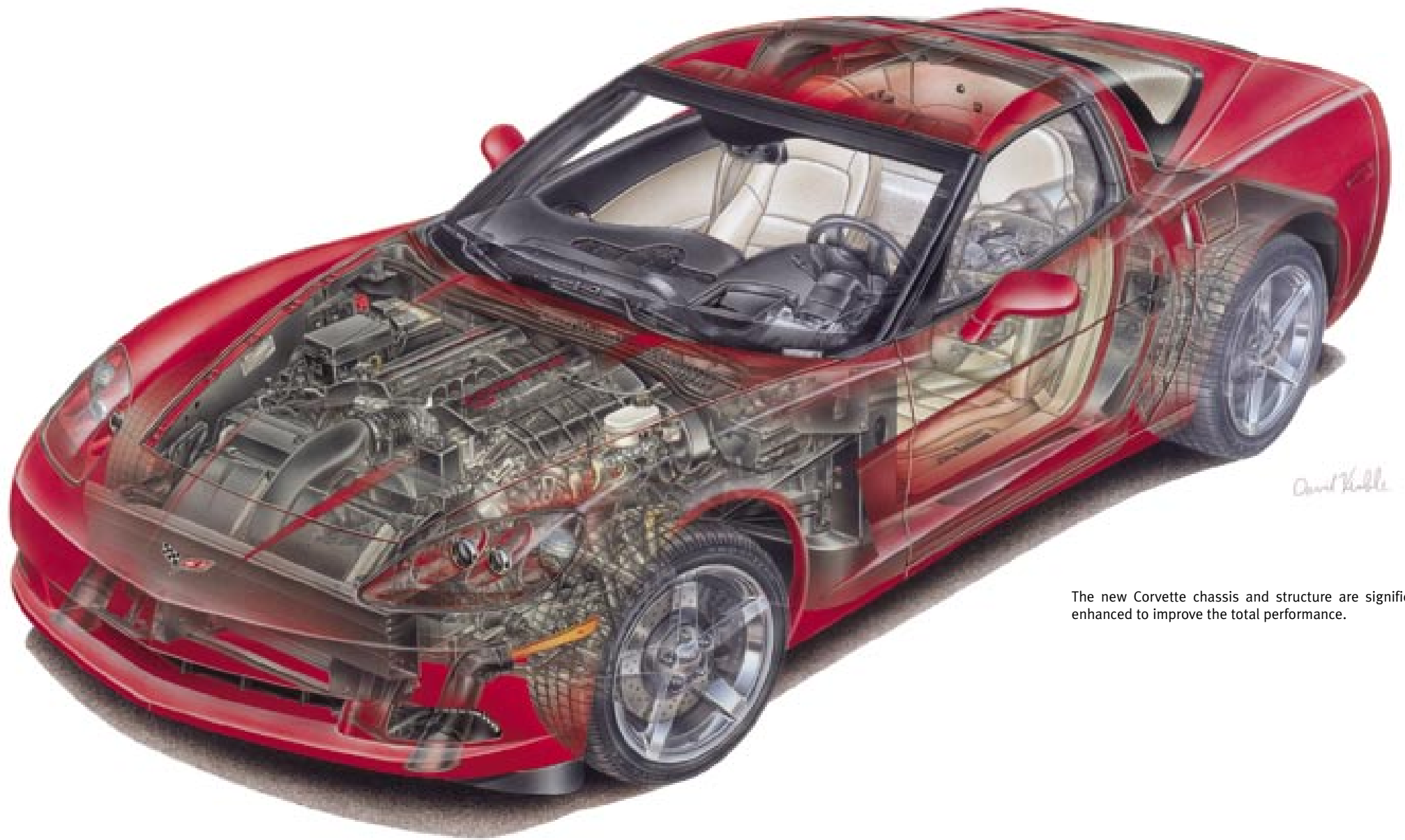


EASY TO HANDLE. Feel, refinement and quietness are the keywords to describe the new Corvette. Improvements in ride and handling include: improved chassis and suspension geometry, advanced compounds in the tyres, new directional control arm bushings, less noise transmitted from the road, and increased 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 Z51 Performance Package is tuned for precise handling with superior lateral acceleration and excellent traction and stability. The Z51 provides optimum track performance capability while still providing a well-controlled and comfortable ride.

The optional F55 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

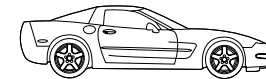
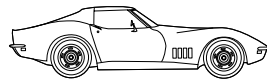
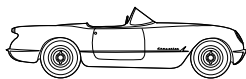
The new Corvette chassis and structure are significantly enhanced to improve the total performance.





LEGENDARY

OVER 50 YEARS OF INSPIRATION. 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.



CONVINCING POWER IN A FIBERGLASS BODY. 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 to 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.









DEDICATED

GREATNESS EVOLVES FROM LESSONS LEARNED. The Corvette has been associated with racing since its birth. The so-called father of the Corvette, Zora Arkus-Duntov, the 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.





RACING AGAINST TIME. In 2002 Corvette did it again. Coming back to defend the title, the Corvette succeeded. It simply had been the right cars with the right drivers and full 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 at 2nd and 3rd place. But in 2004 the ‘Vettes’ were back, stronger than ever. The Corvette Racing team finished first and second, winning a dramatic GTS class battle. Three Le Mans GTS class wins and six podium finishes in five years – and of course there is more to come.







	6.0 L V8 COUPE	6.0 L V8 CONVERTIBLE
ENGINE AND TRANSMISSION		
Number of cylinders	8	8
Displacement (cm ³)	5967	5967
Bore x stroke (mm)	101.6 x 92	101.6 x 92
Number of valves	16	16
Camshaft location	Central	Central
Fuel type	Unleaded (min 91 RON, recommended 95 RON)	Unleaded (min 91 RON, recommended 95 RON)
Drive system	RWD	RWD
Transmission	6-manual, short throw/4-speed automatic	6-manual, short throw/4-speed automatic
PERFORMANCE		
Performance (kW/hp/min ⁻¹)	297/404/6000	297/404/6000
Max. torque (Nm/min ⁻¹)	546/4400	546/4400
Top speed (km/h) (man./auto.)	300/300	300/300
Acceleration 0-100 km/h (sec.) (man./auto.)	4.3/4.8	4.3/4.8
Fuel consumption (l/100 km urban/extra-urban/combined) (man./auto.) ¹	19.8/9.1/13.0 - 18.4/8.8/12.4	19.8/9.1/13.0 - 18.4/8.8/12.4
CO ₂ emission combined (g/km) (man./auto.) ¹	310/293	310/293
WHEELS		
Wheels (front/rear)	8,5Jx18" /10.0Jx19" cast aluminum	8,5Jx18" /10Jx19" cast aluminum
Tires	P245/40ZR18 front, P285/35ZR19 rear Goodyear extended mobility (run flat)	P245/40ZR18 front, P285/35ZR19 rear Goodyear extended mobility (run flat)



	6.0 L V8 COUPE	6.0 L V8 CONVERTIBLE
DIMENSIONS		
Overall length (mm)	4435	4435
Overall width, without mirrors (mm)	1844	1844
Overall height	1246	1246
Wheelbase (mm)	2686	2686
Track width front/rear (mm)	1577/1542	1577/1542
Headroom front (mm)	963	963
Legroom front (mm)	1095	1095
Shoulderroom front (mm)	1405	1405
Hiproom front (mm)	1364	1364
Cargo volume (l) (With top up/down)	634	295/144
Fuel tank volume (l)	68.8	68.8
Coefficient ratio	0.28	0.28
WEIGHTS		
Curb weight (kg) ^{2 3}	1508	1517
Max. allowable weight (kg)	1745	1745
Weight distribution (%) front/rear	51/49	51/49

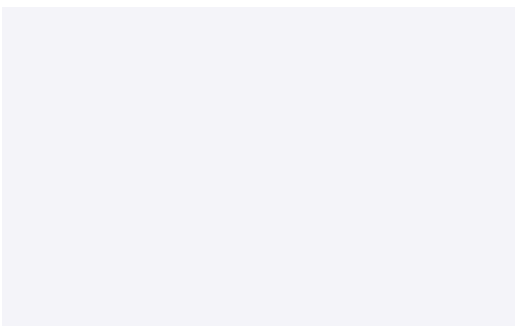
¹ In accordance with 1999/100/EC. (Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results)

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

³ Based on the mass in running order minus 75 kg



EXTERIOR SOLID PAINT



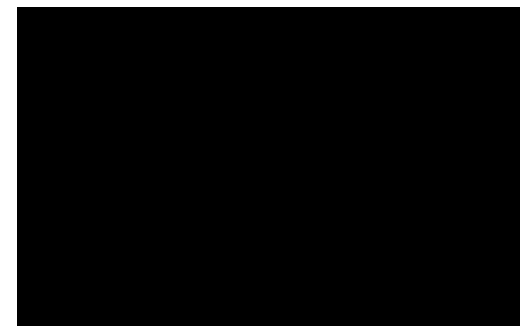
Arctic White / 10U



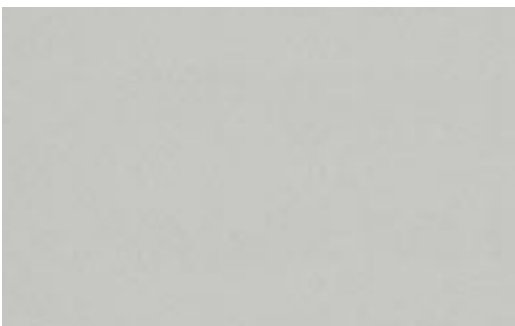
LeMans Blue Metallic / 19U*



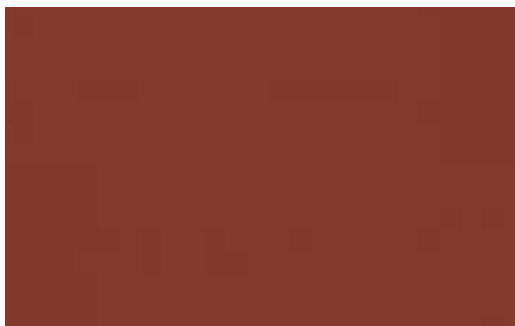
Victory Red / 73U



Black / 41U



Machine Silver Metallic / 67U*



Daytona Sunset Orange Metallic / 71U*



Millennium Yellow / 79U**

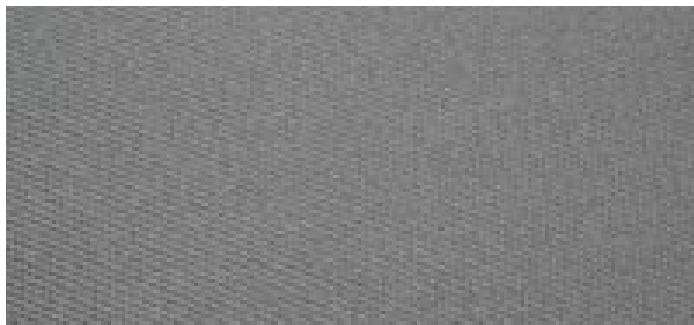


Magnetic Red Metallic / 86U**

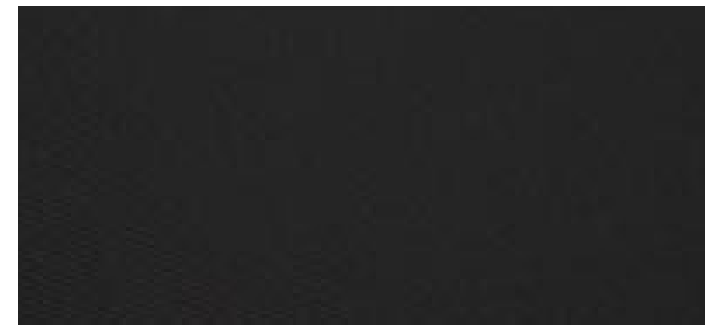
CONVERTIBLE TOP COLORS



Beige / 35T



Gray / 37T



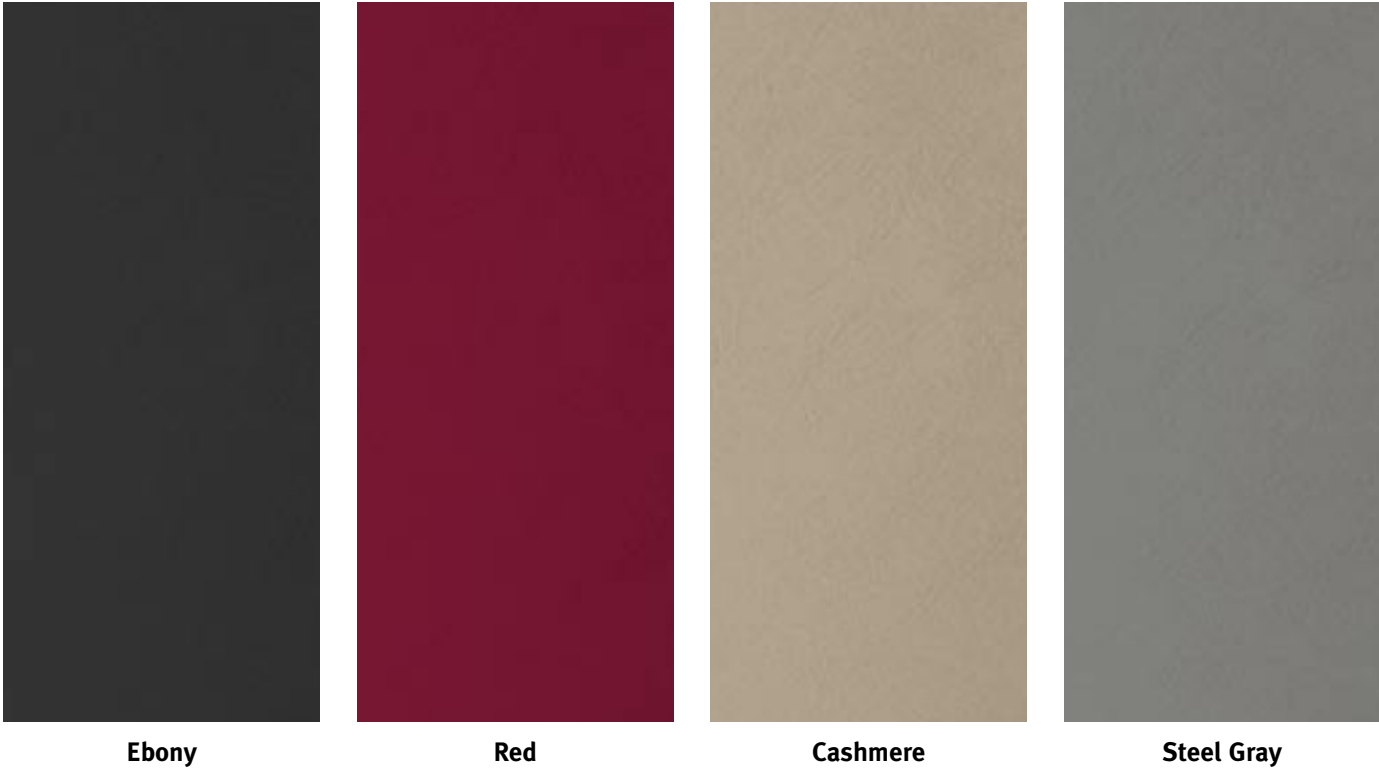
Black / 41T

TABLE OF AVAILABLE COLOR-TRIM-COMBINATIONS

Exterior Solid Paint	Interior			
	Ebony	Red	Cashmere	Steel Gray
Arctic White Convertible Top Color	• 37T/41T	• 41T	• 35T/41T	• 37T/41T
LeMans Blue Metallic* Convertible Top Color	• 41T		• 35T/41T	• 37T/41T
Victory Red Convertible Top Color	• 41T	• 41T	• 35T/41T	
Black Convertible Top Color	• 35t/37T/41T	• 41T	• 35T/41T	• 37T/41T
Machine Silver Metallic* Convertible Top Color	• 37T/41T	• 41T	• 35T/41T	• 37T/41T
Daytona Sunset Orange Met.* Convertible Top Color	• 41T		• 35T/41T	
Millenium Yellow** Convertible Top Color	• 41T		• 35T/41T	
Magnetic Red Metallic** Convertible Top Color	• 41T	• 41T	• 35T/41T	

* Metallic Paint at extra charge
** Tint coat Paint at extra charge

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 colours printed in the brochure only approximate actual colours. 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.



For more information call our toll-free number +800 CORVETTE (00800 2678 3883)
or e-mail our Corvette Customer Contact Center infocenter@corvette-europe.com

www.corvette-europe.com