Corvette is a rolling showcase of new technology, new materials and new thinking—all part of an evolutionary process that continues year after year. Adherence to the principle of engineering excellence has been applied to all areas, from the front bumpers to the aircraft-style cockpit to the rear suspension system. It is these kinds of developments—detailed here—that make Corvette what it is today: one of the most renowned two-seat sports cars in the world.

For 1981, Corvette engineers traded where none have gone before by developing the world's first and only fiberglass-reinforced composite automotive spring (used with automatic transmission only). It even won the Society of Plastic Engineers Grand Award. This mono-leaf rear spring—8 lbs. replaces a 41-lb. steel-spring. It's not just lighter, it's more efficient. It can store six times the strain energy per unit weight than a comparable weight of spring steel. This is the lightest possible leaf spring application to be found in any automotive suspension. Steel interleaf friction is eliminated. This fiberglass spring supports the weight of the car that rests on the rear wheels and provides suspension compliance. Wheel position is controlled by a system of links and pivots. Attention to detail for 1981 includes other engineering developments such as magnesium valve rocker covers and stainless steel exhaust manifolds. And an improved anti-theft alarm system with starter interrupt feature to disable the starting circuit if forced entry is made, even if the ignition switch is bypassed. The whole system is passive—it is easily armed and disarmed automatically when you lock and unlock the doors. Also new is an auxiliary electric fan that cuts in quietly and automatically if extra cooling is needed. This allows use of a smaller engine fan with fewer, lower-pitched blades for reduced drag and quieter operation.

Computer Command Control. It sounds high tech, and it is. It is an on-board computer that adjusts ignition timing and air-fuel mixture. By continuously monitoring specific functions, it fine-tunes the engine under all normal operating conditions as you drive. Altitude, barometric pressure and temperature changes are factored in. The whole system is self-diagnostic. It points out problems for your Corvette service technician. And it's even covered by the 5-year/50,000-mile emissions system warranty. Ask your dealer for details.

For automatic transmissions, a computer-controlled torque converter clutch is in second and third gears is new. It engages at most road and load driving conditions for efficient rear wheel power transfer—unlike the slippage normally found in conventional automatic transmissions. Look at engineering breakthroughs introduced in 1980. Corvette's front and rear bumper systems were reduced by 84 lbs. Fit and appearance were improved, as well as aerodynamic drag efficiency. The front bumper consists of a three-piece fiberglass supporting structure to replace the earlier steel parts. Aluminum intake manifold eliminated another 24 lbs. And aluminum also found its place in a new rear axle assembly. A lot has gone into Corvette. The evolutionary process adds, subtracts and improves. It's what makes Corvette the finely honed performance machine it is today. And it's what makes Corvette a unique experience to drive.

"We critique Corvette with the same engineering objectivity we'd use to evaluate a military aircraft: What is Corvette's mission? How well does it carry out that mission?"

Dave McEllam, Chief Engineer, Corvette
Just one of these modern technological innovations is a new paint process. In addition to many solid colors, four new optional two-tone treatments celebrate the opening of the new plant. All solid and two-tone metallics employ a basecoat/clear coat application for outstanding beauty. This method allows use of glimmer metallics with large-flake high-metallic content. And the clear acrylic enamel finish coat gives a depth of luster not possible with conventional paint finishes. It also provides a measure of protection against the elements.

The four two-tone color combinations are shown on this page. See the back cover for solid color listing.

Claret Metallic over Dark Claret Metallic
Silver Metallic over Charcoal Metallic
Silver Metallic over Dark Blue Metallic
Beige over Dark Bronze Metallic

“What you see here is a reflection of our constant striving to build a great road machine. The plant and the paint system are two examples of Chevrolet's commitment to quality.”

Dave McLellan
STANDARD EQUIPMENT

Engine
5.7 Liter (350 CID) 4-bbl
90° V8 engine

Black-accented magnesium rocker covers

Tubular stainless steel exhaust manifolds

Chrome-plated air cleaner cover

Sealed side terminal Delco Freedom II heavy-duty battery

Auxiliary electric cooling fan

Computer Command Control

High Energy Ignition system

Drive train
Fully synchronized 4-speed manual transmission or automatic transmission with converter clutch feature in both second and third gears

Console-mounted shift lever with leather boot

Limited-slip rear axle with aluminum differential housing support

Electrical

Power windows with console-mounted controls

AM/FM push-button radio with dual front speakers and fixed mast antenna (may be deleted for credit)

Air conditioning, heater and defroster with 3-speed blower

Full instrumentation—speedometer with trip odometer, 7000-RPM tachometer, vollmeter, oil pressure and water temperature gages

Quartz analog clock

Warning lights for low fuel, brakes, electric choke, seat belts and generator

Washer and dual-speed wipers with time-delay feature

Courtesy and dome lights with time delay

Ashtray and cigarette lighter in center console

Dual-ventilating headlamps with halogen inner high beams

Automatic cornering lights

Dual horns

Underhood light

Body exterior

Steel-reinforced fiberglass construction

Removable roof panels, with storage bags and tie-downs

Tinted glass for all windows

Magic Mirror lacquer enamel, or enamel/clear coat on all paint finishes

Dual body-color sport mirrors with remote controls

Body interior

 Molded shell seats with foam pads and high pivot folding backs that fold flat (passenger only)

Padded vinyl and carpeted doors with map pockets

Leather with vinyl bolsters or full cloth seat trim

Molded cut-pile carpeting with carpeted floor mats

 Glove box lock and light

Dual padded sunshades (driver’s shade extends)

Rear underfloor storage compartment with lock

Interior hood release

Tri-Telescopic steering wheel with leather-wrap trim

Center console with coin tray

Carpeted luggage area with concealment shade

Day-night review mirror

Chassis

Power steering

Power four-wheel disc brakes with dual hydraulic circuits and brake warning light

Steel-belted radial ply blackwall tires (4)

Rally wheels with bright trim rings (4) and center caps

Lightweight bias ply fully inflated spare tire and wheel independent front suspension with coil springs and stabilizer bar

Independent rear suspension

Fiberglass-reinforced composite single leaf spring with automatic transmission, steel multi-leaf spring with manual transmission

Integrated energy-absorbing front and rear bumpers

Side air bags

24-gallon fuel tank with high-density polyethylene liner

Corrosion resistance

Steel-reinforced fiberglass body

Galvanized steel body floor

Hot-melt wax frame coating

Zincromet® coating for power steering, fuel and brake lines

SAFETY FEATURES

Occult protection

Manual lap/shoulder belts for driver (with reminder light and buzzer) and passenger

Energy-absorbing steering column

Passenger guard door locks

Safety door latches and stamped steel hinges

Utility compartment

Anti-theft device (with two switches on the center console)

Automatic Speed control with Resume Speed feature.

Designed to operate above speeds of approximately 30 MPH (50 km/h). The speed you preset remains constant up or down hills until braking or turning the system off.

Accident avoidance

Side marker lights and reflectors

Parking lamps that illuminate with headlamps

Four-way hazard warning flasher

Back up lights

Lane change feature in direction signal control

Windshield defrosters, washer and dual-speed wipers with time delay feature

Vinyl-edged inside mirror

Dual remote outside rearview mirrors, convex right-hand

Dual master cylinder brake system with warning lights

Safety switch

OPTIONAL EQUIPMENT

Delco radios. Choose a Delco AM/FM stereo radio.

Or select from available Delco ETX AM/FM stereo radio models

• with 8-track tape player

• with CB and 8-track tape player

These ETX (Electronically Tuned Receiver) AM/FM stereo models feature LED readout, improved power (40% increase over 1980 models), improved AM noise reduction, electronic station memory, front/rear balance control, automatic loudness control and more.

All Citizens Band ETR radio includes power tri-band antenna. Power antenna optional with other radios. All ETX radios include a standard clock (standard clock replaced by oil temperature gauge when ETR radio is ordered)

Dual rear speakers, with extended frequency range, included with all stereo radios for dynamic sound reproduction

The GM Continuous Protection Plan

It offers service protection in addition to the coverage provided by GM’s new vehicle limited warranty.

Ask your dealer about it.

Corporation is limited to U.S.A. and Canada for 1980 model year

A word about assembly, components and optional equipment in these Corvetts.

The Chevrolets described in this catalog are assembled at facilities of General Motors Corporation operated by the GM Assembly Division. These plants incorporate thousands of different components produced by various divisions of General Motors and by various suppliers to General Motors. From time to time during the manufacturing process, it may be necessary, in order to meet public demand for particular vehicles or equipment, or to meet generally mandated emissions, safety and fuel economy requirements, or for other reasons, to produce Chevrolet products with different components or differently sourced components than initially scheduled. All such components have been approved for use in Chevrolet products and will provide the quality performance associated with the Chevrolet name.

With respect to extra cost optional equipment, make certain you specify the type of equipment you desire on your vehicle when ordering it from your dealer. Some options may be unavailable when your car is built. Your dealer receives advance regarding current availability of options. You may ask the dealer for this information. GM also agrees if an option you ordered is unavailable. We suggest that you verify that your vehicle includes the optional equipment you ordered or if there are changes, that they are acceptable to you.

Six-way power driver’s seat. Six-way control provides good seat position for comfort, visibility and operating control access.

Electric rear window defogger.

Aluminum wheels.

Removable glass roof panels with solar screening to help keep vehicle interior cooler.

Goodyear white-lettered, steel-belted radial tires.

Power, consult.

Electrical tine remote control sport mirrors. Twin sport mirrors are electrically controlled by two switches on the center console.

Automatic Speed control with Resume Speed feature. This is designed to operate above speeds of approximately 30 MPH (50 km/h). The speed you preset remains constant up or down hills until braking or turning the system off.

Electric twin remote control sport mirrors. Twin sport mirrors are electrically controlled by two switches on the center console.

Automatic Speed control with Resume Speed feature. This is designed to operate above speeds of approximately 30 MPH (50 km/h). The speed you preset remains constant up or down hills until braking or turning the system off.

Electric twin remote control sport mirrors. Twin sport mirrors are electrically controlled by two switches on the center console.

Automatic Speed control with Resume Speed feature. This is designed to operate above speeds of approximately 30 MPH (50 km/h). The speed you preset remains constant up or down hills until braking or turning the system off.
### CORVETTE POWER TEAMS

<table>
<thead>
<tr>
<th>Engine</th>
<th>Transmissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard all states</td>
<td>4-Speed Manual</td>
</tr>
<tr>
<td>5.7 Liter 4-Bbl. V8 (A)</td>
<td>L81</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(A) Produced by GM, Chevrolet Motor Division.

(B) Available in place of standard four-speed manual transmission at no extra charge.

### A WORD ABOUT ENGINES

Corvettes are equipped with GM-built engines produced by Chevrolet Motor Division. Please refer to power team information on this page, or see your dealer for details.

### GENERAL

Rear-Wheel Drive; Front Engine; Corrosion-resistant, Steel-reinforced Fiberglass Body.

### TRANSMISSION

<table>
<thead>
<tr>
<th>Standard</th>
<th>Optional</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-speed Manual with 2.72 Final Drive Ratio</td>
<td>(No Extra Charge) 3-speed Automatic with 2.87 Final Drive Ratio</td>
</tr>
</tbody>
</table>

### CHASSIS

<table>
<thead>
<tr>
<th>Front Suspension</th>
<th>Rear Suspension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Independent, Upper and Lower Control Arms, Coil Springs, Stabilizer Bar</td>
<td>Fiberglass-reinforced Mono leaf Rear Spring (standard with automatic transmission)</td>
</tr>
</tbody>
</table>

### STEERING—TYPE

Power-assisted Recirculating Ball with Tilt and Telescopic Adjustments

- Steering Wheel Turns, Lock to Lock: 2.58
- Turning Circle, Curb to Curb: 40.4 Feet

### BRAKE SYSTEM

Power Four-wheel 11.75-inch Ventilated Disc Brakes with Dual Hydraulic Circuits and Warning Lights

### TIRES—TYPE

Steel-belted, Radial Ply Blackwall—Size P225/70R-15

### DIMENSIONS (Inches)

<table>
<thead>
<tr>
<th>Exterior</th>
<th>Interior</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelbase: 98.0</td>
<td>Head Room: 36.2</td>
</tr>
<tr>
<td>Length (overall): 185.3</td>
<td>Leg Room: 42.1</td>
</tr>
<tr>
<td>Width (overall): 69.0</td>
<td>Hip Room: 49.9</td>
</tr>
<tr>
<td>Height (loaded): 48.0</td>
<td>Shoulder Room: 47.5</td>
</tr>
<tr>
<td>Tread, Front/Rear: 58.7/59.5</td>
<td>Usable Luggage Capacity (cu. ft.): 8.4</td>
</tr>
</tbody>
</table>

### APPROXIMATE CURB WTS. (lbs.)

- Manual Transmission: 3345
- Automatic Transmission: 3345

### COLOR CHOICES

<table>
<thead>
<tr>
<th>Solid Exterior</th>
<th>Two-Tone Exterior (Upper/Lower) (Optional at Extra Cost)</th>
<th>Interior</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red</td>
<td>Silver Metallic</td>
<td>Cloth Bucket Seats</td>
</tr>
<tr>
<td>Yellow</td>
<td>Dark Blue Metallic</td>
<td>Silver Gray</td>
</tr>
<tr>
<td>Black</td>
<td>Mahogany Metallic</td>
<td>Dark Blue</td>
</tr>
<tr>
<td>White</td>
<td>Claret Metallic</td>
<td>Silver Gray</td>
</tr>
<tr>
<td>Beige</td>
<td>Maroon Metallic</td>
<td>Silver</td>
</tr>
<tr>
<td>Charcoal Metallic</td>
<td>Dark Red</td>
<td>Black</td>
</tr>
<tr>
<td>Dark Bronze Metallic</td>
<td>Black</td>
<td>Rust</td>
</tr>
<tr>
<td>Dark Claret Metallic</td>
<td>Black</td>
<td>Cloth Bucket Seats</td>
</tr>
</tbody>
</table>

### LONG RECOMMENDED SERVICE INTERVALS*

- Engine Oil: 12 months or 7,500 miles
- Oil Filter: 12 months or 7,500 miles
- Spark Plugs: 12 months or 7,500 miles; every 15,000 miles thereafter
- Chassis Lubrication: 30,000 miles
- Automatic Transmission Fluid Change: 12 months or 7,500 miles; every 100,000 miles

*See Owner's Manual for conditions requiring more frequent intervals.