

For immediate release

## CHEVROLET CORVETTE & CORVETTE Z06

### New for 2010

- Exterior color Torch Red returns
- Z06 model now offered in all eight standard exterior colors
- Launch control is standard with all manual-transmission models
- Revised six-speed automatic paddle shift control allows easier return to automatic mode
- Side air bags standard on all models
- New interior console trim patterns
- Optional crossed-flags logo embroidery for seats
- Convertible models include tall rear spoiler from the Z06
- Cashmere interior offered on Z06 and ZR1
- Z06 3LZ package now includes power sport seats and power passenger seat

Please see separate releases for Corvette Grand Sport and Corvette ZR1.

### Model Lineup

	Engines		Transmissions	
	6.2L V-8 (LS3)	7.0L V-8 (LS7)	6-spd. manual	6-spd. paddle shift automatic
Corvette Coupe	s	–	s	o
Corvette Convertible	s	–	s	o
Corvette Z06	–	s	s	–

#### Key

Standard	s
Optional	o
Not available	–

### 2010 CORVETTE: AMERICA'S SPORTS CAR RETURNS WITH ENHANCED TRANSMISSION FEATURES AND NEW INTERIOR CHOICES

The growing Corvette lineup for 2010 includes the Corvette coupe and Corvette convertible, each powered by the 430-horsepower (321 kW) LS3 V-8, and the racing-inspired Corvette Z06. Equipped with the 505-horsepower (377 kW) LS7 engine and built on a lightweight chassis, the Z06 is a street-going descendent of the championship-winning Corvette racing program.

Also available for 2010 is the all-new Grand Sport model, evoking one of the most storied names in Corvette history; and the Corvette ZR1. Equipped with a unique, supercharged LS9 6.2L engine, the ZR1 is the fastest, most powerful car ever offered by Chevrolet. (Please see the separate releases for complete details on the new Grand Sport and the ZR1.)

## **New for 2010**

Here are the new features and content changes for the 2010 Corvette lineup:

- Torch Red returns to the exterior color palette
- Launch control is standard with all manual-transmission models
- Revised six-speed automatic paddle shift control now includes a “push and hold” feature that enables an easier return to the automatic mode
- Side air bags are standard on all models
- New interior console trim in Orbit and Gunmetal patterns
- Optional crossed-flags logo embroidery for seats
- Convertible models include the tall rear spoiler from the Z06
- Cashmere interior offered on Z06 – with Cashmere custom leather-wrapped interior offered later in the model year
- The Z06 3LZ package now includes power sport seats and power passenger seats.

Launch control optimizes performance for full-throttle starts on a track. In competitive mode, the system will hold a predetermined engine speed while the driver pushes the throttle to the floor. That allows the driver to quickly release the clutch and the system modulates engine torque 100 times per second to maximize the available traction. The system is capable of approaching a skilled driver’s best effort and repeats it consistently.

## **Corvette performance**

The 6.2L LS3 small-block V-8 is the standard engine in coupe and convertible models. It is rated at 430 horsepower (321 kW)\* and 424 lb.-ft. of torque (575 Nm)\* with the standard exhaust system. An optional two-mode exhaust system brings a power rating increase to 436 horses (325 kW) and 428 lb.-ft. (580 Nm). A standard six-speed manual transmission and an optional six-speed automatic with paddle-shift control are offered.

Corvette coupe and convertible have a hydroformed steel rail backbone structure, which features cored composite floors, an enclosed center tunnel, rear-mounted transmission and aluminum cockpit structure. Suspension cradles, control arms, knuckles, springs, dampers, bushings, stabilizer bars and steering gear deliver low mass, direct response and great driver feedback.

Three suspension choices allow drivers to choose the setup that best suits their driving style. The standard suspension is tuned for a balance of ride comfort and precise handling. The optional Magnetic Selective Ride Control suspension features magneto-rheological dampers able to detect road surfaces and adjust the damping rates to those surfaces almost instantly for optimal ride control. It includes larger, cross-drilled brake rotors.

### **Interior design and features**

Corvette's interior is inspired by the car's dual-cockpit heritage. High-quality materials, craftsmanship and functionality help deliver premium quality meant to enhance performance driving. The instrument panel and doors are covered with cast-skin foam-in-place trim with the look of a leather panel. It is warm and inviting and has double the life of conventional trim materials.

An AM/FM/XM radio with CD player and audio input jack is standard. An optional Bose audio system or an in-dash six-disc changer is available. Steering-wheel mounted audio controls are on all models. XM Satellite Radio with a one-year subscription is included with the Bose audio system.

A full-function OnStar system with Turn-by-Turn Navigation capability is standard and an onboard navigation system with voice recognition is available. It is a DVD-based system that uses a 6.5-inch (165 mm) color touch-screen display.

Corvette also features keyless access. When the owner touches the door's touch pad, the key fob's signal unlocks the door. The system's emergency key and other remote-function controls are integrated in a single unit.

### **Custom leather-wrapped interior package**

The custom leather-wrapped interior package is offered on all models. It offers a stylish, two-tone leather-appointed cabin with details that enhance the feeling of Corvette's craftsmanship. Details include:

- Leather-wrapped upper and lower instrument panel, door pads and seats
- Choice of exclusive colors: Dark Titanium, Ebony, Cashmere or Sienna, with unique color breakup

- Padded door panel armrests
- “Corvette” embroidered on passenger-side dash pad
- Embroidered crossed flags logo on headrests
- Unique center trim plate with a gunmetal pattern.

### **Corvette Z06 details**

With racing-inspired powertrain and suspension features, the Corvette Z06 delivers exceptional levels of capability and technology, making it one of the best performance values on the market. It has an aluminum frame, with carbon-fiber fenders and door panels, making it the lightest Corvette model available.

**Design** – The Z06 has an unmistakable and aggressive appearance, with design cues that include:

- A wide front fascia with a large, forward-facing grille opening, a splitter along the bottom and wheel opening extensions along the sides to provide aerodynamic downforce
- A cold-air scoop in front of the hood that integrates an air inlet system for the engine
- The trailing edge of the front wheel opening is radiused to achieve improved drag, but protects the body finish with a tough molding, and a large air extractor is behind the wheel
- A fixed-roof body style optimizes body rigidity and mass
- Wide rear fenders with flares cover the massive rear tires and a brake cooling scoop in front of the wheels visually balances the fender extractor
- A tall rear spoiler houses the CHMSL on the top of the rear fascia
- 10-spoke spider-design wheels (18-inch front; 19-inch rear)
- Four large stainless steel exhaust outlets
- Z06 badging on the carbon-fiber front fenders

The aerodynamics of the Z06’s exterior were shaped by the experiences of the Corvette racing program, where high-speed stability and cornering capability are paramount. While the race cars use large rear wings, the Z06’s elevated spoiler provides sufficient downforce to balance the road-worthy front splitter without adversely affecting aerodynamic drag.

For all of its race-inspired functionality, the Z06 is designed to be a daily-drivable high-performance vehicle. To that end, comfort and convenience are held to a very high standard. High-Intensity Discharge lighting, fog lamps, leather seating, dual-zone air conditioning, cabin air filtration and head-up display (HUD) with track mode and g-meter are standard.

The Z06 gauge cluster displays the Z06 logo on the 7000-redline tachometer, and has a readout on the oil pressure gauge to reflect the higher standard pressure of the dry-sump oiling system. The seats feature two-tone leather surfaces with Z06-logo embroidery and contrasting stitching.

**LS7 engine** – The Z06's LS7 7.0L (427 cubic inches) engine delivers 505 horsepower (377 kW) in a 3,175-pound (1,440 kg) package – a combination that delivers 0-60 performance of 3.7 seconds in first gear, quarter-mile times of 11.7 seconds at 125 mph and a top speed of 198 mph (as recorded on Germany's Autobahn).

**Drivetrain** – The Corvette Z06's powertrain and drivetrain systems are matched to the LS7's performance capability. The light, four-into-one headers discharge into close-coupled catalytic converters and through two-mode mufflers. The mufflers each feature a vacuum-actuated outlet valve, which controls exhaust noise during low-load operation but opens for maximum power.

At the rear of the LS7 engine, a single-mass flywheel and lightweight, high-capacity clutch channel torque to the rear transaxle. The six-speed manual transmission has been strengthened to handle the LS7's increased torque load. The transmission includes a pump that sends transmission fluid to the front radiator for cooling. Upon its return, the fluid removes additional heat from the differential lube before returning to the transmission. The six-speed transmission connects to a limited-slip differential, with enlarged ring and pinion gears. Stronger axle half-shafts with tougher universal joints transmit power to the rear wheels.

**Structure** – The Z06 has a unique aluminum body structure for optimum stiffness and light weight for the fixed-roof body style. Perimeter rails are one-piece hydroformed

aluminum members featuring cast suspension nodes, which replace many welded steel components on other Corvette models. Advanced structural composites featuring carbon-fiber are bonded to the aluminum structure. The wider front wheelhouses, for example, are carbon composites and the passenger compartment floors combine carbon-fiber skins with an ultra-lightweight balsa wood core.

The Z06 has a magnesium cradle that serves as the attachment point for the engine and some front suspension components. Magnesium is lighter than aluminum, yet incredibly strong. The magnesium cradle helps improve the front-to-rear weight distribution, as do carbon-fiber front fenders and wheelhouses. Engineers also moved the battery from underhood to a position in the rear cargo area, behind one of the rear wheels.

**Suspension and brakes** – The Z06 retains the 105.7-inch (2,686-mm) wheelbase of other Corvette models, as well as the short-long arm suspension and transverse spring design, but it rides on all-new wheels, tires and brakes, as well as its own rear spring and roll stabilizer.

The firmer suspension works harmoniously with large 18 x 9.5-inch cast-spun aluminum wheels and 275/35ZR18 tires in the front, and 19 x 12-inch cast-spun aluminum wheels with 325/30ZR19 tires in the rear. The tires use the latest extended-mobility technology from Goodyear to provide a satisfactory ride, but still allow the vehicle to achieve lateral acceleration of more than 1 g.

Complementing the suspension system and large rolling stock is an equally capable four-wheel disc brake system, consisting of 14-inch (355 mm) vented and cross-drilled front rotors and 13.4-inch (340 mm) vented and cross-drilled rear rotors.

The front rotors are acted upon by large, red-painted six-piston calipers that use six individual brake pads. Individual brake pads are used because they deliver more equalized wear compared to what would otherwise be a pair of very long single-piece pads. The rear brakes use four-piston calipers with four individual brake pads. A four-channel ABS system is standard, as is a very competent active handling system – complete with a Competitive Driving mode.

\*SAE certified.

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**SPECIFICATIONS**

<b>Overview</b>	
Models:	Chevrolet Corvette Coupe, Convertible and Z06
Body styles / driveline:	two-door hatchback coupe with removable roof; rear-wheel drive (Coupe and Convertible) two-door hatchback coupe with fixed roof; rear-wheel drive (Z06)
Construction:	composite body panels, hydroformed steel frame with aluminum and magnesium structural and chassis components (coupe); composite and carbon-fiber body panels, hydroformed aluminum frame with aluminum and magnesium structural and chassis components (Z06)
Manufacturing location:	Bowling Green, Ky.

<b>Engines</b>	<b>6.2L V-8 LS3</b>	<b>7.0L V-8 LS7 (Z06)</b>
Displacement (cu in / cc):	376 / 6162	427 / 7008
Bore & stroke (in / mm):	4.06 x 3.62 / 103.25 x 92	4.125 x 4 / 104.8 x 101.6
Block material:	cast aluminum	cast aluminum
Cylinder head material:	cast aluminum	cast aluminum
Valvetrain:	overhead valve, two valves per cylinder	overhead valve, two valves per cylinder
Fuel delivery:	SFI (sequential fuel injection)	SFI (sequential fuel injection)
Compression ratio:	10.7:1	11.0:1
Horsepower (hp / kW @ rpm):	430 / 321 @ 5900* w/ std. exhaust 436 / 325 @ 5900* w/ opt. exhaust	505 / 377 @ 6300*
Torque (lb-ft / Nm @ rpm):	424 / 575 @ 4600* w/ std. exhaust 428 / 580 @ 4600* w/ opt. exhaust	470 / 637 @ 4800*
Recommended fuel:	premium recommended not	premium required

	required	
EPA estimated fuel economy (city / hwy):	15 / 25 (automatic) 16 / 26 (manual)	15 / 24 (manual)

<b>Transmissions</b>	<b>six-speed manual; standard and Z06</b>	<b>six-speed paddle-shift automatic</b>
Application:	Std.	Opt.
Gear ratios (:1):		
First:	2.66	4.03
Second:	1.78	2.36
Third:	1.30	1.53
Fourth:	1.00	1.15
Fifth:	0.74	0.85
Sixth:	0.50	0.67
Reverse:	2.90	3.06
Final drive ratio:	3.42	2.56

<b>Chassis / Suspension</b>	<b>Coupe and Convertible</b>	<b>Z06</b>
Front:	short/long arm (SLA) double wishbone, cast aluminum upper and lower control arms, transverse-mounted composite leaf spring, monotube shock absorber	short/long arm (SLA) double wishbone, cast aluminum upper and lower control arms, transverse-mounted composite leaf spring, monotube shock absorber
Rear:	short/long arm (SLA) double wishbone, cast aluminum upper and lower control arms, transverse-mounted composite leaf spring, monotube shock absorber	short/long arm (SLA) double wishbone, cast aluminum upper and lower control arms, transverse-mounted composite leaf spring, monotube shock absorber
Traction control:	electronic traction control; Active Handling	electronic traction control; Active Handling

<b>Brakes</b>	<b>Coupe and Convertible</b>	<b>Z06</b>
Type:	front and rear power-assisted disc with ABS	front and rear power-assisted disc with ABS with six-piston front and four-piston rear calipers, cross-drilled rotors
Rotor diameter x thickness (in / mm):	front: 12.8 x 1.26 / 325 x 32 (std.); 13.4 x 1.26 / 340 x 32 (w/ Magnetic Ride Control) rear: 12 x 1 / 305 x 26; (std.); 13 x 1 / 330 x 26 (w/ Magnetic Ride Control)	front: 14 x 1.3 / 355 x 32 rear: 13.4 x 1 / 340 x 26
Brake swept area (sq in / mm):	front: 274 / 1768 rear: 200 / 1290	front: 309 / 1994 rear: 269 / 1735
<b>Wheels &amp; Tires</b>		
Wheel size:	front: 18-inch x 8.5-inch rear: 19-inch x 10-inch	front: 18-inch x 9.5-inch rear: 19-inch x 12-inch
Tires:	front: P245/40ZR18 rear: P285/35ZR19	front: P275/35ZR18 rear: P325/30ZR19

<b>Dimensions</b>	<b>Coupe and Convertible</b>	<b>Z06</b>
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Wheelbase (in / mm):	105.7 / 2685	105.7 / 2685
Overall length (in / mm):	174.6 / 4435	175.6 / 4460
Overall width (in / mm):	72.6 / 1844	75.9 / 1928
Overall height (in / mm):	49 / 1244	48.7 / 1236
Curb weight (lb / kg):	3208 / 1455 (Coupe) 3221 / 1461 (Convertible)	3175 / 1440 (Z06)
Weight distribution (% front / rear):	51 / 49 (Coupe and Convertible)	50 / 50 (Z06)
<b>Interior</b>		
Seating capacity	2	
Interior volume (cu ft / L):	52 / 1475 (all models)	
Headroom (in / mm):	38 / 962 (all models)	
Legroom (in / mm):	43 / 1092 (all models)	
Shoulder room (in / mm):	55 / 1397 (all models)	
Hip room (in / mm):	54 / 1371 (all models)	
<b>Capacities</b>		
Cargo volume (cu ft / L):	Coupe and Z06: 22 / 634 Convertible: 11 / 295 (top up); 7.5 / 212 (top down)	
Fuel tank (gal / L):	18 / 68.1	
Engine oil (qt / L):	5.5 / 5.2 (Coupe and Convertible) 10.5 / 9.9 (Z06)	

\* SAE certified.

Note: Information shown is current at time of publication.