



2012 CHEVROLET **CORVETTE**



DRIVING OUR WORLD FORWARD

THIS IS NOT A “STATEMENT”.



Or a fashion accessory.
Or some kind of pretender.

This is a pure, 100 percent, bred-in-the-bone high-performance sports car. A legend nearly six decades in the making. The product of competition – and victory – in some of the toughest races in the world.

It's real, *right-now* V8 power. Roadholding grip and handling agility that you have to feel to believe. Unmistakable classic lines drawn to cheat the wind. And a well-equipped, finely finished dual-cockpit interior with a single-minded focus on driving.

This is Corvette for 2012.

And it will be the drive of your life.



Corvette Z06, shown in Blade Silver Metallic with available Z06 Carbon Fibre Package and available Yellow brake calipers.



Corvette Z06, shown in Carbon Flash Metallic with available Chevrolet Centennial Edition Package.

CELEBRATION MEETS EXHILARATION.

To mark the 100th anniversary of Chevrolet, a special Chevrolet Centennial Edition Package is available on every Corvette model for 2012. Centennial Edition models are immediately identifiable by their exclusive Carbon Flash Metallic paint, model-specific black aluminum wheels, red brake calipers and satin black graphics. Inside, the special

highlights are ebony seating surfaces with suede inserts and Torch Red accent stitching, and a custom leather-wrapped interior is included on Z06 and ZR1 models and is available on Coupe, Convertible and Grand Sport models. A Magnetic Selective Ride Control suspension rounds out the package. We know Louis Chevrolet would approve.



LOUIS CHEVROLET

Louis Chevrolet, who co-founded the car company that bears his name with William Durant in late 1911, was much more than just a businessman. Driven by a proud and ferociously competitive spirit, Louis Chevrolet was a well-regarded race car designer and builder. He was also a very highly respected race car driver who took the wheel four times at the Indianapolis 500. Louis Chevrolet was posthumously inducted into the International Motorsports Hall of Fame in 1992.





FORGED IN THE HEAT OF COMPETITION.

The Corvette legend was written in equal parts on the street and on the race track. Corvettes have been racing against worthy competitors like Jaguar, Ferrari, Aston Martin and Porsche for decades, and in that time they've taken more than their fair share of checkered flags. For a recent case in point, consider June 12, 2011. That day, with just over two hours remaining in the 24 Hours of Le Mans, a Corvette C6.R race car driven by Tommy Milner passed the Ferrari 458 Italia of Toni Vilander to take over the lead in the

GTE class. By the finish, the Ferrari was a full two minutes and 29 seconds behind. It was the seventh time in eleven years that a Corvette had claimed a class victory in the most prestigious endurance race in the world. That matters, even if you never drive your new Corvette on a track, because the discipline of racing, to a great extent, makes Corvette what it is. The lessons we've learned on the race track have made today's production Corvettes stronger, lighter, faster and more efficient. And we're still learning.





Corvette ZR1, shown in Carbon Flash Metallic with available Chevrolet Centennial Edition Package and ZR1 High Performance Package.

ZR1. THE ULTIMATE CORVETTE.

Co-developed with the Le Mans-winning Corvette C6.R racer, the ZR1 supercar is the Corvette taken to the extreme. Fitted with an intercooled four-lobe supercharger, its hand-assembled 6.2L small-block LS9 V8 generates a mind-boggling 638 horsepower and 604 pounds-feet of torque. It's not only the most powerful production engine ever in a Corvette, it's the most powerful production engine in Chevrolet history. To make the most of its thrust, it's mated to a race-proven six-speed manual transmission. A standard Performance Traction Management system manages standing-start launches electronically, for optimal acceleration. At the test track, the quarter-mile sprint takes just 11.3 seconds. Carbon fibre is used for the ZR1's hood, front fenders, roof panel and selected other body parts to keep weight to a minimum. The standard Magnetic Selective Ride Control

suspension is specifically tuned for the ZR1's unique performance characteristics. The brakes, by Brembo®, feature massive carbon ceramic rotors. The huge Z-rated Michelin® Pilot® Sport 2 tires were specially developed for ZR1. There's also a new ZR1 High Performance Package that includes a unique close-ratio transmission, lightweight aluminum wheels and track-bred Michelin® Pilot® Sport Cup tires – the same ones fitted to the record-setting production ZR1 at the Nürburgring. Also, the ultimate Corvette comes with the ultimate skills upgrade: an intensive two-day on-track training session at your choice of the Bob Bondurant School of High Performance Driving or the Ron Fellows Performance Driving School.* See your dealer for complete details.

* Customers are responsible for their own travel and accommodation expenses. Original buyer has one year from date of purchase to attend school. Unredeemed driving school has no cash value.

7:19.63.

In June, 2011, with engineer Jim Mero at the wheel, a production Corvette ZR1, on production tires, lapped Germany's 20.8-kilometre Nürburgring Nordschleife race track in a blistering seven minutes and 19.63 seconds. For the record, that's faster than any production Ferrari to date, including the 458 Italia. Faster than the Porsche Carrera GT. Even faster than super-costly exotica like the Lamborghini Murcielago LP640 and the Koenigsegg CCX. To see the record-smashing lap for yourself, visit YouTube and search 7:19.63.



Z06. TRACK STAR.

Street-legal sports cars don't get much more hardcore than Corvette Z06. Weight is trimmed to an absolute minimum, thanks to an aluminum body structure, a magnesium front engine cradle and extensive use of carbon fibre. The result? Z06 tips the scales at a mere 1440 kg (3175 lb.). The engineers also gave Z06 some serious attention in the engine department. The aluminum-block LS7 V8 displaces a full 7.0 litres, or 427 cubic inches, and puts out a huge 505 horsepower and 470 pounds-feet of torque. The result is a power-to-weight ratio of just 2.85 kg/hp,

which beats a Porsche 911 Turbo S. For those who need even more capability – and you know who you are – Z06 offers up a new-for-2012 Ultimate Performance Package. Components include super-sticky Michelin® Pilot® Sport Cup tires, larger-than-stock lightweight cup-style aluminum wheels, Brembo® cross-drilled ceramic brake rotors and a Magnetic Selective Ride Control suspension. The package also features an electronic Performance Traction Management system that helps you to obtain the very best standing-start acceleration runs.



Corvette Z06, shown in Torch Red with available Ultimate Performance Package and carbon fibre engine hood.



WORLD-CLASS CHASSIS.

Peel away Corvette's dramatically styled body panels and you'll find a unique – and uniquely effective – vehicle structure. Using hydroformed side rails and a precision-fabricated central backbone, Corvette's architecture is singularly resistant to bending and twisting. Yet at the same time, it's also extremely lightweight. That's a win-win situation. And it gets even better, with a double-wishbone suspension front and rear. This track-proven design is augmented by

a standard Active Handling System, which adds to Corvette's stability and helps control understeer and oversteer situations. Then there's the two-mode Magnetic Selective Ride Control, which is standard on ZR1 and available on all other models. It modifies the damping of the individual shock absorbers up to 1000 times per second to deliver body control and extraordinary handling precision. Combine these elements and you have a car – and a driving experience – that is entirely unique.



A DIY DREAM COME TRUE.

It's perhaps the ultimate Corvette experience. Order up your brand-new Z06 or ZR1, then book your trip to GM's Performance Build Center in Wixom, Michigan. Once there, you'll hand-build your own engine under the supervision of a master craftsman. It's an experience you'll remember for a lifetime.**

** Customers are responsible for their own travel and expenses. See your dealer for full details.



LET'S TALK POWER.

Over the past decade or so, the Corvette powertrain team has taken Chevrolet small-block engine technology into a whole new universe. The result? A whole family of large-displacement, lightweight, compact engines capable of awesome feats of strength and stamina on both the track and the road. Corvette Coupe, Convertible and Grand Sport models are all powered by a 6.2L LS3 engine producing 430 hp – 436 hp with the available dual-mode exhaust system. Corvette Z06

powerplant. And the ZR1 supercar tops the line with the supercharged 6.2L LS9 V8 putting out a stunning 638 horsepower and 604 pounds-feet of torque. Corvette engines are also notable for their modest fuel consumption. On the highway, the LS3 V8 consumes just 7.7 litres per hundred kilometres.* It's a remarkable combination of power and efficiency.

* 2012 Corvette Coupe, Convertible, Grand Sport Coupe and Grand Sport Convertible equipped with standard 6-speed manual transmission. Based on GM testing in accordance with approved Transport Canada test methods. Your actual fuel consumption may vary.





Corvette Grand Sport Coupe, shown in Velocity Yellow Tintcoat with available Grand Sport Heritage Package.



Corvette Grand Sport Convertible, shown in Carlisle Blue Metallic with available equipment.

GRAND SPORT. TAKING IT TO THE NEXT LEVEL.

For the enthusiastic driver, the Grand Sport formula is simply irresistible. Grand Sport models combine the power, engineering and amenities of Corvette Coupe and Convertible with the track-focused suspension and braking componentry of the fixed-roof, manual transmission-only Z06. That means wider tracks, front and rear, with wider fenders to

match. More powerful brakes, including cross-drilled 355 mm rotors with six-piston calipers up front and cross-drilled 340 mm rotors with four-piston calipers in the rear. Functional rear brake ducts for extra cooling. Wider wheels all around, fitted with larger, lower-profile tires. Grand Sport Coupe models equipped with the manual transmission get even more

serious, with a differential cooler, a battery mounted in the rear for more balanced weight distribution and a dry-sump engine oiling system that ensures positive lubrication, even during extreme manoeuvres on the race track. Needless to say, the capabilities of the Grand Sport models – whether Coupe or Convertible – are as impressive as the hardware.

COUPE AND CONVERTIBLE. LIGHTNING STRIKES TWICE.

Where performance is concerned, power is ample, and with 430 horsepower on tap – 436 with the available dual-mode exhaust system – Corvette Coupe and Convertible put an extra-large helping of responsive muscle at your disposal. They make the most of it, too, with a curb weight of just 1455 kg (3208 lb.)* – a full 225 kg lighter than the BMW M3 Coupe. Acceleration, unsurprisingly, is brilliant.

The sprint from zero to 96 km/h flashes by in just 4.2 seconds, while the standing quarter-mile takes a mere 12.6 seconds. And thanks to a track-proven chassis that's as advanced as the powertrain, Corvette's other performance numbers are equally thrilling. Think lateral acceleration force of .92 g and a braking distance from 96 km/h to a standstill of just 35.36 metres (116 feet).

* Corvette Coupe. Curb weight of Corvette Convertible is 1461 kg (3221 lb.).



Corvette Convertible, shown in Blade Silver Metallic with available equipment.



Corvette Coupe, shown in Blade Silver Metallic with available equipment.



Corvette Convertible, shown with available Centennial Edition Package.



CRAFTED FOR CONTROL.

The Corvette cockpit is designed to keep you firmly in charge, with crisp, white-on-black analogue gauges, a multi-function Driver Information Centre and logical, precisely-placed controls. There's also an advanced Head-Up Display (HUD) – standard on Z06 and ZR1 and available on all other models – that projects key data onto the windshield to help you avoid taking your eyes off the road. Perhaps the most remarkable thing about

the Corvette interior, though, is that it's as well suited to daily commuting as it is to on-track excitement. The six-way power driver's seat has been upgraded for 2012, for an outstanding blend of comfort and support. Dual-zone automatic climate controls help to keep you at ease regardless of the weather. Put it all together and you've got a driving environment capable of making even your daily commute a pleasure.



PERFORMANCE DATA

COUPE

Engine: LS3 6.2L V8
Displacement cc (cu. in.): 6162 (376)
Type: 90-degree pushrod, 16-valve V8, aluminum block and heads and hydraulic lifters
Bore and stroke mm (in.): 103.25 x 92.0 (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 96 km/h (0 to 60 mph): 4.2 seconds
Quarter mile: 12.6 seconds @ 185 km/h (115 mph)
Test track top speed: 305 km/h (190 mph)
Skid pad (max. lateral acceleration): 0.92g
Braking system: 4-wheel ventilated, cast iron rotors with Bosch® ABS
Brake rotor size, diameter mm (in.): front, 325 (12.8)* / rear, 305 (12.0)*
Braking distance 96 km/h to 0 (60 mph to 0) m (ft.): 35.36 (116)
Curb weight, est. kg (lb.): 1455 (3208)
Power to weight: 3.38:1 curb weight kg/hp (7.46:1 curb weight lb./hp)
Weight distribution: 51/49
Drag coefficient: 0.286
Estimated fuel consumption – L/100 km (MPG) city/hwy.:** 12.9/7.7 (22/37) manual; 14.3/8.1 (20/35) automatic

CONVERTIBLE

Engine: LS3 6.2L V8
Displacement cc (cu. in.): 6162 (376)
Type: 90-degree pushrod, 16-valve V8, aluminum block and heads and hydraulic lifters
Bore and stroke mm (in.): 103.25 x 92.0 (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 96 km/h (0 to 60 mph): 4.2 seconds
Quarter mile: 12.6 seconds @ 185 km/h (115 mph)
Skid pad (max. lateral acceleration): 0.92g
Braking system: 4-wheel ventilated, cast iron rotors with Bosch® ABS
Brake rotor size, diameter mm (in.): front, 325 (12.8)* / rear, 305 (12.0)*
Braking distance 96 km/h to 0 (60 mph to 0) m (ft.): 35.36 (116)
Curb weight, est. kg (lb.): 1461 (3221)
Power to weight: 3.39:1 curb weight kg/hp (7.49:1 curb weight lb./hp)
Weight distribution: 51/49
Drag coefficient: Not tested
Estimated fuel consumption – L/100 km (MPG) city/hwy.:** 12.9/7.7 (22/37) manual; 14.3/8.1 (20/35) automatic
*With Magnetic Selective Ride Control – front, 340 (13.4) / rear, 330 (13.0).

GRAND SPORT COUPE

Engine: LS3 6.2L V8
Displacement cc (cu. in.): 6162 (376)
Type: 90-degree pushrod, 16-valve V8, aluminum block and heads and hydraulic lifters (dry-sump oil system with manual transmission)
Bore and stroke mm (in.): 103.25 x 92.0 (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 96 km/h (0 to 60 mph): 3.95 seconds
Quarter mile: 12.3 seconds @ 188 km/h (117 mph)
Skid pad (max. lateral acceleration): 1.0g
Braking system: 4-wheel ventilated, cross-drilled cast iron rotors, 6-piston front calipers and 4-piston rear calipers with Bosch® ABS
Brake rotor size, diameter mm (in.): front, 355 (14.0) / rear, 340 (13.4)
Braking distance 96 km/h to 0 (60 mph to 0) m (ft.): 34.44 (113)
Curb weight, est. kg (lb.): 1502 (3311)
Power to weight: 3.49:1 curb weight kg/hp (7.70:1 curb weight lb./hp)
Weight distribution: 51/49
Drag coefficient: 0.34
Estimated fuel consumption – L/100 km (MPG) city/hwy.:** 12.9/7.7 (22/37) manual; 14.3/8.1 (20/35) automatic

**Fuel consumption ratings based on GM testing in accordance with approved Transport Canada test methods. Your actual fuel consumption may vary.

GRAND SPORT CONVERTIBLE

Engine: LS3 6.2L V8
Displacement cc (cu. in.): 6162 (376)
Type: 90-degree pushrod, 16-valve V8, aluminum block and heads and hydraulic lifters
Bore and stroke mm (in.): 103.25 x 92.0 (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 96 km/h (0 to 60 mph): 3.95 seconds
Quarter mile: 12.3 seconds @ 188 km/h (117 mph)
Skid pad (max. lateral acceleration): 1.0g
Braking system: 4-wheel ventilated, cross-drilled cast iron rotors, 6-piston front calipers and 4-piston rear calipers with Bosch® ABS
Brake rotor size, diameter mm (in.): front, 355 (14.0) / rear, 340 (13.4)
Braking distance 96 km/h to 0 (60 mph to 0) m (ft.): 34.44 (113)
Curb weight, est. kg (lb.): 1492 (3289)
Power to weight: 3.47:1 curb weight kg/hp (7.64:1 curb weight lb./hp)
Weight distribution: 51/49
Drag coefficient: Not tested
Estimated fuel consumption – L/100 km (MPG) city/hwy.:** 12.9/7.7 (22/37) manual; 14.3/8.1 (20/35) automatic

Z06

Engine: LS7 7.0L V8
Displacement cc (cu. in.): 7008 (427)
Type: 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters with dry-sump oil system
Bore and stroke mm (in.): 104.8 x 101.6 (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 96 km/h (0 to 60 mph): 3.7 seconds
Quarter mile: 11.7 seconds @ 201 km/h (125 mph)
Test track top speed: 318 km/h (198 mph)
Nürburgring lap time: 7:22.7
Skid pad (max. lateral acceleration): 1.04g
Braking system: 4-wheel ventilated, cross-drilled cast iron rotors, 6-piston front calipers and 4-piston rear calipers with Bosch® ABS
Brake rotor size, diameter mm (in.): front, 355 (14.0) / rear, 340 (13.4)
Braking distance 96 km/h to 0 (60 mph to 0) m (ft.): 34.44 (113)[†]
Curb weight, est. kg (lb.): 1451 (3199)
Power to weight: 2.87:1 curb weight kg/hp (6.33:1 curb weight lb./hp)
Weight distribution: 50/50
Drag coefficient: 0.34
Estimated fuel consumption – L/100 km (MPG) city/hwy.:** 14.3/8.3 (20/34)
[†] With Z06 Ultimate Performance Package, 31.39 m (103 ft.).

ZR1

Engine: LS9 6.2L supercharged V8
Displacement cc (cu. in.): 6162 (376)
Type: 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters with dry-sump oil system
Bore and stroke mm (in.): 103.25 x 92.0 (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 96 km/h (0 to 60 mph): 3.4 seconds
Quarter mile: 11.3 seconds @ 210 km/h (131 mph)
Test track top speed: 330 km/h (205 mph)
Nürburgring lap time: 7:19.6
Skid pad (max. lateral acceleration): 1.05g
Braking system: Brembo® 4-wheel ventilated, cross-drilled carbon ceramic rotors, 6-piston front calipers and 4-piston rear calipers with Bosch® ABS
Brake rotor size, diameter mm (in.): front, 394 (15.5) / rear, 380 (15.0)
Braking distance 96 km/h to 0 (60 mph to 0) m (ft.): 33.83 (111)^{††}
Curb weight, est. kg (lb.): 1521 (3353)
Power to weight: 2.38:1 curb weight kg/hp (5.25:1 curb weight lb./hp)
Weight distribution: 51/49
Drag coefficient: 0.35
Estimated fuel consumption – L/100 km (MPG) city/hwy.:** 15.4/9.6 (18/29)
^{††} With available ZR1 High Performance Package, 31.39 m (103 ft.).



GENUINE CORVETTE ACCESSORIES

No one buys a Corvette to blend into the background. Genuine Corvette Accessories are designed to add to the drama and excitement of your new sports car. They're developed by the Corvette design and engineering team and crafted to meet the strictest quality standards. They are backed by the 3-year/60,000 km New Vehicle Limited Warranty.* They can also be included in your lease or finance agreement. See your dealer for a complete listing of Genuine Corvette Accessories or visit chevrolet.ca

* Whichever comes first, when permanently installed by the dealer at the time you purchase or lease your new vehicle, or for the remainder of the New Vehicle Limited Warranty if installed after the time of your vehicle purchase or lease, but no less than 12 months.

Selected Genuine Corvette Accessories include:

- Embroidered headrest and underhood liner with "Jake" logo
- Carbon fibre-effect engine cover
- Sport metal pedals
- Door sill plates
- "Jake" exterior decal package.



ACCESSORIES



WARRANTY IT ISN'T FINE PRINT – IT'S A COMMITMENT.

Chevrolet puts the same care into its warranty and support programs that it does into the cars and trucks it builds. So you can add peace of mind knowing that every Chevrolet is backed by the best coverage in Canada:

- 3-year/60,000 km New Vehicle Limited Warranty*
 - 5-year/160,000 km Powertrain Component Limited Warranty, with \$0 deductible on repairs and the warranty is fully transferable at no charge*
 - 5-year/160,000 km Courtesy Transportation*
 - 5-year/160,000 km 24/7 Roadside Assistance*
 - 6-year/160,000 km rust-through perforation coverage*
 - 8-year/130,000 km coverage on catalytic converters and powertrain control modules (PCMs).*
- * Whichever comes first. Conditions and limitations apply, see dealer for details.

OTHER OWNERSHIP PRIVILEGES AND PROGRAMS:**

- **GM Protection Plan (GMPP)** – the only extended service plan backed by the resources and commitment of General Motors. GMPP may be purchased at the time of sale or subsequently during the New Vehicle Limited Warranty period
- **GM Goodwrench Service** – with GM-certified technicians and GM-approved parts, nobody knows your GM vehicle better
- **Chevrolet Owner Centre** – as an owner, take advantage of the Chevrolet Owner Centre. This online owner's destination gives you access to coupons, contests, current offers and the latest driving and maintenance tips. Find out more at ChevroletOwner.ca

** Conditions and limitations apply.

TO HELP YOU PURCHASE OR LEASE A NEW VEHICLE:

- **Purchase Financing and Leasing** – on-the-spot financing, see your dealer for full details†
 - **GM Student Bonus Program** – students or recent graduates of high school, college or university** may be entitled to receive a Student Bonus vehicle redemption allowance of \$500 or \$750† (tax inclusive) (purchased vehicle dependant) to use towards the purchase, lease or finance of one eligible new Chevrolet vehicle
 - **The GM Card** – GM cardholders may redeem up to \$3500 GM Card® Earnings (subject to Vehicle Redemption Allowances) toward the Total Purchase Price on eligible new GM vehicles.†† For full program details please visit thegmcard.ca
- † Subject to eligibility. †† Program subject to change. ** Conditions and limitations apply.

INFORMATION RESOURCES.

You can find more information about these programs from your GM dealer, or at these information centres:

- The GM website at gm.ca
- The GM Customer Care Centre at **1-800-GM-DRIVE (1-800-463-7483 or 1-800-263-3830** for TDD users).

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INTERIOR FABRICS

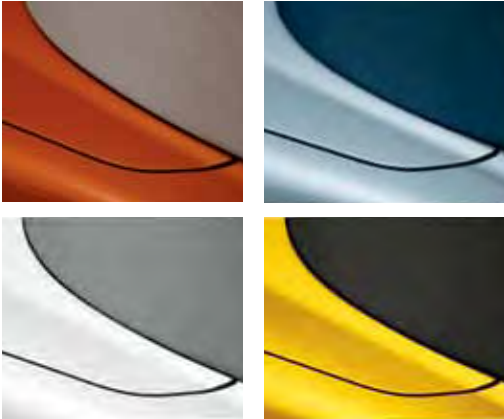
Leather

Two-Tone Leather

Z06/ZR1 Leather

Custom Leather Wrap

CONVERTIBLE TOPS



Beige**
Blue**
Grey**
Black

** Not available with Chevrolet Centennial Edition. See your dealer for availability and restrictions.

STITCHING**



Yellow
Red
Blue

** Not available with Chevrolet Centennial Edition. See your dealer for availability and restrictions.

EXTERIOR COLOURS

1 – Available at extra cost.
2 – Available with Chevrolet Centennial Edition Package only.
Due to the limitations of the printing process, the colours shown may differ slightly from the actual colour. For more accurate colour samples, ask your sales consultant to see the dealer showroom colour display. Exterior colours may be subject to changes during the 2012 model year, please check with your sales consultant or visit chevrolet.ca for latest colour availability on Corvette.

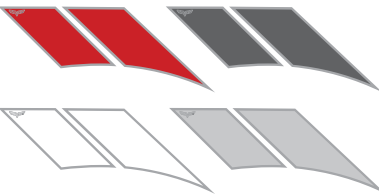
BRAKE CALIPER COLOURS*



Silver
Dark Grey Metallic
Yellow
Red
Blue

* See your dealer for availability by model and restrictions.

GRAND SPORT HERITAGE STRIPE COLOURS



Victory Red
Cyber Grey
Pearl White
Light Silver Metallic**

** See your dealer for availability and restrictions.

HEADLIGHT SURROUND COLOURS**



Black
Blade Silver Metallic
Cyber Grey Metallic

** Not available with Chevrolet Centennial Edition. See your dealer for availability and restrictions.

EXTERIOR/INTERIOR COLOUR COMPATIBILITY

Model ►		Coupe/Convertible/Grand Sport				Z06/ZR1				Available Custom Leather-Wrapped Interior Package		
▼ Exterior	Interior ►	Red or Ebony/Red³	Ebony	Cashmere or Cashmere/Ebony³	Titanium or Titanium/Ebony³	Ebony/Red Accents	Ebony	Ebony/ Cashmere Accents	Ebony/ Titanium Accents	Ebony	Cashmere	Dark Titanium
10 – Arctic White		●	● ● ● ●	● ● ●	● ● ●	○	○	○	○	● ● ● ●	● ● ●	● ● ●
17 – Blade Silver Metallic		●	● ● ● ●	● ● ●	● ● ●	○	○	○	○	● ● ● ●	● ● ●	● ● ●
28 – Inferno Orange Metallic¹			●	● ●	● ●		○	○	○	●	● ●	● ●
45 – Velocity Yellow Tintcoat¹			●	● ●	● ●		○	○	○	●	● ●	● ●
57 – Cyber Grey Metallic		●	● ● ● ●	● ● ●	● ● ●	○	○	○	○	● ● ● ●	● ● ●	● ● ●
58 – Carbon Flash Metallic²			●				○			●		
70 – Torch Red		●	● ●	● ●	● ●	○	○	○	○	● ●	● ●	● ●
89 – Crystal Red Tintcoat¹		●	●	● ●	●	○	○	○	○	●	● ●	●
GLB – SuperSonic Blue¹			● ● ● ●	● ● ● ●	● ● ● ●	○	○	○	○	● ● ● ●	● ● ● ●	● ● ● ●
GLF – Carlisle Blue Metallic			● ● ● ●	● ● ● ●	● ● ● ●	○	○	○	○	● ● ● ●	● ● ● ●	● ● ● ●

1 – Available at extra cost.
2 – Available with Chevrolet Centennial Edition Package only.
3 – Two-tone modified bucket seats available at extra cost.

Convertible top colours – ● 34 – Blue ● 35 – Beige ● 37 – Grey ● 41 – Black



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