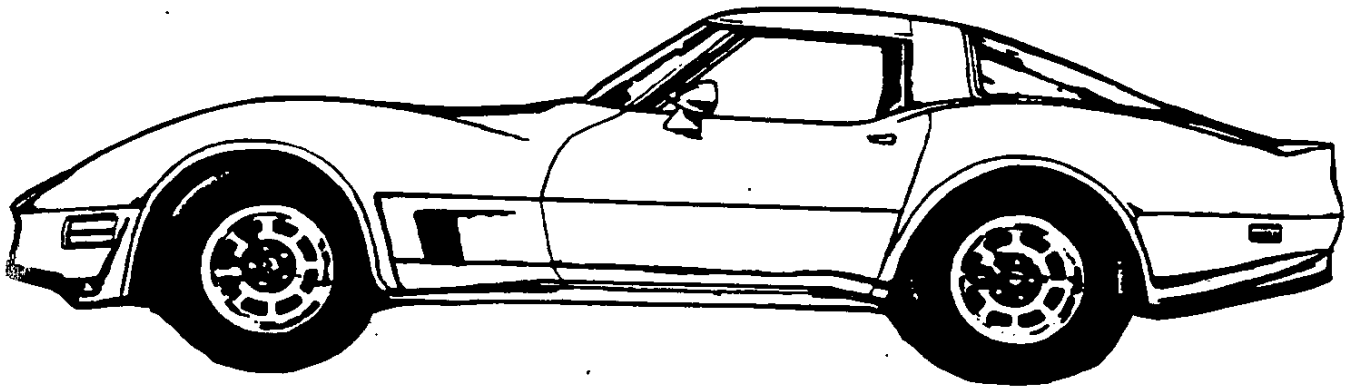
CHEVROLET

CORVETTE

1982
SPECIFICATIONS



GENUINE CHEVROLET

1982 CORVETTE

Production: 18,648 coupe, 6,759 collector coupe, 25,407 total

1982 NUMBERS

Vehicle: 1G1AY8786C5100001 thru 1G1AY8786C5125407
- Sixth digit is a zero for the Collector Edition
- Ninth digit is a check code and varies

Suffix: ZBA: 350ci, 200hp, at ZBN: 350ci, 200hp, at, ce
ZBC: 350ci, 200hp, at, ce, ep

Block: 14010207: All

Head: 462624: All

Throttle Body Injection: 17082052: Rear Unit
17082053: Front Unit

Distributor: 1103479: All

Alternator: 1101071, 1101075, 1103091, 1103103

Abbreviations: at=automatic transmission, ce=california emissions, ci=cubic inch, ep=early production, hp=horsepower.

1982 FACTS

• The 1982 Corvette was the last of a generation. Its basic body shape dated to 1968 and its chassis to 1963. To honor the 1982 model's special status, Chevrolet offered a "Collector Edition." It differed from base models in several ways. In addition to a higher level of standard features optional on base models, the Collector Edition had a lifting rear hatchback glass, special wheels styled similarly to the 1967 "bolt on" optional wheels, unique silver-beige paint, unique silver-beige leather interior and special cloisonne emblems.
• The Collector Edition Hatchback Coupe carried a special code (zero in the sixth digit) in its vehicle identification number, but didn't have a separate serial sequence. At $22,537.59, it was the first Corvette with a base price exceeding $20,000.00.
• A manual transmission was not available in 1982 Corvettes.
• The automatic transmission in 1982 Corvettes was a new four-speed unit with a torque converter clutch operating in the top three gears. It used a higher first gear ratio (3.07:1) for improved acceleration.
• Hoods of 1982 models had solenoid-operated doors to direct fresh air directly into the air cleaner during full throttle.
• Chevrolet introduced "cross fire injection" on the 1982 Corvette. This wasn't fuel injection of the type available in 1957-1965 Corvettes; rather, it combined two "injectors" with Chevrolet's Computer Command Control system to achieve better economy, driveability and performance through more precise metering of the fuel. The Computer Command Control itself was refined in 1982 so that it was capable of making eighty adjustments per second compared to ten the previous year.
• The new fuel metering system used in 1982 included a positive fuel cutoff to prevent engine run-on (dieseling).
• The charcoal air filtering element of the 1981 model was replaced with a paper element in the cross-fire-injection 1982.
• The exhaust system of 1982 models was redesigned with a smaller and lighter catalytic converter. The exhaust pipes leading into the converter were redesigned to deliver hotter exhaust gases to the converter to increase its efficiency.
• All 1982 Corvettes were built in the new Corvette plant in Bowling Green, Kentucky. Production was initiated in 1981 when 8,995 models were built.
• The 1982 Corvette was the last model with optional radio packages that included an 8-track tape (RPO UM4), and Citizens Band (RPO UN5).

1982 OPTIONS

RPO #	DESCRIPTION	QTY	RETAIL $
1Y87	Base Corvette Sport Coupe	18,648	$18,290.07
1YY07	Corvette Collector Edition Hatchback	6,759	22,537.59
AG9	Power Driver Seat	22,585	197.00
AU3	Power Door Locks	23,936	155.00
CC1	Removable Glass Roof Panels	14,763	443.00
C49	Rear Window Defogger	16,886	129.00
DG7	Electric Sport Mirrors	20,301	125.00
D84	Two-Tone Paint	4,871	428.00
FE7	Gymkhana Suspension	5,457	61.00
K35	Cruise Control	24,313	165.00
N90	Aluminum Wheels	16,844	458.00
QGR	White Letter SBR Tires, P225/70R15	5,932	80.00
QXH	White Letter SBR Tires, P255/60R15	19,070	542.52
UL5	Radio Delete	150	-124.00
UM4	AM-FM Radio, etr stereo with 8-track	923	386.00
UM6	AM-FM Radio, etr stereo with cassette	20,355	423.00
UN5	AM-FM Radio, etr stereo with cassette/CB	1,987	755.00
U58	AM/FM Radio, stereo	1,533	101.00
U75	Power Antenna	15,557	60.00
V08	Heavy Duty Cooling	6,006	57.00
V54	Roof Panel Carrier	1,992	144.00
YF5	California Emission Certification	4,951	46.00

• A 350ci, 200hp engine, automatic transmission, T-tops, and leather/vinyl or cloth/vinyl interior trim were included in the base price.
• There were no optional Corvette engines in 1982.
• Manual transmissions were not available.
• Corvette Collector Edition Hatchback Coupe included RPOs CC', C49, QXH, U75, special silver-beige paint, graduated hood and side body decals, commemorative aluminum wheels, frameless glass hatchback with manual remote release, accent pinstriping, multi-tone silver-beige leather seats and door trim, leather wrapped steering wheel and horn cap, cloisonne exterior and interior emblems, and luxury carpeting. If UN5 radio was selected, it cost $695 instead of $755.

1982 COLORS

CODE	EXTERIOR	QTY	WHEELS	INTERIORS
10	White	2,975	Silver	Ch-Cm-Db-Dr-Sgn-Sgy
13	Silver	711	Silver	Ch-Db-Dr-Sgy
19	Black	2,357	Silver	Ch-Cm-Dr-Sgn-Sgy
24	Silver Blue	1,124	Silver	Ch-Cm-Sgy
26	Dark Blue	562	Silver	Cm-Db-Sgy
31	Bright Blue	567	Silver	Ch-Cm-Db-Sgy
39	Charcoal	1,093	Silver	Ch-Dr-Sgy
40	Silver Green	723	Silver	Ch-Sgn
56	Gold	648	Silver	Ch-Cm
59	Silver Beige	6,759	Silver	Sb
70	Red	2,155	Silver	Ch-Cm-Dr-Sgy
99	Dark Claret	853	Silver	Cm-Dr-Sgy
10/13	White/Silver	664	Silver	Ch-Sgy
13/39	Silver/Charcoal	1,239	Silver	Ch-Dr-Sgy
13/99	Silver/Dark Claret	1,301	Silver	Dr-Sgy
24/26	Silver Blue/Dark Blue	1,667	Silver	Db-Sgy

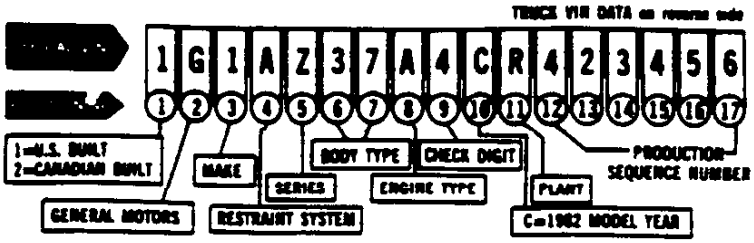
• Suggested interiors shown. Other combinations were possible.
• Nine 1982 Corvettes had primer only.
• Exterior code 59 Silver-Beige, and interior code 592 silver-beige leather were exclusive to the Collector Edition Hatchback.

Interior Codes: 132=Sgy/L, 182=Ch/L, 22C=Db/C, 222=Db/L, 402=Sgn/L, 592=Sb/L, 64C=Cm/C, 642=Cm/L, 74C=Dr/C, 742=Dr/L.

Abbreviations: C=Cloth, Ch=Charcoal, Cm=Camel, Db=Dark Blue, Dr=Dark Red, L=Leather, Sb=Silver Beige, Sgn=Silver Green, Sgy=Silver Gray.

1982 PASSENGER CAR VIN SYSTEM

TRUCK VIN DATA on reverse side



3 MAKE

1-CHEVROLET	3-OLDSMOBILE	6-CADILLAC
2-PONTIAC	4-BUICK	7-GM OF CANADA

4 RESTRAINT SYSTEM

A - NON-PASSIVE/MANUAL BELTS
B PASSIVE/AUTOMATIC BELTS

6-7 BODY TYPE

07	COUPE 2 DOOR HATCHBACK
08	SEDAN 2 DOOR HATCHBACK
19	SEDAN 4 DOOR NOTCHBACK
23	SEDAN 4 DOOR AUX SEAT
27	COUPE 2 DOOR NOTCHBACK
35	STATION WAGON 4 DOOR
37, 47, 57	COUPE 2 DOOR NOTCHBACK SPECIAL
68	SEDAN 4 DOOR PLAIN BACK HATCHBACK
69	SEDAN 4 DOOR NOTCHBACK
77	COUPE 2 DOOR PLAIN BACK HATCHBACK
87	COUPE 2 DOOR PLAIN BACK SPECIAL

5 CARLINE-SERIES

CHEVROLET
B - CHEVETTE
D - CAVALIER
E - CAVALIER TYPE 10
J - CHEVETTE SCOOTER
L - IMPALA
N - CAPRICE CLASSIC
P - CAMARO SPORT COUPE
S - CAMARO BERLINETTA
W - CELEBRITY*
W - MALIBU CLASSIC**
X - CITATION
Y - CORVETTE
Z - MONTE CARLO

OLDSMOBILE
B - OMEGA
C - I CAR
D - I CAR
E - OMEGA BROUGHAM
G - CUTLASS CIERA*
H - CUTLASS CRUISER
J - CUTLASS CIERA LS*
K - CUTLASS CALAIS
L - DELTA 88
M - CUTLASS SUPREME BROUGHAM*
N - CUTLASS CIERA BROUGHAM
R - DELTA 88 ROYALE
P - CUSTOM CRUISER
Q - CUTLASS SUPREME
W - 98 REGENCY BROUGHAM
X - 98 REGENCY
Y - DELTA 88 ROYALE BROUGHAM
Z - TORONADO BROUGHAM

GM CANADA ONLY
B - ACADIAN
F - GRAND LEMANS
J - ACADIAN S
L - PARISIENNE
R - PARISIENNE BROUGHAM
R - GRAND LEMANS BROUGHAM

PONTIAC
B - J2000
C - J2000 LE
D - J2000 SE
F - PONTIAC 6000
G - PONTIAC 6000 LE
J - GRAND PRIX
K - GRAND PRIX LJ
L - T1000
N - BONNEVILLE MODEL G
P - GRAND PRIX BROUGHAM
R - BONNEVILLE BROUGHAM MODEL G
S - FIREBIRD
T - PHOENIX SJ
W - FIREBIRD TRANS AM
X - FIREBIRD SPECIAL EDITION
Y - PHOENIX
Z - PHOENIX LJ

BUICK
B - SKYLARK
C - SKYLARK LIMITED
D - SKYLARK SPORT
G - CENTURY SPORT
H - CENTURY
J - REGAL
K - REGAL SPORT
L - CENTURY LIMITED
M - REGAL LIMITED
N - LE SABRE
P - LE SABRE LIMITED
R - LE SABRE ESTATE
S - SKYHAWK
T - SKYHAWK LIMITED
U - ELECTRA ESTATE
W - ELECTRA PARK AVENUE
X - ELECTRA LIMITED
Y - RIVIERA T
Z - RIVIERA LUXURY

CADILLAC
B - FLEETWOOD BROUGHAM
D - DEVILLE
F - FLEETWOOD LIMOUSINE
G - CIMARRON
L - ELDORADO
S - SEVILLE

* BODY TYPES 19 and 27 ONLY
** BODY TYPES 35 and 69 ONLY
† BODY TYPES 47 and 69 ONLY

8 ENGINE TYPE

CODE	DISP	CYL.	CARB	DIVISION USAGE	PRODUCER
A	3.8	V6	2BBL	1 2 3 4 7	4
B	2.0	L4	2BBL	3 4	
C	1.6	L4	2BBL	2 7	
D	1.8	L4	DIESEL	1 *	ISUZU
E	3.0	V6	2BBL	3 4	4
F	2.5	L4	2BBL	1 2	2
G	1.8	L4	2BBL	2 3 4 6	1
H	5.0	V8	4BBL	1 2 3 4 7	1
J	4.4	V8	2BBL	2 3 4 7	1
K	3.8	V6	2BBL		
L	5.7	V8	4BBL		
M	5.7	V8	DIESEL	2 3 4 6 7	3
N	2.5	L4	EFI	1 2 3 4	2
P	4.3	V6	DIESEL	2 3 4	3
R	4.3	V6	DIESEL	1 3 4	3
S	2.8	V6	2BBL	1 2 3 4	1 * *
T	5.0	V8	4BBL	3 4	3
Z	2.8	V6	2BBL	2 3 4	1
0	1.8	L4	EFI	2 4	2
1	2.8	V6	2BBL	1 2	1
2	2.5	L4	EFI	1 2	2
3	3.8	V6	4BBL†	4	4
4	4.1	V6	4BBL	2 3 4 6	4
5	2.5	L4	2BBL	1 2 3 4	2
7	5.0	V8	CFI	1 2	
8	5.7	V8	CFI		1
8	4.3	V8	2BBL	3	3
8	4.1	V8	DF1	5	5
9	6.0	V8	DF1	5	5

CFI=CROSS FIRE INJECTION EFI=ELECTRONIC FUEL INJECTION
DFI=DIGITAL FUEL INJECTION T=TURBOCHARGED
* OR GM MEXICO

11 PLANT

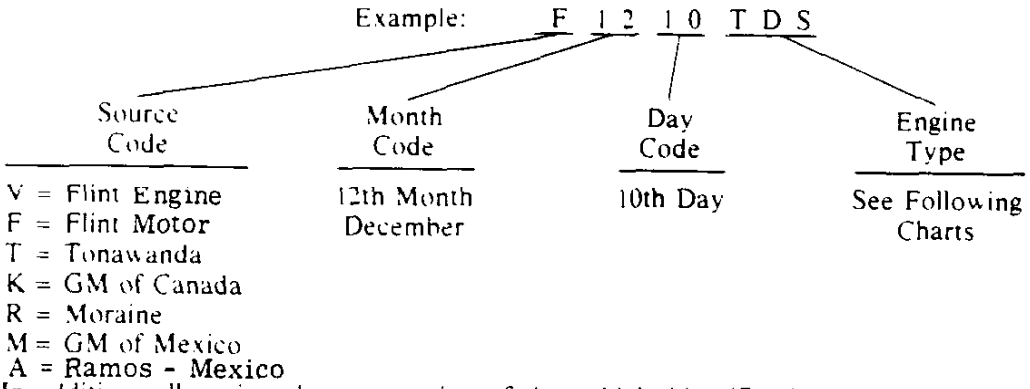
A - LAKEWOOD	GA	H - FLINT (BUICK)	MI	R - ARLINGTON	TX	2 - FREMONT	CA	4 - ORION	MI
B - BALTIMORE	MD	J - JANESVILLE	WI	S - ST LOUIS	MO	0 - PONTIAC (GMC)	MI	4 - SCARBOROUGH	ONT
C - SOUTHGATE	CA	K - LEEDS	MO	T - TARRYTOWN	NY	1 - OSHAWA	ONT	5 - BOWLING GREEN	KY
D - DORAVILLE	GA	L - VAN NUYS	CA	V - PONTIAC (GMC)	MI	2 - MORAINE	OH	5 - LONDON	ONT
E - LINDEN	NJ	M - LANSING	MI	W - WILLOW RUN	MI	2 - STE THERESE	PQ	6 - OKLAHOMA CITY	OK
F - FLINT (CHEV)	MI	N - NORWOOD	OH	X - FAIRFAX	KS	3 - DETROIT (CHEV)	MI	7 - LORDSTOWN	OH
G - FRAMINGHAM	MA	P - PONTIAC (PONT)	MI	Y - WILMINGTON	DE	3 - ST EUSTACHE	PQ	8 - SHREVEPORT	LA
								8 - FUJISAWA	JAP
								9 - DETROIT (CAD)	MI

The information shown is correct at time of printing, but may be changed during model year.

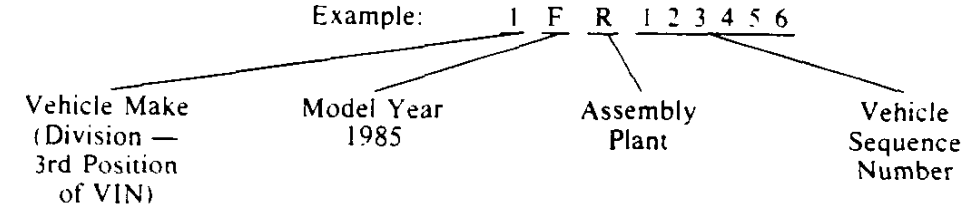
ENGINE ASSEMBLY IDENTIFICATION

CHEVROLET ENGINE PRODUCTION CODE

Chevrolet produced engines are stamped with a source, production date and engine suffix. Other General Motors produced engines used in Chevrolet vehicles will use a label affixed to the engine assembly. A complete list of all alphabetic codes used, regardless of manufacturer, appear in the following pages.



In addition, all engines have a portion of the vehicle identification number stamped near the engine production code. This consists of the division code, model year, assembly plant and vehicle build sequence number.



*NOTE: Pre 1980 production used numerical characters (last digit of model year) to identify model year. 1980 started the progressive use of alphabetic characters.

(1) DIVISION (PRIOR TO 1979)

1 — Chevrolet
2 — Pontiac
3 — Oldsmobile
4 — Buick
— GMC Truck
6 — Cadillac
7 — GM of Canada

Since 1979

1 — Chevrolet
2 — Pontiac
3 — Oldsmobile
4 — Buick
5 — GM Overseas
6 — Cadillac
7 — GM of Canada
8 —
9 — GM Overseas
C — Chev. Truck
T — GMC Truck

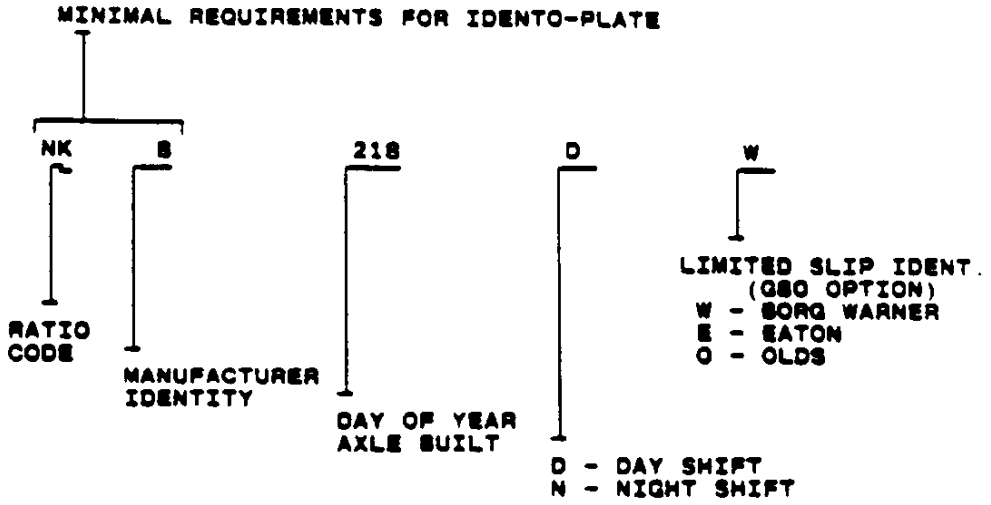
(3) PLANT

A – Lakewood
B – Baltimore
C – Lansing (B)
D – Doraville
E – Linden
F – Flint (Chev.)
G – Framingham
H – Flint (Buick)
J – Janesville
K – Kosai
K – Leeds
L – Van Nuys
M – Lansing
N – Norwood
P – Pontiac (Pont.)
Q — Detroit (Not used in 1980)
R — Arlington
S — St. Louis
S — Ramos Arizpe
T — Tarrytown
U — Hamtramck
V — Pontiac (GMC)
W — Willow Run
X — Fairfax
Y — Wilmington
Z — Fremont
1 — Wentzville
1 — Oshawa #2
2 — Moraine (T&B)
2 — St. Therese
3 — Detroit (T&B)
3 — St. Eustache
3 — Kawasaki
4 — Orion
4 — Scarborough
5 – Bowling Green
5 – London
6 – Oklahoma City
7 – Lordstown
8 – Shreveport
8 – Fujisawa, Japan (Luv)
9 – Detroit (Cad.)
9 – Oshawa #1
0 – GM Truck Pontiac

REAR AXLE FIELD IDENTIFICATION

Axles are manufactured by Buick Chevrolet Buffalo Chevrolet Warren Chevrolet Gear and Axle Oldsmobile Pontiac and Mckinnon. Divisional manufacturer code letters will be metal stamped on the axle tube adjacent to the carrier for field identification (See example) metal stamped on right front inboard side letters and numerals 1/4" high 3" outboard of carrier or are located on a metal tag attached to cover bolt. Reference should be made to divisional service manuals for location on some models

FIELD IDENTIFICATION



MANUFACTURER IDENTITY

B - BUICK
O - OLDSMOBILE
P - PONTIAC
M - PONTIAC/CANADA
G - CHEVROLET GEAR AND AXLE
C - CHEVROLET BUFFALO
K - GM OF CANADA, ST. CATHERINES (MCKINNON)
W - CHEVROLET WARREN

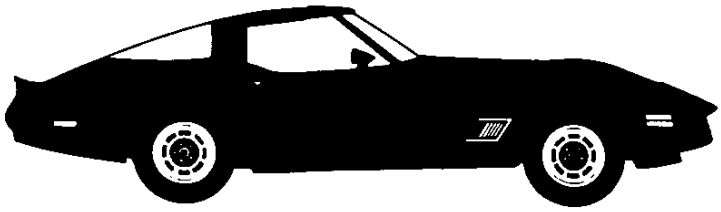
MANUFACTURERS IDENTIFICATION WILL APPEAR IN THE DESCRIPTION COLUMN OF CATALOG

CORVETTE REAR AXLE IDENTIFICATION (Cont.)

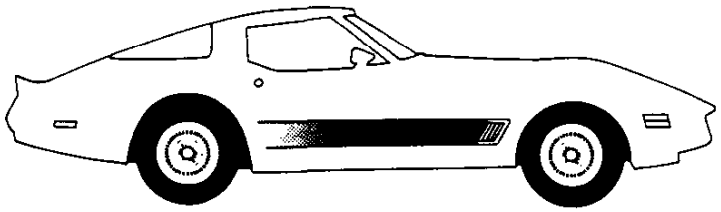
1982

Positraction (2.87 Ratio) ..... (Dana)

1982 CORVETTE



Corvette Coupe



Collector Edition Hatchback Coupe

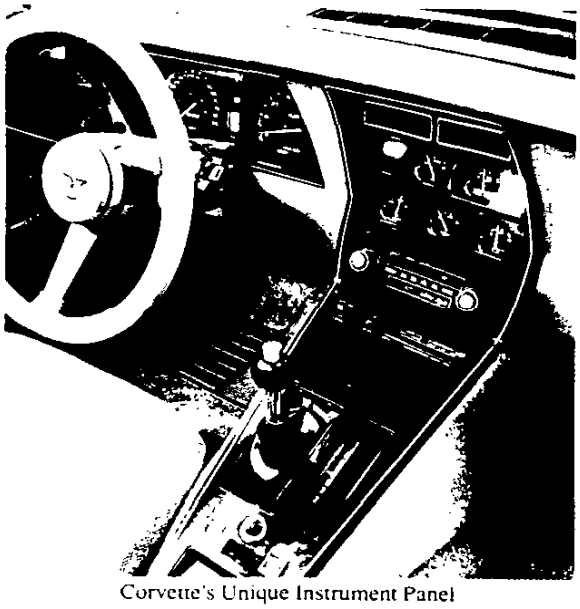
Corvette	Model No.
Coupe	1YY87
Collector Edition	1YY07

Index

Also see Value Features and Option Features sections for additional details.

See Dealer Order Guide for latest available information.

INSTRUMENTATION/CONTROLS



Corvette's Unique Instrument Panel

INSTRUMENT PANEL FEATURES	Coupe	Collector Edition
Special vehicle identification plate	NA	S
AM-FM radio (may be deleted for credit)	S	S
Tilt-Telescopic steering column includes color-keyed, leather-wrapped 3-spoke steering wheel	S	S
Crossed-flag emblem on horn button	S	NA
Collector Edition emblem on horn button	NA	S
Column-mounted lever for turn signal and headlight beam	S	S
Cigarette lighter in ashtray on console	S	S
Air conditioning and heater controls on console	S	S
Power window controls on console	S	S

INSTRUMENT PANEL FEATURES	Coupe	Collector Edition
Quartz electric clock	S	S
7000-RPM electronic tachometer	S	S
Aircraft style voltmeter, temperature, oil pressure and fuel gages	S	S
85-MPH speedometer with trip odometer	S	S
Low-fuel warning lamp	S	S
Headlamp-on reminder	S	S
Intermittent windshield wiper control	S	S
Console-mounted control for automatic transmission	S	S
Bright accents on dash and console	S	S
Glove compartment lock and lamp	S	S

S — Standard NA — Not Available

COLOR AND TRIM COMBINATIONS

			INTERIOR COLORS							
			SILVER GRAY	CHARCOAL	DK RED	CAMEL	DK BLUE	SILVER GREEN	SILVER BEIGE
CORVETTE		Cloth Bucket*	X		X	X	X		
		Leather Bucket**	X	X	X	X	X	X	X
	EXTERIOR COLORS	CODE							
	White	10	X	X	X	X	X	X	
	Silver (Metallic)	13	X	X	X		X		
	Black	19	X	X	X	X		X	
	Silver Blue (Metallic)	24	X	X			X		
	Dark Blue (Metallic)	26	X			X	X		
	Bright Blue (Metallic)	31	X	X		X	X		
	Charcoal (Metallic)	39	X	X	X				
	Silver Green (Metallic)	40		X				X	
	Gold (Metallic)	56		X		X			
	Red	70	X	X	X	X			
	Dark Claret (Metallic)	99	X		X	X			
	Collector Edition Silver Beige (Metallic)	59							X
	CUSTOM TWO-TONE (RPO D84) COLORS								
	Silver Dark Claret (Metallic)		X		X				
	Silver Blue Dark Blue (Metallic)						X		
	Silver Charcoal (Metallic)		X	X					
	White Silver (Metallic)		X	X					

*Cloth seat cushion and seat back panels **Leather seat cushion and seat back panels, full leather seats in Collector Edition

See Dealer Order Guide for latest available information.

BODY FEATURES

ALL-NEW PROCESSES AT AN ALL-NEW PLANT

For 1982, all Corvettes will be built at a new facility at Bowling Green, Kentucky. This new facility will incorporate the latest technology in preparation and final finishing of the steel-reinforced fiberglass body. Following is a step-by-step procedure for every body to help make these the highest quality, smoothest-finished in Corvette history.

FIRST AND SECOND PRIME

Prior to the body entering the paint shop, it has gone through a "blowout" oven to eliminate as many imperfections in the fiberglass surface as possible. Any noted defects have been bond-repaired and the body is ready for prime and paint operations. This helps identify all substrate defects prior to prime operations by subjecting the body to higher temperatures than in prime and color ovens.

As the body enters the paint shop, all residual dust, dirt, etc. will be vacuumed from the interior and exterior surfaces and undercoat applied to the special areas. The body is blown off with an ionizing gun. The ionizing gun neutralizes the static charge buildup caused by wiping unit with a tack cloth, or by air movement over the body. Static charge is measured with a static meter.

The body will then receive a coat of black Polane prime and white seam fill primer on bond seams. A second coat of Polane is applied wet-on-wet and baked.

Following the bake, it proceeds to a wet sand deck. It is inspected and all pits, indentations, and surface defects are repaired. The entire body is then water-sanded with 360-grit screen cloth to remove dirt and provide a smooth surface for second coat of Polane. The body is completely washed to remove all sanding sludge.Following the dry-off oven, the unit is reinspected for surface defects and repaired as necessary. The body is tacked and blown off to remove any contaminants from the repair process.

It is then transported to a second prime booth where a second coat of Polane primer is applied to all surfaces. It enters the second prime bake oven. In each spray booth, the atomizing air hoses are also equipped with an ionizing air cartridge.

MAIN COLOR AND TWO-TONE SPRAY BOOTHS

Prior to entering the first color booth, the body is tacked and blown off with an ionizing air gun to remove all dust from the previous sanding operations. It is then transported by a floor conveyor to the first color booth. The main color booth is designed to process basecoat/clearcoat enamel on all metallics as well as straight shades (non basecoat/clearcoat) in the same booth.

These materials will be applied with conventional air atomizing spray guns. Four sprayers are utilized during the basecoat application process. The first team of sprayers will apply the first metallic basecoat to a film thickness of 0.3-0.5 mils followed by a 1.5-2.0-minute flash time. They will also be utilized on straight shades with the first coat being applied at approximately 0.5 mils. The second team of sprayers will then apply the second basecoat to all exterior surfaces to a film thickness of 0.2-0.4 mils. The second coat of straight shades will also be applied at this time to a film thickness of 0.7-0.8 mils. The unit then proceeds through a 4-5-minute flash zone prior to first clearcoat application or third coat on solid colors. A team of three sprayers is used in the second half of the booth to apply two coats of clearcoat or the final coat on straight shades.

The first clearcoat is applied as a wet coat to a film thickness of approximately 0.9-1.1 mils (for straight shades the final coat is applied at this point). The unit will flash for approximately 1.5-2.0 minutes prior to application of the second and final clearcoat. The second clearcoat is applied to all exterior surfaces to a film thickness of 0.6-0.8 mils. The body enters an 8-10-minute flash zone prior to a 30-minute @ 250°F bake schedule. Following the first color oven, the upper portion of the unit is masked and taped off prior to the second color booth (two-tone). A template will be used to mark off for two-tone break line prior to masking operations. The lower area (two-tone area) will be scuff-sanded to remove all gloss from the prior clearcoat. The unit will be tacked off, followed by an ionized blow-off basecoat and clearcoat applied in the same manner as previously described under first color booth operations.
Prior to entering the second color oven, it will be demasked and all overspray wiped off with solvent before it enters the oven. The film build requirements and flash times are consistent with the first color booth.

BLACK OUT AND FIRST IN-LINE REPAIR BOOTH

Following exit from the second color oven, the body is inspected for bond cracks, pits, porosity, paint defects, etc. and any repairs are made to the substrate. Blackout enamel is then applied to the specified areas. The unit is masked, sanded and repaired in line for paint defects. The blackout booth will allow for minor paint repairs, e.g., the lower accent color on two-tones or any areas not affected by the blackout operations. Extensive masking will be required over the complete vehicle except areas to be paint-repaired. Areas to be repaired in the same processing sequence as applied in first color booth. The unit will be demasked and all non-repaired areas solvent-wiped to remove traces of overspray prior to bake (30 mins. @ 250°F).

SECOND IN-LINE REPAIR AND IN-LINE POLISH BOOTH

Prior to entering the major paint repair booth, surfaces are inspected 100% and defects on substrate and paint noted. Paint-defects are sanded with 600-grit paper over the entire panel.

continued next page . . .

Body Features continued from page 11.

Material will be applied in the same manner as detailed in the first color booth. The unit will be demasked and all unrepaired areas solvent-wiped prior to in-line repair bake. (30 minutes @ 260°F).

As the unit exits the in-line repair oven, it will be cooled down to room temperature, using a chiller to allow for ease of polishing. Polishing procedures follow:

POLISHING PROCESS FOR BASECOAT/CLEARCOAT AND STRAIGHT SHADE ENAMELS

The following polishing process and materials were developed for Corvette utilizing basecoat/clearcoat enamel on metallics and current T&C quality enamel on straight shades (non-basecoat/clearcoat):

1. Wet sand any defect (dirt, sags, etc.) on the cured paint film with ultrafine wet or dry color sanding paper using a water and soap solution sanding media. (2% mild liquid soap and water). NOTE: Sandpaper is allowed to soak in water and soap solution at least 1/2 hour before using.
2. Wrap the sandpaper around a sponge pad and sand with the paper and pad. The sponge pad will allow for uniform sanding without causing severe sand scratches (especially on non-clearcoated straight shades).
3. Wipe area sanded clean with a damp cheesecloth.
4. Dab on a special polishing compound with a brush (3 dabs per 3-ft.-sq. area).
5. Using a 2000 RPM polish wheel with a 8" rough-cut cotton polish pad (3/8" diameter), begin polishing on sanded areas, then complete compound polishing on entire panel.
6. Use a clean dress-up (lamb's-wool type) polish pad with liquid polish — 8-10 drops per 3-ft.-sq. area.

FINAL PAINT REPAIR AND POLISH BOOTH

The final paint process system is designed to accommodate the necessary repair of entire units except for elastomeric parts. An area is designated for bond repair and/or major repair and polishing operations. This area will be isolated from the final paint repair line.

The final paint repair line will be utilized to repair minor substrate imperfections, i.e., pin holes, chips or small cracks. A special filler will be used to repair these defects prior to paint repair. The repair area will then be sanded and (remaining unrepaired surfaces) masked in preparation for repair primer. After application of the repair primer, the unit enters the repair primer oven for a 10 min. @ 160°F bake.

As the unit exits the primer oven, it will be sanded, wiped, masked, taped and will proceed through an ionized blowoff prior to entering the color repair spray booth. Application, processing parameters, and film build requirements will be the same as in the basic paint system. Complete panel repair will be specified to facilitate a quality repair. The unit will then enter the final repair oven for the specified low bake of 27 min. @ 180°F. (Ambient)

Recirculating systems will be utilized in the final repair booth to facilitate consistent color match relative to the unrepaired areas on the vehicle.

As the unit exits the final repair oven, it will travel across a "chiller" to expedite cooling of the vehicle, whereby necessary polishing operations can be performed. The unit will then be delivered to the shipping line. NOTE: Only rough-cut polishing and selective spot-sanding will be specified on repaired areas only in the final paint-repair polish booth.

SHIPPING LINE

The shipping line will be equipped with an automatic washer and dryer to remove any dirt or residue from the vehicle. It will then be inspected for any paint or substrate defects. Any defects noted will be reported on a paint inspection ticket. The vehicle will then be delivered back to the final paint repair line for necessary repairs.

If no defects are noted, the units will undergo a final dress-up polish operation if necessary, per Chevrolet specifications. All required decals will then be installed, any touch up and shipping aids will then be applied to the vehicle. The rear window garnish moldings will be installed prior to final shipping.

ELASTOMERIC (FLEXIBLE R.I.M.) BUMPER PAINT PROCESS

All bumpers will be received primed from manufacturing source. They will be inspected and sorted for any defects. Only good quality bumpers will be scheduled on the bumper paint line for color coat. The primed bumpers will be selectively sanded with 1200-grit sandpaper to remove any dirt particles. They will be tacked and undergo an ionized blow-off prior to entering the spray booth.

A flexible elastomeric basecoat/clearcoat is used on metallics. The non-metallics will be current Durethane 300-type material. These materials are being developed to allow for optimum color match between the body and the bumper.

The processing and application to be utilized with these elastomeric paint materials will be slightly different from the body paint system. A longer flash time is required between application of basecoat clearcoat metallics and non-metallics. All non-metallic bumpers receive four coats of paint with a specified film build of 1.4-1.8 mils. The film build requirements on basecoat clearcoat are 0.6-0.9 basecoat and 1.4-1.8 on clearcoat.

The flash time between first and second basecoats is 3.0 minutes. Flash time between basecoat and first clearcoat is 5 minutes; the specified flash time between first and second clearcoat is 3.0 minutes followed by a 14-15 minute flash prior to a bake of 37 minutes at 250°F.

The bumpers will then be inspected. Any defects will be repaired by processing through the same system. A bank of painted bumpers will be maintained to replace any defective bumpers. Therefore, only quality painted bumpers will be delivered to production for assembly.

COLOR AND TRIM SELECTION

PLEASE NOTE: The Exterior and Interior Combinations shown in the charts below and designated as recommended (R), represent the ideal combinations. Those that are shown as acceptable (A), are attractive, but less desirable than the recommended combinations.

Interior Trim Color		Dk Blue	Camel	Charcoal	Dk Red	Slvr.Gray	Slvr.Grn
MODEL	SEAT TYPE						
1YY87	Leather Faced Bucket	ADD2	ACC2	ABB2	ARR2	AQQ2	AGG2
	Cloth Bucket	HDD2	HCC2		HRR2	HQQ2	

WITH D84 CUSTOM TWO-TONE PAINT (Accent Color Must be Specified)
(D60 NON-RECOMMENDED COLOR COMBINATION NOT PERMITTED)

Exterior Paint Color	Color Code L	U	Accent Color and Ordering Code #		Dk Blue	Camel	Charcoal	Dk Red	Slvr.Gray	Slvr.Grn
Blue, Silver (Met)	24	24	Dk Blue (Met)	26M	R				A	
Silver (Met)	13	13	Dk Claret (Met)	99M				R	R	
Silver (Met)	13	13	Charcoal (Met)	39M			R	A	R	
White	10	10	Silver (Met)	13M			R		R	

Must be Ordered

WITHOUT D84 CUSTOM TWO-TONE PAINT

PLEASE NOTE: Orders for additional Interior Trim combinations may be submitted, provided the dealer orders (D60), as verification that the requested combination is definitely desired.

Black	19	19		R	R	R	R		R
Blue, Corvette Bright(Mt)	31	31	R	R	R		R		
Blue, Corvette Dark (Met)	26	26	R	R			R		
Blue, Corvette Slvr(Met)	24	24	R		R		A		
Charcoal, Corvette (Met)	39	39			R	R	R		
Claret, Corvette Dark(Mt)	99	99		R		R	R		
Gold, Corvette (Met)	56	56		R	R				
Green, Corvette Slvr(Met)	40	40			R				R
Red, Corvette	70	70		R	R	R	R		
Silver, Corvette (Met)	13	13	R		R	R	R		
White, Corvette	10	10	R	R	R	R	R		R

PIN STRIPING WITH D84 CUSTOM TWO-TONE PAINT

Exterior Paint Color	Color Code L	U	Accent Color and Ordering Code		Stripe (Included)
Blue, Silver (Met)	24	24	Dk Blue (Met)	26M	@Blue
Silver (Met)	13	13	Dk Claret (Met)	99M	#Gray
Silver (Met)	13	13	Charcoal (Met)	39M	Gray
White	10	10	Silver (Met)	13M	Gray

L = Lower U = Upper

@Stripe Color will be Gray with Silver Gray Interior

#Stripe Color will be Red with Dk Red Interior

POWER TEAMS (Refer to next page for option availability and application)

ENGINE OPTION CONDITION	AXLE RATIO *2.72
WITH NA5 STANDARD EMISSIONS	
L83	Std
WITH YF5 CALIFORNIA EMISSIONS	
L83	Std

*Axle Ratio is 2.87 With N90 Aluminum Wheels