1975 CHEVROLET

CHEVROLET

GM

CORVETTE OWNER'S MANUAL

75

Important operating, safety and maintenance instructions

A WORD TO CORVETTE OWNERS...

This manual has been prepared to acquaint you with the operation and maintenance of your 1975 Corvette, and to provide important safety information. It is supplemented by two convenient folders which provide additional information on vehicle maintenance, and warranties. We urge you to read these publications carefully and follow the recommendations to help assure the most enjoyable and troublefree operation of your vehicle.

When it comes to service, remember that your Chevrolet dealer knows your vehicle best and is interested in your complete satisfaction. Return to him for Guardian Maintenance Service and any other assistance you may require.

To assist dealers in handling your needs, Chevrolet maintains a number of Zone Offices throughout the country. Should you have a problem that cannot be handled through normal channels, follow the procedure presented in Section 7 of this manual under the heading, "Owner Assistance".

We would like to take this opportunity to thank you for choosing a Chevrolet product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

CHEVROLET MOTOR DIVISION

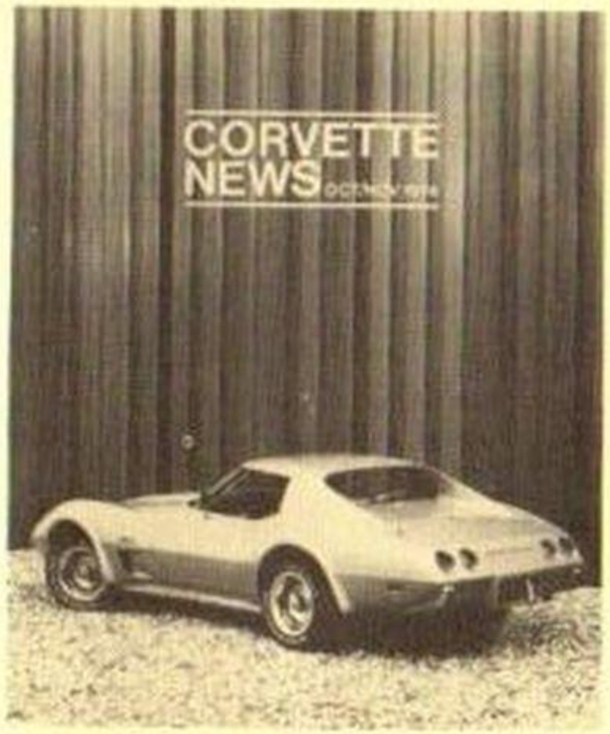
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NOTE TO CANADIAN OWNERS:
If preferred, a French Owner's Manual can be obtained from either your Dealer or by writing to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario L1J 5Z6.

Aux propriétaires canadiens
On peut se procurer un exemplaire de ce Guide en français auprès du concessionnaire ou du service des relations avec la clientèle, General Motors of Canada Limited, Oshawa, Ontario L1J 5Z6.

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1975 CORVETTE OWNER'S MANUAL

This manual should be considered a permanent part of the vehicle, and must remain with the vehicle at time of resale.

CHEVROLET MOTOR DIVISION

GENERAL MOTORS CORPORATION

DETROIT, MICHIGAN 48202

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

For vehicles sold in Canada, substitute the name General Motors of Canada Limited, wherever the name Chevrolet Motor Division appears in this manual.

ST-310-75

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Applicable to CALIFORNIA Sales Only

This vehicle as delivered by GM Chevrolet Division is equipped with a bumper energy absorption system meeting California S.B. 42 (1971) as set forth in Sec. 34715 Vehicle Code.

Applicable to FLORIDA Sales Only.

This vehicle as delivered by GM Chevrolet Division is equipped with a bumper energy absorption system meeting section 501.125, Florida Statutes, as amended June 10, 1974.

THE FIRST 1000 MILES

During your first thousand miles of driving, you can, by observing a few simple precautions, contribute greatly to a longer life for your Corvette and add much to its future performance and economy of operation.

It is recommended that your speed during these first one thousand miles be confined to a maximum of 55 mph. However, do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle starts and if possible, avoid hard stops especially during the first 200 miles of operation since brake misuse during this period will destroy much future brake efficiency.

It is always best to drive at a reasonable speed until the engine has warmed up. Be particularly careful to maintain the proper oil level in the engine. Check the oil level frequently and, if it becomes necessary to add oil, follow closely the recommendations as to quality and viscosity found in this booklet. Use of the proper engine oil is of great importance to insure maximum performance and economy.

If you plan to use your new Corvette for trailer hauling, see additional information on page 11.

SEE PAGE 67 *for* ADDITIONAL INFORMATION ON HOW TO IMPROVE YOUR GAS MILEAGE.

BEFORE DRIVING YOUR CORVETTE

DRIVER CHECKLIST

Before Entering Car

1. See that windows, mirrors and lights are clean.
2. Visually note inflation condition of tires.
3. Check that area to rear is clear if about to back up.

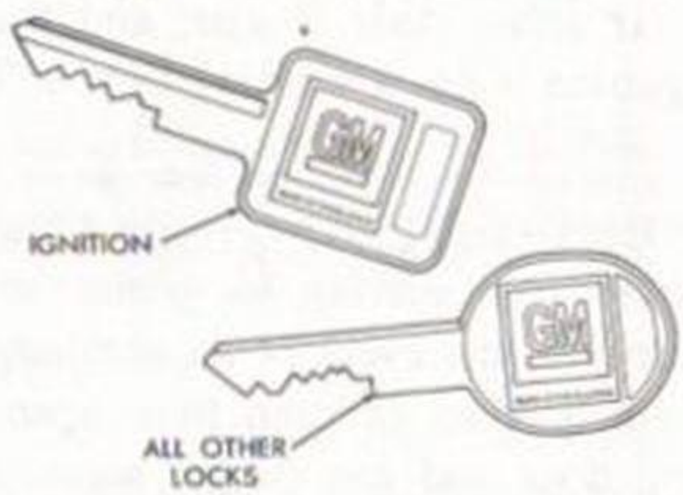
Before Driving Off

1. Lock all doors.
2. Position seat.
3. Adjust inside and outside mirrors.
4. Fasten seat belts.
5. Check that warning bulbs light when key is turned to start position.
6. Release parking brake (and see that brake warning light turns off).
7. Be sure you understand your car and how to operate it safely.

Keys

Two separate keys are provided for your car. Each key has a different cross section so that it can be inserted only in certain locks.

- **Key with square head (stamped "A")** – for ignition switch only.
- **Key with oval head (stamped "B")** – for all other locks.



The code number of each key is stamped on the "knock out" plug in the key head. Your Chevrolet dealer removed these plugs and placed them with the spare set of keys in the special key envelope that was given to you at time of delivery. For your protection:

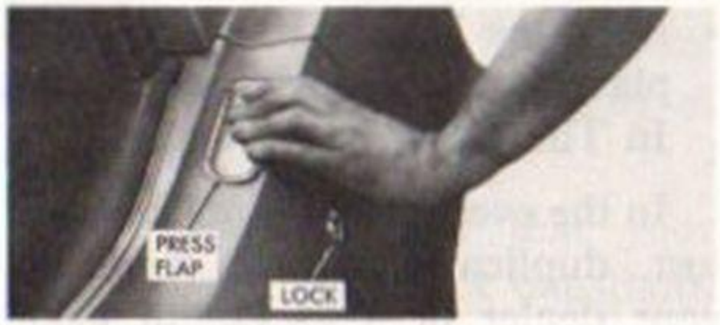
- Record the numbers on the key envelope and discard the key plugs.
- Keep the key envelope in a safe place such as your wallet, Not In The Car.

In the event the original keys are lost, duplicates can be made by your dealer or a locksmith using the key code information.

Be sure to lock the glove box compartment and remove the key from the car whenever it is necessary to leave the ignition key with an attendant.

Door Locks

The doors can be locked from the inside by rotating clockwise the locking button located on the lower door panel. A door can be locked from outside by first rotating the locking knob, and closing the door. The doors can also be locked by using the key.





All models have as a standard safety feature overriding door locks. When the doors are locked, the door latch mechanism is inoperative, preventing inadvertent opening of the door by movement of the inside handle.

Open the doors from outside by means of the press flap type door handles and from inside by pulling outward on the lever type handle.

If either door is ajar, and the ignition is on, a warning light will come on. This light is located to the right of the center console instrument cluster.

REMINDER: Always lock the doors when driving, for greater security in the event of an accident, to help keep children from opening door and for greater security against entry by unwelcome persons while momentarily stopped.

Seats

Seat Back Adjustment – The seat back may be moved to a more upright angle by installing one or both sets of spacers to be found in stowage compartment of the vehicle. A set of spacers includes, one large black spacer to be installed under center bracket (seat back lower attachment) located on rear of seat cushion assembly, and two silver colored round spacers to be installed under each seat back bumper, located on the rear outboard corners of the seat cushion assembly.

Following spacer installation, all bolts, removed to make the instal-

lation, should be reinstalled and securely torqued down. *It is imperative that these bolts be securely fastened to ensure proper load carrying ability.*

Seat Back Lock – Folding seat backs are equipped with self latching mechanisms and release controls. The seat back lock release is located on the back of the seat– Push the button in while simultaneously folding the seat back forward. Seat back is automatically locked in place when returned to the upright position.

NOTE: If the seat back angle is changed the spacers MUST be used in sets of three. Check the seat to be sure it "locks" before driving the vehicle.

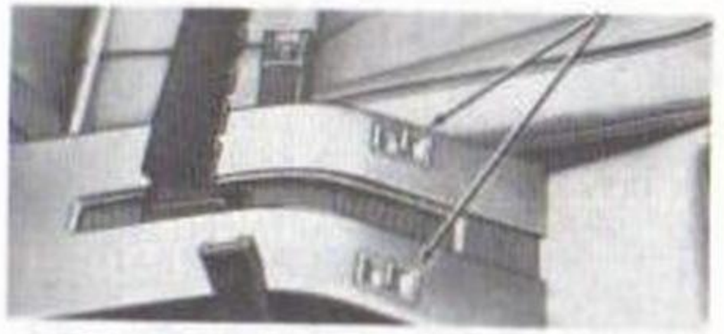
Keep belt restraints and buckles clear of mechanism when tilting folding seats forward or backwards, to prevent damage to these belt systems.

Seat Adjustment – The seat adjustment control handle is located at the right front corner of the seat. Push the handle to the right to free the seat. After adjusting seat, release handle to lock seat into place.

CAUTION: ***Do not adjust a manually operated driver's seat while the car is moving – the seat could move unexpectedly, causing loss of control of the vehicle.***

Windows

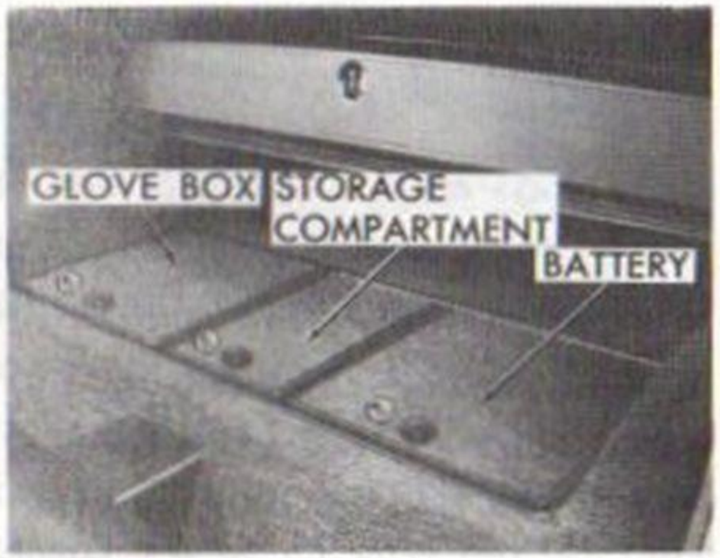
Crank type handles located in the door panels allow the side windows to be manually raised or lowered. On vehicles equipped with the



optional power windows, operating switches are located on the rear console housing assembly just forward of the parking brake lever. These switches have an ignition interlock so the windows cannot be operated unless the ignition switch is in "ON" position. Reminder: Remove ignition key when the vehicle is not attended by a responsible person.

Rear Compartment

Tilt the seatbacks forward to reach the luggage space. In the convertible style Corvette the folding top is also carried in this area,



but it may be completely and easily removed if desired. In addition there are three separate compartments in the floor. These compartments have hinged covers, with button release mechanisms. The left compartment contains the battery, the center is a stowage compartment, the right is the glove box and jack and tool stowage.

Inside Rearview Mirrors

Switch mirror to night position to reduce glare from following headlights. To raise or lower, grasp mirror and exert sufficient pressure by pushing or pulling to move mirror support rod toward or away from the windshield, and up or down. The hidden, upper ball joint,



where the support rod meets the roof, and the knee joint at the lower end of the rod work together to permit setting the mirror at a variety of heights.

Occupant Restraint Belts

Lap and shoulder belts provide added security and comfort for you and your passengers. Proper use and care of these belts will assure continuance of this security.

Belt Restraint — Reminder System

This vehicle has a light/buzzer reminder system designed to remind the driver to fasten his belt restraint.

- When the ignition key is turned to ON or START, a reminder light is designed to come on for four-to-eight seconds to remind the driver to fasten his belt restraint.
- If the driver has not buckled his belt restraint prior to turning the key to ON or START, a buzzer is designed to sound for four-to-eight seconds to remind him to do so.

Lap-Shoulder Belt Combination (Coupe) and Lap Belts (Convertible)

- Adjust front seat to satisfaction of driver and sit erect and well back in seat.
- In a single motion, pull webbing across lap far enough to permit inserting metal latch plate end of belt into the buckle, until a snap is heard. If webbing is not pulled out far enough to reach the buckle, let lap belt rewind into its retractor to release lock mechanism, so belt can be pulled out to the proper length.
- Position "lap" portion of belt across lap as LOW ON HIPS as possible. To reduce the risk of sliding under belt during an accident, adjust to a SNUG FIT by pulling belt firmly across lap in direction of lap belt retractor so it can take up slack. The belt retractors are designed to automatically take up excess webbing.
- The shoulder belts in this vehicle are equipped with "vehicle sensitive retractors" which are designed to grip the belt *only* during a sudden stop or impact. At other times they are designed to move freely with the occupant.
- For best restraint the slight ten-



***CAUTION:** A snug fit and a low lap belt position are essential to lessen the chance of injury in the event of an accident because this spreads the force exerted by the lap belt in a collision over the strong hip bone structure rather than across the soft abdominal area. To help lessen the chance of injury in the event of an accident—never use the same belt for more than one person at a time; avoid wearing belts in a twisted condition; and do not allow belts or hardware to become pinched between the seat structural (metallic) members or in the door.*



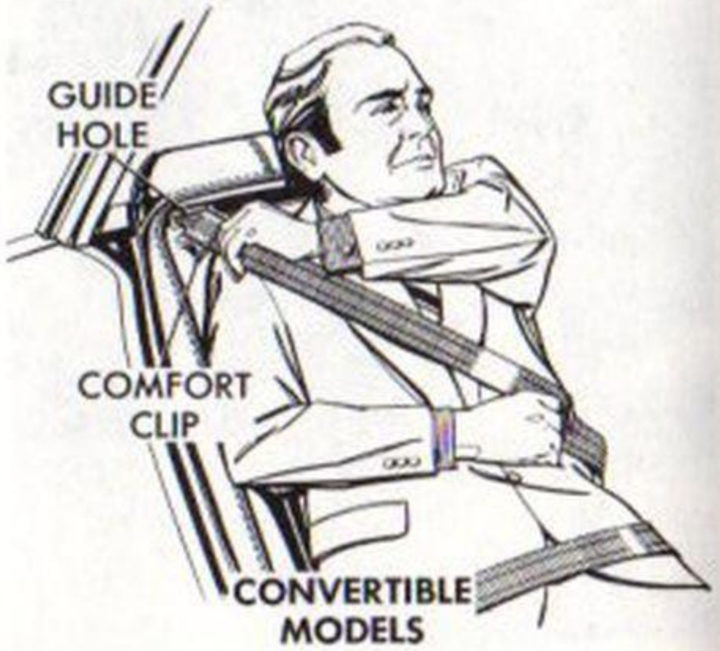
sion on the shoulder caused by the shoulder belt retractor is desirable.

- A comfort clip is provided for those who find the shoulder belt tension a source of discomfort. If the shoulder belt tension becomes uncomfortable, pull down on the shoulder belt to provide the least amount of slack necessary to relieve tension (not *more* than one inch), then push the comfort clip snugly against the guide loop (or guide hole in seat back, for optional shoulder belt in convertibles).
- To unfasten belts, depress push button in center of buckle.
- When no longer in use, belts can be stowed by allowing them to rewind into their retractors. The comfort clip can be adjusted when removing belts, so shoulder belt slack will be fully taken up by retractor.



CAUTION: Excessive slack could result in increased personal injury due to reduced restraint system effectiveness

NOTE: Take care not to let the lap belt twist while it is being rewound into the retractor. The bulk of the twisted belt may cause the retractor to jam so it will not rewind further while at the same time the retractor's locking mechanism may prevent the belt from being withdrawn. If a belt should become jammed, you may be able to release it by working the belt in and out until the belt rewinds far enough to unlock. If lap belt remains jammed, or other parts of the restraint system do not operate properly take the vehicle to your dealer for service.



Belt Restraint Buzzer/Light Reminder

- The front belt restraints are linked to a buzzer and light which remind occupants to fasten their belts.
- The buzzer and light are designed to come on when any front seat occupant's belt is not fastened, while attempting to start the engine; or if any front belt is unfastened while driving in any forward gear.
- The reminders do not come on when the engine is running and a front belt is unbuckled if the transmission is in Park or neutral (automatic transmission cars), or if the parking brake is engaged.

If belt restraint system, starter interlock system, or reminder system does not work as described, see your dealer for information and assistance.

Optional Shoulder Belts—Convertible

- When properly worn with a lap belt, a shoulder belt can provide additional protection by preventing or minimizing impact with the car interior by restraining forward motion of the upper torso in a collision. This is particularly true in the case of a frontal impact.
- Optional shoulder belts are also equipped with a "vehicle sensitive retractor" and comfort clip —see "LAP-SHOULDER BELT COMBINATION . . ." for instructions on correct adjustment.

NOTE: If your Corvette convertible is equipped with optional shoulder belts both lap and shoulder belts should be worn to gain maximum protection from this restraint system.

CAUTION: ***Do not wear shoulder belt under the arm or without lap belt. Such improper use could increase the chance of injury and the severity of injury in the event of an accident.***

- To fasten the detachable shoulder belt, pull the metal end downward from its stowage provision on the top of the seat back, until the metal slot can engage the knob on the lap belt. Pull the shoulder belt firmly upward until the knob is completely seated in the retainer slot. Reverse this procedure when removing and restowing the shoulder belt.

If seat belt system or reminder system does not work as described, see your dealer for information and assistance.

Belt Restraint Inspection

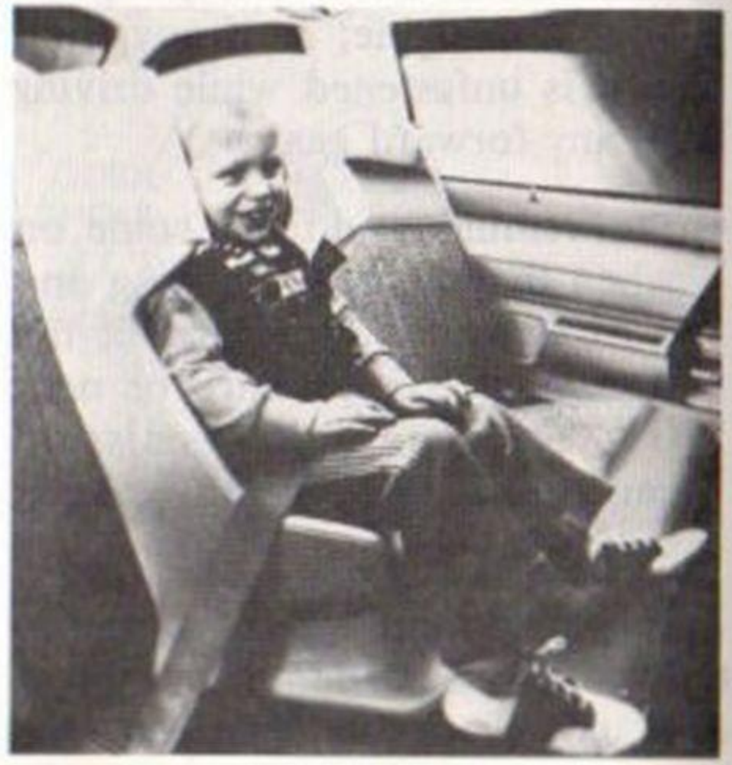
- Periodically inspect belts, buckles, adjustable latch plates, retractors, interlock and reminder systems, guide loops, clips, and anchors for damage that could lessen the effectiveness of the restraint system.
- Keep sharp edges and damaging objects away from belts, and other parts of restraint system.
- Replace belts if cut, weakened, frayed, or subjected to collision loads.
- Check that anchor mounting bolts are tight.
- Have questionable parts replaced.
- Keep seat belts clean and dry.
- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.



Child Restraint

Children in automobiles should be restrained to lessen the risk of injury in accidents or sudden stops. General Motors dealers offer restraint systems designed specifically for use with infants and with small children. The GM "Infant Love Seat" is designed for babies up to 20 pounds. The GM "Child Love Seat" is designed for children weighing 20-40 pounds, up to 3 feet 4 inches in height, who are able to sit up alone.

In using any infant or child restraint system, read and comply with all installation and usage instructions.



If a child is traveling in a vehicle not equipped with a General Motors infant or child restraint or other appropriate infant or child restraint system, the following precautions should be taken:

1. Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which should be placed crossways in the vehicle (widthwise) on the seat. The bassinet should be securely restrained with the regular vehicle seat belts.

2. Children able to sit up by themselves should be placed on a seat and restrained with a belt restraint. Both lap and shoulder belt should be worn when both are available. If the shoulder belt causes neck or face irritation due to the child's size, this may be reduced in some cases by positioning the child further inboard. Never allow a child to stand or kneel on the seat.

Trailer Hauling

Since passenger cars are designed and intended to be used primarily as passenger conveyances, towing a trailer will affect handling, durability and economy. Maximum safety and satisfaction depends upon proper use of correct equipment and avoiding overloads and other abusive operation.

The maximum loaded trailer weight which you can pull with your Corvette depends on what special equipment has been installed on your car. Chevrolet does not recommend towing any trailer *over 1,000 pounds gross trailer weight* unless the car *has the required equipment*. Information on trailer hauling capabilities, special equipment required, and optional equipment offered by Chevrolet is available from your Chevrolet Dealer or by writing Chevrolet Motor Division, Detroit, Michigan 48202.

To assist in attaining good handling of the car-trailer combination, it is important that the trailer tongue load be maintained at approximately 10% of the loaded trailer weight. Tongue loads can be adjusted by proper distribution of the load in the trailer, and can be checked by weighing separately the loaded trailer and then the tongue.

When towing trailers, tires should be inflated to the highest inflation pressures shown on the placard affixed to the left door lock

pillar. The allowable passenger and cargo load, also shown on the same placard is reduced by an amount equal to the trailer tongue load on the trailer hitch.

Maintenance

More frequent vehicle maintenance is required when using your car to pull a trailer. Change the:

- Automatic transmission fluid each 15,000 miles.
  (See trailering brochure for additional information.)
- Rear axle fluid each 15,000 miles.
- Engine oil each 90 days or 3,000 miles, whichever occurs first.
- Positive ventilation valve–Each 12 months or 15,000 miles, whichever occurs first.
- See index for important information on belts, cooling system care and automatic brake adjustment.

Break-in Schedule

In addition to the new car break-in instructions in this manual, it is recommended that your new Corvette be operated for 500 miles before trailer towing. If it is necessary to tow during this period, avoid speeds over 50 MPH and full throttle starts. The same precautions should be observed whenever a new engine, transmission or axle is installed in your car.

CAUTION: ***Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water. (See Engine Exhaust Gas Caution.)***

Operations in Foreign Countries

Your Corvette is designed to operate on unleaded fuel of approximately 91 research octane number.

If you plan to operate your Corvette outside the continental limits of the United States, there is a possibility that the fuels available in some countries are so low in octane rating that excessive knocking and serious engine damage may result from their use. Also, if leaded fuels are used in vehicles designed for unleaded fuels, it may result in the deactivation of the catalytic converter, if the vehicle is so equipped, and possibly other related problems. To obtain information on the octane rating and availability of non-leaded fuels available in the countries in which you plan to travel, write to Chevrolet Motor Division, Service Department, Detroit, Michigan 48202, (or in Canada write to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario L1J 5Z6), giving:

- The vehicle identification number (on plate on the left side of the windshield support, and visible through the windshield, or from registration slip or title).
- The country or countries in which you plan to travel.

It is recommended that you not operate your Corvette in any country not having fuels meeting the requirements of your Corvette engine as these may cause engine damage for which Chevrolet is not responsible under the terms of the Chevrolet New Vehicle Warranty or Emission Control Systems Warranty.

STARTING AND OPERATING

Engine Exhaust Gas Caution (Carbon Monoxide)

Avoid inhaling exhaust gases because they contain carbon monoxide, which by itself is colorless and odorless. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal.

If at any time you suspect that exhaust fumes are entering the passenger compartment, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with all windows fully open.

The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system, car body and body ventilation system. It is recommended that the exhaust system and body be inspected by a competent mechanic:

- ***Each time the vehicle is raised for oil change.***
- ***Whenever a change is noticed in the sound of the exhaust system.***
- ***Whenever the exhaust system, underbody or rear of the vehicle is damaged.***

See your Maintenance Schedule folder for inspection procedure.

To allow proper operation of the car's ventilation system, keep front ventilation inlet grille clear of snow, leaves or other obstruction at all times.

SITTING IN A PARKED CAR WITH ENGINE RUNNING FOR AN EXTENDED PERIOD IS NOT RECOMMENDED.

Do not run engine in confined areas such as garages any more than needed to move vehicle in or out of area. When vehicle is stopped in an UNCONFINED area with the engine running for any more than a short period, adjust heating or cooling system to force outside air into car as follows:

1. On cars not equipped with air conditioning, set fan to medium or high speed and left control wheel to any position except OFF.

2. On cars equipped with air conditioning, set fan to medium or high speed and left control wheel to any position except OFF or MAX.

STEERING COLUMN CONTROLS



Anti-Theft Steering Column Lock

The anti-theft lock, located on the right side of the steering column, has five positions:

- **Accessory** – Permits operation of electrical accessories except power windows, when engine is not running. To engage, push key in and turn toward you (counterclockwise).
- **Lock** – Normal parking position. Locks ignition and provides added theft protection by preventing normal operation of steering wheel and shift controls. Key cannot be returned to "lock" position and removed until transmission is placed in "park" (automatic transmission models) or in reverse on manual transmission models.
- **Off** – Permits turning engine off without locking steering wheel and shift controls.
- **Run (ON)** – Normal operating position.
- **Start** – Permits engagement of starter.

NOTE: The anti-theft steering column lock is not a substitute for the parking brake. Always set the parking brake when leaving the car unattended.

If difficulty is experienced in turning the ignition key and lock knob to unlock the ignition, attempt to turn the steering wheel as hard as possible in the direction the wheels are turned. At the same time turn the ignition-lock knob in a clockwise direction with as much effort as you can apply with your own hand. Do not attempt to use a tool of any kind to apply additional force on the lock knob, as this could break the knob.

PARKING

When leaving your car unattended,

- Set parking brake first.
- Place automatic transmission selector in Park (Reverse for manual transmission).
- Turn key to LOCK position.
- Remove key (the buzzer will remind you).
- Lock all doors.
- Use anti-theft alarm.

Starting Engine

Automatic Transmission Models

1. **Apply the parking brake.**
2. **Place transmission selector in "P" or "N" ("P" preferred).** A starter safety switch prevents starter operation while the transmission selector is in any drive position. (If it is necessary to re-start the engine with the car moving, place the selector lever in "N".)
3. Depress accelerator pedal and activate starter as outlined below for different conditions.

IMPORTANT: Do not keep the starter engaged for more than 15 seconds at a time. Wait 10 or 15 seconds before trying again.

- **Cold Engine** – *Fully depress* accelerator pedal and slowly release. *With foot off the pedal,* crank the engine by turning the ignition key to the Start position–release when engine starts.

If engine starts, but fails to run, repeat this procedure. When engine is running smoothly (approximately 30 seconds), the idle speed may be reduced by slightly depressing the accelerator pedal and then slowly releasing.

- **Warm Engine** – *Depress accelerator* pedal about *halfway* and hold while cranking the engine.

CAUTION: ***Extended running of engine (5 minutes or more) without depressing accelerator pedal, could cause damage to engine or exhaust system due to overheating.***

- **Extremely Cold Weather (Below 0° F.) Or After Car Has Been Standing Idle Several Days—** Fully depress and release accelerator pedal two or three times before cranking the engine. *With foot off the accelerator pedal,* crank the engine by turning the key to the Start position and release when engine starts.

Manual Transmission Models

1. Apply the parking brake, fully depress clutch pedal, and shift transmission to neutral.
2. Hold clutch pedal to the floor throughout the starting procedure. A starter interlock prevents starter operation when the clutch is not fully depressed. (Select the proper gear position before releasing the clutch pedal).
3. Operate accelerator pedal and starter as outlined in step 3 (under Automatic Transmission Models).

Engine Flooded

Depress accelerator pedal and hold to floor while starting until engine is cleared of excess fuel and is running smoothly. Never "pump" the accelerator pedal.

Warm-Up

Always let the engine idle for 20 to 30 seconds after starting and drive at moderate speeds for several miles, especially during cold weather.

Driving with the Turbo Hydra-Matic 400 Transmission

The Turbo Hydra-Matic 400 is a completely automatic three-speed transmission. After starting the engine with the selector lever in N (Neutral) or P (Park) position, you need only to select the range desired (see the table below) and depress the accelerator. Gradual accelerator pressure will give you greatest possible economy. Hard acceleration gives top performance but some loss of economy.

Automatic transmission shift quadrants of all GM cars continue the uniform sequence of selector positions. This particularly benefits multi-car families and those who occasionally drive other cars. Shift indicators are arranged with "Park" position at one end, followed in sequence by "Reverse," "Neutral" and the forward driving ranges. All automatic transmissions, in addition to the ignition lock system, are equipped with a starter safety switch designed to permit starting the engine only when the transmission selector is in the "Park" or "Neutral" position.



Press lightly on the shift lever button (located on top of the handle) to shift between Neutral and Reverse, or 3 and 2. Depress button fully to shift into or out of Park position. Exercise care in depressing button to prevent unintentional shifts to Park, 1 or Reverse. The floor console is marked 3, 2 and 1 to facilitate manual shifting when desired.

CAUTION: ***Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear (with either automatic or manual transmission cars). Use the lower gear ranges to control vehicle speed. Avoid prolonged or frequent application of the brakes which could cause overheating and thus reduce brake effectiveness.***

P — PARK	Use only when car is stopped.
R — REVERSE	For backing car—from stop.
N — NEUTRAL	For standing (Brakes Applied).
3 — DRIVE	For fully automatic forward driving. Depress accelerator to floor for extra acceleration below 65 mph; depress accelerator half-way at speeds below 30 mph.
2 — INTERMEDIATE	For driving in heavy traffic or on hilly terrain. Shift into 2 at any vehicle speed. The transmission will shift into second gear and remain in second until the vehicle speed or throttle are reduced to obtain first gear operation in the same manner as in range 3. Range 2 position prevents the transmission from shifting to 3rd gear.
1 — LOW	For hard pulling through sand, snow or mud, and for climbing or descending steep grades. Shift into L_1 at any vehicle speed. Depending upon the axle ratio of the vehicle the transmission will shift into second gear at any speed above approximately 40 mph and will shift to 1st gear as speed is reduced below 40. Range 1 position prevents the transmission from shifting out of 1st gear.

Turbo Hydra-Matic 400 Driving Cautions

- Do not accelerate engine in 1, 2, 3 or R with the brakes engaged. This can cause damage by overheating transmission.
- Do not hold car on an upgrade by accelerating engine. Use brakes.
- Do not use Position 1 (Low) except for hard pulls at low speed or down-hill braking at speeds below 40 MPH.
- Do not shift into Reverse or Park before coming to a complete stop.
- Always place selector lever in park position when parked.

Driving with Manual Transmissions

The Corvette manual shift transmission is controlled by the shift lever located on top of the floor tunnel. You will find the shift pattern for your transmission pictured on a plate beside the shift lever. During acceleration, always shift into the next higher gear before the engine begins to overspeed; and when slowing down, shift into the next lower gear before the engine "lugs" or labors.

The manual transmission includes the interlock linkage that is part of the theft deterrent lock system. The interlock linkage prevents shifting of the transmission lever from the REVERSE position when the ignition switch is in the LOCK position.

NOTE: If your car is equipped with a manual transmission, shift into "Reverse" before shutting off engine. This will permit the ignition key to be turned to the "Lock" position.



Do not ride the clutch. Depress the clutch only to actuate the starting switch when starting your Corvette or when actually shifting the transmission and then clear to the floor. Use your brakes rather than the clutch to hold your Corvette on a hill.

Good Driving Practice: On cars equipped with manual transmissions, use second gear at slow speeds (less than 30 m.p.h.) when driving in stop-and-go traffic; for improved vehicle performance during acceleration; and when descending steep hills.

Four-Speed Transmission

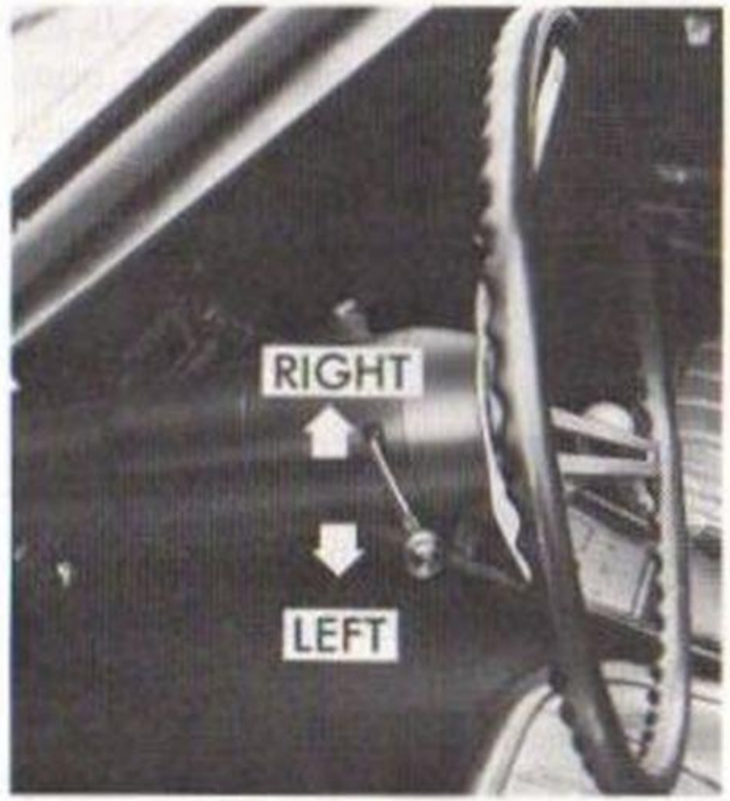
The four-speed fully synchronized transmission has closely spaced ratios that make it possible to accelerate with a minimum loss of engine rpm at the shift points. Since all forward speeds are synchronized the transmission can be used to assist in deceleration by downshifting in the third-second-first sequence. For normal accelerations, shift into second gear at 20 mph; into third gear at 30 mph; and into fourth gear at 40 mph.

REVERSE SHIFT–Lift up on the release handle just below the shift lever knob when shifting into reverse gear. Momentarily engage a forward gear before shifting to reverse or shift without delay from a forward gear to reverse. Also, shifting into Reverse, when the car is stationary, is made easier if you momentarily engage another gear before selecting Reverse.

CAUTION: Use caution when accelerating or shifting into lower range or lower gear on slippery surfaces with vehicle moving–abrupt engine braking action could cause the rear wheels to skid possibly leading to loss of vehicle control.

Turn Signals and Lane Change Feature

The turn signal lever is located on the left side of the steering column immediately under the steering wheel. The lever is moved upward to signal a right turn and downward to signal a left turn. Lamps on the front and rear of the car transmit this signal to other motorists and pedestrians. The ignition switch must be in the "ON" position in order for the turn signals to be op-



erational. This feature prevents battery drain if the lever is left in an "ON" position when your car is not in use.

In a normal turning situation such as turning a corner, the turn signal is cancelled automatically after the turn is completed. However, in some driving maneuvers such as changing lanes on an expressway, the steering wheel is not turned back sufficiently after completing the turn to automatically cancel the turn signal. For convenience in such maneuvers, the driver can flash the turn signals by moving the turn signal lever part way (to the first stop) and holding it there. The lever returns to the neutral or canceled position when the driver releases his hold on the lever.

A green light on the instrument cluster flashes to indicate proper operation of the front and rear turn signal lamps. If the indicator lamp remains on and does not flash, check for a defective lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

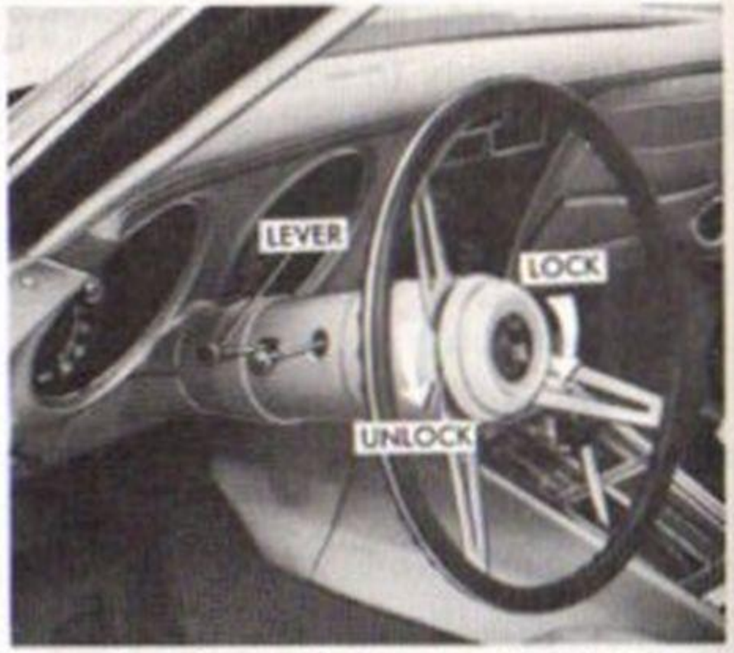
NOTE: For operation of hazard flasher, see page 39, in Section "In Case of Emergency."

Power Steering

If the steering system power assist fails due to some malfunction, or because the engine has stalled, the car can still be steered. However, much greater effort is required, particularly in sharp turns.

Tilt-Telescoping Wheel

The TILT mechanism is operated by lifting up on the small control lever on the left side of the steering column just below the direction signal, moving the steering wheel to one of six positions, and releasing the lever. The TELESCOPE feature of the wheel is used by rotating the steering wheel locking lever beneath the horn button counterclockwise to unlock the mechanism, sliding the wheel up or down into the desired position and turning the locking lever clockwise to make the adjustment secure.



Both the TILT and TELESCOPE mechanisms can be changed while driving. These features also permit maximum ease in

entering and leaving the car. The wheel is spring-loaded, so that lifting the tilt lever automatically raises the wheel to its uppermost position. Additional clearance can be obtained by unlocking the lever and sliding the steering wheel all the way into the column and relocking the lever.

Horn

The horn on your Corvette is actuated by firmly pressing on the pad in the center of the steering wheel. As a good motorist, use of the horn should be kept at a minimum. However, acquaint yourself as soon as possible with this function of your car, should it ever become necessary to give a warning to a pedestrian or another motorist.

Holding Car on an Upgrade

When stopped on an upgrade maintain your position by applying the brakes. Never hold the car in place by accelerating engine with transmission in gear. This could cause damage by overheating the transmission (automatic) or clutch (manual).

Parking Your Car

Always engage the parking brake and place the automatic transmission selector lever in "Park" position when leaving your car unattended. Also with automatic transmissions, never park for prolonged periods with engine idling and transmission in gear, especially if your car is equipped with air conditioning. This practice is detrimental to the transmission, due to overheating.

FLOOR CONTROLS

Braking System

The service brake system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load.

NOTE: Operation of the brake system warning light is covered in the section on "Instrument Panel", page 25.

Power Brakes

- On cars with power brakes – if power assist to the brakes is interrupted due to a stalled engine or some malfunction, two or more brake applications normally can be made using reserve power.
- If the brake pedal is held down, the system is designed to bring the car to a full stop on reserve power. However, the reserve power is partially depleted each time the brake pedal is applied and released. Do not pump

brakes when brake power assist has been interrupted, except when necessary in order to maintain steering control on slippery surfaces.

- When reserve power is exhausted, the vehicle can still be stopped by applying greater force to the pedal.

When replacement parts are required, GM and Delco parts are recommended.

Parking Brake

- To set parking brake, pull up the handle located between the seats.
- To release parking brake, depress the button in the handle tip and push the handle down.
- As a reminder, the brake system warning light is designed to glow whenever the parking brake control is not fully released, and the ignition is on.
- Never drive car with parking brake set as this may overheat or otherwise damage rear brakes.

CAUTION: ***Driving through water deep enough to wet the brakes may adversely affect brake performance so that the vehicle will not slow down at the usual rate and may pull to the right or left. Applying the brakes lightly will indicate whether they have been so affected. To dry them quickly, lightly apply the brakes while maintaining a safe forward speed with an assured clear distance ahead and to the sides until brake performance returns to normal.***

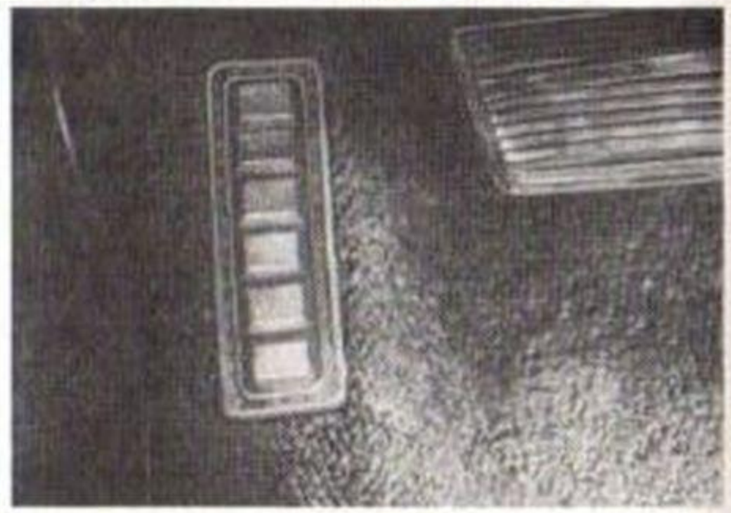
NOTE: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause decreased fuel economy and abnormally high brake temperatures, excessive lining wear and possible damage to the brakes.

Clutch Adjustment

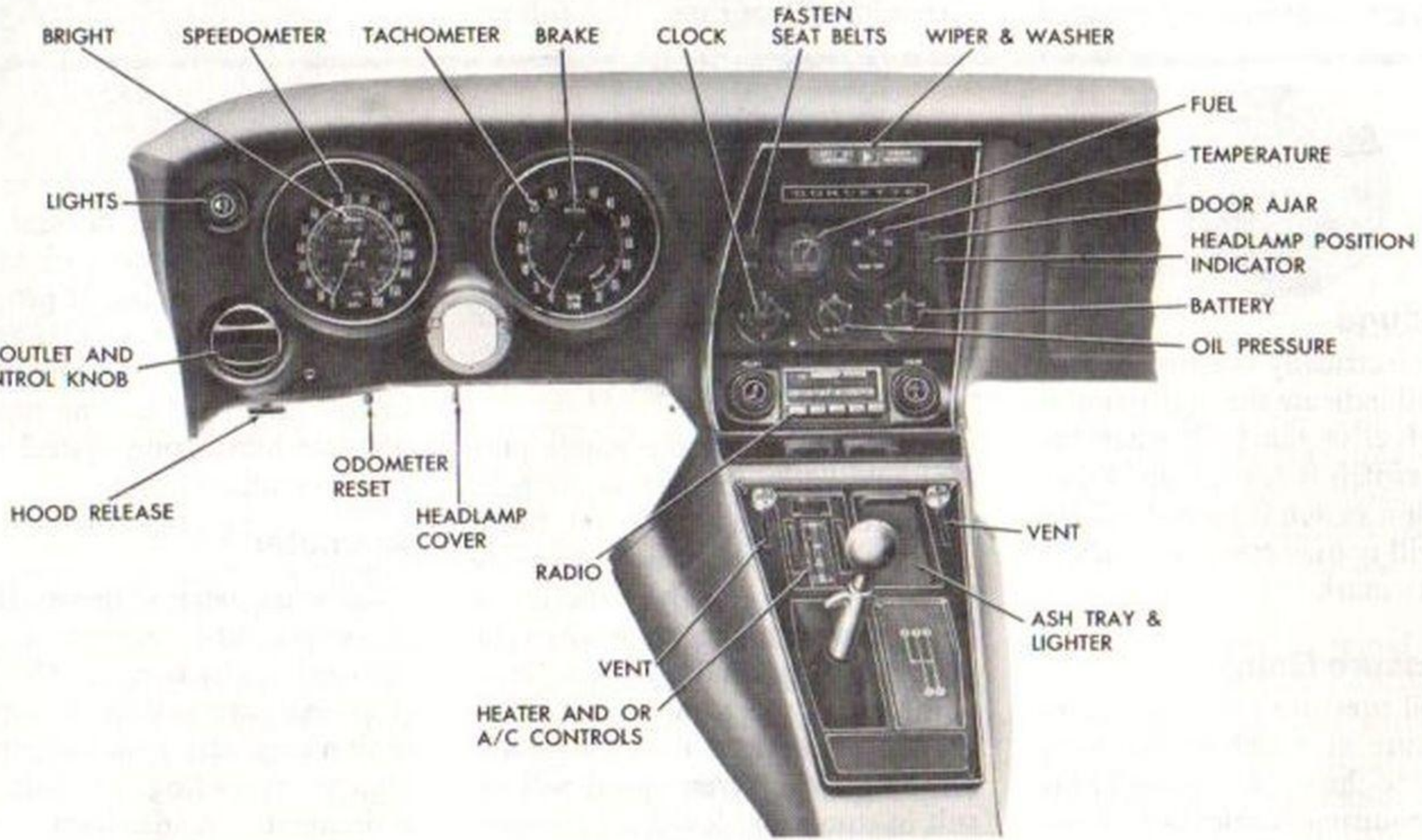
Clutch adjustment should be checked and adjusted periodically as necessary to compensate for clutch facing wear. To check, depress pedal by hand until resistance is felt. Free travel of pedal should be approximately one to one and a half inch; if very little or no free travel is evident, clutch adjustment is required. See page 55.

Headlight Beam Switch

The headlamp high beam switch, located under the carpet at the left side of the toeboard, is used for selection of either high or low headlight beams. The blue high beam indicator light in the speedometer dial face will remind you when the "brights" are being used.



INSTRUMENTS AND CONTROLS



Instruments

The instruments, gauges and indicator lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your car. The following information will enable you to more quickly understand and properly interpret these instruments.



Fuel Gauge

The electrically operated fuel gauge will indicate the approximate level of fuel in the tank when the ignition switch is turned on. When the ignition switch is turned off, the needle will not necessarily return to the empty mark.

Oil Pressure Gauge

The oil pressure gauge indicates the pressure at which oil is being delivered to the various parts of the engine requiring lubrication. Pressures registered by the gauge may vary according to outside air temperatures or weight of oil being used. Oil pressure of a cold engine being operated at a given speed will be somewhat higher than when the engine is at normal operating temperature at the same speed. Prolonged high speed operation on a hot day at the given speed will result in somewhat lower oil pressure readings. Readings of 30 to 40 psi may be considered normal during moderate road speeds of 35 to 40 mph with the engine at proper operating temperature. Gauge readings which are consistently high or low under these conditions may indicate lubrication system and/or engine malfunction.



Ammeter

The ammeter indicates the rate at which the battery is being charged or discharged. The Delcotron charging system is equipped with a regulator which controls the charge according to battery requirements. A discharge will be





shown if the current demand is more than the Delcotron output. With the battery fully charged, the charging rate will be low, thus giving an indication of battery condition.

Temperature Gauge

Temperature gauge readings will vary with air temperature and operating conditions. During normal operation, gauge will indicate between 190° and 250° (start of red zone). If the gauge indicates 250°, the engine is overheated. If this happens while driving fast, decrease speed to cool engine. If this happens while idling or driving in city traffic, run engine faster by placing engine in neutral and depressing the accelerator slightly or by driving faster if conditions permit to allow engine to cool better.

NOTE: If your Corvette is equipped with an automatic transmission, the engine will run cooler in heavy traffic if transmission is shifted into neutral while idling.

Brake System Warning Light

The service brake system is a dual system designed so that one part will provide some braking action in the event of loss of hydraulic pressure in the other part of the system.

If the warning light labeled "Brake," located on the tachometer face, glows when the brakes are firmly applied and the ignition is on it may indicate that there is a malfunction in one part of the brake system. The light will go out when foot is removed from brake pedal.

- As a check on bulb condition the light should glow with the parking brake applied and the ignition on. (Light is also a reminder to release parking brake).
- Have system repaired if light does not come on during check.
- This warning light is not a substitute for the visual check of brake fluid level required as part of normal maintenance.

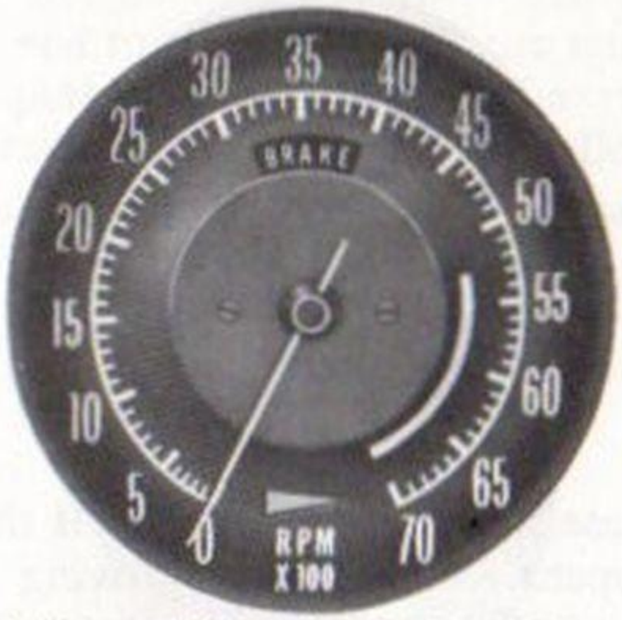
If the light glows red:

- The parking brake control is not fully released or,
- The service brake system is partially inoperative.

What to do:

1. Check that the parking brake is released. If it is . . .
2. Pull off the road and stop, carefully—remembering that:
   - Stopping distances may be greater.
   - Greater pedal effort may be required.
   - Pedal travel may be greater.
3. Try out brake operation by starting and stopping on road shoulder—then:
   - If you judge such operation to be safe, proceed cautiously at a safe speed to nearest dealer for repair.
   - Or have car towed to dealer for repair.

Continued operation of the car



in this condition is dangerous.

Courtesy Lights

The courtesy lights beneath the outer ends of the dash panel and the rear compartment light will come on when either door is opened. They may also be lighted by turning the headlight switch fully counterclockwise past the slight resistance.

Headlamp Operation

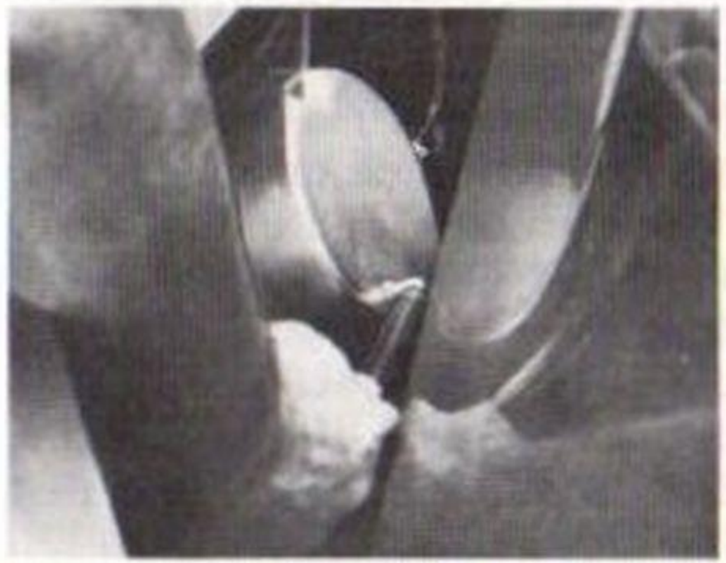
Two switches control headlight operation. The **main lighting switch** located at the top left of the instrument panel and a **vacuum control switch** located beneath the steering column.

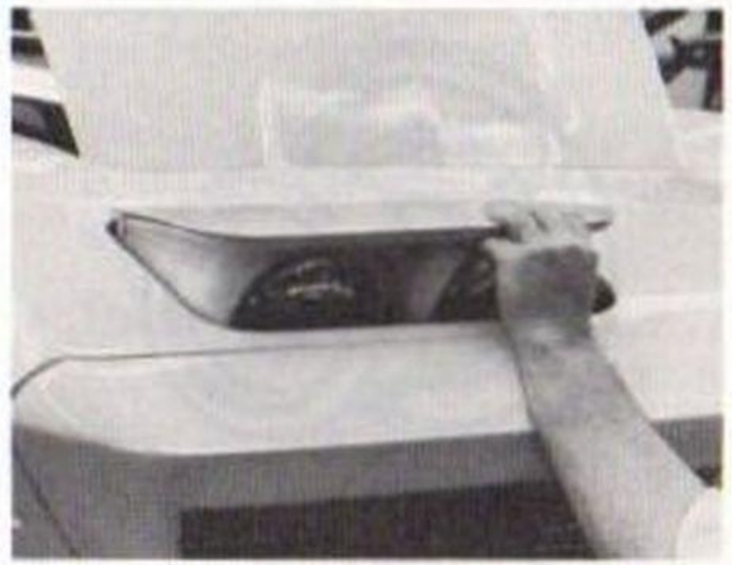
- Pull out the light control knob to automatically raise the retractable headlamps and turn on the headlights.
- To raise the headlamps without turning them on pull down on the **manual control knob** located beneath the steering column. The headlamps will remain up until the control knob is returned to normal position for automatic operation.

REMINDER: It is recommended that the headlamp doors be set in the open position during vehicle operation in icing or snow conditions and when washing car.

- Should it be necessary, each headlamp can be raised by hand as follows: **Open hood. Disconnect vacuum hoses at**







rear of each actuator behind headlamps. Reach under grille and push up on the lamp housing then raise the headlamp in a slow deliberate manner until it is in a fully extended position. Do NOT attempt to close the headlamps by hand. See your Authorized Chevrolet Dealer as soon as possible.

Indicator Light Headlamp Position

A warning light located to the right of the temperature gauge in the center instrument cluster glows when the headlamps are turned on, but not fully extended into the locked position, and goes off when the lamps are locked in the full open position. Should it be necessary, each headlamp can be raised to the lock position by hand, as described under headlamp operation on page 26. In the event of a problem, see your authorized Chevrolet dealer as soon as possible.

Light Switch

The three position light switch controls the headlights, taillights, parking lights, side marker lamps, instrument lights and rear compartment lights. The headlight circuit is protected by a circuit breaker in the light switch. An overloaded breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately.

- Pull the light switch knob out to the first stop to operate the parking lights, side marker lamps, taillights and instrument lights.



All remain on when headlamps are on.

- Pull the light switch fully out to automatically raise the headlamps and turn on the headlights.
- Regulate the intensity of the instrument panel lights by rotating the knob. Turn fully counterclockwise past the "detent" position to turn on the interior lights.

Clock

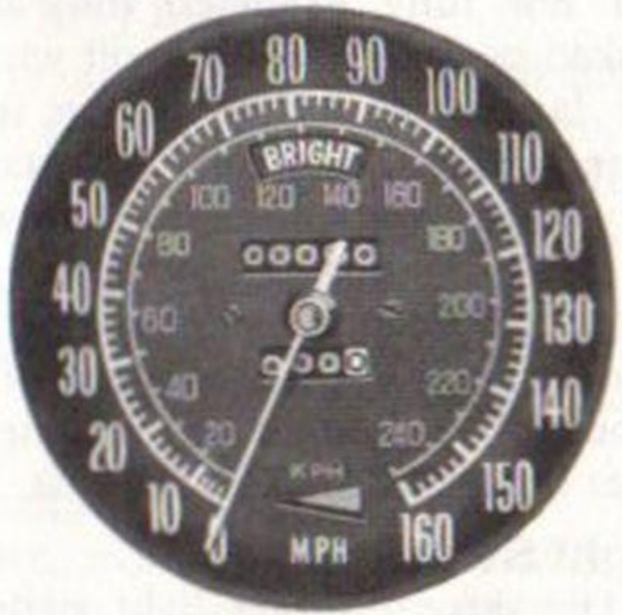
The clock has an automatic regulator. It will regulate itself if you advance or retard the hands by at least 3 minutes. No regulation will be introduced if the clock is reset for an error of less than 3 minutes. When resetting, pull out the small knob and turn in the direction in which you wish to set the hands—clockwise if the clock is slow, counterclockwise if the clock is fast. Do not move the hands past the correct time.

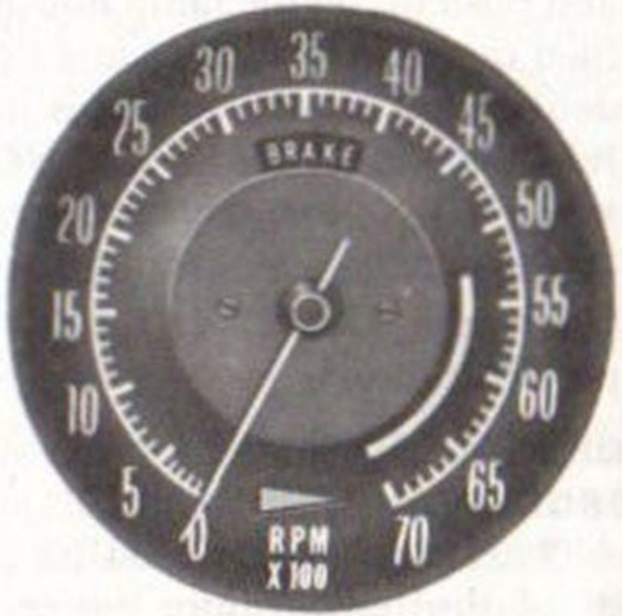
Cigarette Lighter

The cigarette lighter is located in the ash tray. To operate, push it in. When it becomes heated, it automatically pops out ready for use.

Speedometer and Odometer

The speedometer, indicating the forward speed of your Corvette in miles per hour, is calibrated to a maximum of 160 miles per hour and 250 kilometer per hour. The odometer registers total accumulated vehicle mileage and is useful in keeping track of lubrication and maintenance intervals.





Trip Odometer

The trip odometer may be reset to zero by means of the knurled knob extending beneath the instrument cluster to the left of the steering column. This instrument may be used to record trip mileages as well as during sports car rallies.

Tachometer

The tachometer indicates your engine speed in revolutions per minute. The tachometer reading is times 100. Thus a reading of 32 would mean that your engine is turning 3200 revolutions every minute.

Various tachometers are used in the Corvette depending upon the engine option installed in the vehicle. Never permit the dial pointer to enter the red zone on the tachometer face with any engine.

Windshield Wiper and Washer

The windshield wiping system operates at 2 speeds and is designed to wipe clear designated areas of the windshield under most inclement weather conditions. The windshield wipers work electrically and are not affected by engine operation.

Sliding the lever (located in the top center of the instrument cluster) to the right starts the electric motor and operates the wipers without the washer. To obtain high speed operation, move lever all the way to the right. Depressing the lever, for the length of time desired, will send a measured amount of water or other cleaning agent onto the windshield and will also cause the wipers to operate at low speed until manually turned off.

Fill the container only ¾ full during winter to allow for expansion if the temperature should fall low enough to freeze solution.

- The washer reservoir is located under the left front fender behind the splash shield.
- Check washer fluid level regularly—do it frequently when the weather is bad.
- Use a fluid such as GM OPTI-KLEEN to prevent freezing damage, and to provide better cleaning.
- Do not use radiator anti-freeze in windshield washer; it could cause paint damage.
- In cold weather, warm the windshield with defrosters before using washer—to help prevent icing that may seriously obscure vision.



Heater and Defroster System

The Corvette heater controls are of a thumb wheel design and are located in the floor console. The left hand control uses vacuum to operate the Air and Defroster doors while the right control uses a bowden cable to activate the Temperature door. The system is designed so that if there is a lack of vacuum for any reason, the Air door will automatically be open and the Defroster door will allow the airflow to split between the floor and defroster outlets.



AIR-DEF Control – The thumb wheel on the left side of the control panel controls the opening of the water valve supply to the system. When this control is in the "OFF" position, the water valve is closed to the system.

- **Air**–Outside air flows into the system and is directed to the floor outlets. A small amount of air flows to the defroster outlet.
- **Mid-Position**–Outside air flows into the system and the airflow is split between the floor and defroster outlets.
- **DEF**–Almost all air flow is directed to the defroster outlets. A small amount is directed to the floor outlets.

Temperature Control – Heater output air temperature is regulated by the thumb wheel on the right side of the control panel. Air temperature is adjusted by moving the right thumb wheel between "C" (cold) and "H" (hot). The temperature control will not temper air when the left side control is in off position.

Fan–The fan lever has (4) four positions from OFF at the left to HI at the right. Operate system for 30 seconds in AIR position before placing indicator in DEF position. This will remove humid air from the system and minimize rapid fogging of the glass which can occur if humid air is blown onto a cool windshield.

Heater Operating Tips

- Clear snow and ice from hood and air inlet in front of windshield to improve heater and defroster efficiency and reduce the probability of fogging on inside of windshield.

- Clear windshield, rear window, outside mirrors and all side windows of ice and snow before driving vehicle.
- Operate blower on HIGH in AIR position for a few seconds before moving the vehicle, to clear the intake ducts of snow to further reduce the possibility of fogging on inside of windshield.
- Keep all windows and vents closed to reduce dust, road and wind noise and uncomfortable drafts.
- For most satisfactory heater operation and air circulation, operate fan on low or medium speeds for normal operation and high speeds for quick warm-up and during extremely low temperatures.
- For additional summer ventilation move the left Thumb Wheel to OFF position and right Thumb Wheel to any COLD (C) if greater airflow is desired, move the fan lever up to blower speed Medium or HI.

Four-Season Air Conditioner Operation

The heater and air conditioning controls are located on the floor console and consist of two thumbwheels and a fan lever.

Selector Control–The left thumb wheel operates the compressor, controls air source and operates the blower at low speed (except OFF) in all modes. When this control is in the OFF position, the system is totally inoperative. If the control is moved to the MAX, NORMAL or BI-LEVEL position, the compressor will operate providing the ambient air is above 33° and the blower will automatically be on low speed.

NOTE: Compressor does not operate when control is beyond "Bi-Level."

- **Max**–the system utilizes vehicle inside air only.
- **Norm**–only outside air flows through the system.



- **Bi-Level**—Only outside air flows into the system and the air flow is directed between the dash and floor outlets, to provide comfort and keep the windshield and side glass clear under low fogging conditions.
- **Vent**—Outside air is discharged through the dash and floor outlets.
- **Htr**—The compressor is inoperative and all air flow is discharged through the floor outlets except for a minimal amount directed to the defroster outlets.
- **DEF**—Almost all air flow is directed to the defroster outlets. If the control is positioned at the arrow between "HTR" and "DEF", air flow is divided between floor and defroster outlets.

Temperature Control—Air temperature is controlled by moving the right thumb wheel between "C" (cold) and "H" (hot).

Blower Control—The switch located forward of the thumb wheels controls the operation of the four-speed blower unless the selector control is in the "off" position.

Air Outlets – Air outlets are located at each end, below and to the right of steering column, and top center of the instrument panel to provide condition air for complete driver and passenger comfort. The



ball type side outlets are adjusted by rotating to supply either a direct or diffused supply of air flow, or push pull knobs may be positioned to provide a complete shut off of air.

The twin barrel type center outlet and lower left single barrel outlet may be turned to direct air flow up, down or straight out by simply rotating the outlets in the desired direction. The louvers may be rotated either left or right to direct air flow as desired. A lever located to the left and under the housing may be used to close an internal valve in the air duct and shut off air flow.

The outlet in the right air duct under the instrument panel provides additional conditioned air flow for lower (foot) level comfort. Rotation of the louvered outlet will open and close the air passage, and also direct the air flow.

Air Conditioning Operating Tips

CAUTION: Operate in either Vent or Htr position for 30 seconds before switching to DEF. This will remove humid air from the system and minimize rapid fogging of the glass which can occur if humid air is blown onto a cool windshield.

Cooling

- During the first few minutes of operation open a window to let out hot air, then close the window.
- Adjust the dash and floor outlets to regulate air flow as desired.
- For maximum cooling, set selector control to "MAX," temperature control to "C" and fan on "Hi."
- "Bi-Level" position may be used to divide air flow between floor, dash, and defroster outlets as desired, to provide comfort and keep the windshield and side glass clear under low fogging conditions.
- Variations of temperature and air flow may be achieved by adjusting temperature and fan.

Heating

- For maximum heating, set selector control to "HTR," temperature control to "H" and fan on "Hi."
- For maximum "DEF," set selector control to "DEF," temperature control to "H" and fan on "Hi." For "De-Fog" operation, set selector control between "HTR" and "DEF."

Ventilation

NOTE: See Engine Exhaust Gas Caution at the beginning of this section.

On Corvettes not equipped with air-conditioning, outside air entering through the plenum chamber is directed through air ducts to the air outlets at each side of the instrument panel.



The instrument panel air outlets and the kick pad vents complement each other to provide desired air flow into the car.

For maximum air flow from upper outlets, the lower vents should be closed and the air shut off valve pulled out.

Since the amount of air entering the ventilation system is directly related to vehicle speed, somewhat less air flow will be experienced at lower speeds.

- Lever type controls located on either side of the center console admit outside air through the

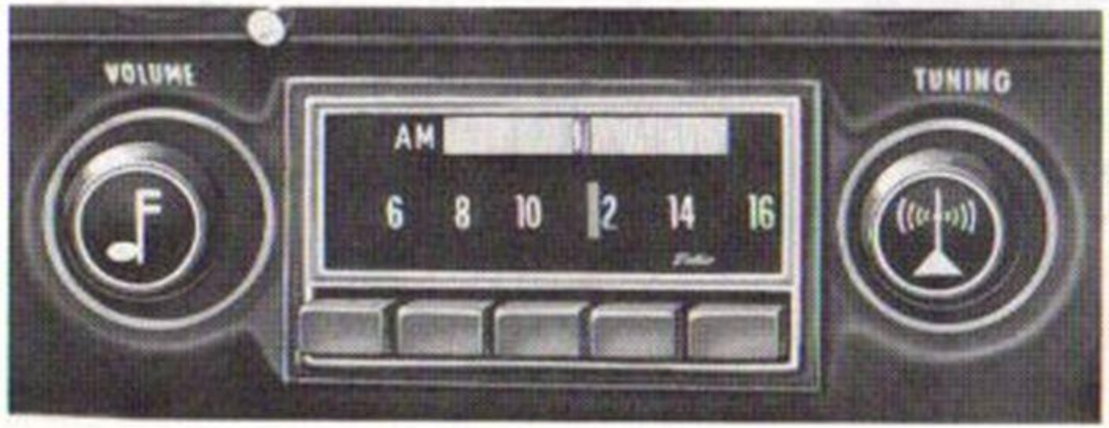
vent grille in the cowl panel to the cowl kick pad vents to provide "low level" air.

- Operation of the astro ventilation is accomplished through individual control knobs located adjacent to and below the air outlet balls in the instrument panel. Pull the knobs out to open the vent doors and push them in to shut off air flow. The outlet balls may be rotated to either direct or diffuse air flow.
- The "one-way" check valves, mounted in the vertical wall of the luggage compartment assist positive air flow by reducing internal vehicle body pressure. The valves direct inside air outside through grilles located in the rear deck.
- Whenever the heater temperature control is moved toward the "hot" position, the rear deck air exhaust doors close to retain the heated air in the vehicle.

Rear Window Defogger

The rear window defogger unit (optional) located in the rear luggage compartment provides for defogging of the rear window. The blower control switch, located on the driver's side of center seat console may be set either to high, off, or low position. For "High" fan speed, push switch at top edge. For "Low" speed, push at bottom edge. Switch center position is "Off."

Chevrolet "All Transistor" Radios





Radio Operation

The optional fully transistorized radios provide both standard AM reception and clear static-free FM or FM-Stereo broadcasts. FM stations may be received as far as 25 miles from the sending station, depending upon the power of the station and the existing terrain. In fringe areas where FM signals are weak, it may be possible to manually retune the radio to maintain peak reception. If not, retune to a closer or stronger FM station or switch to AM operation.

- **Peaking the Antenna** – Remove the right radio knob, washer and spacer. Tune the radio to a signal at or near 1400 KC on the AM scale. Set the volume control knob to maximum volume. Insert a small screwdriver in the antenna trimmer screw and rotate left or right until maximum volume is received. Your radio antenna will be trimmed to maximum reception at any dial setting after adjusting.
- **AM-FM Selection** – To select AM or FM reception, move the slide bar, located above the dial, horizontally until the letters "AM" or "FM" are fully exposed. On Stereo receivers the yellow indicator will light up when you tune in a stereo station whether or not that station is broadcasting stereo.
- **Push Button Tuning**—To preset these push buttons: Turn on the radio, set the AM-FM selector bar to the desired band, pull the push button straight out as far as it will go, tune in the desired station manually, and then push the button all the way in. Set each push button in the same manner.
- **Manual Tuning**—The left hand control knob serves as the "on-off" switch and volume control. Turn the bezel at the base of this control to adjust for tone quality. The right hand control knob is the manual station selector.
- **Stereo Balance Control**—Turn this control, located behind the manual tuning knob to provide the proper speaker balance.

OTHER CONTROLS AND FEATURES

Positraction Rear Axle

The Positraction axle can provide additional traction on snow, ice, mud, and gravel, etc.

During normal driving and cornering, the Positraction unit functions as a standard axle.

However, when either drive wheel encounters a slippery enough sur-

face, the Positraction can continue to provide driving force to the wheel having the greater traction, instead of merely spinning the wheel which has the least traction.

Anti-Theft Alarm

Your Corvette alarm system is armed by inserting the Oval key into the lock cylinder located on the left front fender (see illustration). Turn the key clockwise to arm the system.

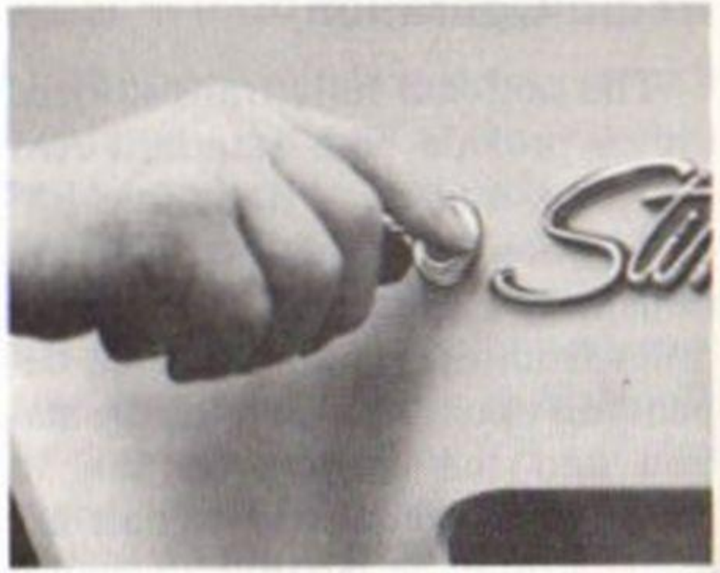
An alarm (horn) will sound if anyone tampers with either door or the hood.

***CAUTION:** Regardless whether the vehicle is equipped with a Positraction or a standard axle, do not attempt sudden accelerations when either or both drive wheels are on a slippery surface. This could cause both drive wheels to spin, and allow the rear of the vehicle to slide sideways on the crown surface of a road or any turn. Normal skid correction and cautious driving are called for under such conditions.*

Remember to disarm system before unlocking the doors.

Headlamp Reminder Buzzer

The optional headlamp reminder buzzer provides an audible warning that the main light switch is in one of the "on" positions, either parking lights or headlights.



The reminder buzzer is actuated only when the ignition switch is turned to "OFF" or "LOCK" position.

Operation of the Corvette Tops

Folding Top

To raise the top: The rear compartment lid unlocking handle is located beneath the center of the lid. When facing the rear of the vehicle it is the left handle, pull it toward you to unlock and raise the lid.

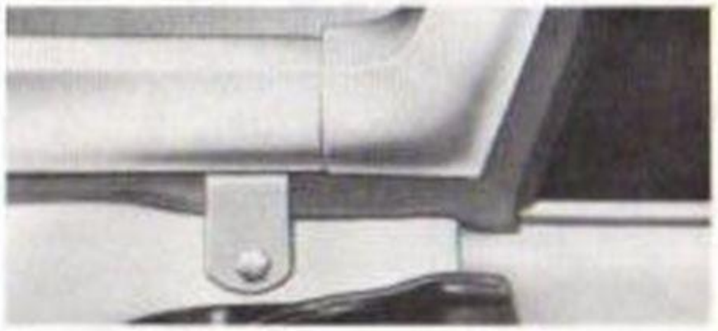
- Swing the folding top out. Then close the compartment lid.





- Snap the rear bow retainers into place in the lid receptacles.
- Lock the three windshield header latches.

To lower the top: Unlock the header latches, release the rear bow by means of the retainer release lever. This is the right-hand lever beneath the center of the lid. Pull it toward you to unlock the retainer and fold the top forward. Open the rear compartment lid, and after unlatching the header latches, fold the top into the rear compartment, being certain that the header latches lie flat and close the lid.





Removal of the Folding Top

- Use a pencil to outline the folding top mounting plates so that they may be reinstalled in exactly the same location. Then remove the two mounting bolts from each side shown in the illustration.



- Carefully remove the folding top from the car.

- Use the penciled outlines to locate the mounting plates in exactly the same position when replacing the top.

Hard Top

The optional removable hard top is attached at eight points, all reached from within the car. Free all attachment points before removing top. The three header latches are released by pulling down on handles. The two mounting tab attaching bolts are located below the lower front corners of the rear window. Finally, the three rear bow attaching studs are released by removing the retaining nuts beneath the compartment lid. Store the top, covered, in a clean dry place.

Towing

Proper lifting and towing equipment is necessary to prevent damage to the vehicle during any towing operation. State (Provincial in Canada) and local laws applicable to vehicles in tow must be followed. Detailed towing instructions are available at your Chevrolet dealer.

Your Corvette may be towed on all four wheels, at speeds of less than 35 mph, for distances up to 50 miles, provided the drive-line, axle, transmission, and steering system are otherwise normally operable. Use only towing equipment specifically designed for this purpose following the instructions of the towing equipment manufacturer. A separate safety chain system must be used. For such towing the steering must be unlocked, transmission in neutral and the parking brake released. Attachments must be made to main structural members of the car. Do not attach to bumpers or associated brackets. Remember that power brake and power steering assists will not be available when engine is inoperative.

Emergency Starting

- This vehicle must not be pushed or towed to start.
- A car with a discharged battery may be started by using energy from a battery in another car – called "jump starting".

Jump Starting

Jump starting may be dangerous and should be attempted *only* if the following two conditions are met. If they are not, we strongly recommend that you leave the starting to a competent mechanic.

- The battery in the other vehicle must be *12 volt* and *negatively grounded,* like the one in this car. (Check the other car's owner's manual to see if it is.)
- The battery in your car must be equipped with *flame arrestor type filler/vent caps* on *all* filler openings (as was your original-equipment Delco battery), or it must be a sealed-type battery which does not have filler openings or caps. (Each Delco battery flame arrestor cap has a grey disc rather than a small hole—see illustration on next page).

CAUTION: ***Departures from these conditions or the procedure below could result in: (1) serious personal injury (particularly to eyes) or property damage from such causes as battery explosion, battery acid, or electrical burns; and/or (2) damage to electronic components of either vehicle.***

Never expose battery to open flame or electric spark—batteries generate a gas which is flammable and explosive. Do not allow battery fluid to contact eyes, skin, fabrics, or painted surfaces—fluid is a corrosive acid. **Flush any contacted area with water immediately and thoroughly.** ***Be careful that metal tools, or jumper cables do not contact the positive battery terminal (or metal in contact with it) and any other metal on the car, because a short circuit could occur. Batteries and battery acid should always be kept out of reach of children.***

Jump Start Procedure:

1. *Wear eye protection* and remove rings, metal watch bands, and other metal jewelry.
2. Set parking brake firmly. Do not allow vehicles to touch. Turn off lights, heater and all unnecessary electrical loads. In vehicle with discharged battery, place automatic transmission in PARK (manual transmission in NEUTRAL) and turn ignition key to LOCK (to OFF with manual transmission).
3. Attach one end of a jumper cable to one battery's positive terminal (identified by a red color, "+", or "P" on the battery case, post, or clamp), and the other end of the same cable to the positive terminal of the other battery.
4. Attach the remaining jumper cable FIRST to the negative terminal (black color, "—", or "N") of the OTHER vehicle's battery, (regardless of which vehicle has the discharged battery) and THEN to the negative terminal of the battery in THIS car—thus taking advantage of this battery's flame arrestor feature, should a spark occur.
5. Start the engine in the vehicle that is providing the jump start (if it was not running). Let run a few minutes, then start the engine in the car that has the discharged battery.
6. Reverse the above sequence EXACTLY when removing the jumper cables, taking care to remove the cable from the negative terminal of the battery in THIS car as the FIRST step.



Engine Coolant

CAUTION:

- ***To help avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot, because the cooling system will blow out scalding fluid and steam under pressure.***

- *Do not remove radiator cap to check engine coolant level; check coolant visually at the see-through coolant reservoir.*
- *Proper coolant level at normal engine operating temperature is at the hot mark on the reservoir.*
- *Coolant should be added only to the reservoir (see "Service & Maintenance" section for details).*

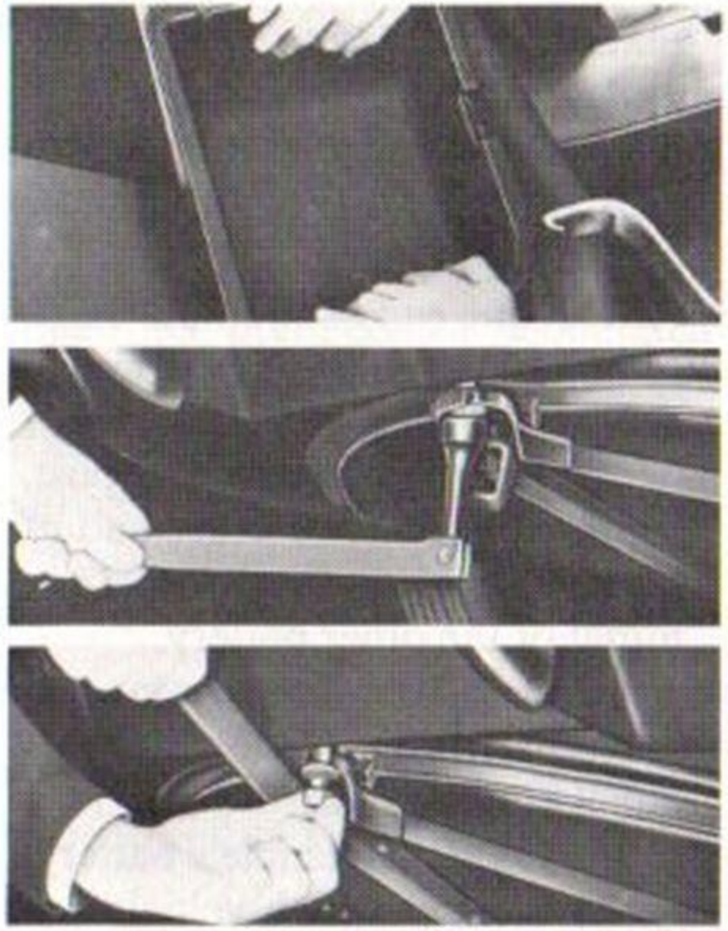
Corvette Jack Stowage

The Corvette jack is located beneath the glove box tray in the right hand rear compartment just behind the passenger's seat. A strong spring over the jack and jacking wrench prevents them from bouncing or rattling. To gain access to the jack, open the compartment and lift the tray from the opening using the finger holes in each side of the tray.

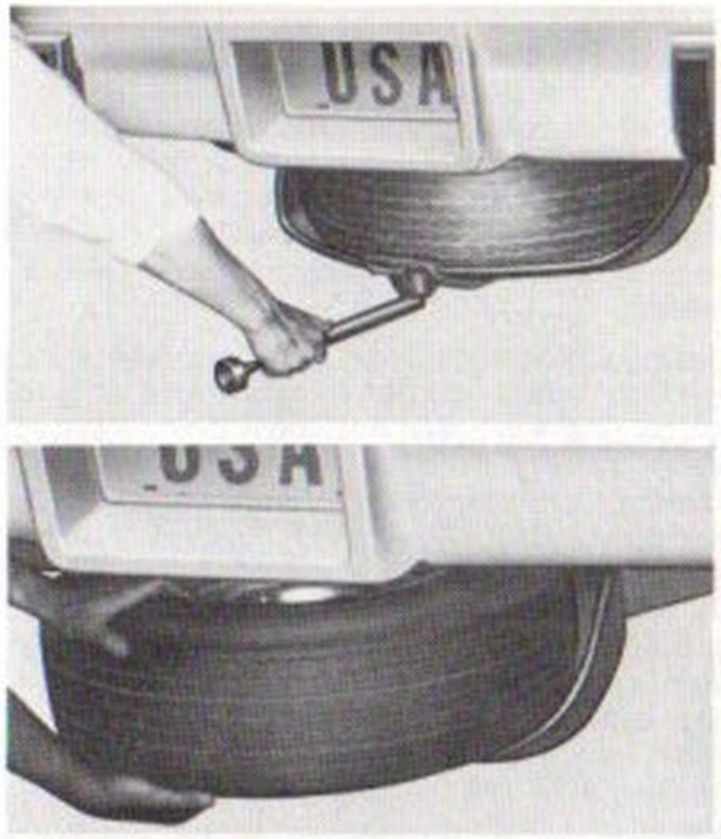
Spare Tire Stowage

The spare tire is located at the rear of your Corvette, underneath, so as to be readily accessible.

CAUTION: *The spare tire should be carried in this location at all times and be maintained at the recommended inflation pressure, since it forms an integral part of the rear structure of the 1975 Corvette and contributes to the absorption of energy in the event of some kinds of impacts.*

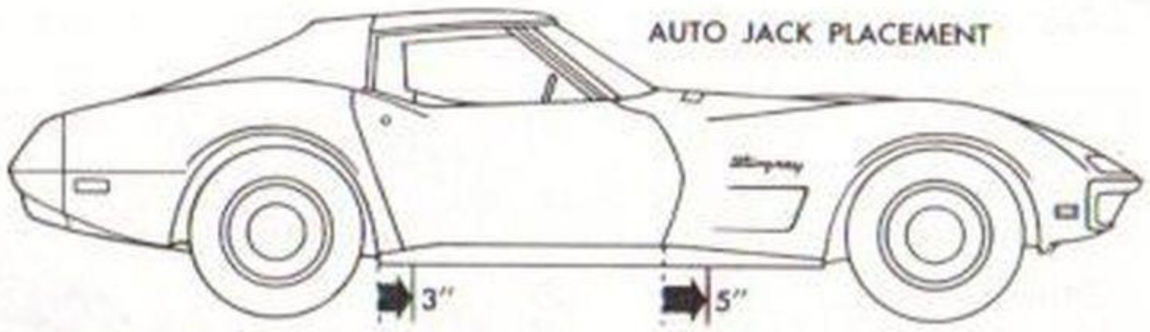


To remove the spare tire in the event you need it, unlock the spare tire compartment with your oval



head key. Then:

- Using the jacking wrench, loosen the spare tire tray bolt until resistance is felt.
- Insert the end of the jacking wrench into the bracket in the spare tire tray. Lift up on the wrench to take off the bolt and move the bolt to the right and out of its slot in the tray.



- Lower the tray and tire to the ground and remove the jacking wrench.
- Remove the spare tire by pulling it straight back from the car.
- Replace the tire by reversing the above procedure.

Changing Your Corvette's Wheels

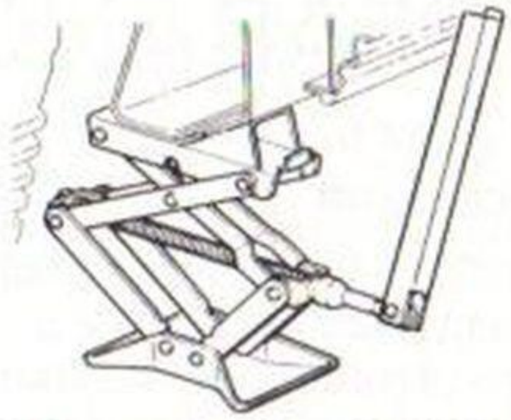
CAUTIONS:

1. ***Follow jacking instructions in order to reduce the possibility of serious personal injury.***
2. ***The jack is designed for use only when changing wheels.***
3. ***Never get beneath the vehicle using the jack.***
4. ***Do not start or run engine while vehicle is on the jack.***

Preparations:

- Park on a level surface and set parking brake firmly.
- Set automatic transmission in "PARK" (manual transmission in reverse).
- Activate hazard warning flasher.

1. Remove the hub cap by prying off with the finger provided on the end of the jacking wrench.
2. Using the jacking wrench, loosen the wheel nuts about one half turn.
3. Position the jack under the car as shown in the illustration above. Be sure that the load rest of the jack contacts the frame as shown.



4. Raise car using the jack until the tire clears the ground.
5. Remove the wheel nuts and wheel, place spare wheel on studs and replace all wheel nuts. Tighten moderately.
6. Lower car until the tire just touches ground, then fully tighten wheel nuts in a criss-cross sequence. After changing wheels, be sure to have a mechanic check the wheel nut tightness with a torque wrench and correct if necessary to 60-80 ft. lb.
7. Lower the car fully, replace hub caps and restow tire, jack and handle.

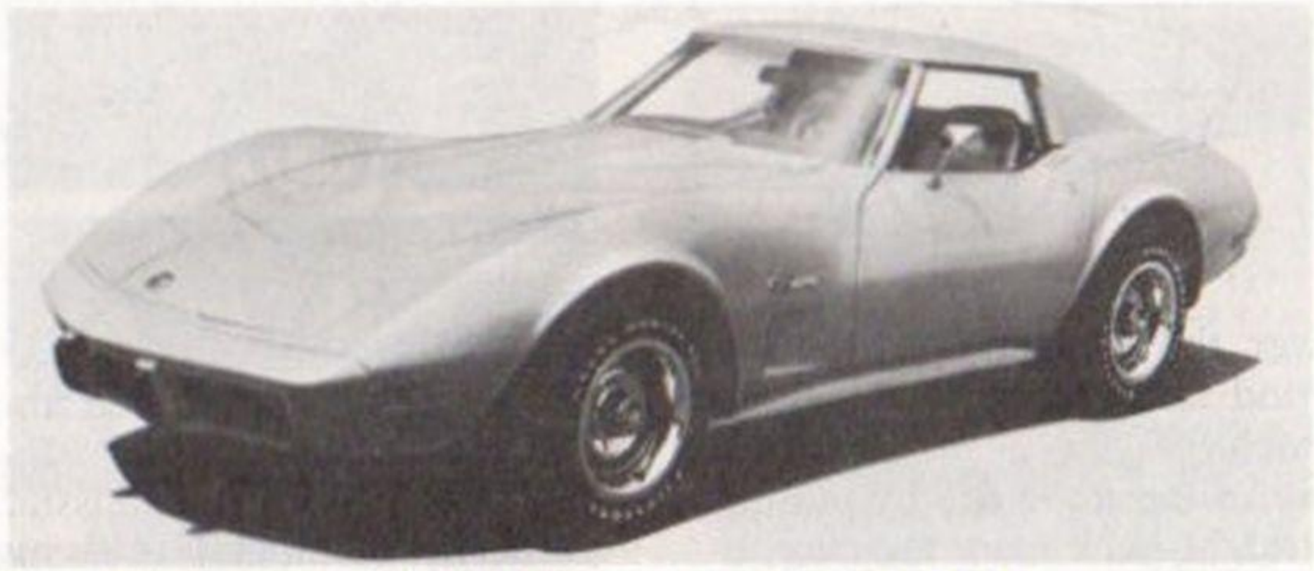
APPEARANCE CARE

Care and Cleaning of Interior Trim

IMPORTANT: Be sure vehicle is well ventilated while using any cleaning agents. Follow manufacturer's recommendations in using such products.

With the advent of modern trim materials composed of synthetic plastics and/or man made fibers, it is EXTREMELY IMPORTANT that proper cleaning techniques and cleaners be used when cleaning interior trim. Failure to do this on the first cleaning may result in water spots, spot rings, setting of stains or soilage, all of which make it more difficult or impossible to remove in a second cleaning.

Certain portions of the following cleaning instructions are in bold type; they are particularly important and *must* be performed.



Dust and loose dirt that accumulates on interior fabric trim should be removed frequently with a vacuum cleaner, whisk broom or soft brush. Vinyl or leather trim should be wiped regularly with a clean damp cloth. Normal trim soilage, spots or stains can be cleaned with the following G.M. cleaners.

DESCRIPTION

G.M. Fabric Cleaner (Solvent Type) Part number 1050244
G.M. Multi-Purpose Powdered Cleaner (Foam Type) Part number 1050803

The above cleaners are EXCELLENT CLEANERS when used properly according to directions on containers and are available through the G.M. Parts System.

NEVER use gasoline, nail polish remover or acetone, lacquer thinners, bleaches, etc. Some basic steps should be remembered before the cleaning is attempted.

1. Remove stains as quickly as possible before they become "set".
2. Use a clean cloth or sponge and change to a clean area frequently. (A *soft* brush may be used if stains persist.)
3. Use solvent type cleaners in a well ventilated area, also, do not saturate the stained area.
4. If a ring should form after spot cleaning, the entire area of the trim assembly should be cleaned *immediately*.
5. Follow instructions on the label of the cleaner.

***CAUTION:** Many cleaners may be toxic or flammable, and their improper use may cause damage to the interior. Therefore when cleaning the interior, do not use volatile cleaning solvents such as: acetone, lacquer thinners, enamel reducers, nail polish removers; or such cleaning materials as laundry soaps, bleaches or reducing agents (except as noted in the adjacent fabric cleaning instructions on stain removal). Never use carbon tetrachloride, gasoline or naphtha for any cleaning purpose.*

Cleaning General Soilage or Water Spots from Fabric type trim with Foam Type Cleaner

G.M. Multi-Purpose Powdered Cleaner is excellent for this type cleaning and for cleaning a panel section where a minor cleaning ring may be left from spot cleaning.

Vacuum area thoroughly to remove excess loose dirt. ALWAYS clean a full trim assembly or complete trim section—mask adjacent trim along stitch or welt lines. Mix Multi-Purpose Powdered Cleaner in strict accordance with directions on label of container—mix proportionally for smaller quantities, USE SUDS ONLY ON A CLEAN SPONGE or SOFT BRISTLE BRUSH – DO NOT WET FABRIC EXCESSIVELY OR RUB HARSHLY WITH BRUSH. IMMEDIATELY AFTER CLEANING WIPE OFF ANY CLEANER RESIDUE WITH SLIGHTLY DAMP ABSORBENT TOWEL OR CLOTH. *IMPORTANT* – IMMEDIATELY AFTER WIPING, FORCE-DRY FABRIC WITH AIR HOSE, HEAT DRYER OR HEAT LAMP. (Use caution with heat dryer or heat lamp to prevent damage to fabric). When trim materials with a sheen or luster finish are dry, wipe fabric with a soft, dry clean cloth to restore sheen or luster.

Spot Cleaning Fabric Type Trim Materials with Solvent Type Cleaner

Before attempting to remove

spots or stains from fabric, determine as accurately as possible the nature and age of the spot or stain. Some spots or stains can be removed satisfactorily with water or mild soap solution (refer to accompanying "Removal of Specific Stains"). For best results, spots or stains should be removed as soon as possible. Some types of stains or soilage such as lipsticks, some inks, certain types of grease, etc., are extremely difficult and, in some cases, impossible to completely remove. When cleaning this type of stain or soilage, care must be taken not to enlarge the soiled area. It is sometimes more desirable to have a small stain than an enlarged stain as a result of careless cleaning.

G. M. Fabric Cleaner (Solvent Type) is excellent for spot cleaning stains containing grease, oil or fats from fabric type trim. Excess stain should be gently scraped off trim material with a clean DULL knife or scraper. USE VERY LITTLE CLEANER, light pressure, and clean cloths (preferably cheese cloth). Cleaning action should be from outside of stain FEATHERING towards center of stain and constantly changing to a clean section of cloth. When stain is cleaned from fabric, immediately dry area with an air hose, heat dryer or heat lamp to help prevent a cleaning ring (use caution with heat dryer or heat lamp to prevent damage to fabric material). If a ring forms, immediately repeat the cleaning operation over a slightly larger area with special emphasis on FEATHERING towards center of area. If ring still persists, mark off adjacent trim sections and clean entire affected trim panel section with G. M. Multi-Purpose Powdered Cleaner as previously described under "cleaning general soilage or water spots with foam type cleaner".

Belt Restraint Care

- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.

Removal of Specific Stains

Grease or Oil Stains – Includes grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax crayon, tar and asphalts. Carefully scrape off excess stain; then use Fabric Cleaner (Solvent Type) as previously described. Shoe polish, wax crayons, tar and asphalts will stain if allowed to remain on trim; they should be removed as soon as possible – use caution as cleaner will dissolve them and may cause them to bleed.

Non-Greasy Stains – Includes catsup, coffee (black), egg, fruit,

fruit juice, milk, soft drinks, wine, vomit and blood. Carefully scrape off excess stain; then sponge stain with cool water. If stain remains use Multi-Purpose Powdered Cleaner (Foam Type) as previously described. If odor persists after cleaning vomitus or urine treat area with a water-baking soda solution (1 teaspoon baking soda to 1 cup of tepid water)—finally, if necessary, clean lightly with fabric cleaner (Solvent Type).

Combination Stains – Includes, candy, ice cream, mayonnaise, chili sauce and unknown stains. Carefully scrape off excess stain; then clean first with *cool* water and allow to dry. If stain remains, clean with Fabric Cleaner (Solvent Type).

Cleaning Vinyl or Leather Trim

Ordinary soilage can be removed from vinyl or leather with warm water and a mild soap such as saddle soap, oil soap, or approved equivalent. Apply a small amount of soap solution and allow to soak for a few minutes to loosen dirt; then, rub briskly with a clean damp cloth to remove dirt – and soap residues – this operation may be repeated several times if necessary. Some soilage such as tars, asphalts, shoe polish, etc. will stain if allowed to remain on trim—they should be wiped off as quickly as possible and the area cleaned with a clean cloth dampened with G.M. Fabric Clean (Solvent Type).

Interior Glass Surfaces

The interior glass surface should be cleaned on a periodic basis for continued good visibility. A commercial household glass cleaning agent containing ammonia will remove normal tobacco smoke and dust films sometimes caused by ingredients used in vinyls, plastics or other interior trim materials.

Exterior Appearance

Your car is finished with General Motors "Magic-Mirror acrylic lacquer. This is a finish of maximum beauty which, in depth of color, gloss retention and durability is superior to conventional lacquer finishes.

Washing Your Car

The best way to preserve the finish and maintain original beauty of appearance is to keep it clean. Wash the car in lukewarm or cold water. Never use strong soap or chemical detergents. Cleaning agents should be quickly flushed from the surfaces.

Polishing and Waxing Your Car

Although acrylic paint on your

car is durable, you may wish to wax or polish for added protection. Your Chevrolet Dealer offers many polishes and waxes now available which have proven of real value in maintaining a good paint finish.

When using a tar and road oil remover, be certain it is safe for use on acrylic painted surfaces.

Protection of Exterior Bright Metal Parts

Bright metal parts should be cleaned regularly to maintain luster. Washing with water is all that is usually required. However, G.M. Chrome Polish may be used on CHROME or STAINLESS STEEL trim if necessary.

Use special care with ALUMINUM trim. Never use auto or chrome polish, steam or any caustic soap to clean aluminum.

A coating of wax, rubbed to a high polish, is recommended for all bright metal parts.

Cleaning White Sidewall Tires

Use a tire cleaner which will not harm aluminum trim. A stiff brush may be used with the cleaner to remove road grime and dirt from white sidewall tires.

Vinyl and Folding Tops

Wash your Corvette folding top frequently with neutral type soap suds, lukewarm water and a soft bristle brush and rinse with generous quantities of clear water to remove all traces of soap.

If additional cleaning is required, a mild foaming cleanser can be used. Rinse the entire top with water and apply the cleanser to an area of about two square feet. Scrub with a soft bristle brush adding water sparingly until the cleanser foams to a soapy consistency. Remove the foam with a sponge or cloth. Repeat the procedure on the same area and scrub until clean. Don't let the cleanser run down onto the body finish since this may cause streaking. Clean the entire top in this manner and then rinse the top generously to remove all traces of cleanser.

Don't keep the top folded for extended periods of time if it is damp or water soaked. Allow it to dry out in a raised position as soon as possible.

Hard Top Care

The optional hard top has the same durable acrylic lacquer finish as the other painted surfaces of your Corvette and may be cleaned, polished and waxed as previously outlined.

The interior headlining may be cleaned in the same manner as the rest of the interior.

When the top is not in use, it should be stored inside in a clean,

dry place. If it is to be stored for a long period of time keep it well covered to avoid a build up of dust and dirt on the painted surface or headlining.

Plastic Window Care

Keep the large plastic rear windows in the Corvette folding top in good condition as follows:

- Remove surface dust with a soft cotton cloth moistened with water and wipe cross-wise of the window.
- With a very dirty window, wash using cold or lukewarm water and a mild neutral soap. Then rinse with clear water and dry with a slightly moistened clean soft cloth.
- Add a final luster to the window by using a plastic window cleaner as directed on the container.
- **Never** use gasoline, nail polish remover, acetone or lacquer thinners.
- Do not use alcohol or volatile agents.
- Do not use a scraper to remove snow, ice or frost from the rear window. In an emergency use warm water.

SERVICE AND MAINTENANCE

The time or mileage intervals on the following pages are intended as a guide for establishing regular maintenance and lubrication periods for your car. Sustained heavy duty or high speed operations or operation under adverse conditions may necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your car, consult your Authorized Chevrolet Dealer.

Maintenance Schedule

For owner convenience, a separate maintenance folder has been provided with your car which contains a complete schedule and brief explanation of the safety, emission control, lubrication and general maintenance it requires. The maintenance folder information is supplemented by this section of the Owner's Manual, as well as the separate warranty folder also furnished with your car. Read all three publications for a full understanding of vehicle maintenance requirements.

Fuel Requirements

Your Corvette engine is designed to operate *only on unleaded* gasoline of at least 91 Research Octane. The gasoline should also have a Motor Octane of at least 83. Unleaded gasoline is essential for proper emission control system operation, and it will minimize spark plug fouling. The use of leaded gasoline can damage or severely reduce the effectiveness of the emission control system and result in loss of warranty coverage.

If the service station gasoline pump has a symbol similar to the one below, use *unleaded* gasoline with a symbol number of 2. If the pump has a label indicating gasoline octane in terms of the average of Research and Motor Octane $\left[\frac{R+M}{2}\right]$ as shown below, use unleaded gasoline with a number of at least 87.



$$\frac{R+M}{2} = 87$$

Engine Oil and Filter Recommendations

- Use only SE engine oil.
- Change oil each 6 months or 7,500 miles. If more than 7,500 miles are driven in a 6-month period, change oil each 7,500 miles.
- Change oil each 3 months or 3,000 miles, whichever occurs first, under the following conditions:
  - –driving in dusty conditions
  - –trailer pulling
  - –extensive idling
  - –short-trip operation at freezing temperatures (engine not thoroughly warmed-up).
- Operation in dust storms may require an immediate oil change.
- Replace the oil filter at the first oil change, and every second oil change thereafter. AC oil filters provide excellent engine protection.

See your Chevrolet dealer for advice on the frequency of oil and filter changes under unusual driving conditions.

NOTE: Non-detergent and other low quality oils are specifically not recommended. Only the use of SE engine oils and proper oil and filter change intervals assure you of continued proper lubrication of your Corvette engine.

The above recommendations apply to the first change as well as subsequent oil changes. The oil change interval for your Corvette engine is based on the use of SE oils and quality oil filters. Oil change intervals longer than those listed above will seriously reduce engine life and may affect Chevrolet's obligation under the provisions of the New Vehicle Warranty.

A high quality SE oil was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal changed period.

However, check the oil level more frequently during the break-in period since higher oil consumption is normal until the piston rings become seated.

Checking Oil Level

The engine oil should be maintained at proper level. The best time to check it is before operating the engine or as the last step in a fuel stop. This will allow the oil accumulation in the engine to drain back in the crankcase. To check the level, remove the oil gauge rod (dip stick), wipe it clean and reinsert it firmly for an

accurate reading. The oil gauge rod is marked "FULL" and "ADD." The oil level should be maintained in the safety margin, neither going above the "FULL" line nor below the "ADD" line. Reseat the gauge firmly after taking the reading.

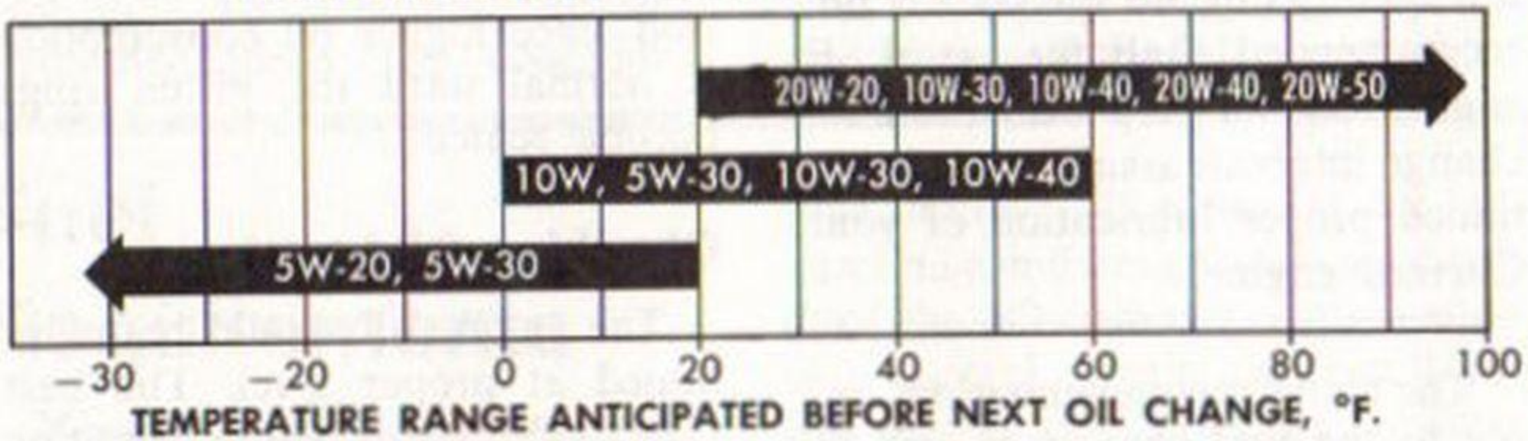
Recommended Viscosity

Select the proper oil viscosity from the chart.

Supplemental Engine Oil Additives

The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, supplemental additives are available that can effectively and economically solve certain specific problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved additive—"Super Engine Oil Supplement"—is available at your Chevrolet dealer. In the event of an operational problem, consult your dealer for advice before using supplemental additives.

RECOMMENDED SAE VISCOSITY NUMBER



NOTE: SAE 5W-20 oils are not recommended for sustained high-speed driving. SAE 30 oils may be used at temperatures above 40°F. SAE 5W-30 oils are recommended for all seasons in vehicles normally operated in Canada.

The proper oil viscosity helps assure good cold and hot starting.

Drive Belts

Every 7,500 miles or 6 months – inspect drive belts for wear, fraying, cracking and tension. Belts which are in poor condition should be replaced immediately.

Check tension by applying

moderate thumb pressure midway between pulleys. If the center-to-center distance between pulleys is 13 to 16 inches, the belt should deflect ½ inch. If the center-to-center distance is 7 to 10 inches, the belt should deflect ¼ inch. Loose belts should be retensioned to give the correct deflection.

It is recommended that belts be replaced every 24 months or 30,000 miles whichever occurs first.

Air Cleaner

CAUTION: ***Do not remove the engine air cleaner unless temporary removal is necessary during repair or maintenance of the vehicle. When the air cleaner is removed backfiring can cause fire in the engine compartment.***

When replacement of air cleaner is necessary, an AC ACron air filter is recommended.

Rear Axle

Positraction – Every 6 months or 7,500 miles, whichever occurs first, check lubricant level and add lubricant, if necessary, to fill to level of filler plug hole. *Use only the special positraction lubricant* available from your Chevrolet Dealer.

Drain and refill rear axle after initial 15,000 miles then maintain as outlined above.

Manual Transmissions

4-Speed—Every 6 months or 7,500 miles, whichever occurs first, check lubricant level and add lubricant, if necessary to fill to level of filler plug hole with SAE 80W or SAE 80W-90 GL-5 Gear Lubricant. If temperatures of below 32°F are expected use SAE 80W GL-5 Gear Lubricant only. (For vehicles normally operated in Canada use SAE 80W GL-5 Gear Lubricant.)

Automatic Transmission Fluid Recommendations

Use automatic transmission fluids identified with the mark Dexron®-II available from your Chevrolet dealer or local service station.

Check the fluid level at each engine oil change period. To make an accurate fluid level check:

1. Drive car several miles, making frequent starts and stops, to bring transmission up to normal operating temperature (approximately 190-200°F).
2. Park car on a level surface.
3. Place selector lever in "Park" and leave engine running.
4. Remove dipstick and wipe clean.
5. Reinsert dipstick until *cap seats*.

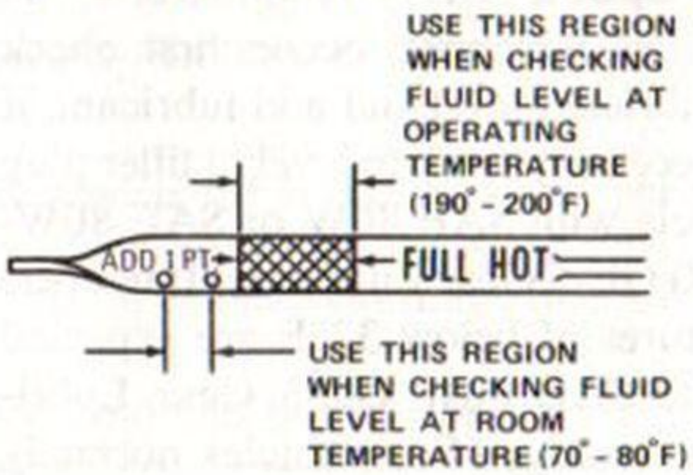
6. Remove dipstick and note reading.

If fluid level is at or below the ADD mark, add sufficient fluid to raise the level to the FULL mark. One pint raises the level from ADD to FULL. *Do not overfill.*

If the vehicle cannot be driven sufficiently to bring the transmission to operating temperature and it becomes necessary to check the fluid level, the transmission may be checked at room temperature (approx. 70°-80°F) as follows:

1. With car parked on level surface, place selector lever in "Park", apply parking brake, and start engine. Do not race engine.
2. Apply service brake and move selector lever through each range.
3. Place selector lever in "Park" and leave engine running.
4. Remove dipstick and wipe clean.
5. Reinsert dipstick until cap seats.
6. Remove dipstick and note reading.

Fluid level on the dipstick should be between the two small circles located below the "ADD" mark. If additional fluid is required, add sufficient fluid to bring level between the circles on the dipstick. When transmission fluid level is correctly established at 70°-80°F, it will appear at the "FULL" mark on the dipstick when the transmission reaches its normal operating temperature of 190°-200°F.



Do not overfill, as foaming and loss of fluid through the vent pipe might occur as fluid heats up. If fluid is too low, especially when cold, complete loss of drive may result which can cause transmission failure.

Under normal driving conditions, the transmission fluid should be changed every 30,000 miles. If your car is driven extensively in heavy city traffic during hot weather, or is used to pull a trailer, change fluid every 15,000 miles.

Changing Fluid—After removing fluid from the transmission sump, approximately 7½ pints U.S. mea-

sure (6 pints Imperial measure) of fresh fluid will be required to return level to proper mark on the dipstick.

After checking transmission fluid level it is important that the dipstick be pushed all the way into the filler tube.

Every 30,000 miles—the transmission sump filter should be replaced.

Transmission Shift and Back Drive Linkage (Manual and Automatic)

Every 6 months or 7,500 miles—lubricate shift linkage and, on Manual transmission floor control, lever contacting faces, with water resistant EP chassis lubricant which meets GM Specification GM 6031M.

Clutch

Every 3,000 miles—check clutch for free play at pedal. Reset as required. For regular usage set at 1½″ (1¼″ to 2″ max.) For heavy duty usage, set at 2″. **Lack of free play will cause clutch slippage.**

Clutch Cross Shaft—at 30,000 miles or sooner, if necessary, remove plug, install lubrication fitting and lubricate with water resistant EP chassis grease which meets GM Specification GM 6031M. Lack of lubrication will cause high effort.

Clutch Fork and Ball Stud—Lubricate at 30,000 miles with a moly disulfide grease. Include the fork fingers at the release bearing.

Clutch Linkage – Lubricate all points at 15,000 miles with water resistant EP chassis grease which meets GM Specification GM 6031M. Include both ends of the upper and lower push rods.

CHASSIS

Steering Linkage

Every 6 months or 7,500 miles –lubricate fittings with water resistant EP chassis grease which meets GM Specification GM 6031M.

Manual—Fitting at each tie rod end and at relay rod (5 fittings).

Power—Fitting at each tie rod end and at power steering valve adapter and cylinder (6 fittings).

Front Suspension

Every 7,500 miles or 6 months, lubricate 4 fittings (2 fittings on each side), with water resistant EP chassis grease which meets GM Specification GM 6031M.

Ball joints should not be lubricated unless their temperature is 10° F. or higher. During colder

weather, they should be allowed to warm up as necessary before lubrication.

Standard Steering Gear

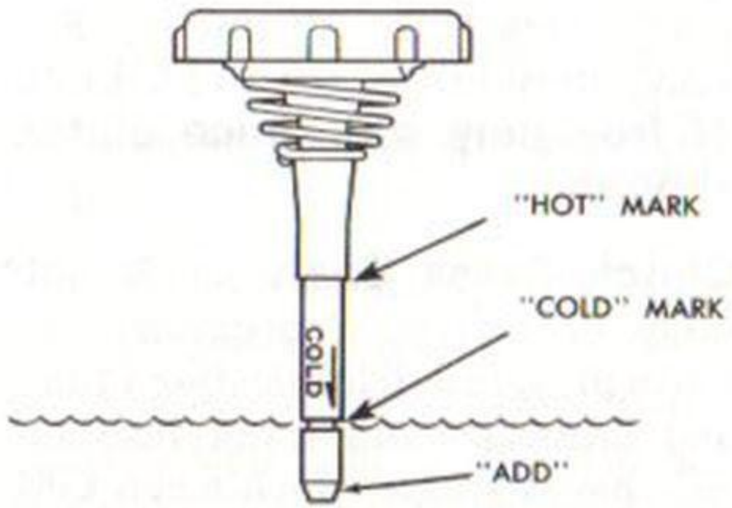
The steering gear is factory-filled with steering gear lubricant. Seasonal change of this lubricant should not be performed and the housing should not be drained—*no lubrication is required for the life of the steering gear.*

Every 30,000 miles, the gear should be inspected for seal leakage (actual solid grease—not just oily film). If a seal is replaced or the gear is overhauled, the gear housing should be refilled only with #1052084 Steering Gear Lubricant.

NOTE: Do not use EP Chassis Lube, meeting GM Specification GM 6031M, to lubricate the gear. DO NOT OVER-FILL the gear housing.

Power Steering System

Check the fluid level in the pump reservoir at each oil change



period. Add GM Power Steering Fluid (or Automatic Transmission Fluid DEXRON®-II) as necessary to bring level into proper range on filler cap indicator depending upon fluid temperature.

If at operating temperature (approximately 150° F—hot to the touch), fluid should be between "HOT" and "COLD" marks. If at room temperature (approximately 70° F), fluid should be between "ADD" and "COLD" marks. Fluid does not require periodic changing.

Front Wheel Bearings

Every 30,000 miles clean and repack bearings with a high melting point wheel bearing lubricant G.M. Part No. 1051344 or equivalent. When replacement is necessary, Delco parts are recommended.

CAUTION: "Long fibre" or "viscous" type lubricant should not be used. Do not mix wheel bearing lubricants. Be sure to thoroughly clean bearings and hubs of all old lubricant before repacking.

Tapered roller bearings used in this vehicle have a slightly loose feel when properly adjusted. They must never be over tightened (preloaded) or severe bearing damage may result. Consult your authorized Chevrolet Dealer or Service Manual for proper detailed adjustment procedures and specifications.

Rear Wheel Bearings (Inner)

The inner rear wheel bearings should be lubricated after initial

12,000 miles and every 24,000 miles thereafter. (See your authorized Chevrolet dealer).

Hood Latches

Every 6 months or 7,500 miles, whichever occurs first, lubricate hood latch assembly and hood hinge assembly as follows:

1. Wipe off any accumulation of dirt or contamination on latch parts.
2. Apply Lubriplate or equivalent to latch pilot bolts and latch locking plate.
3. Apply light engine oil to all pivot points in release mechanism, as well as primary and secondary latch mechanisms.
4. Lubricate hood hinges.
5. Make hood hinge and latch mechanism functional check to assure the assembly is working correctly.

Brakes

Master Cylinder—Every 6 months or 7,500 miles — Check fluid level in each reservoir and maintain ¼" below lowest edge of each filler opening with Delco Supreme No. 11 or DOT-3 hydraulic brake fluid.

Brake Linings — Brake linings should be inspected periodically for wear by a qualified technician. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners. Your Chevrolet Dealer is best qualified to advise you as to how often this inspection should be performed. When replacement is required specify GM and Delco parts.

If equipped with the optional heavy duty brakes do not attempt to use regular production linings for replacement. Special heavy duty linings must be used.

Parking Brake Cables and Linkage — Every 7,500 miles — Apply water resistant EP chassis grease which meets GM Specification GM 6031M.

ELECTRICAL

Energizer—Check fluid level monthly. If the fluid level is low, add only colorless, odorless drinking water or distilled water to bring level to split ring in filler opening.

For maximum wattage requirements, specify a Delco Energizer at replacement time.

Headlamp Replacement

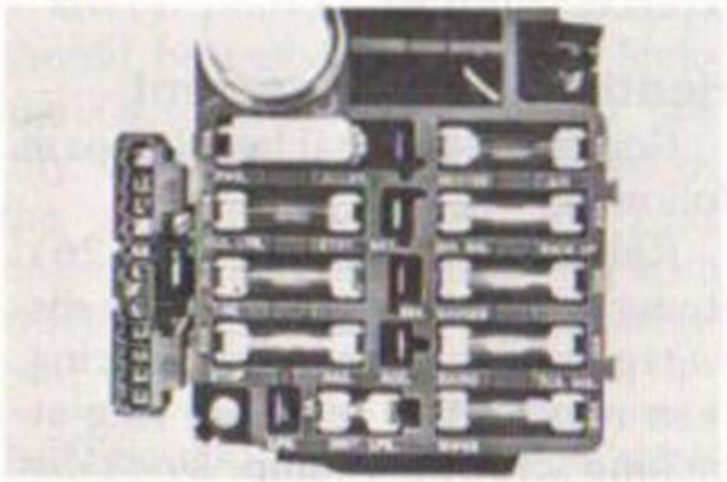
Replace individual headlamps as follows:

Raise headlamps (see page 26). Remove headlamp bezel and disengage spring from retaining ring, then remove two retaining ring attaching screws per lamp. *Don't disturb the large head adjusting screws.* Pull lamp forward and unplug the electrical connector. Plug in the new lamp and reverse the removal

procedure to install. "Replace with AC-Guide Lamps."

Headlamp Aiming

Improperly aimed headlamps can be dangerous. Periodic headlamp checks for proper aiming and adjustment are strongly recommended. Your Chevrolet Dealer is well equipped to provide such service.



Fusible Links

Fusible links are incorporated into the wiring system. These are wires of such a gauge that they will fuse (or melt) before damage occurs to an entire wiring harness in the event of an electrical overload. See your Chevrolet Dealer if fusible link replacement becomes necessary.

Fusible Link Data

Molded splice at Solenoid
"Bat" terminal
. . . .14 gage red wire
Molded splice at Junction
Terminal . . . .16 gage red wire
Molded splice in Ammeter
circuit (Both sides of
meter) . . . . 20 gage red wire

Fuse Panel

All fuses except the air conditioning blower in-line and rear window defogger low speed fuse are in the fuse panel located on the fire wall just above the headlamp beam switch. Also located in the fuse panel is the circuit breaker for power windows.

Flasher Units

Directional Signal ..2 Lamp (LL)
Hazard Warning . .4 Lamp

Air Conditioning

Have your Chevrolet Dealer check your Air Conditioning system at some time during the winter months to be sure there has been no loss of cooling output. During the summer, see your Chevrolet Dealer immediately if you suspect the system is not performing as it should.

NOTE: Your air conditioning system is designed not to operate in temperatures below 33°F.

Engine Cooling System

The recovery type cooling system is standard on all Chevrolet passenger cars. The coolant expands with rising temperature, and the overflow is collected in the recovery tank. When the system temperature drops, the coolant is drawn back into the radiator. The cooling system has been filled at the factory with a high-quality, inhibited, year-around coolant that meets the standards of General Motors Specification 1899-M. This coolant solution provides freezing protection to –20°F (–35°F in Canada), and it has been formulated to be used without replacement for two years or 30,000 miles. After two years or 30,000 miles, the coolant should be drained to prevent rust or corrosion in the radiator and engine.

Cooling System Care

Do not remove radiator cap to check coolant level, but check visually in the 'see thru' coolant recovery tank as frequently as needed. Level should be at the "full cold" mark on the recovery tank when the system is cold and at the "full hot" mark at normal operating temperature. Add a 50/50 mixture of high-quality ethylene glycol anti-freeze and water to the recovery tank for coolant additions. If frequent additions are required, see your dealer for a cooling system check.

The cooling system should be serviced each year as follows:

1. Wash radiator cap and filler neck with clean water.
2. Check coolant for proper level and freeze protection.
3. Test system and radiator cap for proper pressure holding capacity (15 psi). If required, use cap designed by AC for coolant recovery systems and specified for your model.
4. Tighten hose clamps and inspect all hoses. Replace hoses every 24 months, earlier if swollen, checked or otherwise deteriorated.

NOTE: If recommended quality antifreeze is used, supplemental inhibitors or additives claiming to provide increased capability are not necessary. They may be detrimental to the efficient operation of the system, and represent an unnecessary operating expense.

5. Clean frontal area of radiator core and air conditioning condenser.

Every two years or 30,000 miles, whichever occurs first, the cooling system should be flushed and refilled using the following recommended procedure:

1. Remove radiator cap when engine is cool:
   - Rotate cap slowly counter-

clockwise to detent (Do not press down while rotating).

- Wait until any residual pressure (indicated by a hissing sound) is relieved, then press down on cap and continue to rotate counterclockwise.

CAUTION: ***To avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot because scalding fluid and steam will be blown out under pressure.***

2. Run engine, with radiator cap removed, until upper radiator hose is hot (indicates thermostat is open).
3. Stop engine and open radiator drain valve to drain coolant. (Operation may be speeded by removing drain plugs in the block.)
4. Close valve (install block drain plugs, if removed) and add sufficient water to fill system.
5. Repeat steps 1, 2, 3, and 4, a sufficient number of times until the drained liquid is nearly colorless.
6. Allow system to drain completely and then close radiator drain plug tightly. (Install block drain plugs, if removed.)
7. Remove recovery cap leaving hoses in place. Remove coolant recover tank, empty fluid, scrub and clean bottom and sides of tank with detergent and water, flush well with clean water, drain and reinstall.
8. Add sufficient ethylene glycol coolant, meeting GM specification 1899-M, to provide the required freezing and corrosion protection—at least a 50 percent solution (–20°F). Fill radiator to the base of the radiator filler neck and bring level of coolant in the recovery tank to the "FULL HOT" MARK. Reinstall recovery tank cap.
9. Run engine, with radiator cap removed, until radiator upper hose becomes hot.
10. With engine idling, add coolant to radiator until level reaches bottom of filler neck; install cap making certain arrows line up with overflow tube.

It is the owner's responsibility to:

- Maintain cooling system freeze protection at –20°F or below to ensure protection against corrosion and loss of coolant from boiling even though freezing temperatures are not expected.
- Add ethylene glycol base coolant that meets GM Specification 1899-M when coolant additions are required because of coolant loss or to provide additional

protection against freezing at temperatures lower than –20°F (–35°F in Canada).

NOTE: Alcohol or methanol base coolants or plain water are not recommended for your Corvette at any time.

Radiator Pressure Cap

The radiator cap, a 15 lb. pressure type, must be installed tightly, otherwise coolant may be lost and damage to engine may result from overheating. Radiator pressure caps should be checked periodically for proper operation. If replacement is required specify AC.

Thermostat

The cooling system is protected and controlled by a thermostat that maintains a satisfactory engine operating temperature. This thermostat is installed in the engine coolant outlet and is designed for continuous use through both winter and summer. When replacement is necessary, Delco parts are recommended.

Corvette Bumper System

The Corvette front and rear bumpers have a resilient, body color urethane cover over an energy absorbing impact bar. In the event of an impact the urethane cover may restore to its original shape with little or no evidence of the impact. If the impact was severe enough, the energy absorbing devices and impact bar may have suffered functional or structural damage. To be sure the bumper is in a state of full readiness, it should be checked by your authorized Chevrolet dealer whenever there is obvious bumper misalignment, or whenever the vehicle has been involved in a significant collision in which the bumper was struck, even when no damage to the bumper system can be seen.

Tires

NOTE: Additional owner information about your steel belted radial tires is contained in the special tire "Owner's Guide and Guarantee booklet."

The factory installed tires on your Corvette as shown in the Tire Usage chart on the following page are designed to provide the best all around performance for normal vehicle operation. When inflated as recommended on the tire pressure placard, located on the left door of your vehicle, they have the load carrying capacity to operate satisfactorily at all normal highway speeds.

Inflation Pressure—The tire inflation pressures listed on the tire placard have been selected to provide the best tire life, riding comfort and handling stability for normal driving conditions. When inflated at the highest pressures shown on the placard, the tires have the load carrying capacity to operate satisfactorily at all loads up to and including the vehicle capacity load (total pounds) which also is shown on the placard.

In addition, these pressures will result in improved fuel economy.

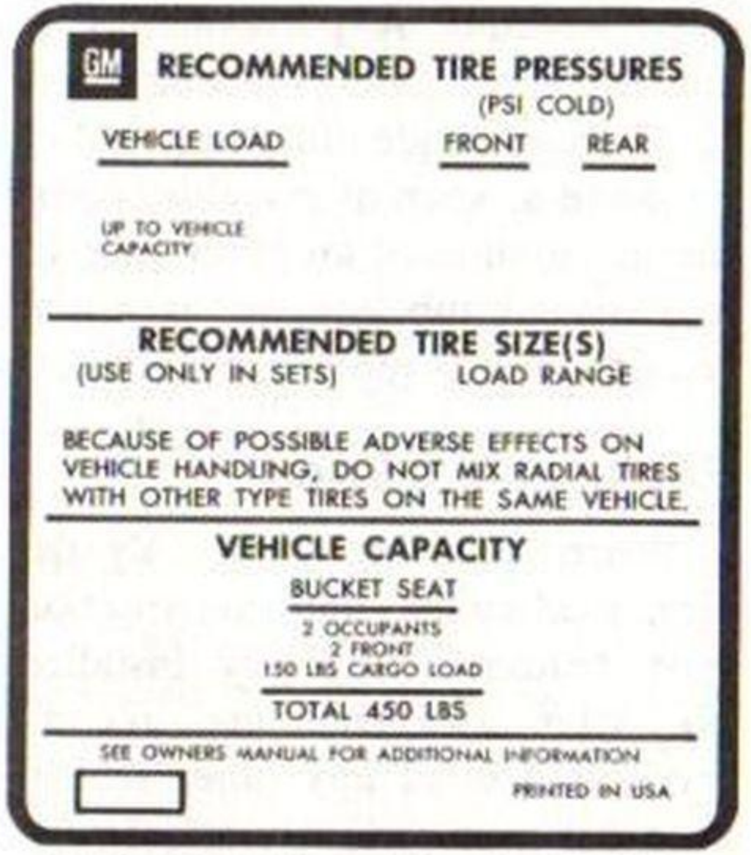
1. **Cold tire pressure ratings are applicable when a vehicle has been inoperative for 3 hours or more, or driven less than 1 mile.**
2. **Tire inflation pressure may increase as much as 6 pounds per square inch (psi) when hot (after vehicle has been driven 10 miles or at speeds of more than 60 miles per hour). Do not "bleed" or reduce pressures when tires are hot from driving.**
3. **For continuous high speed operation (over 75 mph), increase tire inflation pressure 4 psi above the recommended pressure up to a maximum of 32 psi cold pressure for load range B tires, 36 psi for load range C tires, or 40 psi for D load range tires. Sustained speeds above 75 mph are not recommended when the 4 psi adjustment would require pressures greater than the above maximum pressures.**

Vehicle Loading – Do not load your Corvette beyond the vehicle capacity (total pounds) shown on the tire placard. This figure represents the design capacity of the vehicle, not merely of the the tires. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch. (See "Trailer Hauling" in Section 1 of this manual.) Vehicles equipped with luggage racks do not have a vehicle load capacity greater than specified on the tire placard.

TIRE USAGE AND RECOMMENDED TIRE INFLATION PRESSURE TABLE
Pounds per Square Inch (PSI) Cold

MODELS	FULL RATED LOAD	TIRE PLY	TIRE USAGE	STANDARD INFLATION PRESSURE	
				FRONT	REAR
All Models	1 to 2 Passengers +150 Lbs. Luggage (450 Lbs. Load)	LOAD RANGE B 4 ply rating— 2 ply*	GR70-15	20	20

*All standard tires are blackwall with white letters and white stripes optional. The tires on your Corvette are steel belted radial ply tires and should be replaced with the same tire or equivalent.

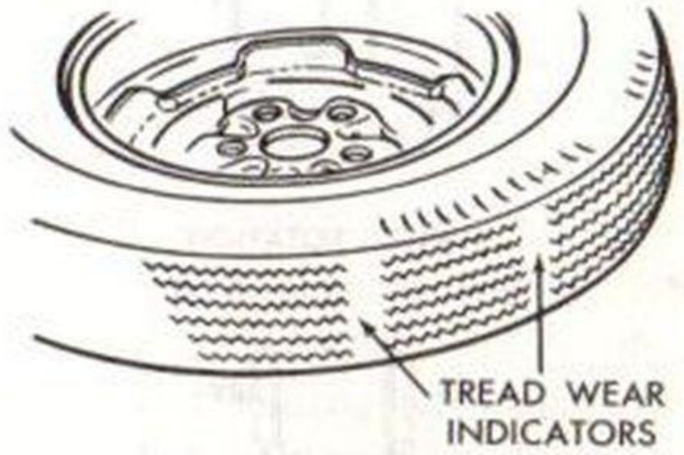


Typical Tire Placard Located On The Left Door Of Your Car

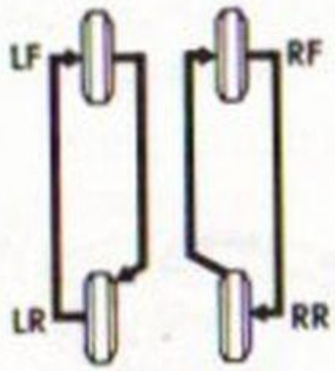
Tire Wear and Rotation — Uneven or abnormal tire wear is usually the result of incorrect inflation pressure, lack of regular rotation, improper wheel alignment, wheels being out-of-balance, or poor driving habits. Underinflation, incorrect toe or camber and fast cornering produce different types of abnormal wear which can be diagnosed by your dealer.

The original equipment tires incorporate built-in tread wear indicators to assist you in determining when your tires have been worn to the point of needing replacement. These indicators appear as ½ inch wide bands when tire tread depth is 1/16 inch or less. When the indicators appear in two or more adjacent grooves, at 3 locations around the tire or when cord or fabric is exposed, tire replacement due to tread wear is recommended.

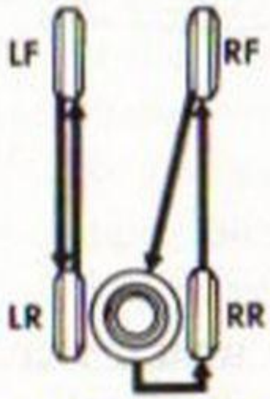
To equalize wear, it is recommended that tires be rotated according to the diagram on page 64. Radial tires should be rotated at the first 7,500 miles and then at least every 15,000 miles thereafter. For the longest tire life, any time irregular wear is noticed, have the tires



inspected and rotated by your car or tire dealer and have the cause of the uneven wear corrected. Be certain to check wheel nut tightness (see "Jacking Instructions") and to adjust the tire pressures after rotation to agree with those recommended on the tire inflation placard on the (left door).



4 WHEEL ROTATION



5 WHEEL ROTATION

RADIAL TIRES

Tire Damage and Repair—Tires with cuts, splits or cracks deep enough to expose the fabric, should be removed from service. Bulges usually indicate internal damage, and the tire should be removed. Tires with questionable damage should be removed from the wheel and examined by an expert.

If an air loss occurs while driving, do not attempt to drive on the deflated tire more than is necessary to stop safely. Driving even a short distance can damage a tire beyond repair.

Temporary repairs, such as "blowout" patches or any repair made from the outside of the tire should not be made except in emergencies. Such "stop-gap" devices as plugs and aerosol-type sealants are good for no more than 100 miles of driving at speeds not over 50 mph. A permanent vulcanized repair, plug or patch applied from inside the tire, should be made as soon as possible. Also, the installation of an inner tube in a damaged tubeless tire is not a recommended repair procedure.

Replacement Tires

When replacing tires, only the size, load range, and construction type (radial) originally installed on your Corvette are recommended. Use of any other size or type tire may seriously affect ride, handling, speedometer/odometer calibration, vehicle ground clearance and tire clearance to the body and chassis. The following also should be considered when replacing tires:

- Because of possible adverse effects on vehicle handling, do

not mix radial ply tires with other type tires on the same vehicle (such as bias or bias-belted snow tires).

- When replacing only one tire, it should be paired with the tire having the least wear, to equalize braking traction.

Snow Tires

Your steel-belted radial tires were designed to provide better traction performance in snow than conventional construction type tires without snow treads. However, if you equip your vehicle with snow tires, use ONLY RADIAL SNOW TIRES. Snow tires should be inflated 4 psi above the recommended pressures shown on the tire placard up to a maximum of 32 psi (cold) for load range B tires, 36 psi for load range C, and 40 psi for load range D tires. It is recommended that vehicle speeds be limited to a maximum of 75 mph if snow tires are installed.

Use of Tire Chains

Do not use tire chains on the rear wheels of your Corvette. Clearance between tire and wheelhouse is insufficient to permit operation with chains installed.

Replacement Wheels

Wheels must be replaced if they become bent, are heavily rusted, if the lug nuts won't stay tight, or if they leak air. Straightening bent wheels or using inner tubes in leaking wheels are not recommended repair procedures.

When replacing wheels for any reason, care should be taken to insure that the wheels are equivalent to those removed in load capacity, diameter, rim width, and offset. This can be accomplished by using replacement wheels with code letters identical or equivalent to those on the wheels being replaced. These two-letter codes are stamped into the rim, usually near the valve stem.

Use of any other size or type wheel may adversely affect wheel and wheel bearing life, brake cooling and stopping ability, headlamp aim, speedometer-odometer accuracy, bumper height, vehicle ground clearance and tire clearance to the body and chassis.

The use of used wheels is also not recommended; if they have been run overloaded or under other severe operating conditions for extended periods, the wheel's life may have been greatly shortened.

Warranty

Tires are warranted by the tire manufacturers as covered in the Tire Owner's Guide and Guarantee booklet furnished with your vehicle. However, for the added convenience of owners, many Chevrolet dealers are equipped to handle tire warranty adjustments on certain makes of tires provided on 1975 Chevrolet cars.

Tire Traction

A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other material is on the road surface. Driving practices and car speed should be adjusted to the road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.
3. Replace tires when tread wear indicators are visible.
4. Keep tires properly inflated.

For temporary assistance when traction is lost on ice or snow, the use of AC Liquid Tire Chain is recommended.

Corvette Bladder Tank Dry Storage

If for any reason the fuel tank bladder is to be stored for an extended period of time without fuel, it is necessary to apply as a preservative a non-detergent grade 10 weight oil to the interior surface of the bladder.

1. If the tank bladder is removed from the metal tank, apply a thin coating of non-detergent 10w oil to the inner surface. Then seal the bladder in a polyethylene bag and place in a corrugated cardboard box.
2. If the bladder is to remain in the metal tank without fuel, remove the cover plate and apply a thin coating of non-detergent 10W oil to the inner surface. Then replace the metal cover plate.

Underbody Maintenance

The effects of salt and other corrosive materials used for ice and snow removal and dust control can result in accelerated rust-

ing and deterioration of underbody components such as brake and fuel lines, frame, underbody floor pan, exhaust system, brackets, parking brake cables. These corrosive effects, however, can be reduced by periodic flushing of the underbody with plain water. In geographic areas having a heavy concentration of such corrosive materials, it is recommended that the complete underbody be inspected and flushed at least once each year, preferably after a winter's exposure. Particular attention should be given to cleaning out underbody members where dirt and other foreign materials may have collected.

If desired, your Chevrolet dealer can perform this service for you. In addition, he can provide recommendations on undercoating materials which will help protect your vehicle from corrosion.

Battery Care (Energizer)

Check fluid level monthly. If the fluid level is low, add only colorless, odorless drinking water or distilled water to bring level to split ring in filler opening.

CAUTION:** Never expose battery to open flame or electric spark—chemical action in the battery generates hydrogen gas which is inflammable and explosive. Don't allow battery fluid to contact skin, eyes, fabrics, or painted surfaces—fluid is a corrosive sulfuric acid solution which could cause serious personal injury or property damage.* **Flush any contacted area with water immediately and thoroughly. Wear eye protection when working on or near battery.** ***Remove rings, metal watch bands and other metal jewelry before working on or around a battery. Be careful in using metal tools and equipment. If such metal should contact the positive battery terminal (or metal in contact with it) and any other metal on the car, a short circuit may occur which could cause personal injury. Batteries and acid should always be kept out of reach of children.

To maintain full wattage requirements, a Delco Energizer is recommended at replacement time.

Important Facts You Should Know About Gasoline Mileage and How to Improve It

How you drive, where you drive, and when you drive all have an effect on how many miles you can get from a gallon of gasoline. The careful attention you give your car as far as maintenance and repairs are concerned will also contribute importantly to fuel economy.

Fuel Selection

Your Corvette engine is designed to operate *only on unleaded* gasoline of at least 91 Research Octane. The gasoline should also have a Motor Octane of at least 83. Unleaded gasoline is essential for proper emission control system operation, and it will minimize spark

plug fouling. The use of leaded gasoline can damage or severely reduce the effectiveness of the emission control system and result in loss of warranty coverage.

If the service station gasoline pump has a symbol similar to the one below, use *unleaded* gasoline with a symbol number of 2. If the pump has a label indicating gasoline octane in terms of the average of Research and Motor Octane $\left[\frac{R+M}{2}\right]$ as shown below, use unleaded gasoline with a number of at least 87.



$$\frac{R+M}{2} = 87$$

"Jackrabbit" Starts

Gasoline can be conserved (and engine and tire life prolonged) by avoiding unnecessarily rapid acceleration away from lights and stop signs.

Stop-And-Start Driving

Frequent stops and starts during a trip really cut down on your miles per gallon. Plan even your short shopping trips to take advantage of through streets to avoid traffic lights. Pace your driving like the professional drivers to avoid unnecessary stops.

Excessive Idling

An idling engine uses gasoline, too. If you're faced with more than a few minutes wait and you're not in traffic, it may be better to "turn off" and start again later.

Sudden Stops

Sudden stops themselves don't waste gasoline, but energy is wasted as heat in braking. Energy in the form of gasoline is also needed to accelerate back to driving speed.

Lubricants

A properly lubricated vehicle means less friction between moving parts. Consult this manual and the maintenance schedule for the proper lubricants to use and the lubrication intervals.

Air Cleaner

Your car receives its power from a mixture of gasoline and air. The air is taken into the system through the air cleaner so it's important to replace the air cleaner at required intervals. A dirty air cleaner reduces engine efficiency.

Properly Tuned Engine

Overall tuning (a check on timing, spark plugs, emission control devices, etc.) can improve your

car's gas mileage. You just can't expect an "out-of-tune" engine to give you good gas mileage and cleaner air.

Excess Weight

Fuel economy is related to the work the engine must do. The heavier the load, the more power it takes. Keep excess weight to a minimum by removing any personal effects or luggage from the car or trunk when they are not needed.

Tire Inflation

Underinflation not only causes needless wear of the tires, but can also waste gasoline. It's a good idea to check tire pressures regularly.

Wheel Alignment

Incorrect "toe in" or "toe out" can have the effect of dragging your front tires sideways and may cause premature tire wear. It takes power to carry this extra load and that takes gas from your tank.

Catalytic Converter

The catalytic converter is an emission control device added to the exhaust system to reduce hydrocarbon and carbon monoxide pollutants from the exhaust gas stream. The converter contains beads which are coated with a catalytic material containing platinum and palladium.

The catalytic converter requires the use of unleaded fuel only.

Unleaded gasoline is used to reduce combustion chamber deposits, corrosion and to prevent lead contamination of the catalyst that would render it ineffective. *The use of leaded fuel will cause the catalytic converter to become ineffective as an emission control device.*

CAUTION: ***It is important to keep your engine properly tuned.***

MINOR TROUBLE SHOOTING GUIDE

If your car acts in the following manner: / Check here in sequence shown for possible causes.	FUEL SYSTEM AND ENGINE								ELECTRICAL SYSTEM							COOLING SYSTEM					
	Check Fuel Gauge	Flooded Carburetor	Empty Carburetor Bowl	Poor Fuel Supply to Carburetor	Idle Adjustment*	Automatic Choke*	Oil Level and Pressure	Condition of Air Cleaner	Manfunctioning Ignition Switch	Automatic Transmission Selector Lever	Check Spark	Battery and Connections	Generator and Voltage Regulator Connections	Starter Connections and Solenoid	Damp Electrical Connections	Generator Condition*	Radiator Coolant Level	Air Flow Through Radiator Restricted	Fan Belt Condition and Tension Adjustment	Cooling System Thermostat	Thorough Check and Tune-up Suggested*
On the following pages, see paragraph:	A	B	D	B-C-D	E	DE	L	E	F	F	K	G	G	H	I	G	M	N	O	P	
CAR WILL NOT START:																					
Engine Will Turn Over	1	4		3							6				5						7
Engine Will not Turn Over									2	1		3		4							5
CAR WILL START–BUT:																					
Only After Repeated Tries																					1
Stalls in a Few Seconds			2	1	3																
Stalls When Hot					1	2		3													4
Idles Rough					1			2													3
Engine Overheats																	1	2	3	4	
Oil Pres. Ind. on Zero or Low							1														
Ammeter on Zero or "Neg" Reading												3	2			4			1		

*See Your Authorized Chevrolet Dealer

IMPORTANT: For maximum performance and economy, keep your GM car all GM. Specify General Motors parts identified by one of these trademarks.

MINOR TROUBLE SHOOTING PROCEDURES

The chart on the previous page, and the information on the pages which follow, contains information designed to aid the average driver to discover, and possibly correct, conditions resulting in minor mechanical difficulties in his car. The chart, designed to point out possible solutions to several of the most common automotive malfunctions and point out a logical checking sequence, will lead step by step to the most likely causes and corrective procedures. If, after making the checks and adjustments suggested, the source of the trouble has not been found and corrected, it is strongly recommended that an Authorized Chevrolet Dealer inspect the vehicle and make whatever repairs or adjustments are necessary.

CAUTION: *As with any machinery, extreme care should be taken when performing any inspection, maintenance, or repairs so as to prevent accidental injury. Improper or incomplete servicing could also result in vehicle operational problems which may lead to serious personal injury, or damage to the vehicle. Should you have any question about performing any service, have the service performed by a competent mechanic.*

FUEL SYSTEM AND ENGINE

If the ignition switch will cause the engine to "turn over" or "crank" but the car will not start, check Steps A through D below.

NOTE: *If Continual "flooding" of the carburetor is evidenced by a carburetor wet with fuel or black exhaust smoke, perform the operation suggested in paragraph D only.*

(A) The first and most obvious, and one of the most frequently overlooked, items to check when you have difficulty in starting your car is the amount of fuel in the tank. Make it a habit to check the FUEL GAUGE regularly and most especially at a time when the engine will "turn over" but will not start.

(B) If the fuel tank is not empty, you may check further to see whether the fuel is reaching the carburetor. Disconnect the fuel line at the carburetor. Place a jar or cup under the open line and briefly "crank" the engine by means of the starter. If fuel spurts from the fitting, you may assume that the FUEL LINES are clear and the FUEL PUMP is operating properly. If no fuel leaves the line, either the fuel lines, fuel pump or the in-line filter are at fault. See your Authorized Chevrolet Dealer.

(C) Before reconnecting the fuel line to the carburetor, remove the FUEL FILTER from the carburetor inlet and check its condition. If it appears to be clean, replace it and reconnect the fuel line. If the filter appears to be plugged, clean it as well as possible by scraping out the foreign material and cleaning in a solvent, then reinstall the filter. Replace it with a new one as soon as possible.

(D) If the fuel seems to be reaching the carburetor properly, the problem may be: an EMPTY CARBURETOR BOWL caused by a "stuck shut" carburetor; a FLOODED CARBURETOR caused by a "stuck open" condition and evidenced by gasoline seeping down and around the outside of the carburetor; or a stuck CHOKE valve. Remove

the air cleaner from the carburetor. Check that the choke valve moves freely and is not stuck. (Don't mistake normal spring tension for a stuck valve. Tap the side of the carburetor sharply several times with a light tool such as a screwdriver handle or pliers. Replace the air cleaner and attempt to start the engine in the normal manner.

(E) If the car will start but stalls when hot or has a rough idle, you can suspect a faulty IDLE ADJUSTMENT, a malfunctioning AUTOMATIC CHOKE or an extremely dirty and blocked AIR CLEANER ELEMENT. Replace your air cleaner element if necessary.

If the above Fuel System checks and the checks suggested under the Electrical System following do not correct the malfunction, it is recommended that you turn to your Authorized Chevrolet Dealer for further checks, adjustments or repairs.

ELECTRICAL SYSTEM

If, when the ignition key is turned to "Start," the engine will not turn over, you have good reason to suspect electrical trouble.

(F) When there is no response at all to attempts to start the car, check the obvious—your AUTOMATIC TRANSMISSION SELECTOR LEVER must be in Neutral or Park position (manual transmission must have clutch depressed all the way to floor) before the engine can be started. Turning the IGNITION SWITCH rapidly back and forth several times will sometimes correct a poor internal switch contact.

(G) The BATTERY may be discharged. If so, lights will be dim and the horn will have a poor tone if it will blow at all. Usually a garage recharge will be necessary to return the battery to operation. Occasionally, however, a long drive will recharge the battery.

NOTE: *If the battery is determined to be dead, and for no apparent reason, have your Authorized Chevrolet Dealer check the battery and the GENERATOR. GENERATOR trouble should already have been indicated by the ammeter. Never remove Delcotron "BAT" lead without first disconnecting battery ground cable.*

POOR BATTERY CONNECTIONS may be suspected if the car has operated properly a short time before and now not even the horn will operate. Check both ends of both battery cables. If the connections are corroded, a car may sometimes be restored to operation by removing all cable ends, scraping all contacting surfaces clean with a pen knife, and reassembling. If the cables are broken, they must be replaced. The power supply should now be restored unless the battery is dead.

(H) If, however, the lights and horn work properly but the starter will still not turn over, check the STARTER connections. A "click" from the starter solenoid indicates that the wiring to the starter is properly installed. If the wiring seems to be clean and tightly installed, the trouble is probably in the starter itself and should be referred to your Authorized Chevrolet Dealer.

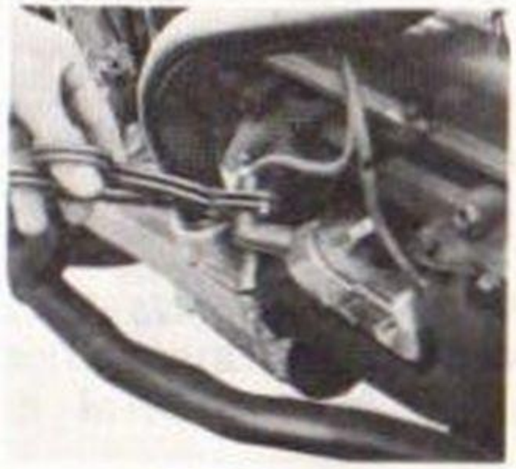
When the engine will "turn over" but will not start, the following items may be checked along with the Fuel System Checks listed previously.

(I) With a clean dry cloth wipe the ceramic portions of the spark plugs dry. In particularly damp or rainy weather dampness may be the cause of not starting, especially when the engine is cold.

(J) Check the cables at the top of the distributor as well as each spark plug cable for tightness.

(K) If the car will not start, check for spark at the spark plugs in the following manner:

Pull one of the spark plug wires off its spark plug. Insert a short piece of bare wire (such as a bobby pin) between the rubber cap at the end of the spark plug wire and the tubular metal connector inside of it. *If the spark plug wire is wet or oily, wipe it dry.* Using insulated pliers hold the bare wire about ¼ inch from the bare tip of the spark plug from which you removed the wire or from any part of the engine. When the engine is "turned over" a spark should jump across the ¼ inch space, indicating ample current supply. If no spark jumps, the difficulty is probably caused by a defective ignition part and should be corrected by your Authorized Chevrolet Dealer.



Checking Spark

COOLING SYSTEM

When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

(L) Engine overheating will occur when the OIL LEVEL falls dangerously low. Check the oil level as a matter of course.

(M) Low COOLANT LEVEL will, of course, cause engine overheating. Determine the cause of the low coolant level and have it corrected if necessary.

(N) Check the RADIATOR CORE. Clean it if it is plugged with bugs, leaves or other foreign material.

(O) Condition of the FAN BELT is very important, not only for engine cooling but also for proper generator operation. Check the condition of the belt. Replace it if it is worn or frayed. Loosen the generator bolts and move the generator toward the engine to remove and replace the belt. Tighten the belt, whether new or old, by loosening the generator bolts, prying with a bar on the generator until the belt is tensioned properly, then retighten the generator bolts.

(P) Another cause of engine overheating may be an inoperative COOLING SYSTEM THERMOSTAT. If the thermostat should fail in the closed position, it will not permit coolant to circulate through the system. In such an emergency the thermostat may be removed but should be replaced with a properly functioning thermostat as soon as possible.



Thermostat Installation

SPECIFICATIONS

VEHICLE IDENTIFICATION NUMBER

SERIAL AND UNIT NUMBERS—Stamped on identification plate located on left windshield pillar.

ENGINE IDENTIFICATION—Stamped on right front engine boss next to water pump.

CHASSIS DIMENSIONS

Wheel base	98″
Length (Overall)	185.2″
Width (Overall)	69.0″
Design Height	
Folding Top Up	48.2″
Hard Top	48.1″
Sport Coupe	48.1″
Tread	
Front	58.7″
Rear	59.5″

BATTERY RATING

ENGINE	VOLTS	WATTS*	RESERVE** CAPACITY
350 V8	12 Std.	3250	100 min.
350 V8	12 H.D.	4000	125 min.

*Cranking power at 0° F.
**Minutes before battery drops to 10½ volts with a continuous 25 amp. drain.

CAPACITIES	U.S. Measure	Imperial Measure
Gasoline Tank (approx.)	18 gal.	15 gal.
8 Cylinder		
Oil change only	4 qt.	3¼ qt.
Oil and Filter change	5 qt.	4¼ qt.
Cooling System	350 V-8	
U.S. Measure (qts.)	21	
Imperial Measure (qts.)	17½	
Thermostat		
Std. 350 engine	195°	
Opt. 350 engine	180°	
Radiator Pressure Cap	15 lb.	
Air Conditioning System		
Compressor oil (525 vis.)	11 oz.	
Refrigerant—R-12		
Four Seasons	3 lb.	

	U.S. Measure	Imperial Measure
Transmission Capacities		
Turbo Hydramatic		
400	11.0 qts.	9.25 qts.
4-Speed	3.0 pts.	2.5 pts.

TURN SIGNAL FLASHER:

Type	Capacity
All	2 lamp (LL)
Hazard Warning Flasher, All	4 lamp

TIRE INFORMATION

Complete tire information will be found on pages 61, 62, 63, 64, 65, and 66.

Wheel nut torque ..... 60-80 ft. lbs.

ENGINE SPECIFICATIONS

CARBURETOR ENGINE DATA	8 Cylinder Engine 350 Cu. In.	
	4 Barrel	4 Barrel
Comp. Ratio	8.5:1	9.0:1
Bore	4.0	4.0
Stroke	3.48	3.48
Firing Order	1-8-4-3-6-5-7-2	

FUSES AND CIRCUIT BREAKER

The wiring circuits in your 1975 Corvette are protected from short circuits by a combination of fuses, circuit breakers, and fusible thermal links in the wiring itself. This greatly reduces the hazard of electrically caused fires in the automobile.

ITEM	USAGE	RECOMMENDATION
Engine Oil Filter	ALL	AC Type PF25
Radiator Cap	ALL	AC Type RC-33
Engine Air Cleaner	ALL	AC Type A348C
Carburetor Fuel Filter	ALL	AC Type GF427
Positive Crankcase Ventilator Valve	ALL	AC Type CV775C
Crankcase Ventilator Filter	ALL	AC Type FB59

SPARK PLUGS

The following spark plugs are recommended for Corvette engines.

	Normal Service (Original Equip.)
All V-8 Engines	AC Type R-44TX

ENGINES:

SEE VEHICLE EMISSION CONTROL INFORMATION STICKER LOCATED IN ENGINE COMPARTMENT, FOR ENGINE TUNE UP SPECIFICATIONS.

STEERING

Steering Gear Ratio	16.1:1

Overall Ratio

Manual	20.2:1
Fast Steering Adjustment	17.6:1
Power Steering	17.6:1

WHEEL ALIGNMENT

At Curb Weight (Full Oil, Water, Fuel and Recommended Tire Pressure)

		Manual Steering	Power Steering
Front	Caster*	+ 1° ±½°	+2¼° ±½°
	Camber*	+¾° ±½°	+ ¾° ±½°
	Toe In (Total)	3/16" to 5/16"	3/16" to 5/16"
Rear	Camber	Neg. ½° ±½°	
	Toe In (Per Wheel**)	1/16" to 1/8"	

**Each wheel must be adjusted independently.

* (Must be within ½° of opposite side.)

ENGINE AND TRANSMISSION COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS (A)				
			2.73:1	3.08:1	3.36:1	3.55:1	3.70:1
Turbo-Fire 350 350 Cu. In. V-8 Standard	4-Spd. (2.64:1 low)	All Models		(Econ.)	(Std.)		
	Turbo Hydra-Matic		(Econ.)	(Std.)			
Turbo-Fire 350 350 Cu. In. V-8 RPO L82	4-Spd. (2.64:1 low)	All Models				(Std.)	
	4-Spd. (2.43:1 low)					(Std.)	(Perf.)
	Turbo Hydra-Matic				(Std.)	(Perf.)	

(A) Air conditioning available only with combination, as indicated by parenthesis ( ).
Std.—Standard Econ.—Economy (optional) Perf.—Performance (optional)

MULTIPLICATION FACTORS

TRANSMISSION	AXLE RATIO	1st	2nd	3rd	4th	Rev.
4-Speed 2.64:1	3.08 3.36 3.55	8.13 8.87 9.37	5.39 5.88 6.21	4.10 4.47 4.72	3.08 3.36 3.55	7.85 8.57 9.05
4-Speed 2.43:1	3.36 3.55 3.70	8.16 8.63 8.99	5.91 6.25 6.51	4.94 5.22 5.44	3.36 3.55 3.70	7.90 8.34 8.70
Turbo Hydra-Matic "400"	2.73 3.08 3.36 3.55 3.70	6.77—14.23 7.64—16.05 8.34—17.51 8.81—18.50 9.18—19.28	4.04—14.23 4.56—16.05 4.50—17.51 5.26—18.50 5.48—19.28	2.73—14.23 3.08—16.05 3.36—17.51 3.55—18.50 3.70—19.28	— — — — —	5.67—11.88 6.41—13.46 6.98—14.65 7.37—15.48 7.68—16.14

FUSE AND CIRCUIT BREAKER DATA

The headlamp circuits are protected by a circuit breaker in the light switch. An electrical overload on the breaker will cause the lamps to go on and off, or in some cases to remain off. If this condition develops, have your wiring circuits checked immediately.

In addition to a fuse, the windshield wiper motor is also protected by a circuit breaker. If the motor overheats, due to overloading caused by heavy snow, etc. the wipers will remain stopped until the motor cools.

Also, a circuit breaker, mounted on the toe panel protects the power window circuit if vehicle is so equipped.

Air conditioning blower (high speed) fuse, 30 amp. is located in an in-line fuse holder running from the junction block to the air conditioning relay.

Circuit	Ampere Rating	Circuit Breaker or Fuse
Headlamp Circuit		Circuit Breaker
Power Window Circuit	30 amp.	Circuit Breaker
Backup Lamp & Turn Signals	25 amp.	AGC Fuse
Heater/Air Conditioning	25 amp.	3AG Fuse
Radio, Automatic Trans., Down-shift Switch, Rear Defogger	20 amp.	AGC Fuse
Rear window Defogger (Low Speed)	5 amp.	AGC Fuse (In Line)
Instrument Lamps	5 amp.	AGC Fuse
Tail Lamps (Side Marker & Parking Lamps)	20 amp.	SFE Fuse
Clock, Lighter, Courtesy, Anti-Theft Alarm, Glove Box	20 amp.	SFE Fuse
Stop/Hazard Warning, Key Warning Buzzer	20 amp.	SFE Fuse
Gauges/Telltale Lamps, Seat Belt Buzzer Lamp, and Relays (Power Window Relay)	10 amp.	AGC Fuse
High Blower Speed (Air Conditioning)	30 amp.	AGC Fuse (In Line)
Wipers/Washers	25 amp.	AGC Fuse

Do not use fuses of higher amperage rating than those recommended above.

LAMP BULB DATA

Application	Candle Power	Trade Number
Headlamp—Outer		4000
Inner—high		5001
Headlamp Beam Indicator	2	1895
Parking and Directional Signal	2.2-24	1157 N.A.
Tail and Stop-Directional Signal	3-32	1157
License Plate Lamp	3	168
Back-up Lamp	32	1156
Instrument Panel Cluster	2	1895
Electric Clock	2	1895
Courtesy Lamp (Rear Comp.)	6	212-1 or 2
Radio Dial	2	1893
Stereo Indicator	0.1	2182
Cigarette Lighter	0.7	1445
Brake System Warning Lamp	2	1895
Directional Signal Indicators	2	1895
Glove Box Lamp	2	1895
A/C or Heater Control Panel Lamp	3	1816
Side Marker—Front	3	168
Side Marker—Rear	3	168
Courtesy Lamps (Front)	6	631
Seat Belt Warning Lamp	2	1895
Door Ajar Lamp	2	1895
Headlamp Door Warning Lamp	2	1895
Transmission Control Lamp	2	1895
W/S Washer Switch Lamp	0.7	1445
Map/Mirror Lamp	4	563

OWNER ASSISTANCE

The satisfaction and goodwill of the owners of Chevrolet products are of primary concern to your dealer and the Chevrolet Motor Division. Normally, any problems that arise in connection with the sales transaction or the operation of your car will be handled by your dealer's Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometimes occur. If you have a problem that has not been handled to your satisfaction through normal channels, we suggest that you take the following steps:

STEP ONE—Discuss your problem with a member of dealership management. Frequently, complaints are the result of a breakdown in communications and can quickly be resolved by a member of the dealership management. If the problem already has been reviewed with the Sales Manager or Service Manager, contact the Dealer himself or the General Manager.

STEP TWO—Contact the Chevrolet Zone Office closest to you listed on the following pages (or in Canada contact the General Motors Zone Office). When it appears that your problem cannot be readily resolved by the dealership without additional assistance, the matter should be called to the attention of the Zone's Customer Services Department and the following information provided:

- Your name, address, telephone number
- Vehicle identification number*
- Dealer's name and location
- Vehicle's delivery date and mileage
- Nature of problem

STEP THREE—Contact the Customer Services Manager, Chevrolet Central Office, Chevrolet Motor Division, Detroit, Michigan 48202 (313 556-5219), (or in Canada contact the Owner Relations Manager, Oshawa, Ontario, 416 644-6624).

If after an additional review of all facts involved he feels that some further action can be taken, he will so instruct the Zone. In any case, your letter will be acknowledged providing Chevrolet's position in the matter.

When contacting the Zone or Central Office, please bear in mind that ultimately your problem likely will be resolved in the dealership, utilizing the dealer's facilities, equipment and personnel. It is suggested, therefore, that you follow the above steps in sequence when pursuing a problem.

Your purchase of a Chevrolet product is greatly appreciated by both your dealer and Chevrolet Motor Division. It is our sincere desire to assist you in any way possible to assure your complete satisfaction with your vehicle.

*Available from vehicle registration, title or plate attached to left windshield pillar and visible through the windshield.

CHEVROLET ZONE OFFICE ADDRESSES

When calling for assistance, please ask for Customer Services Manager

Irondale, Ala. (Birmingham)
2300 Crestwood Blvd. 35210
(205) 595-6121

Tempe, Arizona (Phoenix)
1625 W. 23rd St. 85282
(602) 968-2425

Los Angeles, California
1800 Avenue of the Stars 90067
(213) 879-9611

Oakland, California
10910 E. 14th St. 94600
(415) 562-0553

San Diego, California
707 Broadway 92112
(714) 234-7231

Denver, Colorado
4355 Kearney St. 80200
(303) 388-5361

Jacksonville, Florida
8206 Phillips Hwy. 32207
(904) 733-5050

Doraville, Georgia (Atlanta)
4060 Motors Industrial Way 30340
(404) 457-7211

Indianapolis, Indiana
2350 N. Shadeland Ave. 46206
(317) 356-7214

South Bend, Indiana
3002 S. Michigan St. 46614
(219) 291-5000

Oakbrook, Illinois (Chicago)
2021 Spring Rd. 60680
(312) 654-6345

Peoria, Illinois
2009 N. Knoxville 61601
(309) 688-8611

Des Moines, Iowa
818 Fifth Ave. 50305
(515) 283-1561

Lenexa, Kansas (Kansas City)
8900 Marshall Dr. 66201
(913) 888-1400

Wichita, Kansas
4921 E. 21st St. 67208
(316) 685-1311

Louisville, Kentucky
4501 Indian Trail 40200
(502) 969-2361

Harahan, La. (New Orleans)
5401 Jefferson Hwy. 70123
(504) 733-6850

Portland, Maine
150 Riverside St. 04103
(207) 773-2934

Hanover, Maryland (Baltimore)
1800 Parkway Drive 21201
(301) 796-3640

Westwood, Mass. (Boston)
505 Blue Hill Drive 02090
(617) 329-2300

Grand Blanc, Michigan (Flint)
5198 Territorial Road 48439
(313) 694-7007

Southfield, Michigan (Detroit)
15565 Northland Drive 48075
(313) 424-2011

Edina, Minn. (Minneapolis)
7600 Metro Blvd. 55424
(612) 835-3000

Maryland Heights, Missouri (St. Louis)
83 Progress Parkway 63043
(314) 878-4200

Omaha, Nebraska
11616 "I" Street 68100
(402) 333-4500

Englewood, N. J. (Newark)
385 Nordhoff Place 07631
(201) 567-1650

Bethpage, Long Island, N. Y.
175 Central Ave., South 11714
(516) 694-7970

Cheektowaga, N. Y. (Buffalo)
2615 Walden Ave. 14225
(716) 684-8025

Syracuse, N. Y.
107 Twin Oaks Dr. 13200
(315) 437-2861

Tarrytown, N. Y.
371 S. Broadway 10591
(914) 631-8900

CHEVROLET ZONE OFFICE ADDRESSES (Cont'd)

Charlotte, N. C.
701 Interstate 85 28200
(704) 392-6311

Fargo, N. D.
W. Frontage Rd.
Hwy. I-29 58102
(701) 282-4451

Parma, Ohio (Cleveland)
12990 Snow Road (Parma) 44129
(216) 265-5600

Sharonville, Ohio (Cincinnati)
11575 Reading Rd., 45241
(513) 841-5927

Oklahoma City, Oklahoma
12 N.E. 36th Street 73100
(405) 521-9776

Beaverton, Oregon (Portland) 97005
15005 S. W. Tualatin Valley Hwy.
(503) 646-8231

Carnegie, Penn. (Pittsburgh)
507-527 Forrest Ave. 15106
(412) 923-2500

Harrisburg, Pennsylvania
Pennsboro Office Center
Taylor Bridge Bypass
Wormleysburg, Penn. 17105
(717) 233-7951

King of Prussia, Penn. (Phila.)
935 First Avenue 19406
(215) 265-9380

Memphis, Tenn.
3495 Lamar Ave. 38100
(901) 363-3612

Dallas, Texas
8635 Stemmons Freeway 75200
(214) 637-3110

Houston, Texas
4807 Wake Forest St. 77000
(713) 668-0511

Salt Lake City, Utah
116 No. 2400 W. 84122
(801) 328-0827

Sandston, Va. (Richmond)
5450 Lewis Road 23150
(703) 222-2840

Charleston, W. Virginia
1205-1211 Virginia St., E. 25300
(304) 344-2301

Bellevue, Washington (Seattle)
Bellevue Business Center Building
Suite 300
777 - 106th Ave. N.E. 98009
(206) 455-5100

Green Bay, Wisconsin
1901 S. Webster Ave. 54300
(414) 437-6511

Milwaukee, Wisconsin 53200
4066 N. Port Washington Ave.
(414) 964-1041

HAWAII ADDRESS:

1600 Kapiolani Blvd.
Suite 714
Honolulu, Hawaii
946-3988

GM OF CANADA LIMITED ZONE OFFICES

Vancouver, B. C. V6A 2N6
900 Terminal Avenue
(604) 684-9444

Calgary, Alta. T2P 2M7
P.O. Box 2510
(403) 243-4621

Regina, Sask. S4P 3E9
581 Park St.
(306) 543-2224

Winnipeg, Man. R2X 0Y9
1345 Redwood Avenue
(204) 633-1080

London, Ont. N6A 4P6
1991 Oxford St. E.
(519) 455-2400

Ottawa, Ont. K1G 0Z4
875 Belfast Road
(613) 237-5051

Toronto, Ont. M3C 1J1
1200 Eglinton Ave., East
(416) 446-5053

Montreal, Que. H9R 4R2
5000 Trans-Canada Highway
Pointe Claire, Quebec
(514) 697-9160

Moncton, N.B. E1C 8M2
653 St. George St.
(506) 854-1500

MEXICO ADDRESS:

General Motors de Mexico S.A. de C. V.
Av. Ejercito Nacional No. 843
Mexico 5, D.F.
545-3921

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GAS STATION INFORMATION

Refer to "Service and Maintenance" Section for Further Details

Gas Cap – Lift up the Corvette filler cap cover on the rear deck to reach the fuel filler cap.

Gasoline Recommendation – Use only an unleaded fuel of at least 91 Research Octane–Symbol Number 2.

Hood Release

To Raise Hood–The hood release handle is located beneath the instrument panel to the left of the steering column. Pull the release handle to release the hood lock and then raise the hood manually until it locks in the open position.



To Lower Hood – Lift hood panel slightly forward to remove tension from support mechanism; then push at point shown on illustration to unlock mechanism and lower hood.

Engine Oil Dipstick–Located on the left side of engine block. Check oil level as the last operation in a fuel stop. Maintain between "ADD" and "FULL" marks on dipstick.



Engine Oil Recommendation – Use only high quality SE oils. See page 53 for oil viscosity chart.

Tire Inflation Pressures – Check at least monthly. Keep inflated to pressures shown on tire inflation table on page 62.

Windshield Washer – Check reservoir fluid level regularly. Use a washer fluid, such as GM Optikleen.

Energizer (battery)–Check fluid level monthly. If the fluid level is low, add only colorless, odorless drinking water or distilled water to bring level to split ring in filler opening.





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