



corvette
FOR 1962

new lines
new leap

FOR AMERICA'S SPORTS CAR

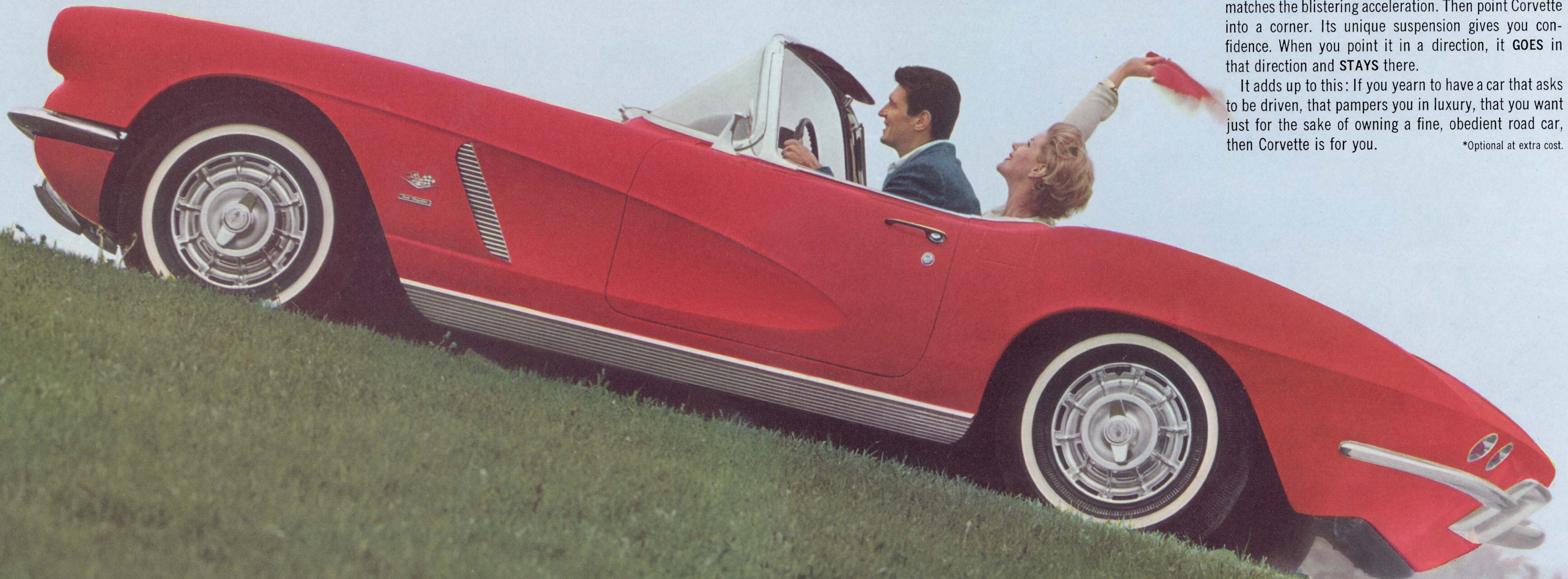
The '62 Corvette is many cars. To some, it is a luxurious personal form of transportation. To others, it is a machine for fun-driving endeavors—rallies, trials and gymkhanas. To still others, it is a fierce, hairy-chested fire-breather that just won't quit.

There's a spirit of fresh adventure in the '62 Corvette's lines. A new black anodized aluminum screen is set deeply in the grille. On the side, a raised wind-split completely encloses the cove, and a new rocker molding highlights Corvette's bold lines.

And, when you talk performance, you've got to talk Corvette! Four new Corvette V8s—all 327-cubic-inch engines—from 250 to 360 hp! These are hustlers that won't take a back seat to anybody! Team any of them up with Corvette's 4-speed transmission* for maximum driving flexibility. Stand on it in low—even the 250-hp "street engine" gets off the mark right now! Stand on the brakes, too. Massive stopping power matches the blistering acceleration. Then point Corvette into a corner. Its unique suspension gives you confidence. When you point it in a direction, it **GOES** in that direction and **STAYS** there.

It adds up to this: If you yearn to have a car that asks to be driven, that pampers you in luxury, that you want just for the sake of owning a fine, obedient road car, then Corvette is for you.

*Optional at extra cost.



elegant

TO THE EYE

convenient

TO THE TOUCH

For all its meticulous attention to performance and suspension, Corvette might stint a bit on comfort and get away with it. But such is not the case. Corvette's interior is elegant, tasteful and comfortable. Soft foam-rubber bucket seats covered in washable vinyl cushion you luxuriously on trips. In back of Corvette's distinctive wheel there's a full complement of instruments including a big tachometer. Large stowage bin in front of the passenger and a locking glove box between the seats. Built-in, outside air heater-defroster is standard equipment. Door-to-door carpeting underfoot. Savor these comforts you get in Corvette at no extra cost!



ROLL-UP WINDOWS—Snug with either folding soft top or detachable hard top. Seal out wind, rain and snow for complete comfort.



SEAT BELTS—One of Corvette's many safety features for driver and passenger. Easily adjustable for safe, comfortable driving.



DUAL HEADLIGHTS—Specially designed low and high beams put out a safe pattern of bright light far down the road.



DUAL SUN VISORS—For comfort when the sun is low on the horizon. Especially helpful for deflecting wind when the top is down.



ELECTRIC WINDSHIELD WIPERS—Two-speed wipers that can't slow down when you accelerate. Co-ordinated windshield washer.



SIDE VIEW MIRROR—Safety feature that lets you keep tabs on traffic that's passing you or driving close to your car.





powered
FOR THE OPEN ROAD
obedient
ON CITY STREETS

1962 HUSTLING POWER TEAMS

hp	Induction System	Comp. Ratio	Camshaft, Lifters	Distributor Points, Advance	Transmission	Rear Axle Ratios	
						Standard	Positraction
250	Single 4-barrel Carburetor	10.5:1	Regular, Hydraulic	Single, Vacuum-centrifugal	3-Speed (2.47:1 low)	3.36:1	3.36:1
					4-Speed (2.54:1 low)	3.36:1*	3.08:1 3.36:1
					Powerglide	3.36:1	3.36:1
300	Single 4-barrel Carburetor	10.5:1	Regular, Hydraulic	Single, Vacuum-centrifugal	3-Speed (2.47:1 low)	3.36:1	3.36:1
					4-Speed (2.54:1 low)	3.36:1*	3.08:1 3.36:1
					Powerglide	3.36:1	3.36:1
340	Single 4-barrel Carburetor	11.25:1	Special, Mechanical	Dual, Full centrifugal	3-Speed (2.47:1 low)	3.36:1	3.36:1
					4-Speed (2.20:1 low)	3.70:1	3.08:1 3.36:1 3.55:1 3.70:1 4.11:1 4.56:1
					Powerglide	3.36:1	3.36:1
360	Ramjet Fuel Injection	11.25:1	Special, Mechanical	Dual, Full centrifugal	3-Speed (2.47:1 low)	3.36:1	3.36:1
					4-Speed (2.20:1 low)	3.70:1	3.08:1 3.36:1 3.55:1 3.70:1 4.11:1 4.56:1

*3.08:1 ratio also available.

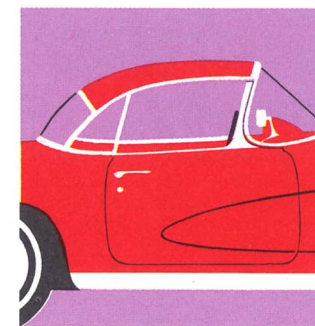
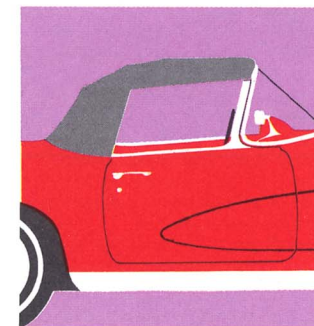
Performance is a Corvette hallmark. Take the new Corvette V8s. Each is a 327-cubic-incher with low weight and compactness. The standard 250-hp engine features 4-barrel carburetion, 10.5:1 compression, hydraulic valve lifters and full dual exhaust system with efficient Ram's horn manifolds and reverse-flow mufflers. For higher performance, the 300-hp V8* includes the same equipment with a larger 4-barrel aluminum bodied carburetor and modified intake manifold. For ultra-high performance, try the new—340-hp Corvette V8*—with a large 4-barrel aluminum-bodied carburetor, aluminum intake manifold, 11.25:1 compression ratio, special camshaft and mechanical valve lifters. Peak performance is yours with the instant response of the new Ramjet Fuel Injection V8's* 360 urgent horsepower! This premium performance engine features light-weight valves, special camshaft, mechanical valve lifters and 11.25:1 compression ratio.

Put this abundant power to work. Corvette's fine 3-Speed Synchro-Mesh transmission is standard with all engines. Optional 4-Speed Synchro-Mesh* is tailored to engine choice and rear axle ratio. There's an improved Powerglide automatic*, too, with a new aluminum weight-saving case and major internal changes. Positraction axles* are matched to all engines and transmissions. With the high-performance engines, a wide choice of ratios is available. See the chart above.

personalize
CORVETTE TO YOUR
BRAND OF COMFORT

Corvette offers a choice of two standard tops. The manually operated rubberized folding soft top stows away easily for open air luxury, while for year-round protection and all-

weather visibility the fiber-glass hard top is the choice. Both tops make your Corvette free and open in summer, snug and secure in winter. Order the second top at nominal extra cost.



For driving fun and skill, you have to **FIT** and **FEEL RIGHT** inside the cockpit. Corvette's luxurious new interior pampers you with deep-twist carpeting, all-vinyl seats, padded instrument panel, assist bar, deep stowage bin, heater and colors keyed to exterior Magic-Mirror paint choices. First, match up your choice of **ENGINE** and **TRANSMISSION**. There are 10 eager engine and transmission combinations. Then choose the kind of **TOP**—hard or soft—you want. Either top gives you all-weather protection and excellent visibility. If you're an around-towner, you'll like the convenience of the **POWER-OPERATED TOP*** and **POWER WINDOWS.* RADIO*** and **NARROW BAND WHITE SIDEWALL TIRES*** are usual choices for most every driver, and they add a touch of elegance to the appearance. There's not much more you can buy—there's not much more you could want! Unless you're a performance enthusiast. Then, in addition to a high performance Corvette V8, you'll want to specify RPO 686—the special sintered-metallic **HEAVY-DUTY BRAKES***—or RPO 687—the complete **HEAVY-DUTY BRAKE, STEERING AND SHOCK ABSORBER OPTION***, available with special power teams. **5½" WIDE-BASED WHEELS (RPO 276)** and **STRAIGHT-THROUGH MUFFLERS (RPO 441, where ordinances permit)** are special options.

*Optional at extra cost.



specifications FOR THE '62 CORVETTE

FOR PERFORMANCE—Corvette engines are 327-cubic-inch displacement valve-in-head V8s with 4.0" bore and 3.25" stroke, precision balanced as an assembly. All engines have independent operating mechanism for each valve, precision-machined forged steel crankshaft, five premium aluminum main bearings, full-pressure lubrication system, full-flow oil filter, automatic choke, 12-volt electrical system, 30-amp. generator (35-amp. optional*), full dual exhaust. Oil-wetted, polyurethane element, buffed aluminum air cleaner (special tube intake type with Fuel Injection). Distributor-driven tachometer. All-aluminum cross-flow radiator. Finned aluminum rocker covers and 35-amp. generator on high-output optional engines.

250-hp standard Corvette V8—Features 4-barrel carburetor, regular camshaft, hydraulic valve lifters, 10.5:1 compression ratio. Single point distributor, vacuum-centrifugal advance.

300-hp Corvette V8*—Features large aluminum-bodied 4-barrel carburetor, modified intake manifold, large intake valves, large exhaust manifolds, 10.5:1 compression ratio.

In addition, 340-hp (with large aluminum-bodied 4-barrel carburetor) and 360-hp (with Ramjet Fuel Injection) Corvette V8s* feature special cast iron cylinder heads with large ports, domed aluminum pistons for 11.25:1 compression ratio and special camshaft; high-speed valve system with specially finished lightweight valves. Mechanical valve lifters. Dual point distributor, full centrifugal advance.

CHOICE OF TRANSMISSIONS—3-SPEED SYNCHRO-MESH, standard equipment. Ratios: 2.47:1 low; 1.53:1 second; 1:1 third; 2.80:1 reverse; floor-mounted gearshift. 4-SPEED CLOSE-RATIO SYNCHRO-MESH*. RPO 685A (with standard 250- or optional 300-hp V8)—Ratios: 2.54:1 first; 1.92:1 second; 1.51:1 third; 1:1 fourth; 2.61:1 reverse. RPO 685B (with optional 340- or 360-hp V8)—Ratios: 2.20:1 first; 1.66:1 second; 1.31:1 third; 1:1 fourth; 2.26:1 reverse. Both 4-Speed transmissions have manually operated mechanism on floor mounted shift lever to prevent unintentional reverse engagement during shifting. CLUTCH: 10" semi-centrifugal coil spring. POWERGLIDE* AUTOMATIC (RPO 313 available with 250- and 300-hp Corvette V8). Floor mounted range selector lever.

POWER-MATCHED REAR AXLES—Semi-floating hypoid. Ratios matched to power team. Positraction (RPO 675) rear axle optional* with all transmissions. See power team chart for ratios.

CHASSIS—Box-Girder X-member reinforced frame. Independent coil spring front suspension with heavy stabilizer bar. Rear suspension by radius rods and outrigger-mounted semi-elliptic leaf springs with stabilizer bar. Direct double-action nitrogen bag shock absorbers. Unit-balanced tubular propeller shaft and universal joints. Full anti-friction steering gear and balanced linkage—21:1 overall ratio. Hydraulic 11-inch self-energizing brakes with fade-resistant bonded linings. Hand-operated parking brake on rear wheels. 16.4-gallon fuel tank. Black 6.70 x 15 tubeless tires. White sidewall or nylon cord tires optional*. Vented chrome wheel covers with simulated knock-off hubs.

SPECIAL EQUIPMENT* FOR SPORTS CAR MEETS—RPO 687—Heavy-Duty Chassis Equipment includes special brakes with sintered-metallic facings, finned cast iron brake drums with built-in cooling fan, vented flange plates with air scoops, fast steering adapter for 16.3:1 overall ratio, heavy-duty front and rear shock absorbers**. RPO 276—Wide-base wheels with 5½" rims (with hub caps instead of wheel covers). RPO 686—Special sintered-metallic brake linings. RPO 488—24-gallon fuel tank. RPO 441—off-the-road exhaust system.

BODY EXTERIOR—Fiber-glass reinforced plastic body—sculptured side and rear panels. Cove trim and rocker panel moldings. Magic-Mirror acrylic lacquer finish in seven solid colors: Tuxedo Black, Ermine White, Roman Red, Sateen Silver, Almond Beige, Fawn Beige, Honduras Maroon. Front hinged hood. Three-unit front grille. Dual headlights in front fenders. Four taillights. Push-button door handles and key lock. Cowl ventilator. Large luggage locker with spare wheel under floor. Concealed well for folding top behind seats. Choice of manually operated folding soft top or easily removable plastic hard top (Second top optional*). Power-operated mechanism* for folding soft top. Frame-mounted wraparound bumpers.

INTERIOR FEATURES—Interior colors in black, red or fawn keyed to exterior colors. Foam-rubber padded all-vinyl bucket seats, individually adjustable. Safety belts. Long padded armrest on each door. Recessed safety reflectors in door sidewall panels. Crank-operated windows, power-operated optional*. Vinyl-covered padded instrument panel. Passenger assist bar in instrument panel cove with stowage bin below. Pleated leather-grain vinyl sidewall trim. Carpeted floor, metal sills and step plates. Competition-type steering wheel. Speedometer, tachometer, ammeter, fuel level, oil pressure and coolant temperature gauges, starter-ignition switch and light switch on instrument panel. Built-in, outside air heater-defroster with controls on center console. Directional signals, cigarette lighter, outside and inside rearview mirrors, dual electric link-driven windshield wipers, electric clock, parking brake alarm, courtesy light, right- and left-hand sunshades and push-button windshield washer. Ashtray, glove compartment with key lock located between seats. Transistorized signal-seeking radio* also available.

DIMENSIONS—Wheelbase, 102". Overall length, 176.7". Overall height: Soft top up, 52.2"; top down, 50.1"; hardtop 52.1". Height at door, 32.2". Road clearance, 6.7". Overall width, 70.4". Tread: front, 57"; rear, 59".

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications, and models, and also to discontinue models. Chevrolet Motor Division, General Motors Corporation, Detroit 2, Michigan.

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