

Corvette

1971 Stingray Coupe/Convertible



Eighteen years of Corvette has taught us a lot.

You've changed. We've changed.

Gradually. Over the years. We've changed Corvette when and where we could to satisfy the high expectations of our owners. (In fact, you'll see in this catalog the changes we've made in Corvette over the past 18 years.)

However, one thing has never changed: when you buy a Corvette, you buy a lot more than a car.

You buy an image.

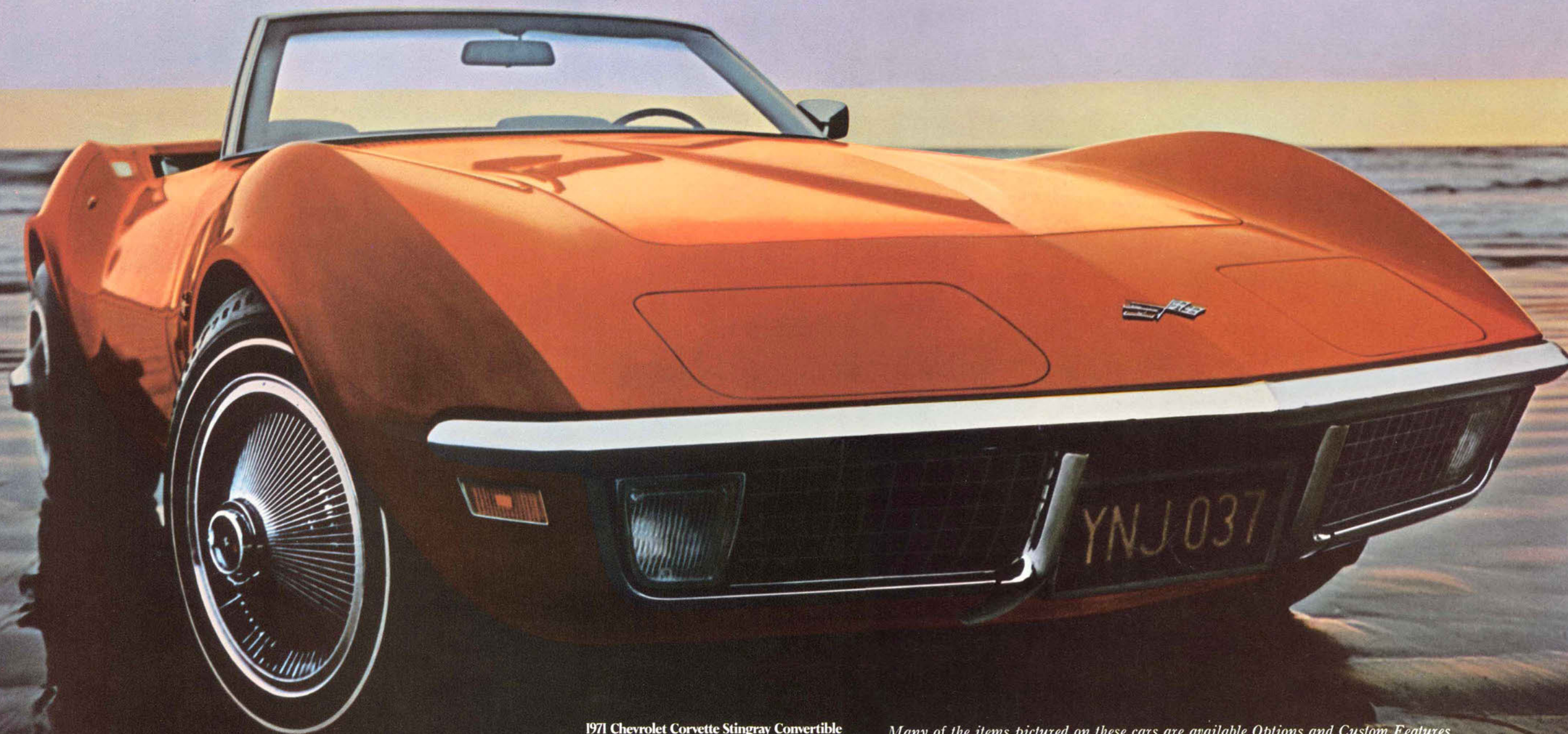
A car that looks all hood and wheels. A car that's eager for the open road. A car with no compromises like jump seats for the kiddies. A car that says, "I believe in engines and gears and

the feel of the road." A car whose form follows its function.

You buy a pacesetter. A representation of what could come in automotive design. From the very beginning, Corvette pioneered. It hasn't stopped. When Chevrolet introduces something new—from disc brakes to bucket seats—it usually debuts on Corvette.

You buy an environment. It's an automobile, sure, but you'll find yourself knowing more about it than anything you've ever driven. It's got gauges galore for the ultimate in feedback.

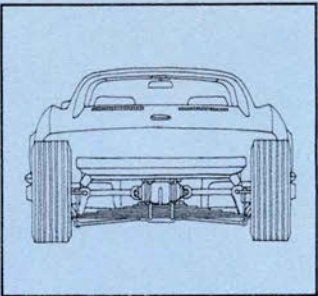
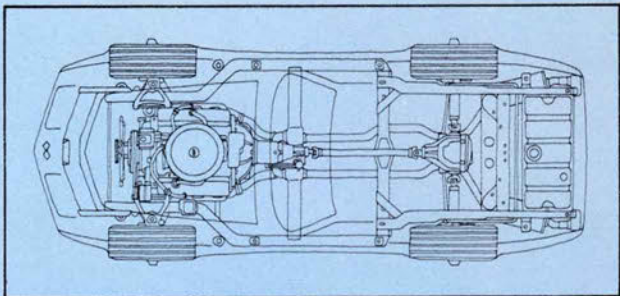
Buy any other sports car and all you get is today's car. Buy a Corvette and you get a piece of tomorrow.



1971 Chevrolet Corvette Stingray Convertible

Many of the items pictured on these cars are available Options and Custom Features. For a complete listing, see your dealer.

1953-55 Where it all began. Corvette's original chassis, an X-braced box girder frame, was purely conventional. But Corvette's body wasn't. Molded of fiberglass-reinforced plastic and sporting an engine with triple side-draft carburetors under the hood, it showed that Corvette, in its very first year, was going to set the pace on innovation. In the gallery of vintage Corvettes to follow, you'll see the influence of Corvette on other high-performance cars, especially Corvette's relatives in Chevy's Sports Department.



1971 Corvette: Below decks.

If you respect exquisite machinery, you'll find the 1971 Corvette as beautiful underneath as it is on top. Put one on a hoist and the first thing you see is the frame—two steel side rails running the full length of the body. These are braced with five cross-members into a rigid structure. Corvette's body is then mounted solidly to the frame for increased torsional rigidity.

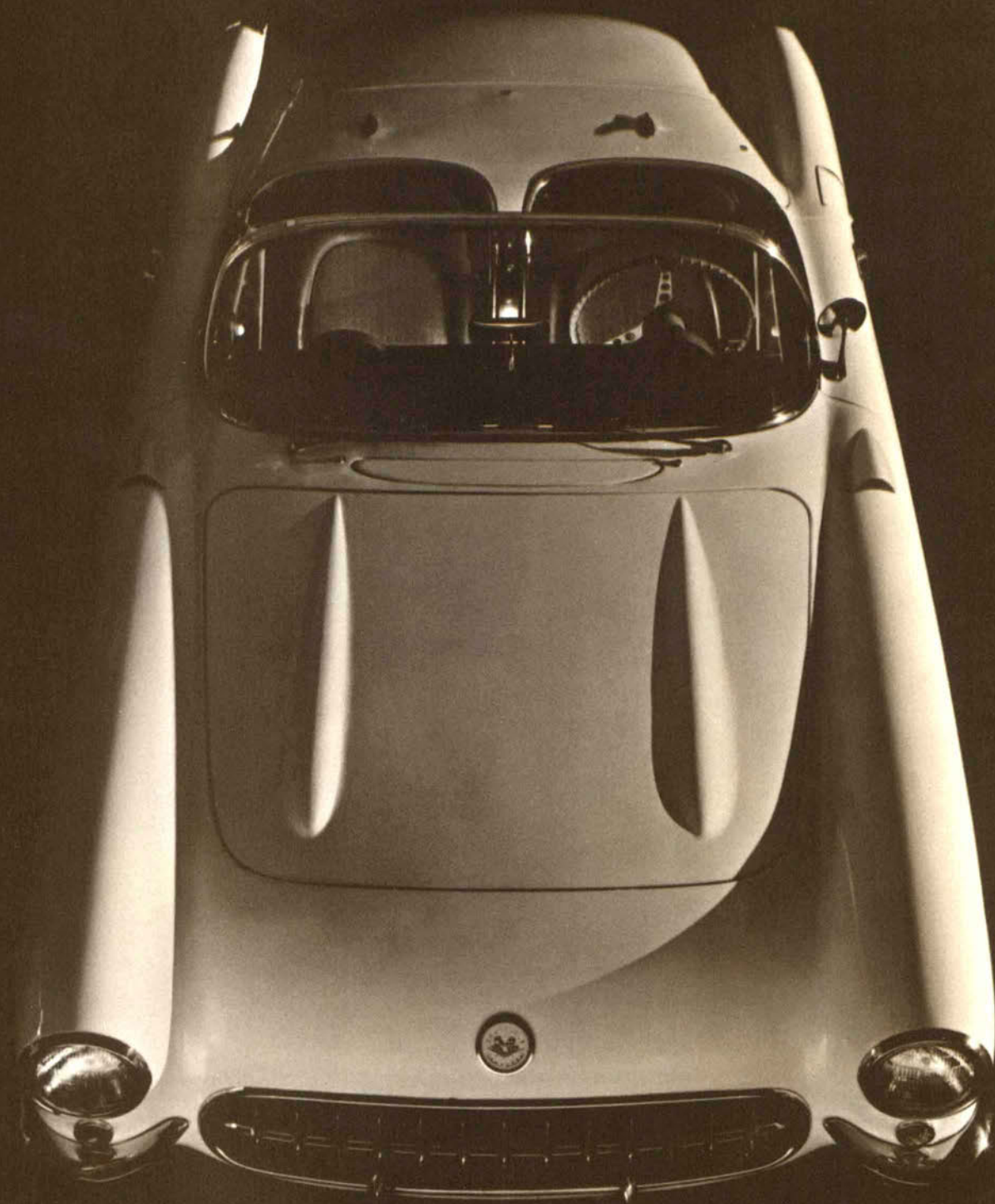
Corvette's unusually low center of gravity is due partly to the fact that the frame rails run outside of the seating area. And the front/rear weight distribution (48/52% with 350-CID engines) results in benefits in traction, braking and reduced steering effort. Corvette's front suspension uses upper and lower A-shaped arms, with anti-dive geometry built into the upper control arms. Variable-rate coil springs up front cushion small bumps, yet maintain firm control on rough roads. A hefty front stabilizer bar reduces roll.

Out back is where you find one of Corvette's real handling secrets—a fully independent rear suspension with Positraction differential. The suspension's key feature is a transverse-mounted variable-rate leaf spring which soaks up loads from the two axle shafts, which are joined to the differential and wheels by universal joints. This design allows each rear wheel to react independently to changes in road surface without affecting the other wheel. The standard steering ratio results in 3.4 turns lock to lock, or you can order Corvette's power steering for even quicker response. A lot of sports cars may look good on top. None look as refined as Corvette underneath. And it's what's underneath that counts when it comes to performance.



Chevrolet Corvette Stingray Coupe with luggage rack.

1956-57 During this period, Corvette began to build its now legendary reputation for performance. The Blue Flame Six was dropped in '55 in favor of a 265-cu.-in. V8, boosted to 283 cubic inches by '57. Factory engine modifications during '56 included a dual-quad manifold while '57 saw fuel injection. Two other innovations in '57 were Positraction, offering better grip in the slip, and a fully synchronized 4-speed. Today, these two features are standard on Corvette. And you can order them on almost any car in Chevrolet's Sports Department.



Strength in numbers for 1971- 270, 330, 365, 425 hp.

Every Corvette is built tough right from the start. Our basic V8, the 270-hp Turbo-Fire 350, features an 8.5:1 compression ratio, a 4-barrel carb, cast aluminum alloy pistons and a precision-formed crank. With this, and all other Corvette engines, you get Corvette's dual exhausts with rectangular outlets and Positraction differential standard.

Go one step up to the 330-hp Turbo-Fire 350, and you get a 9.0:1 compression ratio, impact-extruded aluminum alloy pistons, finned aluminum rocker covers, a special-performance cam, mechanical lifters and a forged steel-alloy crank. Plus an aluminum intake manifold, high-domed hood, transistor ignition.

Next step up. Our 365-hp 454-cu.-in. Turbo-Jet V8. This engine with 8.5:1 compression ratio uses a

dual-snorkel air cleaner with a chromed cover and an extra-large oil pan. You also get a high-domed hood, a larger diameter front stabilizer bar, heavier duty rear wheel spindle support arms, a rear suspension stabilizer bar, a larger capacity radiator, dual pulleys for the fan and water pump

and a higher performance starter motor.

Also available: our 425-hp Turbo-Jet 454 with a large 4-barrel carb, high-performance cam, mechanical lifters, 9.0:1 compression ratio and aluminum cylinder heads. Plus chassis items included with the 365-hp V8.

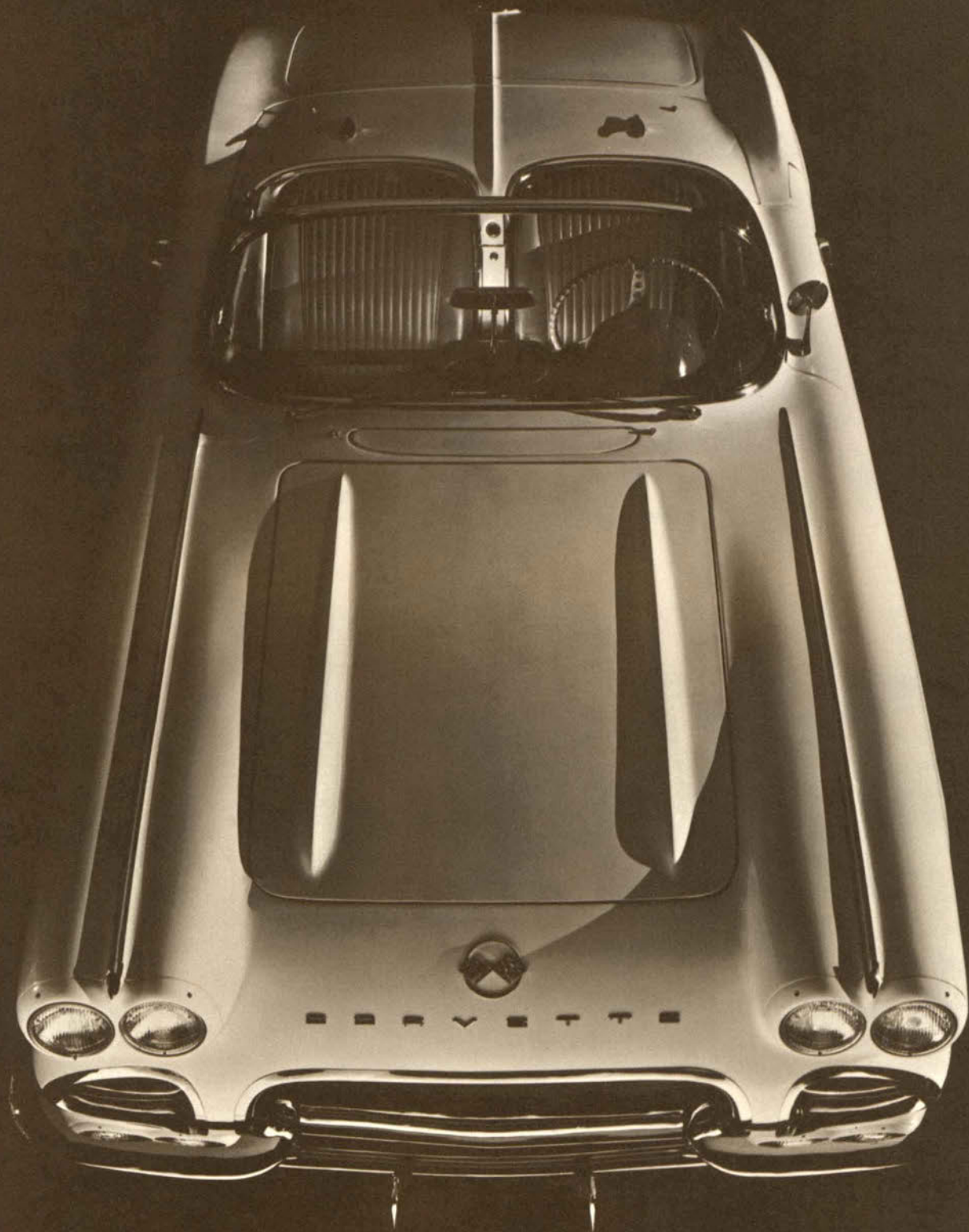
Transmissions: standard gearbox is a floor-mounted, wide-range 4-Speed, 2.52:1 low gear. Also available, a close-ratio version with a 2.20:1 low (close ratio not available with 270-hp engine, wide range not available with 425-hp engine). A Special 4-Speed close ratio box is available with the 425-hp V8.

With the 270-, 365-, and 425-hp engines, you can order Turbo Hydra-matic.



Chevrolet Corvette Stingray Convertible with removable hardtop.

1958-62 Corvette's stylists really began to show their stuff during this period. The '58 'Vette was the first designed with dual headlights. In the cockpit, the horizontal gauge arrangement was replaced by a control panel which put all of the running instruments directly in front of the driver. And a center console was built in between driver and passenger. This feature, along with Corvette's original bucket seats and floor shift, started a trend that has made these items regulars on performance cars.



Excitement Center 1971.

Corvette's cockpit is as heavy on instrumentation as it is on comfort. First, you sit yourself down in one of the high-backed contoured bucket seats featuring our new built-in head restraints. The shoulder belts (standard on coupe) are guided through a slot in each seatback for neat, secure positioning. You rest your feet on soft carpeting that not only stretches wall to wall but over the entire rear stowage area with its hidden

compartments for valuables, battery and tools. You read out the central command console before your countdown. Tach, ammeter, water temp, oil pressure, fuel gauge, brake warning light, running light monitors—you name it, it's there. Once under way, you can enjoy Astro Ventilation, which routes outside air in, through your choice of high or low vents. A rear deck vent exhausts stale air, for a constant

flow, even with the windows closed. The standard all-vinyl interior comes in black, dark saddle, dark green, dark blue and red. The smart Custom Interior you can order includes black or dark saddle leather seats, plush cut-pile carpeting and the rich look of wood on door panels and console. No matter if your mission's only a trip to the drive-in, the interior of the 1971 Corvette is designed to put you in complete control.



Chevrolet Corvette Custom Interior and Tilt-Telescopic steering column.

1963-67 The first Stingray came in '63. The fresh new look of its fastback coupe started the fastback trend. Also new were disappearing headlights. Underneath, there was news, too—with the improved handling characteristics of an independent rear suspension. By '65, 4-wheel discs were standard and a prized option became the famed “porcupine head” Turbo-Jet 396-cu.-in. V8. This is basically the same engine you can now order in the Camaro SS—another entry from Chevy’s Sports Department.



Windshield wipers. Headlights. Door handles. Coupe roof panels. Everything tucks away but the landing gear.

We call the 1971 Corvette “Body Beautiful.” But it’s also an application of pure design—the most extensively aerodynamically tested model we’ve ever offered.

Every facet of its design, from the front and rear spoilers to the flush-fitting door handles, has been wind-tunnel tested and refined.

For those who have trouble deciding between a coupe and a convertible, we have some alternatives. Every convertible comes with a soft top. You can order a removable hardtop, too. In the coupe model, the roof panels lift off to let the sunshine in. So, any

way you work it—you’ve still got a convertible feel for 1971. And no matter which way you go, tinted glass is standard.

Convertible tops can be ordered in white or black, while a black vinyl roof cover is available for the convertible’s removable hardtop.

And while we’re speaking about colors, have you seen our new firemist hues for 1971? Deep, lustrous finishes applied in a way to

make the paint look exceedingly rich. With tiny flecks of metallic color that highlight innate Corvette beauty. You can choose firemist colors in Ontario Orange, Steel Cities Gray or War Bonnet Yellow.

The big things we haven’t changed. Like Corvette’s styling. We’ve continued those husky-looking larger parking lights. The precision-cast grille. Ditto the chromed louvers and stainless steel body sill moldings, the rectangular exhaust bezels and high visibility taillights.

The body shape stays the same. We like it that way, and you’ll like the fender flares that keep stones from pecking away at the paint. Standard tires are F70 x 15 wide ovals mounted on 8”-wide wheels. You get the best traction, handling and tire mileage characteristics ever offered for Corvette. If you like, opt for either white lettering or white stripes.



Chevrolet Corvette Stingray Coupe with roof sections removed.

The whole is the sum of its parts. And more.

Corvette owners are highly individualistic—they have their own preferences in the areas of performance and convenience. With this demanding audience, we've been kept busy coming up with options and standard features that'll help make your Corvette your own personal expression of everything a sports car should be.

For performance: A wide choice of engine, transmission and rear axle ratio combinations are available to meet almost any performance need. See chart below. And your Chevy dealer.

For comfort: • Four-Season air conditioning • Tilt-Telescopic steering wheel • AM/FM pushbutton radio • AM/FM/Stereo radio

For convenience: • Power brakes • Power steering • Power windows • Rear-window defroster

For appearance: • Custom wheel covers • Vinyl roof cover for auxiliary top • Deck-lid luggage carrier • Clear vinyl floor mats • Removable hardtop for convertible

For security: • Audio alarm system • Gas cap lock • Child safety seat • Fire extinguisher

Standard safety and security features:

Occupant protection: Seat belts and shoulder belts (except convertible) with pushbutton buckles and retractors—driver and passenger • Built-in head restraints • Energy-absorbing steering column • Passenger-guard door

locks • Safety door latches and hinges • Folding seat back latches • Energy-absorbing padded instrument panel • Thick-laminate windshield • Padded sun visors • Safety armrests • Safety steering wheel

Accident prevention:

Side marker lights and reflectors (front side marker lights flash with direction signal) • Four-way hazard warning flasher • Backup lights • Lane-change feature in direction signal control • Windshield defroster, washers and dual-speed wipers • Wide-view inside day-night

mirror (vinyl-edged, shatter-resistant glass and deflecting support) • Outside rearview mirror • Dual master cylinder brake system with warning light

Anti-theft: Anti-theft ignition key warning buzzer • Anti-theft steering column lock

Magic-Mirror color choices:

Mulsanne Blue, Bridgehampton Blue, Brands Hatch Green, Steel Cities Gray*, Ontario Orange*, War Bonnet Yellow*, Mille Miglia Red, Nevada Silver, Classic White, Sunflower Yellow

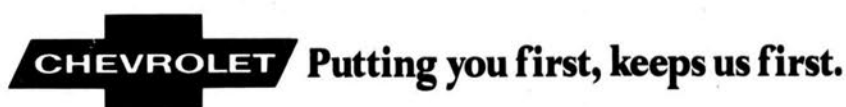
*new firemist colors

1971 engine fuel requirements:

For 1971, all Corvette engines have been designed to operate efficiently on the new no-lead or low-lead gasolines. In addition to the lower exhaust emissions attainable with this engine/fuel combination, there are benefits in longer life for your spark plugs, exhaust system and other engine components. If these no-lead, low-lead gasolines are not available, any leaded regular grade gasoline with a research octane number of 91 or higher may be used.

Engine	Transmission	Ratio Without Air Conditioning			Ratio With Air Conditioning		
		Std.	Optional		Std.	Optional	
			Econ.	Perf.		Econ.	Perf.
Base engine							
270-hp (210-hp†)	Turbo Hydra-matic	3.08	—	3.36	3.08	—	3.36
350-Cu.-In. Turbo-Fire 350 V8	4-Speed (2.52:1 low)	3.36	3.08	—	3.36	3.08	—
Available engines							
330-hp (275-hp†)	4-Speed (2.20:1 low)	3.70	3.55	4.11	Air Conditioning Not Available		
350-Cu.-In.(RPO LT1) Turbo-Fire 350 V8	4-Speed (2.52:1 low)	3.55	3.36	3.70			
365-hp (285-hp†)	Turbo Hydra-matic	3.08	—	3.36	3.08	—	—
454-Cu.-In.(RPO LS5) Turbo-Jet 454 V8	4-Speed (2.20:1 low)	3.36	3.08	3.55*	Air Conditioning Not Available		
	4-Speed (2.52:1 low)	3.08	—	3.36	3.08	—	—
425-hp (325-hp†)	Turbo Hydra-matic	3.08	—	3.36	Air Conditioning Not Available		
454-Cu.-In.(RPO LS6) Turbo-Jet 454 V8	4-Speed (2.20:1 low)	3.36	3.08	3.55			
	Special 4-Speed (2.20:1 low)	3.36	3.08	3.55**			

†SAE net (as installed) horsepower rating. *Special 3.70 ratio also available. **Special 3.70 or 4.11 ratio also available.



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