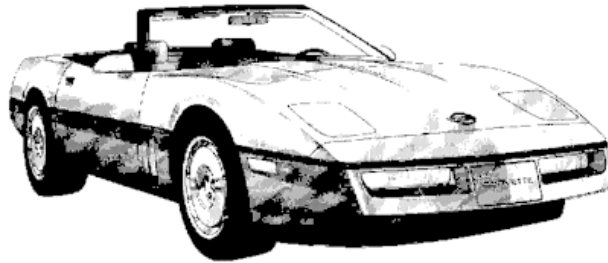


## 1986

Convertibles were a year absence -- addition to the produced that year.



back after a ten-7,315 of them, in 27,794 coupes

To celebrate the ragtop's return, the Corvette was again chosen to set the pace at the Indy 500 and all convertibles were considered Pace Car replicas with special decal packages, but without special paint schemes or options.

Anti-lock brake systems (ABS) became standard on the '86s. Sensors in each wheel sent signals to an electronic central processing unit (computer) and brake pressure was automatically adjusted or distributed to each wheel to prevent the wheels from locking thereby maintaining steering control.

Aluminum cylinder heads were introduced on all convertibles and eventually to coupes later in the production cycle. The new head added five more horses to the 350ci displacement block for 235 horsepower.

Little exterior style modification took place over the '84 and '85 models except that center, high-mount stoplights were added to conform to government safety regulations. The new brake lights were located above the rear window in coupes and in the rear fascia in convertibles.

An improved anti-theft system required a special key with an electronic chip (pellet) embedded in it. Cylinder contacts in the lock measured electrical resistance before allowing the vehicle to be started. The system was standard equipment on all models.

Inside, the digital instrument display was modified to cut down on glare, thereby improving daytime observation, and "low coolant" and "anti-lock" displays were added.

Despite the reintroduction of the popular convertible, total production fell to 35,109 units. Basic coupes sold for \$27,027 and the base convertible retailed for \$32,032.