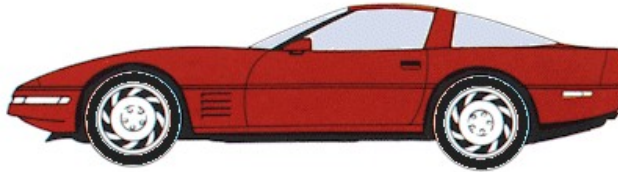


## 1992

During 1992, build its one-a white convertible.



Chevrolet would millionth Corvette,

While exterior were minimal, improved with the

new LT1, the second generation of the small block engine first used in 1970.

modifications performance was introduction of the

The block's 350ci displacement remained but it was able to produce 300 horsepower at 5,000rpm. The red line setting was 5,700rpm; 700 higher than the L98 engine and there was an automatic fuel cutoff set to engage at 5,850rpm. Top speed of the LT1 was rated at 160mph and it was capable of achieving 0-60 in 5.7 seconds and the quarter mile in 14.1 seconds.

The power boost was attributable to computer-controlled ignition timing, higher compression ratio, new camshaft configuration, new multiport fuel injection, free-flow cylinder heads and a low-restriction exhaust system that used a catalytic converter and oxygen sensor connected to each of the cylinder banks.

The LT1 outweighed the L98 engine, due in part to cast iron manifolds replacing stainless steel exhaust units, but it introduced a Chevrolet first -- reverse flow cooling. Coolant was circulated to the heads first, rather than from the pump through the block to the heads. This permitted higher bore temperatures, cut down on ring friction and allowed cooling around the valve seats and spark plugs. In addition, synthetic oil was recommended and, as a result, an engine oil cooler wasn't needed.

Smoother traction control became a standard feature on the 1992s. Created by Bosch and developed in cooperation with Corvette engineers, the Acceleration Slip Regulation (ASR) system, integrated with the ABS, engaged automatically with the ignition but could be turned off with a switch on the instrument panel. The system used engine spark retard, brake intervention and throttle closedown to curtail wheel spin during acceleration.

Improvements were made in weather sealing and additional insulation in doors and the transmission tunnel further reduced road noise.

New Goodyear GS-C tires, exclusive to Corvette worldwide for 1992, were also standard equipment. The unique tread design was directional and asymmetrical.

The 1992 basic coupe retailed for \$33,635 and the convertible for \$40,145. Perhaps the car's expense contributed to a further decline in production. That year, 14,604 coupes and 5,875 convertibles rolled out of Bowling Green. Of the 20,479 total, 502 of them were the high performance option ZR-1s.

During the year, a prototype "Stingray III" debuted at the North American International Auto Show in Detroit. It was GM's styling preview of what would become the next generation (C-5) of Corvette.