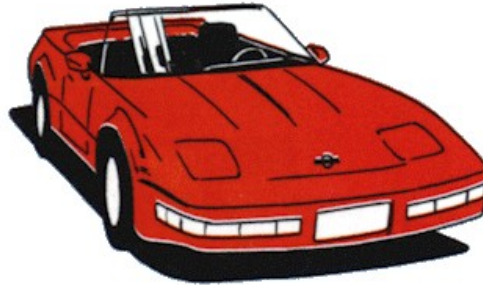


1994

The exterior design unchanged from new colors were Corvette palette -- and Admiral Blue.



remained 1993, but two added to the Copper Metallic

The LT1's power output remained at 300 horses but multi-port fuel injection was replaced by a new sequential fuel injection system that improved response, drivability, idle and emissions. Injectors were fired in sequence with the engine's firing order, and a more powerful ignition quickened engine start-up, especially in cold weather. Electronic controls in a redesigned standard four-speed automatic transmission improved shift quality and a safety interlock was incorporated that required the driver to depress the brake pedal when shifting from the "park" mode.

Inside, the instrument panel became one piece; a passenger-side air bag was added; the two-spoke steering wheel with driver's air bag was redesigned; seat and door trim panels were revised; a faster power window was added to the driver's door; white instrument panel graphics transformed into a tangerine hue at night; all seats, whether standard or sport, were leather; seats were redesigned to accommodate a wider range of passenger and driver sizes, and individual power seat adjustment controls were relocated to the console.

Convertible rear windows were changed from plastic to glass with defrosters/defoggers built into the glass panel. Air conditioning systems were revised from CFC-based to non-polluting refrigerants. The selective ride and handling quality of the electronic suspension option was improved by lowering spring rates, and recommended tire pressures were reduced.

Goodyear Extended Mobility Tires (run-flat), which allowed continued use under zero tire pressure conditions to stretch safe driving range, were optional on some models and worked in conjunction with the low tire pressure warning system.

Annual production again moved slightly upward with 17,984 coupes and 5,346 convertibles built. But, ZR-1 production remained at 448 for the second year.

The basic coupe now cost \$36,185; the convertible \$42,960 and the ZR-1 option dropped \$425 to \$31,258.

Popularity of the ZR-1 was on a decline. Industry sources inferred that several factors may have contributed to the waning appeal of the "King of the Hill." Price was one --the ZR-1 option virtually doubled the price of the basic Corvette. Moreover, the unique styling of the 1990's rear exterior lost some of its exclusivity when extended to all 1991 models

and beyond. In addition, the introduction of the improved, small block LT1 engine gave Corvette enthusiasts the muscle they sought, but in the lower-costing basic models.

Additionally, the fiberglass sports car's acceptance by the American motoring public was firmly manifest with the opening of the National Corvette Museum in Bowling Green on September 2, 1994.