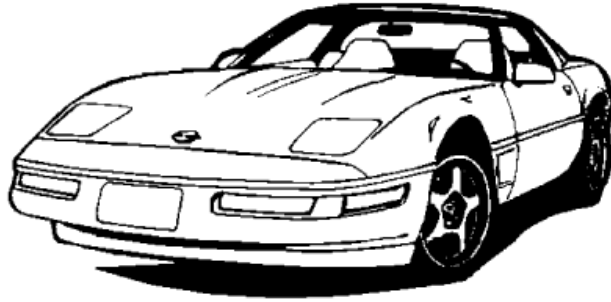


## 1995

Once again, chosen as the Pace Car. Only featuring Dark White exteriors, as replicas (527



Corvette was Indianapolis 500 convertibles, Purple and Arctic were available units were sold).

The only exterior redesign on the 1995s were front fender gill-style air vents. Metallic Copper, introduced in 1994, and Black Rose Metallic, introduced in 1992, were deleted from exterior color inventories.

Management limited 1995's total ZR-1 production to another 448 units and the last special performance "King of the Hill" coupe rolled off the Bowling Green line in late April. Over its six-year life span, 6,939 ZR-1s were built.

Meanwhile, some improvement were made to the 350hp, LT1 engine, which continued to be the workhorse of the basic Corvette. The engine cooling fan was made quieter; connecting rods were made using new powdered-metal technology thereby adding strength and weight uniformity; fuel injectors were refined to accommodate alcohol-blend fuels and to cut down on fuel dripping after the engine was shut off.

Redesigned clutch controls in the four-speed automatic transmission provided smoother shifting, and the six-speed manual transmission was reworked for easier operation. The larger brake package, previously found on the performance suspension and ZR-1 performance options, was standard on all 1995 models; lowered spring rates became standard, and all production units included anti-lock braking and traction control systems.

Extended mobility (run-flat) radial tires, which were an option on the 1994 platform, minimized the need for a spare tire so 1995s could be purchased with weight and wallet savings. Windshield wiper arms were modified to provide improved contact angles and higher force to reduce chatter and lift.

Inside the cockpit, optional sports seats had stronger seam stitching; a readout for automatic transmission fluid temperatures was added to the instrument panel; a better radio mount prevented skipping when compact discs were played, and numerous straps were added to further reduce any rattles.

Production edged downward by 2,500 units during 1995 with 15,771 coupes and 4,971 convertibles built. Coupes were stickered at \$36,785 and convertibles at \$43,665.