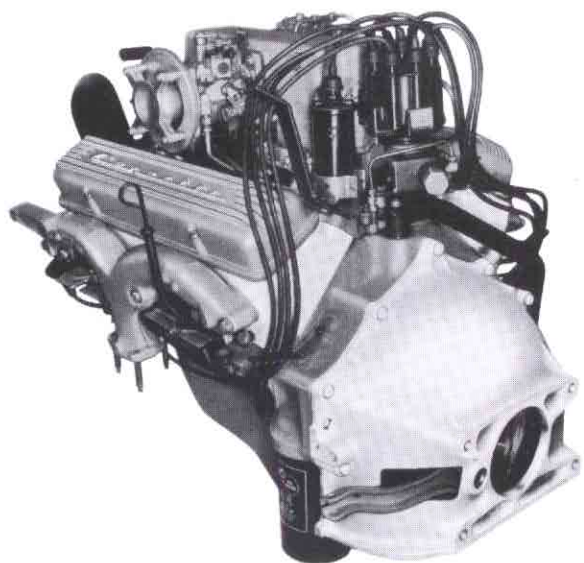


CORVETTE

POWER



Better Than Ever for '60

Corvette has won international acclaim powered by the finest volume produced engines built. And now Corvette engines are better than ever. For '60 there are important basic engine improvements, more powerful Ramjet Fuel Injection performance, brand-new equipment options, and greater use of weight-saving aluminum in addition to the extraordinary high quality that's made Corvette top car in its class. In all 1960 Corvette engines oil economy has been further improved by a drain path to keep oil from accumulating at the base of the valve springs and eventually working into the cylinders. Also new with '60 Corvette high performance engines with special camshaft is a new oil pan with special baffling for oil control at high speeds. And cooling's better, too, with the fan closer to the radiator for more effective air flow at all engine speeds. These and other improvements make the '60 Corvette the finest ever, and an even more able performer.

New Fuel Injection Power

Ultra-high performance enthusiasts will be particularly interested in Corvette's two new Ramjet Fuel Injection power leaders for 1960—the 275-h.p. engine with regular cam and hydraulic lifters, and the 315-h.p. engine with special cam and mechanical lifters. Replacing last year's 250-h.p. and 290-h.p. units, these new V8's are destined

to establish new standards of efficient power and performance. Both feature aluminum heads, 11:1 compression ratio, new domed pistons, bigger intake valves, larger porting, and a new fuel injection manifold. These engines are really hot, especially at the high end.

More Aluminum for '60

That unusual white metal you're liable to see under a '60 hood is aluminum. Corvette engineers have put this amazingly light metal to good use in the new models. Coupled with improvements in design, the extensive use of aluminum is a big factor in the '60 Corvette's improved performance, better handling, and more balanced ride. Both 3- and 4-speed Synchro-Mesh transmission clutch housings are now cast of aluminum, and are approximately 18 pounds lighter than the iron housings. The size and shape of the new housings hasn't been changed, so if you feel you just must have this on your older model Corvette, go right ahead. The aluminum heads on the 275-h.p. and 315-h.p. injection engines are cast of an extremely hard silicon-aluminum alloy, and they're almost 60 pounds lighter than the iron heads—a real savings in a high-performance sports car like Corvette. And here's something really new—an all-aluminum radiator on the special cam fuel injection and carbureted engines that not only cuts down on front end weight, but does a tremendous job of cooling these hot competition mills when the going gets rough.

New Aluminum Alloy Heads

The new silicon-aluminum alloy heads featured on the fuel injection engines not only save a lot of weight, but pay off in improved performance because of aluminum's ability to dissipate heat quicker than cast iron. Both the intake and exhaust ports have been enlarged for easier gas flow, and the intake valves are larger. The roof of the combustion chamber is slightly lower and the area around the intake valves increased to improve breathing. Superior heat conductivity of the aluminum heads allows a greater spark advance than possible with iron heads—which, coupled with the improved porting and larger intake valves, contributes to the extra 25 h.p. Special spark plugs of the same design used on Corvair engines are used with the new aluminum heads. 44 FF plugs are supplied with the engine and are suited for most normal driving conditions. If you plan to use your '60 fuel injection Corvette for highly competitive sports car events, plan on changing to 42 FF or equivalent plugs.

New Domed Pistons

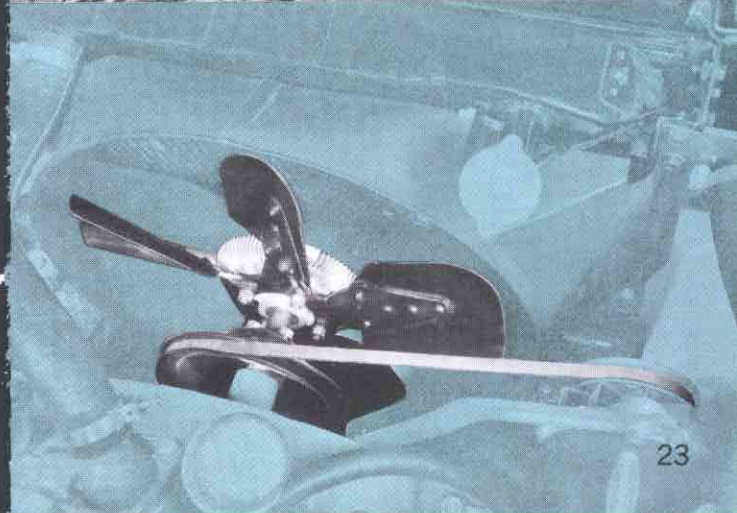
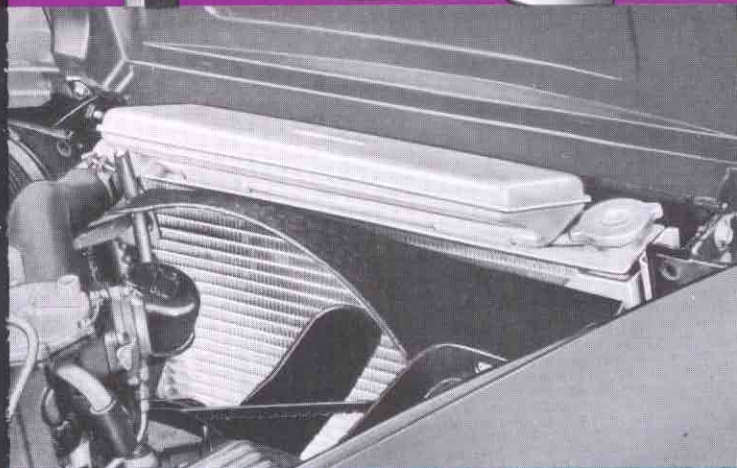
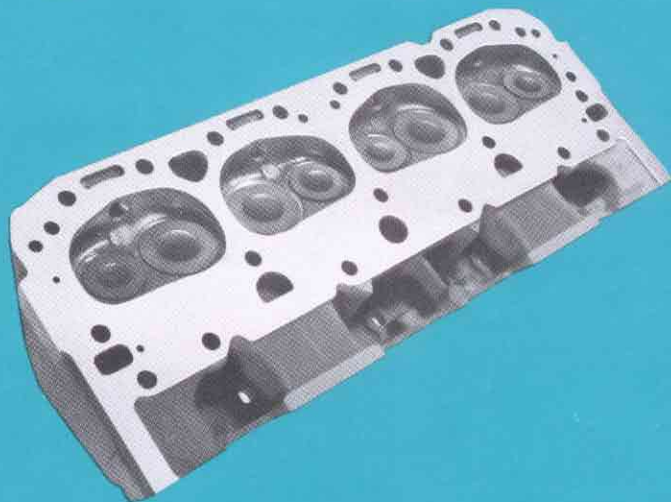
New pistons with larger intake valve recesses were designed for both the 275-h.p. and 315-h.p. fuel injection engines. These dome-type pistons have slightly thicker heads than those used on the other Corvette engines. The new pistons combined with the aluminum cylinder heads increase compression ratio to 11:1 for more power and performance with greater fuel economy.

Better High Output Cooling

With the new aluminum radiator, Corvette's high output, special cam engines run sweet and cool even under the severest high speed operation. The drawn-cup type construction withstands greater internal pressures and gives the system the increased cooling reserve so essential when you're really burning up the road. Always remember that aluminum is easily damaged by caustic solutions. No cooling system compound should be added to an aluminum system unless specifically recommended for use with aluminum by a reliable manufacturer. For the complete rundown on the care and maintenance of aluminum radiator systems check your owner's manual and become thoroughly familiar with what to do, and what not to do. If in doubt never experiment, check with your authorized Corvette service department.

New Power Saving Fan Drive

Corvette's new optional temperature-controlled viscous drive fan increases power, cuts down on fan noise, and saves gasoline. Speed of the five-blade fan is controlled by a thermostatically operated slide valve that regulates the amount of fluid entering the fan-mounted drive unit. Under 130-150°F. the fan free-wheels. Also, fan top speed is limited to approximately 3200 r.p.m. This option is important if you want the maximum net power the engine will develop.



CORVETTE

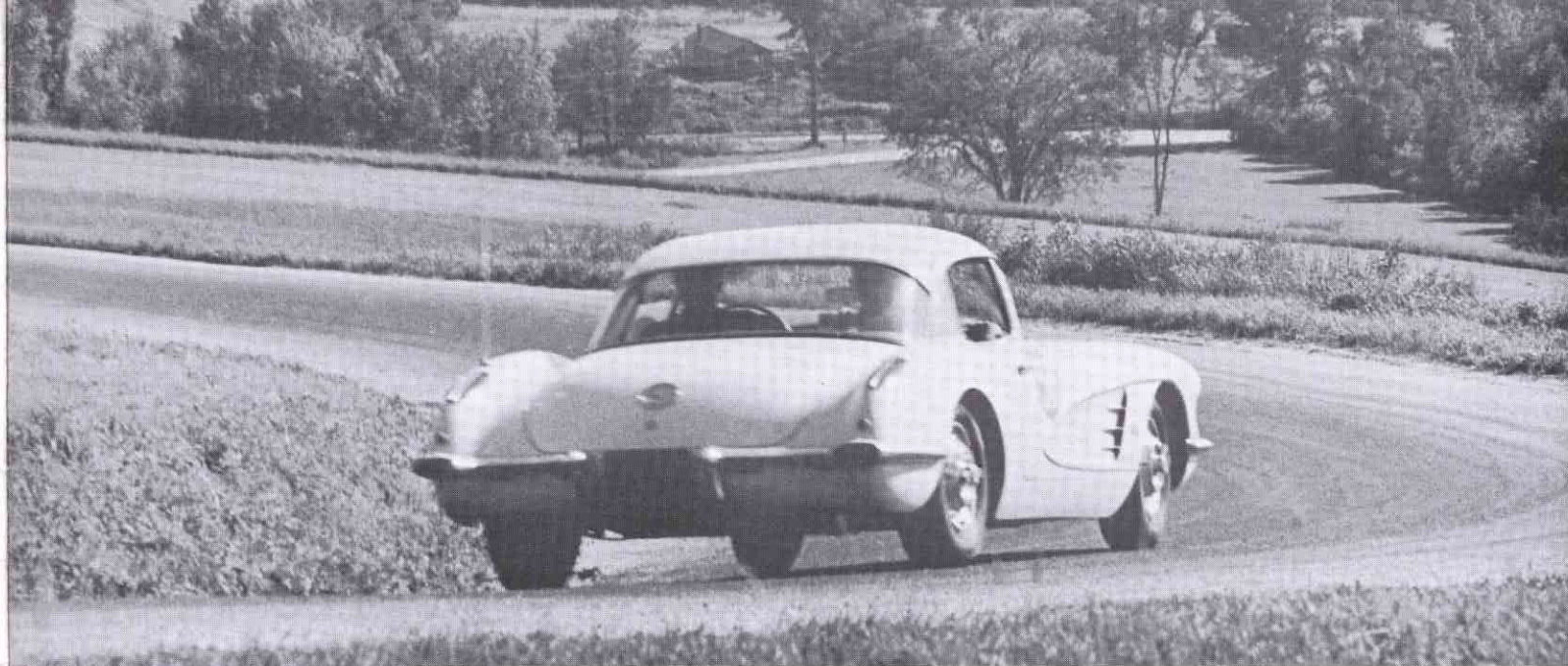


Corvette '60 . . . a new standard of ride and roadability

Over the years, automotive industry engineers have striven for a chassis design that would permit a sure-footed, comfortable ride over any road surface—at any speed. Countless designs have been developed—some of them quite excellent. But until now, no production sports car ever had that sought-for blending of a boulevard-smooth ride and the kind of roadability needed in competitive events. Corvette for '60 is such a sports car.

To most who drive it, the '60 Corvette will be the first automobile that rides and handles with passenger-car smoothness on highways or rough roads, yet displays winning ways at competitive sports car events. It's a car for the novice enthusiast or for the most discriminating connoisseur. The basic reason for Corvette's new nature is its highly perfected chassis design.



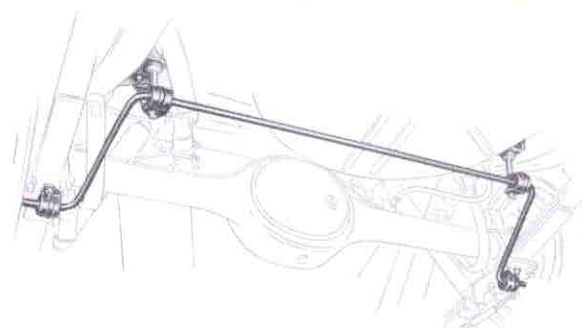
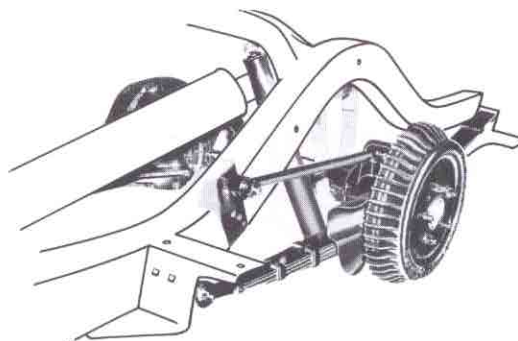
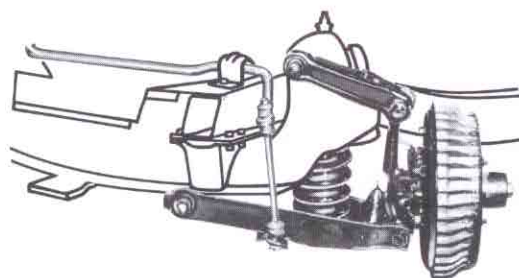


Improved Suspension Design for '60

Corvette's new perfection in chassis design is the result of continuous development—blending '60 improvements with changes introduced last year. First, there was the radius rod rear suspension that gave more effective rear axle control. The rear springs were no longer required to do two jobs—control the rear axle as well as cushion the ride. And spring windup, the major cause of wheel hop during starts and stops, was eliminated. Also, because of the new rear axle control, shock absorbers were relieved of a secondary axle control function. Secondly, 1959 models introduced entirely new shock absorbers with a new mounting position. These shock absorbers are a newly developed type, and effectively eliminate fluid aeration through the use of a nitrogen-filled plastic bag. This plastic bag maintains pressure on the shock absorber fluid, preventing formation of air bubbles. Shock absorber action remains consistently uniform without the variation that occurs because of fluid aeration often found in conventional shocks.

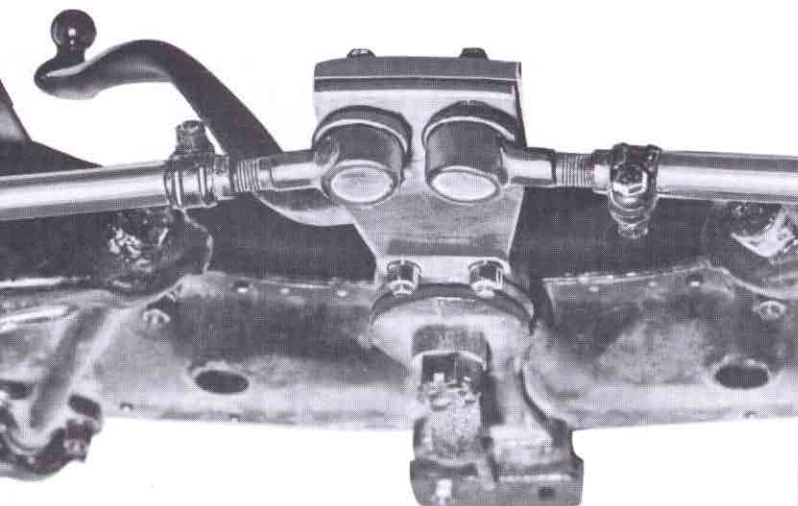
Several 1960 improvements in chassis design contribute to Corvette's uncanny road sense and smooth ride. A heavier stabilizer bar in front and new stabilizer bar in the rear achieve the effect of stiffer springs in cornering, but without sacrificing smooth ride. The stabilizer bars are cushioned by thick rubber bushings at the mounting points at each side of the frame and each spring. Because of their resiliency, these thick bushings allow the springs to maintain excellent ride while the torsional resistance of the bar itself furnishes increased roll stiffness or resistance to lean for flat cornering even in the most severe maneuvers. Because of stabilizer and bracket location difficulties, installation on older Corvettes is not recommended. In addition, the axle rebound limit has been increased one inch to permit the rear wheels to better follow irregular road contours—especially over washboard and rutted surfaces.

The cumulative benefit of all improvements, and especially those made in 1960, give Corvette a new kind of tenacity on any road . . . around any turn . . . in any maneuver. Special extra-cost suspension components are unnecessary, and will not be offered for 1960.



VIEWS OF '60 CORVETTE SUSPENSION SHOWING STABILIZER BARS, RADIUS RODS, AND SHOCK ABSORBERS.

QUICK STEERING ADAPTER



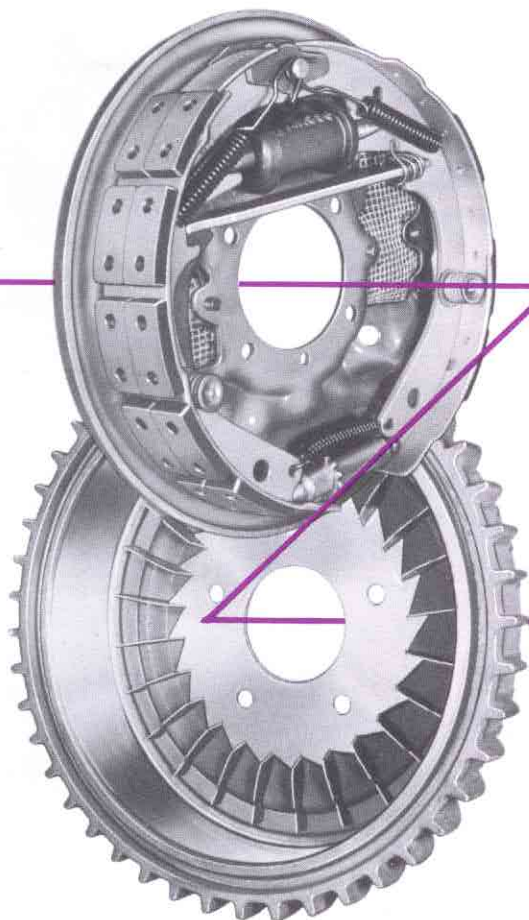
Brakes and Steering

For the driver who regularly engages in competitive events, a special heavy-duty brake and quick steering adapter option is available. The steering adapter has a quicker steering ratio of 16.3:1 instead of the standard 21:1—is like that offered in previous years as part of the heavy-duty suspension system. It can be obtained separately through your local Chevrolet dealer for use on older Corvettes. Necessary parts are: 3747588—Adapter Plate; 2066840—"U" Bolt; and 3747591—Stud, 2 required.

New optional brakes include segmented, sintered-metallic linings, with six segments riveted to the front or primary shoe and ten segments riveted to the rear or secondary shoe in each brake. The brake shoe return springs are of a special heat-resistant material, and the brake backing plates each have two screened openings. Air scoops help funnel air through the backing plates. Brake drums are finned to expose more drum surface to the air flow for more rapid cooling. Another feature is a 24-vane fan installed in the inside of each drum that helps circulate air within each brake—reducing brake operating temperature by as much as twenty per cent.

Not only does this new brake option meet the requirements of the most severe circuits, it also offers satisfactory brake action in regular driving.

Ceramic-metallic linings, which were previously included as part of the heavy-duty brakes and suspension option, were outstanding for competitive events, but tended to be harsh and noisy for normal street use. These ceramic-metallic linings are no longer offered as an original equipment option, but are available for service replacement.



NEW OPTIONAL HEAVY-DUTY BRAKES WITH SINTERED-METALLIC BRAKE LININGS, VENTED BACKING PLATES, AND FINNED BRAKE DRUMS WITH BUILT-IN COOLING FANS.

Special Corvette Muffler Information

The straight-through type mufflers used with all 1957 Corvette engines and with all 1958, 1959, and 1960 Corvette special camshaft engines are not listed in the Chevrolet Parts & Accessories Catalog. However, replacements are available and may be obtained by your local Chevrolet dealer from his Parts Warehouse source. Part numbers are: 3736957—Muffler, L.H.; 3737644—Muffler, R.H. (both mufflers with exhaust extension).

These mufflers may be used for replacement service on all 1957, 1958, 1959, and 1960 Corvettes if desired. If the higher noise level does not conform with local noise control regulations, use the replacement mufflers shown in the Parts & Accessories Catalog . . . the standard mufflers for all engines with hydraulic valve lifters.