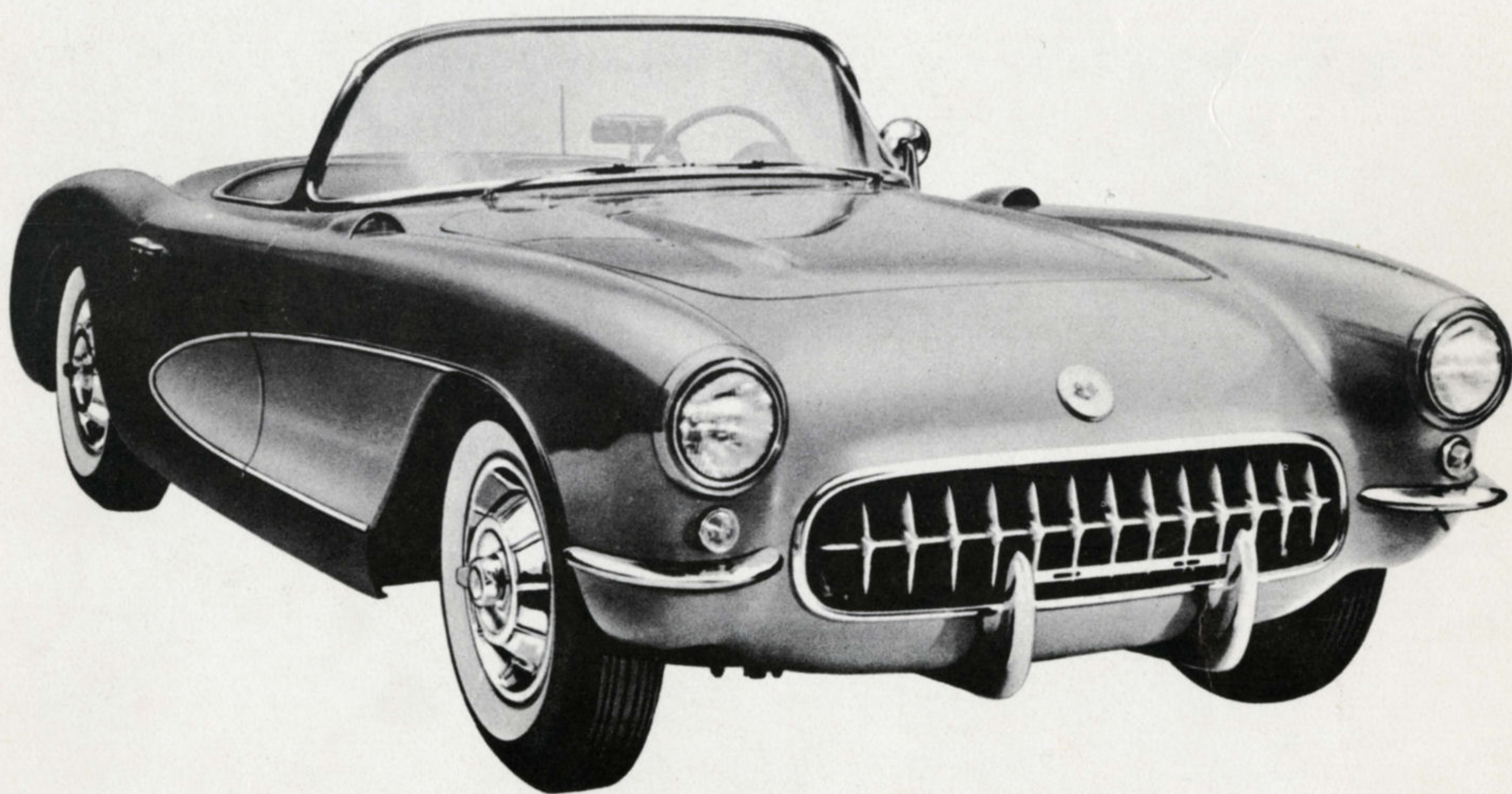


1956

1957

C H E V R O L E T

# CORVETTE



E N G I N E E R I N G   A C H I E V E M E N T S



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**C H E V R O L E T**  
**C O R V E T T E**

ENGINEERING ACHIEVEMENTS

BOOK NO. \_\_\_\_\_

ISSUED TO \_\_\_\_\_

Prepared by  
ENGINEERING PRODUCT INFORMATION DEPARTMENT  
Room 3-312  
CHEVROLET ENGINEERING CENTER  
Box 246, North End Station  
Detroit 2, Michigan  
January 1956



Presented here are the engineering features of the new and challenging Chevrolet Corvette for 1956. Its performance, handling stability and luxury ride are designed to please the most critical sports car enthusiast.

*E. N. Cole*

E. N. Cole  
Chief Engineer





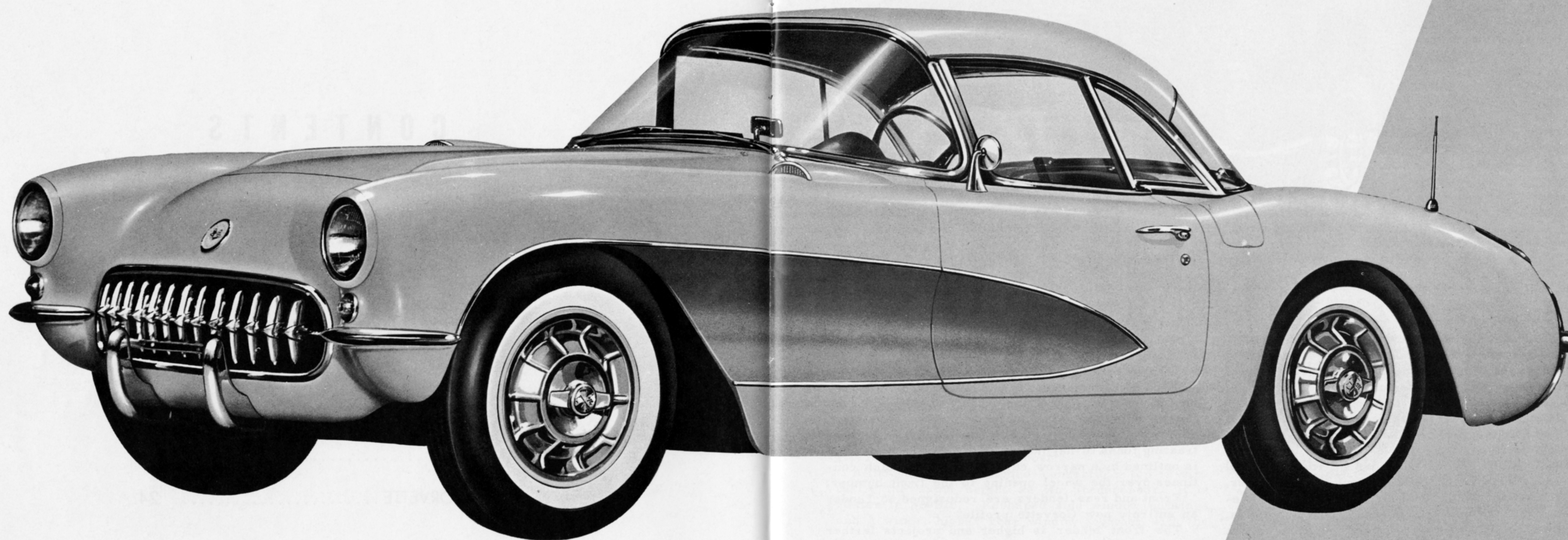
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# CORVETTE

## MODEL 2934



The Chevrolet Corvette for 1956 is a new and challenging car, with numerous styling changes as well as many new luxury and convenience features. A more powerful V-8 engine, a new three-speed transmission, and a new rear axle comprise the power combination.

Outwardly, areas extensively restyled include front and rear fenders, hood and side panels. A power-operated convertible top and a removable plastic hardtop with wrap-around rear window are available for 1956.

The interior reflects changes in seat and sidewall trim, a racing-type steering wheel and new transmission control. Lowering side windows, with optional power window lifts, and swing-out door hinges provide greater convenience and make possible improved door sealing.

A more powerful 265 cubic inch V-8 engine with four-barrel carburetor is the result of new high compression cylinder heads and new exhaust manifolds. Optional dual four-barrel carburetors, when added to this improved engine, provide a gross horsepower of 225. As regular equipment, a new three-speed transmission with numerically low, closely stepped ratios and a new rear axle are provided for use with the more powerful engines.





## EXTERIOR

A new fenderline, new side panel and hood treatment, together with restyled bumpers and wheel trim disks account for the basically new exterior appearance of the Corvette for 1956.

As in previous models, the body, fenders, hood and deck lid are of fiberglass. Light in weight, this material is non-corrosive and has excellent damping qualities.

Redesigned bright metal fender guards, elliptical in section, wrap around either front fender corner, complementing the grille and guards which are retained from the previous model. The headlights, relocated to an extreme forward position on the redesigned fenders, figure more prominently in the front view. The headlights are of the same improved sealed beam design as used in the 1956 conventional passenger car. Parking lights are in a new position, directly beneath the headlights.

A new hood, hinged at the front as in the previous model, features two elongated windsplits which taper rearward. The new hood emblem, almost four inches in diameter, has a gold Vee added beneath the Corvette crossed flags.

More upright, the bright metal windshield frame accommodates the increased glass height and more vertical angle of windshield slope. The sides of the windshield frame are designed so that the vertical channels for the lowering side windows fit flush when the doors are closed.

Bright metal wheel disks are full-diameter, with spoke-like radial embossments surrounding the hub area. Simulated at the center of the disk is a bright knock-off hub with black crossed flags and the words "Chevrolet Corvette" on a brushed circular plaque. A circular depression, to the rear of the hub, has

a brushed finish to contrast with the bright knock-off lugs.

The decorative molding used on the 1955 body side panel is replaced by a wide depression which begins at the rear of the front wheel opening and tapers rearward into the door. This side panel depression is painted either body color or in contrasting tones to harmonize with overall color, and is outlined by a narrow chrome molding which continues over the wheel opening to the front bumper.

Front and rear fenders are redesigned to render an entirely new Corvette profile.

The front fender is higher and projects farther forward, and the outer circumference of the headlight bezel is painted body color, further extending the fenderline. A simulated air scoop, with bright metal grille, is located on either front fender, just ahead of the windshield. The addition of push-button type door handles and key locks is apparent on the door panels.

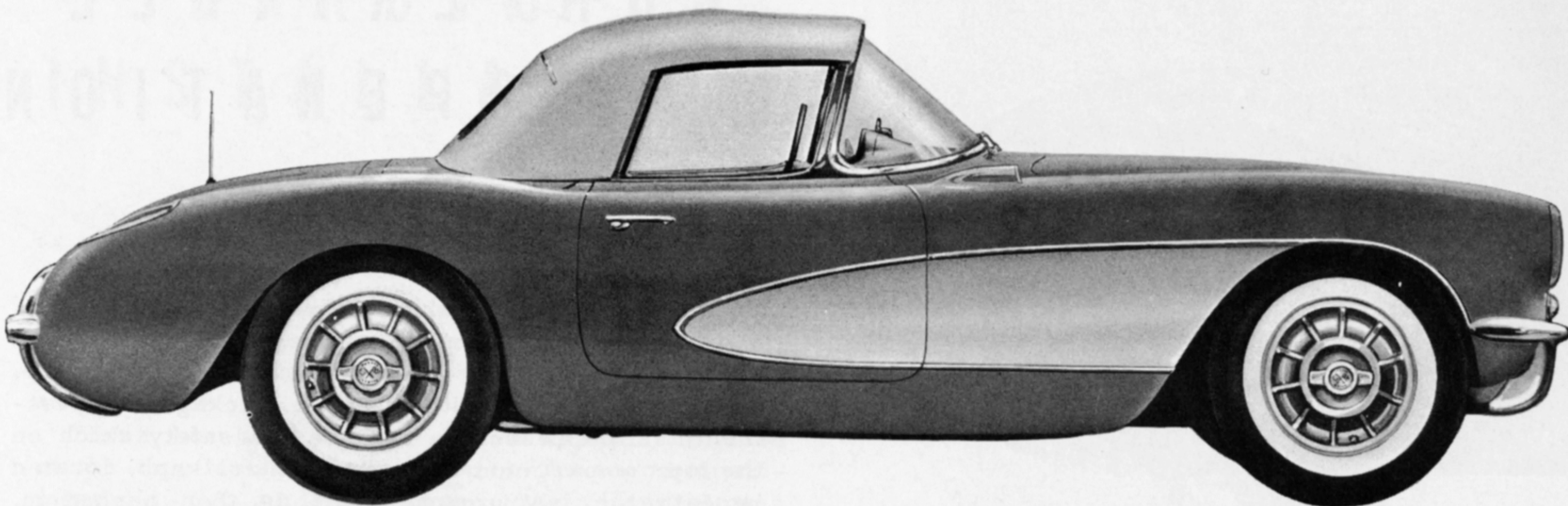
Fin-like rear fender projections of previous models are eliminated, the rear fender approximating the contour of the rear deck lid. The gasoline filler door remains in the same position on the rear fender, immediately to the rear of the door.

New in contour, front and rear wheel openings rake back at the trailing edge. The flare which formerly framed the wheel opening is eliminated.

New vertical bumpers follow the contour of the rear fenders. Spinner-like projections in the bumpers house the tail pipes, and help to direct exhaust gases away from the body.

A chrome recess at the crown of each rear fender houses the new conical tail light, which is surrounded by a narrow red reflex band. The radio





antenna is mounted on the left fender immediately forward of the tail light.

The license plate, formerly located in a recess in the rear deck lid, is lowered to an exposed position, just below the deck lid. License lights are built into spinners which flank the license plate. Horizontal guards originating at these spinners end just short of either fender. An emblem, carrying the same design as that used on the hood, is centered on the rear deck lid. The lock cylinder is relocated to a position beneath the emblem.

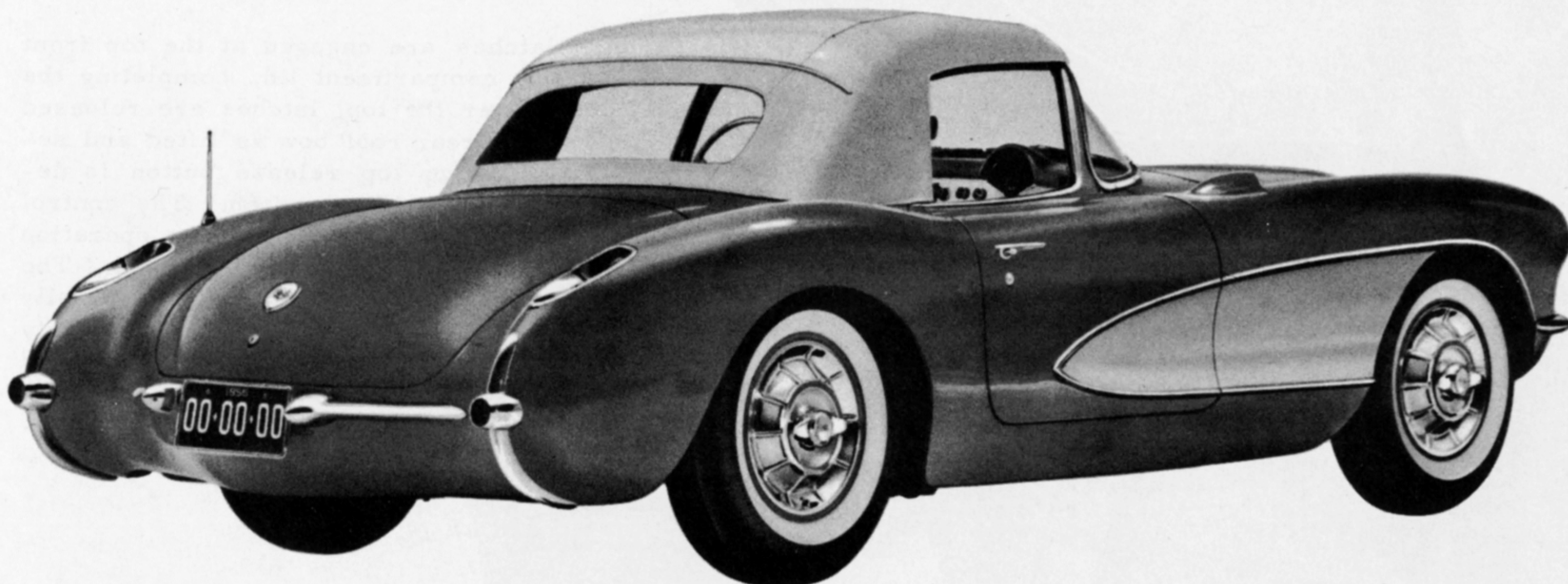
Either the manually operated convertible top or plastic hardtop can be obtained as regular equipment. Mechanism for power operation of the folding top is available at extra cost.

Although the redesigned convertible top is virtually the same height as its predecessor, it is flatter in profile. Reshaped side window openings and a wider, higher rear window together with the

more expansive windshield provide a 7.7 per cent increase in total glass area.

The removable plastic hardtop, available in body color, is attractively trimmed in bright metal, and provides a glass area approximately 37 per cent greater than that of the 1955 convertible top. The hardtop features fixed rear quarter windows and wrap-around rear window, and the headlining is of waffle-pattern vinyl corresponding to seat and side-wall trim.

Overall height with the convertible top and hardtop is 51.1 and 51.0 inches respectively. Both of the new tops decrease slightly from the previous height of 51.3 inches. Corvette overall width is decreased to 70.5 inches from 72.2 due to the new fender and side panel treatment. License light housings at the rear increase overall length to 168 from 167 inches. Front and rear treads are unchanged and the Corvette wheelbase remains 102 inches.





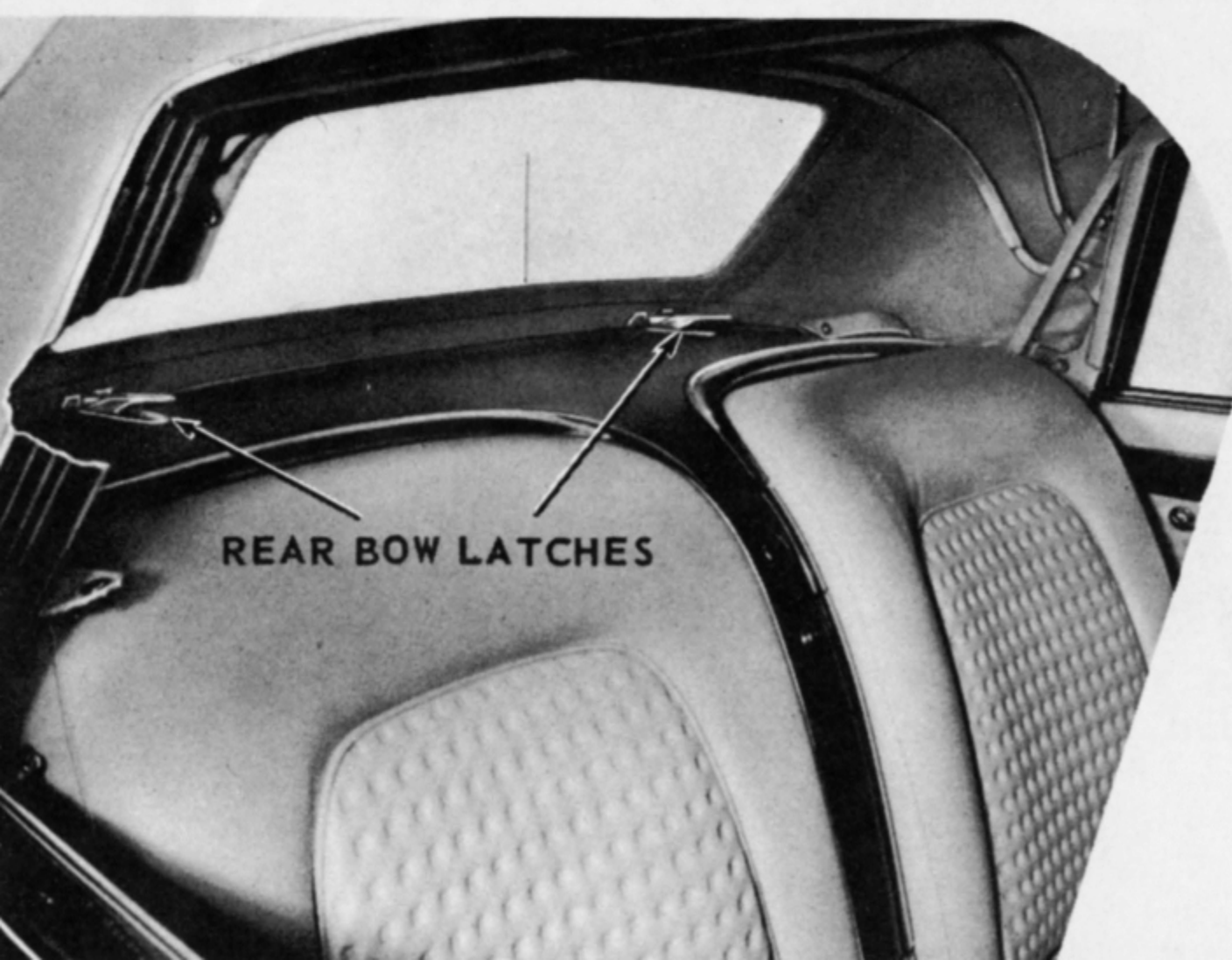


# CONVERTIBLE TOP OPERATION

Optional power equipment consists of an electro-hydraulic unit, comprised of a motor, a pump and three hydraulic lift cylinders. To raise the top, a button, located just above the package compartment, is depressed to release the safety catch on the top compartment lid. The control knob, located beneath the instrument panel, is then pushed in, actuating the electric motor. Hydraulic pressure transmitted to a lift cylinder raises the top compartment lid.



When the top compartment lid completes its upward travel, hydraulic pressure is routed to the lift cylinders which raise the top and finally to the original cylinder which closes the top compartment lid. Straps at either side of the convertible top are unfastened, allowing the rear roof bow to fall in place.



Bright metal latches are engaged at the top front header and rear compartment lid, completing the operation. To lower the top, latches are released front and rear, the rear roof bow is lifted and secured, and the folding top release button is depressed to release the safety switch. The control knob is pulled out, initiating the lowering operation which is the reverse of that already described. The safety catch on the top compartment lid is easily secured by hand pressure. A mechanical safety switch is provided so that when the rear deck lid is open the top will not operate.

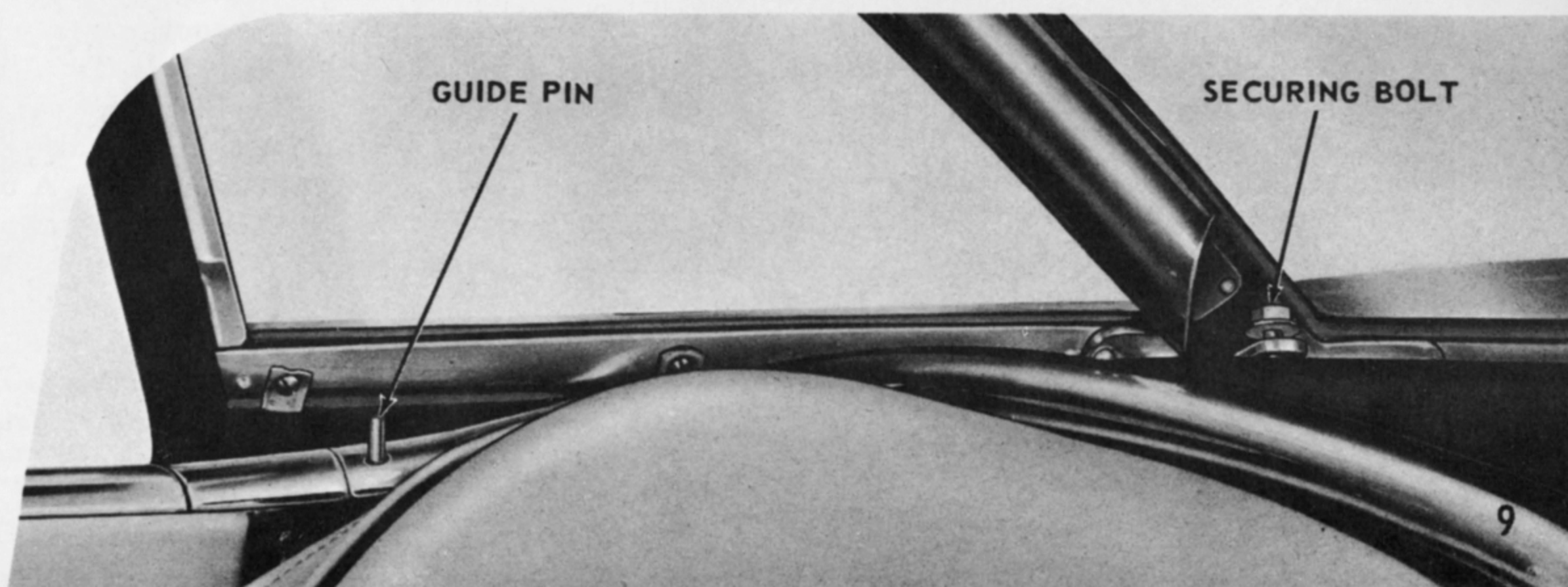
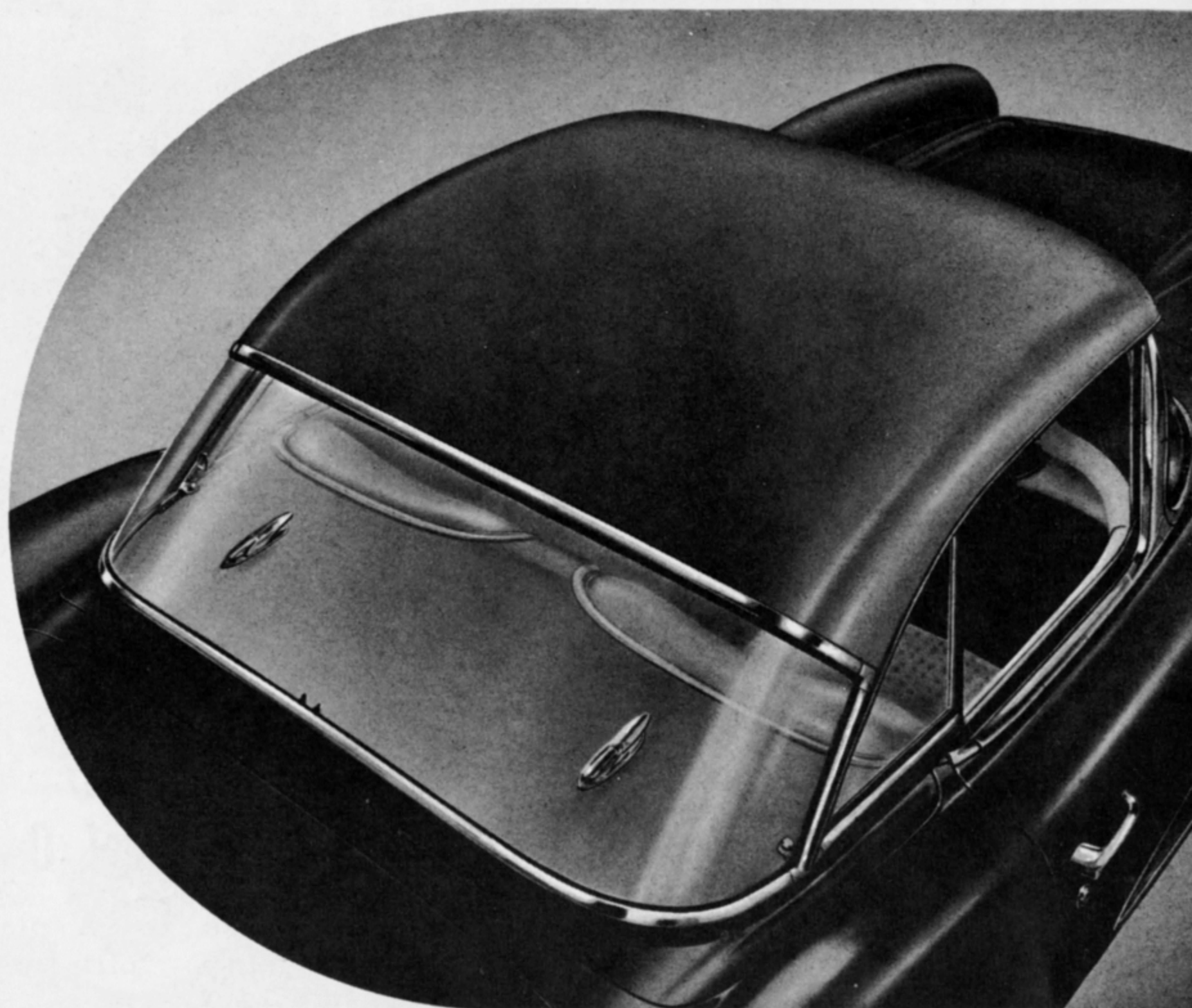
In absence of the optional power operating mechanism, the top can be manually operated.



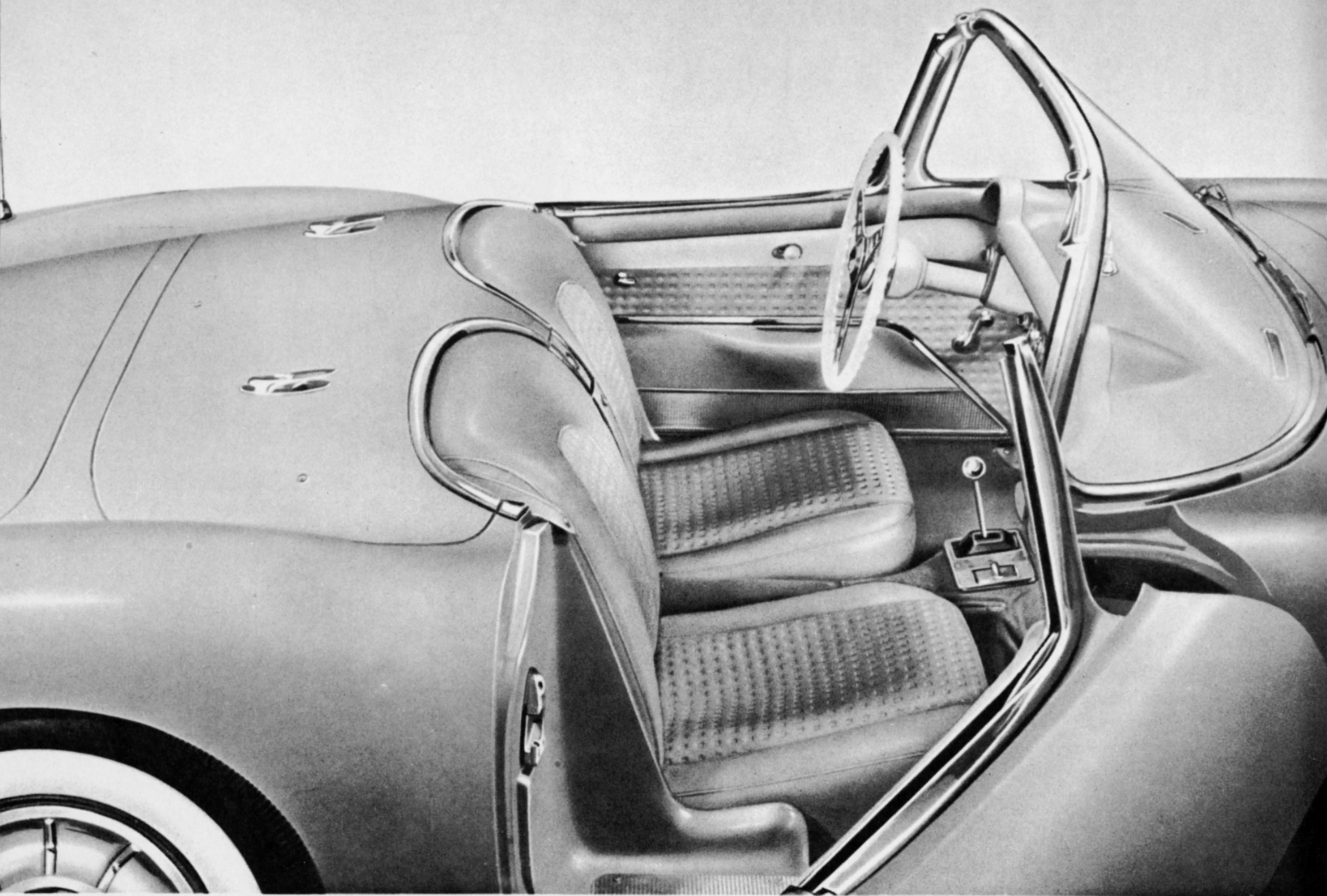
# HARDTOP INSTALLATION

The new plastic hardtop is designed to provide maximum protection during extreme weather conditions. When desired, the hardtop can be easily removed and stored.

Three hex-head bolts, spaced around the base of the top, fasten at positions on the top compartment lid. A guide pin at the lock pillars locates the top. Bright metal latches at the forward part of the top engage at the windshield header to complete the simple installation. Rubber seals at front and base as well as around window openings ensure adequate weather sealing.







## INTERIOR

Major new features of the 1956 Corvette include restyled seats and sidewalls, a racing-type steering wheel, a new transmission control, lowering side windows and swing-out type door hinges.

The Corvette cockpit is trimmed in vinyl, providing both a luxurious appearance and the durability so necessary in a convertible. Interiors are keyed to harmonize or contrast with exterior colors.

The narrower bucket-type seats have a waffle pattern central panel on backrest and cushion, framed by a leather grain horseshoe bolster. A manual seat adjuster, previously only on the driver's side, is provided at the base of either seat. A new package compartment is conveniently located in the panel which separates the two seat backs.

A plastic filler panel is added between the lock pillar and the seat and a bright textured metal step is located at its base. The door sill is continued from the previous model.

Leather grain vinyl covers the door garnish molding which is continuous with the instrument panel crown, and a wide plastic band, painted instrument panel color, runs parallel beneath it. Sidewall upper panels and cowl side kick panels are trimmed in waffle pattern vinyl. A bright horizontal molding divides the sidewall just above the new built-in armrest, then slopes down to the floor. The armrest and lower panel are leather grain vinyl. A bright textured metal kick panel, at the bottom of the door, extends rearward from the decorative molding. Bright metal door lock levers and side window



regulators are added to the sidewall. The ball-type inside door handle is retained.

The instrument panel is continued from the previous model and displays knurled knobs, the same as used on the 1956 Bel Air passenger car.

The windshield wiper control is relocated to the right of the headlight switch. Beneath the instrument panel, to the right of the steering column, the convertible top control is added. A bright metal T-handle replaces the knob-type hood release.

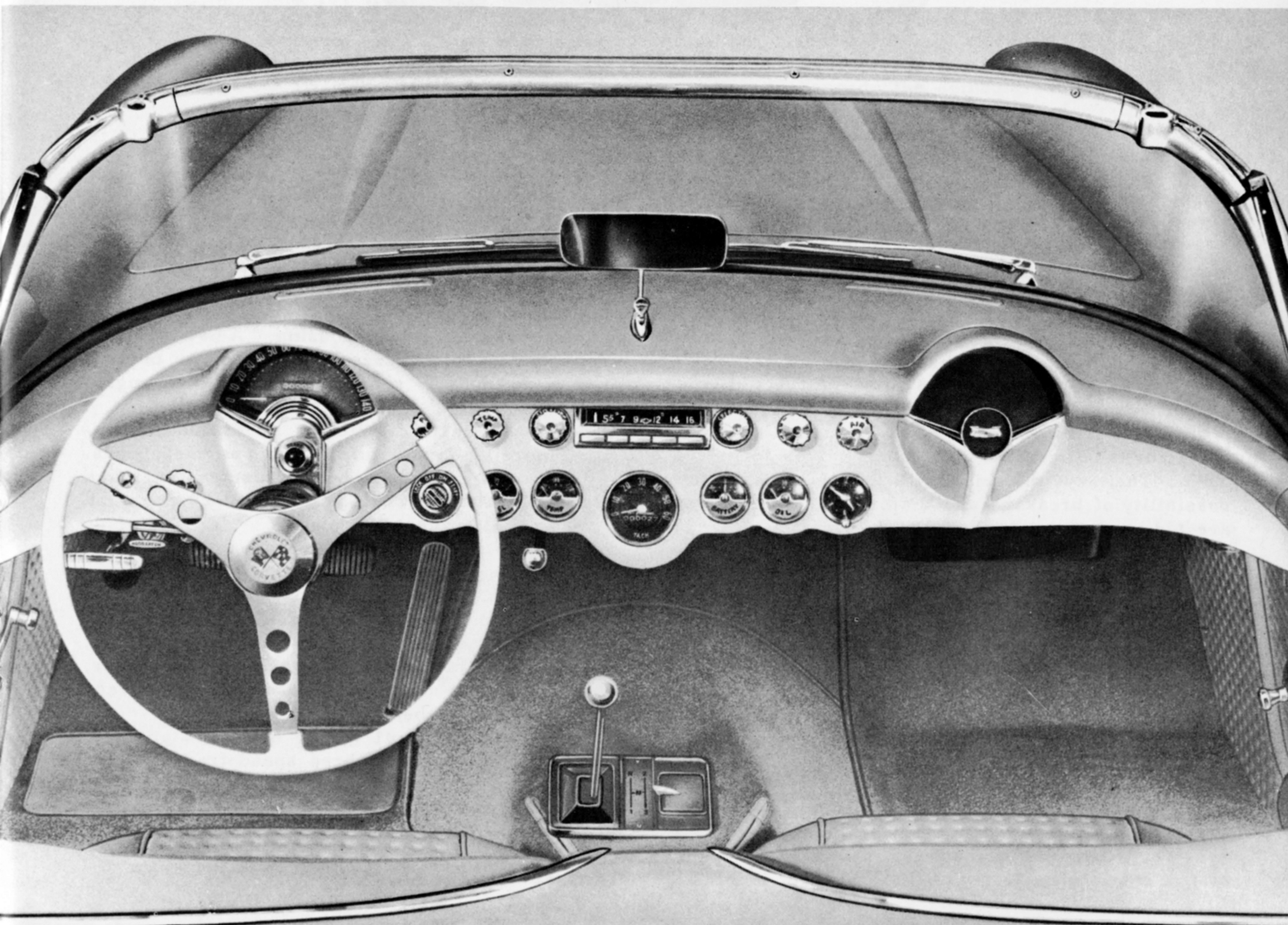
A competition-type steering wheel with three flat steel spokes and central horn button replaces the former wheel with horn ring. The wheel rim is moulded with a leather grain and painted to harmonize with the interior trim. Corvette crossed flags and the words "Chevrolet Corvette" are embossed on the horn button. The direction signals, which are regular equipment, have the control lever

mounted concentric with the steering column.

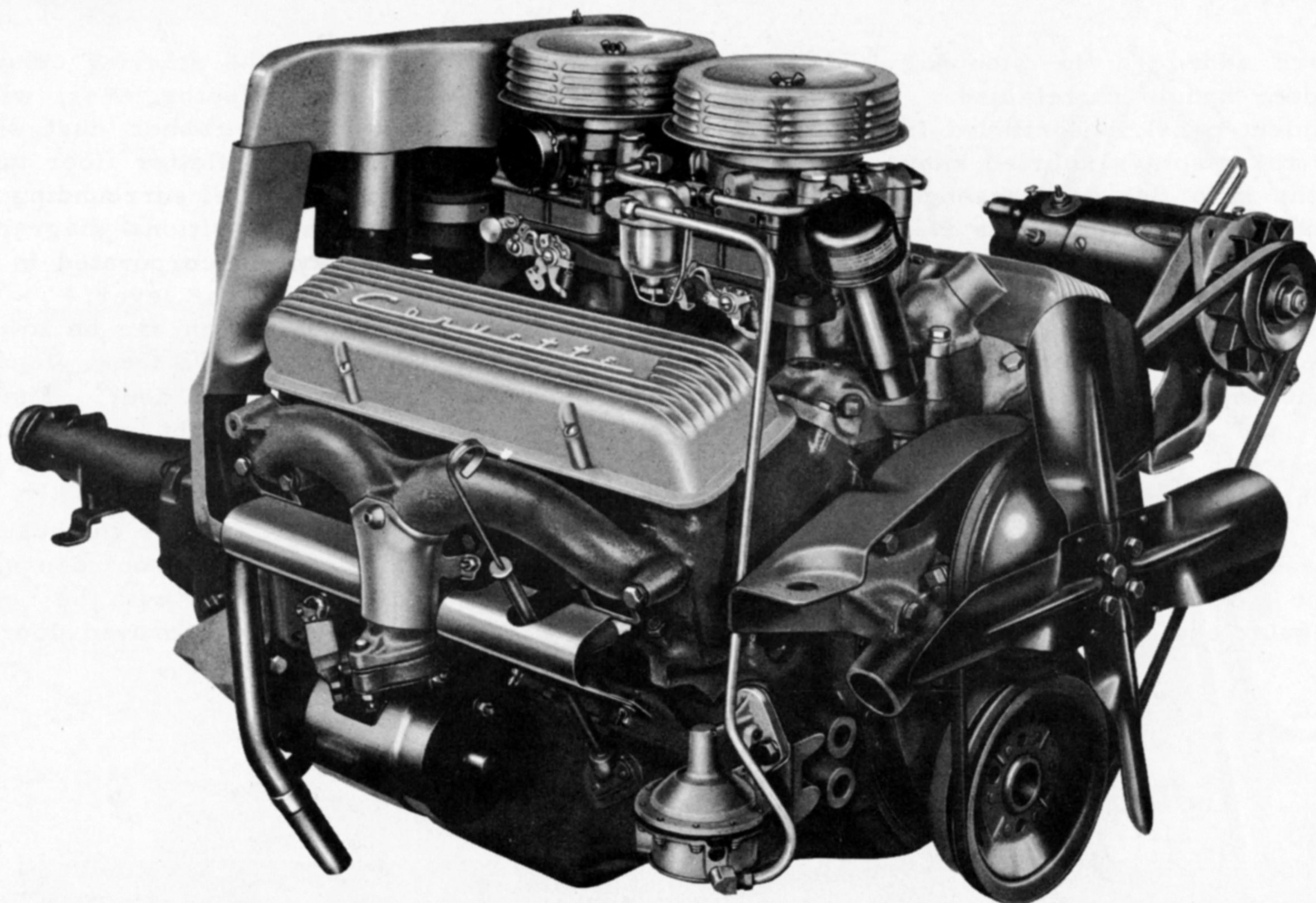
A new transmission selector lever, with bright metal spherical knob and rubber dust shield, is relocated to the top of the flatter floor tunnel. A bright metal rectangular bezel surrounding the control has selector lever positions diagrammed at its center. An ash tray is incorporated in the bezel to the right of the selector lever.

The new side windows which can be lowered are framed in bright metal, and a fixed glass channel is mounted at the front of the door. Manual regulators are replaced by bright metal push-button regulators when optional power window lifts are specified.

Swing-out type hinges, similar to those used on the conventional passenger car front doors, provide new ease of entry and, together with the new lowering windows, make possible improved door sealing.







## ENGINE

The 265 cubic inch V-8 engine, modified for increased horsepower, replaces the six-cylinder engine as regular equipment on the Corvette for 1956. A higher compression ratio, optional dual four-barrel carburetion and new exhaust manifolds result in a gross output of 225 horsepower. With single four-barrel carburetor, the horsepower is 210.

New cylinder heads with a redesigned combustion chamber provide a compression ratio of 9.25-to-1 as compared to the previous 8-to-1. Attractive new rocker covers are die-cast aluminum.

Exhaust valves are made of 21-4N high alloy steel replacing the Silchrome XCR steel valves formerly used. The new material will greatly reduce the possibility of breakage and distortion. Valve faces are alclipped to minimize burning.

Two four-barrel carburetors, connected by delayed action linkage, are provided as regular equipment for the more powerful engine. Two buffed aluminum air cleaners, of the oil-wetted type, are used with the carburetors, and intake manifolds are redesigned, having two carburetor mounting pads arranged in tandem.

Entirely redesigned, new exhaust manifolds have larger gas passages and a take-down at the center rather than at the end. These changes result in reduced back pressure and improved engine breathing.

A full-flow lubricating oil filter is provided as standard equipment. The cylinder block casting is revised to provide a mounting pad for the filter at the rear, left side. The filter element is of the

replaceable type and permits rapid passage of oil with minimum drop in pressure.

To permit mounting of the full-flow oil filter unit, the crankcase ventilator road draft tube is relocated to the engine exterior. The tube attaches to the top of the block, at the rear, jointing the internal ventilator tube, and passes down along the right hand side of the flywheel housing. A new oil filler cap, argent in color, restricts air flow to prevent oil loss through the ventilator tube at high engine speeds.

A new two-breaker distributor is introduced permitting more stable operating at high engine speeds. New spark plugs, with ribbed insulators, increase resistance to flash-over approximately 20 per cent. Silicon nipples protect the plugs.

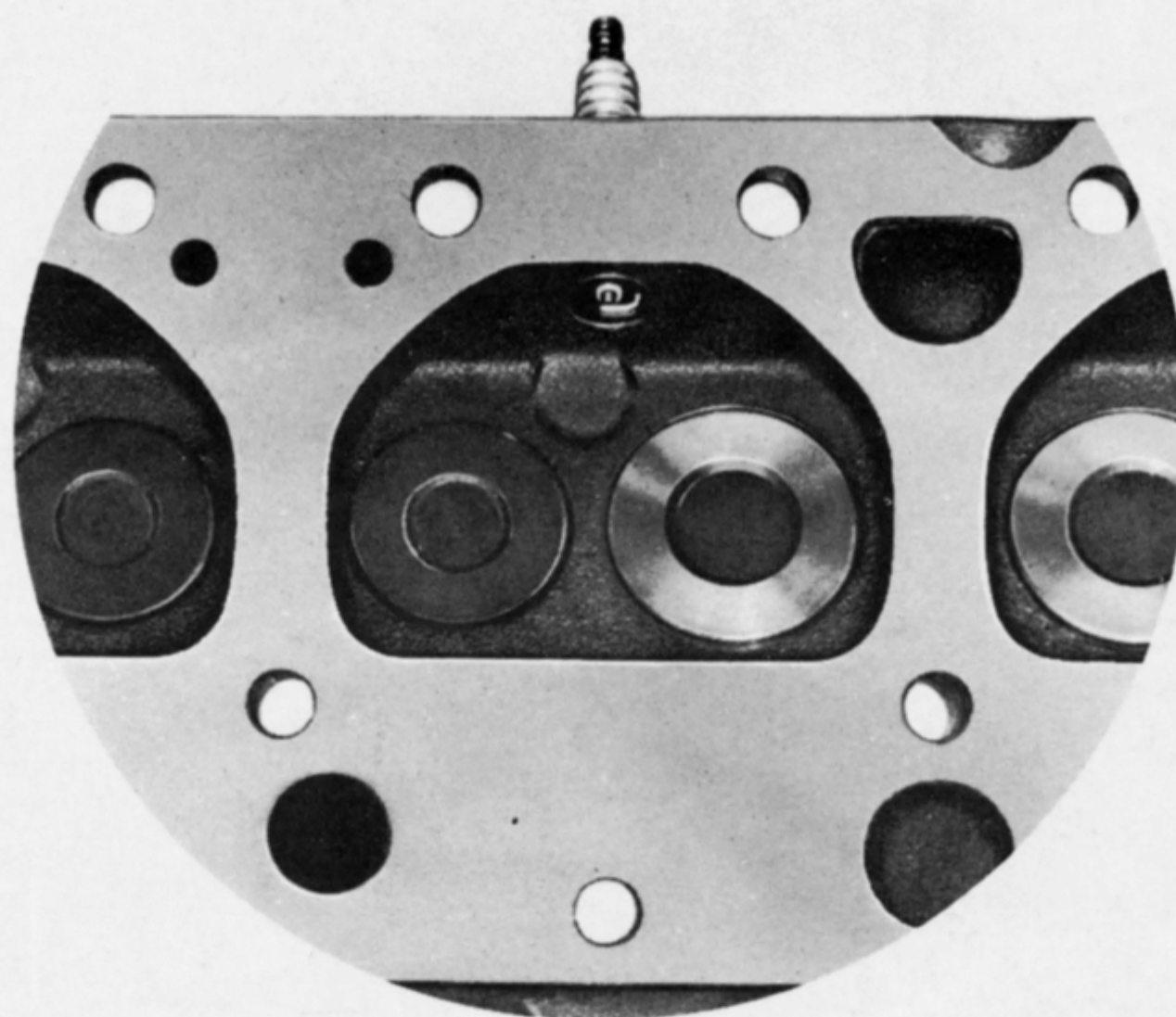
New bright metal shielding encases the distributor, coil, ignition cables and spark plugs.

To reduce noise and vibration, a new generator mounting is introduced, having a rubber bushing pressed into the generator end frame. A spacer, through which the generator attaching bolt passes, allows secure attachment without extreme compression of the rubber bushing.

A new clutch of coil spring design is provided for use with the standard three-speed transmission, replacing the former diaphragm spring type.

Continued without change for 1956 are the engine mounts, high-lift camshaft, mechanical type valve tappets, valve springs and dampers, and 12-volt electrical system.





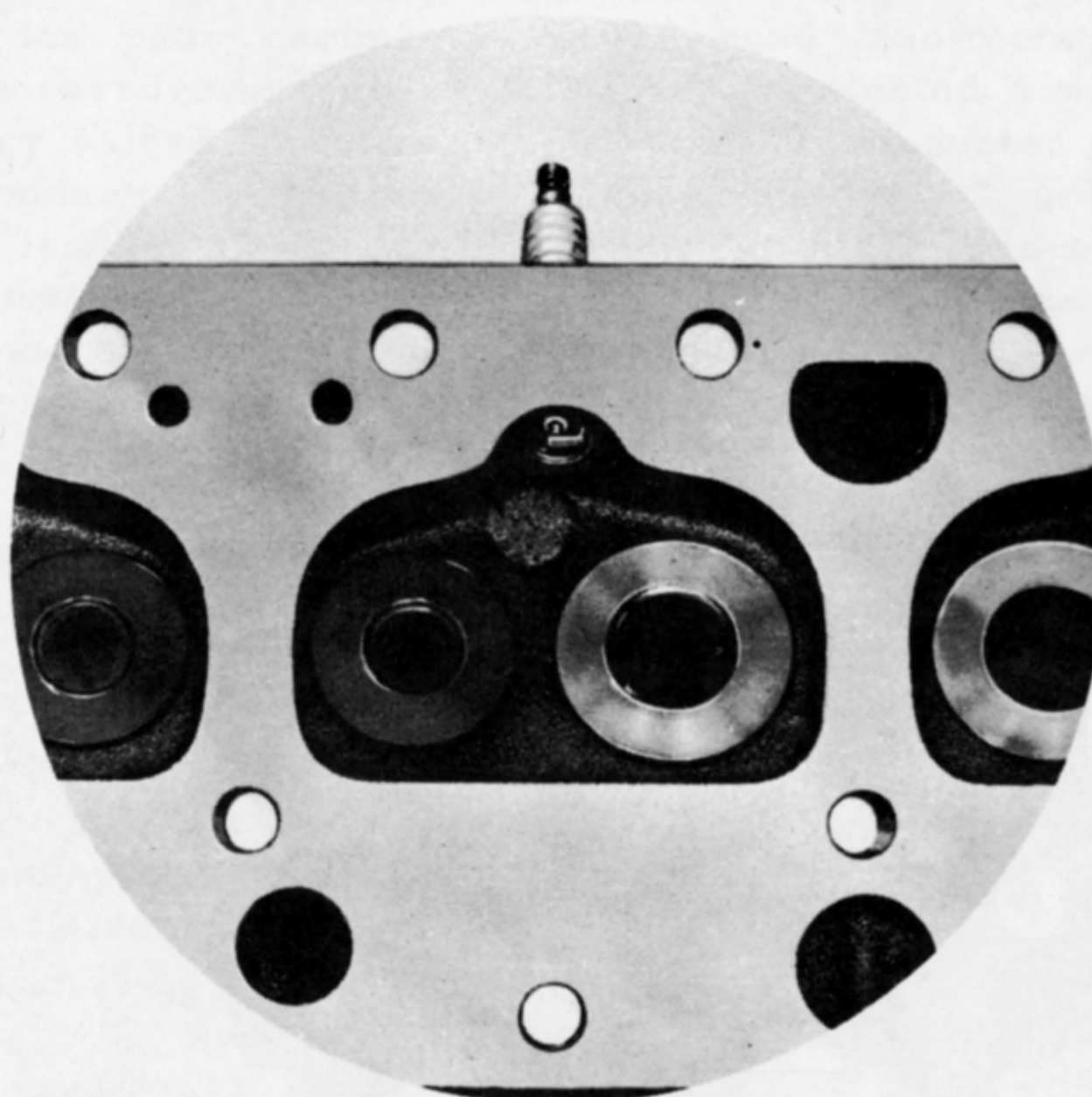
1955

### CYLINDER HEADS...

Cylinder heads have redesigned combustion chambers which increase the compression ratio to 9.25-to-1 over the former 8-to-1.

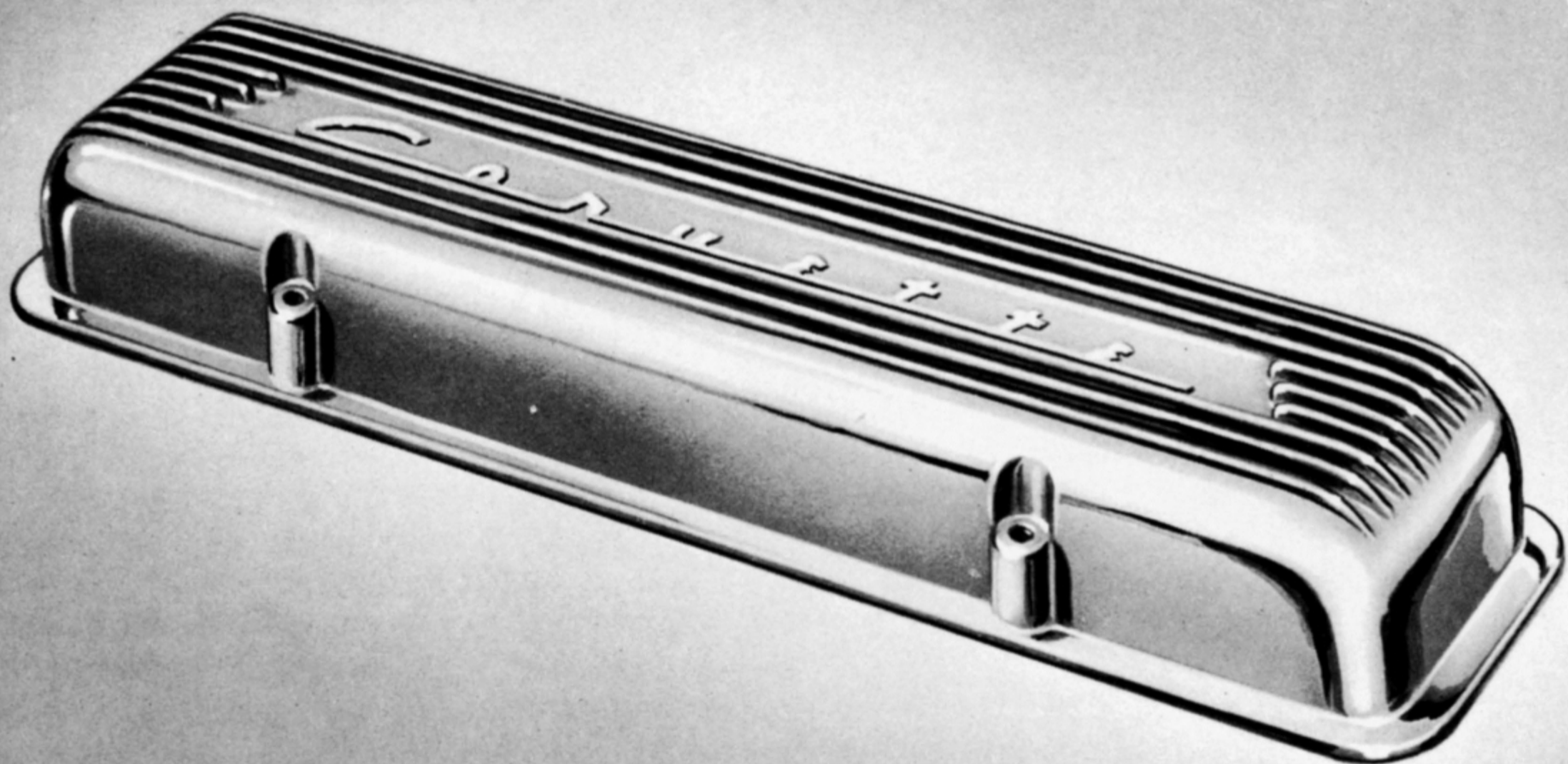
Although the spark plug position remains unchanged, the combustion chamber wall on the plug side is altered, reducing volume. The new contour provides a recessed area around the spark plug electrode.

The new heads in combination with the dual four-barrel carburetors and new exhaust manifolds boost gross power output to 225 horsepower at 5200 rpm, as compared with the previous 195 at 5000. Maximum gross torque is increased to 270 foot pounds at 3600 rpm, from the 260 foot pounds at 3000 rpm for 1955.



1956



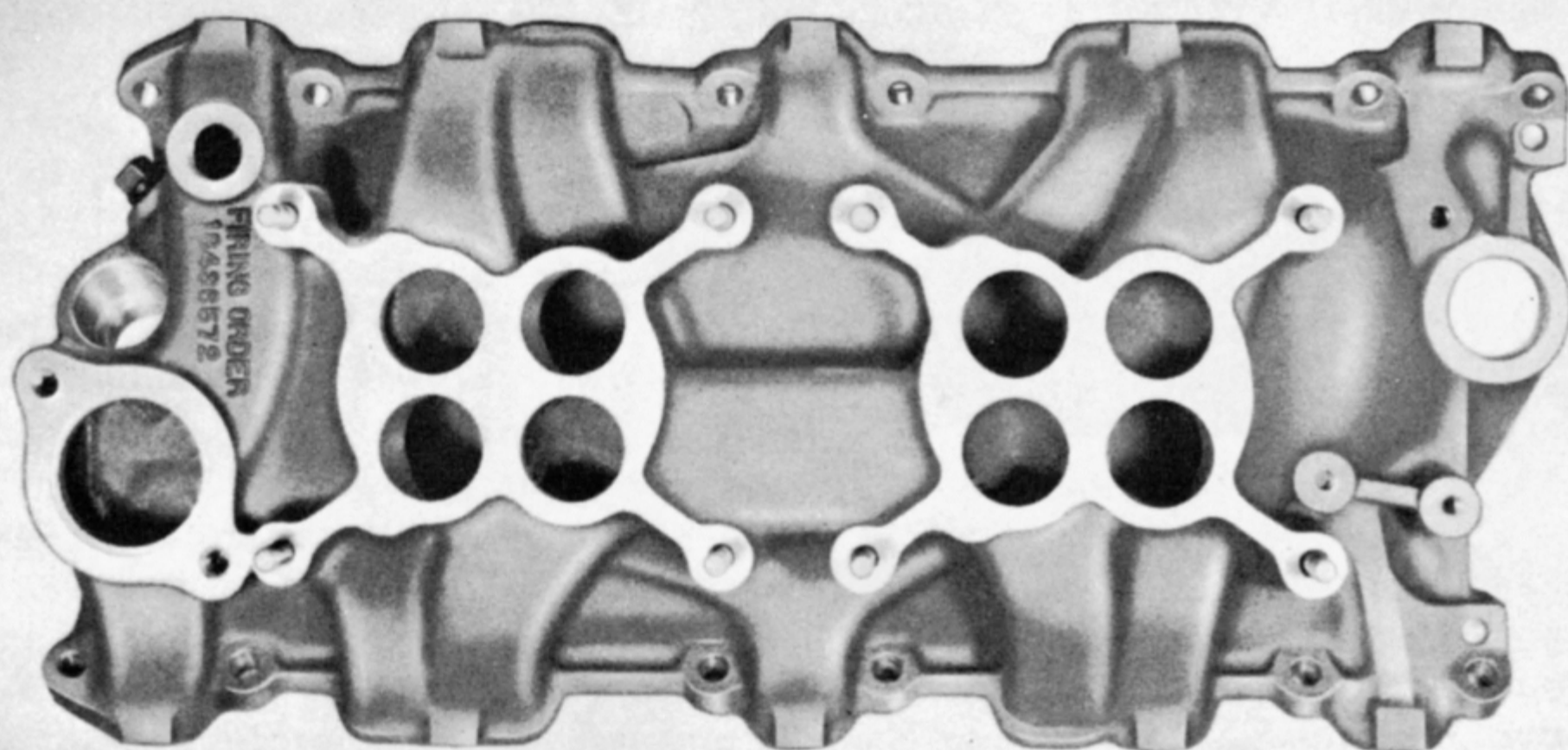


### ROCKER COVERS...

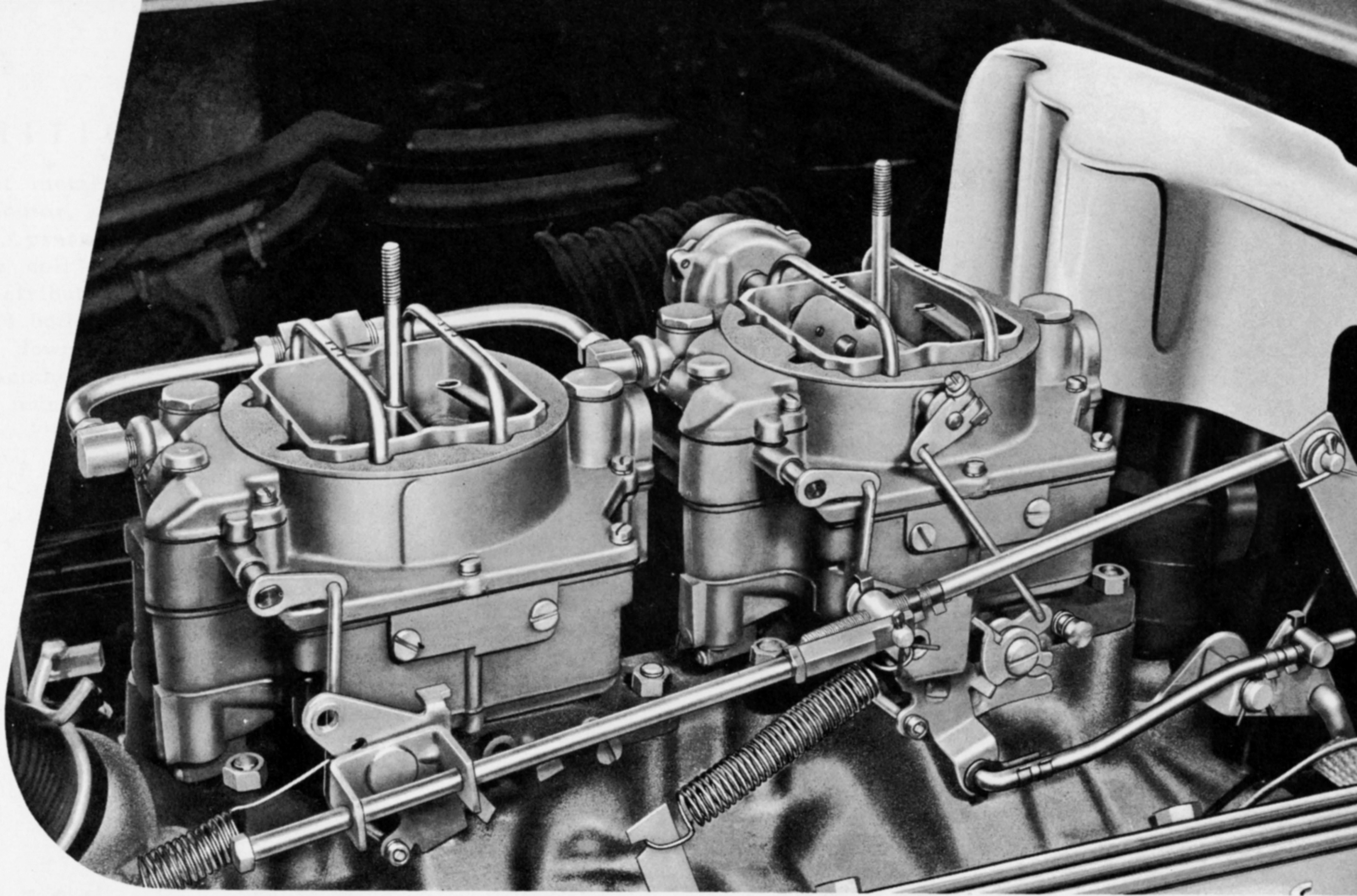
The new rocker covers are of die-cast aluminum, with deep longitudinal ribs at the top. Ribs are spaced to allow for the word "Corvette" in script at the center.

### INTAKE MANIFOLDS...

A new intake manifold, cast in aluminum, is used with the dual four-barrel carburetors. A cross-over passage divides so that exhaust gases are routed under the primary side of either carburetor, supplying heat to the manifold riser on cold starts. Use of aluminum rather than cast iron results in a weight saving of approximately 21 pounds.







## CARBURETOR...

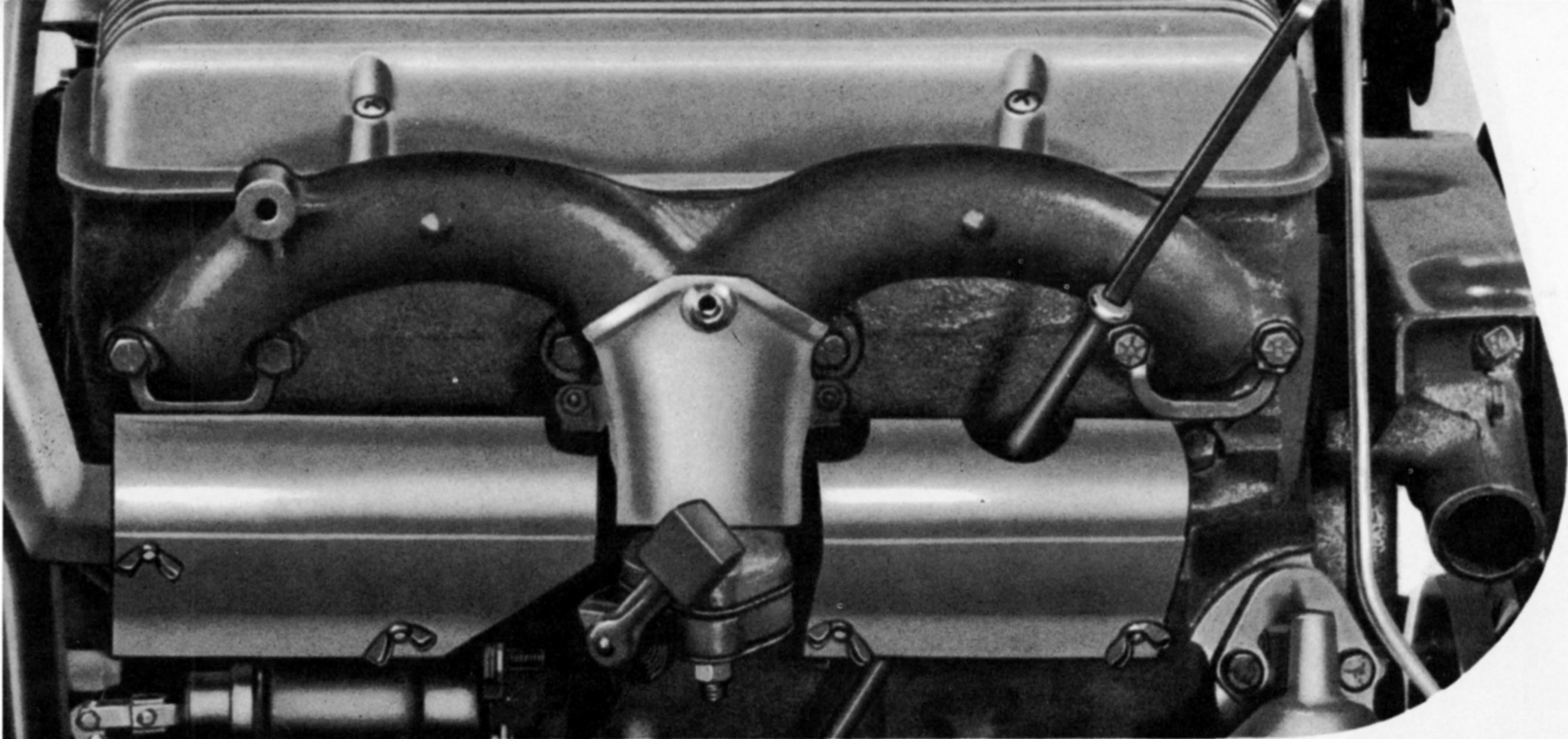
Dual four-barrel carburetors, mounted in tandem and connected by delayed-action linkage, are optional equipment with the V-8 engine.

Throttle linkage is designed to control only the primary side of the rear carburetor under road load conditions and both carburetors under full load. Weighted auxiliary secondary valves, on either carburetor, are mounted above the secondary throttle valves and do not open until air velocity is high enough to offset the weight. This eliminates "stumble" on immediate full throttle and makes possible smoother, more positive secondary control.

For improved acceleration and engine performance, the smaller diameter venturis are relocated to the primary side of the carburetor and the larger diameter venturis to the secondary side. A vented balance tube crossing over the primary and secondary side of either carburetor prevents fuel spillage on fast turns.

A choke is provided on the primary side of the rear carburetor only. To ensure faster cold engine starting, secondary throttle valves of the rear carburetor remain closed during choke operation by means of a lockout device in the carburetor linkage.





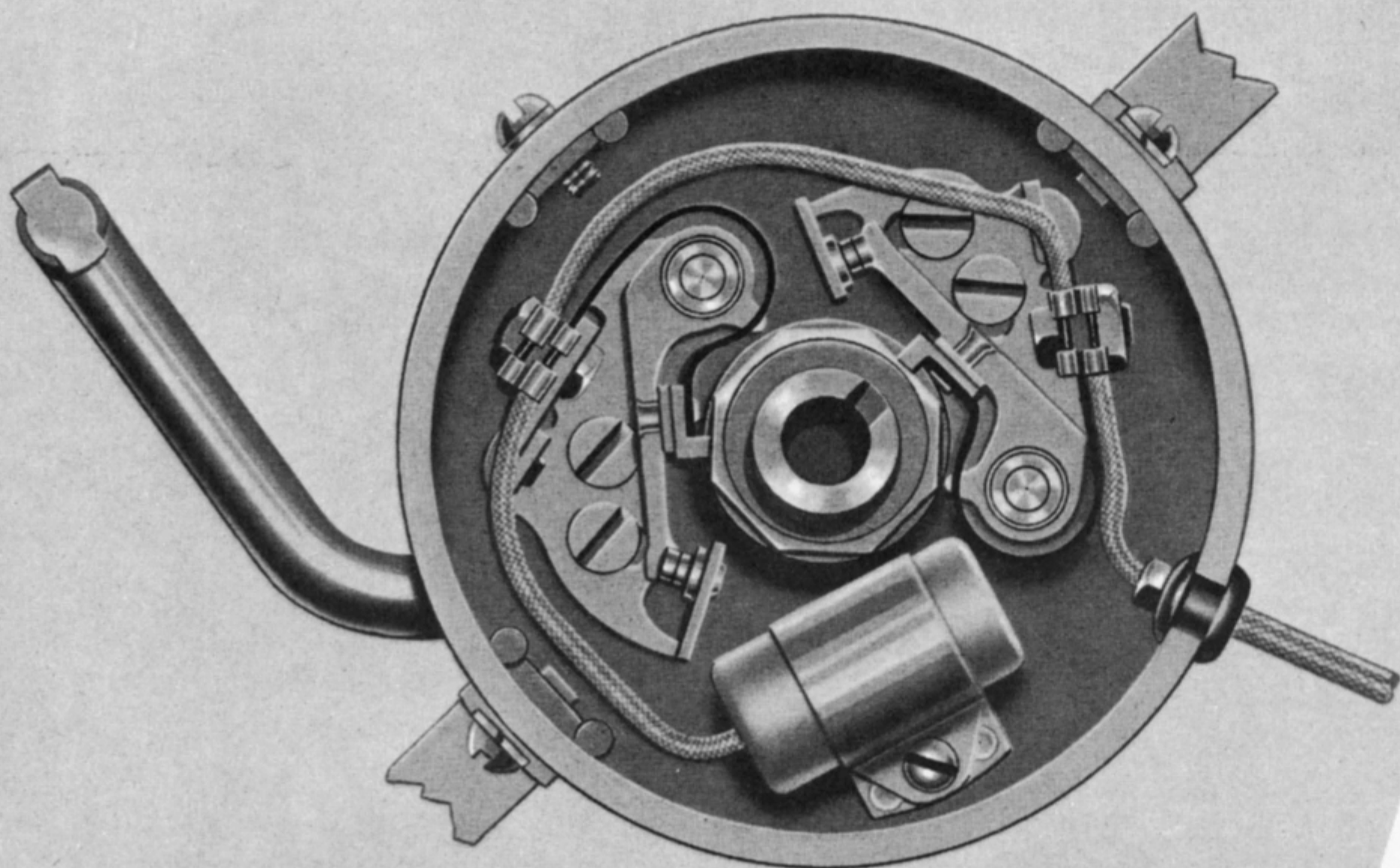
## EXHAUST MANIFOLDS...

Increased power is obtained through use of a new exhaust manifold with central outlet. The exhaust pipe connects at this central location rather than at the former outlet near the end.

Larger gas passages gradually increase in cross-sectional area, from the inlet port at the cylinder head, into the main exhaust passage, resulting in reduced back pressure and improved engine breathing.

## DISTRIBUTOR...

To provide more stable operation at high engine speeds, a two-breaker distributor is introduced into the engine electrical system. Flatter cam lobes, possible with this two-breaker arrangement, result in reduced point bounce and spark scatter and should provide longer point life and greater rider block durability.

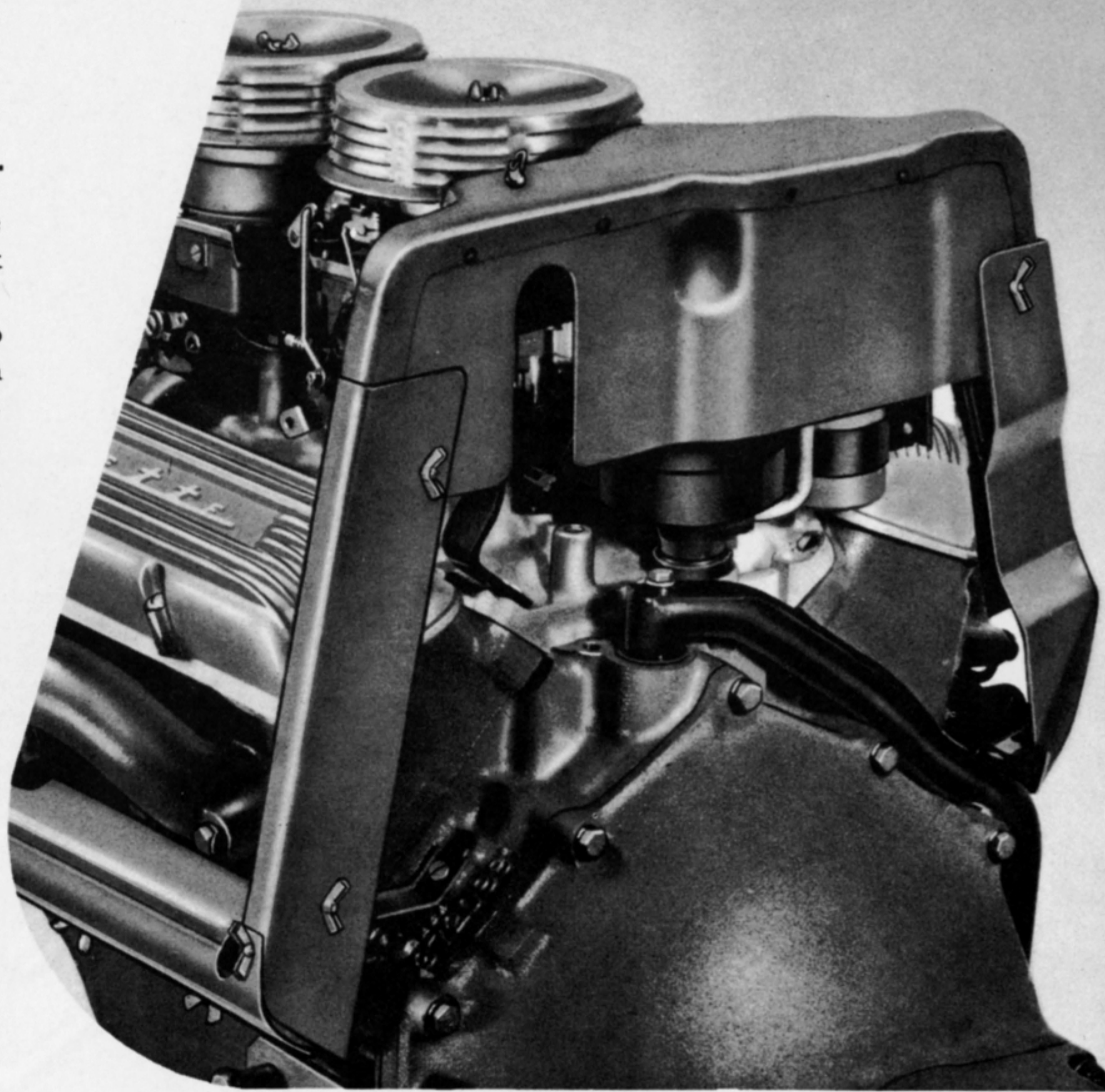




## IGNITION SHIELDING...

Bright metal electrical shielding encases the distributor, coil, ignition cables and the spark plugs, preventing radio interference.

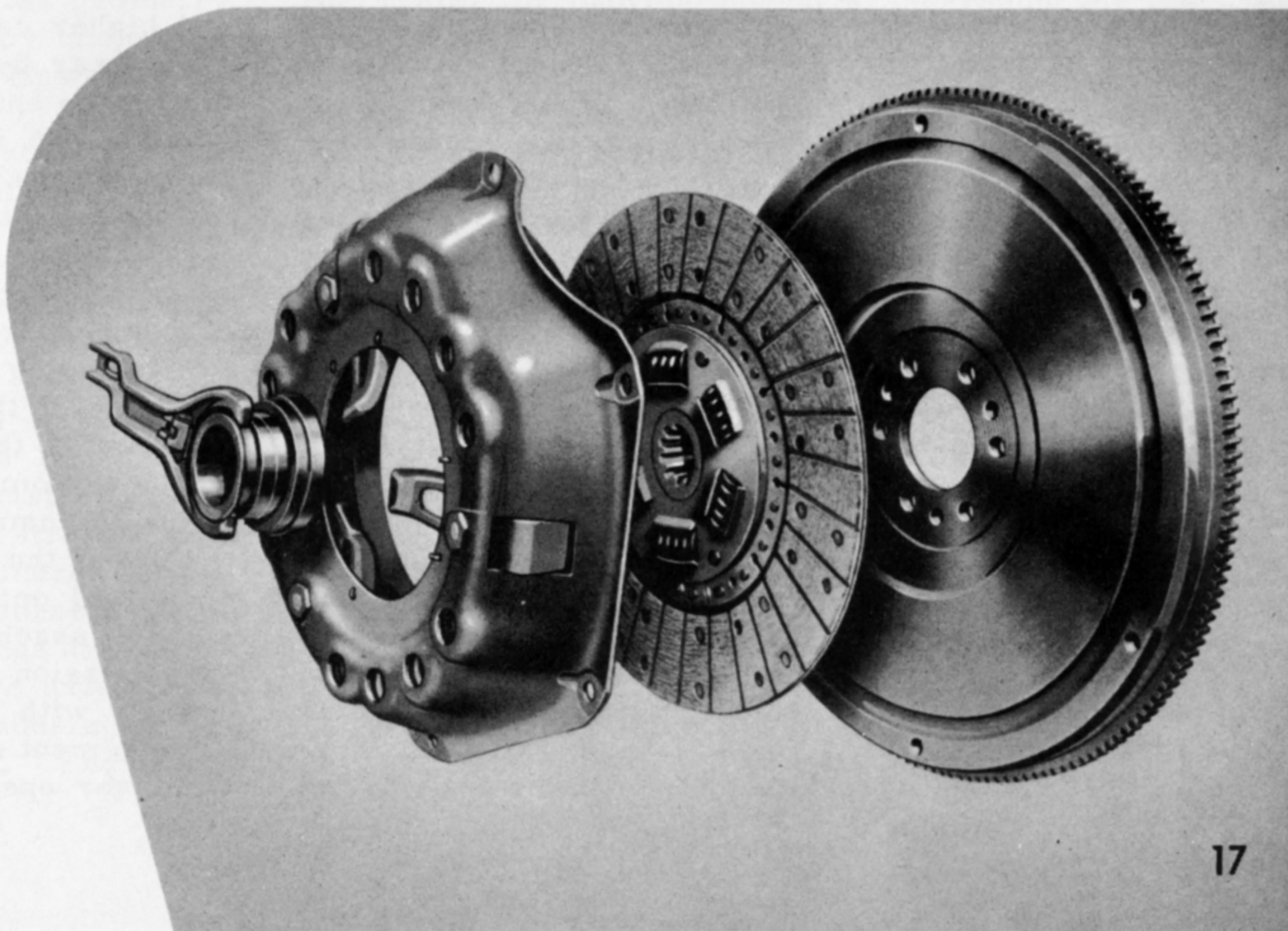
The coil is relocated to a position next to the distributor so that a single transverse pan houses both units. A channel-like section extends downward encasing the ignition cables, and another section passes under either exhaust manifold, housing the spark plugs.



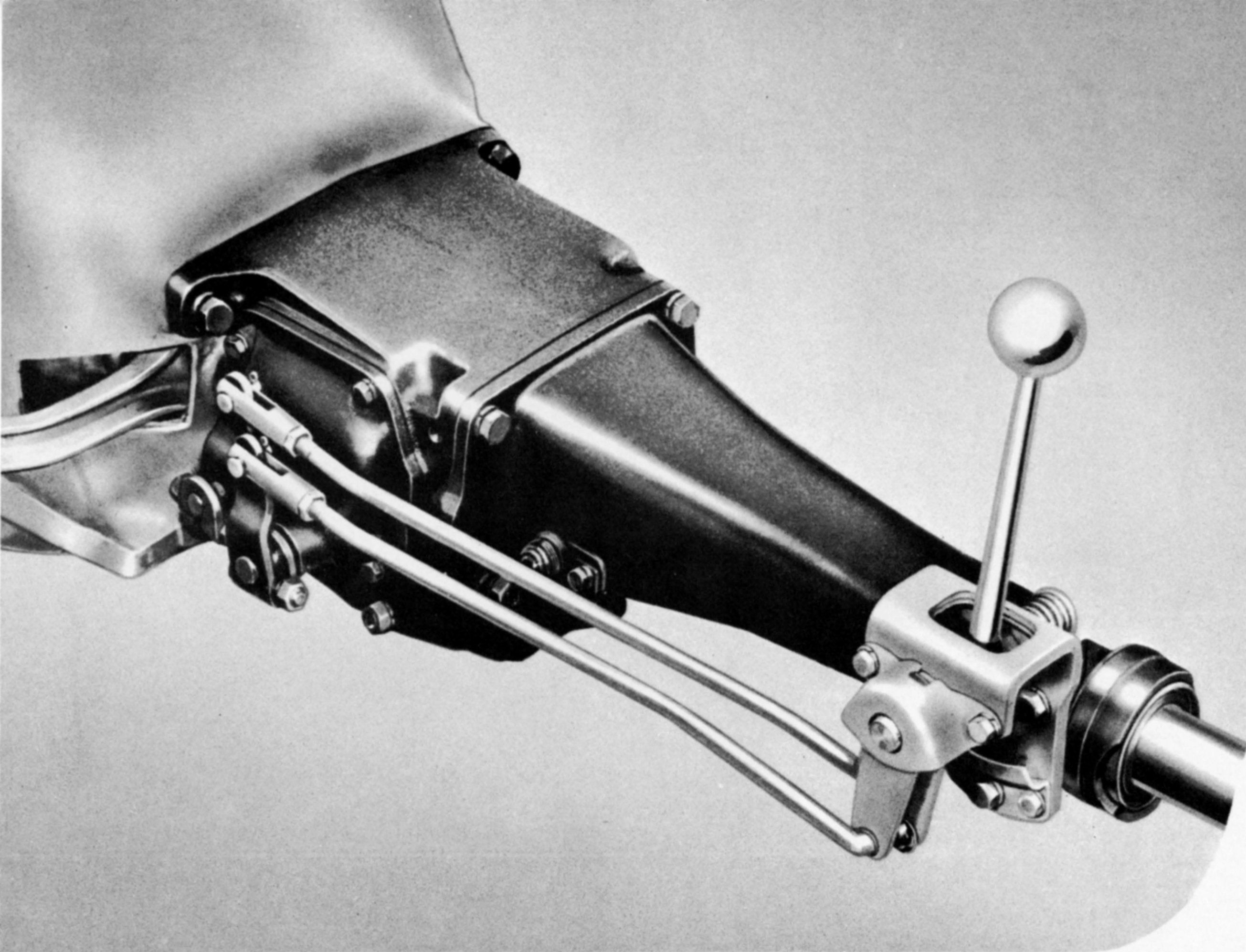
## CLUTCH...

A high capacity 10-1/2 inch diameter clutch, of coil spring design, is regular equipment with the Corvette engine and standard three-speed transmission. Twelve heat treated coil springs replace the former diaphragm spring. Because of the greater pressure supplied to the pressure plate, this clutch is particularly well suited to the high torque and engine speeds of the Corvette engine.

Three levers are employed for clutch disengagement, and pressure plate drive is of the lug type.







## TRANSMISSIONS

A new three-speed transmission provides numerically low, closely stepped ratios and, when used with the relatively light weight Corvette, permits high performance under ordinary driving conditions as well as in high speed ranges. The Powerglide transmission is available at extra cost.

The performance requirements for operation, desired by many Corvette owners, are quite different from those of ordinary driving. The transmission ratios must be selected to keep the engine operating in its high output range as consistently as possible. First speed gear cannot function as a starting gear only. It must handle the lower range of road speeds as well, while delivering high engine power. Second speed must multiply torque without forcing the engine to exceed its high output speed range. Up-shifting and down-shifting must be accomplished quickly and at high speeds.

With the new transmission, high road speeds can be obtained in both first and second speed due to the low numerical ratios, hence acceleration occurs over a greater vehicle speed range, resulting in high performance. Also, because of the closely matched gear ratios, transmission up-shifting and down-shifting can be quickly accomplished at high speeds.

Basically, the new transmission is the same as

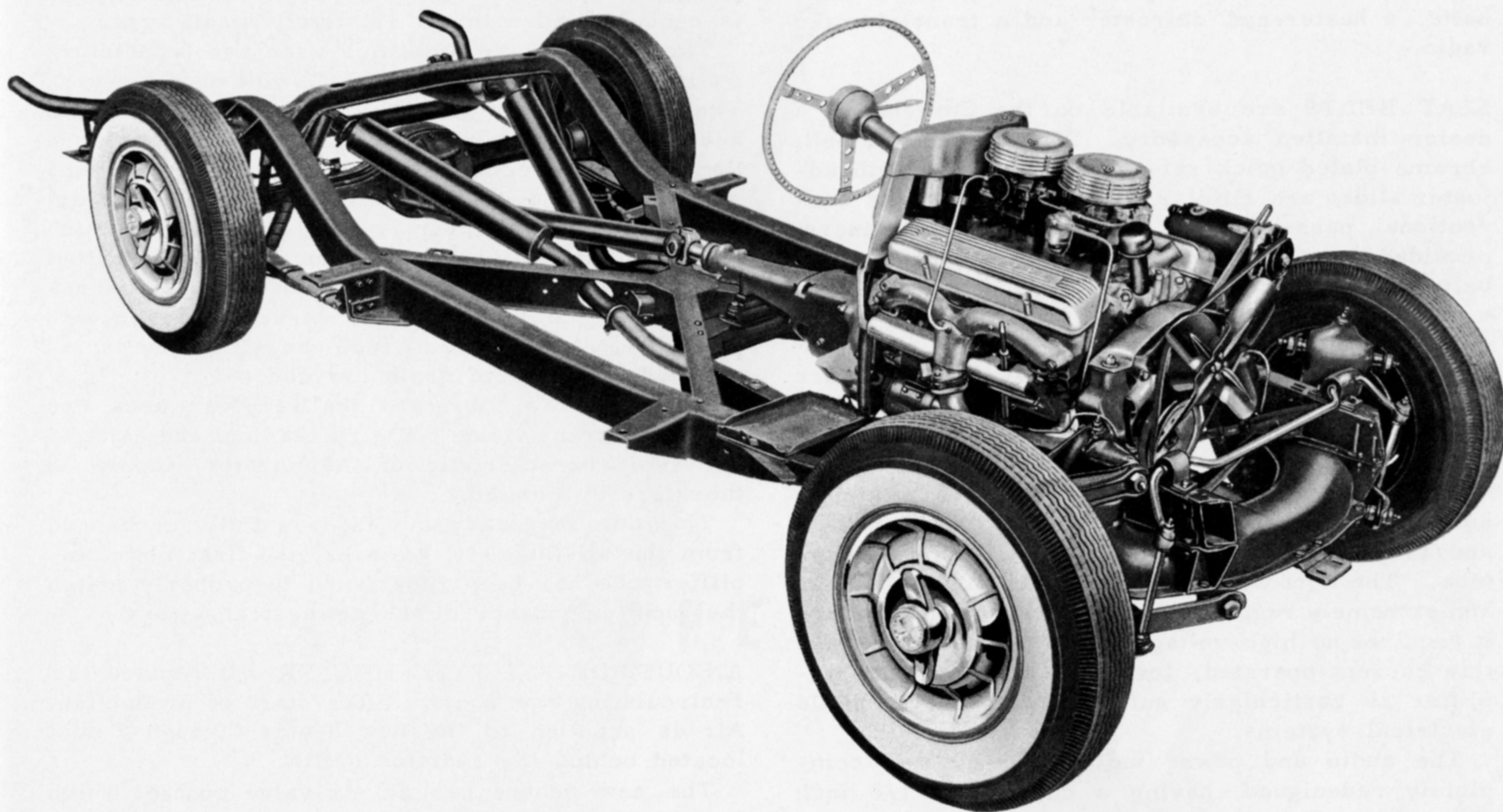
that used on the conventional passenger car. Design changes in the clutch gear, counter gear and second speed gear account for the numerically lower ratios. Ratios in first and second gear are 2.2-to-1 and 1.31-to-1 respectively. Third speed remains direct and reverse is 2.2-to-1.

A higher capacity clutch gear bearing and mainshaft rear bearing provide greater durability, and a stronger snap ring better retains the synchronizer ring in high speed operation. A neoprene "O" ring replaces the cork seal used on the shifter shaft, for lower shifting friction.

In exterior appearance the new close-ratio transmission differs from the conventional passenger car three-speed transmission only in that three pads for mounting transmission controls are added at the rear of the extension, and a single pad for attachment to the transmission rear support is added at the bottom.

The transmission control lever is relocated to the top of the floor tunnel for both standard three-speed and optional Powerglide transmissions. The control assembly is bolted to the left side of the transmission extension, making possible a compact linkage with reduced deflection. This convenient arrangement allows a more positive shift and adds to driver operating ease.





## CHASSIS

With the exception of a new rear axle, and changes which affect front and rear suspension geometry, the Corvette chassis remains basically unchanged. Brakes are improved and competition-type tires are offered at extra cost.

A new rear axle, similar to that used on the conventional passenger car, is introduced for use with the more powerful V-8 engine. A gear ratio of 3.55-to-1 is used with both the standard three-speed transmission and Powerglide. An optional 3.27-to-1 ratio is available only for use with the three-speed transmission.

Rear axle features include tapered roller bearings, widely spaced, providing rigid support for the hypoid pinion shaft. A cast Armasteel differential housing has greater structural strength than the cast malleable iron housing, and increased resistance to scoring. To increase durability and torque capacity, the differential bearings are larger than those used in the 1955 Corvette axle. The access cover is welded to the axle housing to increase rigidity for greater durability. The frame

shock absorber rear crossmember is reshaped at the center to provide adequate clearance for the new rear axle.

A shim is introduced between the front crossmember and frame, increasing the caster angle, and understeer is increased by undershimming the central control arm. These changes, together with a redesigned rear spring hanger, which decreases the shackle angle, provide better vehicle handling.

Service brakes retain the same basic design but incorporate new brake facing material. The new facings provide reduced fade and improved wear characteristics.

A new fuel tank, having a slightly reduced capacity rating, is designed to allow for the reshaped folding top compartment. Longer straps and a new end attachment secure the tank in position.

A more durable battery, the same as used in the 1956 conventional passenger car, is rated at 53 ampere hours compared to the former 50. The battery features microporous rubber separators, a new grid alloy, and baffled plastic vent caps.



# ACCESSORIES

Accessories available on the Corvette include seat belts, a heater and defroster and a transistorized radio.

SEAT BELTS are available on the Corvette as a dealer installed accessory. The gray nylon belt, chrome-plated quick release buckle and length adjuster slides are similar to those used in the conventional passenger car. Brackets and fasteners, provided in a separate kit, easily adapt the seat belts for Corvette installation. All Corvettes have a body reinforcement for belt attachment.

A NEW TRANSISTORIZED RADIO RECEIVER, which retains the signal seeking and favorite station features, is available as a factory optional accessory for the 1956 Corvette.

The recently developed transistor is a simple solids device capable of controlling, manipulating and amplifying as does the multi-element vacuum tube. The light weight transistor is minute in size and extremely rugged due to its simple construction. It requires no high-voltage power supply, therefore this current-operated, low-impedance current amplifier is particularly suited to use in automobile electrical systems.

The audio and power unit of the radio is completely redesigned, having a chassis of 1/8 inch aluminum. The aluminum chassis serves to transfer the heat created within the power transistor to the surrounding air. This is necessary because, although heat generated by transistors is much less than that produced by vacuum tubes of equivalent

power, all of the heat generated within the transistor is concentrated within a relatively small area.

The power audio amplifier uses two transistors operating directly from the 12-volt car battery. These two transistors provide more power output and do it more efficiently than do tubes. Because they operate directly from the 12-volt battery, they need not be powered by the high voltage supply.

The high voltage supply needs only to furnish power to the radio frequency unit; hence its output is approximately one third that for the all-tube receiver. Since power supply losses increase with power output, the overall receiver efficiency is increased and current drain lowered.

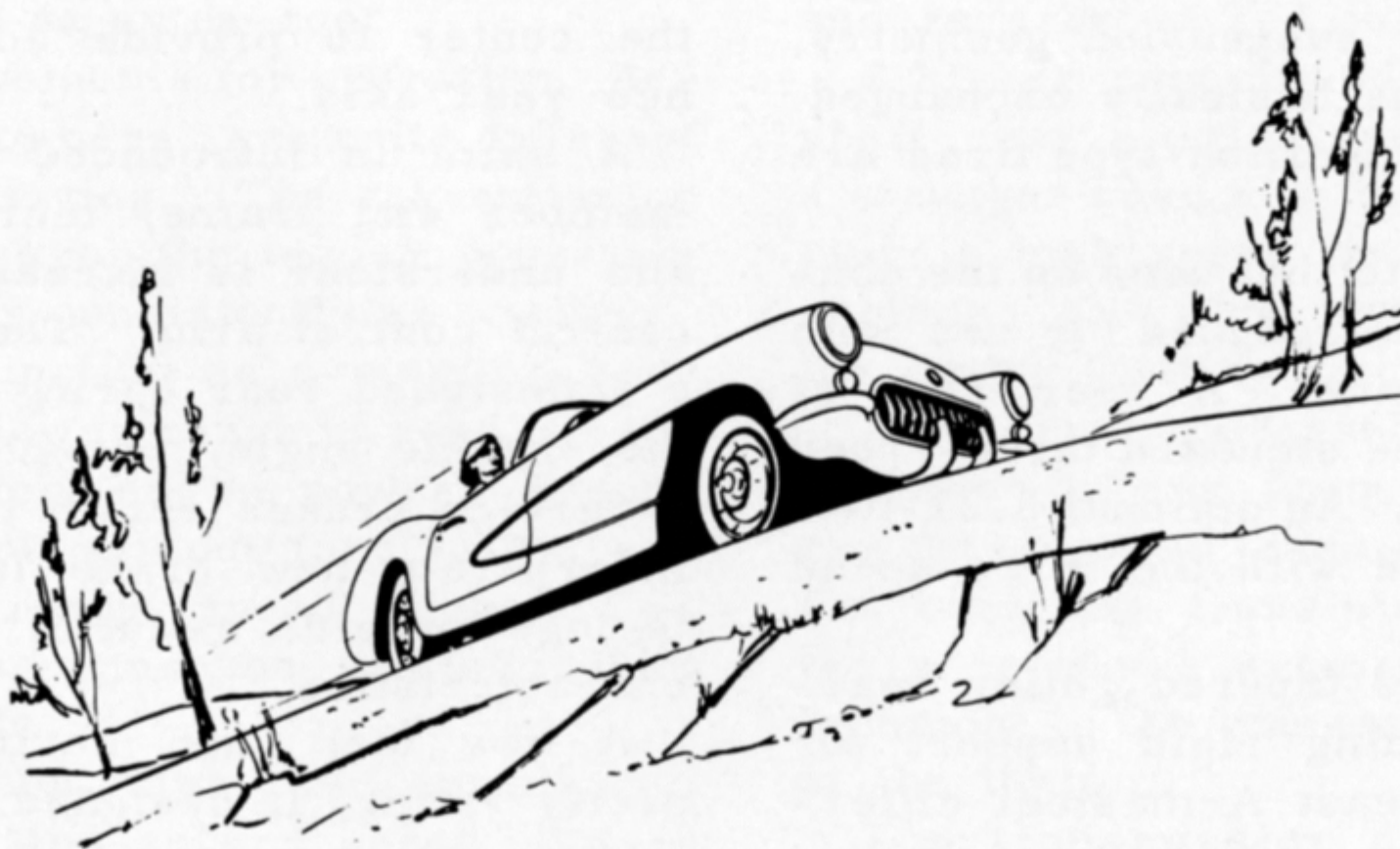
In place of a vibrator, the receiver uses two additional transistors. The mechanical and electrical hum characteristic of the vibrator supply is therefore eliminated.

The radio frequency unit is essentially unchanged from the all-tube set, however, the first audio amplifier tube has been redesigned to properly match the input impedance of the power transistors.

AN OUTSIDE AIR TYPE HEATER will replace the recirculating type shortly after start of production. Air is supplied to the new heater through a duct located behind the radiator grille.

The new heater has an air valve control which is added to the right of the radio controls, and a heat control added immediately to the right of the two-speed blower-defroster knob.

The outside air type heater improves distribution and reduces the tendency of windows to fog.





# APPENDIX



## EXTERIOR - INTERIOR COLOR COMBINATIONS

BODY COLOR	DOOR & FRONT FENDER DEPRESSION*	CONVERTIBLE TOP	WHEELS	INTERIOR TRIM	UPPER INSTRUMENT PANEL	LOWER INSTRUMENT PANEL, STEERING COLUMN, DIRECTION SIGNAL HOUSING, STEERING WHEEL HUB AND PLASTIC SIDEWALL PANEL	STEERING WHEEL
Onyx Black	Silver	Black or White	Black	Red	Black	Red	Red
Aztec Copper	Beige	Beige or White	Copper	Beige	Copper	Beige	Beige
Cascade Green	Beige	Beige or White	Green	Beige	Green	Beige	Beige
Artic Blue	Silver	Beige or White	Blue	Red	Blue	Beige	Red
				Beige	Blue	Beige	Beige
Venetian Red	Beige	Beige or White	Red	Red	Red	Beige	Red
Polo White	Silver	Black or White	Red	Red	Red	White	Red

- Front fender depression is also available painted body color.

## INTERIOR COLORS AND FABRICS

AREA		MATERIAL	TRIM COMBINATION	
			RED	BEIGE
Seats	Cushion	Waffle Pattern Vinyl	Red	Beige
	Backrest			
	Cushion Bolster	Leather Grain Vinyl		
	Backrest Bolster			
Sidewalls	Top Roll		Waffle Pattern Vinyl	
	Upper Panel			
	Decorative Molding	Metal	Bright	
	Lower Panel & Arm Rest	Leather Grain Vinyl	Red	Beige
	Scuff Pad	Textured Metal	Bright	
Cowl Side Kick Panels		Waffle Pattern Vinyl	Red	Beige
Windlace		Leather Grain Vinyl		
Floor Covering		Carpet	Red	Copper
Top Storage Well		Paint	Red	Beige
Rear	Mat	Rubber	Red	Black
Compartment	Trim Board	Composition Board	Red	Beige



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# THE 1957 CORVETTE

The Corvette for 1957 features new 283 cubic inch displacement engines, and a stronger, more durable driveline. In addition to the new 220 horsepower regular production engine, three versions of the new optional high performance V-8 are available. New Chevrolet fuel injection is introduced in combination with the high performance engine. The basic chassis and reinforced plastic body continue without change.

The more powerful V-8 engine is available with four-barrel carburetion as regular equipment, or with dual four-barrel carburetion or fuel injection. The compression ratio is increased to 9.5-to-1 from 9.25-to-1 on all except the competition engine which is increased to 10.5-to-1. Output ranges up to 283 horsepower with the competition engine. Fuel injection, scheduled first for the competition engine, will replace all dual four-barrel carburetion, as it becomes available during the 1957 model year. Engine availability and ratings are shown in the chart below.

The modified hydraulic valve lifters, used on conventional passenger cars, are used on all Corvette engines, with the exception of those with the competition camshaft. The mechanical lifters used with this camshaft are modified to improve metering of oil to the upper valve train.

The rear axle, as in the conventional passenger car, is improved, featuring a heavily reinforced differential carrier and case, higher capacity tapered roller differential side bearings, higher capacity rear axle wheel bearings, and an oil baffle ledge which improves lubrication of the ring gear and pinion.

Rear axle ratios of 3.70-to-1 and 3.55-to-1 are continued for use with the three-speed close ratio and special Powerglide transmissions respectively. Also for use with the three-speed transmission, the optional 4.11-to-1 rear axle ratio is retained.

The more durable Powerglide transmission and the more positive shifting cam and roller detent mechanism, which entered production in mid-season 1956, are continued for 1957.

A stainless steel molding, approximately 2 inches wide, is added to the leading edge of the Corvette hardtop, extending from either drip molding. Bright metal nameplates, with the words "Fuel Injection" in script, are located above the deck lid emblem and in each side panel depression to identify models equipped with fuel injection. An additional emblem of crossed Corvette flags, located in the side panel depression immediately forward of the script nameplate, adds further identification. Corvette exterior and interior colors continue without change.

ENGINE	EQUIPMENT	GROSS HORSEPOWER	GROSS TORQUE (lb. ft.)
Regular Production 283 Cubic Inch V-8 Engine	4-Barrel Carburetor	220 at 4800 rpm	300 at 3000 rpm
High Performance 283 Cubic Inch V-8 Engine	Dual 4-Barrel Carburetor	245 at 5000 rpm	300 at 3800 rpm
	Fuel Injection	250 at 5000 rpm	305 at 3800 rpm
	Fuel Injection With Competition Camshaft	283 at 6200 rpm	290 at 4400 rpm



