99 corvette engine

Download

Download

Subaru Tesla Toyota Volkswagen Volvo. Research By Category Body Style. Start a Loan Request Form Today! Used Cars. By Make. TrailBlazer Traverse Trax. New By Year. Used By Year. Filter Results reset. Body Style 2-Door 1. Convertible 1. Coupe 1. Other Hardtop 1. Quick Specs. Engine Gas V8, 5. Style Name 2dr Convertible. Drivetrain Rear Wheel Drive. Passenger Capacity 2. Passenger Doors 2. Body Style Convertible. Dimensions Vehicle. Base Curb Weight lbs Front Hip Room in Front Leg Room in Front Shoulder Room in Front Head Room in Wheelbase in Track Width, Rear in Height, Overall in Length, Overall in Min Ground Clearance in 1. Track Width, Front in Liftover Height in Fuel Economy Fuel Tank. Fuel Tank Capacity, Approx gal Performance Specs Engine. Engine Order Code LS1. Fuel System SFI. Engine Type Gas V8. Displacement 5. Clutch Size in NA. First Gear Ratio :1 3. Sixth Gear Ratio :1 NA. Trans Description Cont. Fourth Gear Ratio :1 0. Final Drive Axle Ratio :1 2. Trans Order Code MX0. Second Gear Ratio :1 1. Reverse Ratio :1 2. Again Electronic. Fifth Gear Ratio :1 NA. Seventh Gear Ratio :1 NA. Trans Type 4. Third Gear Ratio :1 1. Brake Type Power. Rear Brake Rotor Diam x Thickness in Disc - Rear Yes or Yes. Drum - Rear Yes or NA. Front Brake Rotor Diam x Thickness in Disc - Front Yes or Yes. Steering Type Power Speed Sensitive. Turning Diameter - Curb to Curb ft Steering Ratio :1 , Overall Turning Diameter - Wall to Wall ft Lock to Lock Turns Steering 2. Spare Tire Size NA. Front Wheel Size in 17 x 8. Spare Wheel Material NA. Front Wheel Material Aluminum. Rear Wheel Size in 18 x 9. Rear Wheel Material Aluminum. Spare Wheel Size in NA. Suspension Type - Front Independent. Shock Absorber Diameter - Rear mm Suspension Type - Rear Cont. Suspension Type - Rear Independent. Stabilizer Bar Diameter - Front in 0. Shock Absorber Diameter - Front mm Suspension Type - Front Cont. SLA Aluminum. Stabilizer Bar Diameter - Rear in 0. Safety Features Safety. Air Bag-Frontal-Driver Yes. Air Bag-Frontal-Passenger Yes. Brakes-ABS Yes. Daytime Running Lights Yes. Traction Control Yes. Night Vision No. Rollover Protection Bars No. Fog Lamps No. Parking Aid No. Tire Pressure Monitor Yes. Back-Up Camera No. Stability Control No. Warranty Warranty. Basic Years 3. Drivetrain Years 5. Roadside Assistance Years 3. Other Specs Cooling System. Total Cooling System Capacity qts Maximum Alternator Capacity amps Looking for other models of the Chevrolet Corvette? Gas Mileage. Rear Wheel Drive. Passenger Capacity. All Rights Reserved. Stock photography by izmo, Inc. Read our Cookie Policy. Over time, the Corvette became a luxury item that fewer and fewer enthusiasts could readily afford to purchase. While this helped add an aura of exclusivity to the car, it also caused some within the General Motors corporation to question whether the Corvette franchise was headed down a path where increasing exclusivity might actually bring about an even greater decline in sales. It was from this concern that actions were put into motion during the early planning phases of the C5 Corvette. Early considerations included offering manual windows, cloth seats versus the standard leather available on the other variants of the car , and even smaller wheels and tires. Surprisingly, when these cars were submitted to GM research clinics and shared with potential customers in test markets, the overall response to this new Corvette was fairly negative. It seemed that the exclusivity of Corvette ownership that many within GM feared would hurt sales numbers was actually the thing that helped promote them. It was with this notion that the C5 hardtop Corvette was born. What would come to be known as the FRC Corvette Fixed Roof Coupe , the hardtop was essentially a convertible with a fixed fiberglass roof. As was indicated during development, the FRC Corvette was cast as a Corvette for serious performance enthusiasts â€" and there was some truth to this marketing approach. Additionally, this new variant weighed approximately 92 pounds less than the coupe. This small, but significant, weight reduction combined with the stiffer overall structure of the body, did make the FRC more appealing to performance enthusiasts. While the price difference was not significant, it still offered a certain appeal, especially given the fact that the hardtop coupe still included the same horsepower LS1 small-block V-8 engine. It was also fitted with the same six-speed manual transmission offered with both the coupe and convertible. While an optional upgrade on the other Corvettes, the six-speed gearbox was the only transmission available for the FRC, and was generally considered to be another price savings benefit when purchasing the hardtop. Afterall, the coupe and the convertible were only available with a six-speed when it was purchased as an upgrade at an additional cost. There were limitations to purchasing the FRC Corvette. First, the color choices were far more limited than on the other variants. The only exterior color options available when ordering a hardtop were blue, pewter, red and white. Moreover, only the base black leather seats were available, and these came installed without any power adjustments. Whether actually a cost savings approach or a genuine weight reducing decision, it was marketed as the latter. In addition to the seat motors, other weight increasing options were unavailable on the hardtop including Real-Time Damping suspension and a number of comfort-and convenience items. Despite these limitations, the overall response to the hardtop Corvette was generally favorable, though the increased performance aspects of the

FRC were debatable at best. The same was true for the quarter mile times with the coupe running the quarter mile in However, even given the marginal variances between the two cars, Chevy still managed to sell 4, hardtops during the model year â€" a number that was considered respectable enough by GM to continue production of the FRC for a second year. While the hardtop coupe was certainly a major focus of the model year, there were also a considerable number of new features presented for the targa-top coupe and convertible as well. This option offered drivers the ability to automatically extend or retract the steering column 20 millimeters of travel in either direction. Total sales of the Corvette increased from the previous model year by more than two-thousand units, totaling 33, Corvettes in all. Competing as a production-based sports car, the new C5-R Corvette was developed to compete as a GTS-class race car that maintained the integrity of the production Corvette and shared a number of standard-issue components with it. These included the stock Corvette frame, engine block, windshield, taillights and marker lights, power steering pump, steering rack, alternator, water pump, and assorted suspension components. Still, the development of the C5-R race car was a significant milestone for Chevrolet. It declared unequivocally that the Corvette had found a renewed momentum â€" both in commercial sales and on the racetrack. The last six digits begin at and run thru For all Corvettes, the Vehicle Identification Number was stamped on a plate on the inner vertical surface of the left windshield pillar visible through the windshield. Notes: Owner Notification Began November 13, Owners Should Contact Chevrolet At Notes: Gm Recall No. Owners May Contact Sabersport At Remedy: Dope, Inc. Owners May Contact Dope, Inc. At The following list of common issues is intended for individual reference only, and may not reflect the specific issues of every Corvette. While the intent of this page is to identify the common issues pertaining to the Corvette, it is not an all-inclusive list and should be used for reference only. The leaking battery acid drips down the side of the battery, down the funnel-like battery support, straight down onto the PCM and the wiring loom. In some instances, car crippling damage can occur. Worst case scenario can result in the need to replace the battery, the PCM, and the wiring harness. Additionally, acid corrosion will need to be removed from the frame and the frame repainted to avoid further damage as a result of prolonged exposure to natural elements. In some instances, repairs will need to be made to the air condition lines. It may also require replacing the computer. The needle bearings in the OEM rockers have been known to fail. The most common indicators that the engine is experiencing this type of a problem is increased valve train noise and the appearance of needle bearings on a magnetic oil pan drain plug. Despite the foreign nature of the sound, it is completely normal. The source of the sound is the same. By depressing the clutch when turning the car on or off, the sound can be eliminated. This is not considered the fault of the car by Genera Motors, but the fault of the driver. In all C5 Corvettes, there are two fuel tanks and two fuel pumps. The first fuel pump continually pumps gasoline from the passenger side tank into the driver side tank. This pump is not known to create any type of audible sound. The main fuel pump, which resides directly behind the drivers seat, creates a considerable amount of noise, especially on early model C5 Corvettes. These sounds are normal, and are not an indicator of a failing fuel pump. NOTE: Chevrolet does have a bulletin out instructing Corvette owners how to better insulate against the humming sound of the fuel pump. Additionally, a newer, quieter fuel pump can also be installed. The front brakes of many C5 Corvettes have been known to pulsate during braking conditions. This is the result of warped rotors. The brake rotors developed for the C5 Corvette are known to warp from excessive braking conditions. This does not indicate that the brake rotors require replacement. In many instances, the rotors can simply be turned. However, when inspecting the brake rotors, it is important to observe if the rotors are cracked, as a cracked rotor will require replacement. Old-style headlight bezel plugs, which conceal the bezel mounting hardware, have a tendency to fall off of older C5 Corvettes. To resolve this issue, General Motors released a new style plug that features a twist-lock to prevent the plugs from falling out, but these plugs also require a new headlight bezel. Only the newer style bezels and plugs are available through General Motors and both are compatible with all years of the C5 Corvette. During periods of cold weather, the rubber hood stops have a tendency to rub and chatter against the hood. All C5 Corvettes, especially those equipped with a manual transmission, are known to have as have an issue with the steering column locking after ignition is disengaged and remaining locked after vehicle operator starts the vehicle again. In rare instances, it has also been reported that the steering column has locked during vehicle operation. Chevrolet dealerships are able to disable the locking mechanism by replacing the current locking plate with a modified locking plate. At present, this is the only known method to resolve this issue. The C5 Corvette seats have several known issues that can occur if improper use and or improper maintenance occurs. The wire springs in the seat bottom, and the bars in the bolsters are sometimes known to wear thru the foam and leather. This situation can be fixed

by placing a layer of burlap between the springs and the foam padding. This issue can be repaired, but is not currently identified as an actual issue with General Motors. Many C5 Corvette Coupes with the removable roof tend to create a fair amount of wind noise and creaking during normal vehicle operation. A dielectric or petroleum based grease is recommended and will doubly protect the weatherstrip by keeping it from drying out. In certain instances, some types of gasoline especially those with a high sulfur content will cause the fuel gauge to falsely read empty. In some instances, running a fuel system cleaner through the gas tank has been known to resolve this issue. Change engine oil and filter as indicated by the GM Oil Life System or every 12 months, whichever occurs first. Reset the system. The system will show you when to change the oil â€" usually between 3, miles 5, km and 10, miles 16, km since your last oil change. Under severe conditions, the indicator may come on before 3, miles 5, km. Never drive your vehicle more than 10, miles 16, km or 12 months without an oil and filter change. Remember to reset the Oil Life Monitor when the oil and filter have been changed. Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:. If you do not use your vehicle under any of these conditions, change the fluid and filter at , miles km. Drain, flush and refill the cooling system or every 60 months since last service, whichever occurs first. NOTE: It is important for you or a service station attendant to perform these underhood checks at each fuel fill. Windshield Washer Fluid Level Check: Check the windshield washer fluid level in the windshield washer tank and add the proper fluid if necessary. Tire Inflation Check: Make sure tires are inflated to the correct pressures. Cassette Deck Service if so equipped : Clean cassette deck. Cleaning should be done every 50 hours of tape play. Power Antenna Service: Clean power antenna mast. Restraint System Check: Make sure the safety belt reminder light and all your belts, buckles, latch plates, retractors and anchorages are working properly. Look for any other loose or damaged safety belt system parts. If you see anything that might keep a safety belt system from doing its job, have it repaired. Have any torn or frayed safety belts replaced. Also look for any opened or broken air bag coverings, and have them repaired or replaced. The air bag system does not need regular maintenance. Wiper Blade Check: Inspect wiper blades for wear or cracking. Replace blade inserts that appear worn or damaged or that streak or miss areas of the windshield. Weatherstrip Lubrication: Silicone grease on weatherstrips will make them last longer, seal better, and not stick or squeak. Apply silicone grease with a clean cloth. During very cold, damp weather more frequent application may be required. Check for leaks. A fluid leak is the only reason for fluid loss. Have the system inspected and repaired if needed. Automatic Transmission Visual Inspection: It is not necessary to check the transmission fluid level during a visual inspection of the actual transmission. A transmission fluid leak is the only reason for fluid loss. If a leak occurs, take the vehicle to your Chevrolet dealership service department and have it repaired as soon as possible. Body Lubrication Service: Lubricate all body door hinges. Also lubricate all hinges and latches, including those for the hood, rear compartment, console door and any folding seat hardware. More frequent lubrication may be required when exposed to a corrosive environment. If it does, you or others could be injured. Before you start, be sure you have enough room around the vehicle. Firmly apply the parking brake and the regular brake. On automatic transmission vehicles, try to start the engine in each gear. If the starter works in any other position, your vehicle needs service. The starter should work only when the clutch is pushed down all the way to the floor. It should be parked on a level surface. Firmly apply the parking brake. NOTE: Be prepared to apply the parking brake immediately if the vehicle begins to move. Ignition Automatic Transmission Lock Check: While parked, and with the parking brake set, try to turn the ignition key to OFF in each shift lever position. On all vehicles, the key should come out only in OFF. You or others could be injured and property could be damaged. Make sure there is room in front of your vehicle in case it begins to roll. Be ready to apply the regular brake at once should the vehicle begin to move. Park on a fairly steep hill, with the vehicle facing downhill. Keeping your foot on the regular brake, set the parking brake. Do this until the vehicle is held by the parking brake only. Then release the parking brake followed by the regular brake. Underbody Flushing Service: At least every spring, use plain water to flush any corrosive materials from the underbody. Take care to clean thoroughly any areas where mud and other debris can collect. Inspect the power steering lines and hoses for proper hook-up, binding, leaks, cracks, chafing, etc. Tire and Wheel Inspection: Inspect the tires for uneven wear or damage. If there is irregular or premature wear, check the wheel alignment. Inspect for damaged wheels. Exhaust System Inspection: Inspect the complete exhaust system. Inspect the body near the exhaust system. Look for broken, damaged, missing or out-of-position parts as well as open seams, holes, loose connections or other conditions which could cause a heat build-up in the floor pan or could let exhaust fumes into the vehicle. Engine Cooling System Inspection: Inspect the hoses and have them replaced if they are cracked,

swollen or deteriorated. Inspect all pipes, fittings and clamps; replace as needed. Clean the outside of the radiator and air conditioning condenser. To help ensure proper operation, a pressure test of the cooling system and pressure cap is recommended at least once a year. Rear Axle Service: Check the gear lubricant level in the rear axle and add if needed. A fluid loss may indicate a problem. Check the axle and repair it if needed. Brake System Inspection: Inspect the complete system. Inspect brake lines and hoses for proper hook-up, binding, leaks, cracks, chafing, etc. Inspect disc brake pads for wear and rotors for surface condition. Inspect other brake parts, including calipers, parking brake, etc. You may need to have your brakes inspected more often if your driving habits or conditions result in frequent braking. Your vehicle has a computer that lets you know when to change your engine oil. This is not based on mileage, but on engine revolutions and engine operating temperature. When the computer has calculated that the oil needs changing, the GM Oil Life System will indicate that a change is necessary. The mileage between oil changes will vary depending on how you drive your vehicle â€" usually between 3, miles 5 km and 10, miles 16 km since your last oil and filter change. Under severe conditions, the system may come on before 3, miles 5 km. Never drive your vehicle more than 10, miles 16 km or 12 months whichever occurs first without an oil change. Remember to reset the system whenever the oil is changed. Turn the ignition to ON and with the engine off. You can download for free this exclusive Corvette User Manual for more information about the car. Download Corvette Owners User Manual. Corvettes For Sale. Submi

siemens fuse box
rush toyota starter wiring
03 grand cherokee headlights

t News. Share Tweet. Corvette Generation. C5 Corvette. Curb Weight Auto 3, lbs. Interior Passenger Volume cu. Selective Real Time Damping, electronic F Performance Axle 3. Telescopic Steering Wheel, Power N The Corvette Hardtop had a lower starting price than the Coupe and Convertible with less options but also included the Z51 package and the six-speed manual transmission as standard equipment. The Convertible has better rigidity and is stiffer than the previous year model. This reduced the lateral shake and made for a smoother ride. Over all curb weight was also reduced. The Corvette has new redesigned airbags that have less force when deployed to protect the driver from injury but still supplemented the lap belts sufficiently. A new sill trim plate was added. See all results. This website uses cookies to ensure you get the best experience on our website. By continuing to use this site you agree to these cookies. Learn More. Okay, thanks. LS1 C. Upshift Engine rpm:. Bodystyle of Car.