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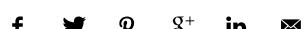
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1994 – C4 CORVETTE C4 CORVETTE OVERVIEW

1994 C4 Chevrolet Corvette: Specifications, VIN, Options, Performance, Recalls, & More



SCOTT KOLECKI FEBRUARY 23, 2017



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1994 C4 Corvette

1994 Corvette Overview

For both owners and enthusiasts alike, 1994 was a significant year for the Chevy Corvette – not because of any significant changes to the car itself, but because of two key announcements made by Chevrolet. First, after years of planning and fund-raising on the part of both Chevrolet and private contributors, the [Corvette Museum](#) would finally open on September 2, 1994.

Model: [1994 Corvette](#)

Generation: [C4 Corvette](#)

Type: 2 Door Coupe, 2 Door Convertible

Available Colors: Arctic White, Admiral Blue, Black, Bright Aqua Metallic, Polo Green Metallic, Competition Yellow, Copper Metallic, Torch Red, Black Rose Metallic, Dark Red Metallic

Engine: 350CI, 300 Horsepower, Multi-Port Fuel Injected LT1 V8 Small Block Engine.

VIN: 1G1YY22P9R5100001 – 1G1YY22P9R5122882 (Corvette Coupe & Convertible)
1G1YZ22J9R5800001 – 1G1YZ22J9R5800448 (ZR-1 Corvette)

Transmission: 4-speed automatic (standard), 6 speed manual (optional)

Original Price: \$36,185.00 (Coupe), \$42,960.00 (Convertible)

Units Produced: 23,330

Specs: [1994 Corvette Spec List](#)

For the grand opening ceremonies, four-thousand Corvettes from virtually every one of the Continental United States would be present.



Throughout the three days of opening festivities, 118,000 visitors would tour the museum.



The Corvette Museum in Bowling Green, Kentucky.

Chevrolet provided a number of significant Corvettes "on permanent loan" to the museum – including the original Sting Ray and the Mako II. Both Zora Arkus-Duntov and Dave McLellan were present for the event. Second, General Motors announced that an all new C5 Corvette was on track for the 1997 model year.

In fact, much of the Corvette design team had been re-assigned to the C5 program, and were already focused on testing the new model, which was why the C4 remained mostly unchanged for 1994.

That's not to say that there weren't any changes made in the 1994 model year. The LT-1 engine was bolstered up to include a more powerful ignition system for shorter starting times, especially in cold weather. Additionally, a new sequential fuel injection system was introduced for better throttle response, idle quality, overall drivability and lower tailpipe emissions.

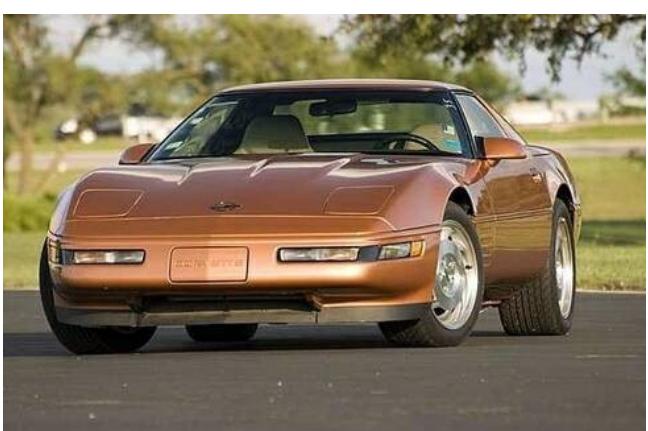
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DID YOU KNOW: Twenty five Corvette convertibles were deemed “official cars” for the inaugural NASCAR Brickyard 400 race at the Indianapolis Speedway. In all, twelve black and thirteen red Corvettes were produced for this historic

”

occasion. All twenty-five of these Corvettes received a boost in horsepower, enabling them to be used to run "Hot Laps" at the Indianapolis Speedway. Additionally, these Corvettes were used for specific pre-race parade vehicles to transport NASCAR drivers around the track.

Matching the engine's refinements was the Corvette's first electronically controlled automatic transmission, which offered drivers smoother and more consistent shifting than the previous model's all-mechanical four-speed. Additionally, a lockout switch was installed on the new automatic gearbox which required drivers to depress and hold the brake pedal before shifting out of "park". This last addition was installed as a response to industry concerns regarding "unintended acceleration." For its own part, the ZR-1 received a boost in performance to 405 horsepower (a fact which would eventually make the 1994-1995 ZR-1 Corvettes the most desirable and collectible of them all.)



The 1994 Copper Metallic Corvette.

There were no cosmetic changes made to the exterior of the 1994 Corvette. The only visible difference that differentiated the 1994 Corvette from earlier years was the introduction of two new colors – Admiral Blue and Copper Metallic (although Copper Metallic was limited to only 116 cars due to limited availability).

For the ZR-1 Corvette, non-directional, five-spoke wheels

were introduced and included as part of the RPO ZR1 package option. These wheels were not made available on the base model coupe or convertible (although the same five spoke wheel package would be offered on the Grand Sport and Collector's edition Corvettes [1996](#).)



A significant, functional improvement was made to the tires on the 1994 Corvette. While the Corvette was already equipped with "Z-rated" tires, optional Goodyear "run-flat" tires were offered to consumers for the first time. These Goodyear Extended Mobility tires (RPO WY5) were developed with special bead construction that enabled them to be driven on with no air.



The five-spoke wheels of the 1994 ZR-1 Corvette.

When ordering this option, consumers were also required to purchase the low pressure tire warning system option (RPO UJ6) because if the tire was to run deflated for a distance greater than 50 miles, damage to either the tire, the rim, or both could result.

However, despite the potential for damage to these components, the safe driving range on a deflated tire was considerably further than 50 miles.

The interior of the 1994 Corvette received virtually no upgrades either, although a few standard options were added including a passenger side airbag and knee bolster – both of which were introduced to help bring the Corvette into compliance with the second phase of the federal governments "passive restraint" safety requirements.

The passenger side airbag actually took the place of the dashboard glovebox and, as a result, stowage compartments were incorporated into each of the door mounted arm rests to compensate for this loss of storage.

Leather seats were also made standard and were available in both base and "sport" versions. Less restrictive bolsters were included to accommodate larger passengers and to facilitate easier entry and exit. The seat controls were moved from the front of the seats to the center console of the Corvette, and these controls allowed considerable control of the sports seats,

including adjustable lumbar support and side bolster adjustments.

The most notable physical design change to the 1994 Corvette was the redesigned steering wheel. To most critics, the new design, which featured a simplified, two-spoke steering wheel, was actually considered a functional downgrade from its predecessor, which had featured spokes at the "10" and "2" positions in addition to the remaining two spokes which carried over into the 1994 design.

“

**After a 20 year absence from participation in the
24 Hours of LeMans, a special edition Corvette,
prepared by Reeves Callaway, out-ran every
competitor in the GT2 Class during qualifying.
After running in first place for 6 hours, it would
later run out of gas due to a fuel consumption mis-
calculation. However, the Corvette would achieve
a greater measure of success later that same year
when it would outrun ten Porsche 911 racers and
finish first in the GT class and second overall at a
four-hour endurance race in Vallelunga, Italy.**

”

There were other changes made to the interior as well. A one-touch "express down" driver's side power window was added to the 1994 Corvette. Additionally, new dashboard instrumentation had been modified. The interior dashboard light colors were changed from white to tangerine. Environmentally friendly R134 refrigerant replaced the ozone-layer-damaging R12 Freon. On the convertibles, the rear windows were now made out of glass instead of plastic and now included a standard rear-window defogger.





Despite the limited number of cosmetic and mechanical changes, the sale of 1994 Corvettes actually rose to 23,330 units despite a modest price increase to \$36,185. Even with the increase in Corvette sales, the ZR-1 Corvette sales continued to suffer with only 448 units sold in 1994. Given the year over year decline in ZR-1 sales, it was announced by [General Motors](#) that 1995 would be the last year for their "King of the Hill".



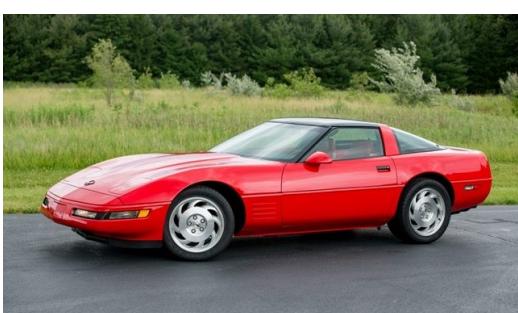
A sufficient number of LT5 engines had been assembled by [Mercury Marine](#) to allow for the production of 448 Corvettes a year through the end of 1995 and it was only because of this fact that the ZR-1 continued production at all, especially given the overall lack of sales of the high end Corvette.

Still, even with the arrival of the [C5 Corvette](#) on the horizon, there were those within the Corvette design and engineering teams that were pushing for a unique, special edition Corvette to close out the C4's thirteen year run. While these special edition Corvettes were still two years into the future, the foundation was already being laid within GM by many of its key players – including then Chief Engineer [John Heinricy](#) and [Dave Hill](#) – to introduce a final iteration of the C4 Corvette to the world.

With many pitfalls still ahead of them, it seemed uncertain that anyone would embrace the idea, but through the insistence and determination of Heinricy throughout the remaining years of the C4's production, the best was still to come.

1994 Corvette Image Gallery

See full [1994 CY Corvette Image Gallery](#)



1994 Corvette Specifications

1994 Corvette Main Specs

MODEL: **1994 Chevrolet Corvette**

BODY STYLE: Two-door Coupe/Hatchback, front engine, rear wheel drive

MANUFACTURING LOCATION: Bowling Green, Kentucky

CONSTRUCTION: Integral Perimeter Frame – Birdcage Forms Strong Unitized Body Structure. Aerodynamically shaped body with deeply angled windshield (64 deg.). All major body panels SMC reinforced composite with molded-in coating. Single lift off roof panel (Coupe) effective pass; compartment insulation, tinted glass all around. "Unibase" paint process, final clear coat finish.

VEHICLE NUMBERS (VIN): 1G1YY22P9R5100001 – 1G1YY22P9R5122882 (Corvette Coupe & Convertible)

1G1YZ22J9R5800001 – 1G1YZ22J9R5800448 (ZR-1 Corvette)

VIN SUFFIX: ZWA: 350 CUBIC INCH, 300 HORSEPOWER, AUTOMATIC TRANSMISSION
ZWB: 350 CUBIC INCH, 300 HORSEPOWER, MANUAL TRANSMISSION
ZWC: 350 CUBIC INCH, 405 HORSEPOWER, MANUAL TRANSMISSION

ENGINE BLOCK NUMBER: 10125327: 350 CUBIC INCH, 300 HORSEPOWER
10199001: 350 CUBIC INCH, 405 HORSEPOWER

HEAD NUMBER: 10174389: 350 CUBIC INCH, 405 HORSEPOWER (LEFT HAND)
10174390: 350 CUBIC INCH, 405 HORSEPOWER (RIGHT HAND)
10207643: 350 CUBIC INCH, 300 HORSEPOWER
10225121: 350 CUBIC INCH, 405 HORSEPOWER (LEFT HAND)

1994 Corvette Pricing & Options

CODE:	DESCRIPTION	QUANTITY	RETAIL PRICE:
1YY07	Base Corvette Sport Coupe	17,984	\$36,185.00
1YY67	Base Corvette Convertible	5,346	\$42,960.00
AC1	Power Passenger Seat	17,863	\$305.00

AC3	Power Driver Seat	21,592	\$305.00
AQ9	Sport Seats, leather	9,023	\$625.00
CC2	Auxiliary Hardtop (convertible)	682	\$1,995.00
C2L	Dual Removable Roof Panels (coupe)	3,875	\$950.00
24S	Removable Roof Panel, blue tint (coupe)	7,064	\$650.00
64S	Removable Roof Panel, bronze tint (coupe)	3,979	\$650.00
FX3	Selective Ride and Handling, electronic	4,570	\$1,695.00
G92	Performance Axle Ratio	9,019	\$50.00
MN6	6-Speed Manual Transmission	6,012	\$0.00
NG1	New York Emission Requirements	1,363	\$100.00
UJ6	Low Tire Pressure Warning Indicator	5,097	\$325.00
U1F	Stereo System With CD, Delco-Bose	17,579	\$396.00
WY5	Tires, Extended Mobility	2,781	\$70.00
YF5	California Emissions Requirement	2,372	\$100.00
Zo7	Adjustable Suspension Package (coupe)	887	\$2,045.00
ZR1	Special Performance Package (coupe)	448	\$31,258.00



1994 Corvette Exterior & Interior Colors

Color Options

CODE	EXTERIOR	TOTAL	SOFT TOP	INTERIOR COLOR OPTIONS
10	Arctic White	4,066	Beige, Black, White	Black, Light Beige, Light Grey, Red
28	Admiral Blue	1,584	Beige, Black, White	Black, Light Beige, Light Grey
41	Black	4,136	Beige, Black, White	Black, Light Beige, Light Grey, Red
43	Bright Aqua Metallic	1,209	Beige, Black, White	Black, Light Beige, Light Grey
45	Polo Green II Metallic	3,534	Beige, Black	Black, Light Beige
53	Competition Yellow	834	Beige, Black, White	Black, Light Beige, Light Grey
66	Copper Metallic	116	Beige, Black, White	Black, Light Beige, Light Grey
70	Torch Red	5,073	Beige, Black, White	Black, Light Beige, Light Grey, Red
73	Black Rose Metallic	1,267	Beige, Black, White	Black, Light Beige, Light Grey
75	Dark Red Metallic	1,511	Beige, Black, White	Black, Light Beige, Light Grey

Exterior Colors



Interior Colors



Black



Light Beige



Light Grey



Red

1994 Corvette Powertrain Specifications

Engine (Coupe/Convertible)

Engine: LT1 5.7 OHV 350 V-8. Multi-Port Fuel Injection

Cylinders: V8

Block Material: Cast Iron Alloy

Displacement: 5.7 Litre/350 Cubic Inches

Bore & Stroke: 4.00 x 3.48 inches

Valvetrain: OHV, 2 valves per cyl.

Cylinder Head Material: Aluminum

Cylinder Block Deck Height: 9.025 Inches

Compression Ratio: 10.5:1

Horsepower: 300 HP @ 5,000 RPM

Torque: 340 lb-ft @ 3,600 rpm

Fuel Delivery: Multi-Port Fuel Injection

Fuel Capacity: 20.0 Gallons

Oil Capacity: 4.0 Quarts (Without Filter)

Total Dressed Engine Weight (Dry): 576.4 (Automatic), 635.6 (Manual) lbs

Transmission: 4 Speed Auto Transmission (Standard), 6 Speed Manual Transmission (Optional)

Standard Axle Ratio: 2.59:1 (Automatic), 3.45:1 (Manual)

EST. MPG (City/Hwy): 17/24 MPG

Max Engine RPM 5,500

Engine (ZR-1)

Engine:	LT5 5.7 OHV 350 V-8. Multi-Port Fuel Injection (COUPE)
Cylinders:	V8
Block Material:	Aluminum*
Displacement:	5.7 Litre/350 Cubic Inches
Bore & Stroke:	3.90 x 3.66 inches
Valvetrain:	Double Overhead Cam
Cylinder Head Material:	Aluminum
Cylinder Block Deck Height:	9.025 Inches
Compression Ratio:	11.0:1
Horsepower:	405 HP @ 5,800 RPM
Torque:	385 lb-ft @ 5,200 rpm
Fuel Delivery:	Multi-Port Fuel Injection
Fuel Capacity:	20.0 Gallons
Oil Capacity:	8.55 Quarts (Crankcase)
Total Dressed Engine Weight (Dry):	596.0 lbs
Transmission:	6 Speed Manual Transmission
Standard Axle Ratio:	2.59:1 (Automatic), 3.33:1 (Manual)
EST. MPG (City/Hwy):	17/25 MPG
Max Engine RPM	7,100

Transmission

6 SPEED MANUAL GEAR RATIOS

1st GEAR:	2.68:1
2nd GEAR:	1.80:1
3rd GEAR:	1.31:1

4 SPEED AUTOMATIC GEAR RATIOS

1st GEAR:	3.06:1
2nd GEAR:	1.63:1
3rd GEAR:	1.00:1

4th GEAR:	1.00:1	4th GEAR:	0.70:1
5th GEAR:	1.33:1 (0.89 OD)	REVERSE:	2.29:1
6th GEAR:	0.50:1		
REVERSE:	0.50		

1994 Corvette Wheels, Suspension & Brakes

Suspension (Coupe/Convertible)

Front Suspension	Independent, SLA forged aluminum upper and lower control arms and steering knuckle. Transverse monoleaf spring and steel stabilizer, spindle offset
Rear Suspension	Independent 5-link design with tow and camber adjustment, forged aluminum control links and knuckle. Transverse monoleaf spring, steel tie rods and stabilizer, tubular U-jointed aluminum driveshafts

Suspension (ZR-1)

Front Suspension	Independent, SLA forged aluminum upper and lower control arms and steering knuckle. Transverse monoleaf spring and steel stabilizer, spindle offset
Rear Suspension	Independent 5-link design with tow and camber adjustment, forged aluminum control links and knuckle. Transverse monoleaf spring, steel tie rods and stabilizer, tubular U-jointed aluminum driveshafts

Wheels & Tires (Coupe/Convertible)

Front Tires	Goodyear Eagle GSC, P255/45ZR-17
Rear Tires	Goodyear Eagle GSC, P285/40ZR-17
Front Wheels	17 x 8.5 Inches, 5 Bolt Cast Aluminum
Front Wheels	17 x 9.5 Inches, 5 Bolt Cast Aluminum

Wheels & Tires (ZR-1)

Front Tires	Goodyear Eagle GSC, P275/40ZR-17
Rear Tires	Goodyear Eagle GSC, P315/35ZR-17
Front Wheels	17 x 9.5 Inches, 5 Bolt Cast Aluminum
Front Wheels	17 x 11 Inches, 5 Bolt Cast Aluminum

Brakes (Coupe/Convertible)

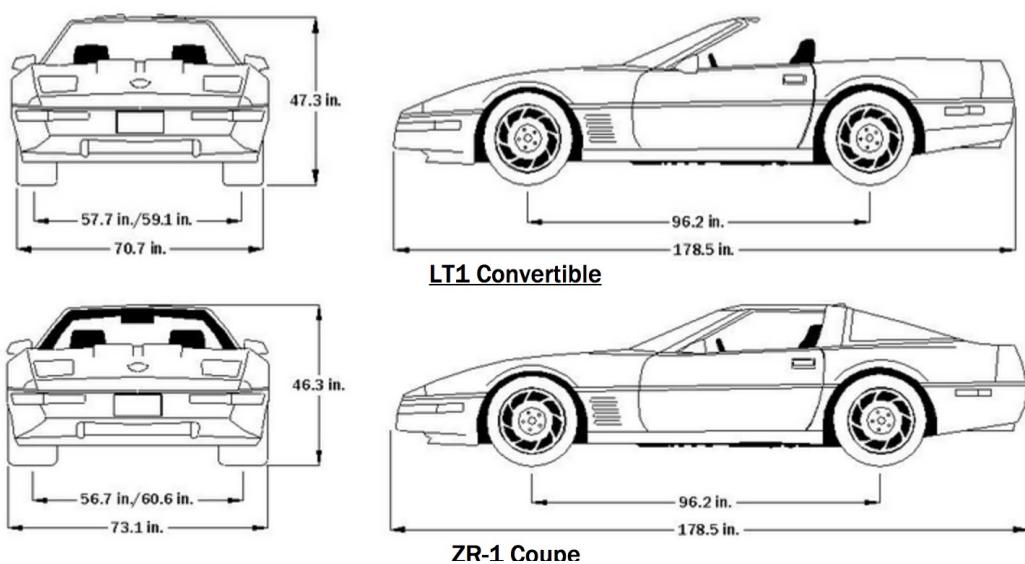
Type	ABS Power-Assist Vented Brakes
Front Brakes	12.0 Inches
Rear Brakes	12.0 Inches

Brakes (Coupe/Convertible)

Type	ABS Power-Assist Vented Brakes
Front Brakes	13.0 Inches
Rear Brakes	13.0 Inches

1994 Corvette Exterior Dimensions

Coupe Dimensions



Exterior Dimensions

Exterior Dimensions

Model	LT1 Coupe	LT1 Convertible	ZR-1 Coupe
Wheelbase	96.2 Inches	96.2 Inches	96.2 Inches
Overall Length	178.5 Inches	178.5 Inches	178.5 Inches
Total Body Width	70.7 Inches	70.7 Inches	73.1 Inches
Overall Height	46.3 Inches	47.3 Inches	46.3 Inches
Front Track Width	57.7 Inches	57.7 Inches	56.7 Inches
Rear Track Width	59.1 Inches	59.1 Inches	60.6 Inches

Interior Dimensions

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Interior Dimensions

Model	LT1 Coupe	LT1 Convertible	ZR-1 Coupe
Headroom	36.4 Inches	36.5 Inches	36.4 Inches
Shoulder Room	54.1 Inches	54.1 Inches	54.0 Inches
Hip Room	49.3 Inches	49.3 Inches	49.3 Inches
Leg Room	42.6 Inches	42.6 Inches	42.6 Inches

Capacities

Capacities

Model	LT1 Coupe	LT1 Convertible	ZR-1 Coupe
Passenger Capacity	2 – Driver & Passenger	2 – Driver & Passenger	2 – Driver & Passenger
Curb Weight – Automatic (LBS)	3,309	3,360	N/A
Curb Weight – Manual (LBS)	3,309	3,360	3,512
Cargo Volume (CU.FT)	12.6 Cubic Feet	6.6 Cubic Feet	12.6 Cubic Feet
Fuel Capacity (GALLONS/LITERS)	20.0/76.0	20.0/76.0	20.0/76.0
Engine Oil Capacity (QTS./LITERS)	4.5	4.5	9.6
Coolant Capacity (QTS./LITERS)	14.6	14.6	16.7
Coefficient of Drag	N/A	N/A	N/A
Weight Dist. Front/Rear (%)	51.5/48.5	N/A	N/A



GM - Classics.com

1994 Corvette Performance Results**Model:****LT1 Coupe****LT1 Convertible****ZR-1 Coupe**

0-30 MPH:	5.7 Seconds	5.7 Seconds	5.2 Seconds
0-60 MPH:	13.3 Seconds	13.3 Seconds	12.4 Seconds
0-100 MPH:	14.1 Sec./103 MPH	14.1 Sec./103 MPH	13.6 Sec./106 MPH
QUARTER MILE:	N/A	N/A	179
TOP SPEED (MPH):	N/A	N/A	N/A

1994 Corvette Vehicle Identification Numbers (VIN)

VIN Range	1G1YY22P9R5100001 – 1G1YY22P9R5122882 (Corvette Coupe & Convertible) 1G1YZ22J9R5800001 – 1G1YZ22J9R5800448 (ZR-1 Corvette)
1 (First Digit)	1 – United States
G (Second Digit)	Manufacturer. G – General Motors
1 (Third Digit)	Manufacturer Division. 1 – Chevrolet
YY/YZ(ZR-1)	Make of Car. YY – Corvette Coupe/Convertible. YZ – ZR-1 Corvette (Coupe Only)
2/3 (Sixth Digit)	2 – Two Door Hatchback Coupe, 3 – Two Door Convertible
2 (Seventh Digit)	Type of Restraint System. 2 – Passive Restraint System.
P/J(ZR-1) (Eighth Digit)	Type of Engine. P – LT1: 5.7 Liter, 350CI Engine with Tuned-Port Injection. J – LT5: 5.7 Liter, 350CI, 32 Valve Engine with Tuned-Port Injection
X/3 (ZR-1) (Ninth Digit)	Check Digit.
R (Tenth Digit)	The Model Year. P – 1994
5 (Eleventh Digit)	Location of the Assembly Plant. 5 – Bowling Green, Kentucky
1XXXXXX/8XXXXXX(ZR-1) (Twelfth thru Seventeenth Digits)	Production Sequence Numbers.

The last six digits begin at 100001 and run thru 122882, accounting for each of the 22,882

Corvette Coupes/Convertibles built in 1994. Additionally, the last six digits of the ZR-1 VIN begin at 800001 and run thru 800448, accounting for each of the 448 ZR-1 Corvette Coupes built in 1994.

Each Vehicle Identification Number (VIN) is unique to an individual car. For all 1994 Corvettes, the Vehicle Identification Number was stamped on a plate on the inner vertical surface of the left windshield pillar visible through the windshield.



1994 Corvette Factory Options

CODE:	DESCRIPTION	QUANTITY	RETAIL PRICE:
1YY07	Base Corvette Sport Coupe	17,984	\$36,185.00
1YY67	Base Corvette Convertible	5,346	\$42,960.00
AC1	Power Passenger Seat	17,863	\$305.00
AC3	Power Driver Seat	21,592	\$305.00
AQ9	Sport Seats, leather	9,023	\$625.00
CC2	Auxiliary Hardtop (convertible)	682	\$1,995.00
C2L	Dual Removable Roof Panels (coupe)	3,875	\$950.00
24S	Removable Roof Panel, blue tint (coupe)	7,064	\$650.00

64S	Removable Roof Panel, bronze tint (coupe)	3,979	\$650.00
FX3	Selective Ride and Handling, electronic	4,570	\$1,695.00
G92	Performance Axle Ratio	9,019	\$50.00
MN6	6-Speed Manual Transmission	6,012	\$0.00
NG1	New York Emission Requirements	1,363	\$100.00
UJ6	Low Tire Pressure Warning Indicator	5,097	\$325.00
U1F	Stereo System With CD, Delco-Bose	17,579	\$396.00
WY5	Tires, Extended Mobility	2,781	\$70.00
YF5	California Emissions Requirement	2,372	\$100.00
Z07	Adjustable Suspension Package (coupe)	887	\$2,045.00
ZR1	Special Performance Package (coupe)	448	\$31,258.00

Base Corvette Sport Coupe (1YY07)

- The base price of the 1994 Chevrolet Corvette Coupe without any optional equipment.
- A 350 cubic inch, 300 horsepower engine, 4-speed automatic transmission, removable body-color roof panel, a Delco stereo system with cassette, and leather seats were included in the base price.
- Preferred Equipment Group One included electronic air conditioning control, Delco-Bose stereo system with cassette, and power driver seat for an additional \$1,333.00.
- For the 1994 Corvette, all seats were now leather as cloth seating was no longer available – either as part of the standard equipment package or as an optional upgrade. Both base model and optional "sport" seats were made available. Both variants featured less restrictive bolsters to accommodate a wider range of body sizes and for greater ease when entering or exiting the vehicle.
- The base engine for the 1994 Corvette was the LT1 small block. In 1994 Corvettes, the engine developed 300 horsepower (net) at 5,000 rpm. The engine torque was rated at 340 lbs.-ft at 3,600 rpm. Several refinements were added including a new sequential fuel injection system which improved throttle response, idle quality, drivability and emissions by firing injectors in sequence with the engine's firing order. A more powerful ignition system was also introduced which reduced engine start times, especially in cold weather environments.
- The exterior design was carried over from 1993, but two new exterior colors were made available: Admiral Blue & Copper Metallic. Unfortunately, due to quality concerns relating to paint durability, the Copper Metallic color was only applied to 116 Corvettes.
- The front wheels on the 1994 Corvette were 8.5 x 17 and the front tire sizes were P255/45ZR17. Rear tire size was P285/40ZR17.

The standard 4-speed automatic transmission was redesigned with electronic controls for improved shift quality and rpm shift-point consistency. Additionally, a shift safety interlock was included which required depression of the brake pedal in order to shift the Corvette out of "PARK".

- A passenger-side airbag and knee bolster, new seat and door trim panel designs, "express down" driver's side power window, and a redesigned two-spoke steering wheel (with included airbag) were added to the interior. New white instrument graphics were added which had an orange/tangerine glow at night.
- The tire jack was relocated from the exterior spare tire well to a compartment behind the passenger seat.

Base Corvette Convertible (1YY67)

- The base price of the 1994 Chevrolet Corvette Convertible without optional equipment.
- A 350 cubic inch, 300 horsepower engine, 4-speed automatic transmission, removable body-color roof panel, a Delco stereo system with cassette, and leather seats were included in the base price.
- Preferred Equipment Group One included electronic air conditioning control, Delco-Bose stereo system with cassette, and power driver seat for an additional \$1,333.00
- For the 1994 Corvette, all seats were now leather as cloth seating was no longer available – either as part of the standard equipment package or as an optional upgrade. Both base model and optional "sport" seats were made available. Both variants featured less restrictive bolsters to accommodate a wider range of body sizes and for greater ease when entering or exiting the vehicle.
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- A passenger-side airbag and knee bolster, new seat and door trim panel designs, "express down" driver's side power window, and a redesigned two-spoke steering wheel (with included airbag) were added to the interior. New white instrument graphics were added which had an orange/tangerine glow at night.

- The tire jack was relocated from the exterior spare tire well to a compartment behind the passenger seat.
- The rear convertible window was changed from plastic to glass and included an in-glass defogger grid.

Power Passenger Seat (AC1)

- Optional, six-way, adjustable passenger seat.
- This option was included as part of the ZR1 package.
- Controls for the passenger seat were console-mounted with individual controls for the passenger.
- Reclining mechanisms were manual.

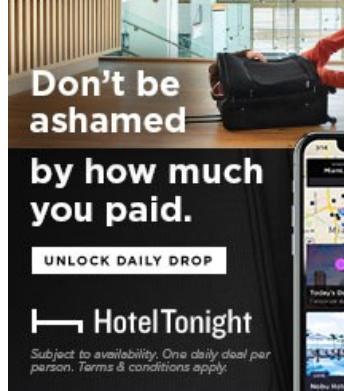
Power Driver Seat (AC3)

- Optional, six-way, adjustable driver seat.
- This option was included as part of the ZR1 package
- Controls for the driver seat were console-mounted with individual controls for the driver.
- Reclining mechanisms were manual.

Sports Seat, Leather (AQ9)

- Special sport seats that featured inflatable lumbar support and power-adjusted side bolsters
- This option was included as part of the ZR1 package.
- A single set of controls for both driver and passenger seats was console mounted.
- Individual motors were installed to adjust the lumbar support and these controls (and the side bolster control) were relocated from the seat to the console for the 1994 model year.
- Reclining mechanisms were manual.

Auxiliary Hardtop (convertible) (CC2)



- An optional, removable hardtop.

Dual Removable Roof Panels (coupe) (C2L)

- Included both a tinted, transparent glass top and a painted top.

Removable Roof Panels, blue tint (coupe) (24S)

- Blue tinted removable glass top.

Removable Roof Panels, bronze tint (coupe) (64S)

- Bronze tinted removable glass top.

Selective Ride & Handling, Electronic (FX3)

- Electronically controlled suspension with manual ride selection.
- FX3 provided three variations of suspension control regulated by a console switch.
- This option was included as part of the ZR1 package.
- Spring rates were lowered to improve ride quality and recommended tire pressures dropped from 35psi to 30psi (except on the ZR1).

Performance Axle Ratio (G92)

- Optional performance axle ratio of 3.07:1 or 3.33:1.
- For 1994, this option was offered without any restrictions.

6-Speed Manual Transmission (MN6)

- An optional, no-cost, 6-speed manual transmission.
- The six-speed manual transmission was designed jointly by ZF (Zahnradfabrik Friedrichshafen) and Chevrolet and was initially built by ZF in Germany.

- A computer-aided gear selection feature bypassed second and third gears (and locked out fifth and sixth) for improved fuel economy when a series of low performance criteria were met.

New York Emission Requirements (NG1)

- Revised emission components to meet New York State Emission standards

Low Tire Pressure Warning Indicator (UJ6)

- Low tire/air pressure monitoring and warning system.
- Sensors strapped to each side of the inside of each wheel sent a radio signal to a instrument-panel receiver if pressure in any tire dropped below a preset limit.
- This option was included as part of the ZR1 package.

Stereo System with CD, Delco-Bose (U1F)

- 200 watt Delco Bose AM/FM stereo radio with compact disc player.
- This option was included as part of the ZR1 package.
- To discourage theft, the CD player required an electronic security code input after battery disconnect.
- A power delay feature was added to all models which permitted the stereo system and power windows to operate after the ignition was switched to "off" or "lock". Power was cut after the driver's door was opened or after 15 minutes, whichever came first.

Tires, Extended Mobility (WY5)

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- Optional Goodyear Extended Mobility Tires.
- The extended mobility tires had special bead construction to permit use with no air pressure.
- This option required the installation of RPO UJ6 because if tires were to be run more than approximately fifty miles, damage to the vehicle's wheel could result. However, the safe driving range was significantly further.
- This option was not available with RPO Z07 or RPO ZR1.

California Emissions Requirement (YF5)

- Revised emission components to meet California Emission standards.

Adjustable Suspension Package (coupe) (Z07)

- Heavy Duty Suspension with Ride Control Selection.
- This option included RPO FX3, heavy-duty suspension and heavy-duty brakes. Available with both automatic and manual transmissions.
- Intended for aggressive driving or competition, the Z07 option was limited to coupes.

Special Performance Package (coupe) (ZR1)

- Extensive performance upgrades to the base model Corvette.
- The ZR1 option included unique bodywork (doors, rear quarters, rocker panels, rear fascia, and rear upper panel.)
- ZR1 optioned Corvettes were fitted with special Goodyear Z-rated P315/35ZR17 tires that were mated to 11-inch wide rear rims.
- The ZR1 received new, non-directional, five-spoke wheels. These wheels were unique to the ZR1 in 1994 and were not made available on other models.
- The ZR1 option included a number of other RPO's (normally listed separately) including: Power Passenger Seats (AC1), Power Driver Seats (AC3), Sports Seats, Leather (AQ9), Electronic Air Conditioning Control (C68), Selective Ride and Handling, electronic (FX3), Stereo System with CD, Delco Bose (U1F), and Low Tire Pressure Warning Indicators (UJ6) and a specially laminated "solar" windshield were included. Additionally, the six-speed manual transmission (MN6) was required.
- Horsepower for the optional ZR1's LT5 32-valve engine was rated at 405bhp.
- Despite its similar appearance to the 1994 LT1 Corvette, the ZR-1 still received unique doors and rear body panels to accept the 11-inch wide rear wheels. The high mount center stop lamp for the 1994 ZR-1s continued to be roof mounted.
The LT5 Engines were assembled by Mercury Marine in Stillwater, Oklahoma, and were then shipped to the Corvette plant in Bowling Green Kentucky for ZR1 Corvette assembly.
- Chevrolet service departments returned LT5 engines to Mercury Marine for certain repairs. Customers were given the choice of a replacement engine or return of their original engine, if repairable.
- The ZR1 option was only available in the coupe bodystyle.

Notes:

- After several years of fundraising under the direction of the National Corvette Museum Foundation, and it's president – Dan Gale, the National Corvette Museum opened to the public on September 2, 1994 in Bowling Green, Kentucky.
Twenty-five convertibles were "official cars" for the inaugural NASCAR Brickyard 400 at Indianapolis. Some were later sold to retail customers.

- Air conditioning systems were revised to use R-134a refrigerant instead of the more volatile R12, which had a known history of damaging the ozone layer.
 - RPO K05 engine block heater was available with base engines and intended for Canada export only. In 1994, 493 were sold at \$20.00.
 - Non USA sales of the 1994 Corvette included 513 in Canada, 79 in Japan, 50 in Germany, 31 in Switzerland, 16 in Austria, 8 in Belgium, 6 in the Gulf States.
-

1994 Corvette Recalls

Recall 06e043000

Make: Chevrolet

Model: Corvette

Model Year: 1993

Manufacturer: Honeywell International, Inc.

Mfr's Report Date: May 19, 2006

Nhtsa Campaign Id Number: 06e043000

Nhtsa Action Number: N/a

Component: Fuel System, Gasoline

Potential Number Of Units Affected: 88303

Summary

Certain Replacement Fuel Filters, Fram Brand Name P/n G3727, With Date Codes X52911 Through X60801 Sequentially Or X600141 And A Mexico Country Or Origin Marking On The Fuel Filter Housing Manufactured From October 18, 2005, Through March 21, 2006, Sold For Use On The Vehicles Listed Above And On Certain School Buses. (To See The School Bus Engine Sizes, Click On "Document Search" And Then "Bus Applications"). The Connector On The Fuel Filter Was Not Manufactured To Honeywell's Specification. As A Result, The O-ring May Not Seat Correctly On The Fuel Line.

Consequence

This Condition May Cause An Inadequate Seal At The Connection, Potentially Leading To A Fuel Leak. In The Presence Of An Ignition Source, A Fire Could Occur.

Remedy



Honeywell Will Notify Owners And Replace The Fuel Filters Free Of Charge. The Recall Began On October 18, 2006. Owners May Contact Fram Customer Service At 1-800-890-2075 (Option 1).

Notes

This Recall Only Pertains To Aftermarket Fram Fuel Filters And Has No Relation To Any Original Equipment Installed On The Vehicles Listed. Customers May Contact The National Highway Traffic Safety Administration's Vehicle Safety Hotline At 1-888-327-4236 (Tty: 1-800-424-9153); Or Go To [Http://www.safercar.gov](http://www.safercar.gov).

Recall 92V160000

Make: Chevrolet

Model: Corvette

Model Year: 1993

Manufacturer: General Motors Corp.

Mfr's Report Date: Oct 23, 1992

Nhtsa Campaign Id Number: 92v160000

Nhtsa Action Number: N/a

Component: Steering:hydraulic Power Assist:hose, Piping, And Connections

Potential Number Of Units Affected: 5152

Summary

The Power Steering Gear Inlet Hose On These Vehicles Can Fracture, Causing Power Steering Fluid To Spray From Hose Into The Engine Compartment.

Consequence

The Power Steering Fluid Is Flammable And Could Cause an Underhood Fire If Exposed To A Source Of Ignition.

Remedy

Replace The Power Steering Gear Inlet Hose With An Improved Design.

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Notes

System: Steering.vehicle Description: Passenger Cars With Lt1 Engines.

1994 Corvette Service Bulletins

Service Bulletin 020730024a

Make: Chevrolet

Model: Corvette

Model Year: 1992

Manufacturer: General Motors Corp.

Service Bulletin Number: 020730024a

Date Of Bulletin: Aug 01, 2005

Nhtsa Item Number: 634999

Component

Power Train: Automatic Transmission: Lever And Linkage: Column Shift

Summary

Diagnosis Of Cracked Or Broken Transmission Case. *tt 2006 And Prior Cars And Light Duty Trucks. *tt

Service Bulletin 01697

Make: Chevrolet

Model: Corvette

Model Year: 1992**Manufacturer:** General Motors Corp.**Service Bulletin Number:** 01697**Date Of Bulletin:** Jan 01, 2004**Nhtsa Item Number:** 10006297**Component:** Equipment:electrical

Summary

No Serial Data Communications Using The Tech 1 With A 1986 Or Newer Camaro, Firebird Or Corvette With A 5.0 Or 5.7 Litre Engine. Sit Bulletin 1450640. *tt

Service Bulletin 010729004

Make: Chevrolet**Model:** Corvette**Model Year:** 1992**Manufacturer:** General Motors Corp.**Service Bulletin Number:** 010729004**Date Of Bulletin:** Jun 01, 2001**Nhtsa Item Number:** 622763

Component

Power Train:manual Transmission

Summary

Information Regarding Corvette Zf Six Speed Manual Transmission.

Service Bulletin 9313110

Make: Chevrolet**Model:** Corvette**Model Year:** 1992**Manufacturer:** General Motors Corp**Service Bulletin Number:** 9313110**Date Of Bulletin:** Mar 01, 1993**Nhtsa Item Number:** 39547**Component:** Visibility:glass, Side/rear

Summary

Rear Lift Window Hard To Open/hinge Loose To Glass. *tw

1994 Corvette Common Issues

The following list of common issues is intended for individual reference only, and may not reflect the specific issues of every 1994 Corvette. This information comes from a variety of sources including the NHTSA Defects Reports pages. While the intent of this page is to identify the common issues pertaining to the 1994 Corvette, it is not an all-inclusive list and should be used for reference only.

Mechanical Issues

Engine

The Opti-Spark Ignition System has been known to fail on late model C4 Corvettes (those equipped with PFI V8 engines).

Failure of the Opti-Spark Ignition System may prevent the vehicle from starting.

Failure of the Ignition Lock Cylinder occurs, though infrequently, preventing the vehicle from starting.

The LT1 engine is prone to engine oil leaks, most especially around the front and rear of the intake manifold. The manifold was sealed at the ends with RTV rather than gasket material and tended to leak even straight from the factory. Other common areas to check for oil leaks on the engine include: the timing chain cover, the valve covers, the waterpump drive seal, the oil pan, and the front and rear main bearing seals.

The LT1 engine often exhibits a rough idle at start-up, especially after the car has been sitting for an extended period of time. The most probable cause of the idling issue is fouled injectors. In many instances, adding a fuel stabilizer and/or fuel injection cleaner to the fuel tank helps resolve this issue.

Transmission

A transmission leak may occur from the pump body on 4L60-E transmissions due to the pump bushing walking out of the valve body.

It should be noted the ZF6 transmission is somewhat noisy (particularly in neutral with the clutch out)

The transmission is controlled by an electronic control unit. In some instances, this unit is known to fail, causing erratic transmission shifting problems resulting in drivability issues. The automatic transmission is known to lock up in second gear.

Radiator

It is quite common for road debris and trash to get sucked up between the radiator and the A/C condensor, thereby blocking air flow and causing the engine to overheat. This area should be inspected and cleaned out at regular intervals.

Check the underside of the radiator for signs of leaking coolant, the side tanks on the factory radiator are constructed of plastic and may be cracked and leaking on a higher mileage car.

Braking System

The anti-lock braking system fails unexpectedly during normal driving conditions resulting in loss of vehicle control.

Exterior Issues

Body/Frame Rigidity

Several instances have been reported of body vibration when the removable top is off the vehicle. The vibration becomes excessive during operation at highway speeds. These same vibrations can cause loss of vehicle control/vehicle stability.

Interior Issues

Dashboard

The digital dashboard has a tendency to stop operating on occasion, although it may operate normally on the next start-up. Possible causes for the intermittent issue include bad wiring and aging/damaged dash-illuminating light bulbs.

Seat Belts & Safety Restraints

In some instances, the shoulder harness of the driver's seat belt has failed to restrain driver during crash condition, causing driver to sustain injury against steering wheel/dashboard.



1994 Corvette Maintenance Schedule

Schedule 1

Follow Schedule 1 if your car is mainly operated under one or more of the following conditions:

- When most trips are less than 4 miles (6 kilometers)
- When most trips are less than 10 miles (16 kilometers) when outside temperatures are below freezing.
- When the engine is at low speed most of the time (as in stop-and-go traffic).
- When operating in dusty areas.

Items Serviced	Interval															
	Miles (x1000)	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45
Kilometers (x1000)	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80
Engine Oil Change and Oil Filter Change	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Chassis Lubrication		•		•		•		•		•		•		•		•
Engine Accessory Drive Belt Inspection												•				
Cooling System Service												•				
Transmission Service																
Spark Plug Wire Inspection												•				
Air Cleaner Filter Replacement												•				
Fuel Tank, Cap & Line Inspection												•				

1994 Corvette Maintenance Schedule

Schedule 2

Follow Schedule 2 only if none of the driving conditions specified in Schedule 1 apply.

Items Serviced	Interval							
	Miles (x1000)	7.5	15	22.5	30	37.5	45	52.5
Kilometers (x1000)	12.5	25	37.5	50	62.5	75	87.5	100
Engine Oil Change	•	•	•	•	•	•	•	•
Oil Filter Change	•		•		•		•	
Chassis Lubrication	•	•	•	•	•	•	•	•
Engine Accessory Drive Belt Inspection				•				•
Cooling System Service				•				•
Transmission Service								
Spark Plug Replacement								
Spark Plug Wire Inspection				•				•
Air Cleaner Filter Replacement				•				•
Fuel Tank, Fuel Cap and Lines Inspection				•				•

1994 Corvette Maintenance Schedule

Maintenance Information

The 1993 Corvette has an Engine Oil Life Monitor. This monitor will show drivers when to change their oil – usually between 3,000 miles (5,000 km) and 7,500 miles (12,500 km) since the last oil change. Under severe conditions the indicator may come on before 3,000 miles (5,000 km). Never drive your vehicle more than 7,500 miles (12,500 km) or 12 months whichever occurs first, without an oil change.

The system won't detect dust in the oil. If you drive in a dusty area be sure to change your oil every 3,000 miles (5,000 km) or sooner if the CHANGE OIL light comes on. Remember to reset the Oil Life Monitor when the oil has been changed. See "GM Oil Life System" (at the bottom of this page) for more information on resetting the system.

Explanation of Scheduled Maintenance Services:

Engine Oil and Filter Change: Use only API Service SG Energy Conserving II oils of the proper viscosity.* The engine requires a special oil meeting GM Standard GM4718M. Oils meeting this Standard may be identified as synthetic, and should also be identified as API Service SG. However, not all Synthetic API Service SG oils will meet this GM Standard. You should look for and use only an oil that meets GM Standard GM4718M.

Chassis Lubrication: Lubricate the transmission shift linkage, parking brake cable guides, underbody contact points and linkage. Lubricate the front suspension.

Engine Accessory Drive Belt Inspection: Inspect the belts for cracks, fraying, wear and proper tension. Replace as needed.

Cooling System Service: Drain, flush and refill the system with new or approved recycled coolant conforming to GM Specification 1825M. Keep coolant at the proper mixture as specified. This provides proper freeze protection, corrosion inhibitor level and engine operating temperature.

Inspect hoses and replace if they are cracked, swollen or deteriorated. Tighten screw-type hose clamps. Clean the outside of the radiator and air conditioning condenser. Wash the

pressure cap and neck.

To help ensure proper operation, we recommend a pressure test of both the cooling system and the pressure cap.

Transmission Service: For manual transmissions, the fluid doesn't require changing.

For automatic transmissions, change both the fluid and filter every 15,000 miles (25,000 kilometers) if the vehicle is mainly driven under one or more of these conditions: heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher, in hilly or mountainous terrain. Uses such as found in taxi, police or delivery service. If you do not use your vehicle under any of these conditions, change the fluid and filter at 100,000 miles (166,000 kilometers).

Spark Plug Replacement: Replace spark plugs with the proper type.

Spark Plug Wire Inspection: Inspect for burns, cracks or other damage. Check the boot fit at the coils and at the spark plugs. Replace the wires as needed.

Air Cleaner Filter Replacement: Replace every 30,000 miles (50,000 kilometers) or more often under dusty conditions. Ask your local dealership for proper intervals based on individual driving conditions.

Fuel Tank, Cap and Line Inspection: Inspect the fuel tank, cap, and lines (including fuel rails and injection assembly) for damage and leaks. Inspect fuel cap gasket for an even filler neck imprint or any damage. Replace parts as needed. Periodic replacement of the fuel filter is not required.

Owner Inspection & Service Items

At Each Fuel Fill

It is important for you or a service station attendant to perform these underhood checks at each fuel fill.

Engine Oil Level Check: Check the engine oil level and add the proper oil if necessary. If you have a ZR-1 you should check your engine oil when the engine is cold.

Engine Coolant Level Check: Check the engine coolant level and add the proper coolant mixture if necessary.

Windshield Washer Fluid Level Check: Check the windshield washer fluid level in the windshield washer tank and add the proper fluid if necessary.

At Least Once a Month

Tire Inflation Check: Make sure tires are inflated to the correct pressures specified on the Tire-Loading Information Label located on the rear edge of the driver door.

At Least Once A Year

Key Lock Cylinder Service: Lubricate the key lock cylinders.

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.

Starter Switch Check: CAUTION: When you are doing this check, the vehicle could move suddenly. 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. (NOTE: Do not use the accelerator pedal, and be ready to turn off the engine immediately if it starts.)

On automatic transmission vehicles, try to start the engine in each gear. The starter should work only in PARK (P) or NEUTRAL (N). If the starter works in any other position, your vehicle needs service.

On manual transmission vehicles, put the shift lever in NEUTRAL (N), push the clutch down halfway and try to start the engine. The starter should work only when the clutch is pushed down all the way to the floor. If the starter works when the clutch isn't pushed all the way down, your vehicle needs service.

Steering Column Lock Check: While parked, and with the parking brake set, try to turn the ignition key to OFF in each shift lever position. With an automatic transmission, the key should turn to LOCK only when the shift lever is in PARK (P). With a manual transmission, the key should turn to LOCK only when the shift lever is in REVERSE (R).

On all vehicles, the key should come out only in LOCK.

Parking Brake and Automatic Transmission PARK (P) Mechanism Check:

CAUTION: When you are doing this check, your vehicle could begin to move. 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.

To check the parking brake's holding ability: With the engine running and transmission in NEUTRAL (N), slowly remove foot pressure from the regular brake pedal. Do this until the vehicle is held by the parking brake only.

To check the PARK (P) mechanism's holding ability: With the engine running, shift to PARK (P). 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.

Dealership Inspection & Service Items

At Least Twice A Year

Steering and Suspension Inspection: Inspect the front and rear suspension and steering system for damaged, loose or missing parts, signs of wear or lack of lubrication. 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.

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.

NOTE: A low brake fluid level can indicate worn disc brake pads which may need to be serviced. Also if the brake light stays on or comes on, something may be wrong with the brake system. If your anti-lock brake system warning light stays on, come on or flashes, something may be wrong with the anti-lock braking system.

GM Oil Life System

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 — usually between 3,000 miles (5 000 km) and 10,000 miles (16 000 km) since your last oil and filter change. Under severe conditions, the system may come on before 3,000 miles (5 000 km). Never drive your vehicle more than 10,000 miles (16 000 km) or 12 months (whichever occurs first) without an oil change. Use engine oil meeting the GM Standard GM4718M.

The system won't detect dust in the oil. So, if you drive in a dusty area, be sure to change your oil and filter every 3,000 miles (5 000 km) or sooner if the CHANGE OIL SOON message appears. Remember to reset the system whenever the oil is changed.

How to Reset the Change Oil Soon Message

To reset the CHANGE OIL SOON message after an oil change, do the following:

1. Turn the ignition to ON and with the engine off.
 2. Press the TRIP button so the OIL LIFE percentage is displayed.
 3. Press RESET and hold for two seconds. OIL LIFE REMAIN 100% will appear.
-

1994 Corvette DIY Service Guide

Battery & Charging

Inspection & Replacement of Battery, Factory Battery Specifications, Replacement of Alternator/Generator

Belts & Hoses

How to Replace Drive Belt(s), Inspection & Replacement of Upper/Lower Radiator Hoses

Braking

Inspection & Replacement of Brake Pads, Inspection & Replacement of Front/Rear Brake Rotors, How to Replace Brake Calipers, How to Bleed Brakes, Inspection & Replacement of Master Cylinder

Heating & Cooling

Inspection & Replacement of Radiator, How to Replace the Heater Core, Inspection & Replacement of Upper/Lower Radiator Hoses, How to Flush the Cooling System, How to Replace the Water Pump, How to Replace a Thermostat.

Emissions

Location of, Inspection & Replacement of Oxygen Sensors (Upstream/Downstream), How to Replace the EGR Valve, How to Replace the Smog Pump.

Filters/PCV Valves

Location & Replacement of the Following Filters: Oil Filter, Fuel Filter, Transmission Filter, PCV Valve.

Ignition & Tune Up

How to Replace the Ignition Coil, How to Replace the Ignition Switch, Inspection & Replacement of Sparkplug Wires, Inspection & Replacement of Cap & Rotor, How to Replace Sparkplugs, Engine Firing Order, Engine Timing.

Relays & Sensors

Location & Replacement of: Mass Air Flow Sensor, Oil Pressure Sensor, Engine Temperature Sensor, Ambient Air Temperature Sensor, Fuel Pressure Sensor, Oxygen Sensors (Upstream/Downstream).

Suspension & Steering

Inspection & Replacement of Upper/Lower Ball Joints, How to Replace Control Arm Bushings, How to Replace the Power Steering Pump, Inspection & Replacement of Front Shocks/Struts, Inspection & Replacement of Rear Shocks/Struts, How to Replace Inner & Outer Tie Rod Ends.

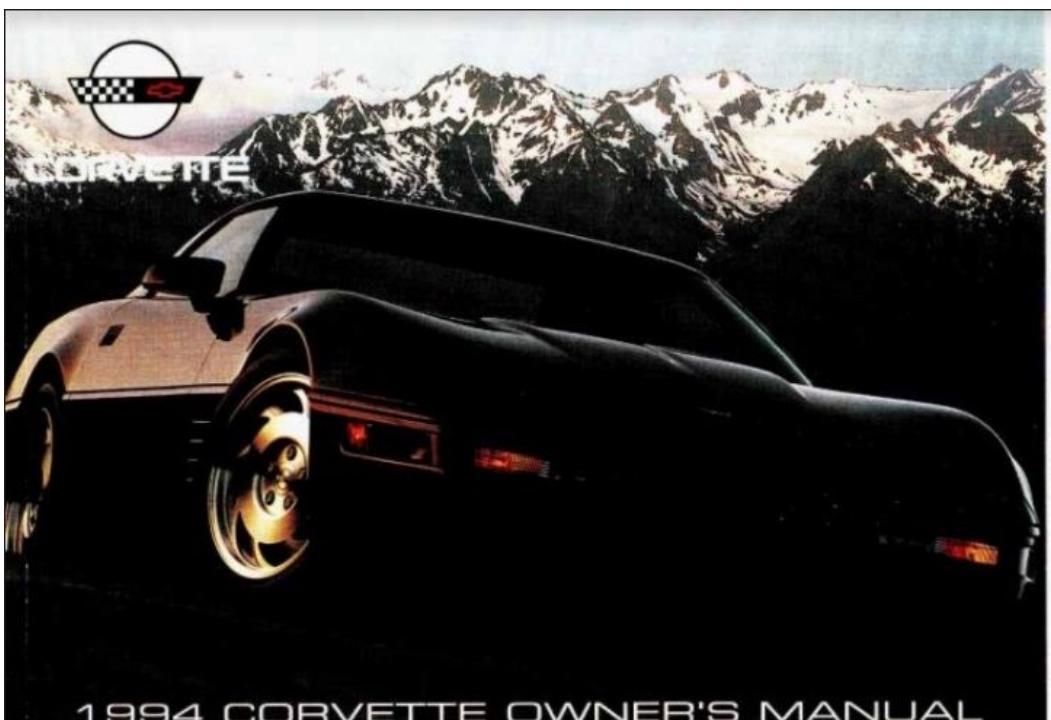
Starter/External Engine

How to Replace the Starter Motor, How to Replace the Starter Solenoid, How to Replace the Drive Belt Tensioner, How to Replace the Idler Pulley, Location of, Inspection & Replacement of Engine (Motor) Mounts, How to Replace the Oil Pan Gasket, How to Replace the Oil Pump.

Transmission & Clutches

How to Change the Transmission Filter (Automatic Transmission), How to Replace a Clutch (Manual Transmission).

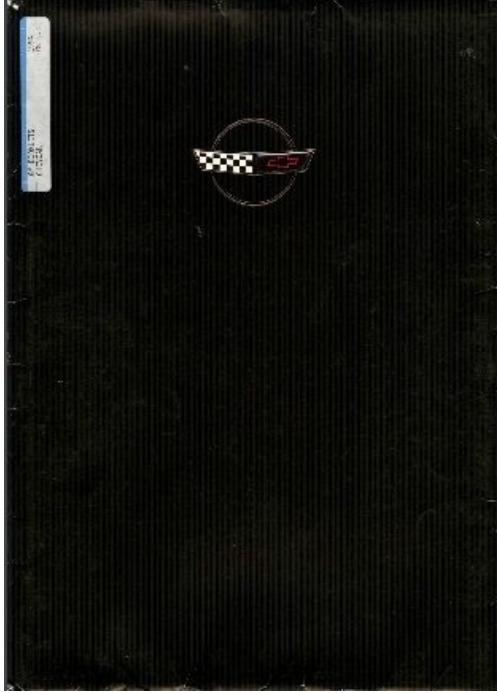
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Ich hoffe doch das in der Version das Traffaring Feature dann zwischen PSVita und PS3 Speicherständen funktioniert! 😊

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