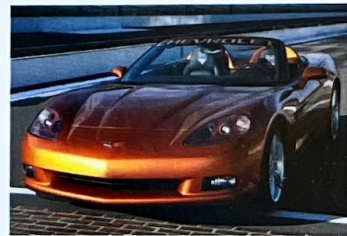


MIKE YAGER'S

Corvette Bible



SPECIFICATIONS • HUNDREDS OF PHOTOS • BUYING TIPS



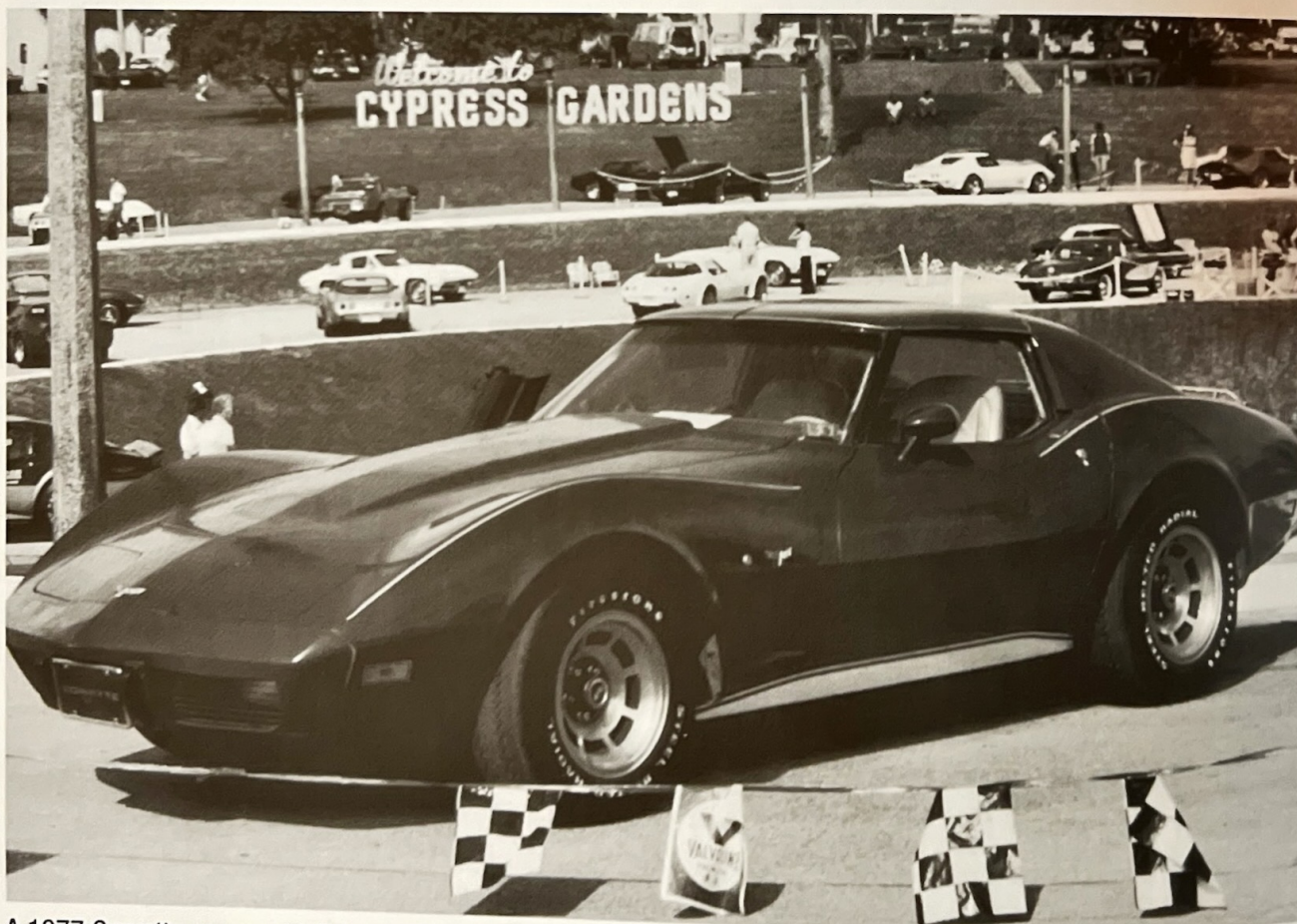
EXPERT COMMENTARY FROM THE FOUNDER OF MID AMERICA MOTORWORKS

1977

1977 Corvette

For 1977, the Stingray was gone... but the Corvette looked much the same as before. It's just that Chevrolet removed the Stingray nameplates on the front fender. Sometimes marketing experts make funny decisions. It's interesting to note that Corvette sales rose steadily until the year after they did the model-name change. Sometimes it pays to leave what's working alone!

Although Chevrolet's fiberglass sports car technically no longer had a secondary moniker, real changes were fairly modest this year. Many improvements, like a steel hood reinforcement, were hidden. One obvious revision was the new crossed-flags emblems between the headlights and on the fuel filler door. A thinner pillar with blackout style finish made the windshield and side



A 1977 Corvette coupe with T-top was on display at Cypress Gardens, Florida. *KP Archives*



A look inside the 1977 Corvette using the open-sky T-top angle. *Phil Hall Collection*

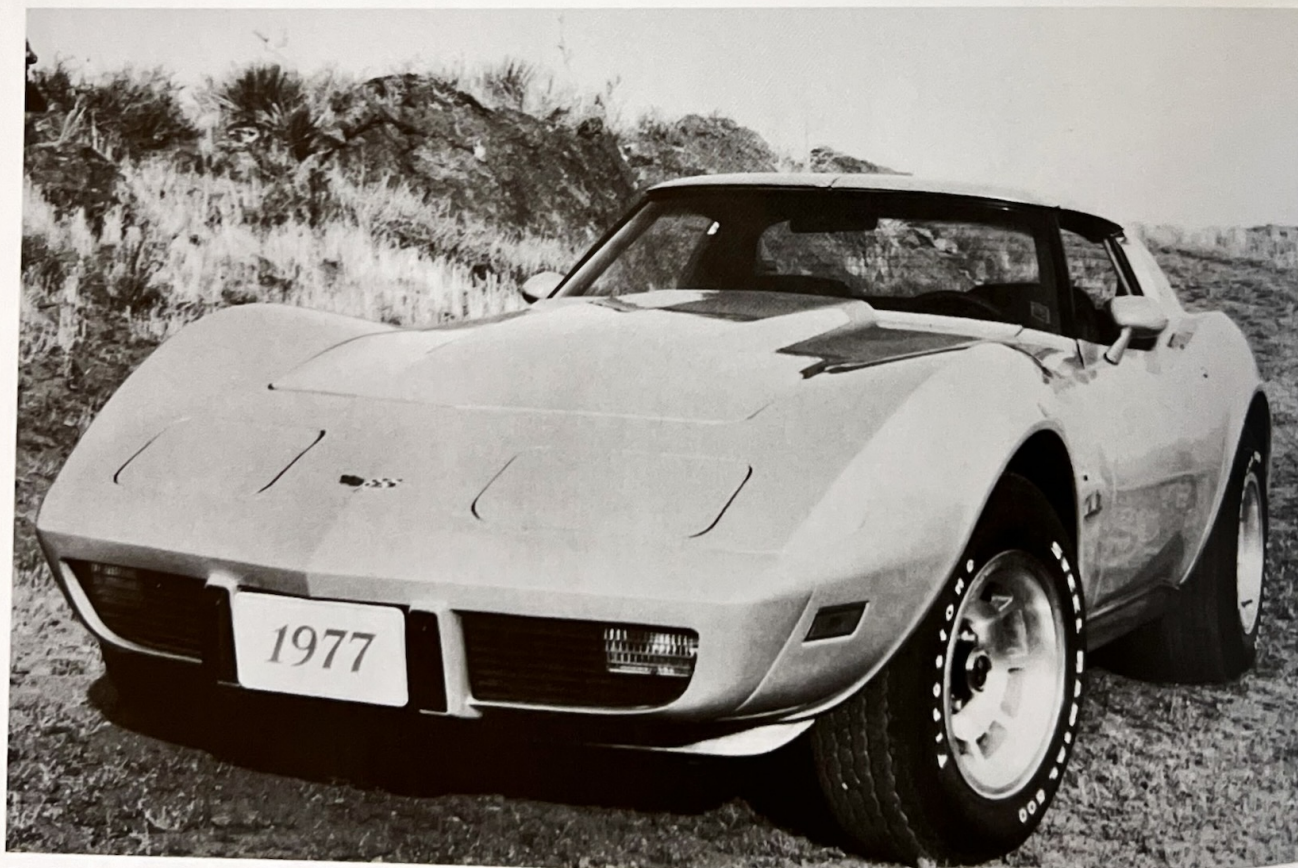
glass look more integrated into the overall body styling.

There were other changes inside the cockpit. The center convenience console was restyled. It looked more like the gauge cluster in an airplane with individual gauges. A voltmeter replaced the former ammeter and the old "Door ajar" and "headlamp up" warning lights disappeared. New heater and air conditioning controls were seen and there was an ashtray and a lighter on the horizontal surface. A recessed pocket was added behind the gearshift lever.

The power window switches were relocated into the redesigned console.

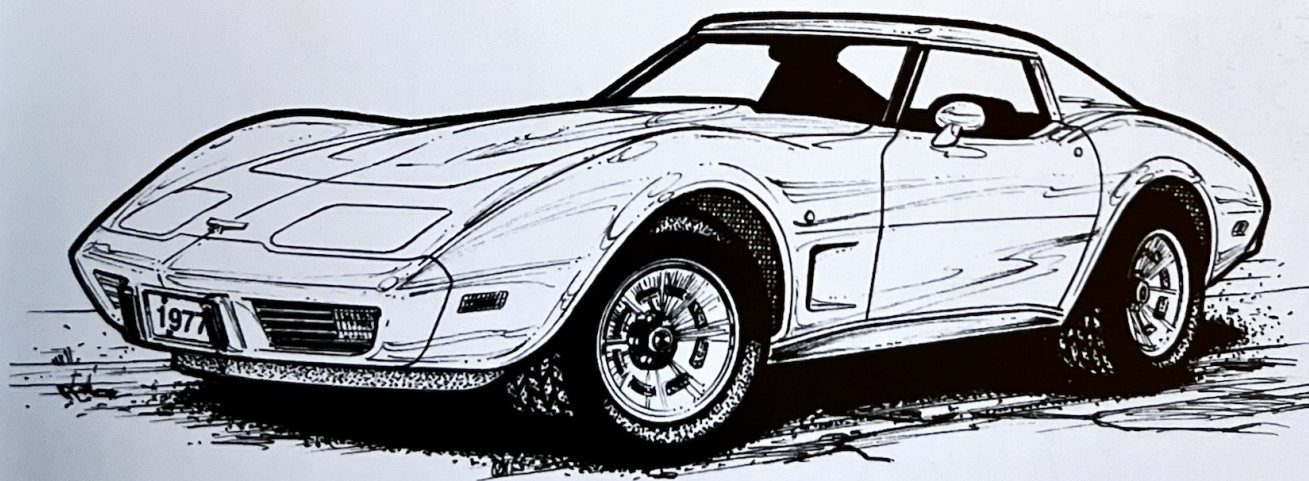
Cars with manual transmission had a gear shift lever that was about an inch higher than before, but it traveled a shorter distance between gears. A pointer was added to the automatic transmission lever and both manual and automatic shifters added a new black leather boot. The steering column was shortened and a "Euro-style" multi-function control lever hung off it. This lever operated the windshield wiper/washer system and the headlight dimmer switch.

MIKE YAGER SAYS:	
CHEERS	<p>It was the final year of the inset rear window. The L-82 engine was the only performance choice. The interiors were a blend of old and new but a leather-wrapped brushed steering wheel was available. A new eight-track player and T-top carrier were offered. Cruise control was offered on cars with automatic transmission. Parts that are easy to find include the engines and transmissions as well as the suspension, seats and T-tops. Dual sport mirrors changed the look of the car. The left-hand chrome mirror was gone.</p>
JEERS	<p>There was no convertible in 1977. The Corvette had few changes from 1974. The "Big Block" engines were gone and the horsepower outputs were suppressed. Difficult parts to find today include the smog equipment—it was often discarded—as well as original interior trim that often turned brittle with age. Also such parts as functional AC and heater controls, the original door panels—used only in 1977 and the original luggage rack with the T-top carrier.</p>
GAME PLAN	<p>Not much performance excitement available so grab an L-82! This was a transition period for Corvette as new features were on the horizon. The 1977 Corvette is a "sleeper" with many nondescript cars—but if you choose wisely, it is a great car to own. Low mileage examples exist with interesting color combinations that add to the collector value. A year that flies under the radar. Choose an early model and watch for that early brushed horn button!</p>



Coming at you, the 1977 Corvette! This was an original angle used for publicity. *KP Archives*

1977 'VETTE FACTS	
VEHICLE IDENTIFICATION NUMBER	Corvette coupes for 1977 were numbered 1Z37 17S400001 to 1Z37 17S449213. The first symbol 1 indicated Chevrolet. The second symbol identified the body series Z = Corvette. The third and fourth symbols indicated the body style number 37 = coupe. The fifth symbol [in blank] indicated the engine: L = 350-cid 180-hp V-8 and X = 350-cid 210-hp V-8. The sixth symbol indicated the model year 7 = 1977. The seventh symbol identified the assembly plant S = St. Louis. The last six symbols indicated the sequential production numbers.
ENGINE	Type: V-8 Bore and stroke: 4.00 x 3.48 in. Displacement: 350 cid Brake hp: 180 at 4,000 rpm. Induction: Rochester 4-barrel. Options: 350-cid/210-hp w/ Rochester 4-bbl. carb
VITAL STATS	Coupe: Original Price: \$8,648 Production: 49,213 Wheelbase: 98 in. Length: 185.2 in. Tires: GR70-15
COOL STUFF	Optional glass roof panels were announced as a \$349 option, but were then delayed for another year. Prices rose more than \$1,000 and brought the MSRP for the lowest-priced Corvette to more than \$8,600. Yikes! The marketing of automotive sound systems became big business in the late 1970s and one reason for the 1977 Corvette's redesigned console was that it could fit any Delco radio. Some of the changes made in the 1977 Corvette gave enthusiasts an "early warning" of what to expect in the 1978 "Silver Anniversary" Corvette.



The black and white vision of the 1977 Corvette coupe was a graceful sight. *K. Scott Teeters*

The 1977 steering wheel also had a Euro-style leather-wrapped rim.

The Custom interior, which was previously an extra-cost option, was now made the standard trim in Corvettes. It had cloth

upholstery – a first in a Corvette. The Dynasty cloth material came with horizontal ribbing and the cloth sections were framed in leather. As an option, buyers could have the customary all-leather seat panels. The leather

came in 10 colors and the Dynasty cloth came in six colors. The interior door panel inserts were finished in Satin Black instead of the wood grain pattern used in 1976. Both the instrument panel and door trim panels lost their embossed stitch lines. New padded sunshades could swivel to side windows. Passenger-side roof pillars held a soft vinyl coat hook.

Power trains were the same as in 1976. The 180-hp L-48 was the base 350-cid V-8 with 8.5:1 compression, hydraulic lifters and a Quadrajets carburetor. The optional L-82 version had a bit more compression and again produced 210 hp. A total of 6,148 Chevrolets came with the special L-82 V-8 engine under

the hood. Only 5,743 Corvettes had the M-20 four-speed manual gearbox and 2,060 used the M-26 close-ratio four-speed.

Remember in the early days when you could not get power brakes or power steering in a Corvette? Now both features were standard equipment. The optional Gymkhana suspension was relatively popular with 7,269 installs, but a trailering equipment package – which seemed like a strange option for a sports car – was ordered by a mere 289 buyers. New-for-1977 options included an AM/FM stereo radio with tape player, cruise control (for cars with automatic transmission only) and a luggage carrier that could hold the roof panels.



1977 Corvette Status Guide	Basket Case		Average Driver		Rare, Unique or Completely Original		Restored
	Production Status		N-O-M	O-M	Needs Work	Unrestored Low Mileage	Restored
	Average	Rare/Unique					
Condition of CORVETTE:							
Suggested Actions: Collect It	Yellow	White	White	White	White	White	White
Drive, Show and Enjoy	White	White	Yellow	Yellow	Yellow	Yellow	Yellow
Race, Autocross Competitively	Yellow	White	White	White	White	White	White
Store for a Future Project/Investment	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Candidate for Resto Rod	Yellow	White	Yellow	Yellow	White	White	White
Restore to Curb Appeal Condition	Yellow	White	Yellow	Yellow	White	White	White