

C5 Yearly differences in models

1997

- Completely new, redesigned Corvette. Base (FE1) and Z51 (FE3) suspension packages.
- All Z51 cars include: Power Steering Cooler, xx, xx, ??
- 97-00 C5 LS1's produce 345 HP @ 5600 RPM and 350 Ft Lbs of torque @ 4400 RPM.

1998

- Convertible becomes available
- Active Handling becomes available late in year
- The two slots of a 1998 (and possibly late 1997s) curve toward the rear at the bottom. (versus straight down)

1999

- 26# injectors substituted for 28#
- Fuel pump revised to reduce noise
- FRC "Fixed Roof Coupe" aka the hardtop, becomes available. All FRC's are MN6 (6-speed) cars with the Z51 suspension package, and are about 60lbs lighter than coupes.
- HUD introduced
- only one line in driver's side fuel rail cover (no fuel return line?)
- Power telescoping wheel becomes an option
- ? Steering hardware changed to combat wandering
- door sill trim plates added

2000

- Millennium Yellow available
- ? "Thin Spoke" versus "wagon wheel" design wheels become standard.
- Pup cats added to CA models for LEV emissions requirements ([5hp loss relative to 97-99](#))
- Steel swaybar endlinks instead of plastic on Z51 equipped cars
- Z51 swaybar diameters grow (25.4/21.7 to 28.6/21.7 to 28.6/23.6 (note: new rear same as Z06)
- No keyhole on passenger side doorhandle
- Passenger airbag 'off' switch added to console (light by TC/AH button)

2001

- return to 28# injectors for all models.
- Second Generation Active Handling
- Nassau Blue discontinued
- Alternator 'clutch' pulley added on A4 cars
- New soundproofing + foam in all cars
- Smaller keyfob
- electrochromic dimming rearview and driver's mirrors
- lighter AGM battery
- Thickness + Material in vert change
- Chrome exhaust tips for coupe + vert
- 85MM MAF with integral temp sensor (versus 74mm with separate plug for IAT)
- LS1 cam profile changed to: .500/0.500, 198/208 on 115.5LSA (From: 0.472/0.479, 202/210 on 117)
- All Corvettes now have the LS6 intake manifold
- All Corvettes now have the LS6 engine block (windage passages in block), which includes a beefier oil pump.
- LS1 changes result in new output of 350 HP @ 5200 RPM and 375 Ft Lbs of torque @ 4400 RPM (MN6)
- Hardtop/FRC discontinued
- Pup cats added to all models
- Stronger synchros in all transmissions
- Exhaust manifolds revised (5hp regained) - thin wall cast replacing SS manifolds
- metal valvestem caps (late year)
- Torque Tube changed from metal-matrix composite to aluminum alloy 6061, increased in dia from 55 to 63 mm.
- Driveshaft couplings have also been upgraded on manual-equipped models for additional strength and durability
- Introduction of the Z06, which has as differences:
 - hardtop body style
 - rear brake ducting
 - screened inlets on front fascia, without foglights
 - F1 supercar tires 265-17 front, 295-18 rear, on 17x9.5 and 18x10.5 (one inch wider, respectively)
 - new LS6 top-end with new style head design (10.5:1 compression, 64cc chamber), LS6 cam (0.525/0.525, 204/211 on 116) - 385hp
 - M12 transmission with shorter gearing (1-2-3 analagous to MN6 with 3.90 rear diff
 - Titanium exhaust system
 - lightweight windshield
 - New, stronger clutch with redesigned master + slave cylinder
 - Stronger rear differential (shotpeened ring gear)
 - Red brake calipers (otherwise identical)
 - Trans overtemp warning light on DIC
 - 6500 redline gauges with special checkering + Z06 font
 - redesigned PCV system to help combat oil burning
 - Red LS6 Fuel Rail Covers (FRC's)

- FE4 Z06 suspension - updated springs, bars (30mm/23.6mm), shocks (note front spring and rear bar same as Z51)
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2002

- Z06 Changes:
 - Z06 LS6 cam changed to: 0.551/0.547, 204/218 on 117.5
 - Less restrictive intake airbox lid
 - Descreened MAF
 - Removal of pup-cats (total with changes = 405hp)
 - Z06 shocks revised with less rebound for better launching
 - Z06 brake pads revised for better stopping (generate more dust)
 - Lighter, sodium filled valves w/ stronger valvesprings
 - higher tension rings installed to prevent oil burning problems
 - slight piston redesign *
 - clutch strength upgraded.
 - HUD available on Z06 (not avail '01 model year)
 - Wheel supplier changed to Speedline, moved from forged to cast. Weight nearly identical
- Electron Blue color offered
- Steel endlinks changed to aluminum

2003

- Late model-year new fuel system design from C6's

2004

• Z06 shocks further refined. Accompanying upper front control arm bushing, and rear swaybar bushing changes.