

| 1964 Options | QTY | LIST |
|---|--------|------------|
| Base Corvette Sport Coupe | 8,304 | \$4,252.00 |
| Base Corvette Convertible | 13,925 | 4,037.00 |
| Auxiliary Hardtop (convertible) | 7,023 | 236.75 |
| Heater/Defroster Deletion (credit) | 60 | -100.00 |
| Air Conditioning | 1,988 | 421.80 |
| Genuine Leather Seats | 1,334 | 80.70 |
| Tinted Glass, all windows | 6,031 | 16.15 |
| Tinted Glass, windshield | 6,387 | 10.80 |
| Power Windows | 3,706 | 59.20 |
| Special Front & Rear Suspension | 82 | 37.70 |
| Positraction Rear Axle | 18,279 | 43.05 |
| Special Highway Axle, 3.08:1 | 2,310 | 2.20 |
| Power Brakes | 2,270 | 43.05 |
| Special Sintered Metallic Brake Package | 29 | 629.50 |
| Sintered Metallic Brakes, power | 4,780 | 53.80 |
| Transistor Ignition System | 552 | 75.35 |
| 4-Speed Manual Transmission | 19,034 | 188.30 |
| Powerglide Automatic Transmission | 2,480 | 199.10 |
| 36 Gallon Fuel Tank (coupe) | 38 | 202.30 |
| Off Road Exhaust System | 1,953 | 37.70 |
| Power Steering | 3,126 | 75.35 |
| Aluminum Knock-Off Wheels (5) | 806 | 322.80 |
| Blackwall Tires-670x15 (nylon) | 372 | 15.70 |
| Whitewall Tires-670x15 (rayon) | 19,977 | 31.85 |
| Back-up Lamps | 11,085 | 10.80 |
| AM-FM Radio | 20,934 | 176.50 |
| 327ci/300hp Engine | 10,471 | 53.80 |
| 327ci/365hp Engine | 7,171 | 107.60 |
| 327ci/375hp Engine (fuel injection) | 1,325 | 538.00 |

1964

Following the acceptance of the first Sting Rays, designers did little to alter the 1964 Corvette's styling. The split rear window feature was eliminated, however, replaced by a wrap-around design.

Convertibles remained the predominant body style with production growing to 13,925 units. The relatively new coupes, conversely, dropped from 1963's 10,594 to 8,304 units.

The basic convertible retailed for \$4,037 and the sport coupe was priced at \$4,252.

Four engine options were available — all basic 327 cubic-inch V-8s that ranged from 250 to 375 horsepower. A special front and rear suspension option package dampened bumps from rough roads without effecting handling. Additional insulation and better body and transmission mounts addressed noise complaints.

Hood trim panels, including simulated air vents added the year before, were removed from the '64s but the recesses remained. A three-speed fan, added to improve ventilation in the rear of the coupes, drew fresh air from working vents located in the driver's side roof panel. Rocker panel trim was simplified as were wheel covers. Steering wheels were walnut-grained plastic and the variety of colors available for leather seats also increased.