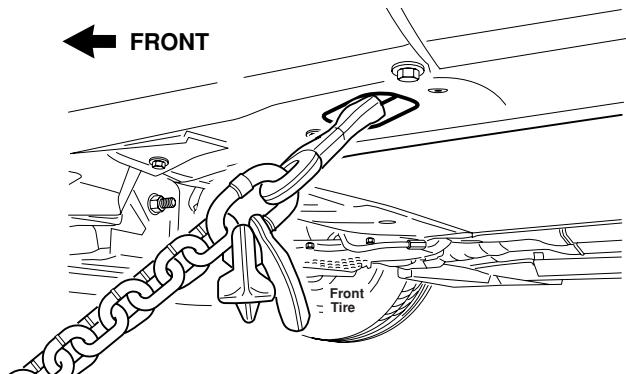


Many 2003 Corvettes feature a new Magnetic Selective Ride Control CV-RTD suspension that eliminates valve-based controls and the moving parts required to adjust damping.

Magnetic Selective Ride Control uses a combination of magnetic- and fluid-based technology to control damping. The dampers are precisely controlled by changing the flow properties of the fluid. This is achieved by the on-board computer sending electrical current to a coil inside the piston of each damper. **Since power is needed to control this system, 2003 Corvettes MUST BE CARRIER TOWED ONLY.**

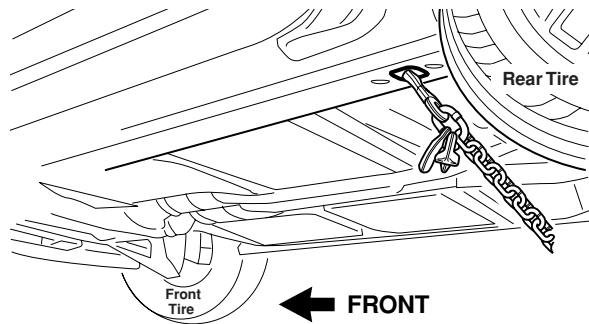
In addition, **you must tie back or contain any loose hooks in the shipping slot area after securing the vehicle to the carrier.**

Care must be taken to minimize any contact between the frame, hooks and vehicle carrier. Extra caution must be taken over rough roads or crossing any sharp rises, such as curbs, to prevent damage to the vehicle.



Front

Refer to Notices on pages 28-29.



Rear

Refer to Notices on pages 28-29.

Towing Recommendations and Guidelines

The following notices describe precautions necessary to prevent damage to towed vehicles. Refer and adhere to these notices whenever towing a GM vehicle. In addition to the general notices below, individual vehicles may require additional precautions due to the vehicle's design, equipment, or other unique features. These vehicle-specific notices are included on the appropriate vehicle page. They should be adhered to in addition to the notices below. The following pages also contain guidelines for vehicle content features that affect towing. These should also be adhered to, as applicable, in addition to all applicable notices. **Failure to follow these notices and guidelines may result in damage to the customer's vehicle.**

These instructions apply to vehicles with standard equipment only. Any optional equipment such as campers, special bodies, front mounted spare tires, trailer hitches, etc. must be given due consideration.

Front Tow Notices

NOTICE: Towing on a vehicle's drive wheels should be avoided, if possible. When towing on the drive wheels, maximum speed and distance limitations must be adhered to and/or a towing dolly may need to be used.

NOTICE: When towing most AWD vehicles, a towing dolly must be used on the ground wheels or vehicle damage will occur.

NOTICE: Do not tow with sling-type equipment or fascia/fog lamp damage will occur. Use wheel-lift or carrier equipment. Additional ramping may be required for car-carrier equipment. Use safety chains and wheel straps.

NOTICE: Towing a vehicle over rough surfaces could damage the vehicle. Damage can occur from vehicle-to-ground or vehicle-to-wheel-lift equipment contact. To help avoid damage, install a towing dolly and raise vehicle until adequate clearance is obtained between the ground and/or wheel-lift equipment.

NOTICE: Do not attach winch cables or J-hooks to suspension components when using carrier equipment. Always use T-hooks inserted in the shipping slots.

NOTICE: Towing on a vehicle's drive wheels should be avoided, if possible. When towing on the drive wheels, maximum speed and distance limitations must be adhered to and/or a towing dolly may need to be used.

NOTICE: When towing most AWD vehicles, a towing dolly must be used on the ground wheels or vehicle damage will occur.

NOTICE: Do not tow with sling-type equipment or the rear bumper valance will be damaged. Use wheel-lift or carrier equipment. Additional ramping may be required for carrier equipment. Use safety chains and wheel straps.

NOTICE: Towing a vehicle over rough surfaces could damage the vehicle. Damage can occur from vehicle-to-ground or vehicle-to-wheel-lift equipment contact. Install the towing dolly and raise the vehicle until adequate clearance is obtained between the ground and/or wheel-lift equipment contact.

NOTICE: Do not attach winch cables or J-hooks to suspension components when using carrier equipment. Always use T-hooks inserted in the shipping slots.

NOTICE: Wheel-lift towing pickup trucks models from the rear while loaded with heavy cargo may cause the frame side rails to flex sufficiently, allowing the pickup box to contact the cab and possibly causing damage to the cab and/or box.