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For general Camaro information, see Chevrolet Camaro. Please help to improve this article by introducing more precise citations. January 2010 Learn how and when to remove this template message Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.The Camaro was refreshed and revised in 1998 with both exterior and engine changes.The production was moved from GMs Van Nuys, California assembly plant to SainteTherese, Quebec, Canada from November 1992. The base models were powered by a 160 hp 119 kW 3.4 L pushrod V6 engine equipped with a 5speed manual transmission as standard. The 4speed 4L60 automatic transmission was optional. All models came with a red Chevrolet Bowtie on the grille. 1993 was the only year interior instruments had yellow lettering this is one way to tell the 1993 models from the 1994 which had white interior instrument lettering.The Z28 featured the 5.7 L pushrod LT1 V8 engine having a power output of 275 hp 205 kW and 325 lbft 441 Nm of torque that had been introduced on the Corvette one year earlier. The V8 engine came standard with a 4L60 automatic transmission, although the BorgWarner T56 sixspeed manual transmission was a no cost option. In 1993, the Camaro Z28 was selected as the official pace car for the Indianapolis 500.The mechanically controlled and operated 4L60 automatic transmission was replaced with the electronically operated and controlled 4L60E, which was shared with other GM vehicles with V8s, such as the Tahoe. Accordingly, the cars onboard computer was modified from dealing only with the engine as in 1993 ECM, to controlling both the engine and transmission on automatic models PCM.An IAT Intake Air Temperature sensor was also used as air density changes with temperature. In 1994 however, the computer logic was changed to a Mass Air Flow system.http://www.casms.org/atts/news-files/canon-5d-manual-pdf-download.xml

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This system uses a Mass Air Flow Sensor placed in front of the throttle body to measure incoming airflow into the motor by using a heated wire sensor in the airstream path, which has heat pulled away from it via the incoming air. The reduced heat is converted into a voltage signal, read by the PCM which interprets that voltage signal as mass flow. The computer uses engine sensors to judge engine conditions and provide the proper fueling off of this mass airflow reading. Another prominent difference between 1993 and 1994 systems is how the programming or custom tuning of the computer takes place. In 1993, the computer used a removable Memcal chip essential to run the systems. In 1994, this was swapped to a nonremovable reflashable chip, which could be reprogrammed via the Assembly Line Diagnostic Link ALDL located underneath the drivers side of the dashboard, next to the center console.There was also a spot in the gauge cluster reading ASR off. The Z28 received updated front brakes and cooling fans were changed midyear from a parallel to a series setup.The 3800 engine had a power output of 200 hp 149 kW and would eventually replace the 3.4 liter V6 engine due to its more refined nature. The LT1 V8 had a power output of 275 hp 205 kW.Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. July 2020 Learn how and when to remove this template message All base models were now equipped with the 3800 series II V6 engine rated at 200 hp. Also available this year for the V6 model was the Y87 package, which included an Auburn limitedslip differential, better tires, dual exhaust tips, 4wheel disc brakes, a sportier steering ratio, and more aggressive gear ratio in the differential for automatic transmission equipped cars.Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed.http://kiedyeuro.polska.edu.pl/pub/canon-5d-manual-mode.xml

July 2020 Learn how and when to remove this template message It was only available on the Z28 and SS models. A 30th Anniversary Camaro may be identified by RPO code Z4C on the trim tag. A total of 979 30th Anniversary models were made in 1997.The remaining 2 were prototypes. These models have the R7T RPO code.This replaced the quartet of square inset headlights. Replacing the LT1 engine was the allnew 5.7 L 346 cuin LS1 V8 engine rated at 305 hp 227 kW, which had been introduced in the 1997 Corvette C5. The new engine featured an aluminum cylinder block with iron sleeves, reducing weight by about 95 lb 43 kg as compared to the iron block LT1 engine. 1998 was the only year in which LS1 powered models had an actual working coolant temperature gauge. Minor changes were made to the suspension and the brakes were increased in size. Total production for 1998 was 48,495 units in total.The fuel tanks were now made of plastic with a 16.8 gallon capacity instead of preceding metal units which had a capacity of 15.5 gallons. The valve covers on the LS1 powered models were switched to a centerbolt style, and traction control now became available on the V6 models. A Torsen differential was added for the Z28 and SS models. 1999 was the last model year for the RPO 1LE performance option which included factory installed double adjustable Koni shocks, stiffer springs, a larger front and rear antiroll bars, and stiffer suspension bushings.Monterey Maroon Metallic was added as an optional color, similar to the previously available Medium Patriot Red. The SS, however, was not available in this color. The black exterior color was now renamed Ebony. Previously, all V8 powered models had side mirrors painted in this color. A new fourspoke steering wheel, as found in other GM models of the time, was introduced to replace the twospoke steering wheel dating back to the 1993 models. New 10spoke 16inch wheels became available, but the older 5spoke wheels were still optional.

The base models came with 16 inch steel wheels with hubcaps. The 3.8 L 231 ci V6 and the 5.7 L 346 ci LS1 V8 engines continued with no changes.This was partially due to production ending earlier than usual to begin work on the 35th Anniversary models commemorating 35 years of the Camaro. The Z28 and SS models received the intake manifold from the LS6 engine, used on the Z06 from 2001 to 2004 and the first generation of the Cadillac CTSV from 2004 to 2005. This change also resulted in a revised camshaft profile and removal of the EGR system. Chevrolet also introduced a new slave cylinder for the clutch assembly that was superior to the design of previous years, as well as an LS6 clutch in manual models. Accordingly, the engine power output was increased to 310 hp 231 kW for the Z28 and 325 hp 242 kW for the SS which also added a power steering cooler. SLP Engineering reintroduced the RS model this year, which included rally stripes and stock cold air intake system along with the Z28 takeoff exhaust from their SS conversions.It emulated the 1960s and 1970s PenskeSunoco stock TransAm race team vehicles.CS1 maint archived copy as title link Associated Press. 20010926. Retrieved 20070601. Retrieved 20161021. Publicly, GM blamed slow sales, a deteriorated sports coupe market, and plant overcapacity. For the 4th generation camaros got the all new small blocks LT1 and LS1 small blocks. Retrieved 20090613. By using this site, you agree to the Terms of Use and Privacy Policy. We can contact you via phone or email.We offer a complete line of new, remanufactured, OE replacement and performance manual transmissions, Transfer cases, and differentials along with quality components for rebuilding and repair. We offer parts for a variety of makes and models of foreign and domestic passenger cars, SUVs and light duty trucks.

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As manual transmissions become a less popular option offered by most orginal equipment suppliers, many aftermarket remanufacturers have turned their attention to other volume based product lines. Zumbrota Drivetrain continues to focus directly on this segment of the market. The result is obvious, Zumbrota Drivetrain delivers some of the most dependable remanufactured five speed, six speed and transaxle manual transmissions available. Our ability to produce quality manual transmissions is due to the people and processes developed over the last 30 years. These processes are continuously

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More specifically, they offer new, remanufactured, OE replacement, and performance manual transmissions, transfer cases, and differentials. Their expertise and massive 60,000 square foot facility allow them to produce highquality and affordable components for thousands of different automotive applications. Upgrade includes additional labor, towing, rental car, and freight charge coverage. Standard and nofault Warranty coverage does not extend to commercial, farm vehicles, motorhomes and rental vehicle applications. Modified and or offroad applications are not covered by any warranty. We can contact you via phone or email. When I am starting out, the shift lever gets stuck in 1st gear. I have to pull hard and then it grinds when going into second gear, while the clutch is pushed in. What would cause thisMaybe clutch is worn When I have the clutch fully depressed and go just from 1st to 2nd gear is when it gets stuck and wont move without grinding. If the synchro is bad, would it be better to have the transmission rebuilt or get a new one But they have to be done right and most parts that are replaced re new anyhow. Normally all the synchros are replaced as well as bearings. If any other parts are bad those are replaced as well. Check the differences of prices between new and rebuilt as there may not be a whole lot of difference also check into junkyards they normally guarantee their stuff bu the bad thing is you have to do the work there. Neutral Is Overdrive. I Have Replaced The Front And Rear Seals, But It Still Continues To Leak When Driven. I Have A 1992 Camaro With A Built 305 Tbi In It. It Has A 700r4 Auto Tranny. The Car Has 140,000 Miles On It. While Shifting From Second To. It Will Move In Reverse But When In Drive It Will Stay In Low Gear. The Fluid Looks Good And The. I Only Drive My Maro On The Weekends Roughly A Hundred Miles Or So To Get Some Fresh Air In Our Liungs. GM wouldnt match up the 350 with the five speed until 1993.

http://www.btrcontrols.com/images/breville-ikon-bbm600-manual.pdf

If you Are bent on the T5, Make sure that the tranny and Clutch can handle the Hp, and you should make sure you have the right gears in the rear. Still working on the shifting, but it is a great addition. I then bought the 5 speed. Quicker out the hole, 1700 rpm at 70. Love it. Doubled my gas mileage and the ice cream cones dont melt before getting home. Unless the GM usually Best to ask a Chevy dealer in Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Learn more opens in a new window or tab This amount is subject to change until you make payment. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab Learn More opens in a new window or tab Learn More

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Also may be located on the lower left side of the engine block below the exhaust manifold. Also may be located lower left side of the engine block on a casting to the rear of the manifold Also on a pad

on the left rear side on a casting to the rear of the manifold. And, on the left rear side of the block on a casting to the rear of the manifold.

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