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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. 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. 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. I did not visit the dealership because I had found another option will less miles. He spent a lot of time answering questions for us. We are happy with our purchase It sold before I had the chance to do so. However, he was very polite and helpful. I thought I was being rushed off the phone, but as I spoke to him more and listened more carefully I realized he was doing his best with me as well as taken care of I believe another client or customer. He was also honest with me. I was very happy with the service. I will try to purchase from this dealer again. Guys were helpful with no sales pitch. So Better shape I appreciate each and every one of them especially Adriana who responded to my inquiry and helped so much. Will definitely be purchasing another vehicle from them. Car sold before could view. Very nice people I asked for information in regards to a 2009 Subaru forester. I got that information within 1 hour via a VIDEO RECORDING!! what an excellent way to reply!! I did miss the opportunity to purchase a very low mileage car. and it was my own fault. LaRiche has been in contact with me and followed up wonderfully!! The day before Cannot recommend. Would recommend this dealership. Great people. Didnt have the engine I wanted, so I didnt purchase. It retains its same powerful motor, with an EPA sticker that is constantly accused of containing misleading data i.e. beware of enticing gas estimates. you wont reach those numbers. Drivers and passengers alike can get good views of the wheels when stooping to get in the car.

The Camaro continues to be low to the ground, causing excessive stooping. Once in the cabin, the lowness contributes to an exciting ride expected from an American classic. After all, over 30 million shoppers use CarGurus to find great deals on used cars and new cars in their area. And when its time to get rid of your old ride, sell your car simply and securely on CarGurus. And if you only want to see cars with a single owner, recent price drops, photos, or available financing, our filters can help with that too. The camshaft of the L99 engine has slightly less duration than the one found in the LS3, giving the Camaro SS paired with this motor a smoother ride. The compression ratio of the L99 motor is 10.41, as the pistons have valve reliefs machined in the top halves of the pieces. The LS3's compression ratio is 10.71. The more powerful LS3 engine is paired with 2010 Camaro SS models that feature the manual transmission. Likewise, the L99 comes from the factory in automatic Camaro SS automobiles from the same year. Automobile companies had to completely redesign engines in order to maximize energy yet maintain performance values. Because both the L99 and LS3 engines share the same layout and many of the same parts, the fuel efficiency does not differ greatly between the two. However, the LS3 engine is advertised with an average of 16 miles per gallon in the city and 24 miles per gallon on the highway. The L99 is rated at 16 miles per gallon in

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including classic cars, hybrid cars, luxury cars, muscle cars, sports cars and more. Bookmark us and keep checking back for Chevy cars 0-60 mph updates, since we constantly upload new 0 to 60 mph and quarter mile statistics. Continue Reading. Remember the rule that front-drive cars couldn't handle more than 150kW. It came about as whenever anyone tried, usually Saab, the end result was usually a torquesteering, tyre shredding mess. The rule no longer applies, modern tyres, clever differentials and trick suspension allowing the likes of the Honda Civic Type R and Renault Megane RS to deploy 220kW and more with few dramas. Conventional wisdom suggests that anything with more than around 300kW is not going to be well suited to a DIY shifter. However, as front-drivers can now handle 50 per cent more power than conventional wisdom suggests, perhaps the same is true of manuals. And there are marked differences in how the two cars drive and perform. The Camaro ZL1's manual is the venerable Tremec TR6060 HSV has used for years; however, there has been a number of varieties over the years. The latter is its claimed top speed, which equates to 4580rpm in sixth. It's not as frantic as the 10-speed automatic, but the longer pauses are almost more impressive as your brain has more time to comprehend the sensation of seemingly never-ending acceleration. To give you an idea of the differences between the two variants, consider that at the end of the quarter mile the manual has just scraped into fourth gear, whereas the automatic is already well into sixth. The pedal placement also makes heel-toe downshifts difficult, though Active Rev Match removes the need to do so. If it's a daily driver the automatic is the pick; the manual's supertall gearing and ergonomic quirks are annoying. Conversely, if it's intended for weekend or track use, the manual is the one. Conventional wisdom be damned.

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Power and torque are effortless and ever-present, making it an easy car to drive fast, and its 0-60mph acceleration, aided by electronic launch control, is a more-than-respectable 4.4 seconds. But while you might expect excellent straightline acceleration, you might not expect the sophisticated handling offered by its multilink rear suspension, rack-and-pinion steering and substantial tires. Further, the handling is enhanced by the StabiliTrak electronic stability control system that incorporates antilock braking, traction control and an active braking system to control wheel slip. And, you would not be wrong to opt for either the less-expensive 304-horsepower V6 version or the 400-horsepower L99 V8 with active fuel management and its six-speed automatic with paddle-activated shifting. The details

like the grille, rear roof pillars and taillights are simply gorgeous. With its multilink rear suspension instead of a live axle, the new Camaro is much more at home in those challenging situations. Several of our colleagues complained about the large expanses of hard plastic, and we have to agree that we wish the dash were a bit more inviting. On the positive side, the key gauges are very readable; the steering wheel has a nice heft and feel and the action of the manual shifter is excellent. We're not fans of the placement of the optional gauges for oil pressure, oil temperature, volts and transmission fluid temperature low in the center console, because it is difficult to scan them quickly, but we do like that oldschool touch. We also like the supportive and adjustable front seats, while the back seats are just as small and confining as you would expect. It is great looking from every angle, and it is definitely identifiable as a Camaro without drawing too heavily on designs from previous generations. While the front end with its bold grille immediately grabs your attention, our favorite portion of the design is the interface between the roof and the ultrawide rear fenders.

GM designers told us it was hard to accomplish this using factory stamping techniques, but in the end GM production engineers were able to make it happen. We also like the tail with its hooded classic Camaro taillamps. Clothupholstered, fourway manuallyadjusted driver seat and twowayadjusted front passenger seat are standard. The 11.3 cubic feet of cargo capacity can be increased with the standard folddown rear seat. The Camaro's standard entertainment system is a singleCD radio with six speakers, and it offers XM Satellite Radio. All models also include power door locks and express upanddown windows. Standard safety technologies include front dualstage airbags, front seatmounted thorax sideimpact airbags, headcurtain sideimpact airbags for front and rearseat occupants, frontseat safetybelt load limiters and pretensioners and a frontpassenger detection system that senses children and smallstature adults and suppresses airbag deployment when appropriate. We liked the optional heated, leathertrimmed seats with driver sixway power adjustment. The available premium audio system is by Boston Acoustics, with nine speakers and 245 booming watts. An optional shortthrow Hurst shifter provides quick, concise shifting, and there are a variety of available wheeltire packages, including 21inch machined aluminum wheels. The L99 is accompanied by a sixspeed automatic with paddleactivated driver shift control, while the LS3 has a sixspeed manual. Deciding whether you want a V6 or V8equipped version is the biggest question you must answer concerning the Camaro. As this is being written the car is so new to the market that a Fair Purchase Price that shows the typical transaction price does not yet exist, but we suggest you check to see if there is a NCBB Value before you set out to buy. The Camaro is expected to retain a betterthanaverage residual value in comparison to its American brand competitors, the Ford Mustang and the Dodge Challenger.