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**Size:** 1607 KB

**Type:** PDF, ePub, eBook

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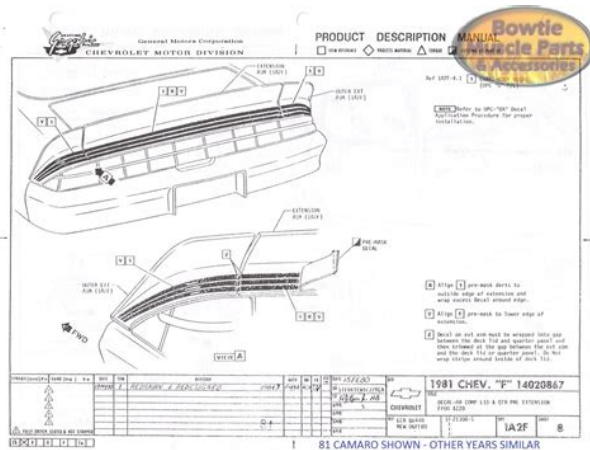
# Camaro ss manual



The only dealership that didn't try to work with me. All the others at least let me know what issues and hold ups came up. It worked out. Got the same vehicle from a local dealership. Thanks to Nick for a smooth and easy process. Had the Tahoe sanitized and waiting for me with my name on it when I came to test drive. Bought the Tahoe and had a great experience! I plan to see it next week. Car already sold but got good information. When a salesperson knows you're in the market and their vehicle already sold, I would think they would take your information and try to find you another one, no The car was as described. I'd be happy to buy from them again. I recommend him for anyone looking for a car. Very honest and working friendly Great place to do business. The most stress free car buying experience in a while. Very good place to shop and buy The next morning I texted him to let him know I'd be showing up a little earlier than expected. About an hour and 15 minutes into my drive he notified me that he sold the truck the previous day, then tried to sell me on one of their other trucks. Thanks for wasting my time instead of notifying me when you sold the truck! Unfortunately key descriptors of the condition of the vehicle were left We didnt agree on the price I actually purchased the vehicle I inquired about. He was very informative and The Camaro is offered as a coupe and a convertible with seating for four passengers. The Camaro was first introduced for the 1967 model year, though it had a hiatus in production after 2002 and a reintroduction for 2010. The current generation, which was redesigned in 2016 and refreshed in 2019, is currently available with 4, 6, and 8cylinder engines. CarGurus gave the Camaro an 8.2 in a 2017 Test Drive Review. It's also comfortable and handles well. For 2019, it received updated styling and technology.<http://studiowl.com/userfiles/digitech-vocalist-vr-manuale-italiano.xml>

- **1.0, camaro ss manual for sale, camaro ss manual, camaro ss manual transmission, camaro ss manual 0-60, camaro ss manual transmission problems, camaro ss manual launch control, camaro ss manual or automatic, camaro ss manual vs automatic,**

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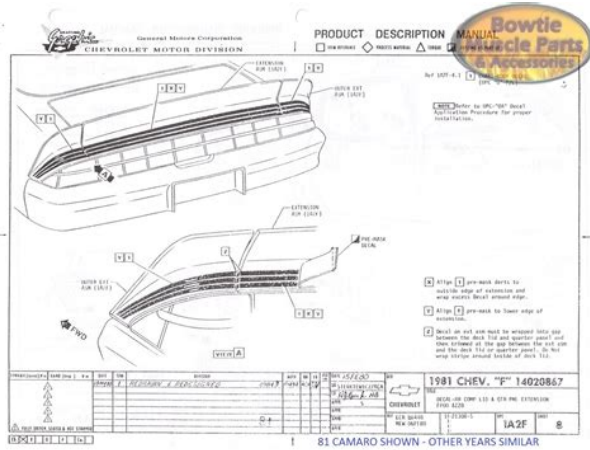


The current powertrain lineup consists of a 275horsepower turbocharged 4cylinder, a 335horsepower V6, a 455horsepower V8, and a 650horsepower supercharged V8. Rearwheel drive RWD is compulsory. A 6speed manual transmission comes standard, and 8 and 10speed automatics are available, depending on engine choice. Trims include 1LS, 1LT, 2LT, 3LT, LT1, 1SS, 2SS, and ZL1, which roughly correspond to powertrain availability. Fueleconomy ratings for the volume V6 and V8 models were on par with the previous generation. According to the National Highway Traffic Safety Administration NHTSA database, quality issues include faulty ignition switches and airbag components. From 2000 on, the Camaro was offered with a 3.8liter V6 and a 5.7liter V8, as well as a tuned version of the latter engine with more horsepower. A 35th Anniversary Edition was available in 2002, and trim levels included the LT1, Z28, and SS. With the automatic transmission, the V6 Camaro came in at 21 mpg combined, and the V8 delivered 19 combined. According to the NHTSA, this generation was prone to quality issues with exterior lighting and faulty body welds. The Ford Mustang is a good example along with the Dodge Challenger, particularly among buyers who favor American brands or vehicles with a strong Detroit heritage. The 2020 Chevrolet Camaro LT1 is that kind of vehicle, a basic Camaro LT with all the tasty Camaro SS gofast hardware unWhen it was first introduced, it served as General Motors' mighty counterpunch to the iconic Ford Mustang. Without it, the Ford Mustang went relatively unchallenged, as the Dodge didnt revive the Charger sedan until 2006, and the Challenger coupe until 2008. So, when the Camaro finally returned for the 2010 model year, it was sure to make an impact. The fifthgeneration car, which spanned 2010 until 2015, did away with the sleek, streamlined design Chevrolet had adopted in the 1990s. [http://www.uap.org.ua/i\\_upload/digitech-vocalist-studio-manual.xml](http://www.uap.org.ua/i_upload/digitech-vocalist-studio-manual.xml)



Instead, the new Camaro showcased a retroinspired look reminiscent of the first and second generation cars. For drivers who need the low rumble of an American V8, the naturally aspirated 6.2 liter engine produced 426 horsepower and 420 pound feet of torque. Interestingly, those numbers dropped down to 400 and 410, respectively, when the Camaro was fitted with a 6 speed automatic transmission, rather than the 6 speed manual. Shoppers who want even more from their Camaro can look into the ZL1 trims which, starting in 2012, employed a supercharged 6.2 liter V8, good for 580 horsepower and 556 poundfeet of torque. A touchscreen infotainment system arrived, and the cars interior technology adopted a clear visual language. Square gauges in the drivers information binnacle, a quad of analog gauges at the base of the center stack, and chunky round dials with dpad style controls all added to the Camaros retro flavor. Chevrolet would evolve this design over the years, culminating in todays sixth generation car. For general Camaro information, see Chevrolet Camaro. Several sketches of both exterior and interior were drawn to resemble of how the car was going to look, these sketches were shown months later to the public. Once sketches were finished, the Camaro was constructed as a clay model which was complete by fall 2005 and was shown to the public in early 2006. These vehicles were used for crash testing, test driving, and to handle extreme weather conditions such as in Canada, Arizona, and Australia. It was powered by a 6.0 liter LS2 V8 engine rated at 400 hp 298 kW with active fuel management. The wheelbase is 110.5 in 281 cm, which is 9 in 23 cm longer than its predecessor, but an overall length of just 186.2 in 473 cm, 7 in 18 cm shorter. The concept was inspired by the 1969 Camaro. Every surface was changed from the doorcut back.

The rear fenderlines dropped off from the horizontal surface to the vertical surface a couple of inches farther out than on the coupe to maintain visual proportions. The rear spoiler was also reshaped. The 21 in 53 cm front and 22 in 56 cm rear wheels were redesigned and a thin orange line was applied to the outer edge, a nod to the redwalls available on the 1969 Camaro. The retro houndstooth pattern seats of the coupe were replaced with modern leather and orange stitching. The metal finishes, accent panels, and seats were all in different colors. The rear seats were 6 in 15 cm closer together to make room for the tonneau cover. The clarity of the circular gauges in square frames were improved by making the faces white with black chrome numbers and a red anodized needle. The deepdish threespoke steering wheel and fourpack gauge cluster were carried over from the coupe concept. Chrome seatbelt buckles were designed to look like the iconic belts buckles in late 1960s GM automobiles. This reworked interior of the Camaro Convertible Concept was a very close representation of what would be seen in the production version of the vehicle. It was powered by the 304 hp 227 kW 3.6 L 220 cu in V6 engine. The heritage of COPOs performance history was reflected with the inclusion of a highperformance exhaust and improved headers, air intake system, and camshaft—all developed by GM Performance Parts. Other modifications included a Tremec sixspeed manual transmission, Brembo brakes, Hurst shortthrow shifter, 20 inch custom wheels, and a lowered ride height. The LS7 logo was repeated in Victory Red on top of the hood cowl. The interior had a matching color scheme with red panel trim on the doors, dash, and gages. Gloss black replaced every trim that came in silver in the final production Camaros, such as on the steering wheel, shifter knob, vent trimmings, and center console clusters. Concept was produced with input from NASCAR Race driver Dale Earnhardt Jr.



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The Camaro started life in SS trim and was tuned to run on higher octane E85 fuel. It featured a gray and white paint scheme with orange trim. Additional features included 21 in 533 mm fivespoke wheels, a dovetail spoiler, alternate grille, and other official GM accessory modifications. It features a carbon fiber hood, trunk lid, doors and fenders to keep weight down and is powered by an LS3 V8 engine mated to a Tremec TR6060 sixspeed manual transmission. Original plans for the car included sharing the chassis with the Impala, which was to be switched to the Zeta platform. The LS and LT trim levels are powered by the 3,564 cc 217 cu in GM LLT V6 engine having a power output of 312 hp 233 kW at 6,400 rpm and 273 lbft 370 Nm of torque at 5,200 rpm. The SS with manual transmission is powered by the 6.2 L 6,162 cc or 376 cu in GM LS3 V8 engine rated at 426 hp 318 kW at 5,900 rpm and 420 lbft 569 Nm of torque at 4,600 rpm while the SS with automatic transmission is powered by a new variant of the LS3 called the GM L99 which produces 400 hp 298 kW at 5,900 rpm and 410 lbft 556 Nm of torque at 4,300 rpm. The L99 V8 engine, not to be confused with the earlier LT series L99, uses Active Fuel Management which enables the engine to run on only four cylinders during urban driving conditions, such as highway cruising, to improve fuel economy. An RS appearance package was available on LT and SS trim levels which included HID headlamps with integrated halo rings, a rear spoiler, and RS specific taillamps and wheels. Rally and hockey stripe packages were made available in several colors as well. The extra performance is added with virtually no penalty in fuel economy.

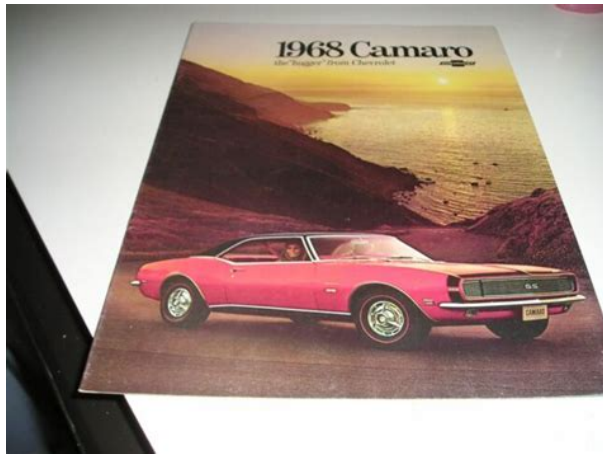
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Besides the power upgrades, the vehicle also gets an upgraded Centerforce clutch and pressure plate for the sixspeed manual transmission, an upgraded BeCool radiator, Brembo 6piston brake package, a Pedders coilover lowering kit, and a bodykit that includes a new rear diffuser as well as a revised front fascia and hood with additional vents for the brakes and engine. All accessories that were displayed on the concept Camaro were finished in the production Cyber Grey exterior color. The concept vehicle also included 21 in 530 mm wheels with a black center finish and polished rim. The concept was further enhanced with a Pedders coilover lowering kit and a set of large Brembo brakes. The interior is colorcoordinated with Jet Black and Synergy Green accent stitching, piping, interior trim kit and green ambient lighting that run along the door panels and speedometers. Mechanically, the car is equipped with a combination of General Motor Performance Parts offroad shorty headers, Pedders suspension kit, offroad exhaust and Brembo Calipers painted in Victory Red. GM added a new exhaust system and Brembo brakes from a Camaro SS. The interior is trimmed in Jet Black and Sedona. Other interior features including footwell lighting and premium door sill plates. The concept also features advanced technology and premium audio options such as a Boston Acoustics sound system, WiFi connectivity, and cradle for an iPhone. The top four designs were produced and brought to the SEMA Show. The production units came accented by Cyber Grey Rally Stripes running the length of the Camaro hood and rear deck. The color scheme is carried over on the interior with a Synergy Green instrument panel and door inserts with green ambient lighting that run along the door panels. Synergy Green stitching also accents the Jet Black cloth seats, steering wheel, shift knob, and center console.

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Other standard features include paddle shifters, the Convenience and Connectivity Package which offers Bluetooth phone connectivity, a USB port for MP3 players, and remote vehicle start for models equipped with an automatic transmission. Though this edition of the Camaro has certain accessories that come available with the RS package, the RS package itself was not available to purchase with the Synergy Camaro order. The Synergy Special Edition was available in limited production from February 2010 to May 2010, a total of 2425 were sold. The Indianapolis 500 Pace Car replica is based on the 2010 Camaro 2SS Automatic 400 hp 6.2 L V8 model with RS package which includes the Inferno Orange exterior paint scheme with White Diamond rally stripes that run from front to the rear of the entire body of the car. The event and organization logos of the Indianapolis 500 Speedway are decaled on both driver and passenger doors with special badging placed underneath both front quarter panels of the Camaro nameplate. The front grille is replaced with the heritage grille that was made available as an aftermarket accessory from GM, with the addition of an Inferno Orange trimmed engine cover. Production was limited to 294 units, the majority of which were produced in automatics and a few had manual transmissions Mostly Canadian. Out of the 294 units, 50 were sent to the Indianapolis 500 event Festival cars which could be seen during Pole Day prior to the event with each darning a license plate reflecting its number from 150. 45 other units were sent to Canada and 199 were sent to the 186 top Camaro selling dealerships based upon retail sales in the United States. The production of the 2010 Camaro was temporarily halted in April 2010 when all 294 of the Z4Z models were produced. After the 294 Z4Z models were produced, production of the standard models resumed. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed.

May 2018 Learn how and when to remove this template message The ZL550 would have a supercharger attached to the 6.2 L V8 boosting power from 426 to 550 hp. The 550 hp variant was mated to the 6speed automatic transmission. It would also include 20inch 5spoke red line machined spoke face with ZL center caps. A decal on the rear tail light in flat black. Heritage style SS badges on the front grill and rear panel, three ZL550 or ZL575 OEMstyled exterior badges, ZL550 or ZL575 logo embroidered in the headrests and floor mats. It also included a 1250 numbered plaque on the dashboard and numbered key fobs. It also sported a cold air induction system and an axleback exhaust system with unique tips. A tweaked suspension lowered the front by 1inch the rear by 0.8inch. The hood of the car utilizes an RTM hood with a functional heat extractor. The ZL575 used the same 6.2 L V8 upgraded with the ZL550s supercharger rated at 575 hp. The ZL575 models came mated to the 6speed manual transmission found in the normal Camaro but was tweaked to be able to handle the increased power. An option for the ZL575 was the 6speed manual transmission would be installed with the clutch off of a Corvette ZR1 for sportier gear changes. Also, an option for the ZL550s transmission was being equipped with a 345 gear ratio. Brembo brakes were also an option. Sales began at Chevy dealers in mid2010. It features a rally stripe, front grille, door sill plate standard on SS RS. Drivers who race the Chevrolet SS in the sports top level, the Sprint Cup Series, also drive the Camaro in the Xfinity Series, including Dale Earnhardt Jr. The Xfinity Series also uses

the Ford Mustang and Toyota Camry. Production, however, was shifted from SainteTherese, Quebec to Oshawa, Ontario. A headup display HUD with most of the instrument panels information would be offered. The HUD is a modified version of the Chevrolet Corvette s display.

<http://www.communityheroesproject.org/wp-content/plugins/formcraft/file-upload/server/content/files/1626f9ff8b7874---bose-acoustimass-2683-service-manual.pdf>

The main difference is that the version in the Corvette is able to display lateral gforces, while that amenity is not available on the Camaro. The car was developed with input from Pratt and Miller, Chevrolets partner in Corvette Racing, and Riley Technologies using parts proven in the Grand Am racing series. This edition of the Camaro was the only batch of units that were to follow trimming keys of that from the 2007 Camaro Convertible Concept with the Silver painted Window surround, interior leather trim placements, and wide spoke wheels. No Camaro Convertibles produced from the factory ever provided a different color windshield surround other than the produced body color. This concept was to display a combination of various parts from the Chevrolet Camaros accessories catalog of both current and conceptual pieces to provide a different appearance from the other Camaro models. It was made known that the Synergy car being shown at the 2010 SEMA event was not just going to be a concept but that it would be made available to the general public to purchase for the 2011 year model run. On May 5, 2011 orders were open to those who desired to purchase the appearance package on top of the price of either a 2LT or 2SS in either a coupe or convertible plus purchase of the RS package was required. Switchblade Silver interior trim kit on dash and door panels with accented red light piping in door trim, footwells, and cup holders. Body colored ground effects, Heritage grille, Blade spoiler, and antenna. Red engine cover and redcolored Brembo brake calipers. Ordering of the appearance package began on February 17, 2011 until the end of the 2011 model and were only limited to the following exterior colors of Black, Cyber Gray Metallic, and Imperial Blue Metallic.

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Integrated with the purchase of the XM Accessory Appearance Package were front body colored Heritage Grille, 21inch diameter 5spoke polished aluminum wheels, Silver strip running along the side of the Camaro following the contours of the shoulders to the front with pinstriping, premium carpeted floor mats, rear spoiler without the need to purchase an RS RPO WRS package and a 12month free trial subscription to XM Satellite Radio. Imports for the fifth generation Camaro ended in 2015. Crystal Red Tintcoat replaces Red Jewel as an exterior color. At least 30 percent of the parts on the ZL1 are exclusive to the model. Power is delivered to the rear wheels by either a sixspeed manual TR6060 or a 6L90 automatic transmission. The manual transmission has a stronger outputshaft, a more robust rear housing and an additional mainshaft roller bearing to provide 30percent more torque capacity than the automatic transmission used in the Camaro SS. To improve shift quality, there are triple synchros in some gears and a revised linkage. A new dualmass flywheel is bolted to a highcapacity twindisc clutch. Brembo supplied the braking system having six piston calipers at the front and four piston calipers at the rear. A duct system delivers air from the grille to the hardworking rotors. Damping is provided by Magnetic Ride Control units. This system can sense the need for a damping correction 1,000 times per second and make that change in only five milliseconds. The Performance Traction Management PTM system was originally engineered for the Corvette ZR1. In addition to modulating engine torque for optimum launch performance in manualequipped ZL1s, PTM also varies the traction control and suspension damping as needed. The ZL1s rear axle includes a highcapacity castironcase differential, large asymmetrical half shafts, and extraheavyduty universal joints. To keep the lubricant temperature in line, theres an oiltooil heat exchanger built into the bottom of the differential.

In addition, the engine is fitted with the same oiltocoolant heat exchanger used in the Corvette



ZR1. Designed for a better fuel economy using a slightly different gear ratio, this model resembles the trim of the original LS. It was available in both a manual transmission as well as an optional 6speed automatic transmission with shift paddles on each opposite side of the steering wheel. One downside about the 2LS is that it does not contain the option for "Sports Mode". It also has a choice of 5 body colors Flat Black, Summit White, Victory Red, Silver Ice Metallic and Ashen Gray Metallic, a solid rear axle, a full chrome moly roll cage, removal of sound deadening and power accessories, 2 racing bucket seats deletion of rear seat, a safety harness for the driver, a competition floor shifter, Chevrolet Performance gauges, Bogart racing wheels and Hoosier Racing Tires. Delivery began at the General Motors Performance Build Center in Wixom, Michigan, starting in Summer 2012. It features a supercharged LSX 5.3 L V8 engine with a 4.0 L Whipple supercharger that has a power output of 550 hp 410 kW as well as a black or Inferno Orange Metallic body colour with additional custom graphics, special interior trim and a Turbo 400 threespeed automatic transmission. Two units were made which were numbered 68 and 69. Both features were introduced on the Camaro ZL1. The convertible top color choices include black and beige. It included a choice of 4 body colors Silver Ice Metallic, Black, Rally Yellow optional, Summit White, body stripe original GT decal, fuel cap with Giovanna Edition Logo, front SS or RS emblem, rear Chevrolet bow tie decal, Giovanna Edition Logos on the head rests and door sill plates and Giovanna Wheel 20inch aluminium wheels made by WTW Corp. Changes include Dragon flames. The car is sold without a Vehicle identification number VIN though, and thus cannot be registered for highway use. Production began in April 2013, with deliveries starting in early Summer.

Other additions include a functional hood vent on the Camaro SS and optional Recaro seats with microfiber suede inserts for the SS and ZL1 packages. Retrieved 20141127. Archived from the original on 20090418. Retrieved 20091105. Retrieved 20061227. Archived from the original on 20080522. Retrieved 20080320. Retrieved 20061227. Retrieved 20060823. Retrieved 20070104. Retrieved 20071001. Retrieved 20061227. We intend to make the allnew Camaro relevant to younger buyers while retaining its appeal to current fans. The beauty of the best Camaros is that they have always been beautiful to look at with performance that rivals expensive European GTs. Yet they were practical enough to drive every day and priced within the reach of many newcar buyers. Retrieved 20061227. Retrieved 20080208. Retrieved 20060821. Retrieved 20080904. Retrieved 6 October 2014. Archived from the original on 6 October 2014. Retrieved 6 October 2014. Retrieved 6 October 2014. Retrieved 20110513. Retrieved 20110513. By using this site, you agree to the Terms of Use and Privacy Policy. That's the question anyone walking into an HSV showroom for a Chevrolet Camaro will face from here on out. It's at this point some manufacturers would rule out the relevance of a manual, deeming circuit boards a better judge of clutch engagement with so much grunt. This is the same 'box as in the outgoing HSV GenF2 range, so that might go some way towards helping the 2SS manual feel familiar in hand. Yet we can't recall a Holden or HSV ever shifting this smoothly. The lever is thinner than the chunky stub found in HSV's old Gen F2 models and it's also more contoured than a Mustang's ball knob. It softly clunks at low speed if you're slow on the release, but the Camaro's Active Rev Match can hold revs on slow, lazy upshifts and blip them for downshifts. Yeah, we know only a numpty needs help doing that, but the clutch seems to bite twice on the release stroke and sometimes you fall out of sync. So it's a welcome feature.

You'll find instructions for linelock and launch control in the owner's manual, the latter of which can vary wheelspin and rpm, but they're not where they should be found in the car's digital cluster menu. So it's all down to your left leg and arm. Cruising around town is nicer too, as you can keep revs in the midrange and enjoy the delicious offthrottle crackle of the bimodal exhaust. Your contact details will be provided to a thirdparty dealer network so they can contact you directly. By clicking the send button you acknowledge that you have read and agree to abide by the Bauer Network Terms and Conditions and Privacy Policy. Please try again later. Oops! For us to help you make an enquiry, we do need your help Please enable JavaScript to view the comments powered by Disqus.

Your contact details will be provided to a thirdparty dealer network so they can contact you directly. By clicking the send button you acknowledge that you have read and agree to abide by the Bauer Network Terms and Conditions and Privacy Policy. Please try again later. All Rights Reserved. All Rights Reserved. These models include the Chevrolet Camaro, Dodge Challenger and Charger, and the Ford Mustang, each of which delivers aggressive styling, potent engines, and timeless value. Entire model lines, such as the Ford Torino, Dodge Charger, and the Buick GNX were canceled. Later, some of the brands that supported such models as the Mercury Cougar, Plymouth Roadrunner, Olds 442, and Pontiac Tempest and Firebird were discontinued. These models offer more power, better steering and handling, and technologies the originals never had. Though demand is only a fraction of what we saw in the 1960s and 1970s, the core is strong and consumers love them. As for the Camaro, the current generation model rolled out in 2016, six years after the nameplate was restored. Chevrolet added a new infotainment interface and introduced an LE performance package to its base models.

Chevy pairs this engine with either a TREMEC 6speed manual gearbox or a 10speed automatic transmission. It is a strong affirmation of what Chevrolet brings to the table with its sports coupe. Its aggressive looks, the variety of powertrain choices, sports cockpit, and advanced technologies match up well in a small, but a highly competitive segment. A singlepiece counter shaft also contributes to the greater torque capacity and durability enhancements. We may earn money from the links on this page. Few affordable cars offer both these satisfying sensations, but the Chevy Camaro is one of them. Its not focused solely on being loud and going fast, however—even though it does both of those tasks very well. Chevys twodoor pony car comes as a coupe or convertible, and it offers copious features and countless personalization options. While the 650hp Camaro ZL1 is the most raucous version—and reviewed separately—every model from the base fourcylinder to the V6 to the V8 can be enhanced for track duty with the transformational 1LE package. Sure, the interior can feel claustrophobic and has several other quirks, but the 2021 Chevy Camaro is primarily geared towards those who love to drive. Like us. Whats New for 2021. Chevy improves the 2021 Camaro with some different color options, new features, and wider transmission availability. While Rally Green metallic and Garnet Red Tintcoat have been removed from the paint palette, Wild Cherry Tintcoat is now offered—for extra coin. All models now come with wireless Apple CarPlay and Android Auto, which means the app can be streamed to the cars infotainment system without needing to be plugged in. The trackoriented 1LE package is now available with the 10speed automatic transmission on V8powered SS models. Previously, all 1LEs except for the ZL1 1LE were offered only with a sixspeed manual. However, the most important upgrades are the ones that affect performance.

Every 1LE has a dualmode exhaust system, enhanced powertraincooling components, more powerful brakes, a limitedslip differential, and special suspension tuning. While we love that even models with the fourcylinder and V6 engines offer the 1LE package, wed choose to pair it with the 1SS trim that only comes with the hearty V8. That decision would coincide with picking the standard manual transmission, of course. Engine, Transmission, and Performance The base 275hp fourcylinder isnt slow— we tested a manual model that proved surprisingly quick. But uneven throttle responses and unpleasant, unsporting sounds accompanied its dull demeanor. On the other hand, upgrading to the 335hp V6 completely changes the cars character. The gutsy six has its own distinctly searing soundtrack. The Camaro LT1 and SS feature Chevys iconic smallblock V8, with 455 horsepower and 455 lbft of torque. Its tremendous lowend torque, linear power delivery, and chestcompressing acceleration are enhanced by the optional dualmode exhaust, which erupts with a sharp bark at startup and thunderous sounds during wideopenthrottle blasts. The standard sixspeed manual transmission maintains the enthusiast spirit. For cars not equipped with the 1LE package, the sixspeed manual transmission is standard. An eightspeed automatic is optional with the fourcylinder engine, and the 10speed automatic can be paired with the V6 and V8. The Camaros astonishing

chassis provides a caranddriver connection see what we did there thats unparalleled among pony cars. Its solid structure engenders precise handling and a quality feel. Its wellbalanced ride is firm enough to be agile on curvy roads yet still compliant on rough surfaces. Paired with the 1LE setup, the coupes transcend their class—competing with cars costing much, much more. The 1Les are taut on the track yet relaxed on regular roads Their electrically assisted powersteering systems have reasonable efforts and highly accurate responses.

<http://schlammatlas.de/en/node/16001>