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2000 camaro z28 convertible

Fourth generation muscle/pony car manufactured by American automaker Chevrolet from 1992-2002 This article is about the fourth generation of the Chevrolet Camaro. For general information about Camaro, see Chevrolet Camaro. This article includes a list of general references, but is largely not verified because it does not have enough corresponding online appointments. Please help improve this article by entering more accurate quotes. Retrieved January 23, 2010 In 1987, China's government decided to delete this template message. This article requires additional citations for verification. Please help improve this article by adding quotes to reliable sources. The non-source material can be challenged and removed. Find sources: Chevrolet Camaro fourth generation - news - newspapers - books - the scholar - JSTOR (juliol de 2020) (Aprèn com i quan eliminar aquest missatge de plantilla) Chevrolet Camaro (quarta generació)1993 Chevrolet Camaro Z28OverviewManufacturerChevrolet (General Motors)ProduccióNovembre 1992-27 d'agost de 2002[1][2][3]AssemblySainte-Thérèse, Quebec, CanadaDesignerJohn Cafaro (1988, 1989)[4]Charles Jordan (1989)[5] Cos i xassisClassPony cotxeMuscle carBody style2-door t-top2-door liftback coupé2-door convertibleLayoutFront-engine, tracció posteriorPlatformF-bodyRelatedPont FirebirdiacCallaway SuperNatural CamaroPowertrainEngine207 cu in (3.4 L) L32 V6 (160hp)231 cu in (3.8 L) L36 V6 (205hp)350 cu in (5.7 L) LT1 V8 (275-305cv)350 cu in (5.7 L) LT4 V8 (330hp)346 cu in (5.7 L) LS1 V8 (305-330hp)Manual manual de velocitat automàtica de 5 velocitatsDimensionsWheelbase101.1 en (2.568 mm)Longitud1998–02: 4.915 mm (1993-97) (4.907 mm) Ample74.1 in (1.882 mm)Alçada1998–02 convertible : 51.8 in (1,316 mm)1998–02 coupe: 51.2 in (1,300 mm)1994–97 convertible: 52 0 in (1,321 mm)1993–97 coupe: 51.3 in (1,303 mm)1993–97 coupe: 51.3 in (1,303 mm) mm)Curb weight2,954–3,211 lb (1,340–1,456 kg)ChronologyPredecessorChevrolet Camaro (1,340–1,456 kg)ChronologyPredecessorChevrolet Camaro (1,340–1,456 kg) Third generation)SuccessorChevrolet Camaro (fifth generation) The fourth generation Chevrolet Camaro is a pony car that was produced by american automaker General Motors for the years 1993 to 2002 model. It was introduced to an updated F-body platform, but retained the same characteristic since the introduction of the first generation in 1967; 2 doors, 2 +2 seats, coupé (with optional T-top ceiling) or convertible bodystyles, rear-wheel drive, and a selection of pushrod V6 and V8 engines. The Camaro was revised in 1998 with changes to both the exterior and the engine. General Motors discontinued production of the fourth generation of the Camaro due to slow sales, a deteriorating sports coupé market and plant overcapacity. [7] 1993–1997 1993 The 5.7-liter LT1 V8 engine The fourth generation of the Camaro was introduced in January as a 1993 model. Production moved from GM's GM's Nuys, California assembly plant in Sainte-Thérèse, Quebec, Canada since November 1992. The new design incorporated a sheet metal molding compound (SMC) made of chopped fiberglass and polyester resin for the ceiling, hatch, doors and spoiler. [8] Both the front and rear suspension design was improved over its predecessor. The base models were powered by a 160 hp (119 kW) (119 kW) pushrod V6 engine equipped with a 5-speed manual transmission as standard. 4-speed 4L60 automatic transmission was optional. All models arrived with a red Chevrolet Bowtie on the grill. 1993 was the only year that the interior instruments had yellow signage (this is a way of saying the 1993 models of 1994 that had white inner instrument signage). Z28 1993 Camaro Z28 Indianapolis 500 pace car The high-performance Z28 model came with rectangular dual exhaust tips to distinguish it from base models. The Z28 featured the LT1 V8 pushrod 5.7 L pushrod engine with a power of 275 hp (205 kW) and 441 N of torque that had been introduced to the Corvette a year earlier. The V8 engine came standard with a 4L60 automatic transmission, although the Borg-Warner T56 six-speed manual transmission was not a cost option. In 1993, the Camaro Z28 was selected as the official pace car for the Indianapolis 500. The same year a special pace car edition cut was introduced and featured Indy 500 letters on black and white body colour scheme with multicoloured stripes and white painted wheels. 633 units were made. [9] 1994 1994 Chevrolet Camaro RS Several changes were made for the 1994 model year. Mechanically controlled and operated 4L60 automatic transmission was replaced by the electronically operated and controlled 4L60E, which was shared with other V8 GM vehicles, such as the Tahoe. Consequently, the computer on board the car was modified from dealing only with the engine as in 1993 (ECM), to controlling both the engine and transmission in automatic models (PCM). The computer in 1993 ran through the Speed Density system, which measured engine speed (RPM) and charging (MAP in kPa) to calculate airflow requirements and then use it against the VE (Volumetric Efficiency) table to get the right readings in order to warn the driver about refuelling. An IAT (Air Temperature Admission Sensor) was also used as air density changes with temperature. In 1994, however, computer logic was changed to a massive airflow system. This system uses a massive airflow sensor placed in front of the throttle body to measure airflow entering the engine by using a heated wire sensor in the path of the air, which has the heat away from it through the incoming air. Reduced heat becomes a voltage signal, read by the PCM which interprets this voltage signal as mass flow. The computer uses engine sensors to judge engine conditions and provide adequate fuel outside of this reading of the airflow. Another prominent difference between systems from 1993 and 1994 is how the programming (or custom tuning) of the computer is carried out. In 1993, the computer used an essential removable Memcal chip to run the systems. In 1994, this was changed to a non-removable reflashable chip, which could be rescheduled via the Mount Line Diagnostic Link (ALDL) located under the side of the board controller, next to the center console. The charts in the board indicator have been changed from yellow to white. There was also a place in the measurement cluster reading ASR off. Although GM intended to install ASR or Acceleration Slip Regulation (called TCS by Pontiac) on the 1994 F-body models, it never went into production until 1995. The Z28 received updated front brakes and cooling fans were changed mid-year from a parallel to a series setup. At low RPM, both fans operated at 6Vs, but in high RPM, both operated in performance figures of 12 V. for the Z28 include an acceleration time of 0-60 mph of 5.7 seconds and quarters of a mile of 14.2 seconds. [10] 1995 1995 Convertible Camaro In 1995, the 3800 Series II V6 engine joined the 3.4-liter V6 engine offered on base models giving buyers a choice of two V6 engines for the first time. The 3800 engine had a power 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 of 275 hp (205 kW). The high-performance variant of the Z28 called Z28 SS was not introduced until 1996 in collaboration with SLP Engineering with the engine tuned to have a power of 305 hp (227 kW). The 17-inch wheels were also made available as an option. [11] 1996 This section does not cite any sources. Please help improve this section by adding appointments to reliable sources. The non-source material can be challenged and removed. Date: July 2020 (Learn how and when to delete this template message) 1996 Chevrolet Camaro Z28 1996 saw small mechanical reviews as well as small power gains from new OBD II-compatible engine controls. All base models were equipped with the 3800 series II V6 engine valued at 200 hp. New wheel pack and tires on the SS resulted in better handling and braking compared to the Z28. [clarification needed] The convertible Super Sport cars, however, had 16-inch ZR1-style wheels. Also available this year for the V6 model was the Y87 package, which included a limited slip differential from Auburn, better tyres, dual exhaust tips, 4-wheel drive brakes, a sporty steering ratio and a more aggressive gear ratio in the differential for equipped cars 1997 This section does not cite any sources. Please help improve this section by adding appointments to reliable sources. The non-source material can be challenged and removed. Date: July 2020 (Learn how and when to delete this template message) 1997 Camaro Z28 convertible by In 1997, the Camaro presented a new interior and tricolour tail lights that would be standard in all models from 1997 to 2002. A 30th Anniversary Limited Edition scrap package, commemorating 30 years since the introduction of the Camaro, was added to the range that included unique orange stripes on white-based paint. It was only available on the Z28 and SS models. A total of 979 models of the 30th anniversary were made in 1997. The new 16-inch 5-inch wheels became standard on this year's Z28 (ZR-1 style of 17 in coupé SS models) available in polishing, chrome or white (only on 30th anniversary models), replacing the previous 10-spoken turbine-style design. 30th anniversary LT4 SS Additional models of 108 30 years were modified by SLP engineering equipment with the LT4 V8 engine with a power of 330 hp (246 kW) and 340 pounds (461 N of torque. 100 cars were assigned to the U.S. market, while 6 cars were sold to Canadian buyers. The remaining 2 were prototypes. These models have the R7T RPO code. The LT4 was the fastest factory-built Camaro available, as well as the most expensive at US\$40,000. 1998-2002 1998 1998 Camaro The engine bay of a 1998 Camaro Z28, with the 5.7-litre LS1 V8 engine For 1998, the Camaro received a facelift and now had a new front clip. This replaced the quartet of square start headlights. Replacing the LT1 engine was the new 5.7 L (346 cuin) LS1 V8 engine valued at 305 hp (227 kW), which had been introduced on the 1997 Corvette C5. The new engine featured a block of aluminum cylinders with iron sleeves, reducing the weight by about 43 kg compared to the iron block's LT1 engine. 1998 was the only year in which LS1-powered models had a real coolant temperature meter. Small changes were made to the suspension and the brakes were increased in size. Total production in 1998 was 48,495 units in total. 1999 1999 Camaro ended up in Hugger Orange The model year of 1999 saw only a few small changes made to the Camaro. These included the introduction of new colors such as Hugger Orange. The fuel tanks were made of plastic with a capacity of 16.8 gallons instead of previous metal units that had a capacity of 15.5 gallons. Valve covers on LS1-powered models were changed to a central bolt style, and traction control was now available on V6 models. A new oil change light was added to the instrument cluster as General Motors introduced its first oil life monitoring systems. Coolant temperature meters were replaced by a fictitious meter. Added torse differential for the Z28 and SS models. 1999 was the last model year for the RPO 1LE performance option that included factory installed double adjustable koni shocks, stiffer docks, a larger front and rear anti-roll bars, and and suspension of shrubs. 2000 2000 Camaro V6 Changes for the year 2000 were also largely cosmetic in nature. Monterey Maroon Metallic was added as an optional color, similar to the now available Medium Patriot Red. SS, however, were not available in this color. The black outer color was now renamed Ebony. Previously, all V8-powered models had side mirrors painted in this color. A new four-spoke steering wheel, as found in other GM models of the time, was introduced to replace the two-spoken steering wheel dating back to the 1993 models. The new 10-inch 10-inch speaking wheels were made available, but older 5-spoken wheels were still optional. The base models came with 16-inch steel wheels with caps. The 3.8 L (231 c) V6 engines and 5.7 L (346 c) LS1 V8 engines continued unanswered. 2001 2001 proved to be the lowest production year for the Camaro with 29,009 units built. This was partly due to the production that ended earlier than usual to start working on the models of the 35th Anniversary that commemorated the 35th anniversary of the Camaro. The Z28 and SS models received the LS6 engine admission collector, used in the Z06 from 2001 to 2004 and the first generation of the Cadillac CTS-V from 2004 to 2005. This change also resulted in a revised camshaft profile and the removal of the EGR system. Chevrolet also introduced a new slave cylinder for clutch assembly that was superior to the design of previous years, as well as an LS6 clutch on manual models. Consequently, engine power 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 admission system along with the Z28 takeoff exhaust from its SS conversions. 2002 2002 SS 35th Anniversary Edition convertible The last fourth generation camaro was built on August 27, 2002 after which the Boisbriand plant, located in the province of Quebec on the outskirts of Montreal and then closed. [12] The total production in 2002 was 42,098 units. [13] GM's Performance Division unveiled a Z28 show vehicle on the 2002 Woodward Dream Cruise as a shipment for camaro's 35-year-old heritage. He emulated penske-sunoco racing team vehicles from 1960 and 1970. The 35th anniversary snippet was also available for the SS.[14] References ^ [Retrieved: August 30, 2015]. Archived from the original on 2017-01-18. Retrieved October 1, 2010. 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