

A MAJOR LEAP FORWARD for Camaro

*The MOST POWERFUL CAMARO ever
offered by Chevrolet*

*New levels of SOPHISTICATION and
awe-inspiring POWER*

*A new realm of ADVANCED
PERFORMANCE TECHNOLOGY*

*“There’s absolutely NOTHING THAT
WILL MATCH THE ZL1’S LEVEL of
capability, sophistication and
performance-bred engineering.”*

- AL OPPENHEISER, CAMARO CHIEF ENGINEER

**2012 CAMARO ZL1
INTRODUCING A WHOLE NEW BEAST**



**2012 CHEVROLET CAMARO ZL1
DEALER REFERENCE GUIDE**

2012 CAMARO ZL1

**THE 2012 CAMARO ZL1
WILL ARRIVE IN DEALERSHIPS
EARLY NEXT YEAR.**

Make no mistake; it's a totally new Camaro experience. Reengineered to meet racetrack expectations, it brings a whole new level on the outside, on the inside and where it matters most – under the skin.

This Reference Guide includes a detailed look at what Chevrolet has done to make this Camaro everything its loyal enthusiasts and track-seeking customers have imagined it could be, how it stacks up against a key competitor, key specifications, important selling information and a look at how to order.

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2012 CAMARO ZL1 EXTERIOR POWER FROM EVERY ANGLE

FUNCTION AND FORM

At every stage of development we wanted things that improved performance and looked the part ... for instance, every single piece that transmits power (from pistons to the tires) has been upgraded and is unique. This car brings the latest and greatest of everything, all proven on the most demanding tracks around the world.”

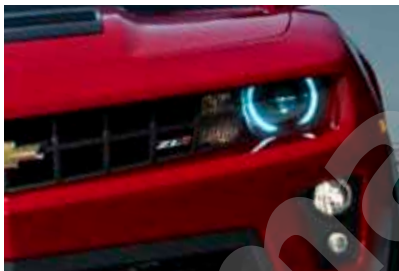
– Tony Roma, Program Engineering Manager, Camaro ZL1



ALUMINUM HOOD WITH CARBON FIBER “MOHAWK” EXTRACTORS

This functional hood air extractor is engineered out of carbon fiber for strength, durability and low mass. It helps reduce front end lift by extracting air that comes in through the grille. Another important factor in its favor is that carbon fiber can withstand heat. A cool engine is more efficient. Additionally lightweight materials were chosen for the hood to provide an overall lower center of gravity and reduce weight on the front wheels, which improves vehicle balance while driving.

Please note: The black painted carbon fiber “mohawk” requires unique care when cleaning. The optional exposed carbon fiber weave version can be waxed like the rest of the surface of the car.



LIGHTING – THE FULL PACKAGE

ZL1 integrates the “full exterior lighting package” with fog lamps, separate Daytime Running Lamps and HID headlamps with halo rings (a combination currently not available on Camaro models). It will be uniquely recognizable both during the day and night.

FRONT FASCIA

The signature feature of the front fascia is the large lower “splitter.” It reduces front lift significantly and forces air through the lower grille. This fascia also has a larger lower grille opening than the SS model. The larger openings, splitter and hood extractor all combine for a significant increase in cooling capacity for the powertrain and help contribute to a high-performance appearance.

Please note: The ground clearance of ZL1 is lower compared to the Camaro SS and similar to a Corvette Z06. Drivers must use caution when approaching curbs to avoid damage.



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2012 CAMARO ZL1 EXTERIOR POWER FROM EVERY ANGLE

ROCKER MOLDINGS WITH EXTENSIONS

Single-piece satin black rockers with extensions are aero-designed. They provide a lower skirted appearance and utilize extensions to help keep the ZL1 planted by helping with aerodynamic balance.



REAR DIFFUSER

The rear diffuser extends to the rear wheel openings to complete the aggressive lower treatment (starting with the splitter and continuing down the side of the car with the rockers).



WHEEL LINEUP

ZL1 offers two 20-inch wheel options, both tested and engineered to the highest standards. The first is a 10-spoke design. The second is a 5-spoke design. Both designs are 20x10-inch front and 20x11-inch rear sizes. Both designs are optimized for high strength and low mass. The standard 10-spoke wheel is black with a low-gloss clear coat, forged aluminum and includes the “Camaro” logo. The 20-inch forged aluminum 5-spoke optional wheels have a bead blasted and polished face with high gloss clearcoat. Either wheel has larger tires mounted to them that contain a special rim protector. The rim protector, built into each tire, puts rubber over the aluminum of the outer rim for protection when parking. These wheels are 5.1 kg (11 lbs.) lighter than the current 2SS model wheels.



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2012 CAMARO ZL1 EXTERIOR POWER FROM EVERY ANGLE



TIRES

The Goodyear Eagle® F1 Supercar® Generation 2 (G:2) tires have been developed and optimized specifically for the ZL1 to yield outstanding handling while maintaining requisite street-tire performance for wet handling, treadwear, noise, mass and rolling resistance. The ZL1 front tire goals were focused mostly upon steering linearity, steering response and handling balance through the use of sidewall inserts, rubber compound and alignment settings. The ZL1 rear tire received particular attention for optimizing treadwear, wet handling, combined traction (powering out of a turn) and handling balance through the use of sidewall stiffness changes, groove carving, rubber compound and footprint shape. This tire is aggressive and “race bred”. They are also 5.3 kg (11 lbs.) lighter per car than the tires on a Camaro SS.

Please note:

- ZL1 Camaro summer-only tires tend to wear faster and are more susceptible to damage from road hazards or curb impact than standard profile tires. This type of damage is not covered by the GM New Vehicle Limited Warranty. You may want to get different tires if you expect to drive in winter conditions
- It is not recommended to use the high-performance summer tires when temperatures drop to approximately 40 degrees F (5 degrees C) or below
- It is recommended these tires be stored indoors at temperatures above 20 degrees F (-7 degrees C) when not in use
- The ZL1 tires should not be rotated. They are corner specific by design.
- These tires are unique in their wear patterns. The outside shoulder may appear worn as compared to other tires. Always inspect at the wear bar



UNIQUE BADGING

Unique ZL1 badging is located on the hood, front grille, the rear and the sill plates.



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2012 CAMARO ZL1 INTERIOR
A FUTURISTIC THRILL

NEW LEVELS OF POWER AND SOPHISTICATION

“The torque is going to make the ZL1 a car you won’t want to get out of...”

– John Rydzewski, Assistant Chief Engineer for Small Block Engines



SEATS

ZL1 is tailored for high-performance driving. Front seats incorporate sueded microfiber inserts and ZL1 logos embroidered on the front head restraints. The sueded microfiber inserts help add friction to the seat and make the bolsters more effective.

Please note: The sueded microfiber inserts require unique care when cleaning.



UNIQUE IP AND DOOR INSERTS

Microfiber is repeated as an accent on the instrument panel insert. The IP and door inserts are backpainted in Carbon Flash Metallic, adding a richer look to the interior.



STEERING WHEEL

The flat-bottom steering wheel of ZL1 provides room for heel/toe operation and makes getting in and out of the car easier. This new wheel also has the benefit of making the whole car “feel” smaller and makes the driver feel more directly connected to the car. The rim section has also been thickened and tuned to give the driver a more “connected” feel, especially noticeable during spirited driving.

HEAD-UP DISPLAY

Head-Up Display is a transparent display that presents ZL1 data without requiring drivers to look away from their usual viewpoints. The dots at the top are “shift lights” staged with increasing engine speed to make it so that the driver doesn’t have to take his/her eyes off the road to execute perfectly timed upshifts, even under the most demanding conditions. The lower section is a lateral g (cornering force) measurement that holds the peak value in a corner so you can look at it when you heading down the straightaway to the next corner. The gear indicator is only on in the automatic TAP mode.



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2012 CAMARO ZL1 PERFORMANCE
EXCLUSIVE TECHNOLOGIES

TRACK READY, FROM THE SHOWROOM

“With this level of performance, we expect many ZL1 owners will take their cars to the road course or drag strip...other manufacturers require extensive preparation and additional components to make their performance cars track-worthy. With the ZL1, we want to ensure that owners can run what they bring for track days.”

– Al Oppenheiser, Camaro Chief Engineer



6.2L SUPERCHARGED V8 ENGINE

ZL1 will be equipped with a 6.2-liter supercharged V8 engine (LSA) that can be mated to the standard six-speed manual (MG9) or Hydra-Matic® 6L90 automatic transmission. This engine is based on GM's legendary small-block V8 architecture and features an intercooled supercharger system and premium heat-resistant aluminum-alloy cylinder heads. It also features hypereutectic pistons with forged connecting rods, piston cooling oil squirters, standard oil cooler and deep sump oil pan.

Please note:

- ZL1 performance parts have a break-in period. For the first 1,500 miles, do not drive above 80 mph. Following this break-in period rule will result in better performance in the long run
- It is not recommended to tow or pull a trailer with ZL1
- It is recommended you replace the ZL1 air filter at 20,000 miles



EATON SUPERCHARGER

A sixth-generation Eaton supercharger enables a broader range of power through the rpm band. This gives the engine great low-end torque and excellent horsepower at higher rpm – the range of the rpm band where a supercharger generally loses its effectiveness.

TREMEC (TR6060) 6-SPEED MANUAL

The standard transmission for ZL1 comes in the form of the latest TREMEC (TR6060) 6-speed manual with a revised short-throw shifter. The new shifter has a more aggressive motion ratio and incorporates a revised shift knob. The shape of the shift knob is designed to be more performance oriented in the driver's hand, while the shorter throws result in a more direct feeling of connection with the car for spirited driving. The TREMEC provides smooth transfer of the engine's exceptional power and torque. In fact, it incorporates various upgrades and a 30% increase in torque capacity.



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2012 CAMARO ZL1 PERFORMANCE EXCLUSIVE TECHNOLOGIES

HYDRA-MATIC® 6L90 6-SPEED AUTOMATIC

The optional automatic transmission version of the ZL1 is a fully integrated powertrain offering that is unique to the segment. The Mustang GT500 and Boss models do not offer anything except manual transmissions. The Hydra-Matic 6L90 is built to handle the massive torque (556 lb.-ft.) and power (580 horsepower) put out by the 6.2L supercharged V8. Included on the 6L90 are a strengthened input gearset with two additional pinion gears and a strengthened output gearset. Steering wheel paddle shifting will make shifts quick and convenient.



REAR DIFFERENTIAL COOLER

The rear differential cooler is a truly unique design, with a concept found in no other sports car today. It can reduce the temperature by over 100 degrees F, and maintains cool, stable performance throughout the most aggressive racetrack sessions.

Please note:

- Regularly scheduled maintenance and fluid changes are still recommended
- For ZL1 track/competitive driving, replace the axle fluid every 6 hours

UNDERBODY BELLY PAN

The ZL1 underbody incorporates a belly pan which helps reduce front lift. The shape was enhanced to draw air upward into the underbody area. This highly energized air provides extra cooling for underbody components affected by the additional exhaust thermal energy of the high-powered LSA engine.

HIGH-PERFORMANCE FUEL SYSTEM

The fuel system for the Camaro ZL1 has been engineered to provide fuel to the ZL1 engine under all driving conditions and fuel levels. The fuel pump and tank have been modified to maximize the amount of fuel available during high performance maneuvers and access the fuel sloshed over the tank center during high G cornering when low fuel conditions exist.

Please note: Premium fuel is required.



2012 CHEVROLET CAMARO ZL1 DEALER REFERENCE GUIDE

2012 CAMARO ZL1 PERFORMANCE EXCLUSIVE TECHNOLOGIES



MAGNETIC RIDE CONTROL™ (MRC)

The Camaro ZL1 will feature the third-generation of Magnetic Ride Control (MRC). MRC employs valveless damping and Magneto-Rheological (MR) fluid technology. MR fluid is a suspension of iron particles in a synthetic fluid. When the system is activated, the particles are magnetized and aligned into fibrous structures, changing flow resistance. By controlling the current to an electromagnetic coil inside the piston of the damper, the system varies the suspension firmness to match the road and driving conditions. The new design allows even more precise control of the electrical current (and magnetic flux), allowing greater range between the softest setting for ride comfort and the firmest setting for track driving. The new dual-coil design also enables faster response, with damping levels now adjusted up to 1,000 times per second – about one adjustment per inch of vehicle travel at 60 mph – making the system exceptionally responsive to changing driving and road conditions. There are three settings for MRC in the ZL1: Tour, Sport, and Track.

PERFORMANCE TRACK MANAGEMENT (PTM)

Exclusive to GM and first introduced on the Corvette ZR1, PTM is a feature that tailors the performance of ZL1 to match the driver's skills and driving conditions. This advanced system integrates Magnetic Ride Control, launch control, Traction Control and stability control. Five PTM performance levels or modes are available:

- Mode 1 – Traction Control set for wet conditions, with stability control on and Magnetic Ride Control set on Tour
- Mode 2 – Traction Control set for dry conditions, with stability control on and Magnetic Ride Control set on Tour
- Mode 3 – Traction Control set on Sport 1, with stability control on and Magnetic Ride Control set on Sport
- Mode 4 – Traction Control set on Sport 2, with stability control off and Magnetic Ride Control set on Sport
- Mode 5 – Traction Control set on Race, with stability control off and Magnetic Ride Control set on Track



BREMBO® BRAKES

ZL1 is equipped with a significantly larger, extremely robust, Brembo brake system that's considered world-class (6-piston front vs. 4-piston on SS). Brembo is a renowned high-performance brake system manufacturer and leading supplier to Formula™ race teams. Brembo brakes provide fade resistance and are designed to stand up to repeated high-speed stops.



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2012 CAMARO ZL1 PERFORMANCE EXCLUSIVE TECHNOLOGIES

DUAL MODE EXHAUST

The dual-mode exhaust of ZL1 provides refined tuning (optimal N&V characteristics) at low engine speeds and a low-restriction exhaust (enabling peak horsepower performance) at high engine speeds in one exhaust system. It utilizes a vacuum system similar to Corvette, coupled with twin valves located at the exhaust tailpipes.



ELECTRICALLY ASSISTED STEERING (EAS)

Electrically Assisted Steering is an innovative power-assist system connection between the ZL1 steering system and the engine. The assist power is applied directly to the rack with a belt drive and a ball nut mechanism. This design allows for lower inertia, lower friction and more direct steering feel, as well as superior response.



2012 CHEVROLET CAMARO ZL1

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2012 CAMARO ZL1 VS. FORD SHELBY GT500

	2012 Chevrolet Camaro ZL1	2012 Ford Shelby GT500 Coupe
EXTERIOR DIMENSIONS		
Wheelbase [in]	112.3	107.1
Length [in]	190.4	188.2
Height [in]	54.2	55.1
Front Track [in]	63.7	61.9
Rear Track [in]	63.7	62.5
INTERIOR DIMENSIONS		
Head Room - Front [in]	37.4	38.5
Head Room - Rear [in]	35.3	34.7
Leg Room - Front [in]	42.4	42.4
Leg Room - Rear [in]	29.9	29.8
Shoulder Room - Front [in]	56.9	55.3
Shoulder Room - Rear [in]	50.4	51.6
ENGINE SPECIFICATIONS		
Engine Type	6.2L Gen IV V8 Small Block	5.4L Supercharged 4V Ti-VCT V8 Engine
Displacement	6162 cc (376 cu. in.)	5.4L (330 cu. in)
Compression Ratio	9.1:1	
Horsepower (SAE net @ rpm)	580 (427) @ 6000 SAE certified	
Torque (lb.-ft. @ rpm)	556 (754) @ 4200 SAE certified	
Exhaust	Cast stainless steel (exhaust manifolds), stainless steel with active valves and quad 3.5" bright tips	Dual, SVT-tuned Stainless Steel exhaust with 4" bright rolled tips



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2012 CAMARO ZL1 VS. FORD SHELBY GT500

	2012 Chevrolet Camaro ZL1	2012 Ford Shelby GT500 Coupe
CHASSIS SPECIFICATIONS		
Front Suspension	Double ball joint, multilink strut; direct-acting stabilizer bar; progressive-rate coil springs; with Magnetic Ride Control	Adjustable struts with reverse "L" lower control arms; stabilizer bar
Rear Suspension	4.5-link independent; progressive-rate coil springs over shocks; stabilizer bar; with Magnetic Ride Control	Constant-rate coil springs, 3-link design with panhard rod and stabilizer bar
Brakes	Four-wheel disc w/ABS; ventilated two-piece front and one-piece rear rotors; six-piston fixed Brembo® aluminum front and four-piston rear calipers	Power 4-wheel disc (Brembo front brakes); anti-lock system with traction control
Steering	Electric power steering with variable-ratio, and variable-effort rack-and-pinion	Selectable electronic power assisted (EPAS)
TRACK CAPABILITY		
Performance Track Management	YES	NOT AVAILABLE
Factory-integrated engine oil cooler	YES	NO (ADDED COST TO INSTALL)
Factory brake cooling ducts	YES	NO (ADDED COST TO INSTALL)
Factory transmission oil cooler	YES	NO (ADDED COST TO INSTALL)
Factory-integrated rear differential cooler	YES	NO (ADDED COST TO INSTALL)
Factory-integrated high-performance fuel system	YES	NO (ADDED COST TO INSTALL)



2012 CHEVROLET CAMARO ZL1

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2012 CAMARO ZL1 KEY SPECIFICATIONS

OVERVIEW

Model	Chevrolet Camaro ZL1
Body style/driveline	Unitized body frame, one- and two-sided galvanized steel
EPA vehicle class	Coupe
Manufacturing location	Oshawa, Ontario, Canada
Key competitor	Ford Mustang Shelby GT500

ENGINE

Type	6.2L Gen IV V8 Small Block
Application	2012 Chevrolet Camaro ZL1
Displacement	6162 cc (376 cu. In.)
Compression ratio	9.1:1
Valve configuration	Overhead valves (two valves per cylinder)
Valve lifters	Hydraulic roller
Firing order	1 - 8 - 7 - 2 - 6 - 5 - 4 - 3
Bore x stroke	103.25 x 92 mm
Fuel system	Sequential fuel injection
Fuel type	Premium required
Maximum engine speed (rpm)	6200
Emissions controls	Catalytic converter Three-way catalyst Positive crankcase ventilation
Horsepower	(hp/kW) 580 (427) @ 6000 SAE certified
Torque	(lb.-ft./Nm) 556 (754) @ 4200 SAE certified
Block	Cast aluminum
Cylinder heads	A356-T6 Rotocast cast aluminum Intake manifold: Cast aluminum
Exhaust manifolds	Cast stainless steel
Main bearing caps	Rodular iron
Crankshaft	Forged steel
Camshaft	Hollow steel
Connecting rods	Forged powder metal
Additional features	1.9 L/rev supercharger Integrated single coolant-to-air intercooler Piston oil spray cooling Direct-mount ignition coils



2012 CHEVROLET CAMARO ZL1

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2012 CAMARO ZL1 KEY SPECIFICATIONS

TRANSMISSIONS

Gear ratios (:1):	TREMEC TR6060 Six-Speed Manual
First	2.66
Second	1.78
Third	1.30
Fourth	1.00
Fifth	0.80
Sixth	0.63
Reverse	2.90
Final drive ratio	3.73

CHASSIS/SUSPENSION

Front	Double-ball-joint, multilink strut; direct-acting stabilizer bar; progressive-rate coil springs; with Magnetic Ride Control
Rear	4.5-link independent; progressive-rate coil springs over shocks; stabilizer bar; with Magnetic Ride Control
Steering type	Electric power steering with variable-ratio, variable-effort rack-and-pinion
Steering ratio	17:1
Steering wheel turns, lock-to-lock	2.5
Turning circle, curb-to-curb (ft./m)	37.7/11.5

BRAKES

Type	Four-wheel disc w/ ABS; ventilated two-piece front and one-piece rear rotors; six-piston fixed Brembo® aluminum front and four-piston rear calipers
Rotor diameter, front (in/mm)	14.6/370
Rotor diameter, rear (in/mm)	14.4/365
Rotor thickness, front (in/mm)	1.26/32
Rotor thickness, rear (in/mm)	1.1/28

WHEELS/TIRES

Wheel size and type	20" x 10" forged aluminum (front) ¹ 20" x 11" forged aluminum (rear) ¹
Tires	285/35ZR20 summer (front) ¹ 305/35ZR20 summer (rear) ¹

¹ Use only GM-approved tire and wheel combinations. Unapproved combinations may change the vehicle's performance characteristics. For important tire and wheel information, go to gmaccessorieszone.com or see your dealer for details. Camaro's 20-inch tires are summer performance tires. Summer-only tires tend to wear faster and are more susceptible to damage from road hazards or curb impact than standard profile tires.



2012 CHEVROLET CAMARO ZL1

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2012 CAMARO ZL1 KEY SPECIFICATIONS

EXTERIOR

Wheelbase (in/mm)	112.3/2852
Overall length (in/mm)	190.4/4836
Overall width (in/mm)	75.5/1918
Overall height (in/mm)	54.2/1376
Track, front (in/mm)	63.7/1618
Track, rear (in/mm)	63.7/1618
Curb weight (lb./kg)	4120 lbs.
Weight balance (% front/rear)	51% front/49% rear

INTERIOR

Seating capacity (front/rear)	2/2
Headroom (in/mm)	Front: 37.4/950 Rear: 35.3/897
Legroom (in/mm)	Front: 42.4/1077 Rear: 29.9/757
Shoulder room (in/mm)	Front: 56.9/1444 Rear: 50.4/1080

CAPACITIES

Cargo volume (cu. ft./L) ¹	11.3/320
Fuel tank (gal/L)	19/71.9 (approx.)
Engine oil (qt./L)	8.9/8.5
Final drive ratio	Manual: 3.73 Automatic: 3.23

¹ Cargo and load capacity limited by weight and distribution.



2012 CHEVROLET CAMARO ZL1

DEALER REFERENCE GUIDE

2012 CAMARO ZL1 STANDARD EQUIPMENT

Camaro ZL1 offers the following standard equipment and limited number of options, making it easy to order.

EXTERIOR

- Aluminum hood with carbon fiber “mohawk” insert
- Body-color roof ditch molding and shark fin antenna
- Foglamps, HID headlamps and DRLs
- Forged aluminum 10-spoke 20-inch wheels (20" x 10" front, 20" x 11" rear)¹
- Goodyear 20-inch tires (285/35ZR20 front, 305/35ZR20 rear)¹
- Unique front fascia, front splitter, rear diffuser and side rocker extensions
- ZL1 rear spoiler
- ZL1 badging

POWERTRAIN/CHASSIS

- Dual-mode exhaust
- Brakes, Brembo[®], 6-piston front (2-piece)(370 mm/14.6"), 4-piston rear (365 mm/14.4")
- Engine – 6.2L supercharged V8
- Suspension – revised tuning with Magnetic Ride Control
- Transmission – six-speed manual with short-throw shifter

INTERIOR

- Black with red accent stitching
- Alloy pedal covers (clutch, brake and accelerator)
- Driver and front passenger six-way power seat with power recliner
- Leather-wrapped steering wheel and shift knob
- Four-pack auxiliary gauges
- Heated leather-appointed high-performance seats with microfiber sueded inserts
- Unique IP and door inserts
- ZL1 sill plates

¹ Use only GM-approved tire and wheel combinations. Unapproved combinations may change the vehicle's performance characteristics. For important tire and wheel information, go to gmaccessorieszone.com or see your dealer for details. Camaro's 20-inch tires are summer performance tires. Summer-only tires tend to wear faster and are more susceptible to damage from road hazards or curb impact than standard profile tires.



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2012 CAMARO ZL1 STANDARD EQUIPMENT

TECHNOLOGY

- Air bags, driver and front-passenger, dual-stage frontal, with Passenger Sensing System; driver and front-passenger side and head-curtain side-impact¹
- Bluetooth[®] connectivity for select phones²
- Boston Acoustics[®] premium nine-speaker system, 245 watts
- OnStar[®] with Directions & Connections[®] Plan standard for first six months; includes Turn-by-Turn Navigation³
- Rear camera display (on ISRV mirror)
- Rear park assist
- USB port⁴
- Preferred Device Interface Module (PDIM)
- SiriusXM with 12 trial months⁵

1 Always use safety belts and the correct restraint for your child's age and size. Even in vehicles equipped with the Passenger Sensing System. Children are safer when properly secured in a rear seat in the appropriate infant child, or booster seat. Never place a rear-facing infant restraint in the front seat of any vehicle equipped with a passenger air bag. See the Owner's Manual and child safety seat instructions for more safety information.

2 Go to gm.com/Bluetooth to find out which phones are compatible with the vehicle.

3 Visit onstar.com for coverage map, details and system limitations. Services vary by model and conditions.

4 Not compatible with all devices.

5 Requires a subscription sold separately by SiriusXM after trial period. Available only in the 48 contiguous United States and District of Columbia. Visit siriusxm.com for details.



2012 CHEVROLET CAMARO ZL1 DEALER REFERENCE GUIDE

2012 CAMARO ZL1 OPTIONAL EQUIPMENT

EXTERIOR

- Forged aluminum 5-spoke 20-inch wheels (20" x 10" front, 20" x 11" rear)¹
- Exposed weave Carbon Fiber hood insert
- Power Sunroof
- Stripe Package

POWERTRAIN/CHASSIS

Transmission – six-speed automatic with TAPshift[®] steering wheel controls

INTERIOR

Sueded microfiber interior package – steering wheel, shift knob and shift boot

EXTERIOR COLORS

- Black
- Ashen Gray
- Imperial Blue Metallic
- Inferno Orange Metallic²
- Rally Yellow²
- Silver Ice Metallic
- Summit White
- Victory Red
- Crystal Red Tintcoat²

¹ Use only GM-approved tire and wheel combinations. Unapproved combinations may change the vehicle's performance characteristics. For important tire and wheel information, go to gmaccessorieszone.com or see your dealer for details. Camaro's 20-inch tires are summer performance tires. Summer-only tires tend to wear faster and are more susceptible to damage from road hazards or curb impact than standard profile tires.

² Extra cost.