

I'm not robot!



I've got to go. strut with dual lower ball joints, twin-tube struts and direct-acting stabilizer bar; Magnetic Ride Control with monotube inverted struts (avail. on SS) Rear: independent five-link with twin-tube shocks and direct-acting stabilizer bar; Magnetic Ride Control with monotube shocks (avail. on SS) Steering type: ZF rack-mounted electric, power-assisted and variable ratio Brakes: four-wheel disc with four-channel ABS/TCS w/ DRP Back to top Dimensions Wheelbase (in / mm): 110.7 / 2811 Overall length (in / mm): 188.3 / 4784 Overall width (in / mm): 74.7 / 1897 Overall height (in /

(mm): 53.1 / 1348 Track, front (in / mm): 62.5 / 1588 (LT) 63 / 1601 (SS) Track, rear (in / mm): 63.7 / 1617 (LT) 62.9 / 1598 (SS) Headroom (in / mm): 42.6 / 1083 (front) | Long-Term ReviewsMotor TrendsPhotosJul 13, 2016See all 15 photosChevrolet Camaro Full OverviewYou saw this coming, right? After being chosen Motor Trend's 2016 Car of the Year, the Chevrolet Camaro was destined to spend a year with us. Naturally, we chose a Red Hot SS, which includes a passive-entry key with push-button start and a direct-injected all-American pushrod LTI V-8 displacing 6.2 liters (or 376 cubes if that's how you like it) making 455 horsepower and 455 lb-ft of torque. Standard equipment includes a six-speed manual transmission, a limited-slip differential, Brembo brakes, a four-way drive mode selector, a rearview camera, and 20-inch wheels with run-flat summer tires. With the \$5,000 2SS upgrade (\$42,295), we nitted rear parking assist with cross-traffic alert, blind-spot monitoring, a head-up display, Bose premium audio with seven speakers and satellite radio, heated exterior mirrors, and heated/ventilated leather front seats. To that we added Magnetic Ride Control (\$1,695: adjustable shocks), a dual-mode performance exhaust (\$895), the Adrenaline Red accent interior package (\$500), MyLink audio with and Apple Carplay (\$ 495) and low -bright black aluminum wheels (\$ 200) for a total of \$ 46,080. We are going to the 15 photos without wasting time delivering the key to our real MPG laboratory, which managed to get 1 MPG better than each of the city/road/combined tests of the EPA with 17.3/26.1/20.4 MPG. We also directed our Camaro 2ss to the track, where it established a 0-60 time of 4.3 seconds and a quarter of a mile of 12.5 seconds to 114.8 mph. We have tried the SSE of Camaro more light as rysteas as 4.0 seconds at 60 mph and 12.4 seconds at 115.8 mph, but our fresh engine will loosen up; We will take another career in the future. We love the double -way escape, especially because the unit mode selector remembers and retains our favorite sports configuration. The neighbors probably love him less for early mane. The magnetoreologic shock absorbers have also demonstrated their valley, doing an excellent job with Freeway Chop and publishing the best Camaro SS result to date in our figure eight in 23.9 seconds. Naturally, we chose the SS, which comes with a direct injected all-American. Pushrod LTI V-8 displacing 6.2 liters. There are already a couple of things that do not really care. The unpredictable 1-4 Skip-Skip-Shift integrated in the Shiftgate manual makes us go to the second march to the second march to 5 mph (to avoid it) or start gently from a stop at the second march. In addition, although the Alpha Alpha Light and thin that shares with the Cadillac ATS/CTS pays dividends in other places, the hand back to the rear seat to root the seat belt has aged. Why are there no bonds on the front seat to retain the belt? Small complaints of a star arrival. We would have reason when appointing him in the year of the year and we cannot wait to learn and share more in the next months. Are you VHO VHO TF-BL-554/PH-554/L2.6 satreup 2 ed ©Ápuoc ed rotom .osap 4 .DWR ,oretnaleid olucÁhev led o±ÆesID 080,64 \$ odahorp ol n°Áges oicerp 592.24 \$ esab oicerp JSS2/ epuoC SS oramaC telorvehC 6102 htiw lortnoc etamlic citamotua enoz-laud ,gninoitfidnoc riArewop ,esaeler knurfdetanimulli ,derevoc ,srorrim ytinav regnessap tnorf dna revird ,srosiVsselemaf ,gnimmid-otua weivraer edisni ,rorriMelbammargorp lennahc-3 ,renepo rood egarag sedulnci etomeR emoH lasrevinUdetnuom leehw gnireets ,deeps emuser dna tes htiw cinortcele ,lortnoc esurChtiws rood gnihcutot yb nepo dna kcolnu rood citamotua elbane taht srettimnsart etomer 2 dna trats nottub hsup htiw ssecaÁ sselyeKnoitcetorp tuokcol htiw elbammargorp rewop ,skcol rooDpU/nwoD-sserpXE regnessap dna revird htiw rewop ,swodniWsecived rof gnigrahC sseleriWyalpsid ssapmoCyalpsid elbarugifnoc-er roloc-itlum lanogaid "8 ,decnahne ,retneC noitamrofni revirDsretemolik/selim ,retemodeepSnoitamrofni enohp dna noitamrofni nruT-yb-nruT ,segassem elcihev ,retemohcat ,slangis nruT ,ertutarepmet ria edistuo ,ssapmoc ,rotacidni maeb-hgih ,noitamrofni metsys oidua ,ecroF- G ,raeg detceles ,deeps elcihev rof stuodaad Roloc Htiw yalpsid pu-dah cipocselet dna ekar launam ,nmuloc gnireetSdetaeh ,leehw gnireetSmottob-talf ,depparw-rehtael ,leehw gnireetSdetanimulli ,setalp lliSrevird ,ladedp daeDelosnoc retneC no detacol 1 ,telituo rewoPtnorf deteprac ,stam rooIFgnidlof ,raer ,taeSregnessap tnorf dna revird detalitnev ,staeSregnessap tnorf dna revird detaeh ,Staesrew yaw-6 ,regnezzar nnorrf ,retsujda taesrewop yaw-8 ,revid ,revid ,scabbages tnorf iF egdab "SS" evah sledom sleded tekub tropz tnorf ,staesto erahobecaft no eraahh BMOC ,snoissime 2OC Selim 001/srh-WK 531/112 YWH/YC ,SNOC YGRENE GPM 91/52/61 Noce Leuf BMOC/YWH/YWH/YWH/YWH. Laretal tf 201 hpm 0-06 ,gnikarb hpm 8.411 @ Ces 5.21 Elim Retraup Ces 3.4 hpm 06-0 by 1.35 x 7.471 F! Thgiew Bruc Launaam Deep-6 Noissimsart 8V Climate Settings for Dedicated Passenger Controllers and Controls Trim Interior, aluminum accents on the edge of the door and change hood The fans of the car-speaking have celebrated in the new Hellcat of 707 horsepower and are refining in the Ford Shelby GT350 526-HP. But they could not pass the final course: the Chevrolet Camaro 2016, for sale now in Camaro Coupe and early the next year as a soft convertible shrimp. The new Camaro has not been raised at all of the classical muscle car, or in truth, all that of the fifth -generation car sold from the 2010 model until 2015. What is underneath is very different is very different. ,however: now it is based in general Motors Architecture Alfa, which means that it has a lot in common with the ATS and CTS of Cadillac. These supports mean that it is time to stop calling a muscular car. As the Mustang, the exceptional handling of Camaro gives him a complete performance profile that catapults it more than previous rods and in an entire new kingdom of performance. From a first glance, it is not so easy to identify Camaro 2016 as new. The attitude is the same, only slightly small, with tight proportions that alternate between the swamp and the bulk. No Camaro since the former has had a truly lister, but some of the most acute and more unstressed passages of the fifth Galero Camaro have been resolved in the sixth generation car. It is sensitive to the approximation unit: from the side, the details of the new Camaro can be quite striking and well honored, but from others they may seem stupid, cautious. The n°Aicaunitnoc n°Aicaunitnoc a n°Anitnoc nemaxe IE .sorucso seroloc ne etnemlaicepse ,otcatni odot ,Áha odot ¡ÁtsE ?azanema aL¿Á ,nedeup rojem omoc adagled alijer us y atla ziran al odnaecnalab ,sotcatni n¡Atse socsac cabin's a bigger departure in the correct direction. The thrifty feel of the last-generation car has been chucked along with the last few nods to heritage that don't work in a modern environment. The cockpit has fewer seams, better materials, and a more cohesive look that blends in big touchscreens, digital gauges, and a nifty pair of gimbaled air vents that cycle through climate controls with a degree of responsiveness that eluded all the best versions of the car of fithgen. much of the credit for the excellent handling of the cabin goes to its low and light footprint. It is now part of the alpha family of gm cars, which includes the cadillac ats and cts, the platform switch helps you to lower up to 200 pounds on some edge levels, but more critically, it is the sopenasion and body design, the motor lanes, the trunk floor, the steering team directly from the CTS-V, which allows you to maintain its classic position while elevating its handling to a new level. the switch does not help so accommodation, however, about 2.3 inches shorter, on a 1.6-inch wheelbase, the cabin stops having a backseat, usually, passengers and drivers will actually fit better in front of despite a lower ceiling height by a lower ceilingengineers have found more space sculpting the header and increasing the movement range of the front seats. High drivers may run this Camaro with a helmet and feel quite straight. The EI seats won't hold much more than a backpack, and the trunk is shallow and narrow, but for two passengers, the Camaro's cockpit has never been more comfortable or better trimmed or better organized. No crash-test data is available yet, since the Camaro is so new. Past versions have performed well, and the new car has more safety technology, like forward-collision warnings, blind-spot monitors, and a standard rearview camera. It needs the latter, too¿ÁÁoutward vision is even worse to the rear, and a set of available parking sensors are an option we'd consider essential. All Camaros come standard with power windows, locks, and mirrors; Bluetooth with audio streaming; an AM/FM audio system with a 7.0-inch touchscreen, six speakers, two USB ports and an auxiliary jack; Apple CarPlay and Android Auto (late availability); hardware for in-car 4G LTE data services (subscription for data required separately); cruise control; keyless ignition; power front seats; 18-inch wheels; and driver-selectable drive modes. Given all that, the Camaro is a tremendous value, even at the intimidating SS level. Prices for the turbo coupe start at \$26,695; for the V-6, at \$28,490. The mighty V-8-powered SS with the 6.2-liter V-8 begins at just \$37,295, and with the highly recommended magnetic dampers and other key options, falls in the mid-\$40,000 range¿ÁÁa few thousand shy of where Ford's Shelby GT350 gets started. Contryary to what you might be expecting, fuel economy doesn't swing dramatically for the Camaro's three diferent powertrains. The most frugal option: a turbo four married to an 8-speed automatic manages 25 mpg combined, according to the EPA. Contrast that to the 6.2-liter V-8's 20 mpg combined performance when equipped with the same 8-speed. The V-8 even manages 28 mpg on the highway, thanks to cylinder deactivation technology. technology.

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