



## Chevrolet Product Information

### CHEVROLET CAMARO Z/28

#### Product Highlights:

- Aerodynamically optimized exterior developed for downforce
- All-aluminum, naturally aspirated LS7 engine rated at 505 hp
- One of the first production vehicles fitted with standard spool-valve dampers
- Capable of up to 1.08 g in cornering acceleration and 1.5 g in deceleration

#### 2014 CHEVROLET CAMARO Z/28 IS THE MOST TRACK-CAPABLE EVER

The 2014 Camaro Z/28 is the most track-capable model in its history, building on the legacy of the original SCCA Trans Am-series contender introduced in 1967. While the new Camaro Z/28 is not intended to compete in a specific race series, it is solely focused on track capability. In fact, its unique exterior is designed like a race car to produce downforce that presses the tires against the track for greater grip – up to 1.08 g in cornering acceleration – and faster lap times.

The aerodynamically optimized design helped the Camaro Z/28 log a 7:37 lap on Germany's legendary Nürburgring road course – four seconds faster than the Camaro ZL1, and faster than published times for the Porsche 911 Carrera S and the Lamborghini Murcielago LP640.

Additional contributors to the car's track performance included greater stopping power – the Z/28 features Brembo carbon ceramic brakes capable of 1.5 g in deceleration, and consistent brake feel, lap after lap – and reduced curb weight. The naturally aspirated Z/28 weighs 300 pounds less than the supercharged Camaro ZL1, with changes ranging from lightweight wheels to thinner rear-window glass. In fact, 100 percent of the un-sprung mass (suspension, wheels, tires and brake system) has been changed from the Camaro SS, dramatically enhancing the balance and overall driving feel of the Z/28.

"The Camaro Z/28 is an uncompromising performer that's bred for the track – and every one of its unique components supports the goal of faster lap times," said Mark Reuss, president, General Motors North America. "It takes the Z/28 back to its racing roots and adds to the strong lineup of Chevrolet performance cars."

The MSRP for the car is \$75,000, including a \$995 destination charge, excluding tax, title, license and dealer fees. It is offered in five exterior colors – Red Hot, Black, Silver Ice Metallic, Ashen Gray Metallic and Summit White – and only a single option is available: A \$1,150 package that adds air conditioning and the six audio speakers that are standard on the Camaro SS. The standard Z/28 package includes one speaker.

Power comes from the 7.0L LS7 engine, with dry-sump oiling, rated at an SAE-certified 505 horsepower (376 kW) and 481 lb-ft of torque (652 Nm). The engine is built by hand at the new Performance Build Center within GM's Bowling Green assembly plant.

A close-ratio six-speed manual transmission is the only transmission offered and power is distributed to the rear wheels via a Torsen limited-slip differential featuring a helical gear set, rather than traditional clutch packs, for optimal traction. The differential works in unison with Chevrolet's proprietary Performance Traction Management system, allowing drivers to adjust the level of throttle and braking intervention to match their capability and driving environment.

The Camaro Z/28 is also one of the first production cars fitted with race-proven, spool-valve dampers, which allow four-way damping control, enabling engineers to precisely tune both bump and rebound settings for high-speed and low-speed wheel motions. The wider tuning range also allows dramatically greater damper stiffness without a significant change in ride quality. Additional chassis changes include stiffer spring and bushing rates for improved cornering response.

Lightweight, 19-inch forged aluminum wheels and Pirelli PZero Trofeo R tires reduce unsprung weight by 48.3 pounds (21.9 kg) per car compared to the 20-inch wheels standard on Camaro SS and ZL1.

The massive 305/30ZR19 PZero Trofeo R tires represent the first production-car application in the industry and are believed to be the widest front tire on any production car. To fully exploit their grip, the Z/28 also features Brembo Carbon Ceramic Matrix™ rotors and fixed, monoblock calipers. The large 394 x 36 mm front rotors are paired with six-piston calipers, while the 390 x 32 mm rear rotors are paired four-piston calipers. Compared to similar-size, two-piece steel rotors, the lightweight carbon discs save 21 pounds (9.6 kg) per car.

The combination of tire grip and braking power enable the Camaro Z/28 to achieve at least 1.5 g in deceleration. With standard front brake cooling ducts, the Z/28 is also capable of continuous track use.

#### Interior details

On the interior, the Camaro Z/28 features trim in a distinctive, matte-metallic finish called Octane, a flat-bottom steering wheel and Recaro seats with microfiber inserts. The seats feature aggressive bolsters for high-performance driving, as well as seat cutouts inspired by the five-point harnesses found on racing seats. To save weight, both front seats incorporate manual adjustment.

The rear seats of the Z/28 have also been modified for weight reduction. Nine pounds, or four kilograms, were saved by eliminating the seat-back pass-through, as well as using high-density foam in place of the rigid structure of the seat back and steel mesh of the seat bottom.

Additional examples of weight savings include:

- Elimination of the tire-inflator kit, except for Rhode Island and New Hampshire, where it is required by law
- Removal of some interior sound deadener, as well as trunk carpet
- Use of a smaller, lighter battery
- Thinner rear-window glass – 3.2 mm vs. the standard 3.5 mm
- Elimination of high-intensity discharge, or HID, headlamps and fog lights
- No air conditioning except as part of the single option package.

Six months of OnStar Directions and Connections service is standard on Camaro Z/28. It uses GPS and cellular phone technology to automatically call for help in the event of crash. OnStar service also includes MyLink mobile apps, which offer vehicle information and OnStar services via the customer's smartphone.

Founded in 1911 in Detroit, Chevrolet is now one of the world's largest car brands, doing business in more than 140 countries and selling more than 4.9 million cars and trucks a year. Chevrolet provides customers with fuel-efficient vehicles that feature spirited performance, expressive design and high quality. More information on Chevrolet models can be found at [www.chevrolet.com](http://www.chevrolet.com)

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## 2014 CHEVROLET CAMARO Z/28 SPECIFICATIONS

### Overview

Model:	Chevrolet Camaro Z/28 coupe
Body style / driveline:	four-passenger, front-engine, rear-drive coupe
Construction:	unitized body frame, one- and two-sided galvanized steel
EPA vehicle class:	coupe
Manufacturing location:	Oshawa, Ontario, Canada

### Engine

	<b>7.0L V-8 (LS7)</b>
Displacement (cu in / cc):	427 / 7008
Bore & stroke (in / mm):	4.125 x 4.00 / 104.8 x 101.6
Block material:	cast aluminum
Cylinder head material:	cast aluminum
Valvetrain:	overhead valve, two valves per cylinder
Fuel delivery:	SFI (sequential fuel injection)
Compression ratio:	11.0:1
Horsepower (hp / kW @ rpm):	505 / 376 @ 6100 (SAE certified)
Torque (lb-ft / Nm @ rpm):	481/ 652 @ 4800 (SAE certified)
Recommended fuel:	premium required
EPA-est. fuel economy (city / hwy):	TBD

### Transmission

	<b>Tremec TR6060 six-speed manual</b>
Gear ratios (:1):	
First:	2.66
Second:	1.78
Third:	1.30
Fourth:	1.00
Fifth:	0.80
Sixth:	0.63
Reverse:	2.90
Final drive ratio:	3.91

### Chassis / Suspension

Front:	double-ball-joint, multi-link strut; direct-acting, 25mm solid stabilizer bar; progressive-rate coil springs; inverted monotube shock absorber
Rear:	4.5-link independent; progressive-rate coil springs over monotube shock absorbers; 26mm solid stabilizer bar
Traction control:	StabiliTrak electronic stability control
Steering type:	electric power steering with variable-ratio, variable-effort rack-and-pinion
Steering ratio:	16.1:1
Steering wheel turns, lock-to-lock:	2.5
Turning circle, curb-to-curb (ft / m):	TBD

**Brakes**

Type:	four-wheel disc w/ ABS; Brembo carbon ceramic matrix ventilated two-piece front and rear rotors; six-piston monobloc front and four-piston rear calipers
Rotor diameter x thickness, front (in / mm):	15.5 x 1.4 / 394 x 36
Rotor diameter x thickness, rear (in / mm):	15.3 x 1.3 / 390 x 32

**Wheels / Tires**

Wheel size and type:	19 x 11-inch aluminum (front) 19 x 11.5-inch aluminum (rear)
Tires:	P305/30/ZR19 summer (front) – Pirelli PZero Trofeo R P305/30/ZR19 summer (rear) – Pirelli PZero Trofeo R

**Dimensions****Exterior**

Wheelbase (in / mm):	112.3 / 2852
Overall length (in / mm):	192.3 / 4884
Overall width (in / mm):	76.9 / 1953
Overall height (in / mm):	52.4 / 1330
Track, front (in / mm):	66.14 / 1680
Track, rear (in / mm):	64.65 / 1642
Curb weight (lb / kg):	3820 / 1732 (without air cond.)
Weight balance (% front / rear):	TBD

**Interior**

Seating capacity (front / rear):	2 / 2
Headroom – coupe (in / mm):	front: 37.4 / 950 rear: 35.3 / 897
Headroom – convertible (in / mm):	front: 37.8 / 960 rear: 35.7 / 907
Legroom (in / mm):	front: 42.4 / 1077 rear: 29.9 / 757
Shoulder room (in / mm):	front: 56.9 / 1444 rear: 42.5 / 1080

**Capacities**

Cargo volume (cu ft / L):	11.3 / 320
Fuel tank (gal / L):	19 / 71.9
Engine oil (qt / L):	10.5 / 8.5

Note: Information shown is current at time of publication.