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2019 camaro v6 performance specs

To 2019 Chevrolet Camaro προσφέρει τους ακόλουθους τέσσερις κινητήρες: 2.0L LTG turbo-charged I4 ονομαστική σε 275 ιπποδύναμη (205 kW) και 295 λίβρα-πόδια (398,3 Nm) της ροπής 3.6L LGX φυσικά-αναρρόφηση V6 βαθμολογήθηκε σε 33 5 ιπποδύναμη (250 kW) και 284 λίβρα-πόδια (383.4 Nm) της ροπής 6.2L LT1 φυσικά-αναρροφημένο V8 που βαθμολογούνται σε 455 ιπποδύναμη (339.3 kW) και 455 λίβρα-πόδια (614.3 Nm) της ροπής 6.2L LT4 υπερτροφοδοτούμενο V8 ονομαστικής ισχύος 650 ίππους (485 kW) και 650 λίβρα-πόδια (881 Nm) ροπής BrandModelEngine RPO CodeDisplacement (L / c)Layout &amp; CylindsValvetrainAperionCompression RatioBore &amp; Stroke (in / mm)FuelFuel DeliveryValve LiftersEngine Block MaterialCylinder Head MaterialWheel DriveTransmissionAxle (τελική αναλογία κίνησης)Ισχύς (hp / kW @ RPM)Ροπή (lb-ft / Nm @ RPM)Αυτόματη οικονομία καυσίμου (πόλη / Hwy) Μειητό Οικονομία Εγχειρίδιο (Πόλη / Hwy) ChevroletCamaroLTG2.0 / 1221-4DOHC , 4 βαλβίδες ανά κύλινδρο , CVVTTurbocharged9.5:13.38 x 3.38 / 86 x 86GasolineSIDI (Spark Ignited Direct Injection)Hydraulic roller finger followerCast aluminum 319T7 (lost foam cast aluminum)Cast aluminumRWD6-speed manual (MN6) or 8-speed auto (MX0)3.27275 / 205 @ 5600 rpm295 / 398.3 @ 3000-450031 / 2230 / 20 ChevroletCamaroLGX3.6 / 219V-6DOHC, 4 valves per cylinder, CVVTAtmospheric11.5:13.74 x 3.37 / 95 x 85.8GasolineDirect, high-pressure fuel injection with electronic throttle controlHydraulic roller finger followerCast aluminum w/ cast-ir-place iron bore linersCast aluminumRWD6-speed manual (MN6) or 8-speed auto (MX0)3.27 or 2.77335 / 250 @ 6800284 / 383.4 @ 530029 / 1927 / 16 ChevroletCamaroLT16.2 / 378V-8OHV, 2 valves per cylinder, VVTAtmospheric11.5:14.06 x 3.62 / 103.25 x 92GasolineDirect injectionHydraulic rollerCast aluminumCast aluminumRWD6-speed manual (MN6) or 10-speed auto (MX0)3.73 or 2.77455 / 339.3 @ 6000455 / 614.3 @ 440027 / 1624 / 16 ChevroletCamaroLT46.2 / 378V-8OHV , 2 valves per cylinder , VVTSupercharged10.0:14.06 x 3.62 / 103.25 x 92GasolineDirect injectionHydraulic rollerCast aluminumCast aluminumRWD6-speed manual (MN6) or 8-speed auto (MX0)3.73 or 2.85650 / 485 @ 6400650 / 881 @ 360021 / 1320 / 14 2019 Chevrolet Camaro Photo Gallery Diving in pricing, specs, characteristics, Fuel economy and Autoglog photos accept vehicle loans from car manufacturers with a gas tank and sometimes insurance for evaluation purposes and editorial content. Like most of the news car industry, we also sometimes accept travel, accommodation and event access for vehicle traffic and news coverage opportunities. Our views and criticism remain ours - we do not accept editorial sponsorship. 2021 Audi RS 6 Avant First Move | A German fairy tale that came true 8 GMC Hummer EV revealed as a 1,000-hp, 350-mile, fast-charging beast 67 Will Mazda turn the CX-5 into a full luxury car? 49 2021 Kia price creeps up with the redesign 4 Bentley introduces rear interior trim option for all models 6 1970 Firebird Trans-Am with front-mid-engine to be captured as hot wheels car 6 Follow us Reviews, Photos, Videos delivered directly to your in-box. Thank you for signing up. Select the in-box to get started. More information {function(f, b, e, v, n, t, s) { if (f.fbq) return? n = f.fbq = function() {n.callMethod; ; n.callMethod.apply(n, arguments); ; n.queue.push(arguments)}; if (!f._fbq) f._fbq = n; n.push = n; n.loaded = !0; n.version = '2.0'; n.queue = []; t = b.createElement(e); t.async = !0; lsrc = v; s = b.getElementsByTagName(e)[0]; s.parentNo de.insertBefore(t, s){window, document, 'script', '/script', '//connect.facebook.net/en_US/fbevents.js'; fbq('init', '174181139752304')- fbq('piece', 'PageView'); fbq('trackCustom', 'ViewedVehicle', {year: '2019', make: 'Chevrolet', model: 'Camaro', trim: ''});> (function(i,s,o,g,r,a,m){['GoogleAnalyticsObject']=r;i[r]=function(){function(){(i[r].q=i[r].q|| []).push(arguments)};i[r].l=1*new Date();a=s.createElement(o), m=s.getElementsByTagName(o)[0];a.async=1;a.src=g;m.parentNode.insertBefore(a,m)}(window,script,'//www.google-analytics.com/analytics.js','ga'); ga('create', 'UA-71479133-1', 'auto'); ga('set', 'anonymizeIp', true); ga('set', 'dimension1', '2019'); ga('set', 'dimension2', 'Chevrolet'); ga('set', 'dimension3', 'Camaro'); ga('set', 'dimension4', '2019 Chevrolet Camaro Review and Buying Guide | Fresh from the mask) ga('set', 'dimension5', 'Chevrolet| Buying_Guide| New_Car_Reviews| Convertible| Coupe| Performance'); ga('set', 'dimension7', 'content') ga('set', 'dimension8', 'story'); ga('σπιστολή', 'προβολή σελίδας');> (function(d, t) {var a = d.createElement(t), s = d.getElementsByTagName(t)[0]; a.src = ' '; s.parentNode.insertBefore(a, s)} (έγγραφο, «σενάριο»);> (function(d, t) {var a = d.createElement(t), s = d.getElementsByTagName(t)[0]; a.src = ' '; s.parentNode.insertBefore(a, s)} (έγγραφο, «σενάριο»);> Επτανασχεδιασμένο εμπρός περιτόνια Επτανασχεδιασμένο πίσω περιτόνια Νέοι προβολείς Νέα πίσω φώτα Υψηλότερα τελειώματα πάρει φιμέ πίσω φώτα RS και RS πάρει το δικό τους σχέδια περιτόνιας ZL1 μεταφέρει αμετάβλητο μοντέλο SS παίρνει το Flowtie RS και SS μοντέλα πάρει μοντέλο-ειδικά διαχύτες H Camaro δεν είναι πρόθυμοι να αλλάξουν πάρα πολύ, και αυτός είναι ο λόγος για τον οποίο η αλλαγή των γενιών που συνέβη για το 2016 δεν έφερε ένα αυτοκίνητο με μια εντελώς διαφορετική εμφάνιση Η Camaro δεν είναι πρόθυμοι να αλλάξουν πάρα πολύ , and that's why the generational change that happened for 2016 didn't bring a car with a completely different look. And, that's also why this facelift is so expected, but surprising at the same time. The first thing Chevy did was get rid of this tiny front mask to make way for a larger vent with a wider mesh. Under a smaller air barrier extends 70 percent of the width of the peritone, while the air entrances sit deeper and with more character. New headlights are also in place. It is thinner, and the LED strip now extends further to the grille. This is a facelift, so I know you didn't expect to see the profile change at all, did you? Is that right? I hope not because that didn't happen. What happened, however, is a decent review on the back. The new rear lights follow a revised layout with circular LED units with built-in reverse lights in the center. The lower cutthrest is now a little more aggressive down, but mildly a little closer to the rear deck. There's even a new rear fascia SS and ZL1 models getting their own unique rear spreaders too Around the back, RS and SS models get their own unique identifiers when equipped with dual exhaust function and tinted rear light lenses As for trim special features, you'll find that trim levels all have their own look. The LS and LT share back and forth peritones, while the RS and SS get their own visual therapy which is, of course, a little more aggressive. The ZL1, by the way, didn't get a visual update ahead as GM wanted to keep the aero-optimized design which, obviously, couldn't be improved. The SS model gets its Chevy Flowtie front emblem to help ease slightly airflow. Around the back, the RS and SS models have their own unique identifiers when equipped with dual-function exhaust and tinted backlight lenses. The RS and SS models also receive an updated set of 20-inch wheels. 2020 Chevy Camaro Outdoor Update The most important part of the 2020 Camaro update is, arguably, the inclusion of camaro shock concept design concepts. If you don't remember, the Camaro Shock Concept debuted on the 2018 SEMA show and people loved it – in a sense, the modern Camaro did the right thing. And, thanks to all the positive feedback from consumers, Chevy actually listened - for once - and applied some of these design clues to the Camaro SS. The bow tie emblem has been moved so that it resides on the upper grille and the rod between the upper and lower grilles is now colored by the body. Yes, it's not a huge difference, but it really makes the SS model look a lot better, at least on the front, anyway. Customers talked, and we listened, said Steve Majoros, director of Chevrolet Passenger Car and Intersection Marketing. The overwhelmingly positive reaction to the stylized design of shock helped prompt its transition from concept to production. In addition to updates to the Camaro SS, Chevy has introduced a new Rally Green color that is overwhelmingly bright. But if you like that, he might be your ally. The rear spoiler from the RS package is now available for the LS and LT models without the need for the RS package, as are the dark rear lights and 20-inch alloy wheels, the latter of which can also be equipped at the SS trim level too. Other new external options red or orange brake calipers in LT1, and SS models and dark bow tie signals for LT. Chevy has not announced how much these upgrades will cost, but we will be sure to update this review when we learn more. 2020 Chevrolet Camaro SS - external dimensions Wheelbase (in. / mm): 110.7 / 2811 Total length (in. / mm): 188.3 / 4784 Total Total (in. / mm): 74.7 / 1897 Total height (in. / mm): 53.1 / 1348 Track (in. mm): Front: 63 / 1600 Back: 62.9 / 1598 2019 Chevy Camaro Interior Design Interior Design carries New OTA infotainment system updates for software 7 - and 8-inch screens available rear camera mirror (std in upper trim) Revised, HD backup camera You could chalk Chevy off as lazy when it came to updating the interior, because, to put it simply, Chevy didn't. You could chalk Chevy off as lazy when it came to updating the interior because, to put it simply, Chevy didn't jack. The same design carries untouched with a handful of new technology thrown in for good measure. This isn't necessarily a bad thing as the current generation features an attractive interior thanks to that higher-sitting infotainment display, tall center console, and chrome highlighting here and there. The design hasn't changed, but the technology has changed. That MyLink infotainment system is out for a brand new Infotainment 3 system that is said to abandon a more personalized experience and a much better interface. According to Chevy the system mimics smartphone function and can be hand-held with navigation, voice recognition, and various applications. And, more importantly, chevy's new system can receive over-the-air updates - a first for the Camaro. The system comes standard with a seven-inch screen, but it may have been with an eight-inch-diagonal touchscreen that is also the system that has navigation. That MyLink infotainment system is out for a brand new Infotainment 3 system that is said to abandon a more personalized experience and a much better interface A rear camera mirror is now available for most models, but standard for 2SS and ZL1 trim. It's something you really want to consider during your purchase, however, as it gets rid of annoying blind spots caused by rear deck, head restraints, and rear pillars. All models have an updated rear vision camera with high-definition video for better video quality. Chevy Camaro's 2020 Internal Update Chevy hasn't done any standard updates on the interior of the 2020 Camaro, but there are some new options available, including: Red seat belts available on all models (previously ZL1 only). Red kneecaps available on all models. RECANO performance locations available in LT (previously only 1LE). The non-paneled microfiber steering wheel and offset button lining are available in LT and SS (previously only ZL1 and 1LE). Aluminum pedals available in all models (previously ZL1 only). Adrenaline Red and Ceramic White leather interior now available in ZLT (previously 3LT and 2SS only). 2020 Chevrolet Camaro SS - interior dimensions (in/mm): 38.5 / 978 (front) 33.5 / 852 (back) Legroom (in. / mm): 43.9 / 1115 (front) 29.9 / 759 (back) Shoulder Room (in. / mm): 55 / 1398 (front) 50.3 / 1278 (back) Hip Room (in. / mm): 54.5 / 1386 (front) 45.7 / 1160 (back) 2019 Chevy Camaro Performance The same engines carry No extra horsepower There is no additional Turbo torque to be offered with with Pack Doesn't offer more power, but it brings all the pieces of focused goodies to the four-banger Camaro All three engines carry unchanged, so the 2.0-liter delivers 275 horsepower and 295 pound-feet of torque, while the 3.6-liter V-6 delivers 335 horsepower and 284 pound-feet. Not much has changed in this department either. All three engines carry unchanged, so the 2.0-liter delivers 275 horsepower and 295 pound-feet of torque, while the 3.6-liter V-6 delivers 335 horsepower and 284 pound-feet. The series-topping 6.2-liter pumps out 455 horsepower and 455 pound-feet of torque. The 2.0-liter was new to this generation and was designed in response to the Mustang being offered with a four-banger again. The 3.6-liter was a newly designed engine and comes with direct injection and variable valve timing. Turning off the cylinder helps give things a little more economical, but that doesn't matter because it still beats the Mustang and Challenger in output power by double digits. Then you have the SS that gets its juice from the 6.2-liter V-8. It has an aluminum block and cylinder head, variable valve timing, direct injection, and cylinder deactivation. Not surprisingly, it shares many parts with the Corvette and can better the Mustang GT than 20 ponies. Of course, the Challenger still wins by 30 horses if you choose the 6.4-liter Hemi. As of now all engines can have been with a six-speed manual and most still get the 8L45 automatic transmission. However, the Camaro SS is now being offered with GM's (and Ford's) new 10L80 ten-speed automatic with paddle shifters. Therefore, it also takes launch control and line lock. 2020 Chevrolet Camaro DriveTrain Specifications Engine 2.0L I-4 DOHC VVT DI Turbocharged 3.6L V-6 DOHC VVT DI (includes cylinder deactivation with automatic transmission) Bore &amp; stroke (in. / mm): 3.39 x 3.39 / 86 x 86 3.74 x 3.37 / 95 x 85.6 Block Material: Cast Aluminum Cast Aluminum Cylinder Head Material: Cast Aluminum Cast Aluminum Valvetrain: Dual-overhead camshafts, four valves per cylinder, continuously variable timing valve Dual-overhead shafts; four valves per cylinder; continuously variable valve synchronization Fuel delivery: Direct high pressure injection and electronic throttle control Direct, high-pressure fuel injection horsepower (hp/kW @ rpm): 275 / 205 @ 5600 (SAE certification) 335 / 250 @ 6800 (SAE certification) Torque (lb.-ft. / Nm @ rpm): 295 / 400 @ 3000-4500 (SAE certified) 284 / 383 @ 5300 (SAE certified) Camaro Turbo 1LE Chevy finally heard and now offers the 1LE package for the four camaro banger finally heard and now offers the 1LE package for the four-banger Camaro. Now, if you choose turbo 1LE, you can have all the goodies ready for track, such as the FE3 suspension with larger front and rear Swing. Dampers tuned specifically for the Turbo 1LE, stiffer cradle rings, and cross-axle ball joints at the back to improve lateral stiffness. In other words, it will handle better in the and during more extreme manoeuvres. It also gets a new set of summer tires - P245/40-series on the front and P275/35-series on the back. Behind these tires will sit a set of Brembo brakes. Thanks to the 1LE package the Camaro Turbo will get some new motion modes, including sport, track, and competition, the latter of which gives you performance indicators, boot control, and shift lights. The 1LE also gets a level-bottom steering wheel and a shift button, wrapped in sued. If you want to pay for them, you can get a pair of Recano seats on the front, but they won't come cheap. 2020 Chevy Camaro Drivetrain and Performance Upgrades For 2020, Chevy has updated the LT1 trim level to be a stepping stone between the 1LT and SS trim levels. It has the V-8 455 horsepower and comes standard with a six-speed manual transmission. The new 10-speed automatic is optional if you're willing to pony up a price that Chevy has yet to disclose. This model is offered in coupe or convertible form and also includes the 20-inch SS-style wheels (not the tiered wheels as found in the SS). Chevy says this model commands less than \$35,000 and is one of the most affordable V-8 performers on the market. In addition to this, Chevy has made the 10-speed car that was available with the SS and ZL1 available for lt trim level as well. The trick is that Chevy perfected its transmission software to accommodate the lower output power of the 3.6-liter V-6. Finally, the 3LT trim now comes with a 2.0-liter turbocharged engine and the convenience and lighting package included as standard equipment. 2020 Chevrolet Camaro SS DriveTrain Specifications Type: 6.2L LT1 V-8, VVT with direct injection (off cylinder with automatic transmission) Bore &amp; stroke (in / mm): 4.06 x 3.62 / 103.25 x 92 Bar material: Aluminum cast cylinder head material: Cast aluminum Aluminum Valvetrain: Air valve, two valves per fuel cylinder delivery: Direct, high pressure fuel injection horsepower (hp/kW @ rpm): 455 / 339 @ 6000 (SAE certification) Torque (lb.-ft. / Nm @ rpm): 455 / 61.4 @ 4400 (SAE certified) 2019 Chevy Camaro Pricing Gets new headlights ahead Pricing for model year 2019 is not yet available, but don't expect to see price increase too much from 2018. As of this writing, prices are set at \$26,900 for the 1LS and \$27,695 for the 1LT. Jump up to 2LT for \$31,495 or the 1SS for \$37,995. Pricing goes up to \$42,995 for the 2SS, while the ZL1 will cost you a divorce-inducing \$62,495. 2020 Chevy Camaro Pricing and Availability Update Chevy has yet to announce full pricing for the 2020 model year, but has said that the 2020 Camaro will go on sale in its fall All we know for sure is that the 2020 Chevy Camaro LT1 trim level will cost less than \$35,000, so it will probably bring an MSRP of \$34,995, knowing Chevy. Once the full pricing details for the 2020 model year are announced, we will be sure to update this section in full detail. 2019 Chevy Camaro CompetitionFord CompetitionFord Ford launched an all-in-one Mustang for 2015 with a revised frame, new independent rear suspension, and even came with a four-cylinder under the bonnet. For 2018, Ford revised the Mustang with a cleaner exterior look and, paradoxically, decided to drop the V-6 engine from the range. Models powered by the 2.3-liter EcoBoost engine have 310 horsepower and 350 pound-feet of torque on tap, while those with the 5.0-liter V-8 can push 460 ponies and 420 pound-feet to the ground. The EcoBoost can hit the 60mph sprint in less than 5 seconds, while the V-8 model can do so in less than four seconds. Like the Camaro, the Mustang gets a ten-speed automatic - the same from the Camaro since it was developed in collaboration between the two brands. Pricing for the Mustang starts at \$25,680 for the EcoBoost and \$30,695 for the EcoBoost Premium. Upload the GT and you'll need to learn \$35,190 or \$39,190 for the GT Premium. Read our full review of the 2018 Ford Mustang. Dodge Challenger The Dodge Challenger may look good, but don't let that look fool you – this thing is a decade old and a long time ago for a replacement. But Dodge keeps that poor bastard alive with little updates every year. And, to make matters worse, instead of designing a new model, Dodge sank a ton of money into the Hellcat Challenger instead. Not that it's a bad car - we're talking about 707 ponies here - but it's the thing. Therefore, you're probably better off waiting for the next generation model to come around, but if you decide to go with it anyway, you'll get your pick of a 3.6-liter V-6, 5.7-liter V-8, or 6.4-liter V-8. The V-6 delivers 305 horsepower and 268 pound-feet, while the 5.7-liter offers 375 horsepower and 410 pound-feet. The 6.4-liter pumps out 485 horsepower and 475 pound-feet. It's currently offered on 15 different investments, so we'll say challenger 2018 starts at \$26,995 and goes up to \$71,495 for the Hellcat Widebody SRT. Read our full review of the 2018 Dodge Challenger Final Thoughts There's even a new back fascia SS and ZL1 models getting their own unique rear digesters too This fact that we have a handful of muscle cars to choose from during the reign of SUVs is a nice breath of fresh air (even if one of them is a decade old) and that's why it's important for Chevy to bring a proper update in due course. This thin grill and massive headlights were getting old, and we've been screaming about a Turbo 1LE package for a while now, so it's time that Chevy has ponyed up. The current generation model will now be able to compete with the Mustang much easier now and should remain relatively until after the turn of the decade, when it will be time for a new generation model to cruise in our lives. The Camaro is a sustainable and affordable car with decent power for money. It's sporty and attractive too. If you want to keep away from the SUV trend, there really isn't a better model to do it with. Love Revised Revised and back peritone New technology 1LE package for Camaro Turbo Let it not performance upgrades No improvements in interior designReferences Read our full review for the 2018 Chevrolet Camaro. Read our full review of the Chevrolet Camaro Convertible 2018. Read more Chevrolet news. News.

