



2011 CAMARO CONVERTIBLE DETAILS BOOK

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WELCOME TO THE SECOND PHASE OF THE CAMARO LAUNCH

First came the award-winning Camaro Coupe; now comes the exciting new Camaro Convertible. It provides the distinct design, advanced technology and driving dynamics of the Coupe, plus the open-air exhilaration and sheer driving fun of a Convertible.

This Details Book gives you full details on the 2011 Camaro Convertible, highlights key differences between Convertible and Coupe, and introduces you to the somewhat older, more affluent and more female customers the Convertible will attract.

With just the Coupe, Camaro out-sold Mustang in 2010. Now, the 2011 Camaro Convertible will mean new, additional sales opportunities for you. Use this Details Book to learn all the many sales advantages provided by the Convertible version of the 21st Century Sports Car—the 2011 Camaro Convertible.

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These messages will help you organize the Camaro Convertible's features and benefits for a quick information download for your customers. Remember: Customers will be buying a Camaro first and a Convertible second. So the key messages you've learned for the Coupe apply to the Convertible as well. In addition, we've added new selling features that apply exclusively to the Convertible.

DISTINCT DESIGN

- **Iconic design** is thoroughly modern, but with the **soul** that only Camaro can bring.
- **Clean, creased lines**, broad shoulders, V-shaped front grille and low-slung stance create a **sleek but powerful presence**, accentuated by large 18", 19" or 20" wheels.
- **Striking features** such as **HID headlamps with LED halo-rings** (with RS Package) and standard **dual polished exhaust tips** punctuate head-turning style.
- **Tight gaps and quality materials** show unparalleled **attention to detail**.
- **A beautiful interior** with timeless analog gauges and a well thought-out instrument panel combines **style and functionality**.
- **Available tonneau cover** completes the sleek top-down appearance.

CUTTING-EDGE TECHNOLOGY

- **Bluetooth**: Pair your cell phone to Camaro Convertible for preferred **hands-free calling or audio streaming** with the right audio profile.
- **USB port**: Control song selection on an **iPod** and other MP3 devices using integrated steering wheel controls through GM's PDIM (Preferred Device Interface Module).
- **Boston Acoustics**: Available **premium sound system** with eight speakers and 10" subwoofer, all driven by an 8-channel amplifier with 245 watts of power for exceptional sound delivery.
- **Standard XM Radio**: Over **170 channels** let you customize your listening experience (with 3-month "no charge" trial).
- **Standard OnStar**: Six-month Directions & Connections Plan with **Turn-by-Turn Navigation** on all models—the simplest and smartest system available at a push of a button.
- **Comprehensive standard safety**: With a strong body structure, four air bags, Ultrasonic Rear Park Assist, StabiliTrak and OnStar, Camaro Convertible provides safety **before, during and after** a collision.

EXHILARATING PERFORMANCE

Two advanced engines deliver power, performance and efficiency:

- **LT**: 3.6L Direct Injection V6 engine with Variable Valve Timing
 - **312 hp with 29 hwy**/18 city mpg (automatic)
 - **312 hp with 28 hwy**/17 city mpg (manual)
- **SS**: 6.2L V8 engine
 - **400 hp with 25 hwy**/16 city mpg (automatic, with Active Fuel Management™) with 410 lb.-ft. of torque
 - **426 hp with 24 hwy**/16 city mpg (manual) with 420 lb.-ft. of torque
- **Transmissions**: **6-speed manual transmission** with available Hurst short-throw shifter is standard for the purist; **Hydra-Matic 6-speed automatic transmission with TAPshift** lets you shift like a clutchless manual for power when you need it.
- **Sport and Performance suspensions**: The FE2 Sport suspension (V6) and FE3 Performance suspension (V8) deliver **sharp, performance-oriented handling** and a smooth controlled ride.
- **Independent rear suspension**: Each rear wheel reacts independently to changing road conditions for a **smooth ride and responsive handling**.
- **StabiliTrak with Traction Control**: Up to four modes let you select the level of stability and traction control you need to **handle any driving condition**.
- **Limited-slip rear differential**: Helps **improve traction** by directing engine power to the rear wheel with the best traction (SS).
- **Brembo brakes**: Standard on the V8 (SS) for **exceptional braking** and superior fade resistance and pedal feel.

COUPE-LIKE DRIVING DYNAMICS

- Tower-to-tower brace, added crossmember under transmission, and structural plate under rear seat provide **body stiffness comparable to Coupe**.
- Immensely strong body structure allows **Coupe-like ride and handling dynamics**.



MORE AFFLUENT, MORE FEMALE BUYERS

The Camaro Convertible will attract the same enthusiast and non-enthusiast buyers as the Coupe. However, Camaro Convertible buyers will tend to be older, more affluent, better educated and more likely to be female than Coupe prospects.

| | Coupe | Convertible |
|----------------------------------|----------|-------------|
| Median Age | 50 | 57 |
| % Female | 28% | 35% |
| Education – College | 21% | 26% |
| Education – Post-Graduate | 13% | 25% |
| Median Income | \$92,500 | \$112,500 |

#1 REASON TO BUY: FUN TO DRIVE

Customers want the Camaro Convertible for the sheer fun of driving it. So even if the weather's inclement, be sure to put the top down in the showroom and let them imagine the open-air exhilaration they'll experience in Camaro's newest model.

MOST IMPORTANT REASON FOR PURCHASE

| | Coupe | Convertible |
|---------------------------------|-------|-------------|
| Fun to Drive | 18% | 33% |
| Exterior Styling | 28% | 17% |
| Power and Acceleration | 8% | 3% |
| Expresses my Personality | 8% | 8% |



TWO TRIM LEVELS

- LT
- SS

FOUR EQUIPMENT GROUPS

- 1LT
- 2LT
- 1SS
- 2SS

FOUR PACKAGES

- Convenience and Connectivity Package
- Inferno Orange Interior Accent Trim Package
- RS Exterior Appearance Package
- Rally Stripes Package

CONVENIENCE AND CONNECTIVITY PACKAGE (SRJ)

- Includes: Bluetooth for Phone, wireless PDIM, USB port, steering wheel-mounted audio controls, and leather-wrapped steering wheel and shifter knob. Includes Remote Vehicle Starter System when automatic transmission is ordered.
- Available on 1LT and 1SS.

UNLIKE THE COUPE, THE CONVERTIBLE OFFERS NO LS TRIM – REFLECTIVE OF THE CONVERTIBLE'S MORE AFFLUENT BUYERS.

INFERNO ORANGE INTERIOR ACCENT PACKAGE (W1H)

- Includes: Black interior with Inferno Orange front leather-appointed seats, accent stitching on steering wheel, shift knob, door armrest, center console and seats. Inferno Orange door trim and instrument panel appliques.
- Available on 2LT and 2SS. Includes SS embroidery on 2SS.

RS EXTERIOR APPEARANCE PACKAGE

- Includes 20" x 8" front and 20" x 9" rear flangeless, painted aluminum wheels with Midnight Silver finish, HID headlamps and RS-unique tail lamps.
- Available on all trim levels. Includes rear spoiler with integral AM/FM antenna on LT trim levels.

RALLY STRIPES PACKAGE

- Includes Black (C30), Cyber Gray (B7W), Orange (C2T), Silver (C2U) or White (B7X) striping.
- Available on all trim levels.



| | LT | | SS | |
|--|-----|-----|-----|-----|
| | 1LT | 2LT | 1SS | 2SS |
| POWERTRAIN | | | | |
| 3.6L DI VVT V6 (LT) | S | S | - | - |
| 6.2L V8 (LS3) (req. 6-speed man. trans.) | - | - | S | S |
| 6.2L V8 with Active Fuel Management™ (L99) (req. 6-speed auto. trans.) | - | - | A | A |
| 3.27 rear axle ratio (req. 6-speed auto. trans. on SS) | S | S | A | A |
| 3.45 rear axle ratio | - | - | S | S |
| Limited-slip rear differential (req. 6-speed man. trans. on LS/LT) | A | A | S | S |
| AISIN 6-speed manual | S | S | - | - |
| Tremec 6-speed manual | - | - | S | S |
| Hurst short-throw shifter (V8 manual transmissions only) | - | - | A | A |
| 6L50 Hydra-Matic 6-speed automatic | A | A | - | - |
| 6L80 Hydra-Matic 6-speed automatic | - | - | A | A |
| TAPshift manual shift controls (automatic transmission) | A | A | A | A |
| STEERING & SUSPENSION | | | | |
| Rack-and-pinion power steering, variable ratio | S | S | S | S |
| Independent double-ball joint front suspension | S | S | S | S |
| Independent 4.5-link rear suspension | S | S | S | S |
| FE2 Sport-tuned suspension | S | S | - | - |
| FE3 Performance-tuned suspension | - | - | S | S |
| SEATS & TRIM | | | | |
| Front sport bucket seats w/ passenger-side seatback map pocket | S | S | S | S |
| 6-way power driver seat with power recliner | S | S | S | S |
| 2-way manual front passenger seat with power recliner | S | S | S | S |
| Leather-appointed front seats | - | S | - | S |
| Heated driver and front passenger seats | - | S | - | S |
| Fixed rear seat | S | S | S | S |
| COMFORT & CONVENIENCE | | | | |
| Single-zone manual air conditioning with pollen filter | S | S | S | S |
| Bluetooth for Phone* | A | S | A | S |
| Compass (located in Driver Information Center) | S | S | S | S |
| Cruise control (includes steering wheel-mounted switches) | S | S | S | S |
| Door locks, power with lockout protection | S | S | S | S |
| 4 auxiliary console-mounted gauges | - | S | - | S |
| Head-Up Display | - | S | - | S |
| Interior rearview mirror, auto-dimming | - | S | - | S |
| Remote Vehicle Starter System (req. 6-speed auto. trans.)* | A | S | A | S |
| Shift knob, urethane | S | - | - | - |
| Shift knob, leather-wrapped* | A | S | S | S |
| Steering column, manual tilt and telescopic | S | S | S | S |
| Steering wheel, 3-spoke urethane | S | - | - | - |
| Steering wheel, 3-spoke leather-wrapped* | A | S | S | S |
| Universal Home Remote | - | S | - | S |
| Ultrasonic Rear Parking Assist | S | S | S | S |
| Windows, power with Express-Up/Down | S | S | S | S |

*Included and only available with Convenience and Connectivity Package on 1LT and 1SS.

S = Standard A = Available - = Not available



| | LT | | SS | |
|--|-----|-----|-----|-----|
| | 1LT | 2LT | 1SS | 2SS |
| AUDIO & ENTERTAINMENT SYSTEMS | | | | |
| AM/FM/CD/MP3 with music navigator, Graphic Information Display, auxiliary input jack, outside temperature display | S | S | S | S |
| 7-speaker sound system w/ 8" subwoofer | S | - | S | - |
| 8-speaker premium 245-watt Boston Acoustics sound system w/ 10" subwoofer | A | S | A | S |
| Wireless PDIM* | A | S | A | S |
| USB port* | A | S | A | S |
| XM Radio (includes 3 trial months of service) | S | S | S | S |
| Steering wheel-mounted audio controls* | A | S | A | S |
| SAFETY & SECURITY | | | | |
| 4 air bags, dual-stage frontal*, side-impact for driver and front passenger that includes head and torso protection (*includes Passenger Sensing System) | S | S | S | S |
| Safety belt pretensioners, driver and front passenger | S | S | S | S |
| LATCH system | S | S | S | S |
| OnStar (includes 6 months subscription to Directions & Connections Plan) | S | S | S | S |
| Theft-deterrent system, PASS-Key III | S | S | S | S |
| Tire Pressure Monitoring System | S | S | S | S |
| Brakes, 4-wheel w/ antilock, Brake Assist (single piston on LT, Brembo performance 4-piston on SS) | S | S | S | S |
| StabiliTrak with traction control (SS models includes Competitive/Sport mode and manual trans. SS models include Launch Control) | S | S | S | S |
| EXTERIOR FEATURES | | | | |
| Exhaust tips - 3" | S | S | - | - |
| Exhaust tips - 3-3/4" | - | - | S | S |
| Fascias, front and rear body-color with front grille and rear diffuser | S | S | - | - |
| Fascias, front and rear body-color, SS-specific with unique front grille and rear diffuser, lower extension and front air scoop | - | - | S | S |
| Fog lamps (act as DRLs on RS Package models) | S | S | S | S |
| Headlamps, halogen composite with automatic exterior lamp control | S | S | S | S |
| Headlamps, High-Intensity Discharge with integrated halo rings and automatic exterior lamp control (included and only available with RS Package) | A | A | A | A |
| Mirrors, outside power-adjustable, body-color | S | - | S | - |
| Mirrors, outside heated power-adjustable and driver side auto-dimming, body-color | - | S | - | S |
| Sill plate, Chevrolet, molded-in-color | S | S | S | S |
| Spoiler, rear (w/ integral AM/FM antenna) (LT models require RS Package) | A | A | S | S |
| Tail lamps, RS unique (included and only available with RS Package) | A | A | A | A |
| Tire sealant and inflator kit, in place of spare tire | S | S | S | S |
| Tonneau cover, folding | A | S | A | S |
| Wheel and tire, spare compact | A | A | - | - |

S = Standard A = Available - = Not available



The Convertible retains the Coupe's award-winning design.

V-shaped grille with Chevy bowtie reflects first-generation Camaro heritage.

Power dome hood gives a hint at the powerful engines that lie beneath.

Aerodynamic windshield has slightly less rake than the Coupe's.

Side gills are a nod to the first-generation Camaro.

Fog lamps are standard on all models. They become Daytime Running Lamps when the RS Package is ordered.

Headlamps are pushed to the corners to give the front a **wide, strong appearance**. Available HID headlamps feature a distinctive LED "halo ring" display.

Large wheels and tires (18", 19" and 20") are pushed to the outside and flush with the body surfaces to provide an agile appearance. A 729-mm outside diameter is maintained on all tire sizes to maintain the tight wheel-to-body gap on all models.



Note the especially clean, uncluttered look off the rear.

Tonneau cover completes the smooth exterior appearance. Cover is standard on 2LT and 2SS and available on 1LT and 1SS.

Fender shapes are **bold and pronounced**. Rear fenders feature a strong shoulder.

LED CHMSL is neatly integrated into the "tulip" panel.

AM/FM antenna is integrated into the rear spoiler – a segment (and quite possibly an industry) first. Standard on SS and available on LT with the RS Package. Models without the rear spoiler have a sharkfin with mast antenna.

Z-type folding top is designed to fold flat for a **smooth exterior appearance**, even without the tonneau cover. It's another example of the Camaro Convertible's attention to detail.

Twin tail lamp design carries the Coupe's aggressive styling to the rear of the Convertible. Models equipped with the RS Package feature a unique, darker lens appearance.

All models feature **large, round dual polished exhaust tips**: 3" diameter on V6 models; 3-3/4" diameter on V8 models.

Trunk lock cylinder is removed and hidden in the rear-seat area. This further enhances the Camaro Convertible's clean, uncluttered appearance.

Trunk opening is the same as the Coupe's. 10.2 cu. ft. of **cargo space** is slightly less than the Coupe's due to the need to accommodate the top mechanism.





The interior of the Camaro Convertible is a blend of form and functionality with superb fit-and-finish. Like the Coupe, it combines contemporary details with the timeless spirit and feeling of great Camaros from the past.



- **Sport front bucket seats** with 6-way power driver adjustment are included on all models. Leather-appointed heated front seats are standard on 2LT and 2SS.
- **Fixed rear seat** replaces the Coupe's folding design.
- **Molded-in-color door sills** are exclusive to the Convertible.
- **Driver-oriented** instrument cluster positions the gauges for easy viewing. A Driver Information Center is located between the tachometer and speedometer.
- A **4-gauge instrument cluster**, reminiscent of the 1969 Camaro, is located on the center console under the radio. Gauges are included on 2LT and 2SS.
- **Radio and HVAC systems** feature oversized control knobs with soft rubber for easy gripping.
- Deep-dish **3-spoke steering wheel** is a heritage design feature.
- **Top latch handle** is the same one used on the Corvette Convertible. Unlike a 2-latch design, the single latch makes it easier for one person to open and close the top.



The Camaro Convertible is packed with several convenience and technologically advanced features that help enhance overall vehicle appeal for both driver and passengers. **Convertible-specific features are identified in underlined bold.**

CONVENIENCE

- **Fully operable windows.** All windows power up and down. All windows are also automatically lowered when the top is lowered.
- **Remote Vehicle Starter System** is standard on 2LT and 2SS models equipped with automatic transmission; included with the Convenience and Connectivity Package available on 1LT. When outside temperature is low enough, system automatically activates available heated seats. Climate controls also revert to last known settings.
- **Steering wheel-mounted audio system controls** are standard on 2LT and 2SS; included in the Convenience and Connectivity Package available on 1LT and 1SS.
- **Ultrasonic Rear Parking Assist** is standard on all models.

INFOTAINMENT

- **Head-Up Display** provides digital readouts directly on the windshield, allowing drivers to receive information without taking their eyes off the road. Standard on 2LT and 2SS. Readouts include:
 - Vehicle speed
 - Outside air temperature
 - Selected gear
 - Turn signals
 - Audio system information
 - Tachometer
 - Compass
 - Vehicle messages
 - High-beam indicator
 - Phone information
 - Turn-by-Turn information
- **7-speaker base audio system adds** an additional speaker specifically for the Convertible. System includes a 2-channel amplifier that drives an 8" subwoofer to provide Coupe-like audio performance even when the top is down.
- **Premium 8-speaker Boston Acoustics audio system** includes 245 watts of power. Standard on 2LT and 2SS; available on all other models.
- **XM** provides over 170 digital channels of radio entertainment. Complimentary 3-month service.
- **Preferred Device Interface Module (PDIM)** allows wireless connection and song selection of electronic devices using the steering wheel audio controls. Standard on 2LT and 2SS; included in the Convenience and Connectivity Package available on 1LT and 1SS.
- **Bluetooth for Phone** allows wireless connection of personal cell phones to the car's audio system. Same availability as PDIM.
- **USB port** in center console allows playback of music from a USB device through the car's audio system. Same availability as PDIM and Bluetooth.

UNLIKE THE COUPE, THE CONVERTIBLE'S REAR WINDOWS POWER UP AND DOWN. AND ULTRASONIC REAR PARKING ASSIST IS STANDARD.



DRIVER INFORMATION CENTER

Located between the speedometer and tachometer, the DIC displays:

- Vehicle information
- Trip information
- Warnings and messages
- Compass
- OnStar Turn-by-Turn Navigation

Top Operation DIC Messages

The DIC also displays messages specific to the Convertible's top operation. These include:

- Clear Top Storage Area (cargo shade not extended and engaged)
- Battery Voltage Too Low - Top Disabled (battery voltage too low to operate the top)
- Close Trunk to Operate Top (trunk lid open)
- Complete Top Motion to Open Trunk (attempting to open trunk before top is fully up or down)
- Reduce Vehicle Speed to Operate Top (going too fast to safely operate top)
- Temperature Too Low - Top Disabled (top pump motor needs to warm up)
- Top System Overheated (top pump motor needs to cool down)
- Top Not Secure (top not fully latched or fully lowered)
- Unlatch Top (attempting to lower top without unlatching it first)



ONSTAR

All Camaro Convertible models include 6 months of complimentary OnStar services. These include:

- **Safe & Sound** which includes hands-free calling, Automatic Crash Response and Stolen Vehicle Slowdown.
- **Directions & Connections** including Turn-by-Turn Navigation.

OnStar MyLink Mobile App

Links the customer's vehicle to their smartphone. App capabilities include:

- Remote access of fuel level, tire pressure and other vehicle information.
- Key fob replication: Customers can use their smartphone to start, lock and unlock their vehicle and activate the horn and lights.
- Works wherever there is phone coverage - customer could be in California and lock or unlock their vehicle in Ohio.

THE APP IS PROVING ESPECIALLY POPULAR WITH CAMARO CUSTOMERS, SO BE SURE TO MAKE THEM AWARE OF MYLINK OR - IDEALLY - DEMONSTRATE IT. REQUIRES ONSTAR SUBSCRIPTION (6 MONTHS INCLUDED WITH CAMARO CONVERTIBLE).



ENGINES

- **3.6L V6** powers LT models.
Award-winning engine features an aggressive throttle map for a more responsive launch feel, variable intake manifolds and Variable Valve Timing for increased power and torque, and direct injection to help the engine extract more power from less fuel with fewer emissions.
 - 312 hp @ 6500 rpm
 - 278 lb.-ft. torque @ 5100 rpm
 - 0-60: 6.1 seconds
 - Regular unleaded fuel
 - 17 city/28 hwy est. mpg (manual)
 - 18 city/29 hwy est. mpg (automatic)
- **6.2L V8** powers SS models.
There are two versions available. On SS models with automatic transmission, the 6.2L V8 adds **Active Fuel Management** to help improve fuel economy. Both versions run on regular unleaded gas; however, premium is recommended for maximum performance.

WITH MANUAL TRANSMISSION

- 426 hp @ 5900 rpm
- 420 lb.-ft. torque @ 4600 rpm
- 0-60: 4.7 seconds
- 16 city/24 hwy est. mpg

WITH AUTOMATIC TRANSMISSION

- 400 hp @ 5900 rpm
- 410 lb.-ft. torque @ 4300 rpm
- 0-60: 4.7 seconds
- 16 city/25 hwy est. mpg

TRANSMISSIONS

- **V6 models (LT)**
 - Standard **AISIN 6-speed manual** features a low shift effort, short throws and enhanced “fun-to-drive” characteristics.
 - Available **Hydra-Matic 6L50 6-speed** includes Driver Shift Control (TAPshift) mounted on the steering wheel. This allows drivers to keep their hands on the wheel while manually shifting the transmission for a more interactive driving experience.
- **V8 models (SS)**
 - Standard **Tremec TR6060 6-speed manual** provides characteristics similar to the AISIN manual, but is enhanced with several features to handle the V8’s additional torque.
 - **Hurst short-throw shifter.** This iconic shifter is available on SS models with manual transmission.
 - Available **Hydra-Matic 6L80 automatic** includes both steering wheel-mounted Driver Shift Control (TAPshift) and Performance Algorithm Shifting (PAS). PAS lets the electronic transmission controller override the automatic gear selection during closed throttle high lateral acceleration maneuvers. This results in rapid downshifting with nearly synchronous engine-speed matching for quick power up when the throttle is reopened.

LIMITED-SLIP DIFFERENTIAL

- Standard on V8 models and available on V6 models with manual transmission. A limited-slip differential helps improve traction by automatically directing engine power to the rear wheel with the best traction. This gets the power to the ground for enhanced performance, especially in low-speed corners and low-traction conditions.

**THE CAMARO CONVERTIBLE HAS THE SAME
AWARD-WINNING POWERTRAINS AS THE
CAMARO COUPE.**



COUPE-LIKE FEEL AND DRIVING DYNAMICS

The stiffer the body, the better the handling. To deliver a Coupe-like driving feel, the Convertible adds:

- Underhood tower-to-tower bracing
- Structural crossmember under the transmission
- Structural plate beneath the rear seat

This additional stiffening gives the Camaro Convertible a solid drive feel at all times. Rattles and steering and cowl shake are virtually eliminated. The Camaro Convertible's torsion and bending stiffness ratings are significantly higher than the 2011 Mustang Convertible's ratings.



DESPITE ITS ADDITIONAL BODY STIFFENERS, THE CONVERTIBLE DELIVERS COUPE-LIKE PERFORMANCE: 0-60 TIMES ARE WITHIN 2/10 OF A SECOND OF THE COUPE'S FOR ALL POWERTRAINS.

FOUR-WHEEL INDEPENDENT SUSPENSION

System provides an excellent balance between a smooth, controlled ride and sharp, responsive handling.

- V6 models have an FE2 Sport-tuned suspension
- V8 models have an FE3 Performance-tuned suspension

• Front suspension

- Double-ball-joint design
- Direct-acting stabilizer bar
- Forward-mounted steering rack and dual lower links with individual ball joints at the outer end, which create a virtual pivot arrangement
- Total combination provides excellent road connection, better on-center steering feel, sharper handling and improved directional stability

• Rear suspension

- 4.5-link design
- Decoupled stabilizer bar
- High lateral stiffness for sharper, performance-oriented handling
- Elastic bushings for a more compliant ride
- Rubber-isolated subframe helps filter out drivetrain and road vibrations

HYDRAULIC POWER RACK-AND-PINION STEERING

- Variable assist. More boost at lower speeds (such as during parking), less boost at higher speeds for greater road feel.
- 2.5 turns lock-to-lock for quick, precise steering response.
- Steering rack mounted ahead of the front axle. This provides precise steering characteristics with light steering effort and excellent road feel.

BRAKING SYSTEMS

All models have 4-wheel vented disc antilock brakes with Electronic Brake Assist, which automatically boosts braking pressure in panic braking.

SS models have standard **4-piston Brembo brakes** and aluminum fixed head calipers. Brake linings are high-performance, semi-metallic for superior fade resistance and pedal feel.

| Camaro Convertible Brake Rotor Comparison | | |
|--|-------|-------|
| | LT | SS |
| Front | 12.6" | 14.0" |
| Rear | 12.4" | 14.4" |



CHASSIS CONTROL SYSTEMS

In addition to ABS, all Camaro Convertible models include full-function traction control and StabiliTrak. This sophisticated 4-channel active handling system links the vehicle's dynamic control systems to help the driver maintain control under adverse or demanding road conditions and evasive maneuvers.

As befits a performance vehicle, the Camaro Convertible's StabiliTrak system allows the driver to choose one of four modes:

1. Stability Control On (default/recommended setting)
2. Traction Control Off/Stability Control On
3. Competitive/Sport Mode (SS)
4. Traction Control and Stability Control Off (SS)

SYSTEMS EXCLUSIVE TO SS MODELS

- **Competitive/Sport mode.** This StabiliTrak mode features optimized tuning specific to track conditions. It allows for more enthusiastic driving without unnecessary intervention from the system, such as when driving on a race track. In Competitive/Sport mode, stability control will only engage in situations of extreme oversteer or extreme acceleration.
- **Launch Control.** SS models equipped with a manual transmission also include a Launch Control feature that is enabled when the StabiliTrak's Competitive/Sport mode is active. As its name implies, Launch Control controls wheel slip to an optimum level, allowing the driver to consistently launch the Camaro Convertible to achieve maximum acceleration. It does this by automatically holding the engine in the optimum launch rpm so the driver can release the clutch pedal with a wide-open throttle without excessive wheel spin or damage to the drivetrain.

WHEELS/TIRES

The Camaro Convertible offers several wheel and tire combinations. In each application, the diameter of the tire is maintained so all wheel/tire size selections fill the wheel wells in the same way.

- **18" painted aluminum wheels** with P245/55R18 all-season touring tires (standard on 1LT).
- **19" painted aluminum wheels** with P245/50R19 all-season touring tires (standard on 2LT).

- **19" polished aluminum wheels** with P245/50R19 all-season touring tires (available on 1LT and 2LT).
- **20" x 8" front and 20" x 9" rear flangeless painted aluminum wheels** with sterling silver finish and P245/45R20 front and P275/40R20 rear summer tires (standard on SS; available on 1LT and 2LT).
 - On LT models, these wheels are only available with the RS Package and the finish changes to Midnight Silver.
 - On SS models with the RS Package, finish changes to Midnight Silver.
- **20" x 8" front and 20" x 9" rear polished aluminum wheels** with P245/45R20 front and P275/40R20 rear summer tires (available on all SS and LT models with the RS Package).



18" Painted Aluminum Wheel (1LT)



19" Painted Aluminum Wheel (2LT)



19" Polished Aluminum Wheel (Optional LT wheel)



20" Painted Aluminum Wheel with Midnight Silver finish (RS Package)



20" Polished Aluminum Wheel (Optional on all SS and LT with RS Package)



20" Painted Aluminum Wheel with Sterling Silver finish (SS)

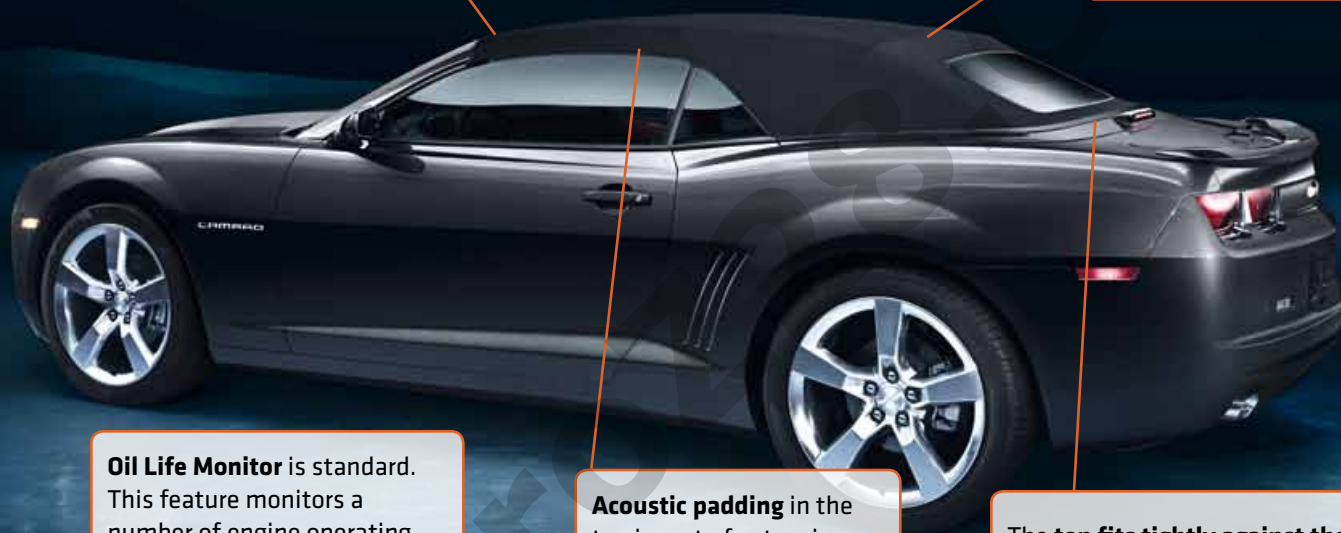


The Camaro Convertible has exceptional structural stiffness. This helps give it a Coupe-like driving experience, without the cowl and steering wheel shake the Mustang Convertible produces on uneven pavement.

Premium canvas top is more durable than vinyl and less prone to fading and discoloration than vinyl.

World-class fit-and-finish with excellent build quality and tight gaps inside and out.

Snug-fitting top has minimal indentations caused by the top bows. Compare it to the Mustang Convertible top and you can see the difference.



Oil Life Monitor is standard. This feature monitors a number of engine operating variables and alerts the driver when an oil change is needed. This is a much more environmentally friendly and economically sound approach to maintenance.

Acoustic padding in the top is part of extensive NVH reduction measures that contribute to an extremely quiet interior.

The **top fits tightly against the tulip panel**, so that there is almost no gap to collect water or dirt between the top and the body panels. Again, compare it to the Mustang Convertible and you can see the difference.

COMPREHENSIVE WARRANTY

Chevrolet backs the Camaro Convertible's outstanding quality and attention to detail with warranty coverage no other full-line automaker's program can match.

| | Warranty |
|-------------------------|---|
| Bumper-to-bumper | 3 years/36,000 miles |
| Powertrain | 5 years/100,000 miles - Roadside assistance - Courtesy transportation - Transferable |
| Corrosion | 6 years/100,000 miles |



The Camaro Convertible has many features designed to help protect the vehicle's occupants in the event of an accident. These can be effectively presented to customers as features designed to help protect them before, during and after a collision.

BEFORE A COLLISION (ACCIDENT AVOIDANCE)

- **Wide track, low center of gravity and responsive steering and suspension systems** help the driver maintain control of the vehicle and avoid a collision.
- **Stiff body structure** helps eliminate cowl and steering wheel shake. In turn, this helps provide more relaxed driving and control of the vehicle.
- **Daytime Running Lamps** help make the Camaro Convertible more visible to other drivers and pedestrians.
- **Fog lamps**, standard on all models, increase visibility in foggy conditions.
- **Four-wheel ABS** prevents wheel lock-up during hard braking to help drivers maintain steering ability and minimize braking distances.
- **Brake Assist** senses emergency braking by detecting the speed or force the driver applies to the brake pedal and boosts the power as needed. Under certain conditions, the brake assist may also activate the ABS more quickly and easily than vehicles without the feature.
- **StabiliTrak** electronic stability control system continuously monitors key operating dynamics of the vehicle and uses ABS and traction control to correct oversteer and understeer conditions and keep the vehicle traveling in the direction the driver intends.
- **Tire Pressure Monitoring System** ensures proper tire inflation to help reduce the chance of improper handling or tire failure due to incorrect tire pressures.

DURING A COLLISION (OCCUPANT PROTECTION)

- Body structure features **extensive use of high-strength, advanced high-strength and ultra-high-strength steel** to help reduce intrusion into the passenger compartment in the event of a collision. Numerous reinforcements are also found throughout the body structure.
- **Three-point safety belts** are located at all seating positions. Front seating positions also include safety belt **pretensioners and load-limiters**.
- **Rear-seat LATCH attachments** provide a secure mounting point for compatible child safety seats.
- **Four air bags**
 - **Dual-stage frontal air bags** can deploy at one of two different rates depending on collision severity. A **Passenger Sensing System** determines the weight and position of the front-seat passenger and decides whether or not to inflate the bag and at what force.
 - Seat-mounted **side-impact front air bags** provide torso and head protection.

AFTER A COLLISION

- **OnStar's Automatic Crash Response** system automatically contacts an OnStar Representative. The Representative can then make crash data and accident location available to emergency services so they can deploy the correct type of equipment and personnel to the crash scene more quickly.



MUSTANG V6 CONVERTIBLE OVERVIEW

The Ford Mustang has been in continuous production since 1954 and is Camaro's most direct competitor. In 2010, Mustang received all-new sheetmetal and a new interior; however, its mechanicals were left relatively untouched. This put it at a distinct disadvantage with the more powerful all-new Camaro in 2010.

To catch up, the 2011 Mustang was injected with a new 305 hp 3.7L Ti-VCT V6 – good, but still not quite good enough to match the 312-hp 2011 Camaro Convertible. (It does deliver a segment-leading 31 highway mpg, however.)

The Mustang V6 Convertible is a bare-bones car; there's no satellite radio, for example. To get power driver-seat adjustment, Ford's highly touted SYNC and other amenities; buyers have to move up to the V6 Premium trim level. There are examples of Mustang's cost-cutting beneath its sheetmetal as well. We point these out in the QRD and Safety & Security sections.

TRIM LINES/MSRP

(MSRP includes \$850 destination and handling fee)

V6\$27,995

V6 Premium.....\$31,695

STYLING, COMFORT & CONVENIENCE CAMARO LT VS. MUSTANG V6

- **Award-winning style.** Most people will agree Camaro is a much more striking design than Mustang. As further proof of that, the all-new Camaro won "World Car Design of the Year" and "Interior of the Year" awards. The "all-new" Mustang didn't.
- **Cleaner, sleeker appearance.** Camaro shows much more attention to detail. For example, the AM/FM antenna is integrated into the rear spoiler, unlike Mustang's exposed post antenna.
- **HID headlamps.** Available on both 1LT and 2LT. On Mustang, they're an option only on the more expensive V6 Premium.
- **Driver-seat adjustment.** Camaro provides standard 6-way power adjustment on all models. With Mustang, 4-way manual adjustment is standard; 6-way power is available only with the V6 Premium.
- **Remote Vehicle Starter System.** Customers who have them love them. The system is available on 1LT; standard on 2LT – and not available on any Mustang model.
- **Bluetooth, wireless PDIM, USB port.** These are all also available on 1LT and standard on 2LT. To get them on Mustang, you have to move up to the V6 Premium.
- **Tilt and telescoping steering column.** Combined with Camaro's standard 6-way power driver seat adjustment, it helps every customer find the perfect driving position. The Mustang's column only tilts.
- **More speakers.** Camaro's base audio system blasts through seven speakers to provide audio performance comparable to the Coupe's even with the top down. Contrast that with Mustang's four standard speakers.
- **Satellite radio.** Three months of XM Radio is included with Camaro. Mustang offers six months of SIRIUS – but only on the V6 Premium.
- **Navigation.** Camaro's standard OnStar Directions & Connections service includes Turn-by-Turn Navigation. Navigation is only available on the Mustang V6 Premium.
- **More cargo space.** 10.2 cu. ft. for Camaro; just 9.6 for Mustang.



POWER & PERFORMANCE CAMARO LT VS. MUSTANG V6

- **More horsepower.** For many buyers, horsepower is the name of the game. And even with Mustang's new V6, Camaro 1LT and 2LT still top it by 7 hp.
- **Direct injection.** The next advance in fuel injection, it improves performance and fuel efficiency and reduces emissions. The Camaro V6 has this technology; the Mustang V6 doesn't.

RIDE & HANDLING CAMARO LT VS. MUSTANG V6

- **Larger wheels.** Camaro has the styling and handling advantages of standard 18" and available 19" and 20" wheels. The Mustang V6 offers only its standard 17" wheels.
- **Independent rear suspension.** Camaro's independent rear suspension allows for an optimum blend of razor-sharp handling combined with supple ride smoothness. Mustang's solid rear axle aids acceleration by minimizing the independent rear suspension's axle hop. But the driver pays for it in the first curve – or bump – in the road.

QUALITY, RELIABILITY & DURABILITY CAMARO LT VS. MUSTANG V6

- **Quality differences you can feel.** When you remove a car's top, you remove structural stiffness. To make sure the Convertible has the structural stiffness to provide a Coupe-like driving feel, Camaro engineers added a tower-to-tower brace under the hood, a structural cross-member under the transmission and a structural plate under the rear seat.

Mustang claims to have stiffened its Convertible as well, but you can't tell it from behind the wheel. As *Car and Driver* reported after their 2011 Mustang Convertible test drive: "The first pavement ripples...provoked a festival of wiggles and shakes in the cowl and the steering column."

Bottom line: The Camaro Convertible is designed to drive and handle like the Coupe. In contrast, Mustang is a "boulevard cruiser" – fine when you're just cruising around town. But drive it hard or over rough pavement and you get squeaks, wiggles and shakes in the body, steering wheel and cowl.

- **Quality differences you can see.** With their tops up, there's a noticeable difference between Camaro and Mustang. The Camaro's top is smooth, with much less of the bulges caused by the top bows that you see on the Mustang. Point out, too, how the Camaro's top fits snug against the tulip panel, so there's almost no gap between the top and the body panels to collect leaves, rain and dirt. In contrast, there's a very visible gap on the Mustang.
- **Premium canvas top.** Canvas is more durable, and resists discoloration and weathering better than the vinyl top used on Mustang.
- **Oil life monitor.** Better for the customer, better for the environment. Standard on Camaro; not available on Mustang.
- **Superior warranty coverage.** 40,000 more miles of powertrain and roadside assistance coverage. Plus 5 years or 100,000 miles of courtesy transportation not offered on Mustang.

SAFETY & SECURITY CAMARO LT VS. MUSTANG V6

- **Torso and head protection.** Camaro's seat-mounted front side-impact air bags are designed to protect both torso and head. Mustang's side-impact air bags provide protection for the torso only.
- **OnStar Automatic Crash Response.** Camaro continues its protection even after a collision with OnStar's exclusive Automatic Crash Response. Mustang offers nothing like it.



MUSTANG GT OVERVIEW

As was the case with the Mustang V6, the 2010 V8-powered Mustang GT suffered a severe power shortage compared with the all-new 2010 Camaro SS. So for 2011, Mustang jettisoned its venerable 4.6L V8 and equipped the GT with a new 5.0L engine. However, as is the case with the Mustang V6, the 2011 GT still comes up short of the 2011 Camaro Convertible in terms of power.

The Mustang GT is also similar to the V6 in that it's a fairly bare-bones model. So you'll find that many of the competitive selling advantages cited for the Camaro LT apply to the SS as well. However we believe they're all advantages well worth repeating.

TRIM LINES/MSRP

(MSRP includes \$850 destination and handling fee)

GT\$35,495

GT Premium..... \$38,695

STYLING, COMFORT & CONVENIENCE CAMARO SS VS. MUSTANG GT

- **Award-winning style.** Most people will agree Camaro is a much more striking design than Mustang. As further proof of that, the all-new Camaro won "World Car Design of the Year" and "Interior of the Year" awards. The "all-new" Mustang didn't.
- **Cleaner, sleeker appearance.** Camaro shows much more attention to detail. One example: the AM/FM antenna is integrated into the rear spoiler, unlike Mustang's exposed post antenna.

- **HID headlamps.** Available on 1SS; only available on GT Premium.
- **Driver-seat adjustment.** Camaro provides standard 6-way power adjustment on all models. With Mustang, 4-way manual adjustment is standard; 6-way power is available only with the more expensive GT Premium.
- **Tilt and telescoping steering column.** Combined with Camaro's standard 6-way power driver-seat adjustment, it helps every customer find the perfect driving position. The Mustang's column only tilts.
- **More speakers.** Camaro's base audio system blasts through seven speakers to provide audio performance comparable to the Coupe's. The Mustang GT's base systems provides only four speakers.
- **Satellite radio.** Three months of XM Radio is included with Camaro. Mustang offers six months of SIRIUS – but only on the GT Premium.
- **Navigation.** Camaro's standard OnStar Directions & Connections service includes Turn-by-Turn Navigation. Navigation is only available on the Mustang GT Premium.
- **More cargo space.** 10.2 cu. ft. for Camaro; just 9.6 for Mustang.

POWER & PERFORMANCE CAMARO SS VS. MUSTANG GT

- **More horsepower.** Even with its new 5.0L V8, the Mustang GT tops out at 412 hp. That's 14 less than the 426 hp SS, manual transmission to manual transmission.
- **More torque.** 390 lb.-ft. for Mustang, 410 for Camaro SS with automatic, and 420 with manual transmission.
- **Direct injection.** The next advance in fuel injection, it improves performance and fuel efficiency and reduces emissions. The Camaro SS has this technology; the Mustang GT doesn't.



RIDE & HANDLING

CAMARO SS VS. MUSTANG GT

- **Larger wheels.** Camaro SS has standard 20" wheels. On Mustang GT, 18" wheels are standard and 19" wheels are only available as part of the expensive Brembo Brake Package.
- **Brembo braking.** The superior braking performance of Brembo calipers are standard on Camaro SS. This performance enhancement is optional at extra cost on Mustang GT – and then only with the manual transmission.
- **Independent rear suspension.** Camaro's independent rear suspension allows for an optimum blend of razor-sharp handling combined with supple ride smoothness. Mustang's solid rear axle aids acceleration by minimizing the independent rear suspension's axle hop, but the driver pays for it in the first curve – or bump – in the road.

QUALITY, RELIABILITY & DURABILITY

CAMARO SS VS. MUSTANG GT

- **Quality differences you can feel.** When you remove a car's top, you remove structural stiffness. To make sure the Convertible has the structural stiffness to provide a Coupe-like driving feel, Camaro engineers added a tower-to-tower brace under the hood, a structural cross-member under the transmission, and a structural plate under the rear seat.

Mustang claims to have stiffened its Convertible as well, but you can't tell it from behind the wheel. As *Car and Driver* reported of their 2011 Mustang Convertible test drive: "The first pavement ripples...provoked a festival of wiggles and shakes in the cowl and the steering column."

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- **Premium canvas top.** Canvas is more durable, and resists discoloration and weathering better than the vinyl top used on Mustang.
- **Oil life monitor.** Better for the customer, better for the environment. Standard on Camaro; not available on Mustang.
- **Superior warranty coverage.** 40,000 more miles of powertrain and roadside assistance coverage. Plus 5 years or 100,000 miles of courtesy transportation not offered on Mustang.

SAFETY & SECURITY

CAMARO SS VS. MUSTANG GT

- **Torso and head protection.** Camaro's seat-mounted front side-impact air bags are designed to protect both torso and head. Mustang's side-impact air bags provide protection for the torso only.
- **OnStar Automatic Crash Response.** Camaro continues its protection even after a collision with OnStar's exclusive Automatic Crash Response. Mustang offers nothing like it.



NISSAN 370Z ROADSTER OVERVIEW

The 370Z Coupe was all-new in 2009, replacing the 350's hard-plastic interior with more luxury and the 3.5L V6 with a more powerful 3.7L edition. The Roadster was then added in 2010.

The new 370Z Roadster is a car of contrasts. On one hand, it's praised for the upgraded quality of its interior and sports car performance and response. However, it's also almost universally panned for its unrefined nature. *Motor Trend* noted its "coarse engine, abundant noise, and ride harshness." Edmunds.com likened the 370Z Roadster to "the corner diner's coffee—plenty strong but just not all that refined."

Performance is the 370Z Roadster's strong point. It's 332 hp V6 provides 0-60 times in the 5-second range and an available SyncroRev Match automatically blips the throttle during manual transmission downshifts to provide smooth down-changes.

TRIM LINES/MSRP

(MSRP includes \$750 destination and handling fee.)

| | |
|-------------------------------------|----------|
| 370Z | \$38,270 |
| 370Z Touring | \$41,820 |
| 370Z Touring w/ Sport Package | \$44,640 |

STYLING, COMFORT & CONVENIENCE CAMARO VS. 370Z

- **Standout styling.** Styling is subjective, but more than one enthusiast magazine has commented on the 370Z's bulbous rear. But there's no question about Camaro's outstanding styling. In fact, the Friends of the National Automotive Historical Collection, a group made up exclusively of car buffs, named Camaro its Collectible Car of the Year for 2010. The group annually chooses the car they believe will be most highly prized by enthusiasts in the years to come.
- **Smoother, more refined appearance.** Camaro puts its AM/FM antenna inside its rear spoiler and hides the trunk lock cylinder behind the rear seat bolster for a cleaner, more premium appearance. The 370Z offers neither of these two styling enhancements.
- **Rear seat.** Camaro provides two more seats than the 370Z, without diluting its sports-car driving experience.
- **More trunk space.** Over twice as much space, in fact: 10.2 cu. ft. to just 4.2 for the 370Z.
- **More shoulder room.** The 370Z is a narrow car – and it shows it with 2-1/2" less shoulder room than Camaro provides.
- **Power seat adjustment.** The 370Z provides 8-way driver seat adjustment to Camaro's 6-way; however, Camaro's adjustment is power, not manual. Adding power adjustment on the 370Z is a \$3500+ step up to the Touring trim level.
- **Remote Vehicle Starter System.** A convenience highly popular with customers. Available on Camaro; not available on the 370Z.
- **Satellite radio.** Standard on Camaro; a required move up to Touring for the 370Z.
- **More standard speakers.** Seven for Camaro; four for 370Z.
- **Tilt and telescoping steering column.** 370Z provides tilt only.
- **Bluetooth, wireless PDIM, USB port.** All are available on the base Camaro Convertible. All require the Touring trim level on 370Z. The same is true for the convenience of audio controls mounted on the steering wheel.
- **Navigation.** OnStar's Turn-by-Turn Navigation is standard on Camaro. On the 370Z, navigation begins with the Touring trim level, and then only as an option.



POWER & PERFORMANCE CAMARO VS. 370Z

- **More choice.** The 370Z has one V6 engine only. Camaro offers both V6 and V8 power.
- **More horsepower.** V6 to V6, the 370Z provides 20 more hp than Camaro. But here's an interesting fact: Buyers can choose the Camaro 1SS and get 94 more hp and 150 more lb.-ft. of torque than the 370Z –and get it for less money than the 370Z.
- **More torque.** 3 lb.-ft. more with the V6. And a ton more with the V8.
- **Better fuel economy.** Camaro's V6/V8 choice applies to mileage as well as power and torque: up to four more mpg on the highway.
- **Regular fuel.** Adding to its fuel economy savings, the Camaro V6 also operates on regular unleaded fuel as opposed to the 370Z V6's premium.

RIDE & HANDLING CAMARO VS. 370Z

- **Larger wheels.** Both Camaro and 370Z offer standard 18" and available 19" wheels. But only Camaro also offers 20" wheels.

QUALITY, RELIABILITY & DURABILITY CAMARO VS. 370Z

- **Oil life monitor.** Better for the customer, better for the environment. Standard on Camaro; not available on the 370Z.
- **Superior warranty coverage.** 40,000 more miles of powertrain coverage, and 5 years or 100,000 miles of roadside assistance coverage that's optional on the 370Z. Plus 5 years or 100,000 miles of courtesy transportation not offered on the 370Z.

SAFETY & SECURITY CAMARO VS. 370Z

- **OnStar Automatic Crash Response.** Camaro continues its protection even after a collision with OnStar's exclusive Automatic Crash Response. The 370Z offers nothing like it.



COMPETITIVE COMPARISON CHART

| | CAMARO 1LT | FORD MUSTANG V6 | NISSAN 370Z | CAMARO 1SS | FORD MUSTANG GT |
|--|-------------------------------------|---------------------------|--------------------|-------------------------------------|----------------------------------|
| MSRP (2011 MY including Dest.) | \$30,000 | \$27,995 | \$37,520 | \$37,500 | \$35,395 |
| SPECIFICATIONS (IN.) | | | | | |
| Wheelbase | 112.3 | 107.1 | 100.4 | 112.3 | 107.1 |
| Length | 190.4 | 188.1 | 167.2 | 190.4 | 188.1 |
| Width | 75.5 | 73.9 | 72.8 | 75.5 | 72.8 |
| Height | 54.7 | 55.8 | 52.2 | 54.7 | 55.8 |
| Curb weight (lbs.) | | 3426 (man.); 3449 (auto.) | | | |
| INTERIOR DIMENSIONS (IN.) | | | | | |
| Seating capacity | 4 | 4 | 2 | 4 | 4 |
| Head room, front/rear | 37.8/35.7 | 38.8/36.6 | 38.7 | 37.8/35.7 | 38.8/36.6 |
| Leg room, front/rear | 42.4/29.9 | 42.4/29.8 | 42.9 | 42.4/29.8 | 42.4/29.8 |
| Shoulder room, front/rear | 56.9/42.5 | 55.3/45.0 | 54.4 | 56.9/42.5 | 55.3/45.0 |
| Trunk capacity, top up (cu. ft.) | 10.2 | 9.6 | 4.2 | 10.2 | 9.6 |
| STYLING, COMFORT & CONVENIENCE | | | | | |
| Top Material | Canvas | Vinyl | | Canvas | Vinyl |
| Rear spoiler w/ integral AM/FM antenna | A | - | - | S | - |
| Climate Control | Single-zone manual | Single-zone manual | Single-zone manual | Single-zone manual | Single-zone manual |
| Driver seat adjustment | 6-way power | 4-way manual | 8-way manual | 6-way power | 4-way manual; 6-way power (A) |
| Passenger seat adjustment | 2-way manual | 2-way manual | 4-way manual | 2-way manual | 2-way manual |
| Leather-appointed seating | - | - | - | - | - |
| Power windows w/ Express-Up/Down | S | S | S | S | S |
| Tilt and telescoping steering column | S | Tilt only | Tilt only | S | Tilt only |
| Steering wheel-mounted controls | Cruise; Audio (A) | Cruise and audio | Cruise | Cruise; Audio (A) | Cruise |
| Remote Vehicle Starter System | A | - | - | A | A |
| Driver Information Center | S | - | - | S | - |
| Speakers | 7; 8 (A) | 4 | 4 | 7; 8 (A) | 4 |
| Satellite radio | S | - | - | S | - |
| Navigation system | S (OnStar Directions & Connections) | - - | - - | S (OnStar Directions & Connections) | - - |
| Bluetooth | A | - | - | - | - |
| Wireless PDIM | A | - | - | - | - |
| USB port | A | - | - | - | - |
| Compass | S | - | - | S | - |
| Ultrasonic Rear Parking Assist | S | - | - | S | - |
| Oil Life Monitor | S | - | - | S | - |

S = Standard A = Available - = Not available



COMPETITIVE COMPARISON CHART

| | CAMARO 1LT | FORD MUSTANG V6 | NISSAN 370Z | CAMARO 1SS | FORD MUSTANG GT |
|-------------------------------------|--|--------------------------------------|--|--|---|
| POWER & PERFORMANCE | | | | | |
| Engine | 3.6L V6 | 3.7L V6 | 3.7L V6 | 6.2L V8 (man.) | 5.0L V8 |
| Horsepower @ rpm | 312 @ 6500 | 305 @ 6500 | 332 @ 7000 | 426 @ 5900 | 412 @ 6500 |
| Torque (lb.-ft.) @ rpm | 278 @ 5100 | 280 @ 4250 | 270 @ 5200 | 420 @ 4600 | 390 @ 4250 |
| | | | | 6.2L V8 (auto.) | |
| | | | | 400 @ 5900 | |
| | | | | 410 @ 4300 | |
| Transmission | 6-speed manual; 6-speed auto. (A) | 6-speed manual; 6-speed auto. (A) | 6-speed manual; 7-speed auto. (A) | 6-speed manual; 6-speed auto. (A) | 6-speed manual; 6-speed auto. (A) |
| Recommended fuel | Regular unleaded | | Premium unleaded | Premium unleaded | |
| Fuel economy, city/hwy (mpg) | 17/28 (manual); 18/29 (auto.) | 19/29 (manual); 19/31 (auto.) | 18/25 | 16/24 (manual); 16/25 (auto.) | 17/26 (manual); 18/25 (auto.) |
| RIDE & HANDLING | | | | | |
| Drivetrain | RWD | RWD | RWD | RWD | RWD |
| Front suspension | Double ball joint, multilink strut | MacPherson strut | Double-wishbone | Double ball joint, multilink strut | Double-wishbone |
| Rear suspension | 4.5-link independent | 3-link solid axle | 4-link independent | 4.5 link independent | 3-link solid axle |
| Brakes, front/rear | 4-wheel vented disc w/ ABS, BA | 4-wheel vented disc w/ ABS | 4-wheel vented disc w/ ABS, EBD, BA | 4-wheel vented disc w/ 4-piston Brembo calipers, ABS, BA | 4-wheel vented disc w/ ABS; Brembo rotors and calipers (A) |
| Traction control | S | S | S | S | S |
| Stability control | S | S | S | S | S |
| Limited-slip differential | A (Manual trans.) | S | - | S | S |
| Wheels | 18" aluminum; 19" polished aluminum (A); 20" aluminum (A) | 17" aluminum | 18" aluminum; 19" alloy (A) | 20" aluminum 20" polished aluminum (A) | 18" aluminum; 19" aluminum (A) |
| Tires | P245/55R18 touring all-season; P245/50R19 touring all-season (A); P245/45R20 front/ P275/40R20 rear summer (A) | | P225/50WR18 front/ P245/45WR18 performance all-season; P245/40WR19 front/ P275/35WR19 performance all-season | P245/45R20 front/ P275/40R20 rear summer (A) | |
| WARRANTY (YEARS/MILES) | | | | | |
| Bumper-to-bumper | 3/36,000 | 3/36,000 | 3/36,000 | 3/36,000 | 3/36,000 |
| Powertrain | 5/100,000 | 5/60,000 | 5/60,000 | 5/100,000 | 5/60,000 |
| Roadside assistance | 5/100,000 | 5/60,000 | A | 5/100,000 | 5/60,000 |
| Courtesy transportation | 5/100,000 | - | - | 5/100,000 | - |
| Corrosion | 6/100,000 | 5/unlimited | 5/unlimited | 6/100,000 | 5/unlimited |
| SAFETY & SECURITY | | | | | |
| Frontal air bags | S | S | S | S | S |
| Front side-impact air bags | S (Torso, head) | S (Torso) | S (Torso) | S (Torso, head) | S (Torso) |
| Curtain side-impact air bags | | | S | | |

S = Standard A = Available - = Not available