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Camaro v8 manual transmission

Does the camaro come in manual. Do camaros have v8. Camaro v8 turbo manual. Camaro v8 manual transmission for sale. Camaro manual drive. What camaros come with v8. Camaro ss manual or automatic. Manual camaro. Do camaros come in manual. Camaro v8 manual.

The 1985 Chevrolet Camaro production numbers were as follows: * Total produced: 180,018 * Engine options: + 4-cylinder: 78,315 units + V6: 98,385 units + V8: 180,018 units (including several variants) * Vehicle identification code breakdown: + First digit: model level (P for Sport Coupe, Z28 for Z28 Sport Coupe, etc.) + Eighth digit: engine code + Tenth digit: model year (F = 1985) + Last six digits: sequential number starting from Van Nuys assembly plant Dimensions of the vehicle: * Length: 187.8 inches * Height: 49.8 inches * Width: 72.0 inches * Wheelbase: 101.0 inches Performance specifications for each engine option: * 4-cylinder (LQ9): 88 horsepower @ 4400 rpm, 132 lb-ft @ 2800 rpm * V6 (LB8): 135 horsepower @ 5100 rpm, 165 lb-ft @ 3600 rpm * V8 (LG4): 155 horsepower @ 4200 rpm, 245 lb-ft @ 2000 rpm Transmission and axle options: * Manual transmission: Warner Gear Chevy # RPO 10079867 MB1, M39 * Automatic transmission: 700-R4 * Axle ratios: 3.73 (standard), 3.08 (optional), 3.42 (locking) * Clutch diameter: 9.13 inches Engine suffix codes: * CAD: 173ci V6 (ex C7B) * CDM: 305ci V8 * CDJ: 305ci V8 (at) * CFA: 305ci V8 (at) Transmission codes: * MD8: PQ, YX, YW, YF, YZ Rear axle codes: * 8JB: 3.23:1 ratio * 8KR: 3.08:1 ratio * 8XP: 3.27:1 ratio The table lists various factory options for the 1985 Chevrolet Camaro, including engine choices, transmissions, and interior features. Options for the Sport Coupe include: * Power seats: $215 * Split folding rear seatback: $50 * Tinted glass: $110 * Power windows: $185 * Quiet sound group: $82 For the Berlinetta Coupe, additional options include: * Air conditioning: $730 (standard), $730 (electronic) * Windshield wipers: $50 * Rear window defogger: $140 The Z28 Sport Coupe has unique options, such as: * Power hatch release: $40 * IROC sport equipment package: $659 * Spoiler (included with Z28): $69 Other options include: * Suspension upgrade: $49 * Limited slip rear axle: $95 * Power front and rear disc brakes: $179 * Engine choices, including a 173ci V6, 305ci V8, and 190hp V8 IROC model Interior features also vary by trim level, with some options available only on the Berlinetta or Z28 models. Note that some options are listed as "included" or have no cost associated with them. 1985 Camaro Options and Colors Quartz 809: U64 Speakers Radio, AM-FM 11,384: U75 Antenna, power Cooling, heavy-duty 25,997: V08 Emission Equipment, required for California 19,805: ZJ7 Rally Wheels Exterior & Interior Colors Paint/WA Code: White 18,822: Bc-Spc-Zc-Zci Bk-C-G-R-S Silver 11,684: Bc-Spc-Zc- Zci Bk-G-R-S Medium Gray 17,545: Bc-Spc-Zc Bk-G-R-S Black 28,438: Bc-Spc-Zc-Zci Bk-C-G-R-S Dark Blue 14,986: Bc-Spc-Zc BK-G-S Bright Blue 17,635: Spc-Zc-Zci BK-G-S Yellow Gold 4,599: Bc-Spc-Zc-Zci BK-G-S Yellow Beige 5,437: Bc-Spc-Zc BK-C-G-S Light Chestnut(Brown) 3,093: Bc-Spc-Zc BK-C-G-S Russet(Copper) 11,406: Bc-Spc-Zc BK-C-S Blaze Red 31,473: Bc-Spc-Zc- Zci BK-G-R-S Maroon 14,903: Bc-Spc-Zc BK-G-R-S Interior Codes: 19B = Bk-sc, 19C = Bk-cc, 19D = Bk-ccc, 19E = Bk-csc, 19N = Bk-cv, 19R = Bk-sv 62B = S-sc, 62C = S-cc, 62D = S-ccc, 62E = S-csc, 62N = S-cv, 62R = c-sv 68B = C-sc, 68C = C-cc, 68N = C-cv 72B = R-sc, 72C = R-cc, 72D = R-ccc, 72E = R-csc, 72N = R-cv, 72R = R-sv 82B = G-sc, 82C = G-cc, 82N = G-cv, 82R = G-sv Z28 Special Performance Package: Engine: LG4 305 w/ 4 barrel Quadrajet. Dual exhaust. Transmission: Clutch: 10.34 inches Rear Axle: Positraction (G80) mandatory when equipped with 4 wheel disc brakes. Brakes: J65 4 wheel disc brakes available. Suspension: Stiffer bracing and bushing material than base Camaro. Front/Rear Spring Rate: SC = 58/18, F41 = 58/18 Front/Rear Sway bar diameter: SC = 27/12, F41 = 29/12 Steering: Recirculating-ball power steering with fast 12.7:1 ratio, plus limited boost to improve road feel. Wheels & Tires: 5 spoke aluminum 15 x 7 inch. Goodyear P215/65R-15 white letter , steel belted radials. Modified McPhearson A 5th gen Camaro manual transmission tidbit was uncovered from Motortrend.com's review of the new Cadillac CTS. The article mentioned that two six-speed transmissions are available for the CTS, a GM 6L50 automatic and an Aisin Warner AY6 manual. Although only a small percentage of American customers will opt for the manual transmission, the engineers put significant time into optimizing it, even changing gear ratios after testing on the Nordschleife. This updated gear set is also expected to be used in the Camaro. The review noted that while there's no difference in straight-line performance between the manual and automatic CTS, the manual feels quicker around the track, with less of a gap between second and third gears. This information has left some users very encouraged about the new 5th gen Camaro, particularly those planning to opt for the manual transmission. NY Posts: 31,877 This text comes directly from the GM powertrain site...Here's what I found: Aisin AY6 Transmission Details for 2007 Model Year: The AY6 is a unique six-speed manual transmission designed by Aisin. Key Features: * No maintenance required under normal operating conditions. * Uses conventional gear oil, with fluid changes recommended for severe duty. * Hydraulic clutch eliminates adjustments throughout its lifespan. Overview: * The Aisin AY6 was first used in the 2005 Cadillac CTS model year. * It features a "tailset" design, where the input shaft is long and supported by a short output shaft. * This unique design allows the transmission to handle more torque than similar-sized manual transmissions. The AY6 Transmission: * Replaced the Getrag 260 five-speed manual transmission in the CTS model year. * Features lower shift efforts, closer ratios for high-performance driving, and quieter operation. * The closely spaced ratios were specified by GM Powertrain and are unique to the CTS application. Benefits of the Tailset Design: * Reduces inertia required by synchronizers during upshifts or downshifts. * Reduces driver effort to shift gears. * Reduces noise from the output shaft when idling in neutral. The Aisin AY6 transmission is built in Anjo City, Japan, employing a similar Getrag-style design to previous models. This setup enables all shifting efforts to be directed towards the transmission, rather than being partially absorbed into the car's body. Key specifications include: * Rear wheel drive, six-speed manual transmission * Engine range: 2.8L - 3.6L * Maximum engine torque: 345 Nm (255 lb-ft) * Gear ratios: + First: 4.15 + Second: 2.33 + Third: 1.53 + Fourth: 1.15 + Fifth: 0.79 + Sixth: 0.79 (note: this appears to be a repeat of the fifth gear ratio) + Reverse: -3.67 * Final Drive Ratio: 3.42 or 3.73 * Case material: aluminum * Center distance: 85mm * Fluid type: 75W90 * Transmission weight (wet): 57.2 kg (126 lb) * Fluid capacity (approximate): 1.8L (1.9 qt) Notably, the Aisin AY6 is primarily associated with Cadillac applications, although it may also be used in other models such as the Solstice and Hummer. The new Hydra-Matic 6L50 transmission offers less torque handling capability compared to the 6L80, resulting in a mass reduction and increased efficiency. This six-speed automatic transmission is used in rear-drive and all-wheel-drive models of the Cadillac STS V8 performance sedan and the SRX V8 crossover vehicle. The 6L50 has a modular design that allows for different engine and mounting configurations, similar to the larger 6L80 model. It's designed with advanced electronic controls and features a unique output gearset configuration that provides a wider range of ratios than conventional transmissions. One key feature is Performance Algorithm Shifting (PAS), which adapts to driving style by monitoring driver assertiveness and adjusting shift points accordingly. Additionally, Driver Shift Control allows drivers in the STS and SRX to manually shift gears like a clutchless manual gearbox, while electronic safeguards prevent over-revving. The transmission's wide ratio spread enables "steep" first gear for acceleration and "tall" top gear for efficient highway cruising. Overall, the 6L50 transmission offers improved performance, efficiency, and driving experience in its various applications. Engine noise during cruising is lower due to "overdrive" gears in fifth and sixth speeds, allowing smoother gear changes with clutch-to-clutch action. However, the upshift from first to second gear involves a freewheeling motion where the second gear clutch engages while the first gear one-way clutch spins freely, enhancing smoothness at lower vehicle speeds. The 6L50 transmission's control module is optimized for best performance, using advanced technology that allows it to exist reliably inside the transmission with consistent temperatures. The smaller size of the module enables a more compact transmission case and simplifies assembly during vehicle manufacturing. A 32-bit transmission control module monitors and compensates for wear in components like clutch plates, ensuring consistent transmission performance throughout its lifespan. Following assembly, the control module optimizes component interaction to further enhance transmission efficiency. The STS and SRX models employ a 258mm diameter torque converter with an electronic controlled capacity clutch technology, which features a regulated amount of slip to dampen engine pulses for smoother drivetrain operation. The 6L50's all-wheel-drive transfer case uses an open center differential and is upgraded with a heavy-duty drive chain and larger flange for the output shaft constant velocity joint to handle increased torque output. The transmission utilizes DEXRON VI premium fluid, validated to improve durability and shift stability over time. This fluid boasts a consistent viscosity profile, enhanced shift performance in extreme conditions, and reduced degradation. Internal GM tests have demonstrated its superior durability and stability compared to existing fluids. The Hydra-Matic 6L50 transmission is manufactured in Ypsilanti, Michigan. This six-speed automatic transmission features rear-wheel drive (RWD) or all-wheel drive (AWD), along with an electronically controlled overdrive transmission with a torque converter clutch. The transmission boasts a clutch-to-clutch architecture and an integral Electro/Hydraulic Controls Module. Key specifications include: * Maximum engine power: 315 bhp (235 kW) * Maximum engine torque: 332 lb-ft (450 Nm) * Maximum gearbox torque: 480 lb-ft (651 Nm) * Gear ratios: + First gear: 4.06 + Second gear: 2.37 + Third gear: 1.55 + Fourth gear: 1.16 + Fifth gear: 0.85 + Sixth gear: 0.67 + Reverse gear: -3.2 * Maximum shift speed: 7,000 rpm * Maximum validated weights: + Gross Vehicle Weight (GVW): 6,613 lb (3,000 kg) + Gross Combined Vehicle Weight (GCVW): 12,505 lb (5,672 kg) The transmission features a three-piece case made of die-cast aluminum, with a shift pattern controlled by two three-way on/off solenoids. The torque converter clutch is equipped with a variable bleed solenoid. Additional control features include: * Multiple shift patterns (selectable or adaptive) * Driver shift control (tap up/tap down) * Enhanced performance algorithm shifting (PAS II) * Next-generation tow/haul mode * Engine torque management on all shifts * Altitude and temperature compensation * Adaptive shift time * Neutral idle * Reverse lockout * Automatic grade braking The transmission also includes additional features such as an oil life monitor, OBDII/EOBD, and an integral Electro/Hydraulic Controls Module (TEHCM). Assembly sites include GMPT Strasbourg, France, and GMPT Ypsilanti, MI. The transmission is applicable to the Cadillac STS and SRX models. Control interface protocols include GMLAN (General Motors Local Area Network). Holden's got something right, and it's worth checking out. Aisin, which is part of Toyota, might just end up on the V6 versions of a certain car. But I'd bet that the T56 variant will be on the V8 versions instead. It's kinda ironic, don't you think? Just like how the Tremec T56 is in both the Shelby GT500 and the Corvette. The same goes for the TR-6060, which is in the Pontiac G8, the 2008 Corvette, and even the 2009 Dodge Challenger. Meanwhile, some people are still rooting for stick shifts over automatics.