



Service Bulletin

INFORMATION

Subject: 2017 Chevrolet Camaro with 1LE Track Performance Package — New Model Features

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		From:	To:	From:	To:		
Chevrolet	Camaro SS 1LE (Trim Level 1SS)	2017	2017	All	All	6.2L V8 — RPO LT1 (1SS Only)	6-Speed Manual Transmission — RPO MM6 (1SS Only)
	Camaro LT 1LE (Trim Level 1LT)					3.6L V6 — RPO LGX (1LT)	6-Speed Manual Transmission — RPO M13 (1LT)
	Camaro LT 1LE (Trim Level 2LT)					3.6L V6 — RPO LGX (2LT)	6-Speed Manual Transmission — RPO M13 (2LT)

Involved Countries	United States and Canada
--------------------	--------------------------

Overview



Bulletin Purpose

This is a special bulletin to introduce the 2017 Chevrolet Camaro Models equipped with the new 1LE Track Performance Package. The purpose of this bulletin is to help the Service Department Personnel become familiar with some of the vehicle's high-performance features.

Overview

The sixth generation Camaro brings a legacy of street dominance to the track with the 1LE Track Performance Package. The SS 1LE and V6 1LE – available for the first time in a V6 – are both built to push performance to the limit, with precision braking, steering, handling and cornering grip. The exterior of the 1LE has been carefully designed with a performance-first philosophy that combines striking looks with aerodynamic prowess. A three-piece mounted blade-style spoiler is standard, and combined with the large front splitter provides increased downforce for the track. The satin black-wrapped hood is standard equipment on all 1LE models. Also standard are black mirrors, 3-piece rear spoiler and front splitter. The standard dual-mode exhaust combines with four drive modes to allow the driver to find the optimal desired noise characteristics. From the full-throated roar of Track mode to the low rumble of Stealth, there's a mode for every situation. The 1LE package is offered exclusively on the hard-top coupe body style.

- LT 1LE Performance Package — RPO A1X
- SS 1LE Performance Package — RPO A1Y

Performance Statistics

The following are some of the vehicle's performance statistics:

- **Camaro LT 1LE:** 0-60 mph (0-97 km/h) in 5.2 seconds.
- **Camaro SS 1LE:** 0-60 mph (0-97 km/h) in 4.2 seconds.
- **Camaro LT 1LE:** 0.97 g maximum cornering.
- **Camaro SS 1LE:** 1.02 g maximum cornering.
- **Camaro LT 1LE:** 60-0 mph (97-0 km/h) braking in 112 feet (34 meters).
- **Camaro SS 1LE:** 60-0 mph (97-0 km/h) braking in 107 feet (32 meters).
- **Camaro SS 1LE:** 230 pound (104 kg) weight reduction Compared to previous SS 1LE Model).

Camaro LT 1LE (1LT and 2LT Trim Level)

The following are some overall highlights:

- 3.6L V6 engine — RPO LGX, rated at 335 horsepower (250 kW), 284 lb-ft (385 Nm) of torque, equipped with the 6-speed manual transmission — RPO M13.
- The engine adds an external engine oil cooler — RPO KC4.
- Sport Suspension system — RPO FE3, utilizes suspension components from the Camaro SS, including dampers, rear cradle mounts, ball-jointed rear toe links and stabilizer bars.
- Lightweight 20-inch forged-aluminum wheels paired with summer-only Goodyear® Eagle® 245/40ZR20 front tires and 275/35ZR20 rear tires — RPO R0F (run-flat), 0.97 g capable.

- Brembo® 4-piston front performance brake calipers, 4-wheel ABS and 4-wheel disc brakes.
- Mechanical limited-slip differential 225 mm with 3.27:1 ratio.
- Track cooling package with engine oil, differential and transmission coolers.



- Suede steering wheel. (Same on LT 1LE and SS 1LE).
- Short throw shifter with a 5.4 ratio.
- Camaro SS fuel system for higher-load cornering capability.



- Satin black hood, front splitter and unique 3-piece rear spoiler. The center portion of the spoiler is installed at the plant. Winglets will be in the JITT package and are installed by the dealer as part of the PDI. Use of an alternate/accessory spoiler will affect the handling characteristics of the car.



- Dual Mode Exhaust — RPO NPP.
- Full underbody shielding.
- Available RECARO® front seats.
- Available Performance Data Recorder.

Camaro SS 1LE (1SS Trim Level)

The following are some overall highlights:

- 6.2L V8 engine — RPO LT1, rated at 455 horsepower (339 kW), 455 lb-ft (617 Nm) of torque, equipped with 6-speed manual transmission with Active Rev Matching — RPO MM6.
- The engine has a unique built-in oil separator system for high lateral g maneuvers on the track.
- Magnetic Ride Control™ suspension — RPO FE4, monitors road conditions at 1,000 times per second.



- Unique forged-aluminum wheels paired with summer-only Goodyear® Eagle® 285/30ZR20 front tires and 305/30ZR20 — RPO R0G rear tires with a compound and construction developed exclusively for Camaro (includes tire inflator).
- Brembo® Red 6-piston monoblock front brake calipers with 2-piece front rotors, 4-piston rear calipers, 4-wheel ABS and 4-wheel disc brakes.
- Electronic Limited Slip Differential (eLSD) 226 mm with 3.73:1 ratio.
- Track cooling package with engine oil, differential and transmission coolers.
- Suede steering wheel.



- Short throw shifter with a 5.1 ratio. (Same shifter on LT 1LE and SS 1LE, different ratio).
- Satin black hood, front splitter and unique 3-piece rear spoiler. The center portion of the spoiler is installed at the plant. Winglets will be in the JITT package and are installed by the dealer as part of the PDI. Use of an alternate/accessory spoiler will affect the handling characteristics of the car.
- Dual Mode Exhaust — RPO NPP.
- Full underbody shielding.
- Front tire air deflectors are not used on the SS 1LE.



- RECARO® front seats with aggressive bolsters optimized for shifting and steering comfort.
- Available Performance Data Recorder.

Performance Data Recorder



The available Chevrolet Performance Data Recorder — RPO UQT, records video, audio and real-time performance data of a driving session onto an SD memory card. 8, 16 and 32 GB SD cards can be used with the exception of 32GB cards that are formatted to Extended FAT. They will not work. The SD card reader is below the instrument panel to the left of the steering wheel and just above the hood release. The recorded data is not stored anywhere else and is only accessible from the SD card. The recording must be stopped and the file closed before removing the SD card, or the recording cannot be reviewed.

Track Event and Competitive Driving

Danger: High-performance features are intended for use only on closed tracks by experienced and qualified drivers and should not be used on public roads. High-speed driving, aggressive cornering, hard braking, and other high-performance driving can be dangerous. Improper driver inputs for the conditions may result in loss of control of the vehicle, which could injure or kill you or others. Always drive safely.

This section provides some competitive driving information. Refer to Chevrolet Camaro High Performance Owner Manual Supplement > Driving and Operating > Driving Information > Track Events and Competitive Driving for additional information.

Brake Fluid

Brake fluid should be changed to DOT 4 fluid.

Brake Pads

New brakes pads must be burnished before racing or competitive driving.

Engine Oil

Change the engine oil to 0W-40 or 5W-40 that meets the dexos2® specification. For the V6 1LE, add 1 qt (.9 l) of oil over the nominal fill level for track events. After the competitive driving event, remove any excess oil so that the level on the dipstick is not above the upper mark that shows the proper operating range.

High Performance Summer Tires

The vehicles are equipped with the following tires:

- V6 1LE is equipped with summer-only Goodyear® Eagle® 245/40ZR20 front tires and 275/35ZR20 rear tires (run-flat).
- SS 1LE is equipped with summer-only Goodyear® Eagle® 285/30ZR20 front tires and 305/30ZR20 rear tires (includes tire inflator).

Caution: High performance summer tires have rubber compounds that lose flexibility and may develop surface cracks in the tread area at temperatures below 20°F (-7°C). Always store high performance summer tires indoors and at temperatures above 20°F (-7°C) when not in use. If the tires have been subjected to 20°F (-7°C) or less, let them warm up in a heated space to at least 40°F (5°C) for 24 hours or more before being installed or driving a vehicle on which they are installed. Do not apply heat or blow heated air directly on the tires. Always inspect tires before use.

Warning: Driving at high speeds, 100 mph (160 km/h) or faster, puts additional strain on tires. Sustained high-speed driving causes excessive heat buildup and can cause sudden tire failure. This could cause a crash, and you or others could be killed. Some high-speed rated tires require inflation pressure adjustment for high-speed operation. When speed limits and road conditions allow the vehicle to be driven at high speeds, make sure the tires are rated for high-speed operation, are in excellent condition, and are set to the correct cold tire inflation pressure for the vehicle load.

Warning: Seating the bead on these tires will require a higher than normal psi. A tire cage should be used when mounting the tires.

Tire Pressure and Temperature

Tire pressure specifications will vary based on driving style, track, temperature, and weather conditions. Limit the vehicle weight to a maximum of the driver and one passenger, with no additional cargo.

Using the cluster, press SEL to enter the performance menus. Use the **Up / Down** arrows to scroll through the available items.

Tire Temp: Tire Temp displays the current tire temperature status as follows:

- **Cold** Drive with caution as tire performance may be degraded
- **Cool** Drive with caution as tire performance may be degraded
- **Normal** Tires are at normal driving temperature
- **Warm** Tires are ready for aggressive driving
- **Overheated** Tire temperature may be higher than optimal

Tire Pressure — Competitive Driving

Model	Axle	Road Course Cold Starting Pressures (1)	Road Course Target Hot Pressures (1)	Drag Strip Cold Starting Pressures	Sustained High Speed Cold Starting Pressures (2)
SS 1LE Tire Pressure Settings	Front	28 psi (193 kPa)	35–37 psi (241–255 kPa)	N/A	44 psi (303 kPa)
	Rear	28 psi (193 kPa)	35–37 psi (241–255 kPa)	N/A	44 psi (303 kPa)
LT 1LE Tire Pressure Settings	Front	30 psi (207 kPa)	36–38 (248–262 kPa)	N/A	44 psi (303 kPa)
	Rear	30 psi (207 kPa)	36–38 (248–262 kPa)	N/A	44 psi (303 kPa)

(1) Value will vary based on driving style, track, temperature and weather conditions.

(2) Autobahn, standing mile, etc.

Notice: Before leaving the track event, reset tire pressures to the recommended inflation pressures on the Tire and Loading Information label.

Lap Shoulder Belt

The lap shoulder belt has an Automatic Locking Retractor feature which is useful in performance driving when the driver wants to be held in the seat more tightly to take advantage of the aggressive bolstering of the seat.

1. Move the seat 3-4 inches (8-10 cm) rearward from the normal driving position.
2. Pull the driver shoulder belt out as far as it will go, until it stops, to set the lock. While holding the shoulder belt in this position, buckle the belt. When the shoulder belt is released, the retractor will make a ratchet sound when it retracts. When the retractor lock is set, the belt can be tightened but not pulled out of the retractor.
3. Adjust the belt close to your body, and then move the seat forward 8-10 cm (3-4 inches) to the desired driving position. This will hold the belt to your body even tighter. The belt fit should be tight, but not uncomfortable.
4. To unlatch the belt, press the button on the buckle. The belt should return to its stowed position.

Rear Axle Fluid

The rear axle fluid must have accumulated 1,500 miles (2,414 km) of break-in before being used in track driving.

Electronic Limited-Slip Differential (SS 1LE Only)

The Electronic Limited-Slip Differential (eLSD) is a hydraulically actuated clutch system. It can infinitely vary the clutch engagement between 0 and 200 Nm of breakaway torque between the rear wheels. It responds to full engagement within 0.150 seconds when necessary. It improves traction while cornering by changing the engagement to achieve a balance between directional control and acceleration.

eLSD Modes

eLSD modes change automatically when the traction control button is pressed as follows:

- **Mode 1:** The standard mode when the vehicle is started. Emphasis is on vehicle stability. Also used in PTM wet mode.
- **Mode 2:** Engaged when both TCS and StabiliTrak® are turned **OFF**. Provides more nimble corner turn-in, and is biased for better traction out of corners.
- **Mode 3:** Engaged when PTM is engaged in Dry, Sport 1 & 2 and Race Modes. Nimble calibration with similar functionality as eLSD Mode 2, however it is integrated to work with PTM.

- **Mode 4:** Engaged when TCS is selected **OFF**, but StabiliTrak® remains **ON**. Vehicle stability is still the priority, while allowing for optimized traction out of corners.

eLSD and Wheel Slip

The upper eLSD display indicates the eLSD clutch locking percentage. The lower wheel slip display indicates the rear tire slip compared to the speed of the front tires.

Wheel Alignment

Track alignment specifications are for a vehicle at curb weight conditions, meaning a full tank of fuel and zero ballast. Racing and competitive driving wheel alignment settings may cause excessive tire wear.

Wicker Bill

A rear spoiler wicker bill is available for LT and SS with the 1LE package only. If equipped with a wicker bill, use the instructions provided for installation.

Competitive Driving Mode (SS 1LE Only)

Competitive Driving Mode

Competitive driving mode, performance traction management (PTM) and launch control are systems designed to allow increased performance while accelerating and/or cornering. This is accomplished by regulating and optimizing the engine, brakes and suspension performance. These modes are intended for use at a closed course track and not for use on public roads. When StabiliTrak® is placed in a performance driving state by pressing traction control twice for competitive driving mode or performance traction management mode or by pressing and holding StabiliTrak® for five seconds to turn StabiliTrak® **OFF**, the cruise buttons on the left side of the steering wheel will be inoperative.

Performance Traction Management (SS 1LE Only)

PTM integrates the TCS, StabiliTrak® and Competitive Driving Mode systems to provide improved and consistent performance when cornering. The amount of available engine power is based on the mode selected, track conditions, driver skill and radius of each corner. Refer to > Chevrolet Camaro High Performance Owner Manual Supplement > Driving and Operating > Driving Information > Competitive Driving Mode > Performance Traction Management (PTM) for more information.

To select a mode while in PTM, press MODE up or down:

- PTM Wet
- PTM Dry
- PTM Sport 1
- PTM Sport 2
- PTM Race

Towing

Use only a flatbed tow truck when towing the vehicle. Never use a sling type lift. Due to low ramp angles on the Camaro of approximately 4 inches (102 mm), use care when loading the vehicle onto a flatbed carrier. Front spring spacers are provided for lifting the front suspension if more clearance is necessary when towing.

Version Information

Version	1
Modified	

Trademark Footnotes

Brembo® is a registered trademark of Brembo SpA.

dexos® is a Registered Trademark of General Motors LLC

dexos2® is a Registered Trademark of General Motors LLC

Eagle® is a Registered Trademark of The Goodyear Tire & Rubber Company

Goodyear® is a Registered Trademark of The Goodyear Tire & Rubber Company

Magnetic Ride Control™ is a Trademark of General Motors LLC

RECARO® is a Registered Trademark of RECARO HOLDING GMBH

StabiliTrak® is a Registered Trademark of General Motors LLC

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION