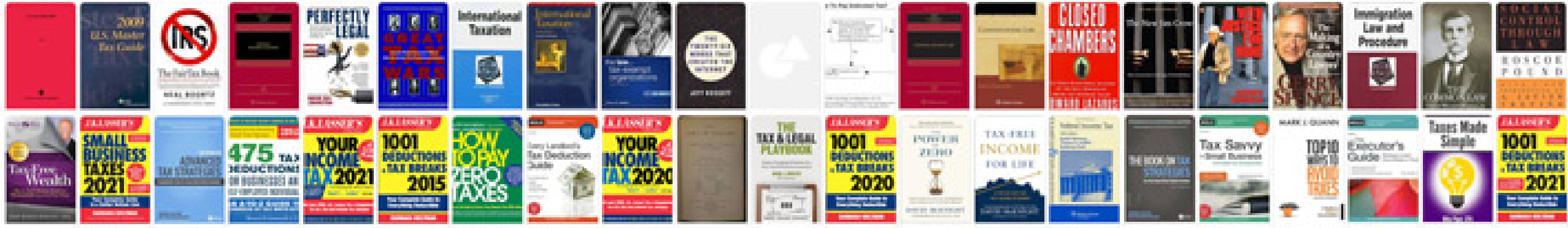

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The nameplate was first used in North America from to , when it was replaced by the Traverse crossover SUV in In , a production of a newly redesigned version of the Trailblazer for Asia and Brazil began. The TrailBlazer name was first introduced for the model year as an upscale trim level of the compact 4-door Chevrolet S Blazer. Options such as a Bose premium audio system, leather-trimmed seating surfaces with front seat heating, premium alloy wheels, a power sunroof, and gold accents for the exterior emblems and alloy wheels were all available for the TrailBlazer. While the TrailBlazer trim level was discontinued after when the mid-size TrailBlazer was introduced, production of the standard compact S Blazer overlapped until the model year, when it was finally replaced by the Equinox in the US. The first generation â€" TrailBlazer is based on a truck platform called GMT , with all models having four-wheel-drive layout as an option with both automatic engagement and the more traditional "2 High", "4 High" and "4 Low" gearings, except the SS model which features an all-wheel-drive system. The TrailBlazer features an independent front suspension , and a five-link rear suspension. An LTZ version, has upgraded interior features leather , better sound system Bose , and alloy wheels. All TrailBlazers came factory equipped with a detachable towing hitch. The TrailBlazer was updated in for the model year. An updated front fascia on models higher than the base version and new interior trim were included with the refresh. The SS gets trim-specific front and rear fascias plus color-matched side skirts. The TrailBlazer comes with an all-aluminum 4. The 4. The LS was the base trim level of the TrailBlazer, and included a plentiful amount of standard equipment, including aluminum-alloy wheels, four wheel disc brakes, the 4. Optional features included a combination cassette and single-disc CD player or a six-disc CD player, a power front driver's seat, a security system, satellite radio later models and OnStar. The LT was the midlevel trim of the TrailBlazer, and added further convenience items to the base LS trim, including upgraded aluminum-alloy wheels, a power front driver's seat, a security system, and a leather-wrapped steering wheel. Optional features included a Bose six-speaker premium amplified audio system, a combination cassette and single-disc CD player or a six-disc, in-dash CD changer, luxury leather-trimmed seating surfaces, dual heated front bucket seats, a power front passenger's seat, a driver's memory system for front driver's seat, mirrors, and radio preset settings, a power moonroof, a rear DVD entertainment system by Panasonic newer models , polished aluminum-alloy wheels, OnStar , a touchscreen GPS navigational radio later models , and a universal garage door opener system with travel note recorder. The LTZ was the top-of-the-line trim level of the TrailBlazer, and added further luxury features to the already well-equipped LT trim, including a Bose six-speaker premium amplified audio system, a six-disc, in-dash CD changer, luxury leather-trimmed seating surfaces, dual heated front bucket seats, OnStar , a universal garage door opener system with travel note recorder, a power moonroof, and upgraded interior trim. Additional options included polished aluminum-alloy wheels, a touchscreen GPS navigational radio later models and a rear DVD entertainment system by Panasonic. This trim was only offered for the and model years. The SS, introduced for the model year, was the performance-oriented model of the TrailBlazer, and was based on either the LS or LT trim, depending on the equipment package selected see the specific models above for standard and optional equipment, which is identical to those trim levels. The differences included unique interior trim, unique polished aluminum-alloy wheels, a unique leather-wrapped steering wheel with an "SS" center emblem, "SS" emblems on the polished wheel center caps, "SS" embroidery for both front bucket seats, unique premium cloth or luxury leather-trimmed seating surfaces, and a 6. This roof was disguised by standard roof racks. The EXT could be identified by its much straighter rear doors which were not inline with the rear wheel arches , as well as by the circular, metal cap on each of the quarter windows where the opening mechanism attaches, on the models only. An SS model was introduced for the model year. All TrailBlazers SS also came from the factory with 4. They were available in both rear-wheel-drive and all-wheel-drive configurations. About 1. IIHS tests in early gave early TrailBlazers a Acceptable [8] overall rating in the frontal offset test while â€" models got an Acceptable rating. For models side curtain airbags became standard. At that time, the TrailBlazer received a Marginal overall side impact rating - tested with optional side airbags present. Torso type side airbags were not available then. GM decided to keep the current TrailBlazer until the model year in Mexico. The TrailBlazer, along with the Uplander minivan , were replaced by the Traverse. The SUVs were sold or registered in 20 U. The second generation stylised as Trailblazer instead of TrailBlazer was unveiled as a concept at the Dubai Motor Show , and as a production model at the Bangkok Motor Show on March 21. The second generation Trailblazer is built in Thailand and in Brazil. The second generation Trailblazer comes with three engine options, two of them are diesels , one featuring a Duramax 2. For the Brazilian, South African and Saudi markets, the 3. The 2. Launched in , the Holden Colorado 7 , like the Trailblazer, is based on the same under pinnings as the regular Colorado, however bodywork from the A-pillar back is entirely different. Instead the Colorado 7 takes on the form of a large SUV with an enclosed roof, tailgate and 7-seats. The Colorado 7 is powered by the same VM Motori 2. Standard equipment for all Colorado 7s includes cruise control, body-coloured bumpers, side steps, front fog lights, aluminium roof rails, rear parking sensors in addition to the rear camera , Bluetooth phone connectivity, USB input, roof mounted climate control vents for second and third rows and a leather-wrapped steering wheel with multifunction controls. The LTZ adds inch wheels, projector headlights, exterior chrome highlights, leather seats, a premium sounds system, a six-way adjustable driver's seat, higher grade interior trim elements and LED tail-lights. At its first model update in , the Colorado 7 was renamed to Trailblazer. The model went off line in India, because of low sales and General Motors withdrawal in the country in Chevrolet Trailblazer SUV. Redirected from Chevrolet TrailBlazer. This article needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. Front-engine, rear-wheel-drive Front-engine, four-wheel-drive. For the pick-up truck, see Holden Colorado. Archived from the original on February 10, Archived from the original on September 4, Retrieved May 15, Archived from the original on May 26, Retrieved October 8, Archived from the original PDF on June 23, Retrieved July 11, Retrieved September 29, Driving Line. Nitto Tire. Retrieved December 19, Archived from the original on December 6, Retrieved May 7, Archived from the original on April 29, January 3, Archived from the original on April 23, January 5, Archived from the original on August 31, Archived from the original on June 28, Retrieved November 6, Retrieved August 18, The Hans India. October 22, Retrieved January 3, Archived from the original on March 29, Retrieved October 26, Car Advice. Retrieved August 11, Retrieved October 24, Headlight Magazine in Thai. January 26, Retrieved January 26, Mid-size SUV. Bill Davis , [4]. Chevrolet Traverse North America. Wikimedia Commons has media related to Chevrolet TrailBlazer. Rumors have been swirling since regarding the Chevrolet SS and we were amongst the first to start discussing it. Within that lineup was a model dubbed the SS Performance. According to the rumormill, this would also result in the Holden Commodore SS , which was once used as the Pontiac G8 , becoming the vehicle that dons the SS Perfomance badges. See more after the jump. Click past the jump to read our full review of the anticipated SS Performance and how it stacks up against the competition. It is a very simple design that closely resembles the Holden donor, but there will be an element of sexiness to its simplicity. Additionally, it gets chrome accents around the top of the grille and around the air vents just behind the front wheels to add an element of class to it. The SS Performance redeems itself for the boring taillights with a sharp-looking bumper insert with the pair of tailpipes poking out of the rear. The interior will carry up to five people, giving the front passengers 42 inches of legroom and the rear passengers 39 inches of legroom. The seats will be wrapped up nice and snug in leather and will have eight-way power adjustment. Proving that the cheapo GM interiors of yesteryear are gone, Chevy fitted the SS Performance with a soft-touch instrument panel with an SS logo embroidered in it â€" in case you happen to forget â€" and two chrome finishes to choose from: a more sinister satin gloss or the flashier bright chrome. To help set the mood inside the cabin, Chevy also adds in an ice-blue ambient lighting system. If there is too much garbage there, it is too complicated, and if there is nothing there, it looks bland. There is a delicate balancing act that a manufacturer needs to pull off here, and Chevy managed to do it. There are just enough buttons to let you know that this is a feature-packed sedan, but not so many that you are awaiting air-traffic control to clear you for landing. Now onto the sweetest part about this ride, the engine and drivetrain. Initially, we thought that the SS Performance would only be moderately powerful and feature the 6. Well, Chevy upped the ante by installing the LS3 6. The beastly LS3 links up to a six-speed automatic transmission with TAPshift paddles that delivers the power to a 3. This will launch the four-door muscle car to 60 mph in about five seconds â€" no official number is available yet. This puts the SS Performance right on par with the Camaro SS, meaning that muscle car lovers with a family can now get their power fix and be able to rationalize it to their significant other. Unfortunately, Chevy did not release any mpg specs, but you can expect it to be around 15 mpg city and 24 mpg highway. The suspension system did not receive much face time during the unveiling, but it got its alloted 15 minutes of fame. The SS features a MacPherson setup on the front end and a multi-link system on the back end with independent geometry. Electronic power steering helps keep the steering response quick and avoids draining power from the engine. On the corners, the SS features a set of by Dragging the SS to a halt are Brembo brakes with four-piston calipers and x 32 mm On the rear, the SS gets single-piston caliper and x 22 mm Overall, we think Chevy kind of mailed in the braking and suspension systems. Sure, the front brakes are somewhat advanced, but the rest is just basic econobox stuff. Not a great showing. Neither model looks as if it will undergo any changes before , so we can assume all of the specifications will remain the same as they are today. The Charger is also a massive 4,pound sled that is best left to the straightaway rather than the twisties. The SS Performance will likely come in about pounds less than the Charger, considering the 3,pound curb weight of the final G8. Plus, the G8 was always noted for being a fairly nimble machine for its full-size stature. On the exterior, the SS Performance and Taurus are in a tie, as they are both simple and sexy. On the inside, however, the Taurus wins hands down only because we have had a chance to read all about it. Somehow Ford managed to mash together complexity with simplicity in perfect harmony, whereas the SS Performance is just plain simple. The only part that scares us about the Taurus is how this twin-turbo six-popper will perform after it rolls past the ominous ,mile mark. We have yet to hear about any long-term testing of the SHO, so we cannot comment either way. The Taurus vs. SS Performance competition is a little more difficult to gauge. Overall, we like the Taurus better, despite the fact that there is a little turbo lag. The only thing we are still on the fence about is its long-term durability and maintenance costs. We suggest waiting it out a bit until we can gather more concrete data on the SS Performance and more long-term testing and maintenance on the Taurus SHO. The comfort, convenience, spaciousness and V-8 power make the SS a total performance package unlike any other on the road today. Also used in the Chevrolet Corvette, the LS3 displaces 6. The LS3 is married to a six-speed automatic transmission, which can be shifted manually using TAPshift paddles mounted on the steering wheel. With an aggressive 3. To ensure that it turns and stops as well as it accelerates; the Chevrolet SS also features a sport-tuned chassis, including:. The staggered front and rear wheels, which are pushed out to the corners, enhance the sporting, muscular stance of the SS. At the rear, the tapered, tear-drop shape contributes to improved aerodynamic performance. Premium cues include jewel-like chrome accents, standard high-intensity discharge headlamps and light-emitting diode daytime running lights. The spacious interior of the SS will comfortably accommodate five adults, with 42 inches of front legroom, and 39 inches of rear legroom. Leather seating surfaces are standard, as are eight-way power adjustable front bucket seats with additional side bolstering that hug the driver and front passenger in tight-handling situations. The SS emblem is prominently stitched onto the soft-touch instrument panel which features two types of chrome finishes â€” a satin gloss and a bright chrome. At night, the interior is illuminated by ice blue ambient lighting. An integrated center stack includes infotainment, climate and other vehicle controls. The Chevrolet SS also offers a long list of technology features as standard equipment including:. While the driver controls the throttle, transmission, and brake, the Automatic Parking Assist controls the steering inputs necessary to neatly park the Chevrolet SS. The Chevrolet SS will be available in the fourth quarter of , with prices set closer to the on-sale date. Chevrolet provides customers with fuel-efficient vehicles that feature spirited performance, expressive design, and high quality. More information on Chevrolet models can be found at Your browser does not support HTML5 video. Wheelbase Engine 6. Justin Cupler. Read More. View the full press release Hide press release. What do you think? Car Finder:. Chevrolet SS. Competing Vehicles. Active filters:. About US. Contact Us. Automotive journalist job. Multi-link MacPherson strut; direct-acting stabilizer bar; progressive-rate coil springs; fully adjustable camber, caster and toe. Four-link independent; progressive-rate coil springs over shocks; stabilizer bar; fully adjustable camber and toe. The Chevrolet SS is all new for the model year , and is the only rear-drive sedan in the brand's lineup. Look for a manual transmission option to be added soon. The Chevrolet SS is the automaker's first rear-drive performance sedan since The SS is intended to broaden the brand's performance offerings, and it delivers with a blend of performance and utility that includes undeniable muscle-car flair. The front-engine rear-drive Chevrolet SS is available exclusively with a 6. The SS is the first Chevrolet to offer automatic parking assist, which helps drivers maneuver into parallel, or reverse right-angle, parking spaces. It boasts a collection of standard safety features, including forward collision alert, lane departure warning, side blind zone alert, rear cross traffic alert, a rearview camera, and eight airbags. While the Chevrolet SS may carry a higher base price than others in the segment, the SS throws in the following features as standard: a head-up display, hands-free keyless access, HID headlights, inch wheels, and a navigation system on an eight-inch touchscreen. The Chevrolet SS goes in 4. What these numbers mean: the SS is a strong performer. It doesn't end there, though. In a comparison with a Chrysler SRT the SS, despite being the cheaper of the two, was praised for feeling like a proper sports sedan, and having an equally luxurious and roomier interior. However, we faulted the SS for an oddly designed steering wheel the spokes are at 10 and 2 o'clock, right where your hands ought to go , and a lack of lateral support from the seats. We said, "The SS is a good car in every situation, whether on the racetrack, your favorite driving road, or just cruising down the highway. After 17 years, the rear-drive Chevrolet flagship sedan returns. Watch Originals. Join MotorTrend. Other years: Fair Market Price:? The actual transaction price depends on many variables from dealer inventory to bargaining skills, so this figure is an approximation. Base Sedan. See All Specs. Great handling on and off the track Room for five people Lots of standard features. No manual transmission option, yet Lack of lateral support on front seats Steering wheel not great for track days. Expand All New for Key Competitors. All Model Years Nova was the top model in the Chevy II lineup through The Chevy II nameplate was dropped after , with Nova becoming the nameplate for all of the through models. Built on the X-body platform , the Nova was replaced by the Chevrolet Citation introduced in the spring of Chevrolet designer Clare MacKichan recalled about creating the Chevy II: "There was no time for experimentation or doodling around with new ideas from either the engineers or from us in design; And it had to be a basic-type car. Unlike the Corvair , the Chevy II was deliberately never intended to be revolutionary in concept or execution; its mission was to give Chevrolet buyers a simple, back-to-the-basics compact car. There was a lot of debate within the Chevrolet organization over just what to call this new car, and the decision to go with "Chevy II" was a very late one. Among the finalists was Nova. It lost out because it didn't start with a "C," but was selected as the name for the top-of-the-line series. Ultimately the Nova badge would replace Chevy II, but that wouldn't happen until In almost every way, the creators of the Chevy II used Falcon as a benchmark. The model range included sedans and wagons, as well as a two-door hardtop and a convertible. After the rear-engine Chevrolet Corvair was outsold by the conventional Ford Falcon in , Chevrolet completed work on a more conventional compact car that would eventually become the Chevy II. The car was of semi- unibody construction having a bolt on front section joined to its unitized cabin and trunk rear section, available in two-door coupe and four-door sedan configurations as well as convertible and station wagon versions. A series was also introduced, but was discontinued almost immediately. All Chevy II engines featured overhead valves. A V8 engine was not available in and With no documentation proving it, the legend of a dealer installed V8 engine being in a or model year Chevy II is a myth. In and the Nova option for the Chevy II was available in a convertible body style, and a two-door hardtop was available from to , although the hardtop was dropped when the models were first introduced, but subsequently brought back to the line later in the model year. Like all Chevy two-door hardtops, the body style was marketed as the Sport Coupe. Rival manufacturer Chrysler had earlier developed the Slant Six in their Plymouth Valiant , a Chevy II competitor, when the cars were introduced to the public in late as models. At introduction in the fall, the hardtop coupe was missing in the lineup, contributing to a loss of sales as well as showroom appeal. Chevrolet subsequently reintroduced the Sport Coupe in the lineup later in the model year, and it remained available through The Chevrolet Chevy II and Nova were updated with cleaner front-end styling courtesy of a fresh full-width grille with new integrated headlight bezels. Parking lights moved down to the deep-section bumper, and sedans gained a new roofline. Taillight and backup lights were restyled, as was the rear cove. The Chevy II came in entry-level form or as the posher Nova , each in three body styles. Super Sports had a new brushed-chrome console with floor-mounted four-speed manual transmission or Powerglide automatic, but a column-mounted three-speed manual remained standard. Bucket seats wore textured vinyl trim, and the dashboard held ammeter, oil pressure, and temperature gauges. An expanded engine lineup gave customers six power choices of the six-cylinder or V-8 engines; the four-cylinder was available only in the Midyear also brought a more potent with dual exhausts and horsepower. For , Chevy II had the dubious distinction of being the only car in GM's lineup to suffer a sales decline. It is possible that some Chevy II sales were lost to the brand-new '65 Corvair, which addressed virtually all its â€"64 problems, got rave reviews from automotive journals and featured sleek new Z-body styling along with a brand-new chassis. In general, proportions were squared up but dimensions and features changed little. Highlights included a bold grille and semi-fastback roofline. The Nova SS was visually distinguished by wide rocker panels and a bright aluminum deck lid cove. It had bright SS emblems on the grille and in the ribbed rear panel, and Super Sport script on the quarter panels. Wheel covers were inherited from the Malibu SS. Strato-bucket front seats were included, but a tachometer cost extra. This engine was first seen in the Chevelle. The models received nothing more than a touch-up after a restyling for All Novas got a crosshatch pattern that filled the deck lid trim panel. The Chevy II lacked much in the way of trim or brightwork. A government-mandated energy-absorbing steering column and safety steering wheel, soft interior parts such as armrests and sun visors, recessed instrument panel knobs, front seat belt anchors and dual brake master cylinders, were included in all models. The Chevy II and its deluxe Nova rendition continued to attract compact-car shoppers, but the Chevrolet Camaro, introduced for , took away some Nova sales. Available only in hardtop coupe form, the Chevrolet Nova SS got a new black-accented anodized aluminum grille. SS wheel covers were again inherited, this time from the â€"66 Impala SS. Nova SS coupes had a console-mounted shift lever with their Powerglide automatic transmission or a four-speed manual. Other models had a column-mounted gearshift.

Compared to the model year output, sales of the models dropped by more than a third to , including 12, station wagons. The models were fully-redesigned with an extensive restyle on a longer inch wheelbase that gave Chevy's compacts a chassis that was just one inch shorter than that of the midsize Chevelle coupe. The station wagon and hardtop sport coupe were discontinued, the former in line with an industry trend which left AMC the only American maker of compact station wagons until Chrysler rejoined the market in the â€"70 Ford Falcon wagon was actually midsize, using a bodyshell identical to the Fairlane wagon's. One notable change was the front subframe assembly â€" as compared with Ford , Chrysler and AMC , in whose cars the entire front suspension was integrated with the bodyshell, a separate subframe housing the powertrain and front suspension similar to the front part of the frame of GM's full-size , full-framed vehicles replaced the earlier style. Although the front subframe design was unique for the Nova, the Camaro introduced a year earlier was the first to incorporate such a design; the redesigned Nova was pushed a year ahead to instead of The sales brochure claimed 15 powertrain choices for coupes and a dozen for sedans. Options included power brakes and steering, Four-Season or Comfort-Car air conditioning, rear shoulder belts, and head restraints. There were a few Chevrolet Novas built with the ci 3. Sales of the Chevy Nova fell by half. In Chevrolet dropped the Chevy II portion of its compact car's name; it was now known simply as the Chevrolet Nova. The Torque-Drive transmission was only offered with the four and six-cylinder engines. The two-speed Powerglide was still the only fully-automatic transmission available with most engines, as the more desirable three-speed Turbo-Hydramatic was only available with the largest V8 engines. The Nova Super Sport was transformed from a trim option to a performance package for Novas sported the SS badge until For the Chevy II nameplate was retired, leaving the Nova nameplate. As with other GM vehicles, locking steering columns were incorporated into the Nova. The Nova was basically a carryover from The side marker and taillight lenses for the Nova were wider and positioned slightly differently. This was the final year for the SS actually, a cubic in. All other engines were carried over including the seldom-ordered four-cylinder which was in its final year. The other two were sold in Canada. The Nova was used in Trans-Am racing this year. Year Novas were similar to the previous year. The Rally kit included black or white stripes that ran the length of the car and around the back, a Rally Nova sticker on the driver's side of the hood, 6-slot Rally wheels, multi-leaf rear springs, and a "sport" body colored driver's side mirror that was adjustable from the interior. The well-hyped Vega stole sales from the Nova this year, but the compact soon would enjoy a resurgence of popularity that would last deep into the s. A mid-year production change was the front door hinges spot welded to the A-pillar and the door shell, a design shared with the Vega and later implemented by GM's subsequent light-duty trucks and vans which later was used with the S10, Astro van, and full-size trucks commencing with the GMT a decade later. This was considered to build brand loyalty with respective GM divisions although the company later fused their badge engineering with platform sharing to cut expenditures. The introduction of the Omega and Apollo coincided with the subsequent oil crisis where sales of the X and H platform increased. The Nova received only minor trim changes. The Rally package option with special suspension returned and was a rather popular choice, with 33, sold. SuperSport equipment went on 12, coupes. Nova production moved to Norwood, Ohio, where it would be assembled alongside the Camaro. At mid-year, a sunroof option called the Sky Roof became available on two-door models. Also, the optional Strato bucket seats available on coupes switched from the previous low-back design with adjustable headrests to the high back units with built-in headrests introduced the previous year on Camaros and Vegas. Despite the lack of change, Nova had its best sales season in years, with the production of the models reaching , Of these, , had the six-cylinder engine. The model year introduced a hatchback body style based on the 2-door coupe. The front and rear of the Nova were restyled, following a government mandate for vehicles to be fitted with front and rear bumpers capable of absorbing a low-speed impact of 2. To go along with the bigger bumpers, stylists gave the Nova a new grille with a loosely patterned crosshatch insert and parking lights located inboard of the headlights. Fuel tank capacity increased to 21 gallons, which required a redesigned trunk pan where a circular section was stamped to house the space-saver spare tire used on hatchback models. It could be ordered with any of the Nova engines. A modified rear side window shape was also introduced, eliminating the vent windows on both two- and four-door models. A revised rear suspension was adapted from the second generation Camaro with multi-leaf springs replacing the mono-leaf springs used on Novas since the original model. The Nova with a six-cylinder engine or cu. Every Chevrolet Nova got side guard door beams and additional sound insulation, as well as flow-through ventilation systems. A sunroof could be installed, and fold-down rear seats were available. For , the Chevrolet Nova got larger parking lights and new bow-tie grille emblems, as well as modified bumpers that added two inches to the length and helped cushion

minor impacts. Nova sales continued the surge they had enjoyed since and approached , cars for Six-cylinder Novas were the fastest gainers, as sales of V-8 Novas declined. These were the years of the first energy crisis as Middle Eastern countries cut back on oil exports. After waiting for hours in gas lines and fretting about the prospect of fuel rationing, thrifty compacts looked pretty good to plenty of Americans and it fit the bill. The 'Spirit of America' Nova was introduced in In anticipation of the US bicentennial in , the limited edition Nova Coupes were painted white and featured blue and red accent stripes as well as red and blue interior carpets and fabrics. Oldsmobile and Buick entered the compact car market; both the Apollo and Omega debuted, using the same body styles from the Nova lineup. Additional options were included on these Nova-like models, such as lighting under the dashboard and in the glove compartment. Pontiac's final GTO of this era was based on a facelifted Ventura coupe, itself based on the Nova, but fitted with a shaker hood scoop from the Trans Am. Novas and all cars were fitted with a weight-sensitive relay within the front seat that prevented the vehicle from being started until the driver's seatbelt had been fastened, following a safety mandate from the NHTSA. Later, a law passed by Congress repealed the mandate requiring this type of device, declaring that it infringed on a driver's freedom of choice, and allowed owners of model cars to have the seat belt interlock bypassed. Retired race car driver and muscle car specialist Don Yenko of Yenko Chevrolet in Canonsburg, Pennsylvania refitted a series of third-generation Novas, as well as Chevelles and Camaros for optimum performance to compete with the frontrunning Ford Mustangs , Plymouth Barracudas and Dodge Challengers. The specially redesigned Nova sometimes known as the "Yenko Supernova" had a stronger body frame and suspension system to house the powerful and heavy cid 7. Today, only seven units are registered and known to exist. In , emissions standards and fuel economy were taking a toll on muscle cars. Additionally, the new "Yenko Deuce", as it was known, had extensive suspension, transmission, and rear axle upgrades along with some very lively stripes, badges, and interior decals. Original manufacturers sales prices for the third generation Nova were: [22]. The Chevrolet Nova was the most-changed Chevy car for that model year. Front tread grew by an inch and a half, and the front stabilizer bar had a larger diameter. Novas now had standard front disc brakes and steel-belted radial tires. The front suspension and subframe assembly was similar to the one used in the second generation GM F-body cars the Camaro and Pontiac Firebird , whereas the rear axle and suspension were carried over from the previous generation. All Novas now had cut-pile carpeting, formerly installed only in the Custom series. Speedometers had larger, easier-to-read graphics. Windshields offered greater glass area. Front-door armrests were redesigned with integral pull bars. Mated to a three-speed automatic , 3-speed manual or 4-speed â€" V8s only â€" Which remained the norm through the end of the decade and the end of the rear-wheel drive X platform. The LN Luxury Nova package which was the top luxury trim similar to the Caprice and Malibu Classic sent Nova into the luxury portion of the compact market; some actually thought of it as competing against a few high-end European imports. The Nova LN was called "the most luxurious compact in Chevrolet's history," with wide-back reclining front seats that "look and feel like big, soft lounge chairs. Taillight lenses have additional white accents unavailable with the base model and a chrome plated grille. Above the front marker lenses, the LN had 4. Swing-out quarter windows could be ordered for the coupe. Like regular versions of the Nova, the Concours came in three body styles: coupe, hatchback coupe, and four-door sedan. Concours was the most luxurious Chevrolet compact to date. Rosewood vinyl decorated the upper door panels, instrument panel, and steering wheel. Concours models had an upright hood ornament, bumper guards, bright trim moldings, black bumper impact strips, and full wheel covers; more-basic Novas came with hubcaps. The Concours coupe also was the first Chevrolet coupe with a fold-down front center armrest. Engines for the Chevrolet Nova were a horsepower inline-six, a horsepower cubic-inch V-8, or a horse cubic-inch V A lighter duty 10 bolt rear differential with a 7. A Cabriolet padded vinyl top was available for Nova coupes. Modest revisions were made to the brakes, and also to fuel and exhaust system mountings. Dashboards contained new knobs. After testing the Chevrolet Nova, the Los Angeles Sheriff's Department placed the largest order for compact police cars ever seen in the U. Minor changes for the model year included a more modern round gauge cluster to replace the long sweeping speedometer, and a revised dash panel which changed to a flatter design. Some new colors were offered as with the rest of the divisions and some small trim added. A separate brochure was printed for the Concours while the " Nova" brochure detailed only base and Custom versions. A badged-engineered Nova Malibu Rallye and model years â€" not related to the USA market Chevelle-based model and based on the Nova hatchback coupe was sold in Mexico using the RPO Z26 package but fitted with 'Malibu Rallye' graphics and a front grille emblem. Three engines and four transmissions were available for every Chevrolet Nova, including Concours. Buyers could choose from a horsepower cubic-inch inline six, a

horsepower cubic-inch two-barrel V-8, or horsepower cubic-inch four-barrel V Shifting was accomplished by three-speed column or floor shift and four-speed manuals or Turbo Hydra-Matic. Novas might also be equipped with a heavy-duty suspension or the F41 sport suspension. A surprising number of police departments ordered Novas with either a or cubic-inch V-8 engine, following the lead of the Los Angeles Sheriff's Department, which had given the compacts an exhaustive evaluation. Promoted as "Concours by Chevrolet", the Concours featured a new vertical bar grille and a revised stand-up hood ornament. The rear of the Concours also got new triple unit taillamps reminiscent of the Caprice. It also boasted newly designed wheel covers and wider bright wheel-opening moldings. The brochure went on to note that Concours offered a "very special blending of classic style and good sense. Novas themselves, the marketing materials said, were "not too small, not too big, not too expensive. For the Concours was discontinued to clear the way for the newly downsized Malibu, and the Nova Custom inherited much of the Concours' exterior finery but lacked the stand-up hood ornament displayed by the Concours. More basic versions of the Chevrolet Nova had the same grille used in ' and added a gold-tinted Chevy bowtie emblem at the leading edge of the hood. For '78 Nova was also available with Rally equipment, which included yet another front-end layout: a diamond-pattern grille with horizontal parking lights and black headlight bezels basically the ' SS grille , plus triple band striping and color-keyed Rally wheels. All Nova drivers faced a new dual-spoke, soft vinyl-covered steering wheel; the same one found in the Caprice and Malibu. Any Chevrolet Nova could be ordered with a cubic-inch six-cylinder engine, a horsepower cubic-inch V-8, or a horsepower cubic-inch V Law enforcement agencies in 48 states were driving Novas by now, as the sales brochure boasted. Production dropped almost , for the model, to ,, making Nova the only Chevrolet series to show a sales decline for Sales of the Nova hatchback body style lagged well behind regular coupes and sedans, and base models handily outsold Customs. Upon introduction of the downsized GM A-body later G-body mid-size cars in , the X-body and downsized A-platform had similar exterior dimensions. The roomier and more modern downsized A-bodies outsold their X-body counterparts. The Chevrolet Nova marked the end of the line for the rear-wheel-drive Nova. The front end was revised with square headlights and a new grille for the short run; a modified horizontal-bar grille contained vertical parking lights. New chromed hood and fender moldings were installed, and new front-bumper filler panels gave the front end a more finished look. The Custom went back to the base 4 taillight panel since the 3 light panel was discontinued. The lineup was the same as in ; the base-level hatchback, coupe, and sedan, plus the Custom coupe and sedan. As usual, base coupe and sedan proved to be the best sellers. Nova Customs had a special acoustical package including improved headlining and full hood insulation, along with other luxury extras, while the Rally Package returned, this time using the same grille as other '79 Novas. These final Novas were promoted for their "solid value" and "reputation for dependability," capitalizing upon a year heritage that had begun with the Chevy II. Fewer than 98, examples were produced. Regular production ended on December 22, but some cars badged "Nova Custom" were built on special order with luxury amenities in early The final Chevrolet Nova Custom built on special order would roll off the line on March 15, and this would be the end of the rear-drive Nova for good. Chevrolet's compact models were headed into the front-wheel-drive age and for , Nova's place in the lineup would be taken over by the new and very different Chevrolet Citation. The Chevrolet Nova nameplate returned in spring as a front-wheel drive subcompact vehicle for the to model years. It resurrected a name last used on the compact -sized rear-wheel drive Chevrolet Nova. The new Nova was a rebadged and mildly restyled Japanese market Toyota Sprinter , a model sold in Japan as a badge engineered version of the Toyota Corolla. Nova shared the Corolla's AE82 platform , 1. It was designed for manufacturability and reached an unusually high level of quality and production speed at NUMMI, compared to other US factories. A five-door hatchback was added shortly after its introduction, and the line was distributed throughout the US and Canada beginning around traditional new-model introduction time in the fall as were the other Chevy imports, the Suzuki-based Sprint which had been first launched on the West Coast and the Isuzu-based Spectrum which had initially been available on the Eastern Seaboard and throughout New England and New York State. The only engine was a carbureted 1. It teamed with either a five-speed manual or three-speed automatic transmission. This was the same powertrain as offered in the Corolla. All Nova options were grouped into seven packages, which did away with the long list of optional equipment that accompanied such cars as the Chevrolet Chevette. Simple though it was, the subcompact Chevette offered nearly 30 options. The Chevrolet Nova continued in two body styles, a four-door sedan and five-door hatchback. The four-door proved by far the more popular â€" by about three to one. Nova's only engine was again a horsepower 1. Though Corollas were priced slightly below competing Novas, Chevy's version of the car could often be bought for less because slow sales encouraged dealers to discount prices. Aside from some minor interior and exterior trim differences, the cars were much the same, though Novas had a slightly softer suspension that favored ride over handling. This new Chevrolet Nova Twin-Cam got its name from a double-overhead-cam version of the Toyota-built 1. Novas continued to share their basic design with the Corolla, and this engine had previously been used in the Toyota FX, a performance version of the Corolla. A five-speed manual transmission was standard, as in the regular Novas, but the Twin-Cam offered a four-speed automatic as an option versus the three-speed offered on other models. That price included fuel injection, sport suspension, power steering, leather-covered steering wheel, tachometer, four-wheel disc brakes, and wider tires on aluminum wheels, but it was a stiff tariff, and few were ordered approximately 3, Twin-Cam models were built. There were no color choices; all Chevrolet Nova Twin-Cams wore black metallic paint with a grey interior; and there was no hatchback version offered. This was the last model year for the Nova name at Chevrolet. Starting with , Chevrolet pushed this car into its new Geo division and renamed it the Prizm. Geo was Chevy's effort to come up with an import-sounding label to attract buyers who were not inclined to shop American. The reaction to the Chevrolet Chevy II was mainly positive. Consumer Reports described the six-cylinder Chevy II as an "ultra-sensible, conventional car with outstanding interior space," but also reported "higher than average" interior noise levels. There were also complaints about the four-cylinder version's lack of refinement. The Four is an excellent hackabout for specialized local use â€" if you can stand the vibration. It is an easy driving, agile one. By far its most important asset is a body with substantially the room of intermediate cars, but with a very compact silhouette and especially good entrance height. Motor Trend called the new Chevy II "a most straightforward car â€" simple, honest and conventional. There is a great deal of body roll, but the car does not feel unstable. The ride is soft and pleasing, but not seasick-soft with the constant pitching and rolling that some cars have. Motor Trend tested a bhp, two-barrel SS with Powerglide, recording 0 to 60 in Fuel economy ranged from Motor Trend concluded that "By adding a V-8 and bigger brakes, plus detail changes, Chevrolet has made a nice compact even more desirable and a much better performer. The mids Nova made no attempt to recapture the former "Muscle" glory that it once had, with the Twin Cam performance variant appearing only in the final year of the nameplate after Toyota had already moved on to the next generation of the platform. While the Chevy II and Nova were also sold in Canada, from the beginning a mildly re-trimmed version was also sold by Pontiac-Buick dealers as the Acadian. The Acadian was produced between the years and Due to the Canadian tariffs on imports put into place many years before, there was no compact car available to the Canadian Pontiac dealer. The U. S built Pontiac Tempest , which started production in was not available initially to the Canadian buyer â€" import duties would have made it too expensive to compete in the thrifty Canadian compact market. The Acadian was introduced to give the unhappy Canadian Pontiac â€" Buick dealer a car he could sell in the growing compact market. Originally offered in top-line Beaumont and base Invader trim, the top trim line was renamed Canso in anticipation of the Chevelle -based Acadian Beaumont which would arrive for The Acadian line was now down to six models; 7, Acadians were sold in In Argentina offered the style Chevy II as the Chevrolet through , and the â€"72 Nova as the Chevrolet Chevy from late through , both models overlapping for several years. An upscale model Chevy Super was produced from about with different trim, front turn indicators and taillights, a much better appointed interior with plastic "wood" trim, named Malibu with no relation to the American Chevelle. All engines were inline-sixes. The "Chevy" metal emblem for the third generation had the same font as the "Nova" emblem of â€" American Novas, and was, for the first few years, in the rearmost section of both rear fenders. Later, it was moved to the rearmost section of both front fenders, as it was in the American cars from Sidemarker lights were not mandatory and changed much during the production run, from being deleted, to leaving a small chrome plate, to the same light as in the American cars. The hood emblem was similar to the American Novas: the bow tie, either in blue or just chrome. Initially, the Argentinian Chevy used very similar trim to the American counterpart, while more luxurious â€" a "big" car by local standards. They there standard models without accessories and were often used for taxi service. The interior layout remained the American version for the entire run. The ignition switch remained dash mounted as the US-mandated steering lock was not required in Argentina. Power steering became available at the end of the production run. V8s versions weren't produced; Power windows were not available, tinted windows were darker than American versions, and the darker band on the upper edge of the windshield was not present. Very popular accessories were vinyl roofs, rally wheels, sport steering wheels, bucket seats with high backs, and tufted leatherette upholstery many sedans were produced this way. Interiors were usually black. Steering wheels and instrument panels were only black for many years, as were seatbelts. American style interior color coordination was absent. The last year of the Nova in Argentina is called locally "Opus 78" because the slogan of the publicity and it was the most equipped, adding simil-leather bucket seats, air-conditioning, power steering, electric antenna, and a new dashboard with integrated central console. A popular but false urban legend claims that the vehicle sold poorly in Spanish-speaking countries because no va literally translates to "it doesn't go". This has since been debunked, however, as Nova one word means " nova " in Spanish just as in English. In fact, the car actually sold quite well in Mexico, as well as many Central and South American countries. Nova was also the name of a successful brand of gasoline sold in Mexico at the time, further proving that the name confusion was not a problem. A similar story has been told of the British Vauxhall Nova a small car that was completely unrelated to the Chevrolet Nova aside from both being built by GM. According to the story, it had to be sold as an Opel Corsa in Spain due to the same alleged language confusion. This version of the story is also a myth, as the Spanish-market version of the car was known as a Corsa from the outset. In fact, the car was called the Corsa in all markets except the United Kingdom. There was also a Nova kit car designed and built by A. It lost a court case with GM Vauxhall over the use of the name, after it was shown that GM's Chevrolet had a prior claim. Both the hardtop and convertible were available. AMT continued to offer kits of the Nova in later years, and some of these are still current and available at reasonable prices including the , , and models. The original '63 Nova wagon was available as a Craftsman promo kit. It was molded in grey and had a fixed hood and no engine. They also offered the '75 as the "Nova Pro Stock", featuring a large hood scoop and custom wheels. The '76, and more recently, the '79 Nova models have been re-issued. The '79 kit is current, molded in black plastic, and can be built either stock, or as a souped-up police cruiser. Both the hardtop and convertible are available, and these kits are extremely detailed. These came in a variety of colors and were available in both hardtop and convertible body styles. Some wore whitewall tires. Peachtree made '68 and '69 Novas in detailed scale. Although detailed, these do not feature opening doors or trunk. The hood does open, however, to reveal a detailed Chevrolet V8 engine. Pro-Line currently offers a '69 Nova body for the Traxxas Slash , a popular radio-controlled car platform. Several companies offer specialized spray paints for this purpose, as traditional spray paint does not stick to Lexan. Although the Slash is primarily an off-road vehicle, the Pro-Line body is intended to fit a Slash that has been heavily modified for miniature drag racing. Redirected from Chevrolet Nova. Chevrolet Citation compact model Geo Prizm. Retrieved January 1, Retrieved April 15, GM Heritage Center. Retrieved February 5, Retrieved Retrieved January 24, Retrieved July 4, Retrieved December 27, Retrieved January 26, Retrieved September 12, Adler, Paul S. Compact â€" Subcompact â€" Chevrolet Citation compact model Geo Prizm subcompact model. Louis , Missouri , U. Norwood , Ohio , Oakland , California , U. Willow Run , Michigan , U. Norwood Ohio , U. Willow Run Michigan , U. Chevrolet Nova SS coupe. Louis, Missouri , U. Van Nuys, California , U. Norwood, Ohio , U. Van Nuys California , U. Tarrytown New York , U. Fremont , California , U. Transverse front-engine, front-wheel drive. After Holden shut down its manufacturing plant in , production for the Super Sport stopped as well. It is customized with black matte paint in combination with various parts painted red that include side mirrors, aftermarket and its gurney flap. It was rewarded in the Competitive Edge Forzathon event. This wiki. This wiki All wikis. Sign In Don't have an account? Start a Wiki. Do you like this video? At a glance, it is a smart-looking four-door but, under the hood, is a V8 pushing out more than horsepower. When given a nudge, it responds with a roar and will force you back into its plush seating as it hits 60 mph in less than five seconds. Enthusiasts have been begging for rear-wheel-drive models; Chevy listened and they got this one right. As you tour around the SS, its intents become more obvious, with a wide stance, plenty of rubber, and the two large exhaust pipes. The treat of the SS is that you have to look to figure out that this is a car designed for spirited driving. Once behind the wheel, everything makes sense. The gauges light up, you slam your right foot down, and the world gets much, much faster. Unlock Requirements Car Dealer:. Unlock Requirements Unlock:. Requires the Falken Tire Car Pack. Unlock Requirements Autoshow:. Can be purchased or bid on through an Auction House listing. Unlock Requirements Forzathon:. Complete all challenges for Competitive Edge. Forza Motorsport 7 Front. Forza Motorsport 7 Rear. Forza Edition Forza Motorsport 7 Front. Forza Edition Forza Motorsport 7 Rear. Interior Forza Horizon 3. Retrieved Categories :. Universal Conquest Wiki. FandomShop Newsletter GalaxyQuest. Unlock Requirements Unlock: Purchase from the car dealer for 64, Positive-Displacement Supercharger. Monte Carlo Super Sport. Corvette Stingray Coupe. Case in point: the Chevrolet SS sedan arriving later this year. A front-mounted 4. Over the years, the double-S escutcheon has been hung haphazardly on Chevys ranging from convertible pickups to front-drive Impalas to current V-8â€"powered Camaros. The Chevy Camaro, essentially a shorter-wheelbase In late , Chevrolet announced a The new SS is the meat in the sandwich. It rides on the size-medium All Zeta siblings have unibody construction, front struts, and a multilink rear suspension. The production SS due this fall will have an LS3 6. Packing horsepower and lb-ft of to

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rqueâ€"as well as a 3. Decelerative responsibilities fall on Brembo brakes; hardware includes inch front rotors, The hood and trunklid are aluminum. There are, of course, LED daytime running lights. Since the efficiency upgrades of the new LT1 V-8â€"direct injection, variable valve timing, and cylinder deactivationâ€"are not included, factor some gas-guzzler tax into your budget. Meanwhile, for our role in pulling GM back from the abyss, we tax-paying enthusiasts deserve this street-fighting SS with LT1 power and a stick shift. New Cars. Buyer's Guide. Type keyword s to search. Today's Top Stories. The Best Sedans of Best EVs and Hybrids of Best Pickup Trucks of Best Minivans and Vans of Best Station Wagons of View Photos. This content is created and maintained by a third party, and imported onto this page to help users provide their email addresses. You may be able to find more information about this and similar content at piano. Advertisement - Continue Reading Below. More From News.