Legendary Performance For The 21st Century

You're serious about drag racing. The COPO is just as serious as you are. The COPO was never designed for everyday roads, so there's little sound deadening, no underbody sealant, and no back seat. Because in a sport where shaving time is everything, there's nothing better than a head start. COPO is a true racing machine. It is specifically offered for off-highway, competitive NHRA use only. It cannot be registered, titled, licensed, or driven on public roads or highways. The COPO Camaro is designed to NHRA racing specifications, including a solid axle and a full chrome-moly roll cage. Inside, most of the standard sound-deadening and power accessories have been deleted in order to optimize weight for NHRA racing. Also included: a pair of racing bucket seats (no rear seat), a safety harness for the driver, a competition floor shifter, and Chevrolet Performance gauges.

BACKGROUND

When the COPO concept was first shown at the 2011 SEMA Show, the overwhelming response inspired the decision for a limited, special-edition production run. Engines were assembled in Wixom, Mich., at the Performance Build Center, where the buyer could opt to participate in the engine assembly. When the COPO was reintroduced in 2011, it was so successful the program was continued in 2012, 2013, and 2014. Now for 2015, 69 additional COPO Camaros will be headed to the drag strip to carry on the tradition.

HONORING THE COPO LEGACY

A 69-car production was selected to commemorate the original number of ZL-1 COPO Camaros made in 1969. COPO — which stands for Central Office Production Order — was Chevrolet's special-order system, notoriously used by dealers in the 1960s to build high-performance models that couldn't be found anywhere else. The second-coming of the COPO name is an extension of the legacy started in 1969, when the first purpose-built Camaro drag-racing specialty car was designed to compete with the quickest in NHRA's Stock Eliminator and Super Stock classes. National records for quarter-mile times in these contests are in the 9-second range.

The engines offered in the COPO Camaro program were developed to align with the top classes in NHRA's various Stock Eliminator and Super Stock ranks:

COPO SPECS & STATS P/N 20129562

2014/2015 FEATURES	350 Naturally Aspirated	396 Naturally Aspirated	427 Naturally Aspirated	350 Supercharged
NHRA HORSEPOWER RATINGS	350	390	430	530
RECOMMENDED MAX ENGINE RPM	8000	8000	8000	8000
TRANSMISSION: Automatic	ATI Racing Products TH400 SFI-approved ATI "Super Case" Helical low gear – – – 4340 input shaft with aluminum forward drum Aluminum direct drum with 34 element sprag Extreme-duty clutches and steels Blueprinted high-flow pump Deep aluminum pan Reverse-manual valve body Fluid overflow catch can	ATI Racing Products TH400 SFI-approved ATI "Super Case" Helical low gear – – – 4340 input shaft with aluminum forward drum Aluminum direct drum with 34 element sprag Extreme-duty clutches and steels Blueprinted high-flow pump Deep aluminum pan Reverse-manual valve body Fluid overflow catch can	ATI Racing Products TH400 SFI-approved ATI "Super Case" Helical low gear – – – 4340 input shaft with aluminum forward drum Aluminum direct drum with 34 element sprag Extreme-duty clutches and steels Blueprinted high-flow pump Deep aluminum pan Reverse-manual valve body Fluid overflow catch can	ATI Racing Products TH400 SFI-approved ATI "Super Case" Helical low gear Vasco intermediate shaft Heavy duty steel forward clutch drum Heavy duty center support Vasco input shaft with aluminum forward drum Severe-duty aluminum direct drum Extreme-duty clutches and steels - increased clutch capacity Blueprinted high-flow pump Deep aluminum pan Reverse-manual valve body Fluid overflow catch can
Gear ratios: 1st 2nd 3rd	 2.48 1.48 1.00	 2.48 1.48 1.00	 2.48 1.48 1.00	 2.48 1.48 1.00
TRANSMISSION: Manual Gear ratios: 1st 2nd 3rd 4th	G-Force "G101A" 4-speed 3.17 1.87 1.33 1.00	G-Force "G101A" 4-speed 3.17 1.87 1.33 1.00	G-Force "G101A" 4-speed 3.17 1.87 1.33 1.00	N/A N/A N/A N/A N/A
Clutch	Hyatt Racing Services/Mcleod adjustable 10.5"	Hyatt Racing Services/Mcleod adjustable 10.5"	Hyatt Racing Services/Mcleod adjustable 10.5"	N/A
Flywheel - Manual only	Mcleod SFI-Approved Aluminum	Mcleod SFI-Approved Aluminum	Mcleod SFI-Approved Aluminum	N/A
TORQUE CONVERTER **(AUTOMATIC ONLY)**	ATI Racing Products "Treemaster MRT" Series 8" diameter housing Furnace brazed impeller and turbine fins Precision pump drive tube Heavy duty needle bearings Investment cast cover	ATI Racing Products "Treemaster MRT" Series 8" diameter housing Furnace brazed impeller and turbine fins Precision pump drive tube Heavy duty needle bearings Investment cast cover	ATI Racing Products "Treemaster MRT" Series 8" diameter housing Furnace brazed impeller and turbine fins Precision pump drive tube Heavy duty needle bearings Investment cast cover	ATI Racing Products "Treemaster MRT" Series 8" diameter housing Furnace brazed impeller and turbine fins Precision pump drive tube Heavy duty needle bearings Investment cast cover
Flex Plate - Automatic only	Steel ATI "Super Plate" - SFI-approved	Steel ATI "Super Plate" - SFI-approved	Steel ATI "Super Plate" - SFI-approved	Steel ATI "Super Plate" - SFI-approved
SHIFTER: Automatic	Hurst "Quarterstick" — 3-spd. automatic Reverse pattern Built-in neutral safety switch	Hurst "Quarterstick" — 3-spd. automatic Reverse pattern Built-in neutral safety switch	Hurst "Quarterstick" — 3-spd. automatic Reverse pattern Built-in neutral safety switch	Hurst "Quarterstick" — 3-spd. automatic Reverse pattern –
SHIFTER: Manual	Long V-Gate	Long V-Gate	Long V-Gate	–
ENGINE				
Block	Chevrolet Performance LS7 aluminum	Chevrolet Performance LS3 aluminum	Chevrolet Performance LS7 aluminum	Chevrolet Performance LSX cast-iron with steel main caps
Bore, Stroke	4.125" x 3.270"	4.065" x 3.825"	4.125" x 4.00"	4.065" x 3.370"
Static Compression Ratio	10.6:1 nominal	10.4:1 nominal	13.0:1 nominal	10.9:1 nominal
Crankshaft	Callies 4340 "Dragonslayer"	Callies 5140 "Compstar"	Callies 5140 "Compstar"	Callies 4340 "Dragonslayer" — double-keyed stout
Rods	Callies 4340 H-beam "Ultra Rods"	Callies 4340 H-beam "Ultra Rods"	Callies 4340 H-beam "Compstar"	Callies 4340 H-beam "Ultra Rods"

Length Pin Bore Diameter	6.350” .927”	6.200” .927”	6.100” .927”	6.350” .927”
Bearings	Clevite "H-Series" heat-treated tri-metal rod and main bearings	Clevite "H-Series" heat-treated tri-metal rod and main bearings	Clevite "H-Series" heat-treated tri-metal rod and main bearings	Clevite "H-Series" heat-treated tri-metal rod and main bearings
Pistons Piston Type	Mahle forged 2618 alloy Dome Graphal coating Friction-coated skirts	Mahle forged 4032 alloy Flat Top Graphal coating Friction-coated skirts	Mahle forged 2618 alloy Dome Graphal coating Friction-coated skirts	Mahle forged 2618 alloy Dome Graphal coating Friction-coated skirts
Piston Rings	Mahle .043" x .043" x 3mm Ductile iron top with radius molybdenum face Plain cast-iron tapered 2nd Chrome-plated oil rails with low-tension expander	Mahle 1.5" x 1.5" x3mm Ductile iron top with radius molybdenum face Plain cast-iron tapered 2nd Chrome-plated oil rails with low-tension expander	Mahle .043" x .043" x3mm Ductile iron top with radius molybdenum face Plain cast-iron tapered 2nd Chrome-plated oil rails with low-tension expander	Mahle .043" x .043" x3mm Ductile iron top with radius molybdenum face Plain cast-iron tapered 2nd Chrome-plated oil rails with low-tension expander
Camshaft Duration Theoretical valve lift	Chevrolet Performance steel billet hydraulic roller 226° IN / 236° EX @ .050” lift .525” IN / .525” EX	Chevrolet Performance steel billet hydraulic roller 233° IN / 276° EX @ .050” lift .595” IN / .595” EX	Chevrolet Performance steel billet hydraulic roller 233° IN / 276° EX @ .050” lift .630” IN / .630” EX	Comp Cams steel billet hydraulic roller 242° IN / 257° EX @ .050” lift .630” IN / .630” EX
VALVETRAIN				
Tappets	Chevrolet Performance "Ceramic Ball" high-rpm hydraulic roller	Chevrolet Performance "Ceramic Ball" high-rpm hydraulic roller	Chevrolet Performance "Ceramic Ball" high-rpm hydraulic roller	Chevrolet Performance "Ceramic Ball" high-rpm hydraulic roller
Pushrods	3/8” diameter Trend Performance chrome moly	3/8” diameter Trend Performance chrome moly	3/8" diameter LS7	3/8" diameter Chevrolet Performance LS7
Rocker Arms	1.7:1 ratio LS9 with roller trunions	1.7:1 ratio LS9 with roller trunions	1.8:1 ratio LS7 with roller trunions	1.8:1 ratio LS7 with roller trunions
Valve Springs	Performance Springs Incorporated (PSI) "Max Life" beehive	Performance Springs Incorporated (PSI) "Max Life" beehive	Performance Springs Incorporated (PSI) "Max Life"beehive	Performance Springs Incorporated (PSI) "Max Life" beehive
Spring Seats	Chevrolet Performance Hardened steel	Chevrolet Performance Hardened steel	Chevrolet Performance Hardened steel	Chevrolet Performance Hardened steel
Retainers	Chevrolet Performance Lightweight steel	Chevrolet Performance Lightweight steel	Chevrolet Performance Lightweight steel	Chevrolet Performance Lightweight steel
Cylinder Heads Nominal Intake Port Volume Nominal Exhaust Port Volume Nominal Combustion Chamber Volume	Aluminum based on LS3 265 cc 88 cc 68 cc	Aluminum based on LS3 265 cc 88 cc 68 cc	Fully CNC'ed aluminum based on LS7 280 cc 95 cc 70 cc	Fully CNC'ed aluminum based on LSX LS7 280 cc 95 cc 70 cc
Intake Valves Head Diameter, Stem Diameter	Hollow stem steel 2.165” x 8mm	Hollow stem steel 2.165” x 8mm	Del West titanium 2.205” x 8mm	Del West titanium 2.205” x 8mm
Exhaust Valves Head Diameter, Stem Diameter	Lightweight sodium- filled exhaust valves 1.590” x 8mm	Lightweight sodium- filled 1.590” x 8mm	Lightweight sodium- filled 1.615” x 8mm	Lightweight sodium- filled 1.615” x 8mm
Head Gaskets	Chevrolet Performance LS7 multi-layer steel head gaskets	Chevrolet Performance LS9 multi-layer steel head gaskets	Fel-Pro Performance multi-layer steel with raised cylinder sealing bead	Cometic multi-layer steel with raised cylinder sealing bead
Oil Pump	Internal wet sump	Internal wet sump	Internal wet sump	Internal wet sump
Oil Pan Capacity	Deep-sump cast aluminum 6 quarts	Deep-sump cast aluminum 6 quarts	Fabricated Aluminum 7 quarts	Fabricated Aluminum 7 quarts
Damper	ATI Performance Products "Super Damper" - SFI approved	ATI Performance Products "Super Damper" - SFI approved	ATI Performance Products "Super Damper" - SFI approved	ATI Performance Products SFI-approved "Super Damper" w/ 10-rib shell
Water Pump	Meziere Billet electric water pump	Meziere Billet electric water pump	Meziere Billet electric water pump	Chevrolet Performance LS3
Intake Manifold/Induction	Chevrolet Performance/Holley "Hi Ram"	Chevrolet Performance/Holley "Hi Ram"	Chevrolet Performance/Holley "Hi Ram"	Whipple Industries 2.9L twin-screw superchager
Throttle Body Blade Size	Whipple Industries - Billet Aluminum 90mm	Whipple Industries - Billet Aluminum 90mm	Whipple Industries - Billet Aluminum 90mm	Whipple Industries - Billet Aluminum 109mm
HEADERS	American Racing Headers 2” x 30” primary with merge collectors 304 Stainless Steel	American Racing Headers 2” x 30” primary with merge collectors 304 Stainless Steel	American Racing Headers 2” x 30” primary with merge collectors 304 Stainless Steel	American Racing Headers 2” x 30” primary with merge collectors 304 Stainless Steel
FUEL SYSTEM	Aeromotive "Eliminator" fuel pump — free flow rating = 800 lb/hr	Aeromotive "Eliminator" fuel pump — free flow rating = 800 lb/hr	Aeromotive "Eliminator" fuel pump — free flow rating = 800 lb/hr	Aeromotive "Eliminator" fuel pump — free flow rating = 800 lb/hr

	Aeromotive "A1000" pressure regulator with manifold pressure compensation capability Aeromotive 10-micron high-flow filter Lightweight black nylon braided-8 AN hoses Black anodized aluminum -8 AN hose ends an fittings High-impedance fuel injectors Fuel Pressure: 70 psi base	Aeromotive "A1000" pressure regulator with manifold pressure compensation capability Aeromotive 10-micron high-flow filter Lightweight black nylon braided-8 AN hoses Black anodized aluminum -8 AN hose ends an fittings High-impedance fuel injectors Fuel Pressure: 70 psi base	Aeromotive "A1000" pressure regulator with manifold pressure compensation capability Aeromotive 10-micron high-flow filter Lightweight black nylon braided-8 AN hoses Black anodized aluminum -8 AN hose ends an fittings High-impedance fuel injectors Fuel Pressure: 70 psi base	Aeromotive "A1000" pressure regulator with manifold pressure compensation capability Aeromotive 10-micron high-flow filter Lightweight black nylon braided-8 AN hoses Black anodized aluminum -8 AN hose ends an fittings High-impedance fuel injectors Fuel Pressure: 60 psi base (boost compensation used for supercharged engines)
Flow Rate	43 lb/hr @ 58 psi with EV6 / USCAR connector	43 lb/hr @ 58 psi with EV6 / USCAR connector	58 lb/hr @ 58 psi with EV6 / USCAR connector	80 lb/hr @ 43.5 psi with EV1 connector
Gears & Axles	Strange Engineering 9" aluminum center section Lightweight steel spool Strange Engineering 9310 alloy Strange Engineering 35-spline axles	Strange Engineering 9" aluminum center section Lightweight steel spool Strange Engineering 9310 alloy Strange Engineering 35-spline axles	Strange Engineering 9" aluminum center section Lightweight steel spool Strange Engineering 9310 alloy Strange Engineering 35-spline axles	Strange Engineering 9" aluminum center section Lightweight steel spool Strange Engineering 9310 alloy Strange Engineering 35-spline axles
Differential Gearing	Automatic: 4.86:1 Manual: 5.43:1	Automatic: 4.57:1 Manual: 5.29:1	Automatic: 4.57:1 Manual: 5.00:1	Automatic: 4.10:1 Manual: N/A
Drive Shaft	Manual: 4" OD x .065" wall steel tube Automatic: 4" OD x .125" wall 6061-T6 aluminum tube Chromoly end caps Billet steel slip yoke Heavy-duty 1350 universal joints	Manual: 4" OD x .065" wall steel tube Automatic: 4" OD x .125" wall 6061-T6 aluminum tube Chromoly end caps Billet steel slip yoke Heavy-duty 1350 universal joints	Manual: 4" OD x .065" wall steel tube Automatic: 4" OD x .125" wall 6061-T6 aluminum tube Chromoly end caps Billet steel slip yoke Heavy-duty 1350 universal joints	Manual: 4" OD x .065" wall steel tube Automatic: 4" OD x .125" wall 6061-T6 aluminum tube Chromoly end caps Billet steel slip yoke Heavy-duty 1350 universal joints
Hood	Base Fiberglass COPO	Base Fiberglass COPO	Base Fiberglass COPO	Carbon Fiber
Parachute	–	–	–	Yes
Wheelie Bar	Optional	Optional	Optional	Optional

2014 Features standard for 350, 396, 427 Naturally Aspirated and 350 Supercharged	
ENGINE CONTROLS & IGNITION	Holley “HP” electronic fuel injection processor • Speed density operation • Wide-band O2 sensor included Cable-actuated throttle Production LS7 ignition coils Production LS7 secondary wires GM sensors
ELECTRICAL	Dash-installed control switches: • Starter • Ignition • Fuel pump • Water pump • Cooling fan • Intercooler Pump - 350 Supercharged equipped cars only • Lights
GAUGES	Autometer with gold “Bowtie” logo on dials • 5" 10K RPM tach with shift light • Electronic water temp with 2.0625" face and 100°-260°F range • Electronic trans temp with 2.0625" face and 100°-260°F range - Automatic transmission equipped cars only • Electronic brake pressure 2.0625" face and 0 - 1600 psi range - Manual transmission equipped cars only • Electronic oil pressure with 2.0625" face and 0-100 psi range • Electronic fuel pressure with 2.0625" face and 0-100 psi range • Voltmeter with 2.0625" face and 8-18v range
SAFETY	RJS Safety Equipment 3" driver restraints RJS Safety Equipment window net
CHASSIS	Chromoly cage – NHRA certified to 8.50 ET Sub-frames tied together

	Front engine cradle modified to accept additional oil pan clearance Rear sub-frame modified to accept unique COPO NHRA Stock Eliminator suspension
REAR SUSPENSION	4-bar with adjustable top links Adjustable Panhard link Double-adjustable Strange Engineering coil over shocks Anti-roll bar
FRONT SUSPENSION	Adjustable Strange Engineering coil over struts Sway bar removed
STEERING	Production steering gear modified for manual (non-assist) operation
BRAKES	Lightweight vented rotors Billet 4-piston lightweight calipers Lightweight tandem master cylinder OEM pedal modified to mount master cylinder All components provided by Strange Engineering
WHEELS	
Bogart Racing light-weight with unique COPO logo	• Forged outer ring • Billet center • 15” x 9.75” rear – 5/8” studs • 3.875” Back Spacing • 15” x 4” front – 1/2” studs • 2.50” Back Spacing • 4 3/4” bolt circle pattern
Weld light weight with unique COPO logo	• Billet Construction • 15” x 9.75” rear – 5/8” studs • 3.875” Back Spacing • 15” x 4” front – 1/2” studs • 2.50” Back Spacing • 4 3/4” bolt circle pattern
TIRES	Rear – Auto trans: 9.0 / 30.0R - 15 94.0” Radial Rear – Manual trans: 9.0 / 30.0 - 15 94.0” Bias Ply Front – 4.5 / 28.0 - 15 Drag only