

= Chevrolet Cobalt SS =

The Chevrolet Cobalt SS is a line of three sport compact versions of the Chevrolet Cobalt built on the General Motors Delta platform at Lordstown Assembly in Ohio , United States . It featured two forced induction inline 2.0 four Ecotec engines , as well as a third naturally aspirated engine in 1SS trim , later called the Cobalt Sport .

The Cobalt SS was GM 's first foray into the tuner market , launching with a 205 hp (153 kW ; 208 PS) supercharged 2.0 L engine in late 2004 as a 2005 model , paired with the F35 manual of Opel . The following year , a naturally aspirated 1SS model equipped with GM 's new 2.4 L , 171 hp (128 kW ; 173 PS) engine was added ; it had both automatic and manual transmission options . The supercharged version continued until it was discontinued after 2007 for a more economical turbocharged 2.0 L engine producing 260 hp (194 kW ; 264 PS) making it the manual only , highest trim Cobalt in the second quarter of 2008 (See timeline) .

The powertrain of the Cobalt SS received generally positive reviews , especially the turbocharged version , the car drew criticism for its interior quality , and its exterior styling , which was described as too reminiscent of its predecessor , the Cavalier . Reports surfaced in May 2009 that General Motors planned to eliminate the Cobalt SS as soon as December 2009 , but they proved to be untrue . Production continued , but ordering options for late 2010 models were limited , and production of all Cobalts ended in June 2010 . The car has been replaced by the Cruze , but a high performance version to directly replace the Cobalt SS has not yet been announced , nor any possible powertrains .

= = Model details = =

= = = Overview = = =

Of the five engines General Motors has placed in the Cobalt since its launch , three have been designated SS . The first was launched in 2004 as a 2005 model with a new powertrain that had debuted one year earlier on the Saturn ION Red Line . It was available as a Supercharged coupe only . The naturally aspirated 2.4 L LE5 engine was the next SS to launch in late 2005 as a 2006 model , available as both a coupe and sedan for the duration of its run . However , in late 2007 , at the same time the announcement cancelling the SS Supercharged was made , GM also announced that the 2.4 L would be renamed " Cobalt Sport " , rendering Chevrolet without a Cobalt SS for the first half of the 2008 model year . The 2.0 L LNF turbocharged Cobalt was the last to launch in the second quarter of 2008 ; initially available only as a coupe until a sedan option was offered for the 2009 model year but again deleted for 2010 after less than 500 were produced .

All three models of the Cobalt SS feature four wheel , anti lock disc brakes . Compared to the base Cobalt , the SS has lower front and rear fascias for a more aggressive look with integrated foglamps , side rocker moldings , interior accents , and a chrome exhaust tip . Exclusive to the 2.0 L Cobalt are a titanium faced sport analogue cluster with a 160 mph (260 km / h) speedometer , an A pillar mounted boost gauge , reclining front bucket seats with two tone leather appointed seating surfaces , vertical adjusting head restraints and driver side lumbar and height adjusters , and a sport tuned FE5 suspension with a 24 mm front stabilizer bar and 22 mm rear stabilizer bar .

= = = SS Supercharged = = =

Available as a coupe only , the SS Supercharged featured the 2.0 L LSJ Ecotec engine with an Eaton M62 Roots type supercharger and air to air liquid intercooler . The engine makes 205 hp (153 kW) at 5600 rpm and 200 lb · ft (271 N · m) at 4400 rpm . 18 inch broad spoke wheels with P215 / 45R18 summer Pirelli tires are standard . Optional for the LSJ was a

performance package coded G85 that added Recaro bucket seats and a limited slip differential (LSD) . LSD was optional for 2005 models (performance package came with LSD) and was standard in 2007 + models . The G85 option continues in the LNF Cobalt , but adds only the LSD . The car has become notable for a high profile spoiler that was standard in 2005 , but optional from 2008 when a lower profile spoiler used on all other Cobalt coupes became an option .

GM offers dealer @-@ installed performance upgrade packages called " stage kits " that are covered by factory warranty . The Stage 1 kit consists of new fuel injectors and a reprogram of the ECU , and yields up to a 30 hp (22 kW) improvement . The Stage 2 kit consists of new fuel injectors and the same reprogram with a smaller serpentine belt and pulley for the supercharger , producing a 36 hp improvement and 18 lbft of torque . Both stage 1 and 2 kits increase the engine redline to 7 @, @ 000 rpm . The Stage 3 kit consists of a smaller , 76 mm (3 @. @ 0 in) supercharger pulley , a 2 @-@ pass intercooler end plate and a customizable replacement ECU . The Stage 3 ECU allows for the use of a 50 @-@ shot of nitrous , 100 octane fuel and an adjustable redline from 6 @, @ 750 to 8 @, @ 000 rpm . Stage 3 produces 248 hp (185 kW) using 93 octane fuel , up to 260 hp (194 kW) using 100 octane fuel , and much higher power with nitrous . Stage 3 is for track use only , and to emphasize this , air conditioning is disabled with the Stage 3 ECU .

A problem frequently encountered with the car , due to a combination of its high torque , front drive , and short first gear is wheel hop , wheelspin and a general lack of traction . Items like upgraded front and rear trans and motor mounts would eliminate this . The GM Performance Division later tried to rectify these problems in the turbocharged car by providing wider , stickier tires and stronger axles .

== SS Turbocharged ==

The LSJ engine did not meet emissions requirements for the 2008 model year , and General Motors ' contract with Eaton had expired . The non @-@ supercharged 2 @. @ 4 L Cobalt SS also lost its Super Sport designation for the 2008 model year and was renamed " Sport " . However , in fall 2007 , a more powerful Cobalt SS was announced for the second quarter of 2008 . The car would be equipped with the 2 @. @ 0 L , turbocharged , direct injected , VVT , LNF Ecotec engine , making 260 hp (194 kW) at 5300 rpm and 260 lb · ft (353 N · m) at 2000 rpm , and remain mated to the F35 5 @-@ speed manual transmission . The engine had been introduced in a rear wheel drive application for the 2007 GM Kappa platform , which includes the Saturn Sky , Pontiac Solstice , and Opel GT .

Also new for the 2008 SS were SS @-@ embroidered sport seats with suede @-@ like UltraLux inserts , several new exterior colors , and wider 18 @-@ inch (460 mm) forged , split @-@ spoke wheels with P225 / 40R18 Continental AG tires , reminiscent of those offered for the Chevrolet Corvette C6 . The car 's electronics are also new , and along with greater assist in poor traction conditions , add a " no @-@ lift @-@ shift " feature which allows the driver to maintain turbocharger boost during upshifts . During a no @-@ lift @-@ shift , the driver shifts normally by depressing the clutch , but the accelerator pedal is held wide open . Also new is " launch control " , which feathers the throttle at roughly 4800 rpm until engagement of the clutch , allowing more consistent launches in competitive situations . To use the feature the driver presses twice on the traction control button which first turns off traction control , and then notifies the driver through the Driver 's Information Center that the launch control of Competitive Mode has been enabled . However , turbocharged Cobalt owners have found that better times can be achieved while racing when the car is manually launched . These features help propel the car from 0 to 60 mph (97 km / h) in a class @-@ leading 5 @. @ 5 seconds , and a quarter mile time of 13 @. @ 9 seconds at 102 @. @ 5 mph (165 @. @ 0 km / h) .

New for 2009 is the aforementioned four @-@ door sedan option , as well as an optional " reconfigurable performance display " (RPD) for the coupe only . The \$ 295 option replaces the boost gauge in the A @-@ pillar , and allows the driver manipulation of traction control , stability control , " shift points " , and the engagement of Competition Mode , as well as information regarding the car 's engine torque and horsepower , g @-@ force , boost , wideband air fuel ratio , barometric

pressure , temperature , and battery voltage . For 2010 , RPD is standard , as is a power sunroof . The red / ebony and grey / ebony interior color options are also dropped , as is the turbocharged sedan .

A stage 1 kit which raises power to 290 hp (216 kW) and 340 lb · ft (461 N · m) was made available in October 2009 after several delays . The kit can be installed by the owner of the car , but final alteration of the vehicle 's engine control unit must take place at a GM dealer .

= = SS Naturally aspirated = = =

Chevrolet introduced a naturally aspirated Cobalt SS in the fall of 2005 , as a 2006 model available as both a coupe and sedan . It featured the 2 @. @ 4 L LE5 Ecotec engine with variable valve timing , making 171 hp at 5 @, @ 600 rpm and 163 lb @- @ ft at 5000 rpm , later upped to 167 lb · ft (226 N · m) at 4500 rpm . The LE5 engine was new for 2006 and was introduced on both the FWD Delta platform and RWD Kappa platform . For the 2006 and 2007 model years the car was called SS , or " 1SS " , but was replaced with the moniker " Cobalt Sport " for 2008 with the anticipated introduction of the turbocharged super sport car later on in the model year . For the first time , a 4 @- @ speed automatic transmission was offered , the 4T45 . The 5 @- @ speed manual is also different from the Cobalt SS Supercharged , it is the Getrag F23 transmission with different ratios that is offered for the 2 @. @ 2 L L61 engine in the Cobalt LS and LT .

Other changes over the supercharged car are notable but not drastic ; 17 @- @ inch broad @- @ spoke wheels with narrower P205 / 50R17 all @- @ season Pirelli tires are standard , as is the low profile spoiler . 2 @. @ 4 L and 2 @. @ 2 L Sport Package Cobalts have a 140 mph (220 km / h) speedometer with optional white face gauges . The car rides on the FE3 suspension , superior and more sport @- @ tuned to that of base Cobalts but less refined than the FE5 on the supercharged and turbocharged cars . Brakes on the 2.4L naturally aspirated and supercharged model are identical , but the turbocharged model receives an upgraded Brembo braking system The front and rear bumpers are the same , but the front lacks a lip accessory and the bottom of the rear fascia is slightly different . With the negligible exception of exterior styling and some interior trims , the vehicle is identical to the Pontiac G5 GT .

= = Reception = =

Reviews of the supercharged Cobalt SS were generally positive . While the Cavalier received very negative reviews , the supercharged Cobalt was seen as an improvement , and a worthy first entry for GM into the tuner market . However , the general fit and finish was poor , and power levels were not up to par with other competitors . Journalist Thom Blackett said , " When compared with more contemporary cars including the Dodge Neon SRT @- @ 4 and the Subaru WRX , that SS badge seems to lose some of its luster . " The F35 transmission has also been deemed inferior to that in the newest of generation of Honda 's Civic Si . Critics also disliked the heavy wheels which negatively affected handling , as well as the spoiler which obstructed rearward visibility . Speaking of the high profile aero wing , automotive journalist Alexandra Straub said , " the deck @- @ lid spoiler was directly in my line @- @ of @- @ sight when looking out of the rearview mirror . It 's almost like it cut everything in half . " Some Cobalt SS owners have traded spoilers with lower trim owners to obtain a less aggressive look , or traded the entire trunklid with Cobalt LS owners , for whom a rear spoiler is merely optional . The naturally aspirated Cobalt SS has been seen as an improvement over the base models with its slightly more potent 2 @. @ 4 L engine , but notably inferior to the supercharged car . The powertrain of the 2008 turbocharged Cobalt SS received rave reviews . John Neff of Autoblog said , " The GM Performance Division completely reworked the Cobalt SS for 2008 , swapping in a more powerful turbocharged engine , upgrading the rest of the mechanicals , and tweaking the entire package on the world 's most demanding race tracks , including the famed Nürburgring in Germany . The result is ? and we 're not kidding here ? the most impressive performance car to wear a bow @- @ tie badge on sale today . " Journalists were impressed with the performance of the car in relation to the price ; Neff added that the " 2009 Cobalt SS Turbo is

freakishly good at going fast and the best bang @-@ for @-@ the @-@ buck value below \$ 30 @,@ 000 . " Ron Kiino of Motor Trend said , " at only \$ 22 @,@ 995 , the SS could stand for Super Steal . " The MSRP was raised to \$ 24 @,@ 095 for the 2009 model year .

The Nürburgring @-@ tuned suspension gives the SS some of the best handling characteristics of any General Motors front wheel drive vehicle , and the suspension is stiffer and more refined than the supercharged car . Since the interior is hardly changed other than the seats , those criticisms remain . Of the interior in the turbocharged sedan , Car and Driver said it " is constructed primarily of plastics cheap enough to be rejected from a Chinese toy factory ; the Tata Nano probably has a fancier parking @-@ brake lever . " The new Cobalt was the winner in its price class (under \$ 30 @,@ 000) of Car and Driver 's 2008 Lightning Lap competition at Virginia International Raceway , beating lap times of several cars in the \$ 30,000- \$ 60 @,@ 000 class , including the Mitsubishi Lancer Evolution X.

= = Racing = =

Four Chevrolet Cobalt SS 's were used in the Continental Challenge Street Tuner class in 2009 .