



## 2004 Product Information



### >>> CHEVROLET IMPALA

#### NEW FOR 2004

- Impala SS model
- Body color side moldings on LS and SS
- Redesigned sport cloth seats, buckets (in sport cloth and leather) and bench (in sport cloth)
- Sport cloth replaces custom cloth (blue color only available on base trim)
- Sport Appearance Package on Impala Sedan
- Improved HVAC module and control head
- New exterior colors: Sandstone Metallic, Medium Gray Metallic (Bronzemist and Sandrift Metallic discontinued)

#### MODEL LINEUP

|              | ENGINES       |                         |                                      | TRANSMISSION                    |
|--------------|---------------|-------------------------|--------------------------------------|---------------------------------|
|              | 3400 3.4L V-6 | 3800 3.8L Series II V-6 | 3800 3.8L Supercharged Series II V-6 | 4-spd auto (Hydra-Matic 4T65-E) |
| Impala Sedan | s             | o                       | –                                    | s                               |
| Impala LS    | –             | s                       | –                                    | s                               |
| Impala SS    | –             | –                       | s                                    | s<br>(HD version)               |

Key:

|               |   |
|---------------|---|
| Standard      | s |
| Optional      | o |
| Not available | – |



### 2004 IMPALA SPORTS SS PERFORMANCE

It was 1961. "Leave it to Beaver" was on the tube, Alan Shepard blasted into space, the Dick Tracy Wrist Radio was the hot new toy, and in the U.S. stamps cost 4 cents and bread was 21 cents a loaf. It was the year of the ox, and the first year for the Impala Super Sport.

For the 2004 model year, the car that launched Chevrolet's celebrated SS series returns to the lineup with the thrust of a 240-horsepower (179-kw) supercharged V-6 with a whopping 280 lb.-ft. (380 Nm) of torque.

The added power comes with a beefed-up four-wheel independent suspension and high-performance speed-rated tires with 17-inch diamond-cut cast aluminum wheels. The monochromatic black SS also will feature bright stainless steel dual exhaust tips, fog lamps, a six-gauge cluster including boost gauge, and "SS" badging.

The new Impala SS also offers a comprehensive safety package, solid body structure, room for five passengers, plenty of cargo space, a surprising number of amenities for the price, and a track record of outstanding quality, reliability and durability. Impala earned five stars, the highest U.S. government safety rating, in frontal crash testing for driver and passenger.

Chevrolet is working with the GM Performance Division to develop the Impala SS and other SS vehicles that feature exhilarating acceleration, enhanced handling and superior driveability. Also debuting in the 2004 model year is the Supercharged Monte Carlo SS.

#### **3800 Supercharged V-6**

The Impala SS features GM's 3800 Series II supercharged V-6. This award-winning engine features a torque curve that is consistently high over a broad operating range, providing instant off-the-line acceleration and ample power for highway merging and passing.

A supercharger is a device that forces a concentrated charge of air into the intake manifold, resulting in a more powerful combustion stroke. The benefit is increased torque and horsepower. The 3800's Eaton supercharger is belt-driven for smooth, linear power with virtually no lag.

This 3.8L engine generates 240 hp (179 kw) at 5200 rpm, and an impressive 280 lb.-ft. (380 Nm) of torque at 3600 rpm, giving the Impala SS excellent off-the-line performance.

Among improvements for 2004, the 3800 SC will be outfitted with a direct-mount air-conditioning compressor that reduces vibration for an improvement to the engine's already excellent noise, vibration and harshness (NVH) levels. In addition, powder-metal connecting rods replace cast-iron rods for increased durability and reduced weight.

In the Impala SS, the 3800 SC will be mated to a heavy-duty version of the Hydra-Matic 4T65-E four-speed electronically controlled automatic transmission.

#### **Chassis, suspension upgrades**

The Impala provides a solid foundation for superb ride and handling. A unique extruded aluminum engine cradle saves weight and helps isolate engine noise and vibration, and the overall tautness of the Impala's body structure allows chassis components to be finely tuned to enhance performance. Impala also features four-wheel independent suspension with MacPherson struts at all four corners, power rack-and-pinion steering, electronic traction control, and large-diameter four-wheel disc power-assisted braking with ABS and race-inspired cooling ducts.

Chassis and suspension enhancements provide the Impala SS with sportier ride and handling capabilities.

Spring rates are stiffened in both front and rear. The combination helps reduce body roll in cornering and improves the driver's feel of road conditions.

Impala SS also will get beefier suspension components such as 34-mm front and 19.5-mm rear stabilizer bars (compared to 30 mm/17 mm in Impala and Impala LS), along with refinements to the rear trailing link and rear strut mounts.

Goodyear P235/55R17 W-rated tires mounted on 17-inch diamond-cut cast aluminum wheels provide Impala SS with excellent road holding and cornering capabilities along with a smooth ride.

### **SS styling cues**

Unique styling cues help set the SS apart from its siblings and establish a link with other Chevy SS models. Impala SS will be available only in black with a monochromatic theme, including color-keyed bodyside moldings, "SS" badging, unique decklid spoiler and lowered front fascia with integrated fog lamps.

Other highlights include a Corvette-inspired body-color rear taillamp appliqué, a unique spoiler and dual bright stainless-steel exhaust tips. Inside, the Impala SS will feature a racing-inspired six-gauge cluster with boost gauge, graphite trim appliqués "SS" badging, and "SS" logos on door trim and floor mats.



### **Award-winning plant**

The 2004 Impala SS will be built alongside the Impala and Impala LS at the award-winning Oshawa No. 1 Car Assembly Plant in Ontario, Canada. GM recently added a third shift of production to allow Chevy dealers to keep up with demand for Impala, which has ranked in the Top 10 in U.S. passenger-car sales for the past four years.

### **Other improvements to Impala line**

The Impala's seats receive a contemporary styling upgrade for 2004, with new sport cloth for the 60/40 split-bench front seat and the 40/40 front buckets with console. New sport leather also is available for the 40/40 buckets with console. The leather for the 60/40 split-bench front seat is carried over from 2003.

On the dash, the heating, ventilation and air conditioning (HVAC) system receives improvements on airflow and the control head receives a contemporary redesign.

The LS and SS receive new exterior body-color side moldings, and the base Impala has an available new sport appearance package that includes a spoiler and Corvette-inspired, body-color taillamp appliqué.

Two new exterior colors debut for 2004: Sandstone Metallic and Medium Gray Metallic.

### **Roominess and comfort**

The 2004 Impala offers unparalleled large-car capability with mid-size exterior proportions and agility. The base model has room for six passengers and 18.6 cubic feet (527L) of trunk space.

The Impala sedan comes well equipped with auxiliary lighting in the glove box and trunk, electric rear window defogger, delayed exit/entry lighting, and intermittent variable-speed windshield wipers. Impala LS has a long list of standard features, including passenger assist grips, a trunk cargo net, split-folding rear seat and cruise control.

### **Safety and security**

The National Highway Traffic Safety Administration rates Impala as five-star/five-star – the highest rating possible – for both front- and side-impact testing for front and rear passengers. Impala has met 2003 federal head impact criteria since its introduction.

More than 100 standard safety and security features make Impala a worry-free car to drive. Standard features on Impala LS include remote keyless entry, traction control, tire inflation monitoring system, anti-lock brakes and available driver's side-impact air bag; all are optional on the base Impala sedan.

Standard features on all models include a passive theft-deterrent system, battery rundown protection and daytime running lamps. In addition, a "limp home" mode allows the car to be driven to a nearby service station even after a complete loss of coolant.

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## SPECIFICATIONS

### OVERVIEW

|                         |   |
|-------------------------|---|
| Models:                 | Chevrolet Impala Sedan, Impala LS, Impala SS            |
| Body style / driveline: | front-engine, front-drive, 5- / 6-passenger sedan       |
| Construction:           | 2-sided galvanized steel (except roof)                  |
| EPA vehicle class:      | large car   |
| Manufacturing location: | Oshawa, Ontario, Canada                                 |
| Key competitors:        | Ford Taurus, Dodge Intrepid, Honda Accord, Toyota Camry |

### ENGINES

|   | <b>3400 3.4L V-6 (LA1)</b>                           | <b>3800 3.8L Series II V-6 (L36)</b>                 | <b>3800 3.8L Supercharged Series II V-6 (L67)</b>    |
|---|--|--|--|
| Application:  | sedan  | opt on sedan, std on LS                              | SS   |
| Type:   | 3.4L V-6   | 3.8L V-6   | 3.8L Supercharged V-6                                |
| Displacement (cu in / cc):                          | 207 / 3350   | 231 / 3791   | 231 / 3791   |
| Bore & stroke (in / mm):                            | 3.62 x 3.31 / 92 x 84                                | 3.80 x 3.40 / 96.5 x 86.4                            | 3.80 x 3.40 / 96.5 x 86.4                            |
| Block material:                                     | cast iron  | cast iron  | cast iron  |
| Cylinder head material:                             | cast aluminum  | cast iron  | cast iron  |
| Valvetrain:   | OHV, 2 valves per cylinder                           | OHV, 2 valves per cylinder                           | OHV, 2 valves per cylinder                           |
| Ignition system:                                    | direct   | direct   | direct   |
| Fuel delivery:                                      | sequential fuel injection                            | sequential fuel injection                            | sequential fuel injection                            |
| Compression ratio:                                  | 9.5:1  | 9.4:1  | 8.5:1  |
| Horsepower (hp / kw @ rpm):                         | 180 / 134 @ 5200                                     | 200 / 149 @ 5200                                     | 240 / 179 @ 5200                                     |
| Torque (lb-ft / Nm @ rpm):                          | 205 / 278 @ 4000                                     | 225 / 305 @ 4000                                     | 280 / 380 @ 3600                                     |
| Recommended fuel:                                   | 87 octane  | 87 octane  | 92 octane required                                   |
| Maximum engine speed (rpm):                         | 6000   | 6000   | 6000   |
| Emissions controls:                                 | evaporative system with catalytic converter/ EGR/PCV | evaporative system with catalytic converter/ EGR/PCV | evaporative system with catalytic converter/ EGR/PCV |
| Estimated fuel economy (mpg city / hwy / combined): | 21 / 32 / 27   | 20 / 30 / 26   | TBD  |



## TRANSMISSION

|                    |   |
|--------------------|---|
| Type:              | Hydra-Matic 4T65-E, 4-speed automatic, front-wheel drive    |
| Gear ratios (:1):  |   |
| First:             | 2.92  |
| Second:            | 1.57  |
| Third:             | 1.00  |
| Fourth:            | 0.71  |
| Reverse:           | 2.39  |
| Final drive ratio: | LA1: 2.86:1; L36: 3.05:1; L36 (police): 3.29:1; L67: 2.93:1 |

## CHASSIS/SUSPENSION

|  |   |
|--|---|
| Front:                                 | independent MacPherson struts, variable rate coil springs, hollow 32-mm stabilizer bar (SS has hollow 34-mm stabilizer bar)                       |
| Rear:                                  | independent MacPherson struts, non-linear coil springs, solid 14-mm stabilizer bar (SS has dual rate coil springs, hollow 19.5-mm stabilizer bar) |
| Steering type:                         | power rack-and-pinion for all models  |
| Steering ratio:                        | 3400 V-6: 15.2:1; 3800 V-6: 13.2:1  |
| Steering wheel turns, lock-to-lock:    | 3400 V-6: 2.74; 3800 V-6: 2.38; supercharged: 2.30  |
| Turning circle, curb-to-curb (ft / m): | 3400 V-6, 3800 V-6: 38 / 11.6; supercharged: 39.6 / 12.1  |

## BRAKES

|                                       |   |
|---------------------------------------|---|
| Type:                                 | power-assisted 4-wheel disc, standard ABS for LS and SS     |
| Rotor diameter x thickness (in / mm): | front: 11.93 x 1.26 / 303 x 32; rear: 10.9 x .43 / 278 x 11 |

## WHEELS/TIRES

|                      | <b>Sedan</b>   | <b>LS</b>                            | <b>SS</b>                          |
|----------------------|--|--------------------------------------|------------------------------------|
| Wheel size and type: | std: 16-inch, steel wheel w/ wheel cover<br>opt: 16-inch custom aluminum wheel | std: 16-inch, 5-spoke aluminum wheel | std: 17-inch, diamond-cut aluminum |
| Tires:               | std: P225/60R16 all-season blackwalls<br>opt: P225/60R16 touring               | P225/60R16 touring                   | P235/55R17 W-rated                 |

**DIMENSIONS**

Exterior

|                                       |   |
|---------------------------------------|---|
| Wheelbase (in / mm):                  | 110.5 / 2807  |
| Overall length (in / mm):             | 200 / 5080  |
| Overall width (in / mm):              | 73 / 1854   |
| Overall height (in / mm):             | 57.3 / 1456   |
| Track (in / mm):                      | front: 62 / 1574; rear: 61.1 / 1551                 |
| Curb weight (lb / kg):                | sedan: 3465 / 1572; LS: 3476 / 1577; SS 3606 / 1636 |
| Weight distribution (% front / rear): | 61 / 39   |
| Drag coefficient:                     | 0.31  |

Interior

|                          | <b>Front</b>        | <b>Rear</b>      |
|--------------------------|---------------------|------------------|
| Seating capacity:        | sedan: 3; LS, SS: 2 | sedan, LS, SS: 3 |
| Head room (in / mm):     | 39.2 / 996          | 36.8 / 935       |
| Leg room (in / mm):      | 42.2 / 1072         | 38.4 / 975       |
| Shoulder room (in / mm): | 59 / 1499           | 58.9 / 1496      |
| Hip room (in / mm):      | 56.5 / 1435         | 55.7 / 1415      |

**CAPACITIES**

|                                   |  |
|-----------------------------------|--|
| EPA passenger volume (cu ft / L): | 104.5 / 2959                                 |
| EPA interior volume (cu ft / L):  | 123.1 / 3486                                 |
| Cargo volume (cu ft / L):         | 18.6 / 526.7                                 |
| Trailer towing maximum (lb / kg): | 1000 / 454                                   |
| Fuel tank (gal / L):              | 17 / 64.4                                    |
| Engine oil (qt / L):              | 3400 V-6: 4.5 / 4.3; 3800 V-6: 4.3 / 4.1     |
| Cooling system (qt / L):          | 3400 V-6: 11.7 / 11.1; 3800 V-6: 12.2 / 11.5 |

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