

1987 IROC-Z Fact & Figures

Quick Jump to . . .

- [1987 VIN Number breakdown](#)
- [Available Transmissions in 1987](#)
- [1987 IROC-Z Dimensions](#)
- [1987 Exterior Color Information](#)
- [1987 Factory Options \(RPO's\)](#)
- [1987 IROC-Z Key Points of Interest](#)
- [Available Engines in 1987](#)
- [1987 Rear Axle and Gear Identification](#)
- [1987 Computer Trouble Codes](#)
- [1987 Interior Color Information](#)
- [View the 1987 Showroom Brochure](#)

1987 Total Produced (RPO B4Z)	38,889	Dealership Sticker Price	\$17,282
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1987 VIN Breakdown Example: 1G1FP87H6HN100001									
1	G	1	FP	87	H	6	H	N	100001
1st Digit	2nd Digit	3rd Digit	4th & 5th Digits	6th Digit	8th Digit	9th Digit	10th Digit	11th Digit	12-17 Digits
Nation of Origin 1=USA 2=Canada	Manufacturer G=General Motors	Division 1= Chevrolet 7= GM of Canada	Carline/Series FP=Sport Coupe or Z28	Body Type & Restraint System 87=Coupe 2dr Sport	Engine Code See Below	Check digit VIN position	Model Year 1987	Assembly Plant Code N- Norwood, Ohio L-Van Nuys, Cal.	Number in line at assembly plant 1xxxxx-- Norwood 4xxxxx-- Van Nuys

Available Engines in 1987						
RPO #	Liter	Injection	C.I.D.	H.P. Rating	Engine Code	# Produced
LG4	5.0	Carbureted	305ci	170hp	H	36,845
B2L	5.7	Tuned Port Injection	350ci	220hp	8	12,105
LB9					F	28,370

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Available Transmissions in 1987				
RPO #	Type	Specifications	ID	# Produced
MXO	Auto	4 Speed with OD	700R4	115,109
	Man	77mm 5 Speed*		

* Note: The 4 speed manual transmission was only available in 1985 and discontinued in 1986

1987 Rear Axle and Gear Identification		
The code to identify your axle gear is located on the front face of the right hand axle tube about three inches from the differential cover.		
Number Decode		
A typical code could be 4HY 0 103 2 - The initial number and next two letters (4HY) indicate the axle code, here a 1987 Posi with a 3.23 axle ratio. The next number or letter (0) identifies the manufacturer, the next three digit number (103) indicates the date of manufacture, and the final digit (2) indicates the shift that this rear was produced.		
Axle Code	Axle Ratio	Axle Type
2HA	3.23	Standard
2HL	3.42	Standard
2HP	2.73	Standard
2HQ	3.23	Posi
2HT	2.73	Posi
4EU*	3.27	Posi
4EW*	3.45	Posi
4HB	3.08	Posi
4HD	2.73	Posi
4HF	3.08	Posi
4HY	3.23	Posi
* Denotes Borg-Warner Axle		

1987 Dimensions			
Length	Height	Width	Wheelbase
187.8 Inches	49.8 Inches	72.0 Inches	101.0 Inches

1987 Computer (ECM) Trouble Codes		
There is a way to read the codes by counting the flashes, but I would recommend simply going to some auto parts store and buying a GM code reader that plugs into your car. They		
Cod	Endpoint Security by Bitdefender This page is safe	ble Cause

12	No distributor reference pulse	This code will flash whenever the diagnostic terminal is grounded with the ignition On and the engine not running. If additional trouble codes are stored, they will appear after this code has flashed three times.
13	Oxygen Sensor Circuit	Sticking Throttle Position Sensor; Poor electrical connection; open or short circuit; defective oxygen sensor; defective ECM.
14	Coolant Temperature Sensor Circuit	Engine overheating; poor electrical connection, open or short in circuit; defective coolant temperature sensor; defective ECM.
15	Coolant Temperature Sensor Circuit	Poor electrical connection, open or short in circuit; defective coolant temperature sensor; defective ECM.
21	Throttle Position Sensor	Sticking or misadjusted TPS; poor electrical connection, open or short in circuit; defective TPS; defective ECM.
22	Throttle Position Sensor	Sticking or misadjusted TPS; poor electrical connection, open or short in circuit; defective TPS; defective ECM.
23-Carbureted Models	Mixture Control Solenoid	Open circuit or short to ground in the mixture solenoid circuit; defective ECM-if the mixture control solenoid is shorted to ground, the ECM may have been damaged.
23-Fuel Injected Models	Manifold Air Temperature Sensor	Poor electrical connection, open or short in circuit; defective MAT sensor; defective ECM.
24	Vehicle Speed Sensor	Poor electrical connection, open or short in circuit; defective VSS; defective ECM; a fault in this circuit should be indicated only when the vehicle is in motion. Disregard Code 24 if it is set when the drive wheels are not turning.
25-Fuel Injected Models	Manifold Air Temperature Sensor	Poor electrical connection, open or short in circuit; defective MAT sensor; defective ECM.
32-Carbureted Models	Differential Pressure Sensor	Defective differential pressure sensor; poor electrical connection, open or short in circuit; defective ECM.
32-Fuel Injected Models(V8 only)	EGR System	Restricted vacuum hose to EGR solenoid or valve; poor electrical connection, open or short in circuit; defective EGR solenoid; defective EGR valve; defective ECM.
33-(All except 1989 & earlier MPFI V6 and TPI V8)	MAP Sensor	Leaking or restricted vacuum hoses; poor electrical connection, open or short in circuit; defective MAF sensor; defective ECM.
33-(1989 and earlier MPFI V6 & TPI V8)	MAF Sensor	Poor electrical connection, open or short in circuit; defective MAF sensor; defective ECM.
34-Carbureted Models	Differential Pressure Sensor	Leaking or restricted vacuum hoses; poor electrical connection, open or short in circuit; defective differential pressure sensor; defective ECM.
34-Fuel Injected Models-(except 1989 & earlier MPFI V6 & TPI V8)	MAP Sensor	Leaking or restricted vacuum hoses; poor electrical connection, open or short in circuit; MAP sensor; defective ECM.
34-(1989 & earlier MPFI V6 & TPI V8)	MAF Sensor	Poor electrical connection, open or short in circuit; defective MAF sensor; defective ECM.
35	Idle Speed Control	TPS sticking or misadjusted; poor electrical connection, open or short in circuit; defective IAC valve; defective ECM.
36-(1989 & earlier MPFI V6 & TPI V8)	MAF Sensor Burn-Off circuit	Poor electrical connection, open or short in circuit; defective MAF sensor burn-off relay; defective MAF sensor; defective ECM.
41-Carbureted Models	No distributor reference pulses to ECM with engine running	Poor electrical connection, open or short in circuit; defective distributor pick up coil; fault in the MAP or differential pressure sensor circuit.
41-Fuel Injected Models	Cylinder Select error	Incorrect or defective MEMCAL or ECM.
42		

43	Electronic Ignition	Poor electrical connection, open or short in circuit; defective ESC module; defective knock sensor; defective ECM.
44	Lean Exhaust	Lean condition caused by malfunctioning carburetor/fuel injector, vacuum leak, low fuel pressure, etc.; poor electrical connection, open or short in circuit; defective MAP sensor; defective oxygen sensor; defective ECM.
45	Rich Exhaust	Rich condition caused by restricted air filter, fuel in evaporative charcoal canister or crankcase, malfunctioning carburetor/fuel injector, high fuel pressure, etc.; defective TPS; defective MAP sensor; defective oxygen sensor; defective ECM.
46	Vehicle Anti-Theft System(VATS)	Poor electrical connection, open or short in circuit; incorrect ignition key or starting procedure; defective VATS module; defective ECM.
51	PROM - ECM chip	Defective PROM; PROM not properly installed; incorrect PROM installed; defective ECM.
52	Fuel CALPAK	Defective CALPAK; CALPAK not properly installed; incorrect CALPAK installed.
53	EGR Control	Leaking, restricted or improperly routed vacuum line; EGR valve stuck or leaking; poor electrical connection, open or short in circuit; defective EGR solenoid; defective ECM.
53	System Over Voltage	Charging system problem.
54	Mixture Control Solenoid	Open circuit or short to ground in the mixture solenoid; defective ECM-If the mixture control solenoid is shorted to ground, the ECM may have been damaged.
54	Fuel Pump Circuit	Defective fuel pump; defective fuel pump relay; defective oil pressure switch; poor electrical connection, open or short in circuit; defective ECM.
55	ECM	Poor electrical connection, open or short in circuit; defective ECM.
61	Oxygen Sensor	Contaminated Oxygen Sensor.

1987 Exterior Color Information

The exterior color RPO should be a number followed by the letter U, ie. 40U = White

Code	Exterior Colors	# Produced	Available Interior Colors
40	White	17,713	BK, G, R, S
12	Silver	4,997	BK, G, R, S
84	Medium Gray	2,324	BK, G, S
41	Black	20,871	BK, G, R, S
28	Dark Blue	7,148	BK, G, S
23	Bright Blue	18,375	BK, G, S
51	Yellow	3,052	BK, G, S
68	Dark Brown	1,633	BK, S
87	Medium Gray	5,494	BK, G, S
81	Bright Red	31,231	BK, G, R, S
84	Dark Red	24,922	BK, G, S

Color Codes: BK=

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1987 Interi formation

The interior RPO will be listed as follows

RPO	Color
19B	Black - Standard Cloth
19C	Black - Custom Cloth
19R	Black - Standard Vinyl
62B	Saddle - Standard Cloth
62C	Saddle - Custom Cloth
62R	Saddle - Standard Vinyl
622	Saddle - Leather
72B	Red - Standard Cloth
72C	Red - Custom Cloth
72R	Red - Standard Vinyl
722	Red - Leather
82B	Gray - Standard Cloth
82C	Gray - Custom Cloth
82N	Gray - Custom Vinyl
82R	Gray - Standard Vinyl
822	Gray - Leather

1987 Factory Option RPO (Regular Production Order) Numbers & Costs

Your RPO's can be found on a decal inside the center glovebox

RPO #	Description	Quantity	Cost	RPO #	Description	Quantity	Cost
1FP87	Camaro Z28 Sport Coupe, V8	52,863	\$13,233.00	N33	Tilt Steering Column	8,862	n/a
1FP87	Camaro Z28 Sport Coupe Conv	744	17632.00	PE1	Wheels, Aluminum, Berlinetta	4,653	215.00
AG9	Power Seat, Driver Side	1,385	n/a	QDX	Tires, P195/70R14 Eagle GT	4,522	90.00
AM9	Seat Back, Split Folding Rear	36,864	50.00	QDZ	Tires, P245/50R16 Blackwall	38,889	nc
AU3	Power Door Locks	8,597	145.00	QHX	Tires, P205/70R14 Blackwall	2,242	nc
A01	Tinted Glass, All Windows	20,599	120.00	QHY	Tires, P205/70R14 White Stripe	1,793	76.00
A31	Power Windows	6,509	n/a	QYH	Tires, P215/65R15 White Letter	42,058	102.00
A90	Power Hatch R	Endpoint Security by Bitdefender				48,256	-102.00
BS1	Quiet Sound Gr	This page is safe				7,991	n/a

B2L	Engine, 350ci, 220hpV8/IROC	12,105	1.		Headlamps, Halogen (4)	5,819	n/a
B4E	LT Package	794	n/a	UA1	Battery, Heavy Duty	21,099	26.00
B4Z	IROC Sport Equipment Pkg.	38,889	n/a	UL5	Radio, Delete	4,863	n/a
B34	Floor Mats, Front	8,792	n/a	UL6	Radio, AM with Clock	179	n/a
B35	Floor Mats, Rear	8,790	n/a	UM6	Radio, Stereo, Tape, Clock, s/s, eq	17,696	n/a
B48	Luggage Compartment Trim	25,943	164.00	UM7	Radio, Stereo, Clock, s/s, eq	5,966	n/a
B84	Moldings, Body Side	22,309	60.00	UU8	Radio, Stereo, Delco Bose	8,517	n/a
B91	Moldings, Door Edge, Black	19,065	15.00	UX1	Radio, Stereo, Cassette, Clock, s/s, eq	8,160	n/a
CC1	Roof Panels, Removable Glass	59,600	866.00	U21	Gage Package	33,252	149.00
CD4	Windshield Wipers, Intermit	8,838	n/a	U75	Antenna, Power	28,327	70.00
C49	Defogger, Rear Window	86,146	145.00	YF5	Emission Equipment	14,705	99.00
C60	Air Conditioning	14,743	775.00	1SA	Sport Coupe Package 1		nc
DD8	Mirror, Inside Rearview Auto	901	n/a	1SB	Sport Coupe Package 2		1,212.00
DE1	Louvers, Rear Window	9,487	210.00	1SC	Sport Coupe Package 3		1,628
DG7	Mirrors, Electric Twin Remote	1,861	n/a	1SD	Sport Coupe Package 4		2,126.00
DK6	Console, Roof	3,366	n/a	1SA	LT Package 1		1,522.00
D27	Cover, Locking Rear Storage	9,414	80.00	1SB	LT Package 2		1,938.00
D42	Cover, Rear Comp. Cargo	4,913	n/a	1SC	LT Package 3		2,387.00
D80	Spoiler	25,925	69.00	1SD	LT Package 4		2,858.00
G80	Rear Axle, Limited Slip	40,823	100.00	1SA	Z28 Package 1		nc
G92	Rear Axle, Performance Ratio	10,533	21.00	1SB	Z28 Package 2		1,999.00
J65	Brakes, Power F&R Disc	23,874	179.00	1SC	Z28 Package 3, w RPO D42		2,539.00
KC4	Cooler, Engine Oil, IROC only	23,882	110.00	1SC	Z28 Package 3, w/o RPO D42		2,470.00
K34	Speed Control, with Resume	4,913	n/a	1SA	IROC Package 1		699.00
LB9	Engine, 305ci, 190hp, V8	28,370	745.00	1SB	IROC Package 2		2,409.00
LG4	Engine, 305ci, 155hp, V8	68,293	750.00	1SC	IROC Package 3, w RPO D42		3,273.00
MX0	Transmission, Auto with OD	115,109	490.00	1SC	IROC Package 3, w/o RPO D42		3,204.00

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Bigger
can see pg 7

[View the 1987 Camaro Showroom Brochure](#)

~ 1987 IROC-Z Key Points of Interest ~

- To distinguish a 1987 IROC-Z on the street, they had a third brake light on the rear spoiler. They had the PE1 Aluminum Wheels. Also, the double stripe just above the ground effects had the black stripe on the bottom. The IROC-Z door emblems were towards the front of the door under the side mirror.
- A convertible was available in 1987 for the first time since 1969.

• The 220 HP :
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- The 5.7L was not available in the conventional model
- Leather was available for the interior beginning in 1987
- The 5.7 was not visually distinguishable from the 5.0. A few things can be used to distinguish a 5.7 TPI from a 5.0 TPI (other than badges, which are often changed to sell a 5.0 as a 5.7). All 5.7's came with the square shifter knob, all other Camaro's came with the round knob. All 5.7's had automatic transmissions and rear disc brakes. The eighth digit of the VIN is an 8 for 5.7 350 TPI. The service parts identification list in the center console glovebox will list the code B2L for a 5.7 350 or LB9 for 5.0 305. The under hood sticker should list the motor as a 5.7 liter rather than a 5.0 liter. All TPI 350's came with a tach that had yellow at 5000 and red at 5500.

The 190 horsepower 305 was available with the 5-speed manual transmission or the automatic. You also could only get a 215 HP motor if you ordered a hardtop/five speed/ and G92 axle package. The reason for the 25 horsepower increase was the better cam, and it is essentially the same 305 that was available in 1985.

- In 1987, Chevrolet V8 motors switched to the Hydraulic Roller Camshafts as opposed to the Flat Tappet style used in 1986 and 1985. This caused an increase of 5 HP and a 3.5% increase in fuel economy.
- In 1987, the HEI ignition system was introduced replacing the unitized system of previous years.
- 1987 was the last year that a carbureted engine could be had. Beginning in 1988, all models were fuel injected.
- Up to now all Camaro's were produced at either the Norwood, Ohio plant (the original Camaro plant) or the Van Nuys, California plant. 1987 was the last year for Camaro production at the Norwood, Ohio plant.
- Note: The 350 5.7L was available with the 5 speed manual transmission as RPO 1LE beginning late in 1986 and through the 1990 model year. Chevrolet has no record of just how many were made. They were essentially hidden from the public. They had the A/C delete, radio delete and no power options as well as the same options as the 1LE cars everyone knows about (no fog lights, baffled gas tank, larger brakes). The car could only be ordered and very few people knew about it and therefore very few were made. The dealer actually had to contact the manufacturer to obtain instructions on how to order this car because it was not ordered using the normal ordering procedures. This ordering secrecy was the main reason that very few were made. The car was offered as a model that more closely resembled the cars raced under the IROC racing series. I personally have never seen one of these cars nor have I met anyone who owns one of these cars. This information comes from two published sources from my library of information on these cars. It is repeated here for your information. I would be very wary of someone claiming that they have a car that is a 1LE with a 5 speed. Anyone who does have one of these cars, knows what they have and has the documentation on it. If you don't see documentation, then it probably is not a 1LE 5 speed car. Read a published Article on [How to Order the 1LE IROC-Z](#)
- Top Speed = 143.0 mph (350 TPI)
- 0-60 time = 6.18 seconds (350 TPI)
- 1/4 time = 14

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Redline at 5500 means
L98 camshaft, extra 25 Hp.
Better rear end, more rare.