

Great condition Super clean No leaks (2500 USD)

Location **South Carolina**
<https://www.genclassifieds.com/x-778916-z>



QR Code Link to This Post Great condition! Super clean! No leaks! Very well maintained!Sleeps 3 with queen in back. Refrigerator and freezer work great. Awning. Automatic steps. Electric and gas water heater. Leather seats in cab. Leather inlays on couch and dinette.



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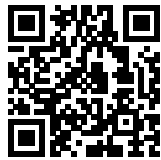
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i bought a 2008 Chev. Cobalt Sport Coupe, its a great car and has lots of power. With the 2.4L engine i am getting 29 to 31 mpg. It handles just great very responsive to the road. The rear seats are a little hard to get in if your a grown adult, I am single so that didnt matter to me. The leather seats and sunroof make this car look great, it has all the extras chev. can put on this model. I just love it and would recommend it to anyone. I have the 2008 Cobalt Sport and absolutely love it. It handles amazingly well and is FAST. The extras (heated leather, sunroof, etc.) are great. Really good on gas, too. My only complaint is that the sunroof rattles a little. Overall, AWESOME sporty nice car. I have this car and all it gives is problems. It's steering is so bad and it always runs into problem with no permanent solution. Please don't buy I love the car. It was used when I purchased. It was clean and they covered all the safety tests and fluids checks. I purchased the car to save on fuel and to prolong the life of my 02 Dodge Dakota. I get average of 33 miles to the gallon and I can haul my dogs in it comfortable with folding the back seats down. I bought a 2008 Chevy Cobalt as not only my first car purchase but my first stick shift, as well. Amazing car for first maunal drivers. Only getting rid of it because of Michigan winters. If not for that, I'd drive it until the wheels fell off! This past spring I purchased a 2008 cobalt It which is actually my first chevy. my family has traditionally purchased hondas and toyotas because they are supposedly "better vehicles." however my cobalt drives handles and runs better than the honda, toyota, and acura we have parked in our driveway. to anyone looking to purchase a solid built reliable car, take a good look at the cobalt. i get up to 38 highway with my 5 speed manual and without a doubt couldnt be happier with this car. I like the Driver Info Button:e.g. Tire pressure readings, and low air warning alert, outside temperature and estimated fuel economy readings. Smooth Riding,Handles pretty tight. I like the body lines of the coupe. I have had my Cobalt for 8 months now as I got it in June. New. I went from a awful 1998 Ford Contour to the pretty good 2008 Chevy Cobalt. What I like about the car is that it is reliable, it gets good gas mileage (probably the main reason I'd recommend it to anybody in today's times), it handles with ease, the trunk is roomy for storage (the seats in the back fold down when needed), the brakes work well and it accelerates nicely too. I don't like that it's mostly all basic. Nothing is really spectacular about it. My biggest thing is that the seats are uncomfortable, and it doesn't seem to get good traction in the snow. I would recommend the car to somebody that needs the car for a simple purpose. I would love to see Chevy improve the car. Make it reliable and all the good stuff but ad a few new or stylish features to it. Like maybe a storage area in the dashboard, the ignition part (where you put your key in) to the side on the dash instead of in the steering column, or maybe even the gear shift on the dash. All in all a good car... but needs improvement. I drive eighty miles daily round trip. My Cobalt is an enjoyable ride with all the right accessories to bear rush hour traffic without wearing me out. It's the quietest car it's size of all I test drive. Maintainence is very reasonable, the car has been super reliable and combined mileage is averaging around 31 mpg. All this and it's built in America by an American company! There was quite a bit of

minor cosmetic damage to the car such as the paint peeling and the mirrors not matching but that was because the car's previous owner history showed that it was in a wreck. It drives fine other than you have to manually turn off the turn signal and the front speakers are blown vThis car was excellent. I'm just saving up a few more checks to be able to get it. It samed really reliable and I really want it A good car for the money. Good pick up, reliable. Nice looking, comfortable interior nothing fancy. A little noisy on the road but for the price you can't beat it. I love the car. It was used when I purchased. It was clean and they covered all the safety tests and fluids checks. I purchased the car to save on fuel and to prolong the life of my 02 Dodge Dakota. I get average of 33 miles to the gallon and I can haul my dogs in it comfortable with folding the back seats down. This is my second Cobalt SS. The supercharged one I had was totaled in feb of 08. I bought the turbo SS in june and never looked back. It handles better and is quicker than my other one stock! GM made a quailty car! Both Cavaliers and Cobalts are great starter cars or for anyone on a tight budget simply trying to get to and from work. I honestly dont know if I ever want to own any other brand of cars. I'm not sure what GM was thinking when they produced the engine for the Cobalt. While it really does have plenty of power for it's size, it has a very limited shelf life. The Chevy Cobalt is a great overall car. This was my first car when I turned 16 and was reliable until I was 20 and then my youngest sister totaled it. Still wanting to get a Cobalt or a Cruze (since that replaced it) My Cobalt XFE has over 160,000 miles and still runs strong with no internal problems. Manual transmission makes it very good on gas, especially with the XFE (extra fuel economy) make it the most affordable fuel efficient vehicle ever! reliable transportation not too uncomfortable for the size its not made for big people but the mileage helps a lot if your just loo king for daily transportation thats not hard on the budget its a good deal Formerly owned a Civic Si, but that had brake failure. This new Cobalt SS handles great and drives well. Seats are nice, and it is rather quick. Millage isn't half bad, 28 combined driving. It was a great buy, considering nothing for 24k can offer this much bang for the buck. I have driven 22,000 miles, and not had one problem. This car got me to where I needed to be but its not a very safe car in the winter it slides around because its so light weight. But it gets good gas mileage and is a good car I love the simple comfort of the cobalt. It's roomier than most comparable sedans. Handles great and looks stylish. It's been great so far! Love the look! I just turned 19 and wanted to buy my own car and have it be my own and be something I trusted and loved to drive everyday which is exactly what this car is! Comfortable and fun to drive. Powerfull and good gas millage. Very good gas milage, Car is very easy and inexpensive to service and maintain. I like the Driver Info Button:e.g. Tire pressure readings, and low air warning alert, outside temperature and estimated fuel economy readings. Smooth Riding,Handles pretty tight. I like the body lines of the coupe. I have had my Cobalt for 8 months now as I got it in June. New. I went from a awful 1998 Ford Contour to the pretty good 2008 Chevy Cobalt. What I like about the car is that it is reliable, it gets good gas mileage (probably the main reason I'd recommend it to anybody in today's times), it handles with ease, the trunk is roomy for storage (the seats in the back fold down when needed), the brakes work well and it accelerates nicely too. I don't like that it's mostly all basic. Nothing is really spectacular about it. My biggest thing is that the seats are uncomfortable, and it doesn't seem to get good traction in the snow. I would recommend the car to somebody that needs the car for a simple purpose. I would love to see Chevy improve the car. Make it reliable and all the good stuff but ad a few new or stylish features to it. Like maybe a storage area in the dashboard, the ignition part (where you put your key in) to the side on the dash instead of in the steering column, or maybe even the gear shift on the dash. All in all a good car... but needs improvement. Chevrolet's entry into the compact-car segment is the Cobalt. Launched in 2005, the Cobalt replaced the aged Cavalier in showrooms. Built on the front-drive Delta platform that also underpins the Saturn Astra, the Cobalt boasts a solid structure and a compliant ride. Available as a two-door coupe or four-door sedan, the Cobalt offers class-competitive interior space in either iteration. Interior quality is not quite up to the best in the segment; loads of shiny, poorly grained plastic and a dashboard design that tries to ape the previous-generation Volkswagen Jetta but comes up short are among its faults. All Cobalt models have front-wheel drive and distinguish themselves in their class by offering above-average horsepower for the price. Base models are powered by a 2.2-liter four-cylinder with 148 horsepower. Moving upward yields a 2.4-liter version of the same engine with 171 horsepower. An easy-to-shift five-speed manual is standard on all Cobalts, and a four-speed automatic is optional. The SS uses a 260-hp, 2.0-liter turbocharged four and is available only as a coupe with a five-speed manual transmission. For 2008, Cobalts come in five different trim levels (LS, LT, 2LT, Sport, and SS). The old SS and SS Supercharged models were dropped and replaced by a single turbocharged SS version. Aside from the SS, though, the Cobalt might not be the best option if you're looking for a sporty compact--many of its competitors offer a superior driving experience--but the Cobalt's price, looks, and calm over-the-road demeanor make it an acceptable choice as a transportation appliance. Pontiac dealers sell a clone of the Cobalt called the G5, but it is available only as a two-door. Major competitors to the Chevy Cobalt include the Honda Civic, Toyota Corolla, Hyundai Elantra, Kia Spectra, Scion xD, Suzuki SX4, Ford Focus, Nissan Sentra, Pontiac G5, Saturn Astra, and Volkswagen Rabbit. The SS trades punches with the Volkswagen GTI, Mazdaspeed 3, Dodge Caliber SRT4, Subaru Impreza WRX, and the upcoming Mitsubishi Lancer Ralliart. Verdict Beyond the fun and capable turbocharged SS model, the Cobalt line offers little for the enthusiast driver. For nonenthusiasts, the remaining Cobalt models offer an inoffensive if forgettable driving experience and good fuel economy. Unfortunately, the look of the Cobalt is similarly forgettable and uninspiring. The Cobalt is a straight-C student in

an extremely competitive and burgeoning class of cars. [Click here to read our full review of the Chevrolet Cobalt.](#) [Click here to read our full review of the Chevrolet Cobalt SS.](#) What's New for 2008 For 2008, the SS returns as a single turbo model that replaces both of the old SS models, naturally aspirated and supercharged. The remaining Cobalts do get some additional standard equipment including tire-pressure monitoring, curtain airbags, and XM satellite radio. Traction control comes to models with ABS and an automatic transmission, stability control and OnStar emergency and convenience services are standard on 2LT and Sport models, and the Sport package becomes the Sport Appearance package. Other options include two new shades of blue and a grayish hue dubbed Slate. Trim Levels At the bargain end of the Cobalt lineup is the LS trim level (\$14,585). Available on the coupe or sedan, the LS trim level comes standard with a 2.2-liter four-cylinder engine with 148 horsepower; a five-speed manual transmission; air conditioning; curtain airbags; 15-inch steel wheels with wheel covers; automatic headlights; front disc and rear drum brakes; an AM-FM-XM satellite radio/CD stereo system with auxiliary input and MP3 capability; manual windows, locks, and mirrors; four-way manually adjustable front seats; folding rear seats; and cloth upholstery. The next step up is the 1LT model that costs \$15,295 in both coupe and sedan guise. In addition to the standard equipment that comes on the LS model, the 1LT comes with power door locks with remote keyless entry, sport cloth upholstery, front and rear floor mats, a front-seat armrest, and power-adjustable body-colored side-view mirrors. Moving up to the 2LT version (\$16,590) of the Cobalt sedan and coupe brings everything from the 1LT and adds anti-lock brakes, a cargo net, cruise control, body-color side moldings, 16-inch steel wheels with wheel covers, and OnStar convenience and emergency services. At the top of the nonperformance Cobalt range is the Sport model (\$19,870) that comes with everything on the 2LT and adds a 171-hp, 2.4-liter four-cylinder engine, 17-inch aluminum wheels, a more powerful Pioneer stereo system with seven speakers (including two tweeters and a subwoofer), four-wheel disc brakes with ABS, a stainless-steel exhaust system with a chrome tip, front and rear body-color fascias, rocker-panel ground effects, white-faced gauges, a trip computer, a rear spoiler, stability control, a leather-wrapped steering wheel with audio and cruise controls, and a leather-wrapped shift knob. The SS model (\$22,995) is agile and fun to drive and includes the following standard equipment: a 260-hp, 2.0-liter turbo four; new front and rear fascias; new side sills; a rear spoiler; stability control; 18-inch forged aluminum wheels; a sport suspension; sport seats; a seven-speaker Pioneer stereo; and other SS trim details. Optional Equipment The price-leading Cobalt LS sedan and coupe offer the following options: the Protection package (\$180) that includes floor mats and body-color side moldings, ABS (\$400), a block heater (\$75), a four-speed automatic transmission (\$925), an ashtray and lighter (\$35), and a rear spoiler (\$275). Moving up to the Cobalt 1LT brings more optional equipment including: ABS (\$400), a block heater (\$75), a four-speed automatic transmission (\$925), an ashtray and lighter (\$35), a rear spoiler (\$275), a remote starter (\$190), cruise control (\$275), an AM-FM-satellite radio stereo system with six speakers and a six-disc in-dash changer (\$295), body-color side moldings (\$100), and the value-filled Bright Chrome Appearance package (\$100) that bundles chrome exterior door handles, chrome body-side moldings on the sedan (body color on the coupe), fog lights, a chrome grille, and a chrome exhaust tip. The top-of-the-line Sport models have the following options: a four-speed automatic transmission (\$1050), an AM-FM-satellite radio stereo system with six speakers and a six-disc in-dash changer (\$295), a power sunroof (\$725), a block heater (\$75), and an ashtray and lighter (\$35). SS models have just three main options for now: a sunroof for \$750; a limited-slip differential for \$495; and a tall, garish rear spoiler that costs \$195. Safety Dual front airbags, curtain side-impact airbags, and tire-pressure monitoring are standard across the Cobalt lineup. ABS is a \$400 option on the LS, 1LT, and 2LT and standard on the Sport trim level. OnStar emergency services are standard on the 2LT and Sport and optional on the LS and 1LT. Stability control and four-wheel disc brakes are standard on the Sport and SS models and are not offered on any other Cobalt.