

## **2006-2013 CZ06/GS Corvette Two Piece Brake Rotors Options**

Zip's two-piece Coleman Brake rotors are an excellent way to improve the performance of your braking system and your overall performance of your Z06 or Grand Sport Corvette. Zip offers 3 different performance rotor options for your Corvette - please use this application guide to help determine which rotor best fits your Corvette's desired application.

### **Lightweight Version – DB-749/DB-846**

Zip offers a lightweight version for Z06/GS Corvettes only. They are designed for primarily street, autocross or drag racing applications. The rotor is not designed for high stress high heat situations, however if you have proper brake cooling the rotor will be very dependable. Stock cooling ducts are not adequate for this rotor in any racing application, after market ducts with a center spindle duct is preferred. Without proper cooling the brake rotor will warp under improper usage. Lightweight versions are available in both slotted or drilled design.

### **Heavy-Duty Version – DB-985**

Zip offers a heavy-duty version for C6 Z06 and Grand Sport Corvettes. Heavy-duty rotors are designed for HPDE or light road race applications. This rotor is identical to Zip # DB-749 in dimensions, however the heavy-duty version features a reduced air gap from .720 to .540 thousandths and a larger rotor face of .360 vs .270 for the lightweight version. The heavy-duty version weighs 4 lbs more per rotor.

Note: Please keep in mind that using your Corvette in an HPDE event is harder on the brakes than a race car at the same track. Your street car is at full weight and with stock calipers has to work harder to stop or slow your car down than a full-blown race car on racing brake system. Keep this in mind when choosing your rotor.

### **Floating Design Rotor – DB-796**

The floating rotor is only available for C6 Corvette Z06 and Grand Sport models. The floating rotor is the same HD rotor mentioned above but instead of being mounting solid to the rotor hat, it is attached with bobbins that allow for a small amount of movement between the rotor and the hat. The floating design allows the brake rotor to deal with the extreme heat issues commonly found between 2 different alloys - allowing the aluminum hat and cast-iron disc to heat up without causing distortion or risk in the form of a cracked rotor. This is the ultimate in race rotors and not recommended for everyday street driving as they will make noise.

## **Brake Pad Bedding Notes**

It's also important to consider brake pad material used and the proper time to bed new pads. This really needs to be done on the track and not the street. When bedding brake pads on the street by making really-hard stops, the brake rotors heat up very quickly BUT there is not proper air flow to cool them down. If you happen to come to a complete stop, such as a stop sign or light and you leave your foot on

the brake pedal; the rest of the brake rotor will cool and the portion the brake pads are on will not. This will result in a warped brake rotor.

In addition, brake pads and rotors should remain in matched sets. For example, if you take your race pads and run them on your stock rotors, then put the race rotors on, you will likely get some chattering or pedal feedback when applying the brakes. The cause is metal from the old rotors is imbedded in the brake pads; and when you install these on the new rotors they are dissimilar metals until the metal in the brake pads wears off. You can prevent this by using new brake pads or sanding down the top layer of the pads before you install them.

### **Brake Rotor Cooling**

The biggest cause of failure for new brake rotors is overheating; if you are going to the track make sure you are prepared! There must be adequate brake cooling for depending on the brake rotor application and brake pad heat range.

If you are tracking a stock ZO6 and you are running in any group besides beginner, you should be using HD rotors and aftermarket cooling ducts with spindle ducts. Anything less is not adequate cooling, no matter what brake rotor you are using. If you have any questions about applications please call Zip at 800-962-9632.