



CAMARO Z/28 TRACK PREPARATION

The Camaro Z/28 incorporates a performance-first design philosophy with state-of-the art, race-proven technology. Simply put, it's designed to dominate the track, lap after lap. But before you get behind the wheel of your 2014 or 2015 model year Z/28, there are several key procedures and steps that must be taken in order to properly experience all that it has to offer. For full details and information, see the Camaro Owner's Manual.

1. ATTAIN THE RIGHT MILEAGE

NEW VEHICLE BREAK-IN (OWNER'S MANUAL: 9-19)

Camaro Z/28 models have a recommended break-in period during the first 1,500 miles (2414 km) that will prolong their performance and track behavior.

| PART/DRIVING BEHAVIOR | TIME PERIOD | RECOMMENDED ACTION |
|--|---|---|
| Tires | First 200 miles (322 km) | Drive at moderate speeds and avoid hard cornering. New tires do not have maximum traction and may tend to slip |
| Brake linings | First 200 miles (322 km) | Avoid making hard stops. This is also recommended every time brake linings are replaced |
| Full-throttle starts and abrupt stops | First 1,500 miles (2414 km) | Avoid full-throttle starts and abrupt stops |
| Exceeding 4000 rpm | First 1,500 miles (2414 km) | Avoid exceeding 4000 rpm |
| Driving at one constant speed | First 1,500 miles (2414 km) | Avoid driving at one constant speed |
| Driving above 80 mph | First 1,500 miles (2414 km) | Avoid driving above 80 mph |
| Downshifting to brake or slow the vehicle when the engine speed will exceed 4000 rpm | First 1,500 miles (2414 km) | Avoid downshifting to brake or slow the vehicle when the engine speed will exceed 4000 rpm |
| Participating in racing events, sport driving schools or similar activities | First 1,500 miles (2414 km) | Do not participate in racing events, sport driving schools or similar activities |
| Engine oil | First 1,500 miles (2414 km) | Check engine oil with every refueling and add if necessary. Oil and fuel consumption may be higher than normal during first 1500 miles |
| Laboring the engine or lugging the engine in high gear at low speeds | First 1,500 miles (2414 km) or at all times | Avoid letting the engine labor. Never lug the engine in high gear at low speeds. With a manual transmission, shift to the next lower gear |

2. SEASON THE BRAKES

BRAKE BURNISH PROCEDURE (OWNER'S MANUAL: 9-8)

After the new vehicle break-in period, the Camaro Z/28 brake system must be prepped for track events and racing by completing the appropriate high-performance brake burnishing procedure described below.

Please note: These procedures are specific to Z/28 with ceramic brake rotors and should not be run on other Camaro models as damage may result. During the burnishing procedure, the brake pads will smoke and produce an odor. The braking force and pedal travel may increase. After the procedure is complete, the brake pads may appear white at the rotor contact. Perform these procedures on dry pavement only and in a safe manner and in compliance with all local and state ordinances/laws regarding motor vehicle operation. If aggressive street braking is performed, it should be noted that some "green" fade may occur on subsequent stops. This will feel like longer than expected pedal travel for the desired deceleration. This is normal and considered part of the burnishing process. You may also experience a subtle grinding or growl sound during light brake apply. This noise may be heard coming from the front or rear brakes and is typically heard during slow stops. This condition is normal for new carbon ceramic brakes and can be eliminated by performing the "Street: Brake Burnish Procedure" listed below.

STREET: BRAKE BURNISH PROCEDURE

1. From a stop, accelerate as rapidly as possible without activating traction control to a speed of 60 mph (100 km/h).
2. Use enough pedal force to completely stop the vehicle in four to five seconds. If ABS activates, braking is too hard.
3. Repeat Steps 1 and 2 five times. This should take about 10 minutes.
4. After completing the five stops, cool the brakes by driving for 5 miles (8 km) at 60 mph (100 km/h).

As with all high-performance brake systems, some amount of brake squeal is normal.

RACE TRACK: BRAKE BURNISHING PROCEDURE

1. Complete the street brake burnish procedure listed.
2. Drive a normal first lap, not too aggressively.
3. Laps 2 and 3 should be gradually driven faster and more aggressively, while allowing for reduced brake output and increased stopping distance due to brake fade.
4. Drive Lap 4 near full speed, while allowing for reduced brake output and increased stopping distance due to brake fade.
5. Laps 5 and 6 should be cool-down laps.
6. Lap 7 should be normal driving or an easy out lap.



CAMARO Z/28 TRACK PREPARATION

3. ADJUST THE FOUR CORNERS

TIRE AND WHEEL ALIGNMENT (OWNER'S MANUAL: 9-10)

The summer-only tires on Camaro Z/28 require inflation and pressure adjustment when driving at high speeds on a track (where legal).

- Limit the vehicle load to the driver only with no other cargo and inflate the tires to at least 26 psi (180 kPa)

Camaro Z/28 wheel alignment settings can be set as follows for increased handling and performance:

FRONT

- Remove the spring spacers from the front suspension and place them in the glove box. If the car is to be on a trailer for any reason, the spacers need to be placed back in the front springs to obtain ground clearance
- Caster: 5.9 +/- 0.50 degrees
- Camber: -1.5 +/- 0.50 degrees
- Total or Sum Toe: 0.1 +/- 0.20 degrees

REAR

- Camber: -1 +/- 0.50 degrees
- Total or Sum Toe: 0.1 +/- 0.20 degrees
- Thrust Angle: 0 +/- 0.20 degrees

Please note: Excessive tire wear is not covered under the vehicle warranty. Driving on wet roads, in heavy rain or through standing water with competition-oriented tires may cause hydroplaning and loss of control. This is a race tire and wear performance will be markedly different than most tires, not just reduced tire life. These tires will have significantly reduced tread life. The special tread pattern and compound will have decreased performance in cold climates, heavy rain and standing water. Competition-oriented performance tires have rubber compounds that lose flexibility and may develop cosmetic surface cracks in the tread area at temperatures below 20 degrees F (-7 degrees C). Always store Ultra-High performance summer tires indoors and at temperatures above 20 degrees F (-7 degrees C) when not in use. If the tires have been subjected to 20 degrees F (-7 degrees C) or less, let them warm up in a heated space to at least 50 degrees F (10 degrees C) for 24 hours or more before being installed or driving a vehicle on which they are installed. Do not apply heat or blow heated air directly on the tires. Always inspect the tires before use. Only use GM-approved tire and wheel combinations. Unapproved combinations may change the vehicle's performance and handling characteristics. The Z/28 uses a specific TPM sensor (the same sensor used on the ZL1 and 1LE). See the electronic parts catalog for ordering information. The Z/28 tires cannot be rotated and are corner-specific by design. Do not perform wheel alignment for tire wear.

4. CHECK YOUR FLUID LEVELS

FLUIDS AND LUBRICANTS (OWNER'S MANUAL: 11-12)

Be sure to follow all service procedures before driving Camaro Z/28 on the track or competitively.

| FLUID/LUBRICANT | TO DO | WHEN |
|--|--|---|
| Oil (Mobil 1™ 15W50 Recommended for Track/Competitive Driving) | Check the oil level and keep it at or near the upper mark that shows the proper operating range on the engine oil dipstick (check the oil level only after the engine has been thoroughly warmed up and shut off between 5 and 15 minutes to ensure an accurate reading) Please note: This engine uses a special high-performance oil filter (PF64, General Motors P/N 12640445) and use of any other filter may lead to filter failure and/or severe engine damage | Often (before and after every track event or competitive driving session) |
| Engine Coolant (DEX-COOL® engine coolant) | Reduce the coolant/water mixture to a 30/70 mix and increase underhood airflow by removing the water deflector on the engine side of the hood scoop | If operating a Z/28 on a closed course during hot temperatures |
| Rear Axle Fluid (Rear Differential Fluid 75W-90 Limited-Slip: GM Part No. 88900401, in Canada 89021678) | Because fluid temperatures may be higher, it is necessary to change the rear axle fluid | After every track or competitive driving event |
| Brake Fluid | Replace with a high-performance brake fluid that has a dry boiling point greater than 279°C (534°F). After conversion to the high-performance brake fluid, follow the brake fluid service recommendations outlined by the fluid manufacturer. Do not use silicone or DOT-5 brake fluids | For track events or competitive driving |



CAMARO Z/28 TRACK PREPARATION

5. DOMINATE THE TRACK

Camaro Z/28 is equipped with Performance Traction Management (PTM), which integrates the Traction Control, StabiliTrak® and Selective Ride Control systems to provide improved and consistent performance when cornering on a track. The amount of available engine power is based on the mode selected, track conditions, driver skill and the radius of each corner.

PERFORMANCE TRACTION MANAGEMENT (OWNER'S MANUAL: 9-42)

PTM can be selected by quickly pressing the TCS/StabiliTrak® button on the console two times. The appropriate message displays in the DIC. To experience the performance benefit of this system, after entering a curve and at the point where the driver would normally start to increase acceleration, the accelerator pedal can be fully pressed. The PTM system will modify the level of engine power for a smooth and consistent corner exit. The PTM system contains five modes. To select a mode while in PTM:

- Press the Selective Ride Control/PTM –TOUR or +SPORT button on the center console
- Scroll up or down through modes 1–5 by pressing the –TOUR or +SPORT button

Five PTM performance levels are available:

- Mode 1 – Traction Control set for wet or damp conditions, with Stability Control on. Steering efforts set to Tour
- Mode 2 – Intended for entry-level drivers. Traction Control set for dry conditions with Stability Control on. Steering set to Tour
- Mode 3 – Intended for an entry-level driver that has become familiar with the track. Traction Control set on Sport, Stability Control set to Mode 2. Steering effort set to Sport
- Mode 4 – Intended for intermediate level drivers familiar with the track. Traction Control set on Sport, Stability Control off. Steering efforts set to Sport
- Mode 5 – Intended for expert level driver familiar with the track. Traction Control set on Race, with Stability Control off. Steering efforts set to Track

AFTER THE TRACK

- Return the tire pressure settings to factory (see the Tire and Loading Information label located below the door latch with the door open)
- Return the wheel alignment settings to factory
- Replace oil
- Replace brake fluid
- Replace rear axle fluid
- Replace the coolant/water mix to factory setting and replace the water deflector on the engine side of the hood scoop (if removed)