

## Difference between 2001 & 2002 Z06

### LS6 SPECS:

2001 LS6: 385 hp/385 lb-ft

2002 LS6: 405 hp/400 lb-ft.

### INTAKE:

2002 Air Filter Assembly has a larger opening

2002 MAF screen was removed and software was recalibrated

### EXHAUST:

LS6 exhaust back pressure was reduced by 16%. 2001 had dual pre-cats (pup cats) and dual cats, 2002+ just had dual cats resulting in a 5.5lb weight reduction.

### VALVETRAIN:

2002 Camshaft was redesigned resulting in increased intake lift (.525 to .551) and an increased exhaust lift (.525 to .547) resulting in a 5% increase in air flow

2001 camshaft: 207/217 .525/.525 116 LSA

2002 camshaft: 204/218 .551/.547 117 LSA

2002 hollow stem intake and exhaust valves were used (.8mm (valve stem) wall thickness).

Intake Valves Weights: 2001 99 grams, 2002 76 grams.

Exhaust Valves Weights: 2001 86 grams, 2002 63 grams.

2002 exhaust valve stems are filled with a compound of 78% potassium and 22% sodium. "NaK" is unstable and may spontaneously combust when exposed to air with 50% or higher humidity, do not cut open 02 Z06 exhaust valve stems.

Valve springs changed, closed seat loads are the same at 400 Newtons (90lbs) on the seat, but the open loads increased 14% from 1150N (259lbs) to 1310N (294lbs) for both springs.

The increase in airflow required a small change to the engine's fuel and spark curves. This was done with a change to the PCM calibration, no change in injectors or fuel pressure.

### PISTONS:

In mid-April 2001 the piston was changed for the LS1/LS6 engines. The new piston design reduces complaints of "cold piston knock". There was a small reduction in piston-to-bore clearance and new pistons, having skirts coated with a polymer, antifriction material were introduced.

### DRIVETRAIN:

Clutch pressure plate clamp load was increased 7% by a change to the self-adjusting system inside the pressure plate. There is an increase in clutch pressure from 2315 lbs to 2475 lbs. There was also an increase in clutch pedal effort deemed acceptable for the Z06.

Clutch damper spring rate was also increased in 2002 to reduce the potential to "bottom-out" the damper springs in the clutch driven-disc during clutch action. Damper spring rate was increased by 1.5 pound-feet per degree and a higher quality steel wire is used. The disc flange plate (or hub) thickness was also increased by 20% from 5mm to 6mm.

**WHEELS:**

2001 Z06 Alcoa wheels are forged and spokes are slightly thinner and have a sharper edge.

Weight: 19.6 lbs front/21.4 lbs rear

2002-2004 Z06 Speedline wheels are spuncast aluminum made in Italy

Weight: 19.2 lbs front/21.0 lbs rear

**SUSPENSION:**

Rear shock valving was changed to reduce choppy feeling over bumps.

2002 added aluminum front and rear stabilizer bar links as a weight savings over the steel 2001 links.

2002 aluminum end links on the front and rear sway bars replaced the 2001 plastic end links.

**COSMETIC:**

2002 HUD was standard, not available in 2001

2002 Body Color Electron Blue was added, White was deleted

Curb weight: 3115lbs 2001, 3118lbs 2002.

2002 Front fender badges for Z06 models included the 405 HP designation.