



LINGENFELTER™

P E R F O R M A N C E E N G I N E E R I N G

Camshaft:

LPE-74211

LPE part #: LPE-74211

Engine(s): 1992-1997 LT1, LT4 Gen II GM small block engines & hydraulic roller 305 & 350 L98/Vortec engines (Gen I SBC).
Firing order: 1-8-4-3-6-5-7-2 (per standard GM V8 cylinder numbering)

	Intake	Exhaust
Valve adjustment:	HYD	HYD
Lobe lift (inches):	0.334	0.351
Valve lift (inches):	0.501	0.527
Valve lift (inches):	0.534	0.562
Valve lift (inches):	0.568	0.597
Duration @ 0.006":	262	270
Duration @ 0.050":	211	219

Lobe Separation Angle (LSA): 112.0

Degrees of advance: 0.0

Valve timing @ 0.050" tappet lift:

	Intake	Opening	Closing	Exhaust	Overlap angle
		-6.5 BTDC	37.5 ABDC	41.5 BBDC	-9.0
These specs are with cam installed at:	112.0	intake center line	112.0	exhaust center line	

Recommended installation angle: 112 (intake center line angle)

Recommended valve springs: LN0018DBLAS (1.900" installed height when used with LPE L98/LT1 valves) 1.5 or 1.6:1 rocker applications

Recommended spring seats: 10185066

Recommended spring retainer: LN0025-16 (titanium)

Recommended valve locks: 611-16

Notes: Two different cam drive pins are included with this camshaft. L98, Vortec V8 truck and early LT1 engines should use the short pin.

If your stock cam has a 0.61"-0.62" long pin (protruding from the cam), you should use the long pin. If the pin is around 0.28"-.30", use the short pin.

LPE recommends thoroughly cleaning the camshaft and liberally applying engine assembly lube prior to installation.

LPE recommends checking for proper pushrod length when installing any new camshaft.

When installing non self aligning rockers and guide plates, check to be sure your factory pushrods are hardened or pushrod failure will occur.

1995 and newer LT1/LT4 engines do not have hardened pushrods from the factory.

The valve guides may need to be machined down to provide proper valve spring retainer to valve guide clearance (LPE-74216 should not require this).

On cast iron cylinder heads be sure to check for proper pushrod to head clearance.

On cast iron cylinder head applications LPE also recommends changing the pressed-in rocker studs to threaded rocker studs.

Aftermarket rockers may require valve cover modifications for clearance. This is especially true on the aluminum valve covers (L98 and early LT1).

This camshaft is ground with 0.0 degree of retard. If you want to install it at a different angle, offset bushings or adjustable timing gears are available.

LPE recommends always checking the actual position of the camshaft during installation with a degree wheel or similar device.