

# LINGENFELTER

## PERFORMANCE ENGINEERING

**Camshaft:**

**GT21**

LPE part #: L210146006

**Engine(s):** LS7 & other GM Gen III & IV V8 engines except Displacement On Demand (DOD) & camshaft phaser applications.  
**Firing order:** 1-8-7-2-6-5-4-3 (per standard GM V8 cylinder numbering)

	Intake	Exhaust			
Valve adjustment:	HYD	HYD			
Lobe lift (inches):	0.384	0.390			
Valve lift (inches):	0.653	0.663	with	1.7	rocker ratio
Valve lift (inches):	0.691	0.702	with	1.8	rocker ratio
Duration @ 0.006":	293	309			
Duration @ 0.050":	243	259			
Lobe Separation Angle (LSA):	112.0				
Degrees of advance:	0.0				
Valve timing @ 0.050" tappet lift:		Opening		Closing	
	Intake	9.5 BTDC		53.5 ABDC	
				Overlap angle	27.0
	Exhaust	61.5 BBDC		17.5 ATDC	

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:** LSx double valve spring kit with titanium retainers (PN L230075897) 1.7:1 rocker applications  
 Comp Cams 26921 valve springs (26921-KIT) 1.7:1 rocker applications  
 Ferrea S99100 (LPE kit PN L230036006 with retainers, locks, seals & seats) 1.7 & 1.8:1 rocker applications

**Notes: This is a high lift camshaft. Be sure to check valve geometry and tip wear pattern/contact to be sure of your geometry.**

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

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

Most 2006-2013 Gen IV engines use a single bolt camshaft (except the LS7). These engines will need an installation kit from LPE.

This camshaft is ground with 0 advance so no offset bushing or adjustable timing gear should be needed for proper installation.

LPE recommends always degreasing in the camshaft to confirm the camshaft location.