

LINGENFELTER

PERFORMANCE ENGINEERING

Camshaft:

GT14

LPE part #: L210195297

Engine(s): GM Gen III & IV V8 engines except Displacement On Demand (DOD) & camshaft phaser applications

Aggressive idle camshaft for supercharged engine 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):	0.359	0.365			
Valve lift (inches):	0.610	0.621	with	1.7	rocker ratio
Valve lift (inches):	0.646	0.657	with	1.8	rocker ratio
Duration @ 0.006":	273	285			
Duration @ 0.050":	223	235			
Lobe Separation Angle (LSA):	115.0				
Degrees of advance:	0.0				
Valve timing @ 0.050" tappet lift:		Opening		Closing	
	Intake	-3.5 BTDC		46.5 ABDC	
				Overlap angle	-1.0
	Exhaust	52.5 BBDC		2.5 ATDC	

These specs are with cam installed at: 115.0 intake center line 115.0 exhaust center line

Recommended installation angle: 0 (intake center line angle)

Recommended valve springs: LPE beehive LSx spring set (PN L230055297) 1.7:1 rocker applications
 LPE LSx double valve spring kit with titanium retainers (PN L230075897) 1.8:1 rocker applications
 Comp Cams 26921 valve springs (26921-KIT) 1.8:1 rocker applications
 Ferrea S99100 1.8:1 rocker applications

Notes: 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 & LS9). 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.