

CYLINDER BLOCK: RHS LSX 6-BOLT RACE BLOCK TALL DECK
RAISED CAM TUNNEL W/ ARP MAIN STUDS & BILLET CAPS

BLOCK SIZE: 9.750 DECK HEIGHT

FASTENERS: ARP 6-BOLT HEAD STUDS, ARP 2000 ROD
BOLTS 7/16 WITH ARP MAIN STUDS 7/16 (LARGER THAN
OEM LS7)

STATIC COMPRESSION RATIO BEFORE BOOST: 12.48:1 w/
8CC FLAT TOP AND 70 CC HEAD

CYLINDER BORE SIZE: 4.166

PISTON SIZE: 4.161 DIAMETER, 12 DEGREE VALVE ANGLE,
FLAT TOP 1.2 1.2 3MM RING PACK

PISTON MATERIAL: 2618 FORGED (HIGH EXPANSION) LIGHT
WEIGHT 398 GRAMS LATERALLY GAS PORTED DESIGNED FOR UPTO 30 PSI BOOST AND/OR 250 SHOT NOS

ROD: WISECO K1 4340 BILLET LIGHT WEIGHT 617 GRAMS 6.450 LONG BILLET STEEL WITH ARP 2000 7/16 ROD BOLTS

CRANK: LUNATI LIGHT WEIGHT 4340 ALLOY 4.600 STROKE LSX MAIN W/ 2.100 ROD PIN 1PC REAR MAIN SEAL 58X RELUCTOR

BALANCED INTERNAL/NEUTRAL 1680 GRAMS

PISTON TO DECK CLEARANCE: 0.00

PISTON TO HEAD CLEARANCE: .051

PISTON TO CYLINDER WALL: .005

HEAD GASKETS: GM LSX MLS .051 THICK W/ 4.200 BORE OPENING FOR 6-BOLT HEAD

BEARINGS: KING STD HP ROD & KING X-TREME MAIN +.001X COATED NARROWED RACE BEARINGS (COATED MAINS)

RINGS: T/S AP GAPLESS STAINLESS STEEL TOP RING CHROMIUM NITRIDE COATED NAPIER 2ND 14 LB OIL RING (BOOST/NOS COMPATIBLE)

CAMSHAFT: COMP CAM CUSTOM CAM HYDRAULIC BILLET ROLLER ON 55MM CAM TUNNEL

CAM SPECS: .715 INT LIFT .715 EXH LIFT 253 INT DUR @ .050 255 EXH DUR @ .050 110 LSA INSTALLED AT 110 CENTERLINE

RING END GAP: .024 1ST RING GAP .024 2ND RING GAP

ROD JOURNAL SIZE: 2.100 MAIN JOURNAL SIZE: 2.559

ROD BEARING OIL CLEARANCE: .0025

MAIN BEARING OIL CLEARANCE: .0025 (IMPORTANT: NEW ENGINE MUST BE PRIMED BEFORE CRANKING OR STARTING)

CRANK END PLAY: .005

ROD SIDE CLEARANCE: .020

LIFTERS: JOHNSON HYDRAULIC TIE BAR REDUCED .093 TRAVEL WITH RACE CLIPS (PRELOAD .045)

PUSH RODS: CUSTOM LENGTH THICK WALL HARDED BY COMP CAMS 8.250 LONG (.850 LONGER THAN OEM LS/LSX)

ROCKER ARMS: GM LS7 STEEL WITH COMP CAM TRUNNION UPGRADE KIT INSTALLED (CAGED)

HEADS : BRODIX LS7 CNC PORTED LS7 HEADS FLOWING OVER 416CFM W/ REV STAINLESS CUSTOM HOLLOW 2.250 INT VALVE, 1.615 EX

HEAD SET UP: PAC 1.304 DUAL VALVE SPRINGS INSTALL HEIGHT AT 1.765" 170LBS CLOSED ON SEAT 480 LBS OPEN

COIL BIND =1.000 (.050 FROM COIL BIND AS HEADS ARE SET UP)

PISTON TO VALVE CLEARANCE: .250 INTAKE .200 EXHAUST (CLAY METHOD)

EFI: HOLLEY LS7 105MM RAM W/ FAST 102MM THROTTLE BODY 66 LB/HR @ 43PSI INJECTORS SUPPORTS 1050 N/A HP (57LB/HR AT 57 PSI)

OTHER INFORMATION:

CUSTOM SAG MODIFIED DAILEY 4-STAGE DRYSUMP OIL SYSTEM W/ OIL PAN SPACED .310 FOR 4.600 STROKE CRANKSHAFT.

PORTED 105MM INTAKE PORTED FOR PROPER PORT ALIGNMENT --PORTED TO INTAKE SPACER AND CNC INTAKE PORT

CAM TUNNEL IS RAISED .388 OVER OEM LS/LSX SPEC (BOSCH CAM SENSOR HAS BEEN RELOCATED TO PROPER PLACEMENT)

NEW BOSCH CAM SENSOR INSTALLED-- MATCHED TO CRD 1 POLE TIMING SET INSTALLED

NOTE: 105MM INTAKE MAY PERFORM BETTER W/ 105MM HOLLEY TROTTLE BODY (ON BACK ORDER UNTIL 4/2014)

CUSTOM ENGINE BLUE PRINT SHEET

SAG PERFORMANCE GROUP (WWW.SAGPERFORMANCE.COM)

BUILT 3/2014

CUSTOMER: HENRY GILBERT

MAKE: SMALL BLOCK CHEVROLET 12 DEGREE V8 LS7

CUBIC INCH: 501.4

RECOMMENDED FUEL: RACE GAS OR ALCOHOL

DESIGNED & SOLD BY: JERRY LONG OF SAG PERFORMANCE

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