

Description



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Part Number: 54-459-11 Grind Number: 281LR HR13

Lifter Type: Hydraulic Roller

Engine Family: GM Gen III/LS1/LS2/LS6 350 c.i., 8 cyl., 1997-PRESENT (Three-Bolt)



THE ABSOLUTE LEADER IN VALVE TRAIN TECHNOLOGY

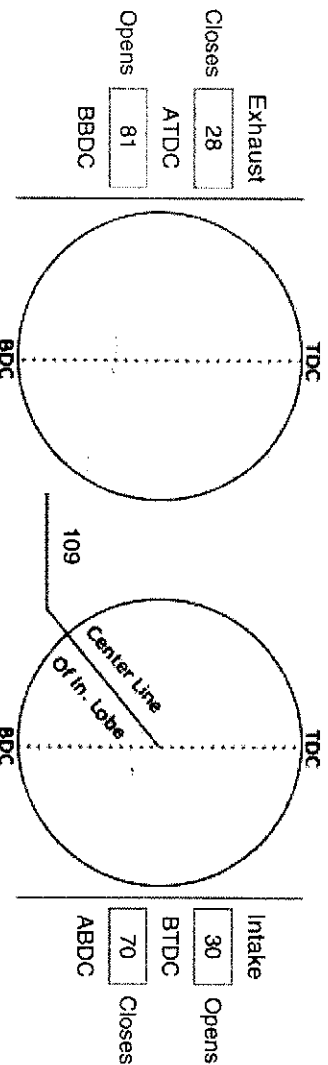
Description: HYDRAULIC ROLLER-Very wide power range and excellent mid-range torque for LS engines with cathedral port cylinder head.

LSRTM Cathedral Port (All Out Power For 5.7L-6.2L)

Cam Family:

Specifications

	Intake	Exhaust
RPM Range:	<u>2000-7000</u>	<u>Hyd.</u>
Valve Timing:	<u>0.006</u>	<u>281</u>
Lobe Separation:	<u>113°</u>	<u>231</u>
Intake Centerline:	<u>109°</u>	<u>0.617</u>
Valve Timing @ 0.006 Lift:	<u>Lobe Lift: 0.363</u>	<u>0.367</u>



Recommended Components

Component	Part Number
Lifter Kit	<u>850-16</u>
Timing Set	<u>3153KT</u>
Rocker Arms	<u>19024-16</u>
Push Rods	<u>7955-16</u>
Valve Springs	<u>26926-16</u>
Steel Retainers	<u>1779-16</u>
Valve Locks	<u>623-16</u>
Spring Locator	<u>4670-16</u>
Camshaft Break-In Lube	<u>159</u>

Camshaft Lobe Center / Duration Calculator

Intake Opens BTDC (ATDC is -) : 30 (in degrees)
Intake Closes ABDC : 70 (in degrees)
Exhaust Opens BBDC : 81 (in degrees)
Exhaust Closes ATDC (BTDC is -) : 28 (in degrees)

Calculate Camshaft Data

Your cam has an Overlap of 58.00 degrees and has in Intake Duration of 280.00 degrees.

The Exhaust Duration is 289.00 degrees.

The Inlet Cam has an Installed Centerline of 110.00 degrees ATDC.

The exhaust cam has an Installed Centerline of 116.50 degrees BTDC.

Overlap

The amount of time, expressed in crankshaft degrees, that describes the window of time between the the Inlet Cam's opening point BTDC and the Exhaust Cam's closing point ATDC. This figure can vary between zero degrees on some stock cams to as much as 70 to 90 degrees on some race motors. In general most street engines will have 20 to 30 degrees of overlap and most performance cams will have 50 to 60 degrees of overlap. Increasing the degrees of overlap tends to move the powerband up the RPM band. Increasing the overlap can increase peak power, but only if the exhaust system is properly designed to scavenge the cylinder. Decreasing the overlap tends to boost lower rpm performance.

Lobe Centers

This is the angle between the intake and exhaust camshaft lobe peaks described in camshaft degrees. Generally speaking the majority of cams will fall between 98 and 120 degrees. This angle dictates two important events: the valve overlap around TDC, and intake or exhaust valve closure delay there is in the relevant stroke (inlet/exhaust). Tightening the lobe center angle produces more overlap around TDC and wider angles mean less overlap.