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Custom Camshaft Spec Card

LS3-P14P84-R15+3*

	Intake	Exhaust
Valve Adjustment (HOT)	.018″	.018″
Lobe Lift:	.374″	.380″
Gross Valve Lift 1.70 Ratio:	.636″	.646″
Duration @ .050″ Tappet Lift:	236*	247*

Lobe Separation:	115*
Recommended Intake Centerline:	112*

Specs at 112 Degree Intake Centerline:

Valve Timing at		Open	Close
.050″ Tappet Lift:	Intake:	6.0* BTDC	50.0* ABDC
	Exhaust:	61.5* BBDC	5.5* ATDC

Degree this camshaft using the specs provided on this sheet. The asymmetrical design of these lobes will not allow for accurate reading using the centerline method.

This camshaft is designed for high RPM 400+CID road race applications

CHECK and verify rocker arm geometry and push rod length
This is imperative for optimum performance of this camshaft

The power band is "roughly" between 4500 to 7200 rpm for 364-378 CID

Gear the vehicle accordingly

The preferred minimum valve spring pressure is 250# -255# on the seat
PAC Racing 1326, 1335, 1330, 1395 or equivalent valve springs required
Lightweight tool steel or titanium retainers and hardened locks required
Heavy wall, hardened push rods required for high RPM valvetrain stability
Morel Racing billet solid roller lifters required for high RPM applications

It is highly recommended to use high flow, ported racing cylinder heads

Large diameter, long tube headers and free flowing exhaust mandatory

Lubricants with a high zinc content required for long-term endurance

It is highly recommended to check and verify piston to valve clearance

Failure to do so may result in serious cylinder head and engine damage