



Dyno-Proven GM LS1 Thru LS7 Performance Parts (S-A Design)

By Richard Holdener



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The small-block Chevy may still be the most popular high-performance engine of all time, but GM's next generation LS-Series engines are quickly taking over. Starting in 1997 with the C5 Corvette, GM performance cars and trucks have featured LS1, LS2, LS6, LS7, and other LS-Series Gen III engines—and the high-performance aftermarket has taken off. To add power to any of the LS-Series V-8s, you could add ported heads, a camshaft, a Z06-spec or an aftermarket intake manifold, exhaust headers, a cold-air intake--the list goes on and on. But how do you know what will give you the power you want? Author Richard Holdener has filled Building GM LS-Series Horsepower on the Dyno with over 150 dyno tests and 350 photos so you can separate the power-building parts from the fluff. Chapters cover factory and aftermarket upgrades to the intake and exhaust systems, the cylinder heads and camshaft, stroker kits and raised compression, and even superchargers, turbos, and nitrous. There's no advertising here—just dyno-verified results.



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Editorial Review

Review

Super Chevy, September 2007

"Longtime Super Chevy contributor Richard Holdener recently penned this awesome who's-who of LS Performance add-ons."

About the Author

Richard Holdener is a freelance journalist specializing in dyno test comparisons.

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