

[Table Of Contents](#)

About the Author

Introduction

Chapter 1: Intake Manifolds

Test 1: Holley Single- vs Dual-Plane Intake on an LS3

Test 2: Fast LSXR vs Mast Carbureted Single-Plane

Test 3: Stock LS7 vs MSD Atomic for LS7, Modified LS7

Test 4: Stock LS3 vs Speedmaster IR on a Modified LS3

Test 5: Stock LS3 vs Speedmaster Fabricated Intake on a Mild LS3

Test 6: FAST Adjustable LSXR Intake on a Mild LS3

Test 7: Stock vs Kenne Bell 102-mm Throttle Body on a KB SC LS3

Test 8: Custom Dual-Plenum Adjustable-Runner Intake on a 468 Stroker

Chapter 2: Cylinder Heads

Test 1: Stock LS3 vs Chevy Performance CNC L92 on a Stock LS3

Test 2: Stock LS3 vs AFR 245 on a 408 Stroker

Test 3: Chevy Performance vs Brodix vs LPE on an LS7 495 Stroker

Test 4: Effect of Chamber Volume: TEA vs Speedmaster on an LS3

Test 5: Stock LS3 vs TEA vs Speedmaster LS3 on a 468 Stroker

Test 6: Chevy Performance vs TS vs SDPC on an LS7 495 Stroker

Test 7: Stock LS3 vs TFS Gen X 255 on a Modified LS3

Chapter 3: Camshafts

Test 1: Stock LS3 vs Comp Cams 281LRR on a Modified LS3

Test 2: Stock LS3 vs BTR Stage IV on an LS3

Test 3: LS9 vs LJMS Stage 2 Turbo on a Short-Stroke LS3

Test 4: NA vs BTR Stage IV Blower Cam on an SC LSX

Test 5: Effect of LSA on a Supercharged LSX

Test 6: Effect of LSA on a Stroker LS3

Test 7: Carb vs EFI Cam on a 417 LS3 Stroker

Chapter 4: Headers and Exhaust

Test 1: Stock Exhaust Manifolds vs Shorty Headers on an LS3

Test 2: Shorty vs Long-Tubes on a Modified LS3

Test 3: 13/4-inch vs 17/8-inch on a Mild LS3

Test 4: 13/4 and 17/8 vs 17/8 Steps on an LS7

Test 5: 13/4 vs 17/8 SC B15 LSX

Test 6: Effect of Collector Length on a 6.0 LS3 Hybrid

Test 7: Shorty vs 17/8 Hooker KB SC LS3

Chapter 5: Supercharging

Test 1: Kenne Bell ZL1 Upgrade at 13 and 18 psi

Test 2: Effect of Boost (Pulley Swap) on a Whipple Supercharged B15 LSX at 16 vs 23 psi

Test 3: 408 LS3 Hybrid Stroker: NA vs Vortech YSi at 13.5 psi

Test 4: LSX 376 B15-NA vs Magnuson TVS at 10.2 psi

- Test 5: NA 427 LSX vs Procharger F1A at 17 psi
- Test 6: 417 Stroker: NA vs Whipple 3.3 at 22 psi
- Test 7: LS3 and Stroker: NA vs Vortech at 7.7 and 13.3 psi
- Test 8: 427 LS3 Stroker: NA vs Kenne Bell 3.6 at 21 and 26 psi

Chapter 6: Turbocharging

- Test 1: Effect of Ignition Timing on a Turbo 4.8/LS3 Hybrid
- Test 2: 6.0 LS3 Hybrid: NA vs Single Turbo at 6.8 and 9.8 psi
- Test 3: Turbo Cam: LS9 vs BTR Stage II 4.8/LS3 Hybrid
- Test 4: Turbo Sizing: Big vs Small 76-mm
- Test 5: Effect of Boost on a Turbo LSX B15 (14.6 vs 19.5 psi)
- Test 6: 4.8 LS3 Hybrid: NA vs Single Turbo at 9.8 psi
- Test 7: Turbo LS: Effect of Snow Water/Methanol Injection

Chapter 7: Nitrous Oxide

- Test 1: Modified LS3: NA vs Nitrous Using 100- and 150-hp Shots
- Test 2: 408 Hybrid Stroker: NA vs Zex Wet EFI Nitrous Using 100-hp Shot
- Test 3: Mild LS3: NA vs Nitrous Works Using 100-hp Shot 114
- Test 4: LS3-Headed 6.0L: NA vs Nitrous Using 100-hp Shot
- Test 5: LS3 Stroker: NA vs Nitrous Using 150-hp Shot
- Test 6: Stock LS3: NA vs Zex Nitrous Using a 200-hp shot
- Test 7: Cam-Only LS7: NA vs Nitrous Express Using 125- and 175-hp Shots
- Test 8: 468 LS7 Stroker: NA vs NOS Nitrous Using a 250-hp Shot

Chapter 8: Engine Builds

- Test 1: LS3 Chevy Performance Crate Engine
- Test 2: 600-hp Short-Stroke LS3
- Test 3: Stock LS3 vs 416 LS3 Stroker
- Test 4: LS3 vs 408 LS3 Hybrid Stroker
- Test 5: Supercharged GM B15 LSX 376
- Test 6: Stock vs 468 LS3 Stroker
- Test 7: LS7-Headed 427 LSX
- Test 8: RHS 495 LS7 Stroker

Source Guide