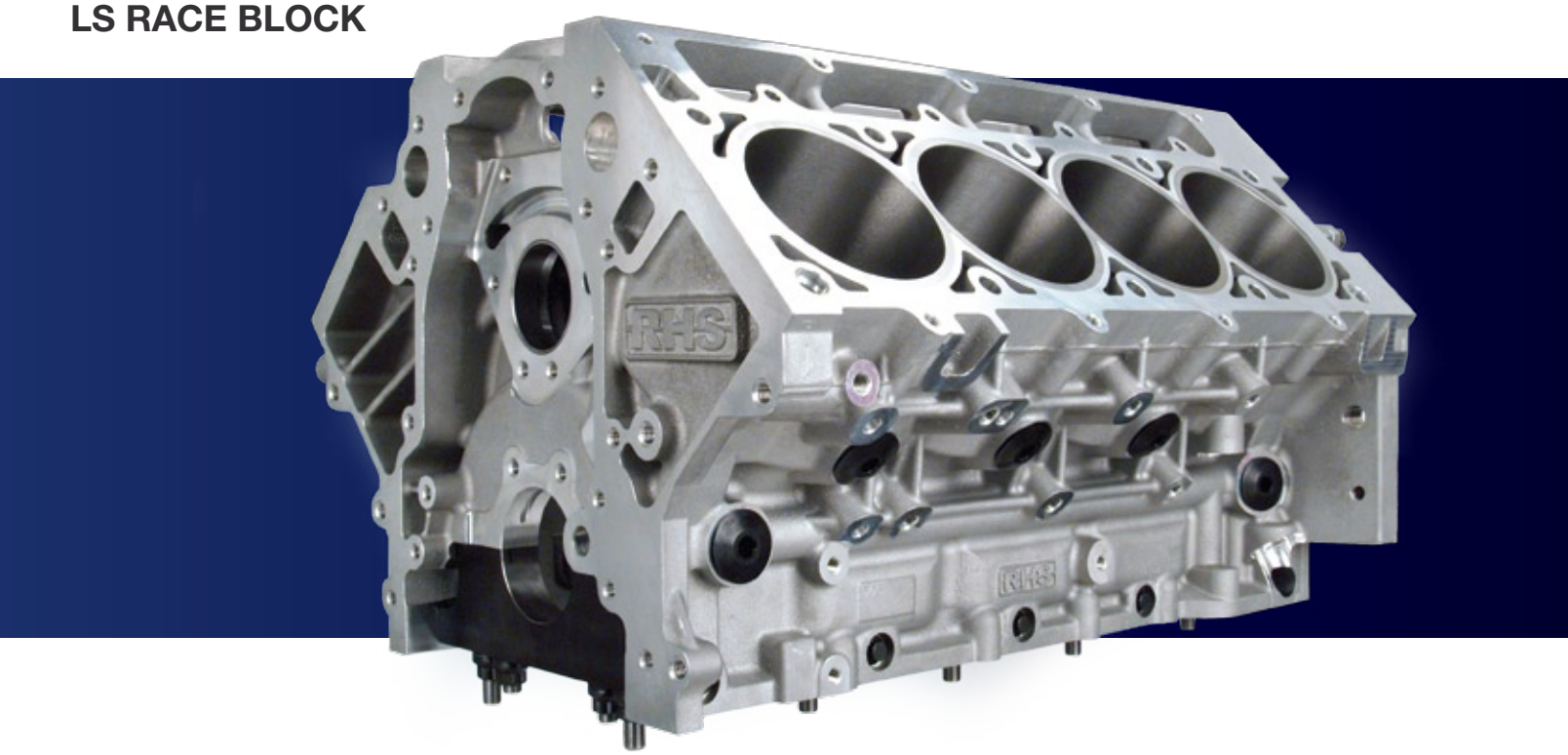
LS RACE BLOCK



To meet the growing demand of today's high performance engine builders and racing enthusiasts, engineers at RHS® have designed an all-new LS engine block for radical street and all-out racing applications.

Going beyond the limitations of other GM LS blocks, the LS Race Block is available in both standard (9.240") and tall (9.750") deck height combinations and is engineered for maximum clearance around a 4.600" stroke crankshaft. This was done by raising the camshaft centerline (.388"/9.86mm) and including priority main oiling that shifts the oil galley outboard. With this unique design, RHS® engineers were also able to minimize windage in the rotating assembly – leading to superior engine lubrication at higher rpm.

To make it friendly for existing race applications, the block contains both factory and motor plate race mounts for Gen I, II, III and IV engines. And for quality control assurance, RHS® conducts a CT scan (similar to a medical CAT scan) on each block to ensure maximum precision and consistency. Combine that with more standard features than any block on the market and you get the new benchmark of LS power, strength and compatibility.

Standard Features:

- Designed from aircraft-quality A357-T6 aluminum
- Siamese cast bore walls (4.125" or 4.165" diameter) with press-in cast iron sleeves
- Machined with 55mm cam bearing journal
- Available in standard (9.240") & tall (9.750") deck heights with beefy deck thickness (.500" standard/.750" tall deck); standard (5.87") & tall (6.38") deck cylinder sleeves available; see page 13 for part number listing
- 6 Head bolt design with full water jacket around the cylinders walls; large windows in the valley allow access to an inboard 6th head bolt
- Block design includes large front & rear AN-12 side feeds for serious dry sump setups
- Material for oversized lifters (accepts 1.060" bushing for keyed lifters) with lifter bosses that are designed to clear tie bar style lifters

Race Inspired Design:

- Priority main oiling – galley moved outboard to accommodate up to 4.600" stroke with standard rod pins (2.100" diameter)
- Will accept up to 60mm cam journals
- Raised cam centerline (.388"/9.86mm); 2 extra links in timing chain – timing sets available from COMP Cams®
- Bay-to-bay breathing improved with larger side window area & increased windage passage under bores & around caps