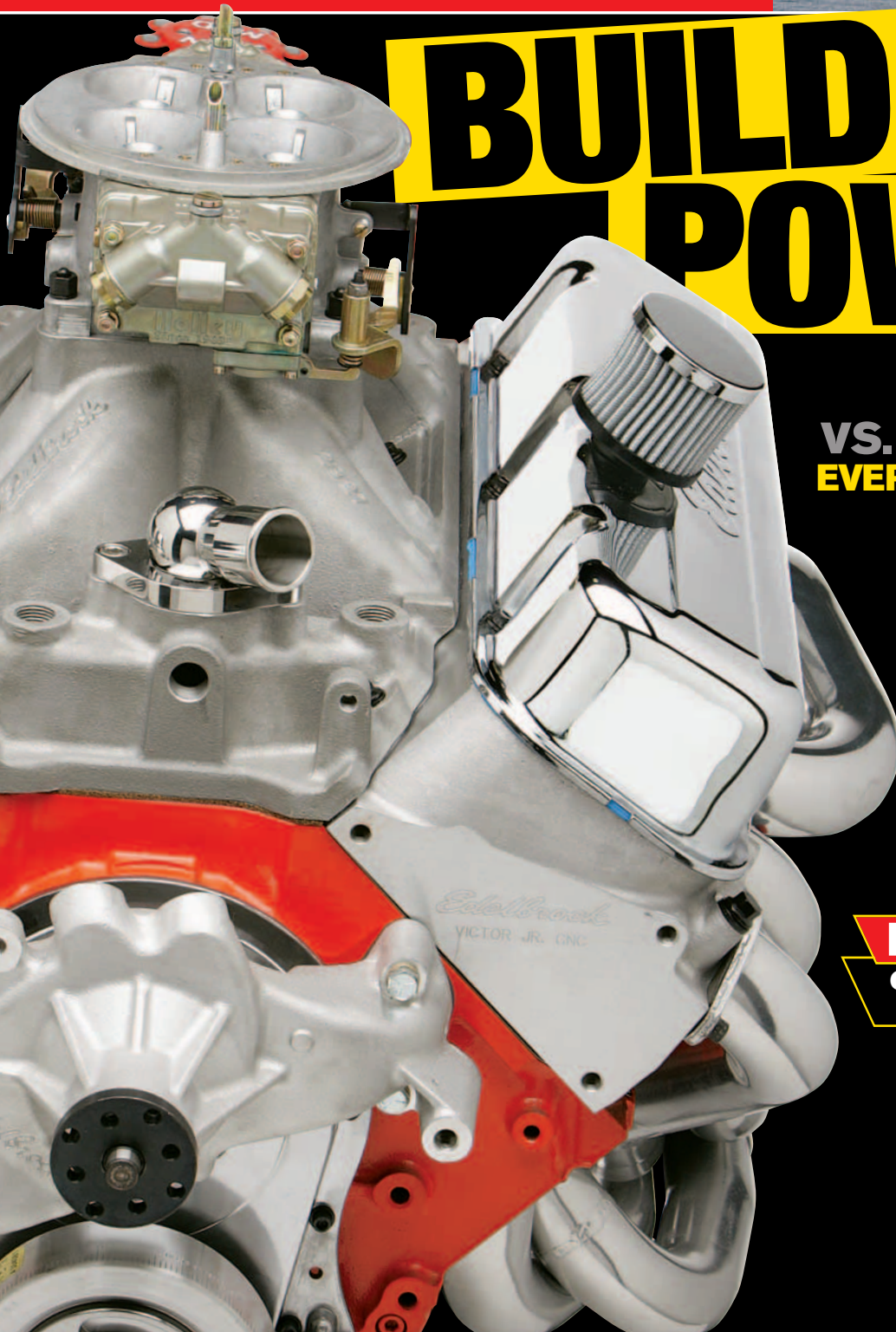


CARBURETED BLOWER FOR A DAILY-DRIVER CRATE ENGINE

ELECTRONICALLY REPRINTED FROM APRIL 2007

CHEVY
HIGH PERFORMANCE

440ci SMALL-BLOCK



**BUILD BIG
POWER!**

**454 vs. 496
vs. 540 & MORE**
**EVERYTHING YOU NEED
TO KNOW BEFORE
YOU SPEND**

**EASY 14HP
IGNITION SWAP**

**MOTOR SWAP
INSTALL YOUR
1ST SMALL-BLOCK**

DRAG TIRE TIPS
**COMPOUNDS, PRESSURE,
BURNOUTS, AND MORE**

THE X FACTOR

LSX BOWTIE BLOCK

GM Performance Parts has collaborated with NHRA legend Warren Johnson to create the new LSX Bowtie Block, based on the Gen IV small-block and designed to be the ultimate high-performance LS engine block. The LSX brings race-level technology to the street at an affordable price, enabling engine builders to use traditional displacement-enlarging techniques. Highlights include six-bolt billet mains, a thick deck for maximum clamping force, thick cylinder walls for increased bore diameter and excellent water flow, and a true priority main oiling system for standard hydraulic-roller lifters. The LSX comes with a 9.26-inch semifinished deck height and a 9.70-inch tall-deck version—allowing for a 4.50-inch stroke—is on the way. The ready-to-hone bores measure 3.99 inches, with a capacity for 4.250-inch bores. Put 'em together and displacements from 364 up to 500 ci are possible. It also accommodates all Gen III and Gen IV cylinder heads, oil pans, and oil pumps, and can be built with either fuel injection or a carb. The LSX Bowtie Block will be available in March 2007, with LSX-specific heads, intakes, and cams to follow.

PRICE: \$2,500

GM PERFORMANCE PARTS
Grand Blanc, MI
800.468.7387 · gmperformanceparts.com

Warren Johnson helped design the CNC-machined cast-iron block's strengthening features, and the result enables an engine to support up to 2,500 hp—including supercharged, turbocharged, and nitrous oxide applications.

—GM PERFORMANCE PARTS

