

# C.O.M.E LS-1 V8 Camshaft profile list.

## MAX-Efficiency grinds:

**LSCH-800** 206 in. 206 exh @.050" lift .525" in .525" ex 114 degree LC  
Stock replacement grind. Excellent low end torque increase, ideal for  
Auto trans cars with stock converter and diff ratio. Improved exhaust  
Required, needs our valve spring/retainer kit.

**LSCH-808** 208 in. 208 exh @.050" lift .534" in .534" ex 114 degree LC  
Mild upgrade cam for auto or manual trans cars. Very strong low to mid  
rpm torque and power increase. Exhaust, valve spring and software upgrade  
essential. Ideal for heavier Statesman, Crewman or Accross where a good  
throttle response at lower rpm levels is needed.

**LSCH-816** 206 in. 213 exh @.050" lift .525" in .525" ex 116 degree LC  
Baseline Blower, Turbo grind offering violent acceleration with moderate  
boost levels. No need for modified heads but exhaust and custom software  
upgrade essential. Needs our valve spring/retainer kit.

**LSCH-814** 206 in. 213 exh @.050" lift .525" in .525" ex 114 degree LC  
Best all round efficiency/performance grind for auto trans cars with stock  
diff ratios and converters. Great mild upgrade cam for manual trans cars  
where peak torque is more important than peak power at higher rpm.  
Needs exhaust, software and valve spring/retainer kit upgrades.

## STREETMASTER grinds:

**LSCH-823** 208 in. 215 exh @.050" lift .534" in .534" ex 114 degree LC  
A little more aggressive mild upgrade cam than the # 814. Ideal for manual  
trans cars with upgraded or stock diff ratios. Very effective torque increase  
right through the rpm range up to 5700 rpm. Needs exhaust, software and  
valve spring/retainer kit. Fine with stock cylinder heads.

**LSCH-812** 212 in. 212 exh @.050" lift .534" in .534" ex 114 degree LC  
A maximum torque cam from 2000-5700 rpm. Needs exhaust, software  
and valve spring/retainer kit. Excellent with auto trans and stock torque  
converter but needs rear end gears to 3.4:1 or numerically higher. Works  
with stock heads.

**LSCH-830** 214 in. 214 exh @.050" lift .534" in .534" ex 112 degree LC  
Slightly more aggressive profile than #812. Ideal with auto trans and stock  
Converter. Needs gears of 3.4:1 or greater. Works with stock heads,  
Excellent torque from 2300-5800 rpm. Needs software, valve spring/  
retainer kit and full exhaust upgrade.

**LSCH-832** 212 in. 220 exh @.050" lift .534" in .542" ex 114 degree LC  
Excellent baseline high performance street/strip grind. Equally effective  
In Blower/Turbo or N2O applications. Ideal for auto trans cars without  
converter or manuals. Rear gear ratio upgrade ideal. Spring/retainer kit and  
full exhaust upgrade required. 2500-5900 rpm range.

**LSCH-836** 216 in. 216 exh @.050" lift .534" in .534" ex 114 degree LC  
Great all round performance upgrade for auto or manual trans cars where daily driveability is still important. Good economy potential. Works with stock torque converters but needs rear gears, valve spring/retainer kit and fully upgraded exhaust system. 2400-5800 rpm range.

**LSCH-837** 214 in. 222 exh @.050" lift .525" in .534" ex 112 degree LC  
Similar in characteristics to # 832 but better in normally aspirated auto or manual cars with stock heads, upgraded exhaust and rear gears. Lower lift profile better for daily driven cars looking for strong performance. needs spring/retainer kit. 2500-5900 rpm range.

**LSCH-840** 216 in. 220 exh @.050" lift .534" in .534" ex 114 degree LC  
Very popular performance upgrade cam for manual and auto cars without converter. Needs rear gears, will work with stock heads fitted with spring/retainer kit. 2500-6000 rpm range with strong torque in mid range.

**LSCH-818** 218 in. 218 exh @.050" lift .552" in .552" ex 112 degree LC  
Most effective auto trans cam upgrade for daily use where maximum response is required with the best mid to top end power with an otherwise stock engine. Needs gears, spring/retainer kit. Equally effective for manual cars 2500-6000 plus rpm.

**LSCH-820** 220 in. 220 exh @.050" lift .534" in .534" ex 112 degree LC  
Great daily use auto or manual cam upgrade. Gentle valve train action works to maximise mid range torque in a stock engine. Needs rear gears, spring/retainer kit. 2500-5800 rpm

**LSCH-822** 220 in. 220 exh @.050" lift .542" in .542" ex 112 degree LC  
Same characteristics as #820 but higher lift lobes produce stronger torque from mid to top end rpm. Excellent stock engine upgrade where other mods are not likely to be done. Ideal with gears, exhaust upgrades. 2500-6000 rpm range.

**LSCH-464** 218 in. 224 exh @.050" lift .552" in .552" ex 114 degree LC  
Equally at home in performance application 5.7 engines and baseline cam for maximum torque 6.3 litre strokers. Makes 335kw in mild strokers with stock heads and stock throttle body. Stock converter and gears O.K in 6.3 litre engines. Needs gears in 5.7 rpm range 2500-6000

**LSCH-824** 222 in. 222 exh @.050" lift .542" in .542" ex 112 degree LC  
Great stock engine upgrade cam for the 5.7 litre engine in lighter utes with auto or manual trans. Needs gears in auto applications. Stock gears O.K with manual. Needs spring/retainer kit. Must have upgraded exhaust. , 2500-6000 rpm range.

**LSCH-224** 224 in. 224 exh @.050" lift .552" in .552" ex 112 degree LC  
Ideal for modified engine. Great baseline 383ci stroker cam with auto. Works best with diff gear upgrade in 5.7litre engine. Needs full exhaust Upgrade, spring/retainer kit and larger throttle body an advantage. Rpm range from 2700-6200.

**LSCH-848** 220 in. 228 exh @.050" lift .542" in .542" ex 114 degree LC  
Perfect blower/turbo cam for stock or mildly improved engine. Needs  
Fully upgraded exhaust system, spring/retainer kit and diff gear upgrade.  
Excellent auto trans cam for 383ci strokers with stock torque converter  
and diff gear upgrade. 10-10.5:1 compression ratio in strokers is fine.  
Rpm range 5.7 engine, 2500-6000. Rpm range stroker 2000-5500.

**LSCH-246** 224 in. 228 exh @.050" lift .552" in .552" ex 112 degree LC  
Best upgrade cam in stock 5.7 or 383ci stroker with stock heads and comp  
ratio. Needs fully upgraded exhaust, spring/retainer kit and larger throttle  
body with optimised software for best results. Needs diff gear upgrade for  
5.7 while stock diff ratio O.K for manual 383's Excellent torque from  
2700-6300 rpm in 5.7 and 2500-5800 in 383 strokers.

### **BRACKETMASTER grinds:**

**LSCH-856** 228 in 228 exh @.050" lift .542" in .542" ex 112 degree LC  
Bracketmaster cam, ideal for 5.7 engine with auto trans and 2500 hi stall  
converter. Needs 3.7:1 diff gears for best results. Also great in manual  
trans cars with 5.7 engine. Spring, retainer kit essential. Strong mid to top  
end power from 3000-6500.

**LSCH-828** 228 in 228 exh @.050" lift .577" in .577" ex 112 degree LC  
Bracketmaster cam ideal for fully built engines with ported heads and  
raised compression ratios. May need piston flycutting. Needs the same  
gearing and converter upgrades as the LSCH-856. Race valve spring set  
is essential, strong mid to top end power. Works well with larger throttle  
body and aftermarket intakes. 3000-6500 plus rpm range.

**LSCH-423** 228 in 232 exh @.050" lift .542" in .550" ex 112 degree LC  
Strong street/strip grind in 5.7 or 383ci strokers. This is the baseline cam  
for our Bracketmaster 383 Stroker engine package (114LC). Needs diff  
gears and higher compression ratio. Works great in both manual trans and  
auto cars. Power range for strokers is 2500-6000 rpm.

**LSCH-928** 228 in 236 exh @.050" lift .551" in .551" ex 114 degree LC  
Great 6 litre cam only upgrade. Baseline 408ci Stroker cam, makes over 520bhp.  
with great driveability in auto or manual. Latest lobe designs produce quiet valve  
train and long life. Also excellent in 5.7 or 383 Strokers.

**LSCH-863** 228 in 236 exh @.050" lift .577" in .577" ex 112 degree LC  
Our most successful 383 stroker cam for performance use in normally  
aspirated high compression ratio engines or lower comp ratio engines for  
use with blowers or turbos. Needs piston flycutting and improved inductions  
with manifold or/and throttle body upgrades. Power range 2700-6500

**LSCH-864** 232 in 232 exh @.050" lift .550" in .550" ex 112 degree LC  
Ideal auto trans 5.7 cam with stiff rear gears, 3000 rpm hi stall converter.  
Must have spring/retainer kit. Equally at home in 383ci strokers with 10.5:1  
comp. Power range for 5.7 is 3000-6500

**LSCH-874** 232 in 242 exh @.050" lift .550" in .559" ex 112 degree LC  
Most popular cam for 5.7 or 6.0 "cam only" upgrades with otherwise stock engine.  
Makes over 290kw rear wheel with full system, spring/retainer kit. Best in  
manual trans cars with stiff rear gears. Use on 114LC in autos or Stroker  
engines.

**LSCH-936** 236 in 246 exh @.050" lift .551" in .551" ex 114 degree LC  
Our most powerful 6 litre cam only upgrade grind. Makes over 530 bhp in built  
408ci Stokers and over 600 bhp in our 427ci Stroker engines. Very streetable  
in the big engines with incredible torque curves from as low as 2000 rpm. Needs  
2500 rpm converter for autos in 6 litre or 408ci Stokers. Same quiet valve train  
as all our LS1 camshafts. 2500-6500 in 6 litre engine.

**LSCH-843** 235 in 245 exh @.050" lift .577" in .577" ex 112 degree LC  
Needs higher compression ratios and modified heads in 5.7 or 6.0 engines.  
Excellent street/strip cam for stokers or 408ci big bore stokers. Must have  
Spring/retainer kit. Larger throttle body an advantage full on exhaust system  
Essential. Best with manual trans and rear gears. 3500-7000 in 5.7 Valve to  
piston clearance check essential.

**LSCH-884** 242 in 242 exh @.050" lift .559" in .559" ex 112 degree LC  
Ideal drag race or competition use cam in modified engines with unlimited  
Inductions. Excellent in lighter chassis with manual or auto trans and  
Competition torque converters. Must check valve to piston clearance.  
RPM range 4000-7000

**LSCH-894** 242 in 252 exh @.050" lift .559" in .559" ex 112 degree LC  
Excellent street/strip cam in 383ci or larger capacity engines. Achieves  
600bhp with fully ported "Ultimate" cylinder heads, 11.5:1 or more  
compression ratio, aftermarket intake manifold. Will work in 5.7 engine  
in lighter race car or for competition only use. Must check valve to  
piston clearance. RPM range in 383+ engines 3500-6800.

**LSCH-452** 245 in 252 exh @.050" lift .577" in .559" ex 114 degree LC  
No compromise performance cam for the 383ci or larger capacity engines.  
Easily makes 600+bhp with a fully optimised stroker or stroked and big bore  
combination engine. Totally streetable in the 400ci plus size engine. Also an  
excellent Turbocharged big capacity engine cam. A fully optimised valve train  
with roller rockers highly recommended. RPM range 3500-7000.

**LSCH-945** 245 in 257 exh @.050" lift .560" in .560" ex 114 degree LC  
Excellent street/strip cam in 408ci or larger capacity engines. Achieves  
630 bhp in high compression 427's. Baseline 439ci Stroker cam. Would also  
be ideal endurance grind for 6 litre or larger engines. Must have high  
compression ratios for best results. 3000-6300 in 408ci or 427's.

**LSCH-852** 252 in 252 exh @.050" lift .559" in .559" ex 112 degree LC  
Full competition cam for the race only 5.7 or stroker engines. Not  
recommended for street use. Benefits from 1.8:1 rockers and a fully  
optimised valve train with roller rockers recommended. Will provide  
excellent reliability in endurance applications. RPM range to 7000+

**LSCH-955** 255 in 264 exh @.050" lift .560" in .560" ex 114 degree LC  
Full competition cam for the race only 6L or stroker engines. Not recommended for street use. Benefits from 1.8:1 intake rockers and a fully optimised valve train with roller rockers recommended in competition use. Stay with 1.7:1 ratio for street longevity of valvetrain. 650+BHP in the 427ci or larger engines.

**LSCH-961** 261 in 268 exh @.050" lift .600" in .600" ex 115 degree LC  
Full competition cam for the race only 427ci or larger engines. Not recommended for regular street use. Roller rockers recommended in competition use. Must have ported L92 or LS7 heads and intakes for best results. RPM range over 7000 RPM with custom race hydraulic roller lifters.

**LSCH-968** 266 in 275 exh @.050" lift .600" in .600" ex 114 degree LC  
Full competition cam for the race only 440ci or larger engines. Not recommended for regular street use. Roller rockers essential in competition use. Must have best heads and intakes for best results. RPM range over 7000 RPM with custom race hydraulic roller lifters. Over 720 BHP in 440ci engines.

# **C.O.M.E LS-1 V8 Camshafts...Hi Lift Series camshafts. (LS1-LS7)**

Part # **LSCH-920** 221 degrees intake and 231 degrees exhaust duration @.050" 114 degree lobe separation angle, .006" durations are 276/286 degrees and valve lifts are .609" for both intake and exhaust.

Part # **LSCH-964** 228 degrees intake and 234 degrees exhaust duration @.050" 114 degree lobe separation angle, .006" durations are 284/289 degrees and valve lifts are .610" for both intake and exhaust.

Part # **LSCH-974** 231 degrees intake and 240 degrees exhaust duration @.050" 114 degree lobe separation angle, .006" durations are 286/294 degrees and valve lifts are .617" for both intake and exhaust.

Part # **LSCH-930** 230 degrees intake and 230 degrees exhaust duration @.050" 114 degree lobe separation angle, .006" durations are 286/286 degrees and valve lifts are .609" for both intake and exhaust.

Part # **LSCH-923** 236 degrees intake and 246 degrees exhaust duration @.050" 114 degree lobe separation angle, .006" durations are 293/303 degrees and valve lifts are .617" for both intake and exhaust.

These new "High Lift" grinds work best with modified engines that have increased compression ratios over stock and cylinder heads that flow well up to at least .600" valve lifts. They are more aggressive grinds that are more at home on the race track or in weekend bracket race applications rather than for everyday street use.

Alternative lobe separation angles available by special order.

As with all C.O.M.E products you are buying not only the best quality products that really work, but in house technology that no other cam business in Australia today has at their disposal. We are able to design lobe shapes, translate these into a finished cam in very quick time frame and most importantly verify their effectiveness and reliability in a real engine we have built to test them in. Very competitive pricing and design technology to ensure long valve train life are features you will not find from any other locally made or imported GEN 111 and beyond cam range.

**C.O.M.E Racing Cams 21 Teton Court Highett Melbourne Australia 3190  
Phone: (03)9571-7308 Fax: (03)9555-7446 email: come@comeracing.com**