

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 .550" in .559" 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-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-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 strokers or 408ci big bore strokers. 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-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+

Note: C.O.M.E Racing Cams are designed and manufactured entirely in house at our shop in Melbourne Australia.
They are the product of countless hours of in house dyno development in real engines we have built solely for the purpose of
optimising cam designs for maximum power, torque and valvetrain life. We use the latest HP Tuners software in house to ensure
our cam, software packages and our complete LS1/LS2 engine packages are the best possible value for money in Australia today.

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 or engine 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 quiet operation and long valve train life are features you
will not find from any other locally made or imported GEN 111 cam range.

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