

COP0 SPECS & STATS P/N 20129562: 2018 Features

2018 FEATURES	302 Naturally Aspirated	427 Naturally Aspirated	350 Supercharged
NHRA HORSEPOWER RATINGS	410	470	580
RECOMMENDED MAX ENGINE RPM	Testing Underway	8000	8000
TRANSMISSION: Automatic	ATI Racing Products TH400 SFI-approved ATI "Super Case" Helical low gear — — — 4340 input shaft with aluminum forward drum Aluminum direct drum with 34 element sprag Extreme-duty clutches and steels Blueprinted high-flow pump Deep aluminum pan Reverse-manual valve body Fluid overflow catch can Lightened internals	ATI Racing Products TH400 SFI-approved ATI "Super Case" Helical low gear — — — 4340 input shaft with aluminum forward drum Aluminum direct drum with 34 element sprag Extreme-duty clutches and steels Blueprinted high-flow pump Deep aluminum pan Reverse-manual valve body Fluid overflow catch can —	ATI Racing Products TH400 SFI-approved ATI "Super Case" Helical low gear Vasco intermediate shaft Heavy-duty steel forward clutch drum Heavy-duty center support Vasco input shaft with aluminum forward drum Severe-duty aluminum direct drum Extreme-duty clutches and steels — increased clutch capacity Blueprinted high-flow pump Deep aluminum pan Reverse-manual valve body Fluid overflow catch can —
Gear ratios:			
1st	2.72	2.48	2.48
2nd	1.48	1.48	1.48
3rd	1.00	1.00	1.00
TORQUE CONVERTER	ATI Racing Products "Treemaster MRT" Series 8" diameter housing Furnace-brazed impeller and turbine fins Precision pump drive tube Heavy-duty needle bearings Investment cast cover	ATI Racing Products "Treemaster MRT" Series 8" diameter housing Furnace-brazed impeller and turbine fins Precision pump drive tube Heavy-duty needle bearings Investment cast cover	ATI Racing Products "Treemaster MRT" Series 8" diameter housing Furnace-brazed impeller and turbine fins Precision pump drive tube Heavy-duty needle bearings Investment cast cover
Flex Plate	Steel ATI "Super Plate" — SFI-approved	Steel ATI "Super Plate" — SFI-approved	Steel ATI "Super Plate" — SFI-approved
SHIFTER	Hurst "Quarterstick" — 3-speed automatic Reverse pattern Built-in neutral safety switch	Hurst "Quarterstick" — 3-speed automatic Reverse pattern Built-in neutral safety switch	Hurst "Quarterstick" — 3-speed automatic Reverse pattern Built-in neutral safety switch
ENGINE			
Block	LT1 Aluminum with 6-bolt nodular iron main caps	Chevrolet Performance LSX cast-iron with steel main caps	Chevrolet Performance LSX cast-iron with steel main caps
Bore, Stroke	4.00" x 3.00"	4.125" x 4.00"	4.125" x 3.370"
Static Compression Ratio	12.5:1 nominal	13.0:1 nominal	10.9:1 nominal
Crankshaft	LT4 Forged Steel	Callies 4340 "Dragonslayer"	Callies 4340 "Dragonslayer" — double-keyed stout
Rods	Callies 4340 "Dragonslayer"	Callies 4340 H-beam "Compstar" Forged Steel	Callies 4340 H-beam "Ultra" Forged Steel
Length Pin Bore Diameter	6.560" 0.927"	6.100" 0.927"	6.350" 0.927"
Bearings	Clevite "H-Series" heat-treated tri-metal rod and main bearings	Clevite "H-Series" heat-treated tri-metal rod and main bearings	Clevite "H-Series" heat-treated tri-metal rod and main bearings
Pistons Piston Type	Mahle forged 2618 alloy Dome Graphal coating Friction-coated skirts	Mahle forged 2618 alloy Dome Graphal coating Friction-coated skirts	Mahle forged 2618 alloy Dome Graphal coating Friction-coated skirts
Piston Rings	Mahle 1 mm x 1 mm x 2 mm Ductile iron top with radius molybdenum face Plain cast-iron tapered 2nd Chrome-plated oil rails with low-tension expander	Mahle 1 mm x 1 mm x 2 mm Ductile iron top with radius molybdenum face Plain cast-iron tapered 2nd Chrome-plated oil rails with low-tension expander	Mahle .043" x .043" x 3 mm Ductile iron top with radius molybdenum face Plain cast-iron tapered 2nd Chrome-plated oil rails with low-tension expander
Camshaft			
Duration Theoretical valve lift	Cam Motion steel-billet hydraulic roller 240° IN / 284° EX @ .050" lift 0.641" IN / 0.641" EX	Cam Motion steel-billet hydraulic roller 240° IN / 285° EX @ 0.050" lift 0.641" IN / 0.641" EX	Comp Cams steel-billet hydraulic roller 242° IN / 257° EX @ 0.050" lift 0.641" IN / 0.641" EX
VALVETRAIN			
Tappets Pushrods	Johnson Hydraulic Roller 3/8" diameter Trend Performance chrome moly	Johnson Hydraulic Roller 3/8" diameter LS7	Johnson Hydraulic Roller 3/8" diameter Trend Performance chrome moly
Rocker Arms Valve Springs	1.8:1 ratio LT1 with roller trunions Performance Springs Incorporated (PSI) "Max Life" beehive	1.8:1 ratio LS7 with roller trunions Performance Springs Incorporated (PSI) "Max Life" beehive	1.8:1 ratio LS7 with roller trunions Performance Springs Incorporated (PSI) "Max Life" beehive
Spring Seats	Chevrolet Performance Hardened steel	Chevrolet Performance Hardened steel	Chevrolet Performance Hardened steel
Retainers	Chevrolet Performance Lightweight steel	Chevrolet Performance Lightweight steel	Chevrolet Performance Lightweight steel
Cylinder Heads			
Nominal Intake Port Volume Nominal Exhaust Port Volume Nominal Combustion Chamber Volume	Fully CNC'ed aluminum LT 316 cc 118 cc 53 cc	Fully CNC'ed aluminum LSX-LS7 289 cc 105 cc 70 cc	Fully CNC'ed aluminum based on LSX-LS7 289 cc 105 cc 70 cc
Intake Valves Head Diameter, Stem Diameter	Del West Titanium 2.135" x 8 mm	Del West titanium 2.205" x 8 mm	Del West titanium 2.205" x 8 mm
Exhaust Valves Head Diameter, Stem Diameter	Lightweight sodium-filled 1.595" x 8 mm	Lightweight sodium-filled 1.615" x 8 mm	Lightweight sodium-filled 1.615" x 8 mm
Head Gaskets	Chevrolet Performance LT4 multilayer steel head gaskets	Cometic multilayer steel with raised cylinder sealing bead	Cometic multilayer steel with raised cylinder sealing bead
Oil Pump	Internal wet sump	Internal wet sump	Internal wet sump
Oil Pan Capacity	Deep-sump cast aluminum 6.5 quarts	Fabricated Aluminum 7 quarts	Fabricated Aluminum 7 quarts
Damper	ATI Performance Products "Super Damper"— SFI approved	ATI Performance Products "Super Damper"— SFI approved	ATI Performance Products SFI-approved "Super Damper" w/ 10-rib shell
Water Pump	Meziere Billet electric water pump	Meziere Billet electric water pump	Chevrolet Performance LS3
Intake Manifold/Induction	Chevrolet Performance/ Holley "Hi Ram"	Chevrolet Performance/ Holley "Hi Ram"	Whipple Industries 2.9L twin-screw superchager
Throttle Body Blade Size	Whipple Industries— Billet Aluminum 90 mm	Whipple Industries— Billet Aluminum 90 mm	Whipple Industries— Billet Aluminum 109 mm
HEADERS	American Racing Headers 2" x 30" primary with merge collectors 304 Stainless Steel	American Racing Headers 2" x 30" primary with merge collectors 304 Stainless Steel	American Racing Headers 2" x 30" primary with merge collectors 304 Stainless Steel
FUEL SYSTEM			
	Aeromotive "Eliminator" fuel pump—free flow rating=800 lb/hr Aeromotive "A1000" pressure regulator with manifold pressure compensation capability Aeromotive 10-micron high-flow filter Lightweight black nylon braided— 8 AN hoses Black anodized aluminum— 8 AN hose ends and fittings High-impedance fuel injectors Fuel Pressure: 72 psi base from Tank	Aeromotive "Eliminator" fuel pump—free flow rating=800 lb/hr Aeromotive "A1000" pressure regulator with manifold pressure compensation capability Aeromotive 10-micron high-flow filter Lightweight black nylon braided— 8 AN hoses Black anodized aluminum— 8 AN hose ends and fittings High-impedance fuel injectors Fuel Pressure: 72 psi base	Aeromotive "Eliminator" fuel pump—free flow rating=800 lb/hr Aeromotive "A1000" pressure regulator with manifold pressure compensation capability Aeromotive 10-micron high-flow filter Lightweight black nylon braided— 8 AN hoses Black anodized aluminum— 8 AN hose ends and fittings High-impedance fuel injectors Fuel Pressure: 58 psi base (boost compensation used for supercharged engines) 80 lb/hr @ 43.5 psi with EV1 connector
Injectors (Flow Rate)	LT4 DI @ 200 bar pressure	58 lb/hr @ 58 psi with EV6 / USCAR connector	80 lb/hr @ 43.5 psi with EV1 connector
Gears & Axles	Strange Engineering 9" thru-bolt aluminum center section Lightweight steel spool Strange Engineering 9310 alloy Strange Engineering 40-spline gun-drilled axles	Strange Engineering 9" thru-bolt aluminum center section Lightweight steel spool Strange Engineering 9310 alloy Strange Engineering 40-spline gun-drilled axles	Strange Engineering 9" thru-bolt aluminum center section Lightweight steel spool Strange Engineering 9310 alloy Strange Engineering 40-spline gun-drilled axles
Differential Gearing	Testing Underway	4.57:1	4.10:1
Drive Shaft	4" OD x 0.125" wall 6061-T6 aluminum tube Chromoly end caps Billet steel slip yoke Heavy-duty 1350 universal joints	4" OD x 0.125" wall 6061-T6 aluminum tube Chromoly end caps Billet steel slip yoke Heavy-duty 1350 universal joints	4" OD x 0.125" wall 6061-T6 aluminum tube Chromoly end caps Billet steel slip yoke Heavy-duty 1350 universal joints
Hood	Carbon Fiber	Carbon Fiber	Carbon Fiber
Parachute	Optional	Optional	Yes
Wheelie Bars	Yes	Yes	Yes
Trunk-Mounted Weight Box	Optional	Optional	Optional
Dual Batteries	Optional	Optional	Optional