CRANE Cams®

Press Release

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StreetMax™ and RaceMax™ Series for LS Chevy Engines

New—Design Lobe Profiles

StreetMax™ and RaceMax™ Series for LS Chevrolet Engines

Crane Cams announces two new series of hydraulic roller lobe designs for the LS engine family—StreetMax™ and RaceMax™, for serious street and all-out drag applications.

StreetMax™

The new Crane StreetMax™ Series (LSHR371 family) of lobes are tailored specifically for the 1997–up Chevrolet V-8 LS1 5.7L, Vortec 4.8L, 5.3L and 6.0L engines. They fit all LS and Gen. III/Gen. IV engine families (with three bolt timing sets).

This series is very stable, trouble-free and valve train designed for high RPM applications using 1.70:1–1.80:1 rocker ratios on the street. Calculated valve events are used to optimize maximum street performance and worry-free operation, with an awesome idle sound and power in the 7500+ RPM range.

To take full advantage, the car needs to have a full aftermarket exhaust system including headers, an upgraded valve spring kit (ie: Crane Part #144317-1) and dyno tuning of the computer. Designs are compatible with typical "bolt-on" modifications used on LS engines.

Example: StreetMax™ Series Cam, Part #1449401

Grind:	*HR-230/369-2S-13 3A*
Intake:	*230°/.369"*
Exhaust:	*238°/.371 on a 113° Separation Angle, 3° Advance*
Valve Lifts:	*.627"/.631" with 1.70:1 Rockers,.664"/.668" with 1.80:1 Rockers*

RaceMax™

The new RaceMax™ Series (LSMP389 family) of lobes designed specifically for 2006–up Chevrolet V-8 LS3/L92 6.2L engines (but can be used in all LS and Gen. III/Gen. IV engines with three bolt timing sets.) These profiles are made for maximum race effort drag racing applications that include compatibility for Nitrous Oxide systems.

These profiles are serious—think dyno shootout rather than daily driver. These profiles are for "built engines" with internal modifications and upgrades, including ported heads and aftermarket pistons for additional valve clearance.

Naturally, the car will require a full exhaust system and dyno tuning. Aftermarket racing valve springs will be mandatory. These designs are for racing applications where valve train noise is not a consideration.

Example: RaceMax™ Series Cam, Part #2019451

Grind:	*HR-250/389-2S-14 4A*
Intake:	*250°/.389"*
Exhaust:	*262°/.389" on a 114° Lobe Separation, 4° Advance*
Valve Lifts:	*661" with 1.70:1 Rockers, .700" with 1.80:1 Rockers, .739" with 1.90:1 Rockers*

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Profile Data					Tappet Lift at Top Dead Center		Gross Valve Lift with Zero Lash with Theoretical Rocker Ratio as Shown		
Profile Designation Code	Advertised Dur. @ .004" Tappet Lift	Dur. @ .050" Tappet Lift	Dur. @ .200" Tappet Lift	Lobe Lift	104 Deg. Intake	114 Deg. Exhaust	1.70	1.80	1.90
LSHR371	**MaxStreet™ Hydraulic Roller Series, Chevrolet LS Engine Family, for Maximum Street Applications, High Speed Using 1.70:1–1.80:1 Rockers, for Serious Street Enthusiasts**								
HR-214/361	268°	214°	138°	.361	.058	.031	.614	.650	.686
HR-218/363	272°	218°	142°	.363	.065	.035	.617	.653	.690
HR-222/365	276°	222°	146°	.365	.071	.040	.621	.657	.694
HR-226/3671	280°	226°	150°	.3671	.079	.046	.624	.661	.697
HR-230/369	284°	230°	153°	.369	.086	.052	.627	.664	.701
HR-234/371	288°	234°	157°	.371	.094	.058	.631	.668	.705
HR-238/371	292°	238°	161°	.371	.102	.065	.631	.668	.705
HR-242/371	296°	242°	164°	.371	.110	.072	.631	.668	.705
HR-246/371	300°	246°	168°	.371	.118	.079	.631	.668	.705
HR-250/371	304°	250°	172°	.371	.127	.086	.631	.668	.705
HR-254/371	308°	254°	175°	.371	.135	.094	.631	.668	.705
HR-258/371	312°	258°	179°	.371	.143	.102	.631	.668	.705
HR-262/371	316°	262°	182°	.371	.150	.110	.631	.668	.705
LSMP389	**MaxRace™ Hydraulic Roller Series, Chevrolet LS Engine Family, for Maximum Drag Race Applications with 1.70:1, 1.80:1 and 1.90:1 Rockers, for Built Engines with Racing Valve Springs, Compatible with Nitrous Oxide Systems, for Racing where Valve Train Noise is not a Consideration**								
HR-218/373	271°	218°	144°	.373	.065	.035	.634	.671	.709
HR-222/377	275°	222°	148°	.377	.072	.040	.641	.679	.716
HR-226/381	279°	226°	152°	.381	.079	.046	.648	.686	.724
HR-230/385	283°	230°	156°	.385	.087	.052	.655	.693	.732
HR-234/389	287°	234°	160°	.389	.095	.058	.661	.700	.739
HR-238/389	291°	238°	163°	.389	.103	.065	.661	.700	.739
HR-242/389	295°	242°	167°	.389	.111	.072	.661	.700	.739
HR-246/389	299°	246°	170°	.389	.119	.079	.661	.700	.739
HR-250/389	303°	250°	174°	.389	.128	.087	.661	.700	.739
HR-254/389	307°	254°	178°	.389	.136	.095	.661	.700	.739
HR-258/389	311°	258°	181°	.389	.144	.103	.661	.700	.739
HR-262/389	315°	262°	185°	.389	.153	.111	.661	.700	.739
HR-266/389	319°	266°	188°	.389	.160	.119	.661	.700	.739
HR-270/389	323°	270°	192°	.389	.168	.127	.661	.700	.739