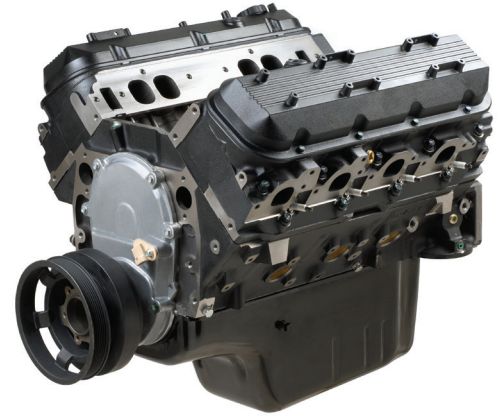


## 8.0L LFI

### BRUTE STRENGTH WITH ADAPTABILITY

When it comes to grunt work — like pulling your car hauler or boat — Chevrolet Performance’s heavy-duty 8.0L Big-Block delivers strong, low-rpm torque. In fact, it peaks at 475 lb-ft of torque at only 3200 rpm, allowing you to pull a trailer confidently on the steepest grades.

A tall-deck version of the latest block casting, featuring full-length water jackets, thicker main bearing webs, and four-bolt main caps, is the 8.0L’s foundation, and it’s used with a forged-steel crankshaft and forged connecting rods for great strength. A long, 4.250" stroke helps maximize torque. It also features a crank-triggered ignition system, with 4x camshaft and 58x crankshaft reluctor wheels.



### INSTALLATION NOTES

- Designed for gasoline or CNG/LPG on-highway applications
- Tall-deck block design (10.2" deck height)
- Full-length water jackets (non-siamesed cylinders)
- Thicker main bearing webs with four-bolt main caps
- Forged-steel crankshaft and connecting rods
- Double-row roller timing chain
- Anodized pistons with full floating wrist pins offer CNG/LPG capability
- Hardened valve seats for CNG/LPG durability
- Stainless steel intake and exhaust valves for CNG/LPG durability
- Adjustable valve train
- “Fast Burn” cylinder heads for fuel efficiency and power
- 58x crankshaft positioning sensor capability
- 4x camshaft positioning sensor capability
- Flat-response knock sensor capability
- Coil-near-plug configuration

### SPECIFICATIONS

<b>TYPE:</b>	8.0L Chevy Big-Block V-8
<b>DISPLACEMENT:</b>	488 ci
<b>COMPRESSION RATIO:</b>	9.9:1 nominal
<b>VALVE TRAIN:</b>	Fully adjustable
<b>BALANCE:</b>	Internal
<b>CAMSHAFT TYPE:</b>	Hydraulic roller
<b>FIRING ORDER:</b>	1 - 8 - 7 - 2 - 6 - 5 - 4 - 3
<b>BORE X STROKE:</b>	4.270 x 4.250 in
<b>FUEL TYPE:</b>	LPG/CNG
<b>MAXIMUM RECOMMENDED ENGINE SPEED:</b>	4500 rpm
<b>HORSEPOWER:</b>	375 hp @ 4200 rpm (Gas) 315 hp @ 4500 rpm (CNG)
<b>TORQUE:</b>	475 lb-ft @ 3200 rpm (Gas) 390 lb-ft @ 3500 rpm (CNG)
<b>PISTONS:</b>	Hypereutectic alloy
<b>CYLINDER HEAD:</b>	Fast-burn iron
<b>INTAKE MANIFOLD:</b>	Stainless steel
<b>EXHAUST MANIFOLD:</b>	Stainless steel
<b>CRANKSHAFT:</b>	Forged steel
<b>CONNECTING RODS:</b>	Forged steel
<b>DAMPER:</b>	Cast iron