The LSA 6.2L V-8 crate engine delivers supercharged performance in a lightweight aluminum small-block. It’s the same kind of muscle that packs 556 horsepower and 580 lb-ft of torque into the Chevrolet Camaro ZL1. And it may just be the perfect workhorse for your marine, industrial, or heavy-duty vehicle, too.

**KEY FEATURES**

**Supercharger Assembly**
High-efficiency, low-noise front-drive supercharger assembly with throttle inlet adapter.

**Swirl Wing Cylinder Head**
Cast aluminum cylinder head with wing in inlet port to induce combustion-chamber swirl.

**Supercharger Rotor Set**
Four-lobe TVS rotor set with 160-degree twist.

**Oil Cooler Assembly**
Stacked-plate aluminum oil cooler for direct mounting to oil pan (requires closed cooling).

**Sumped 9.1:1 Piston**
Cast hypereutectic coated skirt piston with sump in dome for compression control.

**Charge Air Cooler Assembly**
Integrated single brick tube and fin charge air cooler with rear coolant entry (requires closed cooling).

**ADDITIONAL FEATURES**
- Returnless fuel injection with center-feed stainless steel fuel rail
- 103.25-mm bore block with structural improvements and nodular iron bearing caps
- 6.52 gms/sec. high-flow injectors
- Forged-steel crankshaft
- Four-active-layer MLS head gasket
- Block and camshaft revisions to accept Al-Sn (Pb-free) cam bearings
- Brico 3010 intake/exhaust seat inserts (E85 capability)
- LS9 timing chain tensioner (for improved durability)
- 14-pin injector harness connectors on both sides—impacts engine-harness mating connector on right side

**AVAILABLE OPTIONS**
- An electronic control module (ECM) and related hardware are available in kit form. The ECM uses state-of-the-art technology to optimize fuel and spark control.
- LSA acoustic cover and related mounting hardware are available in kit form.
- GM-designed accessory drive components will be available in kit form (includes supercharger drive parts).
6.2L GEN-IV V-8 SMALL-BLOCK

**SPECIFICATIONS**

- **Displacement:** 6162 cc (373 ci)
- **Engine Orientation:** Longitudinal
- **Compression Ratio:** 9.1:1
- **Valve Configuration:** Overhead valves
- **Valves per Cylinder:** 2
- **Assembly Site:** Silao, Mexico
- **Valve Lifters:** Hydraulic roller
- **Firing Order:** 1 - 8 - 7 - 2 - 6 - 5 - 4 - 3
- **Bore x Stroke:** 103.25 x 92 mm
- **Fuel System:** Sequential fuel injection
- **Fuel Type:** Premium required
- **Max. Engine Speed:** 6200 rpm
- **Emissions Controls:** Catalytic converter

**Applications:**
- **Cadillac CTS-V:** 556 hp (415 kW) @ 6100 rpm
- **Chevrolet Camaro ZL1:** 580 hp (432 kW) @ 6100 rpm

**Materials:**
- **Block:** Cast aluminum
- **Cylinder Head:** A356-T6 cast aluminum
- **Intake Manifold:** Cast aluminum
- **Exhaust Manifold, CTS:** High-silicon moly cast iron
- **Exhaust Manifold, Camaro:** Cast stainless steel
- **Main Bearing Caps:** Nodular iron
- **Crankshaft:** Forged steel
- **Camshaft:** Hollow steel
- **Connecting Rods:** Forged powder metal

Actual power levels may vary depending on OEM calibration and application.