



How to Build High-Performance Chevy LS1/LS6 V-8s (S-A Design)

By Will Handzel

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In 1997 Chevrolet did the unthinkable: it re-designed the most popular and most modified engine in American history. The Chevrolet small-block V-8 made its debut in 1955, and with its arrival, Chevrolet instantly leaped to the forefront in the minds of hot rodders and performance enthusiasts alike. While the engine grew in displacement and technology over the next 30 years, its basic design remained unchanged . . . until 1997, when the Generation III LS1/LS6 engine design was introduced. The LS1 engine first appeared in the 1997 Corvette, and soon followed in the Camaro Firebird and thousands of full-size Chevy trucks and SUVs. This book is essential for the enthusiast who wants to get the most performance out of this engine design but is only familiar with the older Chevy small-blocks. Along with full-color photos, this book includes everything you need to know about these engines, including the difficult engine removal and installation, simple engine bolt-ons, electronic controls for the Generation III engine, and detailed engine builds at four different power levels.

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How to Build High-Performance Chevy LS1/LS6 V-8s (S-A Design) By Will Handzel Bibliography

- Sales Rank: #36819 in Books
- Brand: Sa Design
- Published on: 2008-10-20
- Original language: English
- Number of items: 1
- Dimensions: 11.00" h x .38" w x 8.50" l, 1.20 pounds
- Binding: Paperback
- 160 pages



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Editorial Review

Review

"How to Build High-Performance Chevy LS1/LS6 V-8s is worth its weight in gold, if only for the step-by-step engine removal sequences for Corvettes and the steel-bodied GM vehicles that use that same engine platform." (Scott Ross *Corvette Fever* 2008-03-01)

About the Author

Will grew up an automotive enthusiast in Chicago, with parents that were not enthusiasts, dreaming of working in the car business. He earned his Mechanical Engineering degree from the University of Illinois at Champaign/Urbana and then went to work on a small SCCA racing team. Soon after, he got a job as the Technical Editor for the racecar and tech cult-classic Circle Track magazine in the late 1980s. He worked full-time in the magazine business for the next 10 years, writing tech for Circle Track, Rod & Custom, Hot Rod, and Motor Trend's Truck Trend magazine. In 2000 he went to work for General Motors as a Design Release Engineer in their Structures and Closures area (bodies and doors). He worked through the Engineering ranks up to Lead Design Engineer and in 2003 he became the Program Manager at the GM Performance Parts division.

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