

COP0 SPECS & STATS P/N 20229562: 2022 Features			
<b>2022 FEATURES</b>	<b>572 Naturally Aspirated</b>	<b>427 Naturally Aspirated</b>	<b>350 Supercharged</b>
<b>NHRA HORSEPOWER RATINGS</b>	TBD	470	580
<b>RECOMMENDED MAX ENGINE RPM</b>	6750	8000	8000
<b>TRANSMISSION: Automatic</b>	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 – – – 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 –
<b>Gear ratios:</b>			
1st	2.48	2.48	2.48
2nd	1.48	1.48	1.48
3rd	1.00	1.00	1.00
<b>TORQUE CONVERTER</b>	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
<b>Flex Plate</b>	Steel ATI "Super Plate" – SFI-approved	Steel ATI "Super Plate" – SFI-approved	Steel ATI "Super Plate" – SFI-approved
<b>SHIFTER</b>	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
<b>ENGINE</b>			
<b>Block</b>	Tall Deck Bowtie Sportsman Big-Block with nodular caps	Chevrolet Performance LSX cast-iron with steel main caps	Chevrolet Performance LSX cast-iron with steel main caps
<b>Bore, Stroke</b>	4.560" x 4.375"	4.125" x 4.00"	4.125" x 3.370"
<b>Static Compression Ratio</b>	12.0:1 nominal	13.0:1 nominal	10.9:1 nominal
<b>Crankshaft</b>	Callies 4340	Callies 4340 "Dragonslayer"	Callies 4340 "Dragonslayer" – double-keyed snout
<b>Rods</b>	Manley H-beam	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"
<b>Bearings</b>	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
<b>Pistons</b> Piston Type	JE forged 2618 alloy Dome	Mahle forged 2618 alloy Dome Graphal coating Friction-coated skirts	Mahle forged 2618 alloy Dome Graphal coating Friction-coated skirts
<b>Piston Rings</b>	Sealed Power 1.6 mm x 1.6 mm x 4.8 mm Phosphate coated ductile iron top ring Plain cast-iron tapered 2nd chrome-plated oil rails with std-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
<b>Camshaft</b>	Steel-billet mechanical roller	Cam Motion steel-billet hydraulic roller	Comp Cams steel-billet hydraulic roller
Duration Theoretical valve lift	278° IN / 282° EX @ .050" lift 0.714" IN / 0.714" EX	252° IN / 285° EX @ 0.050" lift 0.641" IN / 0.641" EX	242° IN / 257° EX @ 0.050" lift 0.641" IN / 0.641" EX
<b>VALVETRAIN</b>			
Tappets Pushrods	Mechanical Roller Tie-bar 3/8" diameter	Johnson Hydraulic Roller 3/8" diameter LS7	Johnson Hydraulic Roller 3/8" diameter Trend Performance chrome moly
Rocker Arms Valve Springs	1.7:1 ratio roller tip Chromoly double springs	1.8:1 ratio LS7 with roller trunions Performance Springs Incorporated (PSI) "Max Life" beehive Chevrolet Performance Hardened steel	1.8:1 ratio LS7 with roller trunions Performance Springs Incorporated (PSI) "Max Life" beehive Chevrolet Performance Hardened steel
Spring Seats	Hardened steel	Hardened steel	Hardened steel
Retainers	Hardened steel	Chevrolet Performance Lightweight steel	Chevrolet Performance Lightweight steel
<b>Cylinder Heads</b>	Edelbrock Aluminum BBC with cast ports / chambers. Port-matched	Fully CNC'ed aluminum LSX-LS7	Fully CNC'ed aluminum based on LSX-LS7
Nominal Intake Port Volume Nominal Exhaust Port Volume Nominal Combustion Chamber Volume	315 cc 128 cc 118 cc	289 cc 105 cc 70 cc	289 cc 105 cc 70 cc
<b>Intake Valves</b> Head Diameter, Stem Diameter	Ferrea Stainless Steel 2.250"x 11/32"	Del West titanium 2.205" x 8 mm	Del West titanium 2.205" x 8 mm
<b>Exhaust Valves</b> Head Diameter, Stem Diameter	Ferrea Stainless Steel 1.880"x 11/32"	Lightweight sodium-filled 1.615" x 8 mm	Lightweight sodium-filled 1.615" x 8 mm
<b>Head Gaskets</b>	Fel Pro composite	Cometic multilayer steel with raised cylinder sealing bead	Cometic multilayer steel with raised cylinder sealing bead
<b>Oil Pump</b>	Internal wet sump	Internal wet sump	Internal wet sump
<b>Oil Pan</b> Capacity	Moroso Deep-Sump Steel 7 quarts	Fabricated Aluminum 7 quarts	Fabricated Aluminum 7 quarts
<b>Damper</b>	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
<b>Water Pump</b>	Meziere Billet electric water pump	Meziere Billet electric water pump	Modified LS3 mechanical pump
<b>Intake Manifold/Induction</b>	"Hi Ram" Manifold	Chevrolet Performance/ Holley "Hi Ram"	Magnuson 2.65L roots supercharger
<b>Throttle Body</b> Blade Size	Billet Aluminum 90 mm	Whipple Industries– Billet Aluminum 90 mm	Magnuson– Billet Aluminum 109 mm"
<b>HEADERS</b>	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
<b>FUEL SYSTEM</b>	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	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)	58lb/hr@ 58 psi with EV6 / USCAR connector	58 lb/hr @ 58 psi with EV6 / USCAR connector	
<b>Gears &amp; Axles</b>	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
<b>Differential Gearing</b>	4.11:1	4.57:1	4.10:1
<b>Drive Shaft</b>	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
<b>Hood</b>	Carbon Fiber	Carbon Fiber	Carbon Fiber
<b>Parachute</b>	Optional	Optional	Yes
<b>Wheelie Bars</b>	Yes	Yes	Yes
<b>Trunk-Mounted Weight Box</b>	Optional	Optional	Optional
<b>Dual Batteries</b>	Optional	Optional	Optional