



engines—who have been there and won that—can do for you. After all, with 10 major championships since 2001, we would think that these guys know what they're doing when it comes to making LS power.

Racing has helped Katech learn a tremendous amount about the LS engine family, including its strengths and weaknesses. The company has naturally transferred this knowledge from the track to the engines it builds for street cars, because Katech specializes in more than just racing. Katech offers other parts, too, including shifters, headers, valve covers, cylinder heads, ported throttle bodies and more, and all for the LS engine family.

Complete LS engines are available as well, all the way up to 500 cid. Stokers, high-rpm de-stroked engines, forced-induction engines and all manner of unique engine combinations allow the customer to



If you don't think the 500hp LS7 is good enough as the factory intended, you're Katech's kind of customer. Its Street Attack LS7 makes 600 hp and 570 lb-ft of torque! The package comes with forged 11:1 pistons, complete valvetrain upgrades and a camshaft optimized for street driving that makes this powerful engine package seem like a natural for an F-body, Corvette, GTO or CTS-V or classic Chevy installation. Not only is it the best of what's available, but its power is second to none.

A POWERHOUSE

A Peek Behind the Scenes at Katech's Skunk Works, and What We Found Could Well Be the Solution to Your LS Engine Needs

WHEN KATECH ENGINE BUILDING & DEVELOPMENT FIRST OPENED ITS DOORS BACK IN 1977, THE COMPANY HAD FOUR EMPLOYEES WORKING IN A 3,000-SQ.-FT. SHOP. THIRTY YEARS LATER, AND AFTER MUCH CLOAKED-IN-BLACK ENGINEERING SECRECY, SUCCESS HAS BRED LIFE INTO KATECH, WHICH NOW EMPLOYS 38 IN A 36,000-SQ.-FT. FACILITY IN CLINTON TOWNSHIP, MICHIGAN.

Today, Katech's specialty is GM's family of LS V-8 engines, but to get where the company is, Katech had to prove itself, which it did through racing and various GM engineering

exercises. Numerous championships in IMSA and Trans Am competition paved the way for a mutually beneficial arrangement between Katech and General Motors, when GM decided to take the C5 Corvette racing on an international level.

GM turned to Pratt and Miller to build the cars and to Katech to build the engines that power these internationally winning Corvettes. The collaboration has proven hugely

Product Profile

Katech Inc.
Dept. SPR
24324 Sorrentino Ct.
Clinton Township, MI 48035
866/KATECH1
www.katechengines.com

successful; Katech engines powered the C5R Corvette to each of its 31 American Le Mans Series wins, four ALMS championships and three wins at the 24 Hours of Le Mans.

When Chevy introduced the new C6.R, it again turned to Katech to power these cars. In the new car, Katech engines have won four more ALMS championships (including this year, and the season isn't even over as of this writing), along

with two more wins at the 24 Hours of Le Mans. Katech engines also power the Cadillac CTS-V teams in the Speed World Challenge series, where the big luxo-racers have earned two more GT class championships for Katech. For good measure, we should also mention that they won the '98 IRL championship and the '95-'97 Busch Grand National Championships.

So, while you may have no plans to take your personal ride to Sebring, Le Mans or Road Atlanta, perhaps you want to know what the guys who actually build these



Each Street Attack LS7 assembly is built around 11:1-compression forged pistons. Hard-anodizing increases their toughness.



The Street Attack also gets titanium connecting rods with a new small-end, solid-bronze, high-modulus bushing.



One of the weak links in any LS engine is the connecting rod bolt. Katech designed a replacement bolt made from H-11 material, with threads rolled to J-grade specifications. They bolt in place, increase power potential through increased rpm capability and feature 200,000-psi yield strength.

find exactly what he's looking for, so long as he's looking for a lot of power!

You can even buy turnkey vehicles from Katech, as F-body, GTO, CTS-V, C5, C6 and TrailBlazer SS packages are available: simply drop off your car or truck at Katech's door and Katech will do the rest. The company even offers a 12-month/12,000-mile warranty on its parts and work, and once

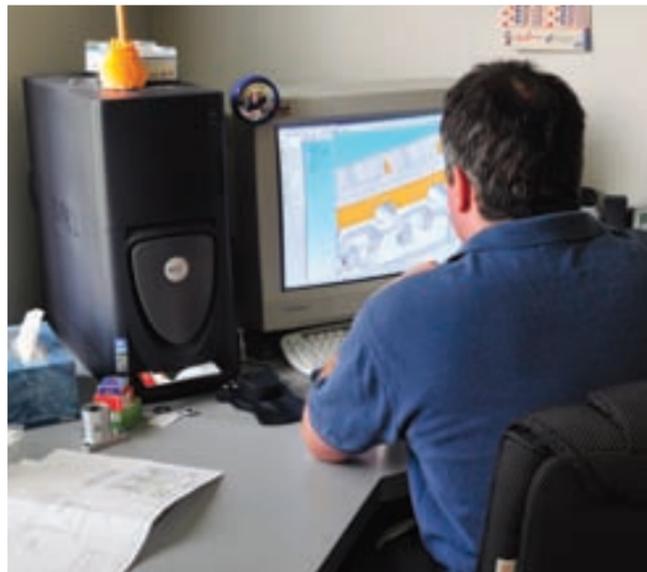
you get a car Katech is capable of producing, you are sorely tempted to put all those new parts to the test. One thing that many people don't know about Katech, though, is that the company can also perform engine swaps into '69 and older vehicles, so if you have a first-gen Camaro and you want an LS engine installed, it may make sense to have the same guys who built the



Here you can see one of the many engine-building areas in which Katech's technicians bring the various LS-based packages to life. The engine-building staff has more than 350 years of combined experience, enough, we think, to make a substantial difference.



Katech performs all of its milling and machine work in-house. Here, a new valve cover is being machined.



Computer modeling allows the engineering department to accurately predict the effectiveness of new designs prior to actually building them. There's not much guesswork that goes on here.



Six test cells (one valvetrain fixture test cell, three dyno cells, a fuel-flow test cell and a motoring friction test cell) allow Katech to put each engine, and each new part, to the ultimate test. Customers who buy an engine can obtain a dyno sheet, or even a dyno video, of their engine-dyno verification.



As profiled in the November '08 issue of SUPER ROD, the Katech ClubSport Z06 strips this car to its bare essentials, removing hundreds of unnecessary pounds to create a lighter, more agile and more powerful Corvette. The power-to-weight ratio rivals even the more powerful ZR1!



The Torquer LS2 is Katech's entry-level LS engine, yet it offers 480 hp from a stock bottom end. Katech improves on the cylinder heads and installs a custom-ground Torquer camshaft, along with its high-strength rod bolts to provide the best power this side of an LS7.



KATECH'S JASON HARDING DRIVES THIS STREET ATTACK LS7-POWERED Z06. HRE WHEELS, MOTON SHOCKS, A CARBON-FIBER HOOD, BREMBO SIX-POT CALIPERS AND TWO-PIECE SLOTTED ROTORS MAKE THIS A SHOCKINGLY FAST AND VERY QUICK CORVETTE. KATECH EMPLOYEES LOVE FAST CARS, JUST AS WE DO.

IF YOU WANT A STREETABLE ENGINE CAPABLE OF 580 HP, CHECK OUT KATECH'S 427 VALUE SHORT BLOCK. KATECH RE-SLEEVES AN LS2 BLOCK AND THEN INSTALLS A FORGED-STEEL STROKER CRANKSHAFT, FORGED PISTONS AND CALLIES H-BEAM CONNECTING RODS. KATECH COMPLETED THIS ENGINE WITH L92 HEADS AND INSTALLED THE INTAKE BACKWARD FOR USE IN A FACTORY 5 KIT CAR.





Katech also offers LS engines built specifically for forced-induction applications. These packages include parts such as low-compression pistons, forged rods, specific camshaft timing and the appropriate valvetrain upgrades.



Perhaps you don't need a whole new engine, but after seeing these Katech billet belt tensioners for LS engines, odds are you may want one of them. You can get them in gold, silver, blue, purple, red, black or orange.



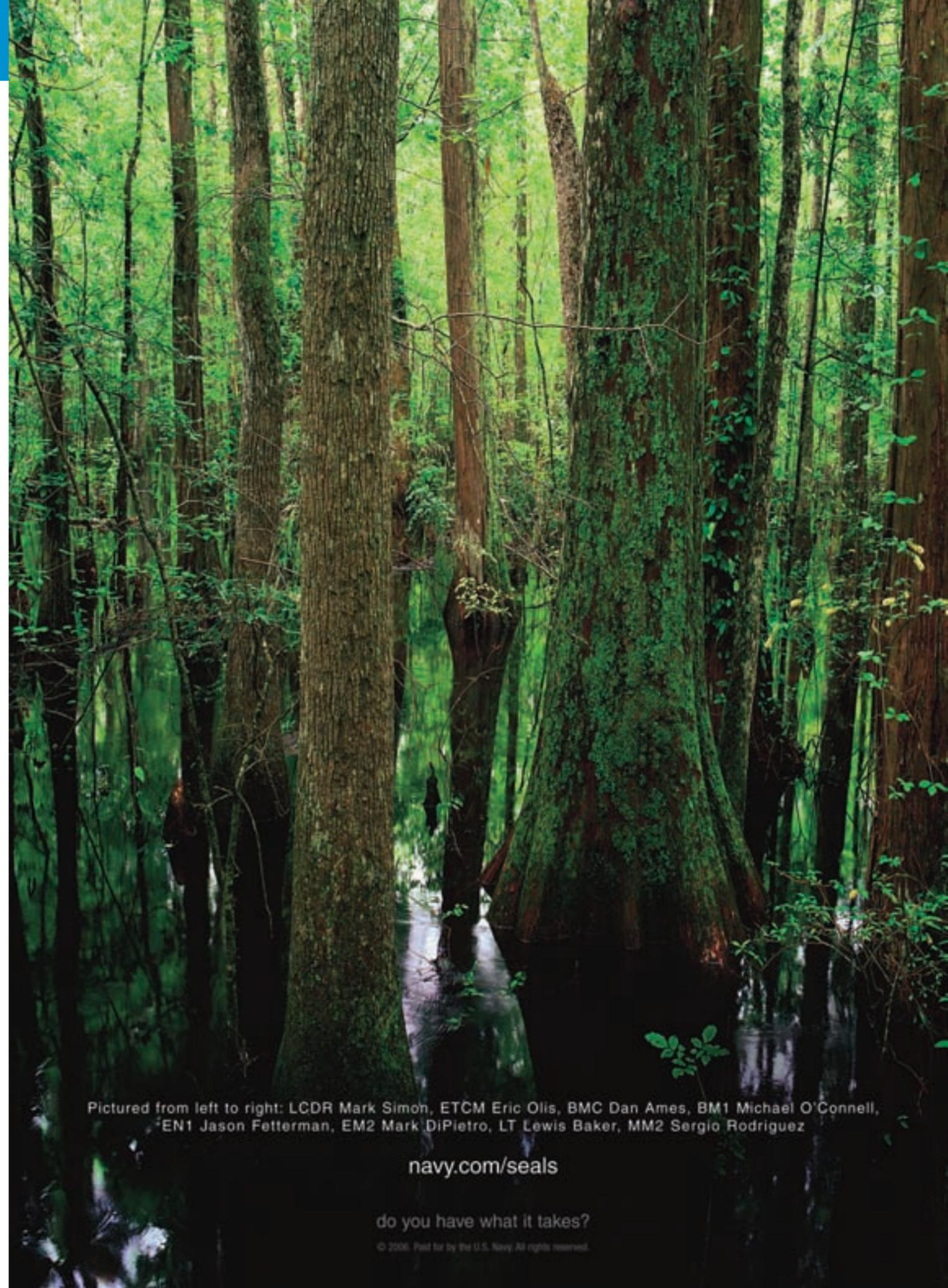
Remember the 2003 Cadillac Sixteen concept? Katech designed and built that engine for the car, based on LS6 engine architecture. A little-known fact is that the finished product produced 1,000 hp and 1,000 lb-ft of torque. Not bad for a Caddy sedan.

engine install it.

Since speed costs money, Katech power doesn't always come cheap. Some engine packages can creep close to the \$30,000 mark. But most LS packages are cheaper, much cheaper, even though when you buy a Katech engine or associated parts, you're not buying just any LS engine—you're buying power built with a long Katech pedigree. In other words, if you need to have the best-bred LS engine in your car, whether it's a new Corvette or an old Chevelle, Camaro or tri-5, before you make a final choice, you might want to give Katech a call. **SR**



Katech LS engines power both the Corvette C6.R in the American Le Mans Series and the Cadillac CTS-V in the Speed World Challenge. And both cars have earned multiple championships thanks in part to Katech's engineering savvy.



Pictured from left to right: LCDR Mark Simon, ETCM Eric Ollis, BMC Dan Ames, BM1 Michael O'Connell, EN1 Jason Fetterman, EM2 Mark DiPietro, LT Lewis Baker, MM2 Sergio Rodriguez

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