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Problems

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In short, the best way to improve your LS3 crate engine is to get your hands on some genuine Chevrolet

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performance parts and wrench your motor to the next level. Add high performance parts like a new intake manifold, a refined oil pan, upgrade your throttle body tech, and if you want to elevate your engine to the next level, install an LS3 supercharger kit.

**Top Things You
Should Know About
The LS3 Engine |
Autowise**

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For an engine that is touted as such a performance oriented engine the LS has some shortcomings. Oiling System; Piston Ring Seals. Some LS variants have been plagued with bad piston ring seals. This issue can cause oil consumption issues. As this issue gets worse it can also create an increasing amount of blow by in the engine. Oil Pump Cavitation

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Pros and Cons of the LS engine.

Most of the time the cause is an worn lifter or ineffective lubrication due to engine oil deterioration, temporary or permanently low oil pressure (possibly from worn bearings), dirty oil, faults in the engine block tunnels, worn or faulty lifter buckets, high rpm when the

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engine is cold,
softened valve springs
which needed
replacing.

LS Engine Trouble Information - Oztrack

LS3 Engine
Reliability/Known
Issues Welcome to
TheMalibuCrew! As a
guest, you are
welcome to poke
around and view the
majority of the content
that we have to offer,

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but in order to post,
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you will need to
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LS3 Engine Reliability/Known Issues - Malibu Boats ...

Choosing the Engine
for your LS Swap.
There are many
variations of the LS
engine, and the cost

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for them varies wildly. There are truck engines, and exotic supercharged aluminum versions used in the Corvette. Gen III is a bit easier to run due to the lack of variable valve timing. It's also quite a bit cheaper than the Gen IV small-block.

Common LS Swap Issues | Drivetrain Resource

Short-block problems

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are similar to the LS3. AFM problems (450 hp, 0.500-inch-lift cams, or high rpm): Half the lifters and their corresponding cam lobes are unique. Comp and LPE offer AFM-style...

Fifth Gen Camaro Parts Failure - What Breaks on the 2010

...

All LS engines are known for their superb flowing heads. The LS1

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flows 244cfm on the intake side of the head, an awe-inspiring feat for a production engine at the time. LS3 heads, however, flow an insane 293 cfm of air. Unfortunately, LS3 heads will not fit on an LS1, as they require a 4" bore.

6 Reasons Why The Chevy LS Engine Is So Good

The LS3 was released in 2008. Much like the

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LS2 before it, it was the all-new base Corvette engine. The LS3 was also used in the 2010 to 2015 Camaro. This means that the LS3 is much more abundant than the LS2. But, because of how new the engine is, they're still fairly expensive. So yes, the LS2 is cheaper, but not by a huge amount.

LS2 vs LS3: Which One is Actually

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As the standard engine in the fifth-generation Camaro SS and C6 Corvette, the high-revving, deep-breathing LS3 6.2L is poised to go down in history as one of Chevrolet's best and most versatile engines.

LS3 Crate Engine: 19369326 | Performance

With some additional tuning and race gas,

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the 376 cid LS3 engine made 800+ horsepower and Brandon says he expects to be able to run 9.00-second 1/4-mile passes in his '91 S10 truck. "At 2,800 lbs., this engine shouldn't have any problems running sub-9 seconds in the 1/4 mile with the right transmission and converter," he says.

376 cid LS3 Engine -
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Engine Builder Magazine

The 2006 Chevrolet Corvette has 36 NHTSA complaints for the engine at 33,570 miles average. (Page 1 of 2)

36 Complaints: 2006 Chevrolet Corvette Engine Problems

General Motors. The valve guide problem pertains to the LS7 engine, which was installed on C6 Corvette Z06 models

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from 2006 to 2013. But not all Z06 Corvettes from the sixth generation are affected, and GM narrowed the issue down to Corvettes built between 2008 and 2011—roughly less than 10 percent of Z06 models.

Corvette Owners: LS7 Engine Problems and the 'Wiggle Test'

Holden customers and

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technicians interviewed by CarAdvice say the problem with the affected Commodore V8s powered by the LS3 6.2-litre V8 can be traced to faulty fuel injectors. Holden would not disclose how many Commodore V8s have had their fuel injectors replaced under warranty.

**Holden Commodore
LS3 V8 fuel injector
dramas | CarAdvice**

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Holden strikes V8 trouble Faulty rocker arms force Holden to fix the 6.2-litre LS3 in the last of its V8 Commodores Holden will repair the 6.2-litre LS3 engine in the final 2000 or so V8 Commodores built this year following reports of engine noise and even failure in cars with as little as 50km on the clock.

Holden strikes V8

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trouble -

carsales.com.au

78000 miles, timing chain issue, spun rod bearings, and low compression in the engine. Oil and maintenance done on a regular basis. Check engine light did not go on, no warning signs, and did not...

25 Complaints: 2011 Chevrolet Camaro Engine Problems

The LS based small-

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block engine is the primary V-8 used in General Motors' line of rear-wheel-drive cars and trucks. Introduced in January 1995, it is a "clean sheet" design with only rod bearings, lifters, and bore spacing in common with the longstanding Chevrolet small-block V-8 that preceded it as the basis for GM small-block V-8s. The basic LS variations use cast iron blocks, while ...

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General Motors LS- based small-block engine - Wikipedia

12 degree (LS7) vs 15 degree (LS3 / L92) valve angle; Higher intake runner (LS7) which improves the airflow path while at the same time requiring a longer valve and greater unsupported stem area between the valve head and the bottom of the guide.; 1,8:1 rocker

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arm ratio vs the 1.7:1 ratio found on its LS counterparts

LS7 Valve Drop Issue. What you need to know! - Gwatney ...

This is a common 5.3 liter Chevy engine problem reoccurring mostly in cylinders 1,4,6 and 7 of General Motors 2005-2014 models of it. The cause of this problem is usually an active fuel

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management (AFM) lifter. The ticking noise problem occurs when the AFM lifter is mechanically broken or stuck. Low compressions would be found on such cylinders ...

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