

BTR GEN III & IV LS TRUCK CAM - STAGE 4 - V3 - BTR-LSTRUCKSTG4-V3

Specs: 219/23X, .553"/.553", 108.5 LSA

INTAKE LOBE LIFT @ TDC: 0.0614"

The new BTR V3 Truck Camshafts are the result of our most extensive truck cam development program ever, delivering more average torque and horsepower under the curve—perfect for trucks that need strong midrange performance, with Stage 4 giving you maximum top-end power!

These cams use advanced valvetrain simulation and dynamic modeling tools, with **Spintron** development on both square and cathedral port heads to guarantee reliable, stable valvetrain performance across all possible platforms.

Next, we use engine and chassis dyno testing, using full-length truck single and dual exhaust systems and OEM-style intakes. High-speed exhaust and intake port sensors and in-cylinder combustion pressure measurements on the dyno give feedback on pressure wave dynamics in real time. We perform hundreds of dyno runs to fine-tune cam timing, valve overlap, and exhaust scavenging, maximizing torque and efficiency across the RPM range.

These “Truck” cams receive the same engineering rigor and combustion development as our race programs. **No old catalog lobes!** Our goal was a clean-sheet design to bring true motorsport-level engineering discipline to the street and towing world, using the same high-end analytical tools, Spintron lobe development techniques, and wave-based combustion tuning methodologies trusted in professional racing. **Plus, you're getting a 100% USA-designed & made product!**

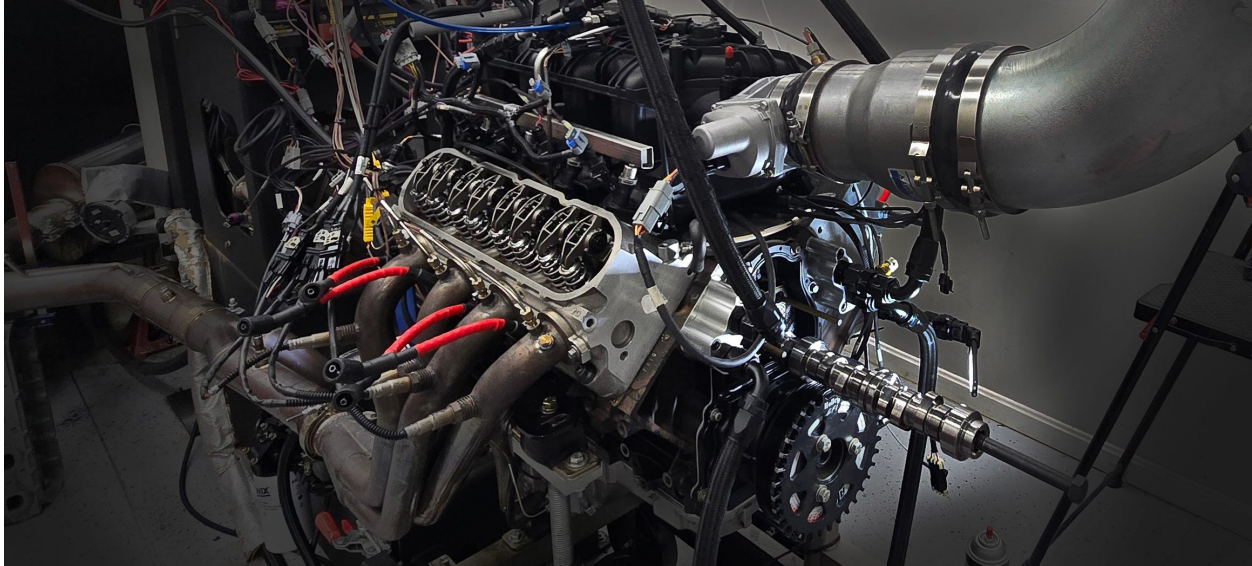
BTR SKU:	BTR-LSTRUCKSTG4-V3
Camshaft Description:	BTR LS TRUCK V3 STAGE 4
Engine Family:	GEN III & IV LS Applications
Recommended Engine Size:	4.8-6.2L
Recommended Valve Springs:	BTR-SK018
Recommended Lifters/Lifter Trays:	(LS7 Lifters) X12499225, (Trays) BTR95365-4
Suggested Pushrod Length:	7.400"
INTAKE DURATION @.050":	219°

EXHAUST DURATION @.050":	23X°
LOBE LIFT INTAKE:	0.325"
LOBE LIFT EXHAUST:	0.325"
INTAKE LOBE LIFT @ T.D.C.:	0.0614"
ROCKER ARM RATIO:	1.7:1
NET LIFT INTAKE:	0.553"
NET LIFT EXHAUST:	0.553"
LOBE SEPARATION ANGLE:	108.5°
EXPECTED IDLE VAC 750RPM:	56 (kpa)

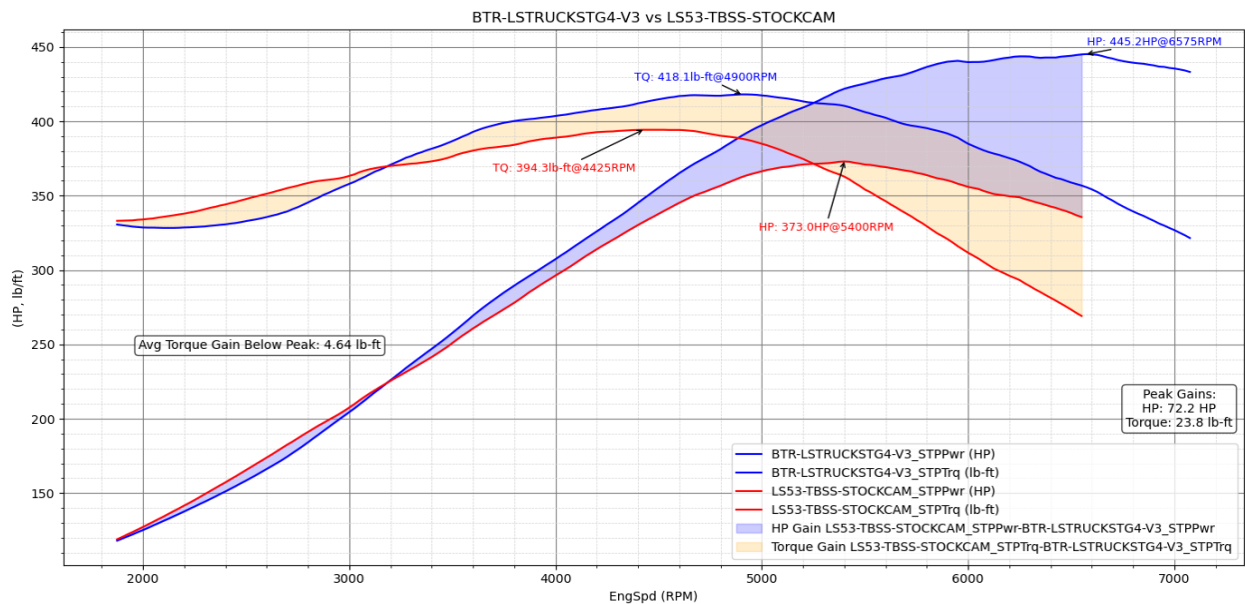
RPM Operating Range:	2200-6700
Idle Quality:	Very Aggressive
Chop Scale:	8/10
Expected Cam Swap Gains (P2P):	72+ Horsepower, 24+ lb/ft, an extra 1000+rpm!
Torque Converter Characteristics:	We recommend the use of an aftermarket converter for best performance.
'Drivability':	Great for shenanigans, lighter trucks that primarily cruise and play instead of work.

DYNO TESTING CONFIGURATION:

Dyno data collected with stock GEN IV 5.3L short block with stock 243 heads, BTR98544 head gaskets, TBSS Intake, Silverado Headers, and Speed Engineering NNBS Y-Pipe, and full-length 3.5" Single Exhaust with Muffler.



COMPARING CAMS: BTR Stage 4 V3 Truck Cam to OEM 5.3 Truck Cam



PEAK TO PEAK GAINS: BTR-LSTRUCKSTG4-V3 TO OE 5.3L CAM

HORSEPOWER GAIN PEAK-PEAK (HP):	72.2(HP)
HORSEPOWER % GAIN PEAK-PEAK:	19.4%
TORQUE GAIN PEAK-PEAK(lb/ft):	23.8(lb/ft)
TORQUE % GAIN PEAK-PEAK:	6.0%

AVERAGE GAINS: BTR-LSTRUCKSTG4-V3 TO OE 5.3L CAM

AVG HORSEPOWER GAIN (HP): 28.6(HP)

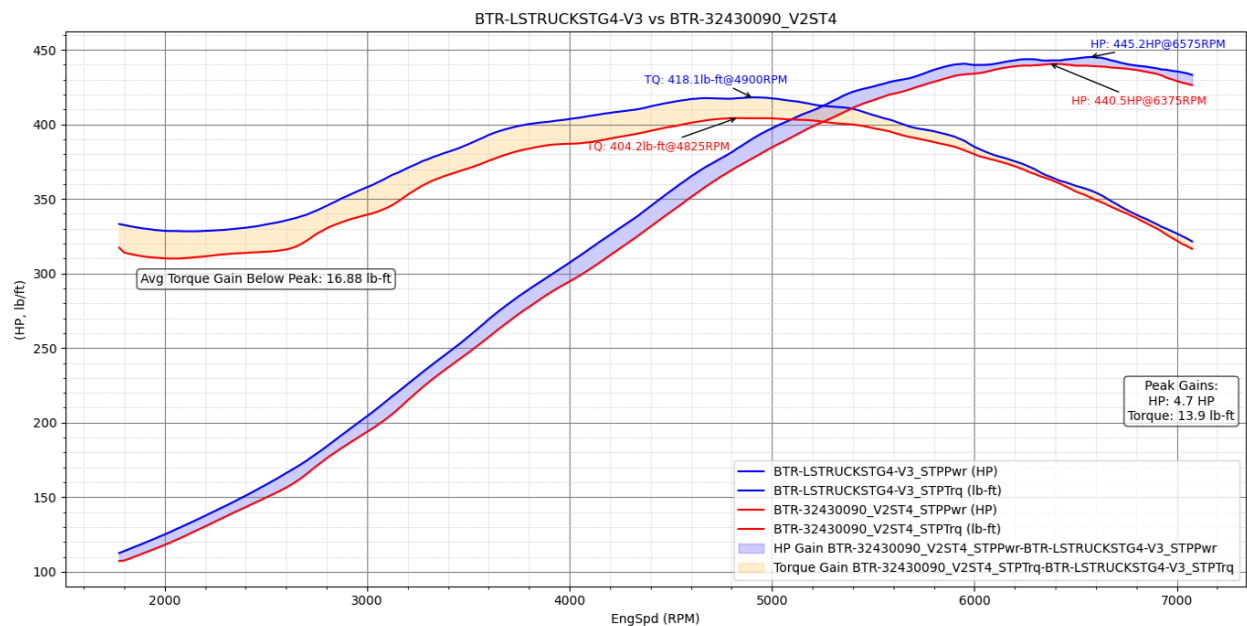
AVG HORSEPOWER % GAIN: 9.7%

AVG TORQUE GAIN (lb/ft): 26(lb/ft)

AVG TORQUE % GAIN: 7.2%

RPM RANGE FOR AVERAGE: 2200-6500RPM

COMPARING CAMS: BTR Stage 4 V3 Truck Cam TO BTR Stage 4 V2 Truck Cam



PEAK TO PEAK GAINS: BTR-LSTRUCKSTG4-V3 TO BTR-32430090

HORSEPOWER GAIN PEAK-PEAK (HP): 4.7(HP)

HORSEPOWER % GAIN PEAK-PEAK: 1.1%

TORQUE GAIN PEAK-PEAK(lb/ft): 13.9(lb/ft)

TORQUE % GAIN PEAK-PEAK: 3.4%

AVERAGE GAINS: BTR-LSTRUCKSTG4-V3 TO BTR-32430090

AVG HORSEPOWER GAIN (HP): 9.9(HP)

AVG HORSEPOWER % GAIN: 3.2%

AVG TORQUE GAIN (lb/ft): 13.3(lb/ft)

AVG TORQUE % GAIN: 3.6%

RPM RANGE FOR AVERAGE: 2200-6500RPM