

# LS1/LS6 Product List

PRICING EFFECTIVE DEC. 1ST, 2007 & SUBJECT TO CHANGE

<b>EP30913</b>	LS1/LS6 Firebird Corvette & Camaro High Flow Coolant Pump	\$399.00
<b>EP30914</b>	Evans Gen III Coolant Pump & Pulley Combination	\$469.95
<b>E3910</b>	LS1/LS6 Small Pulley <i>recommended for applications operating at less than 5000 RPM</i>	\$119.00
<b>E3911</b>	LS1/LS6 Small Pulley hard coated finish	\$129.00
<b>E3915</b>	LS1/LS6 Large Pulley	\$160.00
<b>E3916</b>	LS1/LS6 Large Pulley hard coated finish	\$170.00
<b>EB30913-C</b>	LS1 Corvette Pump Pulley Belt <i>use with Evans Small Pulley &amp; OEM crank pulley</i>	\$49.95
<b>EB30913-CF</b>	LS1 Camaro & Firebird Pump Pulley Belt <i>use with Evans Small Pulley &amp; OEM crank pulley</i>	\$49.95
<b>E3022</b>	LS1 160 High Flow Thermostat	\$49.95
<b>E3023</b>	LS1 180 High Flow Thermostat	\$49.95
<b>Coating</b>	Corrosion free ceramic coating on pump & thermostat housing	\$125.00
<b>Powder Coat</b>	Color chips available Call 888-990-2665 for details	by quote only

## Evans Waterless Coolants

### NPG+



#### NPG+

\$32.50/gallon

- \*Drain & Fill - No system modifications required
- \*Year-round coolant - safe for extreme cold operation
- \*Lifetime formula - No seasonal coolant changes
- \*Non-corrosive
- \*Eliminates source of electrolysis
- \*Eliminates detonation \* cavitation from hot spots

#### NPGR

\$32.50/gallon

- \*Design for racing applications
- \*Maximum heat absorption
- \*Less viscous formula is easier to flow through cooling system
- \*Not recommended for cold weather applications
- \*Lifetime, Year-round formula
- \*Non-corrosive
- \*Eliminates electrolysis, detonation, and cavitation

### NPGR



# LS1/LS6 HIGH FLOW RACING PUMP AND PULLEY COMBINATION



Evans Cooling Systems, Inc. has expanded their product line with the release of a high flow pump and pulley combinations for the GM LS1/LS6.

Evans EP30913 Pump and Large Pulley (E3919) is now available for demanding engine RPM applications. The pump has been designed to increase flow 20% more than the OEM style replacement pumps, and maintains equal flow to both cylinder banks at any engine RPM. Evans improved design includes an engineered impeller, a billet pulley hub, heavy duty roller bearing and ceramic shaft seal. The 8 vane scrolled impeller design reduces parasitic horsepower loss at high RPM. Evans pumps are machined for correct clearance to accommodate Evans Small LS1 pulley, Evans Large LS1 pulley is a direct bolt on to an Evans pump. Evans has also applied this technology to the GEN III truck pump. (EP30914)

Evans Small pulley (E3910) is designed to work with the OEM crank pulley. This Pulley design maximizes cooling capacity by increasing coolant flow on factory applications more effectively than stock pulley combinations. Evans Large pulley (E3915) increases performance

when using an under-drive crank pulley. Evans Small and Large pulleys are 8-rib compatible. Optimal Pump RPM range is 2500 - 6500. Pump flow (gpm) is maximized at 5500 pump RPM.

For sustained high RPM applications our suggested combination is Evans Large Pulley and a 25% under-drive crank pulley. The pulleys are available as billet aluminum or anodized hard coat. Refer to LS1 Pump RPM vs. engine RPM to compare pulley drive ratios.

Evans also recommends the use of their modified thermostats, available in 160°F and 180°F temperature settings. The modification

increases the flow up to 55% more coolant than other after market thermostats and maximizing the cooling advantage of the Evans EP30913 Pump. Evans LS1 Thermostats can also be used on all OEM LS1 pumps.

Pump pulley and thermostat may be purchased separately or may be assembled for your specific application.

Corrosion-free ceramic coating is available on the pump and thermostat housing for show quality. Power coating in custom colors is also available, call for quote.



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**Discover the Evans Advantage!**

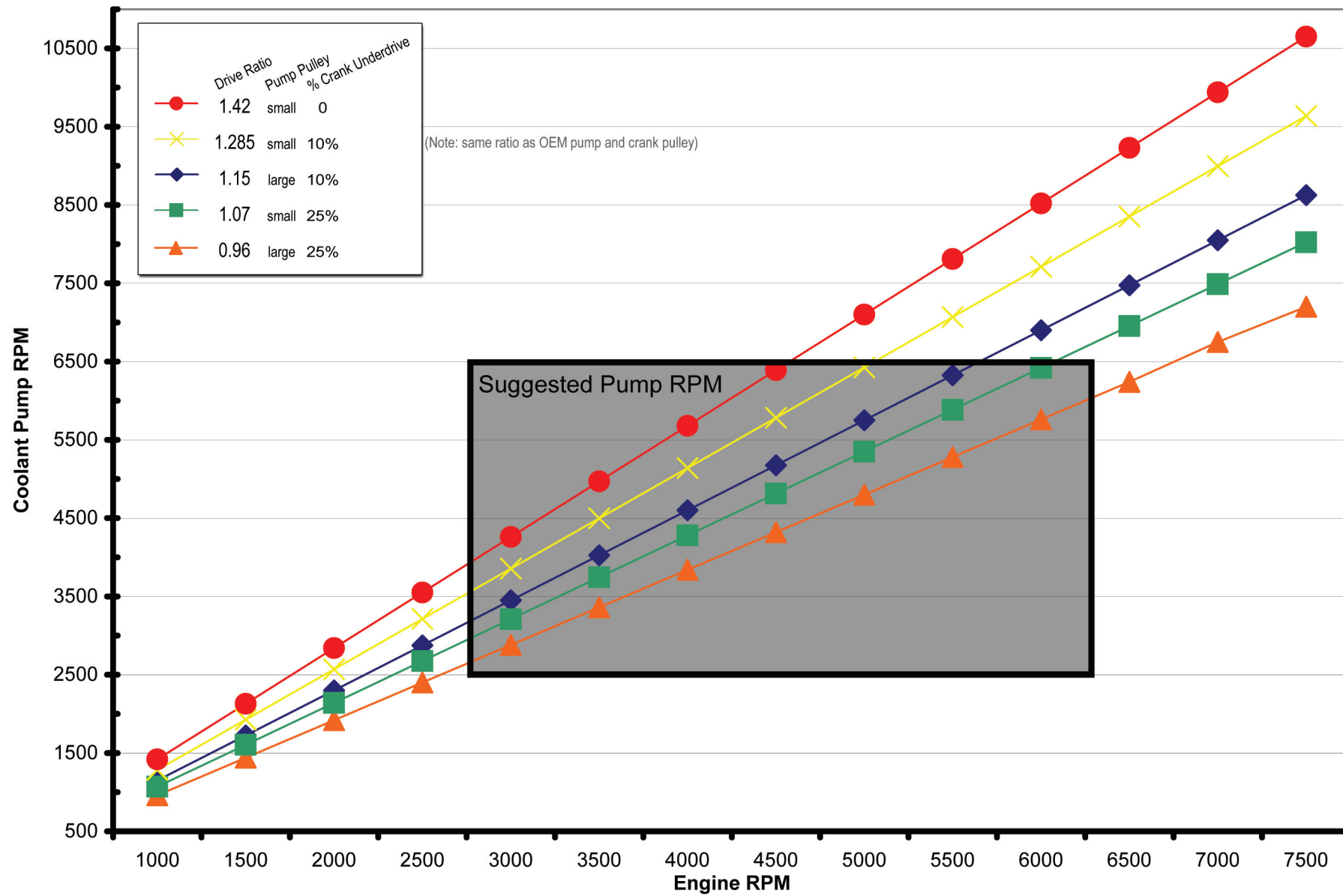
[www.EvansCooling.com](http://www.EvansCooling.com)

888-990-COOL

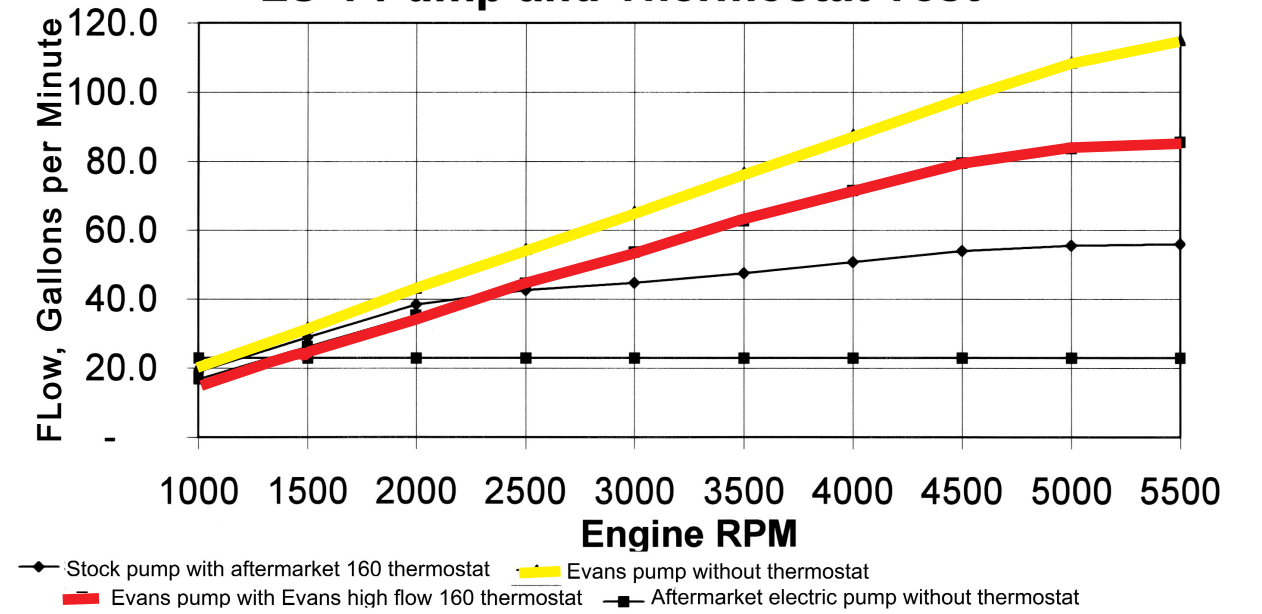


Darton Sleeves recommends the Evans LS1 pump with the use of Evans waterless NPG+ or NPGR coolant for Darton sleeve kits. Evans Waterless coolant and Evans Pump eliminates cavitation and increases the life of the sleeve kits. The pump design offers better cooling for the sleeves with the equal flow to both cylinder banks.

## LSI Pump RPM vs. Engine RPM



## LS-1 Pump and Thermostat Test



Knowing your engine RPM range and coolant flow (from Pump and Thermostat Test image) you can determine the best drive ratio for your application. The Pump versus Engine RPM chart gives a suggested pump RPM box. Too low a pump RPM will result in higher operating temperature and eventual over heating. Too high a pump RPM results in power loss from parasitic drag creating pump cavitation and eventual over heating or pump failure. The Evans pump and high flow thermostat or no thermostat gives the ability to have maximum power with minimum parasitic drag and still maintain maximum cooling through out the engine RPM range.

### Ratio Application Guide:

- 1.42:1** ----- Street Only - Maximum PF 5000 Engine RPM, Stock application, Evans Pump and Small pulley combination enhances cooling capacity
- 1.285:1** ----- Street and Street Performance - This represents OEM ratio, When using the Evans Pump and small pulley the flow is increased for High Performance Street use.
- 1.15:1** ----- Road Race, Drag Race and Off-Road Applications.
- 1.07:1 & 0.96:1** ---- High Sustained Engine RPM applications. When used in a street application - gain in HP at low engine RPM while maintaining cooling capacity.

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### How do you calculate pump drive ratio?

Drive Pulley (crank) diameter / Pump pulley diameter = drive ratio  
 (overdrive 1.0 or higher, underdrive is 0.99 or lower)

#### Using OEM LSI as example:

Crank Pulley-----	OEM Pump Pulley
Stock OEM-----	1.28
10% under-----	1.15
25% under-----	0.96