

## **New at Summit Racing Equipment: King LS Performance Bearings**

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Tallmadge, OH ([PRWEB](#)) February 09, 2016 -- Engine builders are scrambling to squeeze more power out of GM's LS series engines. [King Bearings](#) created performance rod, main, and cam bearings to ensure the engine's bottom end can handle the extra stress.

King XP Series bearings were designed for engines that see continued, sustained stress—think road and circle track racing:

- XP Series Rod Bearings feature a 45 degree chamfer on the crank cheek side, and increased crush height for improved bearing-to-bore contact and heat transfer.
- XP Series Main Bearings feature enlarged chamfered oil holes with 3/4 grooving to promote better oiling. They're also narrowed to accommodate large radius crankshafts. They are designed for use with forged steel aftermarket crankshafts

King HP Series bearings are better suited to engines that endure quick, but high-load stress, e.g. drag racing.:

- HP Series Rod Bearings are a great choice for blown, turbocharged, NOS, and alcohol-fed engines. They boast a greater eccentricity for superior oiling at high rpm. They're available with or without dowel holes
- HP Series Cam Bearings are constructed from seamless steel tubing, with a thin layer of lead based Babbitt material to reduce microscopic deflections. A special casting process is used to double the bearings' tensile strength. More importantly, the unique surface design helps retain engine oil on the bearing to mitigate the risk of momentary oil starvation

Summit Racing Equipment

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

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