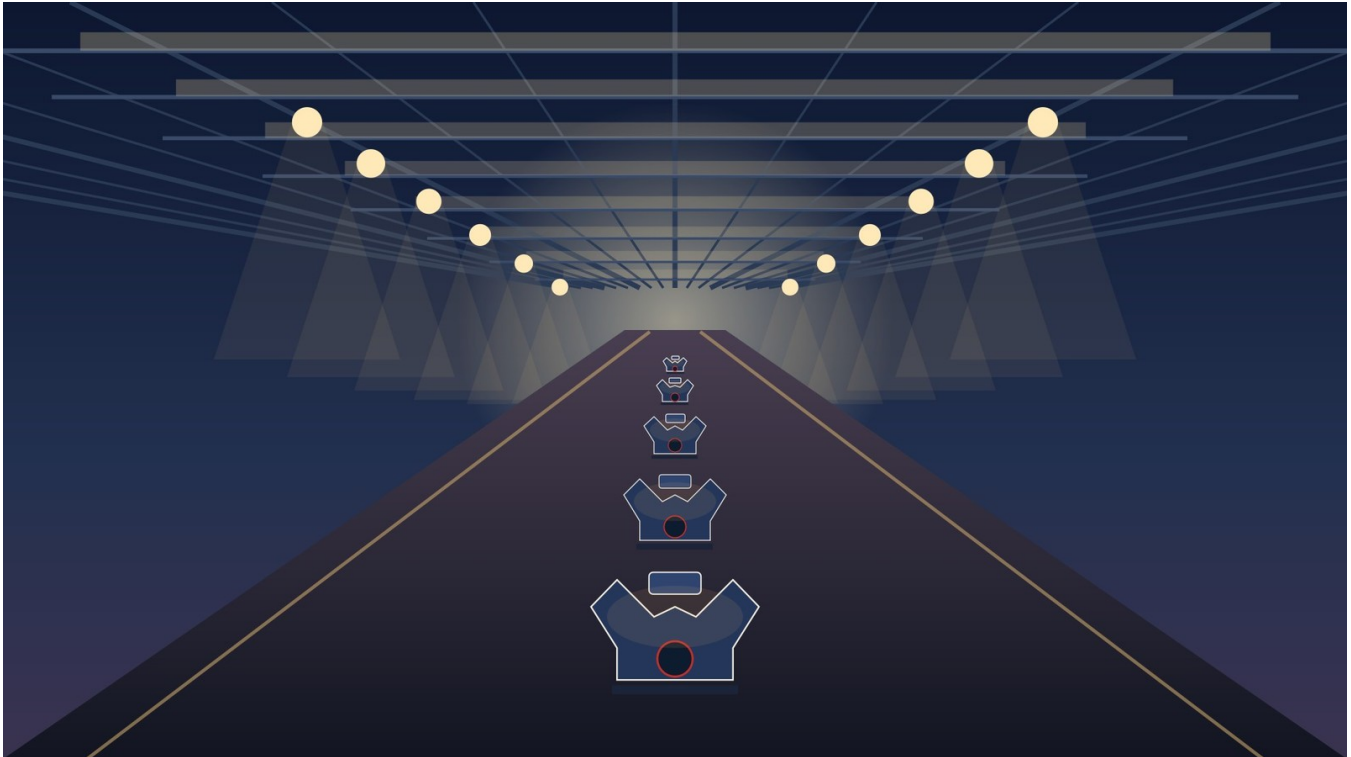




Chevrolet's 2027 Corvette LS6 6.7L V8: The Sixth-Generation Small Block, 535 hp and 520 lb-ft

Public paper · October 5, 2026 · GM deep dive March 26, 2026 · Ryan Standley / Record of Sale, LLC / Notice Nearby

GM's March 26, 2026 deep dive rates the new LS6 6.7-liter (409 cu in) V8 at 535 hp at 6,100 rpm and 520 lb-ft at 4,600 rpm with 13.0:1 compression. GM calls it the sixth generation of the Small Block. Flint Engine Operations in Michigan assembles it; Bowling Green Assembly in Kentucky builds the Stingray and Grand Sport. EPA: 15/25/18 mpg.

Car loans · sourced with Assembly Alert. <https://assemblyalert.com/blog/corvette-ls6-6-7l-sixth-generation-small-block>

General Motors says there have been only five generations of the Chevrolet Small Block V8 in 72 years. On March 26, 2026, GM unveiled the sixth: a 6.7-liter V8 it calls the LS6, standard in the 2027 Corvette Stingray, Grand Sport, and Grand Sport X.

GM's published numbers are 535 horsepower at 6,100 rpm, 520 lb-ft of torque at 4,600 rpm, 6.7 liters (409 cubic inches), and a 13.0:1 compression ratio. GM calls 535 hp the most powerful base engine ever offered in a Corvette and 520 lb-ft the highest production torque of a naturally aspirated V8 ever. Those are GM's claims, printed as GM's claims.

The engine is assembled at GM's Flint Engine Operations in Michigan with US and globally sourced parts, per GM. GM says the first Small Block was made in Flint on July 9, 1954, and Flint built the family until 1999. The Stingray and Grand Sport are built at GM's Bowling Green Assembly in Kentucky.

What changed from the LT2

The outgoing 6.2-liter LT2 and the LS6 share a 103.25 mm bore and 4.4-inch bore spacing, which GM says carries over from more than 100 million Small Blocks. The stroke grows from 92 mm to 100 mm. Compression rises from 11.5:1 to 13.0:1. GM adds port injection to direct injection, forged pistons and connecting rods, a new oiling system, and a 95 mm throttle body.

Against the 2026 LT2 (490 hp and 465 lb-ft, or 495 and 470 with the Z51 performance exhaust, per Chevrolet), the LS6 adds 45 hp and 55 lb-ft over the base rating. Peak torque arrives at 4,600 rpm instead of 5,150. GM's order guides list the 2027 Stingray coupe at 3,392 lb dry, 26 lb more than the 2026 coupe's 3,366.

Car and Driver, reporting from GM's briefing, says the LS6 keeps a cam-in-block design with rocker arms and two valves per cylinder, uses a tunnel-ram plenum of 11.5 liters with 130 mm runners, and adds a second oil feed to the crankshaft.

Beating the L88

GM says the team set out to beat the 12.5:1 compression of the 427-cubic-inch L88 big-block of 1967 to 1969, a racing engine that ran on leaded fuel. The LS6 runs 13.0:1 on premium unleaded. GM's assistant chief engineer Mike Kociba credits advanced controls.

How it compares

Published peaks: 2027 Corvette LS6 535 hp / 520 lb-ft. 2026 Corvette LT2 490 / 465. 2027 Corvette Z06 LT6 670 / 460. 2026 Mustang GT Coyote 5.0 480 / 415 (486 / 418 with active exhaust). 2026 Mustang Dark Horse 500 / 418. 2026 Dodge Charger Scat Pack 3.0L twin-turbo six 550 / 531.

Among the naturally aspirated engines, the LS6 has the most torque. The turbocharged Charger six makes more torque at a lower 3,500 rpm. The Z06 makes more horsepower by revving to 8,400 rpm.

Fuel economy

EPA lists the 2027 Corvette at 15 city, 25 highway, 18 combined mpg on premium, and the 2026 LT2 car at 16, 25, 19. Highway is unchanged; city and combined each drop 1 mpg. EPA's annual fuel cost estimate rises from \$4,350 to \$4,550.

Price

Chevrolet lists the 2027 Stingray starting at \$71,300, the Grand Sport at \$86,300, and the Grand Sport X at \$110,000 (retrieved October 5, 2026). The 2026 Stingray started at \$70,000.

Plant country is the test

The Corvette is built in Bowling Green, Kentucky, and the Mustang in Flat Rock, Michigan, per their makers. Stellantis lists the Charger's final assembly in Windsor, Ontario, Canada, with its engine from Saltillo, Mexico. For the OBBBA car-loan interest deduction, the plant country of final assembly is what the test looks at. The engine plant is not the test, and neither is the VIN's first digit.

Run the specific VIN through the free checker at <https://assemblyalert.com>. UNITED STATES or USA passes the plant test. Puerto Rico does not. This is not tax advice.

Not published

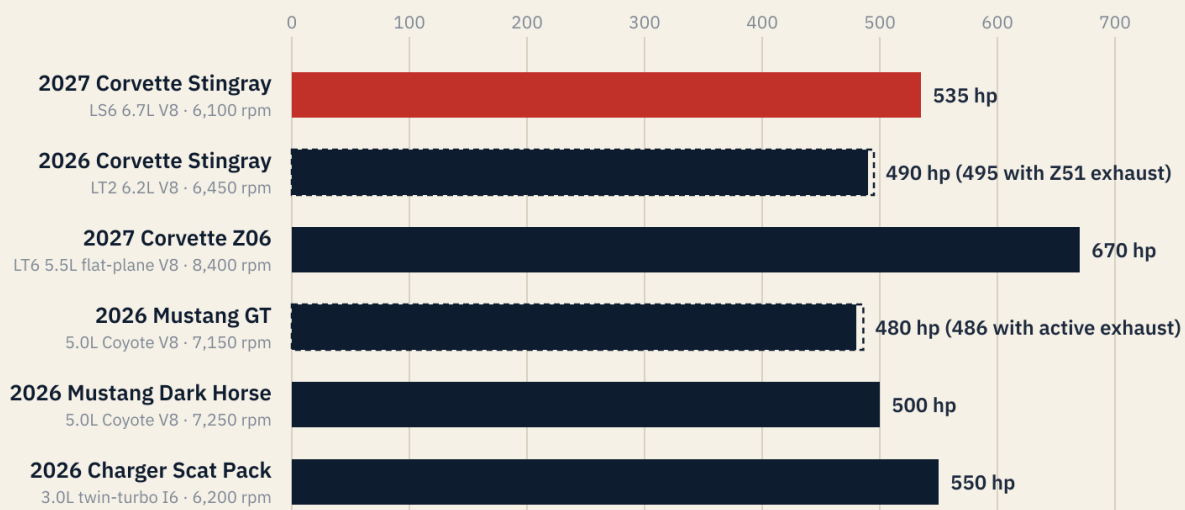
GM has not published, in the sources used, the LS6's engine weight, rod length, deck height, cam specifications, bank angle, power curve, or oil capacity. GM says only that the architecture will soon benefit other V8-powered Chevrolets, without naming them.

Charts and plates

Pictures below are the package charts and schematic plates. They are not factory drawings. Unpublished specs are not drawn as dimensions.

Peak horsepower, as published

Manufacturer ratings. Bars are peaks, not curves. Red = the new LS6.



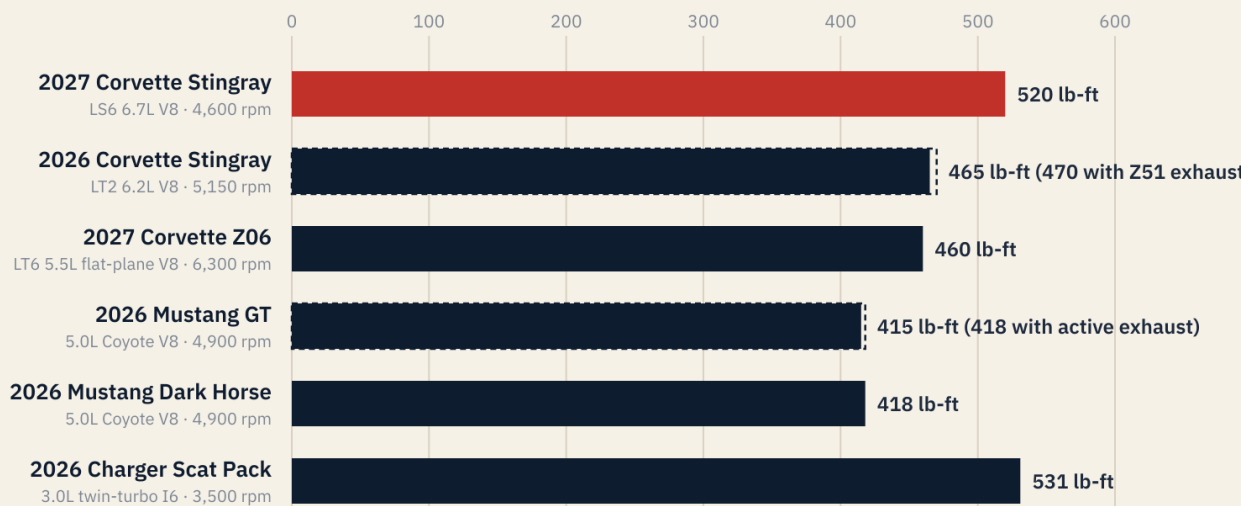
Sources: GM News (Mar 26, 2026); 2026 Corvette order guide; chevrolet.com; Ford 2026 Mustang tech specs (SAE J1349, premium fuel); Stellantis 2026 Charger SIXPACK spec sheet (SAE net). Z06 rpm from the 2026 order guide; 2027 Z06 rating 670 hp per chevrolet.com. Dashed outline = the optional-exhaust rating where one is published.

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Published peak horsepower for the LS6 and comparison engines.

Peak torque, as published

lb-ft at the published rpm. The LS6 peak arrives 550 rpm earlier than the LT2's.



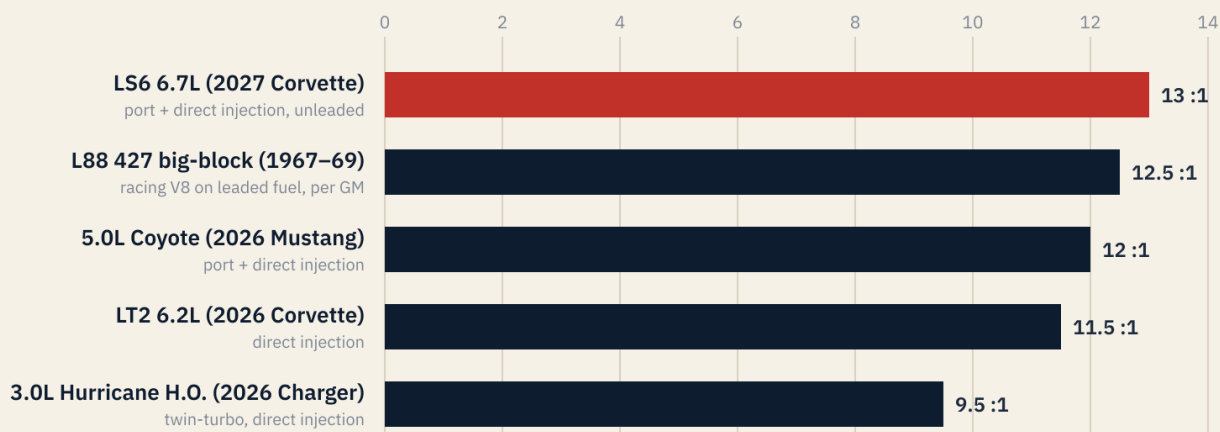
The Charger's six is turbocharged; every other engine here is naturally aspirated. GM calls 520 lb-ft the highest production torque of a naturally aspirated V8 ever. That is GM's claim, printed as GM's claim. Sources: GM News; 2026 Corvette order guide; Ford 2026 Mustang tech specs; Stellantis 2026 Charger SIXPACK spec sheet.

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Published peak torque for the LS6 and comparison engines.

Compression ratio

Higher squeezes more work from each charge. GM says 13.0:1 is the highest ever for a Corvette V8.



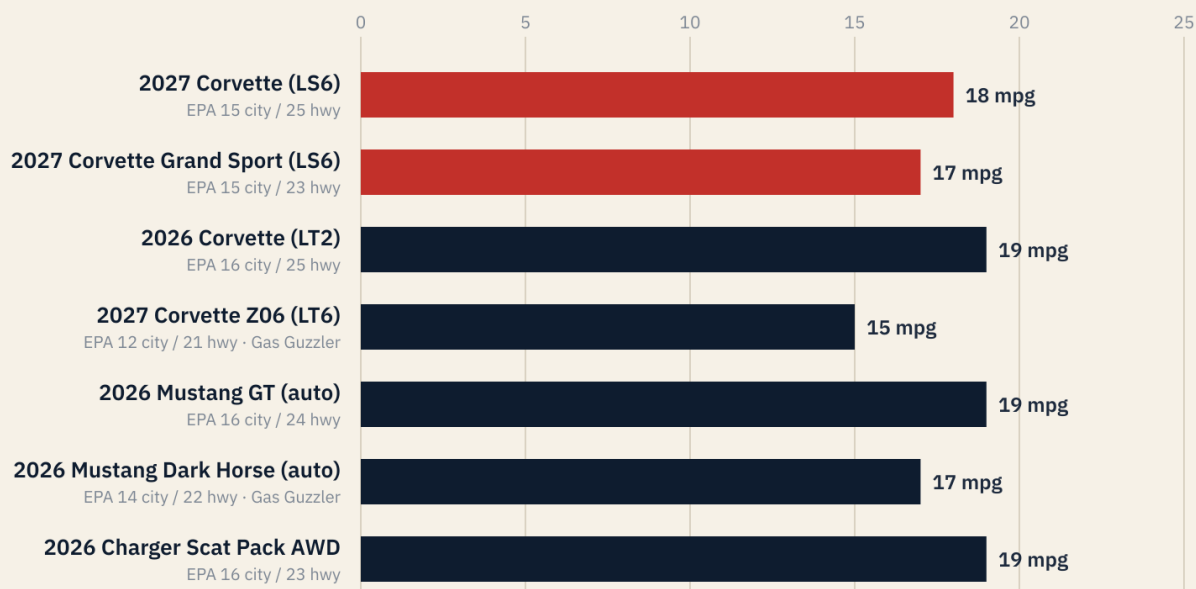
Sources: GM News deep dive (LS6, LT2 comparison, L88 quote); GM Europe Stingray tech data (LT2 11.5:1); Ford 2026 Mustang tech specs; Stellantis 2026 Charger SIXPACK spec sheet. Turbo engines run lower ratios by design; this chart is not a ranking of better or worse engines.

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Published compression ratios including the LS6 and the 1967-69 L88.

EPA combined fuel economy

fuelconomy.gov, automatic-transmission versions. Real-world mileage varies.



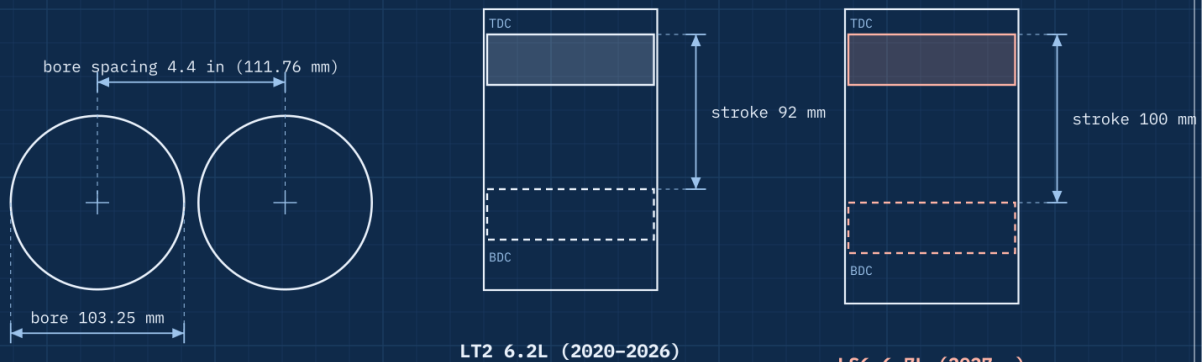
The bigger LS6 gives up 1 mpg city and 1 mpg combined against the 2026 LT2 car on EPA's numbers; highway is unchanged at 25.
Source: fuelconomy.gov records 50393, 50461, 49170, 50396, 49792, 49795, 50068 (retrieved Oct 5, 2026).

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EPA combined mpg from fuelconomy.gov for each car in the comparison.

PLATE 01 – CYLINDER GEOMETRY, LS6 vs LT2

Bore, stroke and bore spacing drawn to one scale from GM's published figures



SCHEMATIC ILLUSTRATION

NOT A GM OR FACTORY DRAWING

Dimensioned lines = published figures only

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Schematic cylinder geometry. Not a GM or factory drawing.

PLATE 02 – FRONT SECTION, GEN 6 SMALL BLOCK LAYOUT

Pushrod layout as GM and Car and Driver describe it. Not to scale.

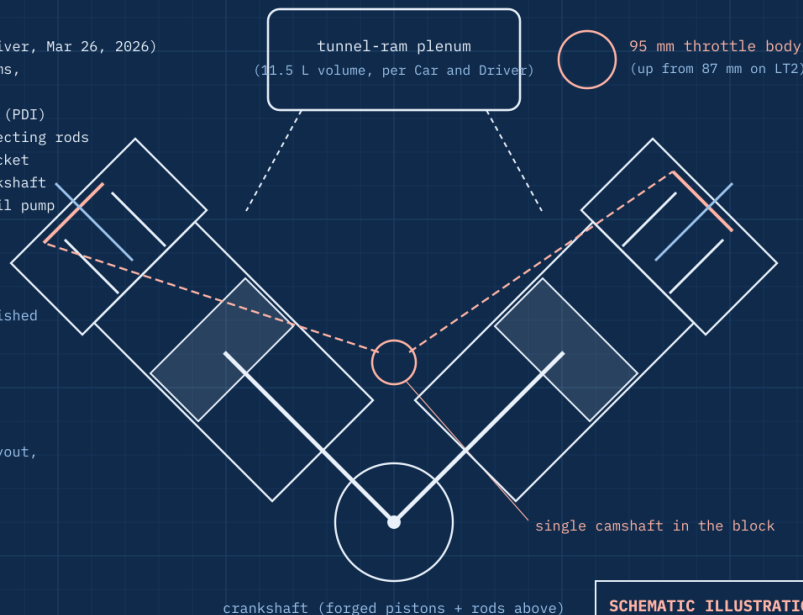
CALLOUTS (GM / Car and Driver, Mar 26, 2026)

- cam-in-block, rocker arms, two valves per cylinder
- port + direct injection (PDI)
- forged pistons and connecting rods
- two-piece head water jacket
- second oil feed to crankshaft
- continuously variable oil pump
- 13.0:1 compression

NOT DIMENSIONED (not published in the sources used):

- bank angle
- rod length, deck height
- cam lift / duration
- injector pressures

The V is drawn to show layout, not a measured angle.



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Schematic front section. Not a GM or factory drawing.

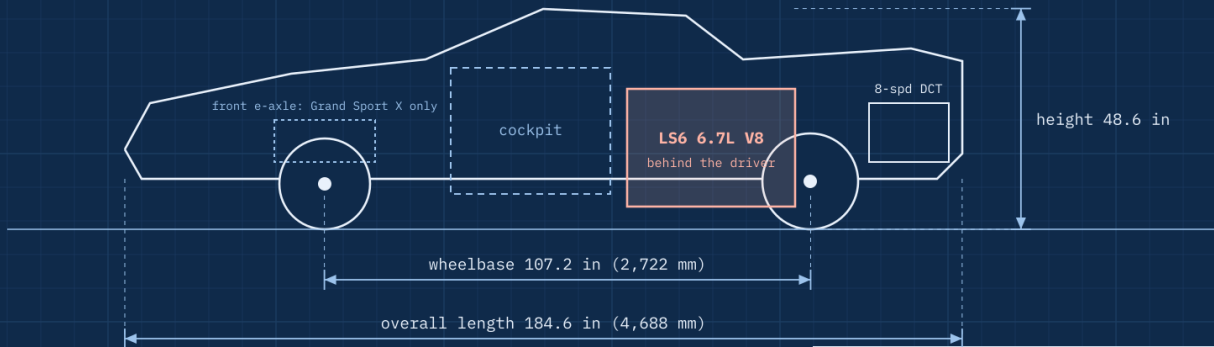
PLATE 03 — MID-ENGINE PACKAGE, 2027 CORVETTE GRAND SPORT

Silhouette is illustrative. Only the wheelbase, length and height lines are published GM figures.

PUBLISHED (GM Canada spec table, Grand Sport):

wheelbase 107.2 in · length 184.6 in · height 48.6 in
width 79.7 in w/o mirrors · base curb weight 3,520 lb
wheels 20 in front / 21 in rear · final drive 5.56:1

Front overhang, cowl point, engine fore-aft station and seat position are NOT published and are placed by eye.



SCHEMATIC ILLUSTRATION

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Schematic mid-engine package. Not a GM or factory drawing.

Notes

- Car loans · sourced with Assembly Alert. <https://assemblyalert.com/blog/corvette-ls6-6-7l-sixth-generation-small-block>
- Plant country is a VIN fact. Free checker: <https://assemblyalert.com>. UNITED STATES or USA passes the OBBBA car-loan interest plant test. Puerto Rico does not pass that test. The first digit of the VIN is not the test. The engine plant is not the test. Not tax advice.
- Illustrations are original artwork, not Chevrolet photos. Plates are schematic illustrations, not GM or factory drawings. <https://noticenearby.com/papers/chevrolet-corvette-ls6-6-7l-sixth-generation-small-block-2027>