

GM Industrial Engine Power by Power Solutions, Inc.



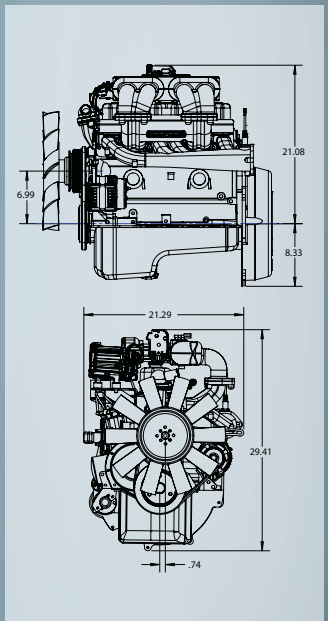
Feature/Benefits

- Designed to work with gasoline, liquid propane gas and natural gas.
- Pistons have high silicon content for improved durability and noise reduction.
- Sintered powdered-metal exhaust valve seat inserts for enhanced durability.
- Nodular iron crankshaft for increased strength.
- World-class engine sealing system for superior leak protection.
- Integral harmonic balancer/crankshaft pulley for easier accessory drive dress.
- High Energy Ignition (HEI) distributor and coil are standard.
- Intake/exhaust manifolds are standard on the engine.
- Common rear face on most GM Powertrain industrial engines for easy hookup with housing.

Options

- Fuel options, LPG, NG, CNG, Gasoline
- Sequential Electronic Fuel Injection (SEFI) for Gasoline
- Fuel and Emission Control System that Meets Tier II EPA/CARB Emission Regulations for LSI Engines
- SAE flywheel housings and flywheels
- Additional crankshaft pulleys
- Instrument panel with auto shutdown devices
- Sheet metal enclosures.
- Cooling fans
- Radiator
- Dry type industrial air cleaners (safety element air cleaners available)
- Electronic governors

Power Solutions, Inc.



PSI Offers Turn-Key Certified and Non-Certified Engine Packages

Product Engineering Data

3.0L ENGINE

General Data

Type: 3.0L L4
Displacement: 181 cid (2966.59 cc)
Compression Ratio: 8.2:1, 9.25:1, or 10.5:1
Valve Configuration: Pushrod Actuated Overhead Valves
Manufactured: Toluca, Mexico
Valve Lifters: Flat Follower
Bore X Stroke: 4.00 X 3.60 in (101.60 X 91.44 mm)
Main Bearing Caps: 2-Bolt
Balance Method: Internal
Intake Manifold: PFI or LPG/NG
Fuel Delivery: CARB LPG, NG: SEFI Gasoline
Oil Pan Capacity: 5 qt
Fuel Types: Gasoline, LPG or NG
Engine Rotation: Clockwise (from the front)
Paint Protection: Painted
Horsepower: 85 hp @ 3000 rpm (Gasoline), 74 hp @ 3000 rpm (LPG), 50 hp @ 1800RPM (NG)
Torque: 163 lb-ft @ 1600 rpm (Gasoline), 150 lb-ft @ 1600 rpm (LPG)
Shipping Weight: 363 lb (165 kg)

Materials

Block: Cast Iron
Cylinder Head: Cast Iron
Intake Manifold: Cast Iron / Aluminum
Crankshaft: Nodular Iron
Pistons: High Silicon Content Aluminum
Exhaust Seat: Sintered Powdered Metal Inserts

Engine Sealing System

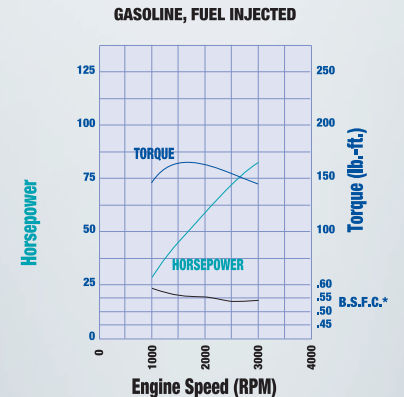
One-piece viton rear main seal
 One-piece oil pan gasket
 Composite graphite cylinder head gaskets with stainless steel core.

Governor Options

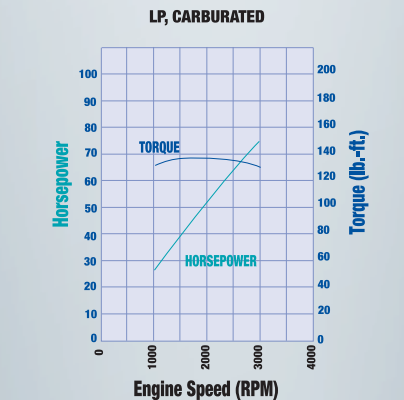
Electronic-Drive by Wire/Electronic/
 Velocity

Fuel System Options

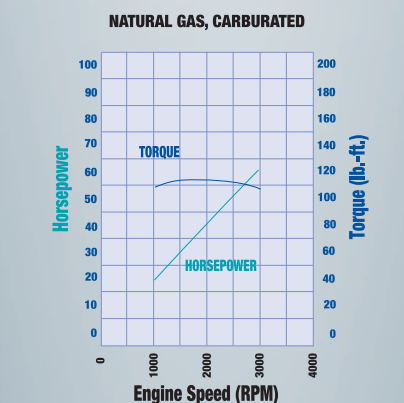
Closed and Open Loop Fuel Control Systems
 Gasoline (SEPI)
 LPG
 NG
 CNG
 Gasoline SEFI/LPG Dual Fuel
 Electronic Throttle Control
 Spare Configurable ECM I/O
 Three Way Catalyst



Power corrected to SAE J1995. Actual power levels may vary due to fuel system calibration, and design of induction and exhaust system



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655 Wheat Lane, Wood Dale, IL 60191
 Telephone 630-350-9400
 Fax 630-350-9900
 www.psiengines.com



Information may vary with application. All specifications listed are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.