

GM Industrial Engine Power by Power Solutions, Inc.



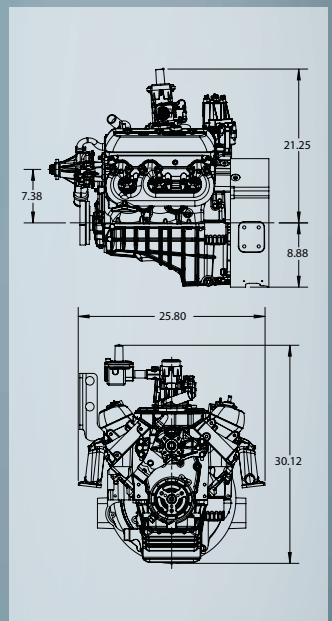
Feature/Benefits

- Designed to work with gasoline, liquid propane gas and natural gas.
- Roller valve lifters for reduced friction and improved fuel economy.
- Nodular iron crankshaft has undercut and rolled fillets for durability.
- Counter-rotating balance shaft for smooth performance and low noise.
- Engine comes completely component painted.
- Composite rocker arm cover and front cover for noise reduction.
- World-class engine sealing system for superior leak protection.
- High Energy Ignition (HEI) distributor and coil are standard.
- Cast aluminum oil pan for increased strength and noise reduction.
- Common rear face on most GM Powertrain industrial engines for easy hookup with housing.

Options

- Fuel options, LPG, NG, Gasoline
- Fuel and Emission Control System that Meets Tier II EPA/CARB Emission Regulations for LSI Engines
- SAE flywheel housings and flywheels
- Auxiliary drive pulleys available
- Cooling fans
- Radiators
- Dry type industrial air cleaners (safety element air cleaners available)
- Electronic governors
- Sintered powered metal exhaust valve seat

Power Solutions, Inc.



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

Product Engineering Data

4.3L ENGINE

General Data

Type: 90° 4.3L V6
Displacement: 262 cid (4294.18 cc)
Compression Ratio: 9.4:1
Valve Configuration: Pushrod Actuated Overhead Valves
Manufactured: Tonawanda, New York
Valve Lifters: Hydraulic Roller
Bore X Stroke: 4.00 X 3.48 in (101.60 X 88.39 mm)
Main Bearing Caps: 2-Bolt
Balance Method: External
Intake Manifold: 2-BBL, IAFM
Rear Oil Seal: Full Circle
Fuel Delivery: Carburetted LPG, NG, SEFI Gasoline
Oil Pan Capacity: 4.5 qt with filter
Fuel Types: Gasoline, LPG or NG
Engine Rotation: Clockwise (from the front)
Paint Protection: Completely component painted
Horsepower: 135hp @ 3000 rpm (Gasoline)
Torque: 243 lb-ft @ 2200 rpm (Gasoline)
Shipping Weight: 434 lb (197 kg)

Materials

Block: Cast Iron
Cylinder Head: Cast Iron
Intake Manifold: Cast Iron
Crankshaft: Nodular Iron
Camshaft: Steel
Pistons: High Silicon Aluminum
Exhaust Seat: Induction Hardened

Engine Sealing System

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

Sensors

Switch & Sender: Water Temp & Oil Pressure

Fuel System Options

Closed and Open Loop Fuel Systems

Gasoline Fuel Injection

Gasoline/LPG Carb Dual Fuel

LPG (Mixer, Throttle Body, Fuel Lock, Regulator)

LPG W/Governor (Same As Above w/Elec. Governor)

LPG W/Governor (Same As Above w/Velocity Governor)

LPG Carb

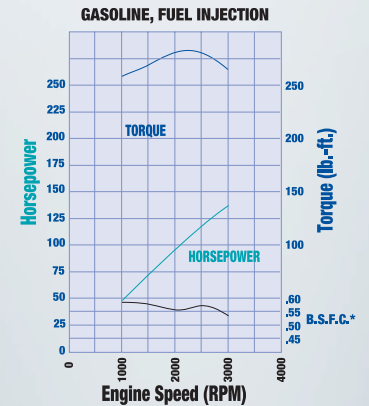
NG/LPG Carb Dual Fuel

NG Carb

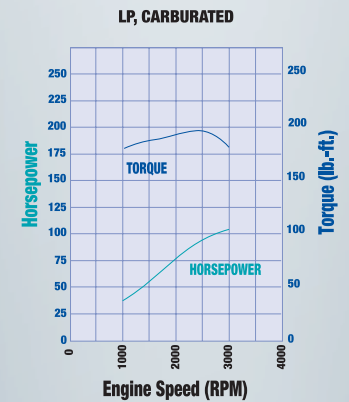
NG (Mixer, Throttle Body & Air Cleaner)

NG W/Governor (Same As Above w/Elec. Governor)

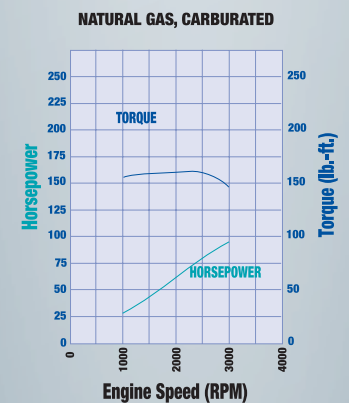
Three Way Catalyst Available



Power corrected to SAE J1995. Actual power levels may vary due to fuel system calibration, and design of induction and exhaust system
 * B.E.F. IN QUOTE REF BRASS UNDERCOVER - UNID



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



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



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.