

GM 3.0L

4 cyl. | 181 cu. in. inline | 12 volt

POWERED by
INDUSTRIAL ENGINES

GM

Standard Features

- » Designed to work with 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.
- » Non-adjustable, variable spark high-voltage switch (HVS) 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.



Specifications

- » Type: PSI EPA Certified 3.0L
- » Displacement: 181 cid (2966.59 cc)
- » Compression Ratio: 9.25:1
- » Valve Configuration: Pushrod Actuated Overhead Valves
- » Manufactured: Toluca, Mexico
- » Valve Lifters: Flat Follower
- » Bore X Stroke: 4.00 in X 3.60 in (101.60 X 91.44 mm)
- » Main Bearing Caps: 2-Bolt
- » Balance Method: Internal
- » Intake Manifold: LPG/NG
- » Fuel Delivery: Electric Mixer
- » Oil Pan Capacity: 5 qt
- » Fuel Types: LPG or NG
- » Engine Rotation: Clockwise (from the front)
- » Paint Protection: Painted
- » Horsepower: 74 hp @ 3000 rpm (LPG), 50 hp @ 1800RPM (NG)
- » Torque: 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

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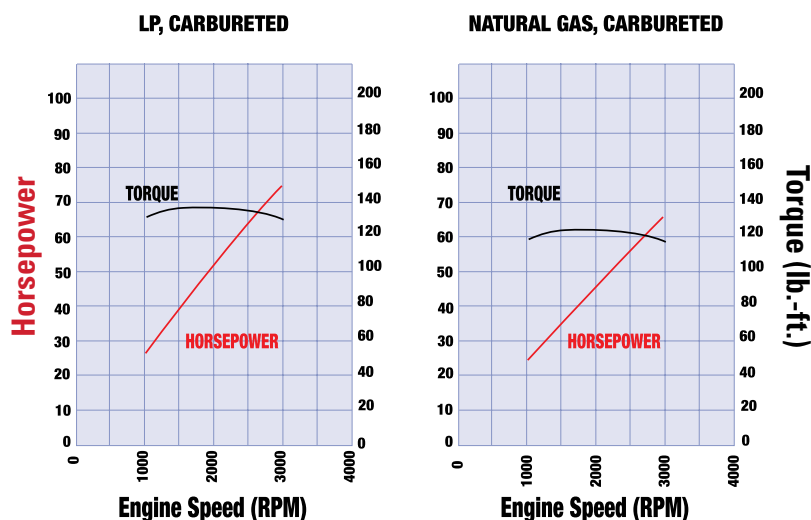
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Performance Curves



RATIO RPM	1:1 1760	11:10 1936	6:5 2112	5:4 2200
HP/NG	32	36	40	42
HP/LPG	38	41	46	48

Recommended application at 2500', 100 degree temp. with fan and radiator.
Derate 1% per 10 degrees above 100, 3.5% per 1000' over 2500'.

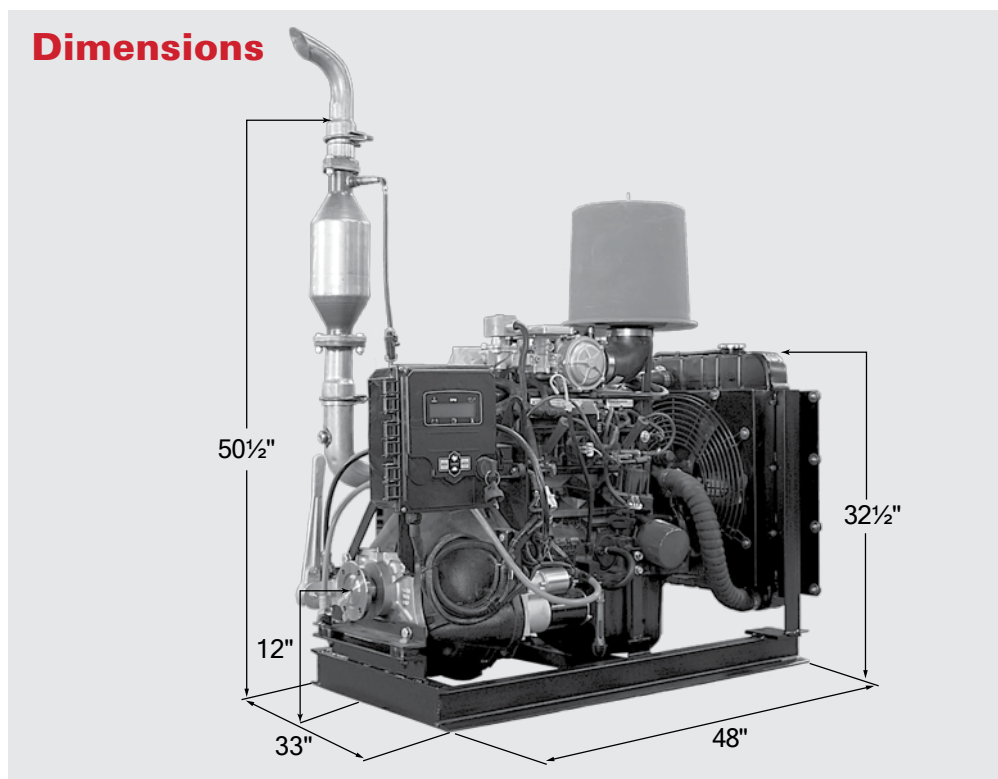
Power corrected to SAE J1995. Actual power levels may vary due to fuel system calibration, and design of induction and exhaust system.

*B.S.F.C. in pounds per brakehorsepower - hour

Options

- » Fuel options, LPG, NG, CNG
- » Fuel and Emission Control System that Meets EPA/ CARB Stationary Emergency & Non-Emergency 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)

Dimensions



Fuel System Features

- » Closed Loop Fuel Control Systems
- » LPG
- » NG
- » CNG
- » Electronic Throttle Control
- » Three Way Catalyst
- » Integrated Electric Governor Control

*Generators, Drive Shafts and Pumps also available.

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