

GM 4.3

6 cyl. | 262 cu. in. | V-6 | 12 volt

POWERED by
INDUSTRIAL ENGINES

GM

Standard Features

- » 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.



Specifications

- » 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

HUSKER POWER PRODUCTS

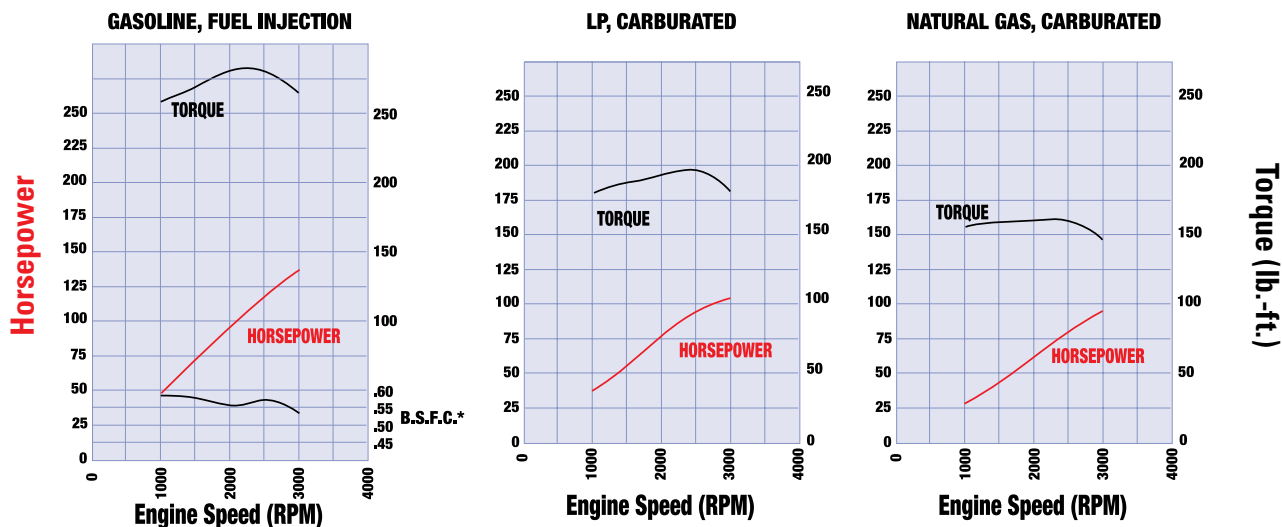
HUSKER POWER PRODUCTS

P.O. Box 2006 | Hastings, NE 68902 | (402)463-1531 | (800) 752-0888 | huskerpowerproducts.com

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Performance Curves



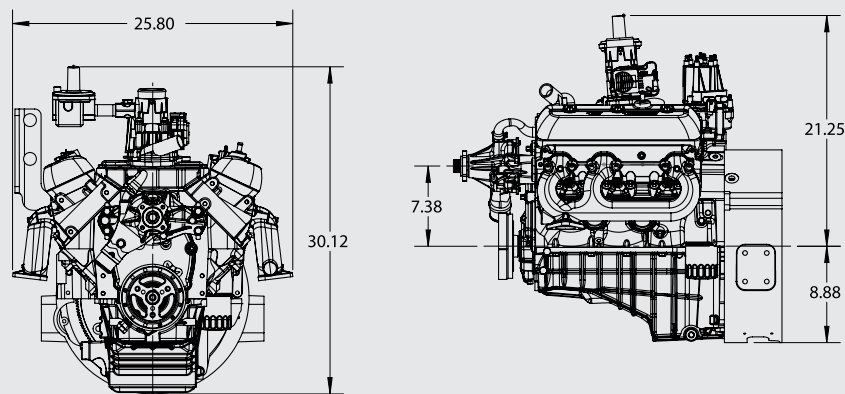
Power corrected to SAE J1995. Actual power levels may vary due to fuel system calibration, and design of induction and exhaust system.

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

Options

- » Fuel options, LPG, NG, 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 powdered metal exhaust valve seat

Dimensions



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/VelocityEngine 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

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