GM 3.0L
4 cyl. | 181 cu. in. inline | 12 volt

**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

**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.
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Performance Curves

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
- Electronic Throttle Control
- Three Way Catalyst
- Integrated Electric Governor Control

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

*Generators, Drive Shafts and Pumps also available.