

GM 4.3L

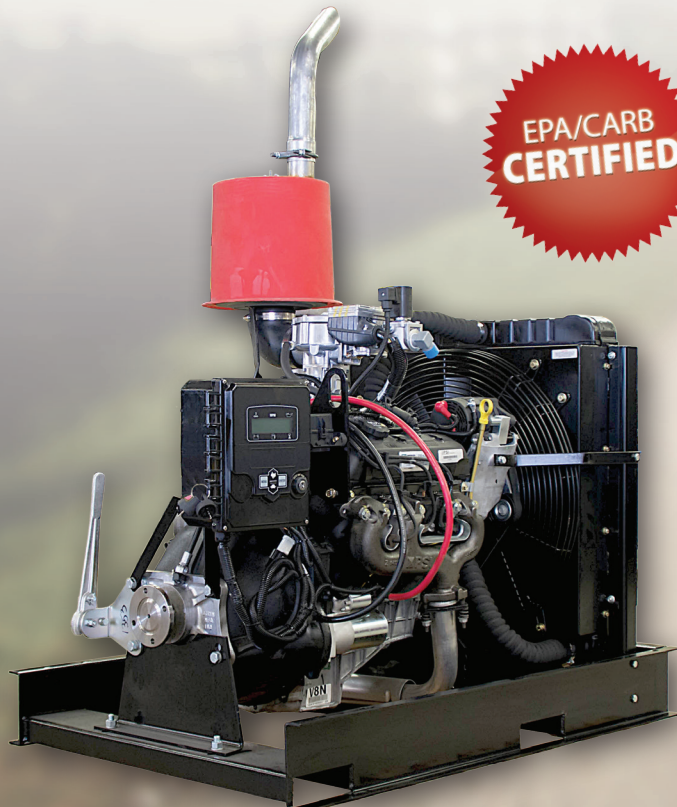
6 cyl. | 262 cu. in. | V-6 | 12 volt

POWERED by
INDUSTRIAL ENGINES

GM

Standard Features

- » Designed to work with 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 Voltage Switch (HVS) distributor and non-adjustable, variable spark 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" (101.60 mm X 88.39 mm)
- » Main Bearing Caps: 2-Bolt
- » Balance Method: External
- » Intake Manifold: 2-BBL, IAFM
- » Rear Oil Seal: Full Circle
- » Fuel Delivery: Electronic Mixer
- » Oil Pan Capacity: 4.5 qt with filter
- » Fuel Types: LPG or NG
- » Engine Rotation: Clockwise (from the front)
- » Paint Protection: Completely component painted
- » Horsepower: 105hp @ 3000 rpm (LPG/NG)
- » Torque: 197 lb-ft @ 2500 rpm (LPG/NG)
- » 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

ENGINES · PUMPS · GENERATORS

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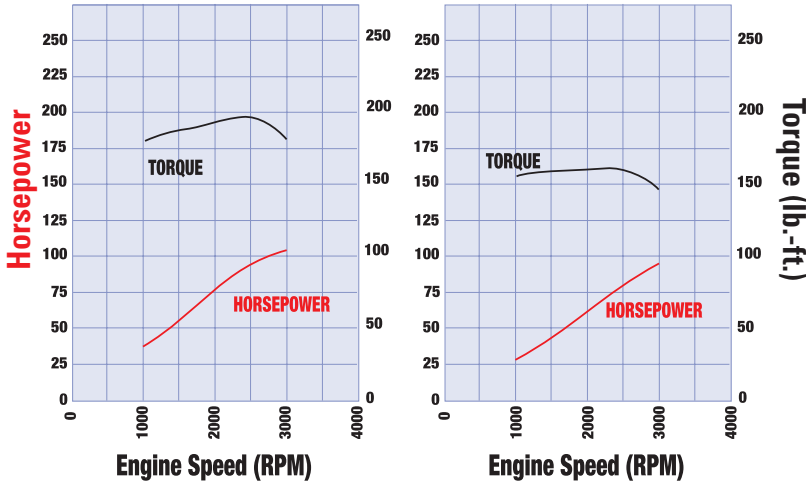


ENGINES • PUMPS • GENERATORS

Performance Curves

LP, CARBURETED

NATURAL GAS, CARBURETED



RATIO	1:1	11:10	6:5	5:4
RPM	1760	1936	2112	2200
HP/NG	53	59	64	68
HP/LPG	60	66	72	76

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 or NG
- » Fuel and Emission Control System that Meets EPA/ CARB Stationary Emergency & Non-Emergency 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)
- » Sintered powered metal exhaust valve seat

Fuel System Features

- » Closed Loop Fuel System
- » LPG Carb Dual Fuel
- » LPG: Integrated Electronic Pressure Regulator (IEPR) Mixer, Electronic Throttle Body, Fuel Lock
- » LPG W/Governor
- » Three Way Catalyst

*Generators, Drive Shafts and Pumps also available.

Dimensions

