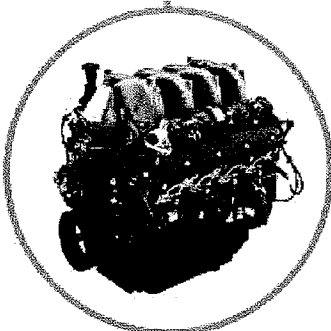
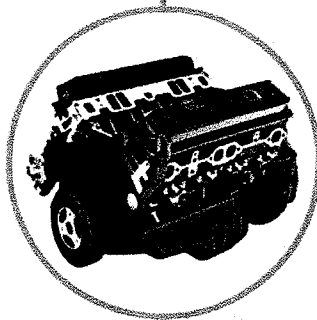




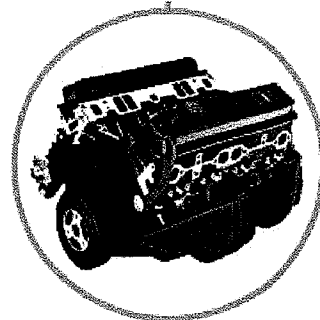
Operation and Maintenance Manual



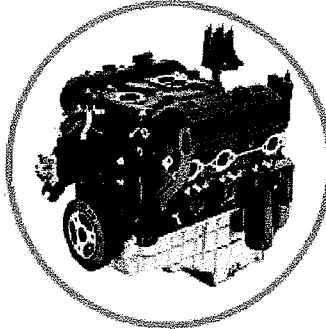
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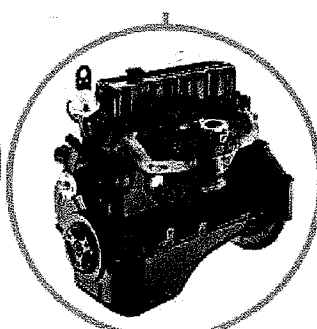
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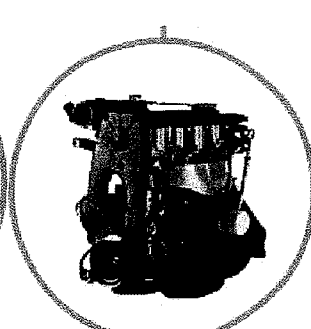
VORTEC 5700 V8



VORTEC 4300 V6



3.0L L4



1.6L L4

Industrial Gasoline & Alternative Fueled Engines

1.6L, 3.0L, 4.3L, 5.0L, 5.7L and 8.1L Engines

**A GM Powertrain Product
by Power Solutions, Inc.
Wood Dale, IL 60191**



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Introduction

Power Solutions, Inc. is pleased that you have selected a GM Powertrain engine for your requirements. Power Solutions, Inc. takes great pride in our tradition of quality products produced from the GM Powertrain line of industrial gasoline and alternative fuel engines.

Power Solutions engines are inspected and tested before leaving the factory. However, certain checks should be made before placing the engine into regular service. Please read the Initial Start-Up inspection requirements in the Maintenance Section of this manual.

How to Use this Manual

This manual contains instructions on the safe operation and preventive maintenance of your GM Powertrain industrial engine. We urge you to read this manual prior to start up or operation of the engine.

The Table of Contents permits you to quickly open the manual to any section.

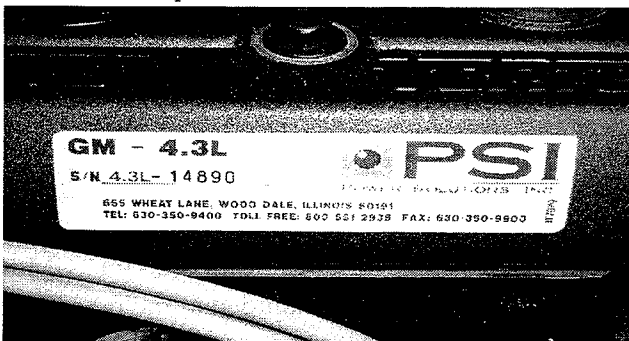
Power Solutions, Inc., engines are built with a variety of standard and/or optional components to suit a broad range of customer requirements. This manual does not identify equipment as standard or optional. All the equipment described in this manual may not be found on your engine or power unit.

Please pay special attention to the NOTES, CAUTIONS, and WARNINGS. WARNINGS remind you to be careful in areas where carelessness can cause personal injury. CAUTIONS are given to prevent you from error that could cause damage to the equipment. NOTES give you added information designed to help you.

The descriptions and specifications contained in this manual were in effect at the time of publication. Power Solutions, Inc. reserves the right to discontinue models at any time, or to change specifications or design without notice and without incurring obligation.

Engine Identification

An identification label is affixed to the right side of the engine on the rocker cover when looking at the engine from the flywheel end.. (The engine serial number is also stamped into the left side of the cylinder block near the engine flywheel.) The label contains the engine model number (i.e. 4.3L, 5.7L, etc.) and a serial number which identifies the engine from other GM Powertrain engines provided by Power Solutions, Inc. The engine model and serial number are required when seeking information concerning the engine and/or ordering replacement service parts.



Parts and Service

Replacement parts can be obtained from Power Solutions, Inc. by calling the Service Parts Department at 800-551-2938. The engine model and serial number will be required when seeking information and/or ordering parts.

Service and technical support for GM Powertrain engines supplied by Power Solutions, Inc. can be obtained by contacting the Service Department at 800-551-2938.

Service Literature

Additional operator manuals and service manuals for specific GM Powertrain engines provided by Power Solutions, Inc. can be obtained by contacting the Parts or Service Department at 800-551-2938

Operating Instructions

Safety Gauges

Power Solutions, Inc., industrial power units are equipped with instrument panels which contain shut down gauges for High Engine Water Temperature and Low Engine Oil Pressure. A push button 'Tattletale' relay is utilized with this system. When starting the engine it is necessary to 'depress' the safety switch override button, until the engine starts and engine oil pressure is obtained (usually 2 to 5 seconds). The engine will continue to run when the button is released.

CAUTION: If the engine does not continue to run when the button is released, it will be necessary to check the instrument panel fuse and/or the engine lubrication system (i.e. oil level, etc.) before restarting the engine.

NOTE: Power Solutions, Inc. provides engines to many different original equipment manufacturers. Not all manufacturers use the PSI instrument panel. Please refer to the equipment Operators Manual for instructions on engine starting.

Fuel Systems

Several different fuel systems have been used on Power Solutions, Inc. GM Powertrain engines. A chart identifying the different types of fuel systems used by engine model can be found in the back of this manual.

NOTE: Some fuel systems are installed by the original equipment manufacturer. Therefore it may be necessary to contact the equipment manufacturer for information pertaining to your specific fuel system if it cannot be found in the chart.

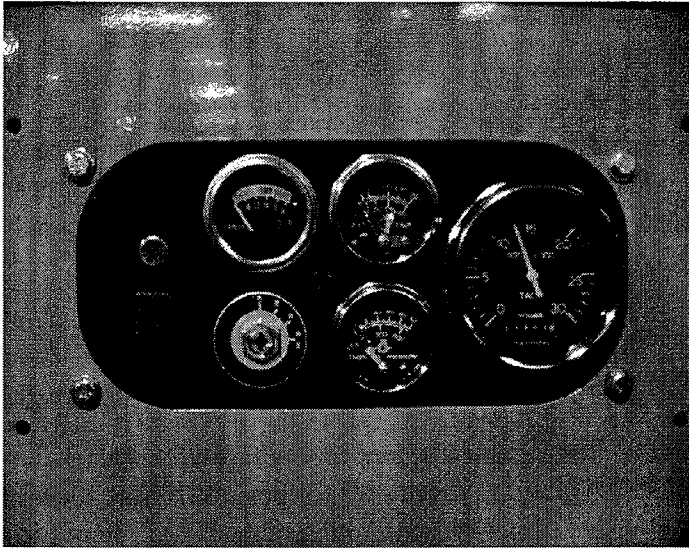
Governors

As with fuel systems, several different governor types have also been used with the Power Solutions, Inc. GM Powertrain engines. A chart identifying the different types of governor systems used is included at the back of this manual.

NOTE: Some governors are installed by the original equipment manufacturer. If your governor is not included in the chart, it will be necessary to contact the equipment manufacturer.

Instruments

PSI Closed Power Unit Instrument Panel



Oil Pressure Gauge

The oil pressure gauge shows the engine lubrication system pressure in pounds per square inch (psi) and should be checked frequently to ensure that the system is functioning correctly. Should the pressure fluctuate or drop, stop the engine and find the cause. Do not operate the engine at lower than normal oil pressure (see maintenance schedule for minimum engine oil pressure).

CAUTION: Do not continue to operate your engine below the normal operating range. Severe engine damage could occur.

Temperature Gauge

The temperature gauge registers the coolant temperature and will indicate overheating which may arise from low coolant level, plugged radiator, loose fan belt or faulty thermostat. Coolant level should be checked daily.

CAUTION: If the engine continues to overheat, have the cooling system checked and serviced.

Voltmeter

The voltmeter indicates the battery charging voltage. If the meter consistently indicates less than 13 volts or more than 15.7 volts under normal operating conditions, you should have the engine electrical system checked by a qualified service technician.

Tachometer/Hourmeter

The tachometer indicates the engine speed in hundreds of revolutions per minute (rpm). It serves, as a guide to insure that engine speed is set correctly.

The hourmeter records the hours of operation and is used to determine when periodic maintenance is required.

Starting the Engine

Warning: All internal combustion engines give off various fumes and gases while running. Do not start or run the engine in a closed or poorly ventilated building where exhaust gases can accumulate. Avoid breathing these gases as they may contain poisonous carbon monoxide, which can endanger your health or life if inhaled steadily for even a few minutes.

If the engine is equipped with a manual clutch it must be disengaged prior to starting the engine. Starting the engine with the clutch engaged imposes unnecessary strain on the battery, starter, and driven components.

CAUTION: If the engine stalls or falters during starting, wait 3 to 4 seconds before re-engaging the starter. This will prevent possible damage to the starter or the engine. **DO NOT** operate the starter for periods longer than 30 seconds at a time. An interval of at least 1-minute should be observed between cranking periods to protect the starter from overheating.

LPG or NG Fuel Systems

Turn on the gas supply to the engine. Turn the ignition key to the START position. After the engine starts release the key to the ON position.

PSI Fuel Injection (Gasoline)

Turn the ignition key to the ON position, this energizes the electric fuel pump to charge the fuel system with fuel. Turn the ignition key to the START position. After the engine starts release the key to the ON position.

PSI Fuel Injection (Gasoline/LPG)(Dual Fuel)

Select the desired fuel switch position for starting the engine (Gasoline/LPG). Turn the ignition key switch ON, then move ignition key to the START position. After the engine starts release the key to the ON position.

Stopping the Engine

Return the engine to idle speed. If the machine is equipped with a clutch, move the clutch lever to the disengaged position. Run engine for a few minutes at idle to allow the coolant system to cool down before turning the ignition switch to the OFF position.

Note: Gasoline fuel injected engines will generally shut off immediately when the key is switched to the off position. When the key is switched off, power to the fuel injector(s), fuel pump and engine control module (ECM) is removed.

Note: LPG engines equipped with a distributorless ignition system (DIS) may run on several seconds after the key is switched to the off position. This may be a normal function of the engine control system running fuel out of the vapor hose to prevent engine backfiring on restart. The engine may run up to 5 seconds after the key is switched to off. Check with the Equipment Manufacture for proper shut down operation.

WARNING: Avoid injury when checking a Hot Engine. Allow the engine to cool down before removing the radiator cap.

CAUTION: Before restarting the engine ensure that both the coolant system and the engine oil level have been checked and re-filled if necessary.

Fuel Recommendations

Fuel Quality

Using a high quality unleaded gasoline will help maintain the power, fuel economy and emissions performance of your engine. A properly formulated gasoline will be comprised of well refined hydrocarbons and chemical additives and will perform the following functions:

- Minimize varnish, lacquer, and other induction system deposits.
- Prevent gum formation or other deterioration during storage.
- Protect fuel tank and other fuel system components from corrosion or degradation.
- Provide the correct seasonally and geographically adjusted volatility which should provide easy starting in the winter and summer.
- Avoid fuel system icing.

In addition, the fuel must be free of water, debris, and other impurities.

It is recommended that the fuel supply be kept fresh when the engine is in storage (especially in hot weather). The fuel tank should be kept at least $\frac{3}{4}$ full.

Fuel stored for more than two months should be drained, properly discarded, and the fuel tank re-filled.

Anti-Knock Index (Octane Rating)

This engine is designed to operate on unleaded 87 or 89 octane gasoline with an (R + M)/2" minimum anti-knock index. Federal regulations require that each retail gasoline dispensing pump must display a label bearing the minimum index rating.

Use of unleaded gasoline with anti-knock index rating lower than 87 can cause persistent, heavy spark knock, which can lead to engine damage. If your engine knocks heavily when you use gasoline with an anti-knock index rating of 87 or higher, or if you hear continuous spark knock while maintaining constant operating speeds, consult a dealer or qualified technician.

Gasohol and Alcohol/Gasoline Fuels

Gasohol, a mixture of gasoline and ethanol (grain alcohol), is available in some areas. PSI, GM Powertrain engines should operate satisfactorily on gasohol blends containing no more than 10% ethanol by volume and having an anti-knock index of 87 or 89.

CAUTION: In some cases, methanol (wood alcohol) or other alcohols may be added to gasoline. PSI GM Powertrain engines should operate satisfactorily on blends containing up to 5% methanol by volume when cosolvents and other necessary additives are used. **DO NOT USE** blends containing more than 5% methanol by volume or blends that do not contain cosolvents and corrosion inhibitors.

CAUTION: Discontinue use of any gasohol or alcohol/gasoline blend if fuel system problems occur. Do not use such fuels unless they are UNLEADED.

Spark plugs

Always use the recommended spark plugs for your engine. Hotter or colder plugs, or similar plugs that are not exact equivalents to the recommended plugs, can cause permanent engine damage, reduce the engine's useful life, and cause many other problems such as hard starting, spark knock and run-on. Installing new spark plugs regularly is one of the best ways to keep your engine at peak performance.

Power Loss at Higher Elevations

All engines will experience power loss when operated at elevations above sea level, unless they are turbocharged or supercharged. Turbochargers and superchargers are mechanical pumps that put extra air into the engine to make up for the lower air density at higher elevations.

Fuel Injected Engines

Fuel injected engines will lose 3.5% power for every 1000 feet the engine is operated above sea level. All fuel injection systems installed by Power Solutions, Inc. are equipped with a "manifold absolute pressure sensor" (MAP Sensor). The MAP sensor senses barometric pressure and automatically corrects the fuel system calibration for changes in altitude. This means the air/fuel mixture will always be optimized, regardless of elevation (or barometric pressure), however, the engine will still lose 3.5% power for every 1000 feet increase in elevation.

MAINTENANCE INSTRUCTIONS

Initial Start Up Maintenance

The initial start-up checks must be made before putting the engine into service. Please refer to the Maintenance Schedule and perform the initial start-up operations in the sequence shown in column 1.

Routine Maintenance

Routine maintenance provides the best solution for making sure that the engine is ready when you are. The following are some routine service points:

- Keep the fuel tank filled. A full tank of fuel reduces the possibility of condensation forming in the fuel tank and moisture entering the fuel system
- Make daily checks of the engine oil and coolant levels
- Repair any oil or coolant leaks immediately
- Check battery condition and cables frequently
- Keep the engine air filter clean
- Monitor engine coolant temperature
- Monitor engine oil pressure
- Check voltmeter and charging system

Scheduled Preventive Maintenance

Refer to the Maintenance Schedule on page II to ensure that all of the maintenance items listed are checked and replaced as recommended at the hours shown.

Engine Oil Level Check

The engine oil level should be checked daily. It is recommended that the oil be checked just before the engine is started for the first time for that day. The oil level should be between the 'Add' and the 'Full' marks on the dipstick.

CAUTION: Do not operate the engine with the oil level below the bottom or 'Add' mark on the dipstick, or above the top or 'Full' mark on the dipstick.

Adding Engine Oil

It is normal to add some oil in the period of time between oil changes. The amount will vary with the severity of operation. When adding or replacing engine oil, be sure the oil meets or exceeds the recommended specification.

Changing Engine Oil and Filter

The engine oil and filter must be changed every 200 hours or every 3 months whichever occurs first. Under normal operating conditions, you do not need to change them more often if you use oil and filters of the recommended quality.

The oil and filter should be changed more often if the engine is operating in dusty or extremely dirty areas, or during cold weather. No oil additives or break-in oil change is required.

Engine Oil Quality

To achieve proper engine performance and durability, it is important that you use only engine lubricating oils of the correct quality in your engine. Proper quality oils also provide maximum efficiency for crankcase ventilation systems, which reduces pollution.

Important: use only engine oils displaying the American Petroleum Institute (API) "Starburst" Certification Mark 'FOR GASOLINE ENGINES' on the container.



Gasoline engines that are converted for LPG or NG fuels **MUST** use oils labeled 'FOR GASOLINE ENGINES'. Do not use oils that are specifically formulated for Diesel Engines only. CC or CD classification oils, even when labeled Heavy Duty or for Natural Gas Engines, **ARE NOT ACCEPTABLE**.

Engine Oil Recommendation

Multi-viscosity oils are recommended. SAE 10W-30 is recommended for your engine from 0 degrees F (-18 degrees C) or above. If ambient temperatures are consistently below 0 degrees F, SAE 5W-30 oil can be used. Synthetic oils are not recommended for industrial or stationary engines.

Oil Filter

The PSI GM Powertrain engines use an AC Delco oil filter as original equipment. An equivalent oil filter must be used when servicing the engine (see Engine Specifications for the recommended oil filter for your engine).

The filter protects your engine from harmful, abrasive, or sludgy particles without blocking the flow of oil to vital engine parts.

To replace the filter, use a proper filter wrench to remove the filter.

Clean the filter mounting base and lightly coat the gasket surface of the new filter with engine oil. Hand tighten the filter until the gasket contacts the base, then tighten another ½ turn. Fill the engine with the correct amount of oil, run the engine and check for oil leaks at the drain plug and oil filter gasket. Tighten as necessary to stop any oil leakage noted.

Engine Air Cleaner

The engine air cleaner filters air entering the engine intake system and acts as a silencer and flame arrester when assembled to the intake system.

Air that contains dirt and grit produces an abrasive fuel mixture and can cause severe damage to the cylinder walls and piston rings. Damage to the cylinder walls and piston rings will cause high oil consumption and shorten engine life.

A restricted or dirty air cleaner will also cause a rich fuel mixture. Thus, it is extremely important that the air cleaner be serviced properly at the recommended intervals.

CAUTION: Service the air cleaner more frequently under severe dusty or dirty conditions.

Remove the primary air cleaner element from the air cleaner assembly and inspect the element for foreign material restrictions or signs of excessive wear or damage. Replace the element if necessary. Remove all dust and foreign matter from the air cleaner housing. Reinstall the air cleaner element. Reinstall the air cleaner cup, and securely fasten the retaining clips.

Safety Element

If your engine is equipped with an air cleaner which utilizes a safety element, ensure that the element is properly in place before installing the primary element.

Change the safety element annually.

Cooling System

Coolant Level

Check the coolant level of the radiator daily and only when the engine is cool. Generally a good time to do this is just prior to starting the engine for the first time each day.

Maintain the coolant level at $\frac{3}{4}$ to $1\frac{1}{2}$ inches below the filler neck seat of the radiator when the coolant is cold. When ever coolant level checks are made inspect the condition of the radiator cap rubber seal. Make sure it is clean and free of any dirt particles which would keep it from seating on the filler neck seat. Rinse off with clean water if necessary. Also make sure that the filler neck seat is free of any dirt particles.

WARNING: Never remove the radiator cap under any conditions while the engine is operating. Failure to follow these instructions could result in damage to the cooling system, engine, or cause personal injury. To avoid having scalding hot coolant or steam blow out of the radiator, use extreme caution when removing the radiator cap from a hot radiator. If possible, wait until the engine has cooled, then wrap a thick cloth around the radiator cap and turn slowly to the first stop. Step back while the pressure is released from the cooling system. When all the pressure has been released, press down on the cap and remove it slowly.

DO NOT add coolant to any engine that has become overheated until the engine cools. Adding coolant to an extremely hot engine can result in a cracked block or cylinder head.

The engine manufacturer recommends the cooling system be filled with a 50/50 mixture of antifreeze and water. The use of DexCool "Long Life" type coolant (orange) is required. The use of ethylene glycol based coolant (green) may contribute to premature wear of seals and moving parts in the engine's cooling system.

Plain water may be used in an emergency (except in freezing temperatures), but replace it with the specified coolant as quickly as possible to avoid damage to the system.

Radiator

Inspect the exterior of the radiator for obstructions. Remove all bugs, dirt or foreign material with a soft brush or cloth. Use care to avoid damaging the core fins. If available, use low pressure compressed air or a stream of water in the opposite direction of the normal air flow. Check all hoses and connections for leaks. If any of the hoses are cracked, frayed, or feel spongy, they must be replaced.

Fan Belts

The water pump is usually belt driven. The same belt may also drive the fan and/or the alternator. The drive belts should be properly adjusted at all times. A loose belt can cause improper alternator, fan and water pump operation, in addition to overheating.

Serpentine Belt

Some GM Powertrain engines utilize serpentine belts on the front of the engine. This type of belt system incorporates a belt tensioning device which keeps the belt at the proper tension.

This belt should be checked routinely for cracks or 'checking' on the groove side of the belt. If cracks or 'checking' are apparent the belt must be changed.

V-Type Belt

V-Type belts are generally tensioned by adjusting the alternator, or through a mechanical belt tensioner. The belt is generally correctly tensioned when there is an 1/2 inch of depression on the belt between the water pump and the crankshaft pulley.

Fuel Filter

Fuel Injected Engines

On some PSI Fuel Injection or Fuel Injection/Dual Fuel as many as two fuel filters may be used in the gasoline fuel supply line to the engine. A coarse fuel filter may be located in the supply line between the fuel tank and the electric fuel pump. This filter protects the fuel pump from debris in the fuel tank. This filter must be changed every 200 hours or every 6 months which ever occurs first.

A primary fuel filter is located between the fuel pump and the engine. This filter protects the injectors from microscopic particles in the fuel which can cause plugging of the injectors. This filter **MUST** be changed every 500 hours or annually which ever occurs first.

CAUTION: Failure to change the fuel system filters as recommended can result in premature failure of the fuel system components.

NOTE: Some original equipment manufacturers install their own fuel systems. Please refer to the manufacturers manual if the gasoline fuel system is different than described here.

WARNING: Use extreme care when changing the fuel filters on gasoline engines. Gasoline is highly flammable and should not be exposed to open flame, sparks, or hot engine components. Allow the engine to cool to ambient temperatures prior to changing fuel filters. Insure that all pressure has been removed from the fuel system prior to opening any lines.

Ignition Systems

Types of Ignition Systems

Three types of ignition systems are used on PSI GM Powertrain engines. Solid state electronic distributor, solid state electronic distributor with ECU (Electronic Control Unit) timing control and distributor-less electronic ignition with ECU.

Please refer to the General Specification chart to determine the ignition system used on your particular engine.

Ignition Timing

Proper adjustment of the ignition timing must be obtained to provide the optimum engine power output and economy. To properly adjust timing refer to the timing procedure section of this manual.

Spark Plugs

Spark plugs should be replaced at the recommended intervals described in the Maintenance Schedule. Use only the recommended spark plug or an equivalent as described in the General Specifications.

Spark plug gap, should be adjusted as recommended in the General Specifications.

When removing spark plugs, always note which cylinder each plug came out of. Look at the porcelain around the center electrode of each plug. You can detect many engine problems from the color and type of deposits that have built up on the white porcelain. For example, if the deposits are a glossy brown, that cylinder is burning excess oil. If the deposits are a very dark gray or sooty black color, your engine is running rich, and you are burning excess fuel. The optimum color of the deposits on the porcelain is light tan or light brown. This shows optimum fuel mixture and proper engine running conditions. If the deposits are almost white, the engine may be running excessively lean. Lean running is very detrimental to your engine life, and should be corrected immediately.

If one or more cylinders are burning oil, the smoke from the engine will be a blue-gray color. Most common causes are piston rings (worn out or not broken in) and valve stem seals (cut, nicked, or worn out). If the engine is running rich the exhaust smoke will be a sooty black color and it will smell like gasoline (on gasoline engines).

Storage

One to Six Months

If the engine or machine is to be placed in storage for a period of one to six months it is recommended that the following steps be followed:

- Add 'Stabil' or equivalent fuel conditioner to the fuel tank as recommended on the bottle. Run the engine for approximately 10 to 15 minutes to insure that the treated fuel is completely through the fuel system.
- Fill the fuel tank with fuel
- Protect the air cleaner inlet from water entry
- Protect the exhaust outlet or muffler outlet from water entry
- Check the coolant protection and top off radiator
- Store indoors if possible

For Extended Periods

Follow the above recommended procedures, plus do the following:

- Drain the engine crankcase and refill with recommended oil
- Change the oil filter
- Disconnect and remove the battery
- Clean exterior surface of the engine
- If the engine is equipped with an automotive type clutch or PTO clutch, make sure that the clutch is disengaged

Removing the Engine From Extended Storage

When removing the engine from extended storage:

- Install a fully charged battery
- Remove all protective coverings from the air inlet, air cleaner, exhaust, and muffler openings
- Check the coolant level in the radiator and verify the protection level of the coolant
- Check the engine oil level.
- Start the engine and allow it to run at slow idle. Verify engine oil pressure
- Run the engine at idle until the coolant temperature approaches 120 degrees F (49 degrees C)
- Run the engine a various speeds for approximately 15 minutes
- Shut the engine down, drain the oil, change the oil filter, and re-fill with the recommended grade of oil

GM Engine Timing Procedures

Gasoline, LPG and NG 3.0L, 4.3L, 5.0L, 5.7L PSI/GM Engines (Non-stationary Engines)

PSI Timing Connector Part Number 33000036 MUST be used when checking and adjusting the engine timing.

1. With the engine shut-off, plug the 33000036 Timing Connector into the distributor. DO NOT connect the alligator clip to any positive or negative terminal. (Connecting this wire to any battery terminal prior to starting the engine will cause the distributor module to fail when starting the engine.)
2. Start the engine and run at slow idle. 800 to 1000 rpm.
3. Connect the alligator clip to a B+ terminal. (This connection cancels the programmed timing advance from the distributor module. You will notice a change in engine sound and rpm when making this connection.)
4. Connect an electronic timing light to the No.1 spark plug wire. (The front cylinder on the 3.0L engine and the front cylinder on the left bank of the 4.3L, 5.7L and 7.4L engines.)
5. Check and adjust the distributor as necessary viewing the timing mark on the crankshaft pulley in relation to the pointer on the engine timing case. (On some engines there may be a timing port in the flywheel housing also.)
6. Refer to the General Specifications chart in this manual, for the initial timing specification for your engine and type of fuel being used.

Stationary Engine - Generator Engine Timing

PSI engines operating on generators are to have ignition timing checked and adjusted at their designated run speed. DO NOT use the Timing Connector. Check the General Specifications chart for the correct engine timing for the type of fuel and engine speed being used.

Maintenance Schedule

Power Solutions, Inc.

GM Powertrain

1.6L, 3.0L, 4.3L, 5.0L, 5.7L and 8.1L Engines

Initial Start-Up Sequence Checks	Operation	Daily	Weekly	Every 50 hrs	Every 100 hrs	Every 200 hrs	Every 400 hrs	Every 800 hrs	As Req.
1	Check Engine Oil Level	x							
2	Check Coolant Level	x							
3	Check for Fluid Leaks	x							
	Change Engine Oil & Filter (1)					x			
4	Battery, Check Charge & Fluid Level		x						
	Inspect & Clean Radiator Exterior		x						
	Clean Battery Cables								
5	Check Belts and Belt Tension				x				x
	Inspect and Clean Air Cleaner Element		x						
	Replace Primary Air Cleaner Element (1)						x		
	Replace Safety Air Cleaner Element								x
	Check Coolant Protection & Tighten Hose Clamps						x		
	Replace Engine Coolant (3)							x	
	Replace Gasoline Fuel Filter (4)						x		
	Replace PCV Valve (If Equipped)							x	
	Check PCV Hoses, Tubes, and Fittings							x	
	Replace Spark Plugs (3)							x	
	Distributor Cap & Rotor (5)							x	
	Secondary Ignition Wires								x
6	Check All Engine Bolts & Nuts for Tightness								x

- (1) More frequent intervals may be required in dusty or dirty operating conditions.
- (2) Mechanical governor (belt driven).
- (3) To be performed at specified interval or annually, whichever occurs first.
- (4) More frequent intervals may be required with dirt in the fuel system.
- (5) Does not apply to engines with DIS ignition

Capacities

Engine	1.6L	3.0L	4.3L	5.0L	5.7L	8.1L
Oil Capacity Without Filter	3.4 qts.	4 qts.	4.5 qts.	5 qts.	5 qts.	8 qts.
Oil Capacity With Filter	3.7 qts.	4.5 qts.	5 qts.	5.5 qts.	5.5 qts.	9 qts.
Coolant Capacity Without Radiator	3.5 qts.	4 qts.	7.75 qts.	8.1 qts.	8.1 qts.	14.5 qts.
Coolant Capacity With Radiator	10 qts.	12 qts.	17 qts.	17.5 qts.	17.5 qts.	28.5 qts.

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Power Solutions, Inc.
GM Powertrain Industrial Engines

Filter Chart

Engine	1.6L	3.0L	4.3L	5.7L	7.4L/7.4LT	8.1L
Oil Filter	94632619	P-25 or Equivalent	PF-47/PF-52 or Equivalent	PF-1218 Equivalent	PF-1218 or Equivalent	PF-454 or Equivalent
Fuel Filter (PSI TBI Coarse)		32500111	32500111			
Fuel Filter (Primary)	32500916	32500916	32500916			
Fuel Filter Zenith Z.E.E.M.S	Gasoline C282-224 LPG C282-5	32500292	32500292			
Air Filter Primary (PSI Power Unit)		P822768	P8228889			
Air Filter Safety (PSI Power Unit)		P822769	P829333			

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Power Solutions, Inc.
GM Powertrain Industrial Engines

Fuel System Chart

Engine	1.6L	3.0L	4.3L	5.0L	5.7L	8.1L
PSI/EControls Gasoline	x	x	x			
PSI/EControls /Impco LPG	x	x	x			
PSI/EControls/Impco Dual Fuel	x	x	x			
PSI/ Woodward (Stationary)		x	x	x	x	x
PSI/EControls (Stationary)			x	x	x	x

Governor Chart

Engine	1.6L	3.0L	4.3L	5.0L	5.7L	8.1L
Bosch ETC	x	x	x	x	x	x
Woodward LCS		x	x	x	x	

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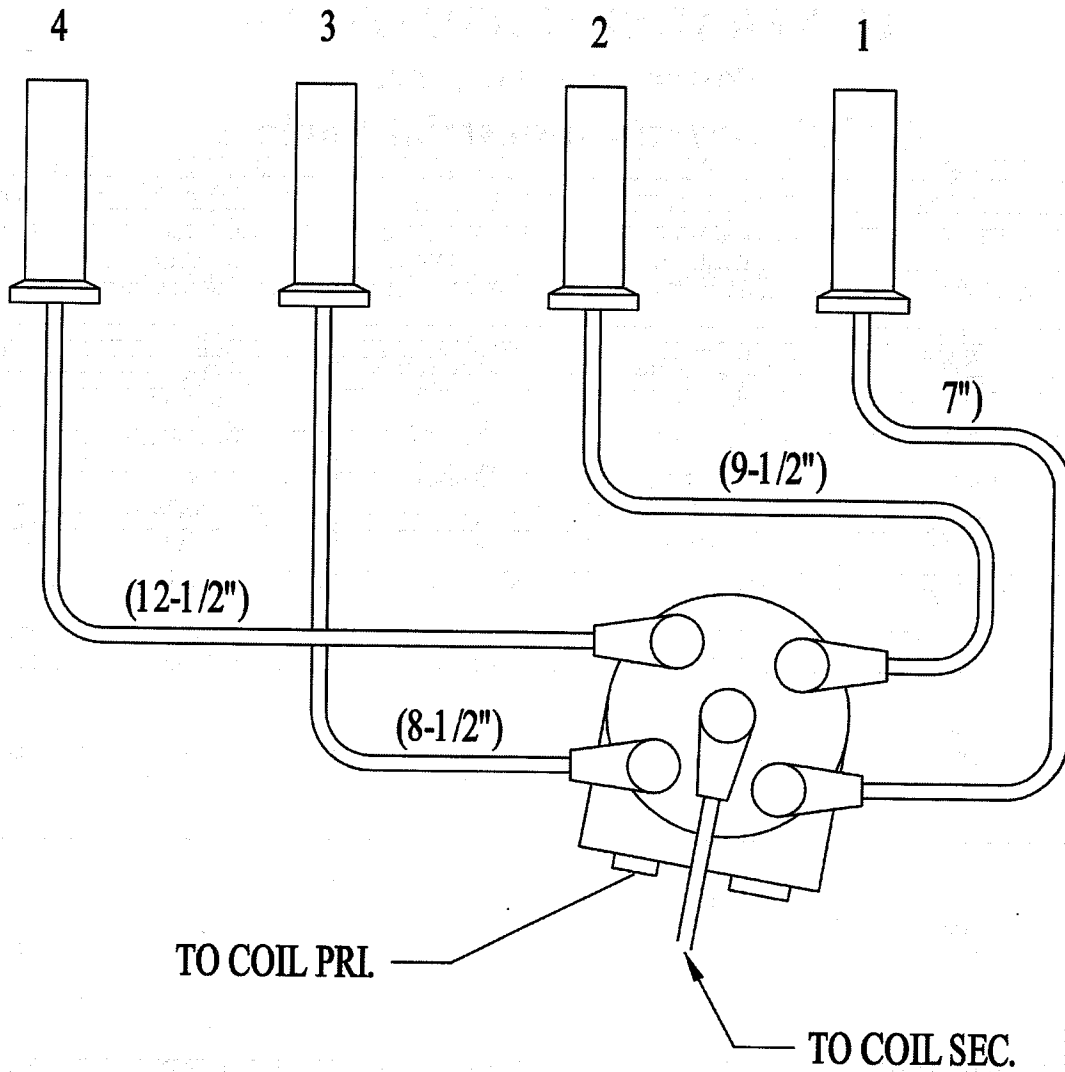
GENERAL SPECIFICATIONS

Power Solutions, Inc.

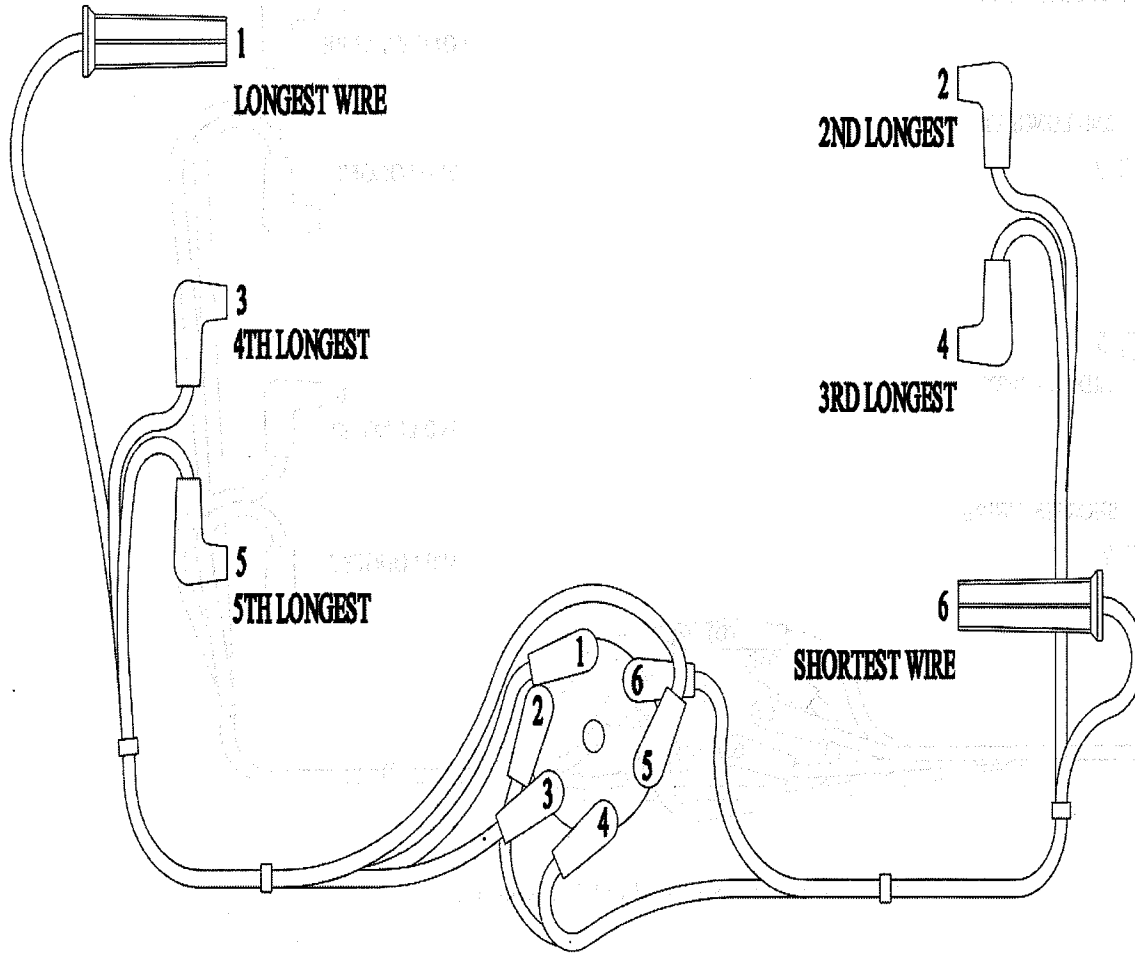
GM Powertrain Industrial Engines

Engine	1.6L	3.0L	4.3L	5.0L/5.7L	8.1L/8.1L Turbo
Type	1.6-2V	3.0L I-4	4.3L V-6	5.7L V-8 GEN-IE	8.1L V-8
Displacement cc (c.i.d.)	1600 (98)	2966 (181)	4294 (262)	5735 (350)	8127 (496)
Compression Ratio	9.4:1	9.2:1	9.4:1	9.4:1	9.1:1
Valve Configuration	Overhead Cam	Push Rod Actuated Overhead Valve Flat Follower	Push Rod Actuated Overhead Valve Hydraulic Roller	Push Rod Actuated Overhead Valve Hydraulic Roller	Push Rod Actuated Overhead Valve Hydraulic Roller
Bore x Stroke mm (inches)	79.0x81.5 (3.11x3.21)	101.60x91.44 (4.00x3.60)	101.60x88.39 (4.00x3.48)	101.60x88.39 (4.00x3.48)	107.95x111 (4.25x4.37)
Main Bearing Caps	2 Bolt External	2 Bolt External	2 Bolt Internal Balance Shaft	2 Bolt External	4 Bolt External
Balance Method	TBI	TBI, Carburetor, Mixer	TBI, Carburetor, Mixer	Mixer	Mixer
Intake Manifold	1-3-4-2	1-3-4-2	1-6-5-4-3-2	1-8-4-3-6-5-7-2	1-8-7-2-6-5-4-3
Firing Order	3.4 qts. (3.2L)	4 qts. (3.8L)	4.5 qts. (4.3L)	4.5 qts. (4.3L)	8 qts. (7.6L)
Oil Capacity	3.7 qts. (3.5L)	5 qts. (4.7L)	5 qts. (4.7L)	5 qts. (4.7L)	9 qts. (8.5L)
With Oil Filter		PF-25 or Equivalent	PF-47/PF-52 or Equivalent	PF-1218 or Equivalent	PF-454 or Equivalent
Oil Filter					
Minimum Oil Pressure (Hot)	21 psi @ idle	6 psi @ 1000 rpm 18 psi @ 2000 rpm	6 psi @ 1000 rpm 18 psi @ 2000 rpm	6 psi @ 1000 rpm 18 psi @ 2000 rpm	5 psi @ 1000 rpm 15 psi @ 2000 rpm
Coolant Capacity (Engine)	3.5 qts.	4 qts. (3.78L)	7.75 qts. (7.3L)	8.1 qts. (7.8L)	14.5 qts. (13.7L)
Coolant Capacity (W/PSI Rad)	10 qts	12 qts. (11.4L)	17 qts. (16L)	17.5 qts. (16.6L)	28 qts (26.5L)
Fuel Type	Gasoline, LPG	Gasoline, LPG, NG	Gasoline, LPG, NG	LPG, NG	LPG, NG
Engine Rotation (Flywheel End)	CCW	CCW	CCW	CCW	CCW
Ignition System	Distributor-less Electronic (ECU)	Solid State Distributor	Solid State Distributor	Solid State Distributor	Distributor-less Electronic ECU
Ignition Timing - Mobile Engines (Degrees BTDC)		0	0	0	DIS
Gasoline (Carb)	DIS	0	0	0	DIS
Gasoline (TBI)	No Adjustment	10 (4 Europe)	10 (4 Europe)	10 (4 Europe)	No Adjustment
LPG		10	10	10	
NG		0	0	0	
Dual Fuel					
Ignition Timing - Stationary Engines (Degrees BTDC)		26	26	26	DIS
Generators 1800 RPM					DIS
LPG	DIS	36	36	36	DIS
NG	No Adjustment				No Adjustment
Generators 1500 RPM					
LPG		23	23	23	
NG		33	33	33	
Spark Plugs	AC Delco 93206675	AC Delco R45TS	AC Delco R42LTS	AC Delco R42LTS	AC Delco R42LTS
Spark Plug Gap					
TBI			.035	.035	
LPG	.8mm-.9mm	.045	.035	.035	.030/.025T
NG	all	all	.035	.035	.030/.025T
Dual Fuel			.035	.035	.030/.025T
Valve Clearance (Lash)					
Intake	No Adjustment	½ to 1 Turn Down From 0 Lash	Net Lash No Adjustment	1 Turn Down From 0 Lash	Net Lash No Adjustment
Exhaust	OHC Engine				
Manufactured	Brazil	Toluca, Mexico	Tonawanda, NY	Toluca, Mexico	Tonawanda, NY

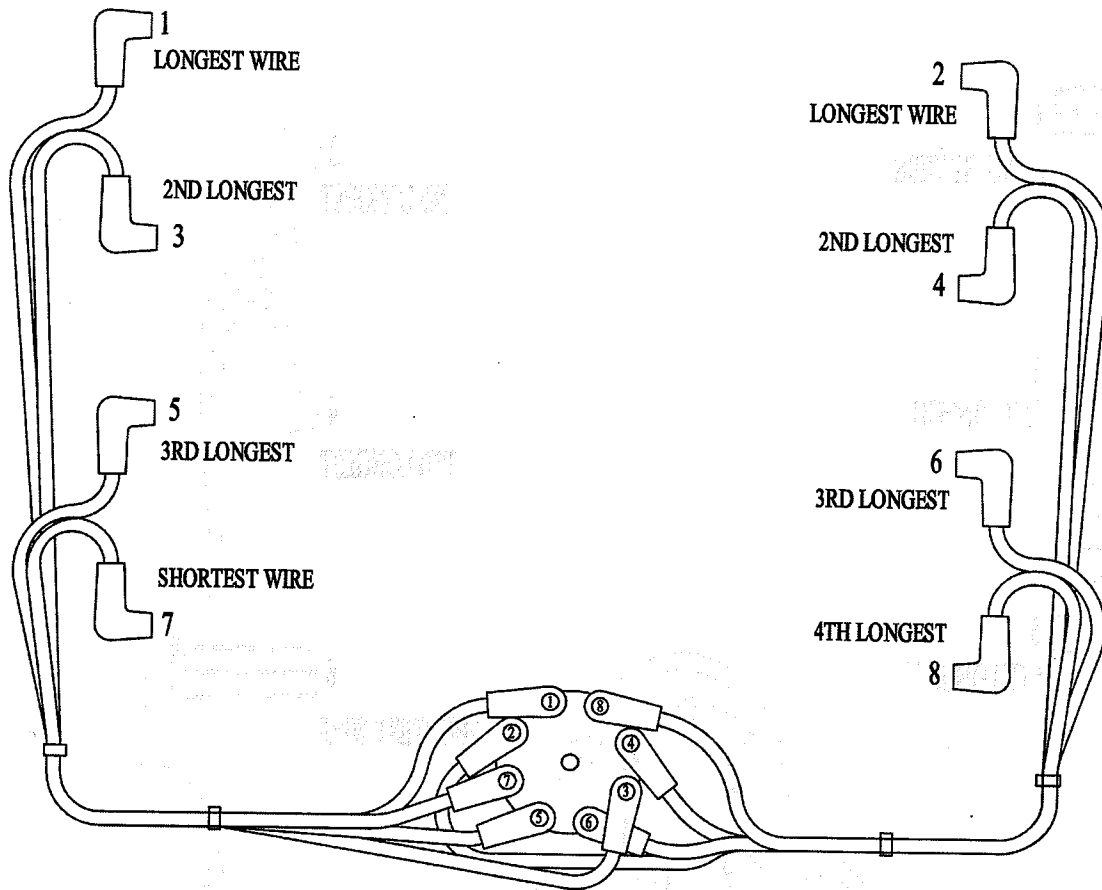
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3.0L Engine Spark Plug Wire Routing



4.3L Engine Spark Plug Wire Routing



5.0L/5.7L Engine Spark Plug Wire Routing

