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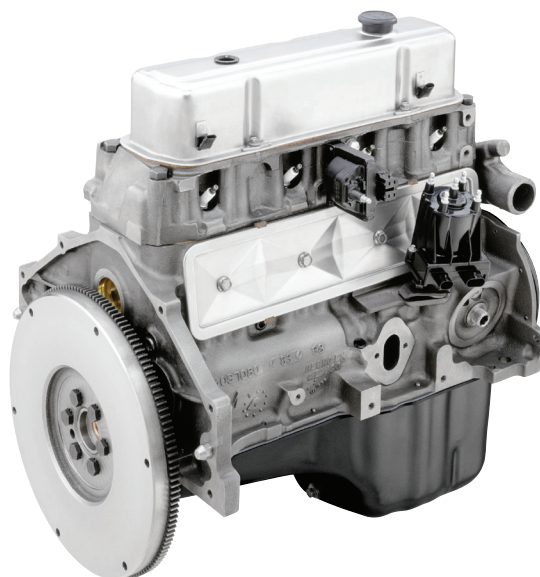
Vortec 3.0L I-4

Marine



The Vortec 3.0L engine, with the longest history of any marine engine offered by GM Powertrain, has a well-earned reputation for durability and reliability.

- A high-flow cylinder head with straighter intake ports and a higher compression ratio delivers impressive horsepower
- Cylinder heads feature sintered powder metal exhaust valve seat inserts for improved durability
- State-of-the-art coolant pump seal uses a combination of advanced materials to provide superb sealing action under extreme conditions
- Nodular iron crankshaft for increased strength and engine life
- Camshaft is specifically designed for marine duty cycles and optimized for maximum performance
- High-silicon cast aluminum pistons ensure optimum performance for the life of the engine
- Cylinder case has brass water jacket core support plugs for resistance to corrosion
- 14" diameter flywheel provides common size with most GM engines



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Feature Focus

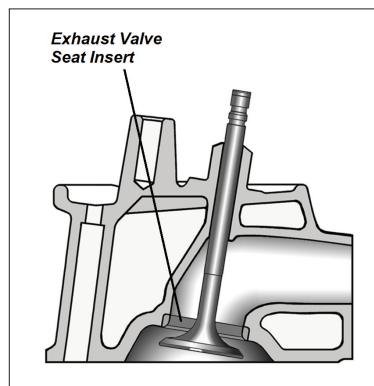


Many of GM marine engines are Vortec engines. Vortec means uncompromised power — outstanding power with no sacrifice in fuel efficiency or durability and very little required maintenance.

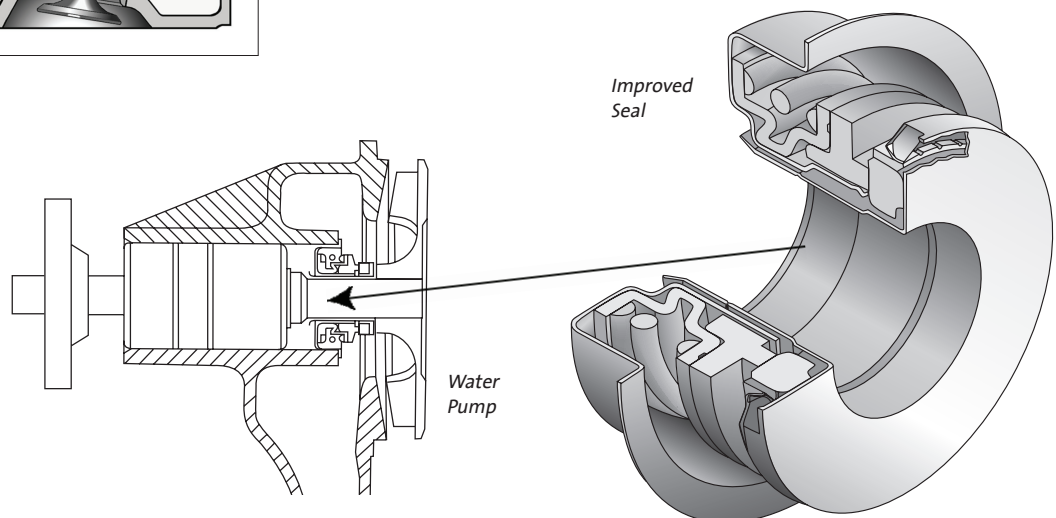
GM Powertrain takes its expertise in designing outstanding Vortec truck and SUV engines and leverages it to make sophisticated yet extremely durable marine engines. In addition, the well-recognized Vortec brand name by itself has become a valuable selling tool for OEMs.



The compact packaging of the Vortec 3.0L gasoline engine allows for excellent fuel economy with an impressive power-to-weight ratio.



The exhaust valve seat inserts in the cylinder head provide superb durability.



The improved, advanced-design water pump seal reflects GM Powertrain's commitment to continuous improvement.

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Vortec 3.0L I-4

Specifications



● Vortec 3.0L Specification Focus

Type: 3.0L I-4

Displacement: 181 cid (2966.59 cc)

Engine Orientation: Longitudinal

Compression Ratio: 9.2:1

Valve Configuration: Pushrod Actuated Overhead Valves
(2 valves per cylinder)

Assembly Site: Toluca, Mexico

Valve Lifters: Hydraulic Flat Tappet

Firing Order: 1 - 3 - 4 - 2

Bore x Stroke: 101.60 x 91.44 mm

Bore Center: 112.26 mm

Bore Area: 324.29 cm²

Fuel System: N/A (LW6)

Fuel Type: Regular Unleaded

Horsepower:

140 hp (104 kW) @ 4800 rpm (LW6)

Torque:

177 lb-ft (240 Nm) @ 3600 rpm (LW6)

Actual power levels may vary depending on OEM calibration and application.

Fuel Shutoff: OEM Defined

Shipping Weight: 363 lb (165 kg)

Materials:

Block: Cast Iron

Cylinder head: Cast Iron with exhaust valve seat inserts

Intake manifold: Customer Supplied

Exhaust manifold: Customer Supplied

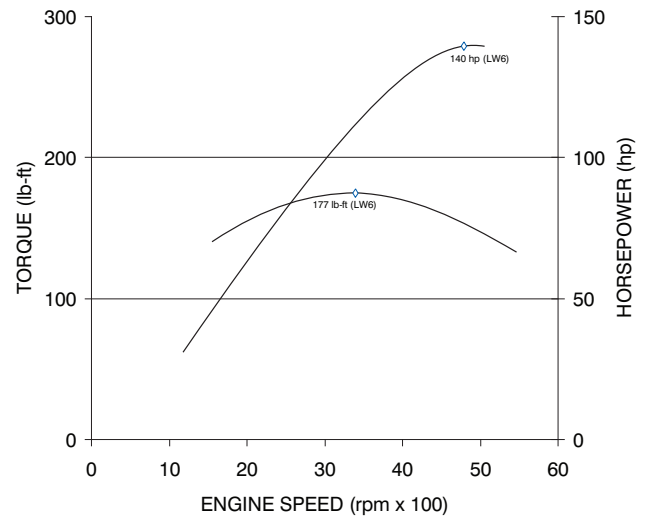
Main bearing caps: 2 -Bolt Cast Iron

Crankshaft: Nodular Cast Iron

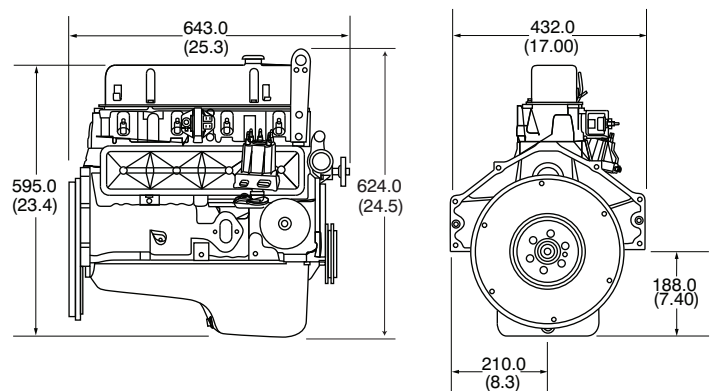
Camshaft: Marine Profile

Connecting rods: Powdered Metal

Information may vary with application. All specifications listed are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.



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