



One of GM's newest
marine engines

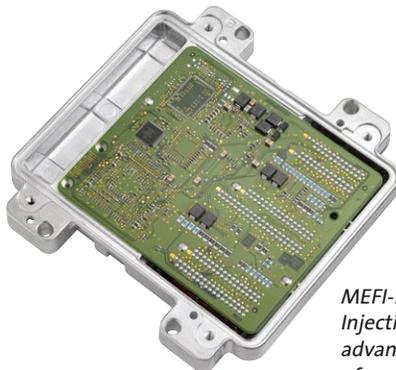
Vortec™ 6000 Marine Engine

Features & Benefits

- Cylinder head design inspired by LS6 Corvette engine, with multilayered steel head gaskets
- High horsepower camshaft with hydraulic roller lifters provides maximum performance
- Coil-near-plug ignition includes crankshaft sensor, camshaft sensor, ESC sensors, and eight ignition coils
- Torsional dampener with integral six-rib pulley to accommodate serpentine accessory drive hardware
- Roller timing chain
- Platinum tip long-life spark plugs
- Positive Crankcase Ventilation (PCV) system is on engine as shipped
- Cast aluminum 5-quart oil pan with windage tray
- External water crossover is integrated in water pump casting (no seawater in intake manifold)
- Internally balanced engine
- Quick-connect oil fittings for quick assembly of marine oil coolers or remote oil systems



Factory-installed EFI hardware, including coil-near-plug ignition, is standard on the Vortec 6000 GEN-III marine engine.



MEFI-5 (Marine Electronic Fuel Injection - Fifth-Generation), is an advanced engine controller capable of meeting all the emissions, OBD-II and driveability requirements of marine applications.

Available Options

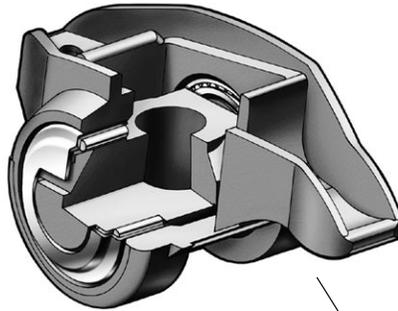
- An electronic control module (ECM) and related hardware are available in kit form. The ECM uses state-of-the-art technology to optimize fuel and spark requirements.
- Vortec 6000 Sight Shield and related mounting hardware are available in kit form.
- Electronic Throttle Control hardware will be available in kit form.
- GM-designed accessory drive components will be available in kit form.

Vortec 6000 Feature Focus

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.



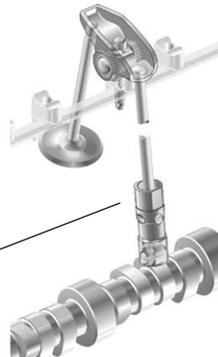
All GM marine engines are Vortec™ engines. Vortec means uncompromised power — outstanding power with no sacrifice in fuel efficiency or durability and very little required maintenance.



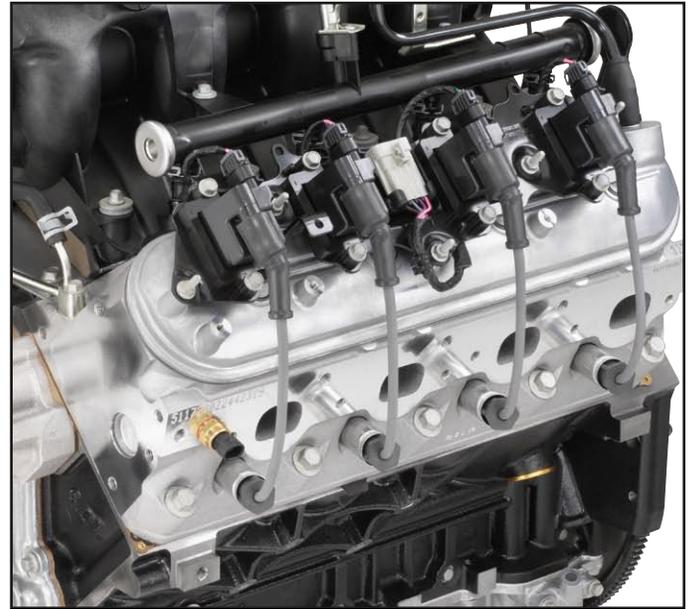
Roller Rocker Arm



Hydraulic Roller Valve Lifter



Roller rocker arms and hydraulic roller valve lifters help to provide smooth, quiet and efficient operation.



An advanced coil-near-plug ignition system ensures a powerful spark is precisely delivered to each cylinder.



Hydraulic roller valve lifters and roller rocker arms help provide smooth, quiet and efficient operation.

Additional Features

- Superior engine sealing system features one-piece rear main seal, one-piece front crankshaft seal, and controlled-compression gaskets on the oil pan, front cover, raised rail rocker arm covers, and intake manifold
- Cast-iron crankshaft has undercut and rolled fillets for durability
- Common rear face on all GM marine engines for easy hookup with flywheel housing
- Metric fasteners used throughout
- 100% cold testing performed at engine plant to verify product quality

Specifications

Type: 6.0L V-8

Displacement: 364 cid (5967 cc)

Engine Orientation: Longitudinal

Compression Ratio: 10.0:1 (LQ9)
9.4:1 (LQ4)

Valve Configuration: Overhead Valves
(2 valves per cylinder)

Assembly Site: Romulus, Michigan
Silao, Mexico

Valve Lifters: Hydraulic Roller

Firing Order: 1 - 8 - 7 - 2 - 6 - 5 - 4 - 3

Bore x Stroke: 101.6 X 92 mm

Bore Center: 111.76 mm

Bore Area: 648.59 cm²

Fuel System: Port Fuel Injection

Fuel Type: Regular Unleaded

Horsepower:

380 hp (283 kW) @ 5200 rpm (LQ9)

370 hp (276 kW) @ 5400 rpm (LQ4)

Torque:

409 lb-ft (555 Nm) @ 4200 rpm (LQ9)

394 lb-ft (534 Nm) @ 4000 rpm (LQ4)

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

Fuel Shutoff: 5900 to 6000 rpm

Shipping Weight: 238 lb (525 kg)

Emissions Controls: Positive Crankcase Ventilation
Returnless Fuel System

Materials:

Block: Cast Iron

Cylinder Head: Cast Aluminum

Intake Manifold: Composite

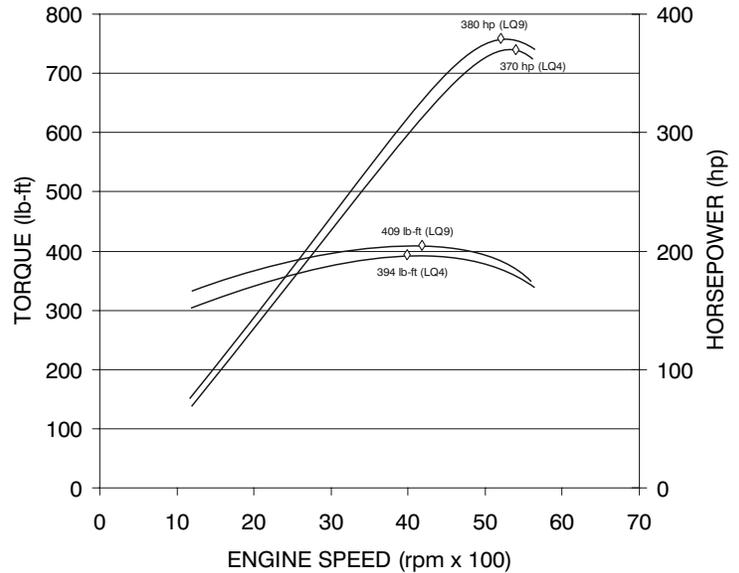
Exhaust Manifold: High Silicon Molybdenum
Cast Nodular Iron

Main Bearing Caps: Powder Metal

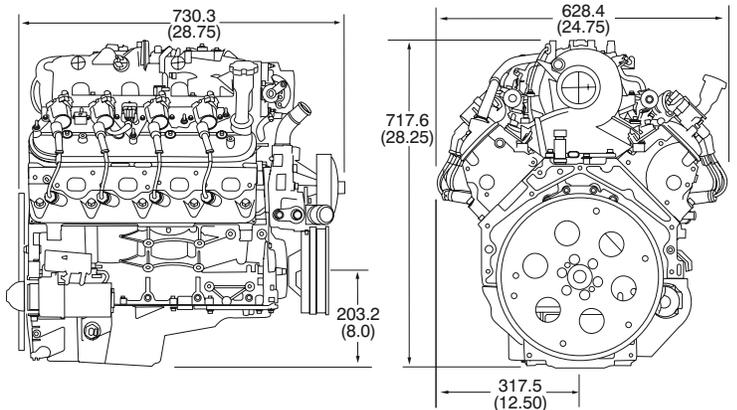
Crankshaft: Cast Iron with Undercut and Rolled Fillets

Camshaft: Steel

Connecting Rods: Forged Powder Metal



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



GM Powertrain

www.gmpowertrain.com