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Inline-8 1935-1948 Cadillac Series 60 (also used in the LaSalle) 1948-1980 Cadillac OHV V8 1948-1990 Oldsmobile Rocket 1952-1980 Buick Fireball 1954-2003 Chevrolet Small-Block V8 "Generation I" (originally "Turbo-Fire") 1954-1980 Pontiac V8 (also modified for GMC Truck models) 1958-1965 Chevrolet

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List of GM engines - Wikipedia

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Crate Engine Upgrades. If

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you are looking to beef up your vehicle you can use our crate engine quick reference guide for small block, big block, RPO GM V-6, RPO GM Ecotec four cylinder, RPO and Cadillac Northstar V-8 comparability guides.

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GM's engineering expertise, attention to detail, and processes all come into play when building quality Chevrolet, Buick, GMC, and Cadillac engines. New and remanufactured GM engines offer you greater assurance that they're a mirror image of the original engine, not products of reverse

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engineering or mere approximations of original quality ...

GM OE Engines: Chevy, Buick, GMC and Cadillac | GM Genuine ...

The EMD 645 is a family of diesel engines that was designed and manufactured by the Electro-Motive Division of General Motors. While the 645 series was intended primarily for locomotive, marine and stationary engine use, one 16-cylinder version powered the 33-19 "Titan" prototype haul truck designed by GM's Terex division. The 645 series was an evolution of the earlier 567 series and a precursor

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to the later 710 series. First introduced in 1965, the EMD 645 series remained in production on a by-

EMD 645 - Wikipedia

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Electro-Motive Diesel - Wikipedia

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GM describes Surus as a “fuel-cell-powered, four-wheel steer concept vehicle on a heavy-duty truck frame

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that's driven by two electric motors." It could be used for delivery trucks, for example, or...

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Kodiak engines use the GM Marine Engine Fuel Injection (MEFI) engine control module (ECM). The MEFI ECM brings automotive reliability, low emissions and fuel savings to the marine sport engine. The MEFI ECM allows the use of electronic throttles and advanced user features. Smart start means the starter will not engage a running engine.

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Way back in 1938, when it

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was still known as the GM Diesel Division, Detroit Diesel developed the 2-cycle 71-series engine, named for its per-cylinder displacement. The 71 (and later 53 and 92 derivatives) went on to rule the bus business, and were also popular for trucks, boats and stationary generators.

When Diesel Was Dreadful: the General Motors 6.2 - Autotrader

Emergency generator sets were also built around the Cleveland Diesel and were installed in many US warships. The division was created in 1938 from the GM-owned Winton Engine

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Corporation and was folded into the GM Electro-Motive Division in 1962. The engines continue in use today on older tugs.

With the increasing popularity of GM's LS-series engine family, many enthusiasts are ready to rebuild. The first of its kind, *How to Rebuild GM LS-Series Engines*, tells you exactly how to do that. The book explains variations between the various LS-series engines and elaborates up on the features that make this engine family such an

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excellent design. As with all Workbench titles, this book details and highlights special components, tools, chemicals, and other accessories needed to get the job done right, the first time. Appendices are packed full of valuable reference information, and the book includes a Work-Along Sheet to help you record vital statistics and measurements along the way.

Originally printed in 1946, The Fleet Type Submarine series of technical manuals remains unparalleled. Contained in its pages are

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descriptions of every operating component aboard a fleet boat. Main Propulsion Diesels examines the submarine's power plant in detail, from starting and control systems to fuel and exhaust, and cooling and lubrication systems.

Originally classified 'Restricted', this book was recently declassified and is here reprinted in book form. Some illustrations have been slightly reformatted, and color plates are reproduced in black and white. Care has been taken to preserve the integrity of the text.

Discover the latest GM swap technology in this all-new,

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comprehensive LT swapper's guide. The GM LS engine has dominated the crate and engine-swap market for the past 20 years, and now the new LT engine has become a popular crate engine for swap projects as well. As essentially the next-generation LS, the LT features a compact footprint, lightweight design, and traditional V-8 pushrod architecture similar to its predecessor, so it swaps easily into many classic cars, hot rods, and even foreign sports cars. The new LT1/LT4 takes a bold step forward in technology, using active fuel management, direct

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injection, an upgraded ignition system, continuous variable valve timing, and a wet- or dry-sump oiling system. With this advanced technology and higher performance, more engine swappers are using the LT platform. Swapping expert and longtime author Jefferson Bryant presents thorough instruction for each crucial step in the LT swap process. Although the new LT shares the same basic engine design with the LS, almost all of the LT engine parts have been revised and updated. As a result, the mounting process has changed substantially, including motor-mount location, K-

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member mounting process, and component clearance; all these aspects of the swap are comprehensively covered. The high-compression direct-injected engines require higher-pressure fuel systems, so the fuel pump and fuel lines must be compatible with the system. LTs also feature revised bellhousing bolt patterns, so they require different adapter plates. The oil pan profile and oiling systems are unique, and this can present crossmember clearance problems. All other important aspects of the swap process are covered, including accessory drives and cooling systems,

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engine management systems, tuning software, controllers, and exhaust, so you can install the LT in popular GM A- and F-Body platforms as well as almost any other chassis. Solutions for the major swapping challenges, parts compatibility, and clearance issues are provided. Muscle car, hot rod, truck, and sports car owners have embraced the new LT platform and the aftermarket has followed suit with a wide range of products to facilitate swap projects. This book affords comprehensive guidance so you can complete a swap with confidence. If you have a

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project in the works, are planning a project in the near future, or if you simply want to learn how the swap process takes place, this book is for you.

Finally, a rebuild and performance guide for GM 6.2 and 6.5L diesel engines! In the late 1970s and early 1980s, there was considerable pressure on the Detroit automakers to increase the fuel efficiency for their automotive and light-truck lines. While efficient electronic engine controls and computer-controlled gas engine

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technology was still in the developmental stages, the efficiency of diesel engines was already well documented during this time period. As a result, General Motors added diesel engine options to its car and truck lines in an attempt to combat high gas prices and increase fuel efficiency. The first mass-produced V-8 diesel engines of the era, the 5.7L variants, appeared in several General Motors passenger-car models beginning in 1978 and are often referred to as the Oldsmobile Diesels because of the number of Oldsmobile cars equipped with this option. This edition faded

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from popularity in the early 1980s as a result of falling gas prices and quality issues with diesel fuel suppliers, giving the cars a bad reputation for dependability and reliability. The 6.2L appeared in 1982 and the 6.5L in 1992, as the focus for diesel applications shifted from cars to light trucks. These engines served faithfully and remained in production until 2001, when the new Duramax design replaced it in all but a few military applications. While very durable and reliable, most of these engines have a lot of miles on them, and many are in need of a

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rebuild. This book will take you through the entire rebuild process step by step from diagnosis to tear down, inspection to parts sourcing, machining, and finally reassembly. Also included is valuable troubleshooting information, detailed explanations of how systems work, and even a complete Stanadyne DB2 rebuild section to get the most out of your engine in the modern era. If you have a 6.2, or 6.5L GM diesel engine, this book is a must-have item for your shop or library.

This ultimate guide to installing the LSX in your

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GM muscle car details all the necessary steps from concept to completion, including fabrication and installation of motor mounts, wiring, fuel system, and driveline considerations.

The GM LS engine has revolutionized the muscle car and the high-performance V-8 market. It has become a favorite engine to swap into classic cars because it offers a superior combination of horsepower, torque, and responsiveness in a compact package. As such, these modern pushrod V-8 engines are installed in vintage GM muscle cars with

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relative ease, and that includes Chevelles and other popular GM A-Body cars. In fact, General Motors manufactured about 500,000 Chevelles and A-Body cars between 1968 and 1970 alone. Jefferson Bryant, author of *LS Swaps: How To Swap GM LS Engines into Almost Anything*, has performed many LS swaps throughout his career, and has transplanted the LS into several A-Body cars. In this comprehensive guide, he provides detailed step-by-step instructions for installing an LS powerplant into a Chevelle, Buick GS, Oldsmobile Cutlass, and Pontiac GTO. To successfully install an LS

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engine, you need to select or fabricate motor mounts and adapter plates to mount the engine to the chassis. Also, you need to integrate the electronic engine controls and wiring harness to the A-Body car. If you run a fuel-injection system, a new tank or high-pressure fuel pump, fuel lines, and related equipment must be installed. Bryant covers all of these crucial steps and much more. He explains essential procedures, time saving techniques, and solutions to common problems. In addition, he performs a new LT swap into an A-Body car. Swapping an LS engine into an A-Body is

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made much easier with a comprehensive guidebook such as this, whether you plan on doing it yourself or decide to have a shop do it for you. A huge and thriving aftermarket provides a wide range of suspension, brake, steering, chassis, and other parts that produce functional improvements.

Before you tackle your LS Swap project, arm yourself with this vital information to guide you through the process. p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial}

Breathe new life into your GM Duramax Diesel with this rebuilding guide from

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CarTech's Workbench series. Whether you have an engine that is old and tired, are contemplating picking up a used engine for a swap, looking to hop up what you have, or simply want to understand the inner workings of a Duramax engine, this handy guide will be a valuable resource for years to come. Author and diesel expert Jason Gonderman takes you through full step-by-step sequences of the removal, disassembly, evaluation, reconditioning, and reassembly of both the 2001-2010 style of engines and the later 2011-2016 models. Also included is a history of all six

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generations of Duramax engines, as well as a chapter on performance modifications to this versatile platform. General Motors began offering diesel engines in its light-duty pickups in earnest in 1982. The engines were designed and produced by Detroit Diesel, and filled the role in C/K pickups until the 1999 model year. The engines were first a 6.2L naturally aspirated V-8 then grew to 6.5L and added a turbocharger in 1992. The 6.2L diesel achieved better fuel economy than the company's gasoline V-6 when introduced, and in 1982, fuel economy was a major

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factor in many people's buying decisions. Fast-forward to the late 1990s, General Motors decided it needed a clean slate in its diesel designs to keep up with the Cummins and Power Stroke engines being offered by the competition. To accomplish this, General Motors partnered with Isuzu to create a brand-new diesel engine that would be the first high-pressure common-rail, direct-injection powerplant to hit the US vehicle market. The initial engine was produced at the newly built plant in Moraine, Ohio, on July 17, 2000. Now, 21 years after the joint venture DMAX Ltd.

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was created in 1998, more than 2 million Duramax engines have been built. Until the introduction of the Duramax, GM's all-iron, indirect-injected (IDI) 6.5L V-8 produced just 215 hp and 440 ft-lbs of torque in its most powerful configuration. The new, aluminum-headed 6.6L Duramax V-8 hit the market with 300 hp and 520 ft-lbs of torque in its first configuration, and it has gotten stronger with age while still meeting increasingly strict emissions requirements.

When first introduced in the 1997 Corvette, GM's LS1 engine shook the performance

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world. Its combination of massive power, light weight and impressive fuel economy set new precedents for performance engines--and continues to do so generation after generation. The latest version, the LS9, makes some 638 hp from just 6.2 liters, far eclipsing even the mightiest big-blocks from the muscle car era--while meeting modern standards for emissions and fuel economy. It's no wonder, then, that the LSX engines have become some of the most popular for high-performance applications. For those who want to build or modify their LS engine, this book provides the most

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detailed and extensive instructions ever offered. Whatever your performance goals might be, *How to Build and Modify GM LS-Series Engines* shows you what modifications are needed and how to make them. Premier LS engine technician Joseph Potak addresses every question that might come up, covering topics including crankshafts and piston assemblies, cylinder heads, camshafts, valvetrain, block modifications, intake manifolds, fuel system, header selection, and setting up ring and bearing clearances for particular uses. In short, this book is the ultimate resource for

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building the ultimate LSX
engine.

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