

2.0L

Industrial Engine - 2001

Features/Benefits

- Designed to work with gasoline, liquid propane gas and natural gas.
- Pistons have high silicon content for improved durability and noise reduction.
- Sintered powder metal exhaust valve seat inserts for enhanced durability.
- World-class engine sealing system for superior leak protection.
- Crank-triggered, waste spark ignition system utilizes the coil pack, crankshaft position sensor and available ECM for accurate spark timing.
- V-Belt and Poli-V-belt harmonic balancers are available.
- LPG/NG engines utilize a dry fuel version of the PFI manifold (the same basic design as the PFI gasoline manifold, but without throttle body and fuel parts).
- Timing-belt driven single overhead cam valvetrain with clearances for free spinning.

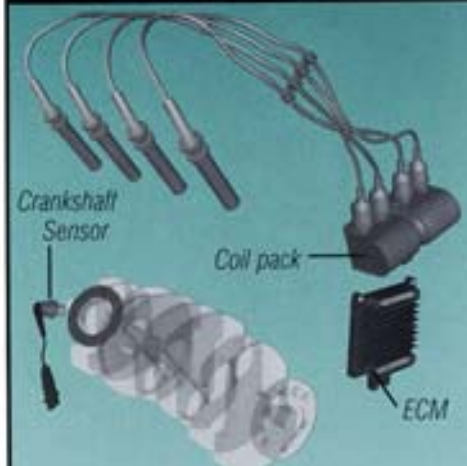


The 2.0L L4 engine from GM Holden in Australia is the smallest displacement engine that GM Powertrain has supplied in over a decade.

Options

- Gasoline port fuel injection that precisely meters fuel is available.
- An Electronic Control Module (ECM) for optimizing fuel (gasoline only) and spark requirements is available.
- Fuel type options include gasoline, liquid propane gas or natural gas.

Feature Focus.



Crank-Triggered, Waste Spark Ignition

- *The crank position sensor, coil pack and available ECM replace the distributor and coil of conventional ignition systems.*
- *Servicing of distributor caps and rotors is eliminated.*
- *Engine position is determined directly from the crankshaft, providing improved accuracy.*
- *The OEM-established spark timing cannot be changed by end users.*

Product Specifications

Type: 2.0L L4

Displacement: 121 cid (1998 cc)

Compression Ratio: 9.2:1

Valve Configuration: Single Overhead Cam

Manufactured: Melbourne, Australia

Valve Lifters: Radiused Cam Follower, Hydraulic

Bore x Stroke: 3.38 x 3.38 in
(86.0 x 86.0 mm)

Main Bearing Caps: 2-Bolt

Balance Method: Internal

Intake Manifold: Gasoline PFI or Gaseous
(dry fuel)

Firing Order: 1-3-4-2

Oil Pan Capacity: 4.8 qt (4.6L) with filter

Fuel Type: Gasoline, LPG, or NG

Engine Rotation: Clockwise (from the front)

Paint Protection: Block and Oil Pan Separately
Powder Coated

Shipping Weight:

295 lb (134 kg) Gasoline PFI

290 lb (132 kg) (Gaseous Fuel)

Horsepower:

55 hp @ 2600 rpm (Gasoline)

45 hp @ 2600 rpm (LPG)

Torque:

100 lb-ft @ 1800 rpm (Gasoline)

80 lb-ft @ 1800 rpm (LPG)

Correction to SAE J1995. Actual power levels may vary depending on OEM calibration and application.

Materials:

Block: Cast Iron

Cylinder Head: Aluminum

Intake Manifold: Aluminum

Exhaust Manifold: Cast Iron

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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