

Vortec 8100

Industrial Engine - 2001

Features/Benefits

- Coil-near-plug ignition includes crankshaft sensor, camshaft sensor, ESC sensors, and eight ignition coils.
- Cylinder head features high-flow replicated ports and sintered powder metal exhaust valve seat inserts for durability.
- Industrial torsional damper with integral six-rib pulley to accommodate serpentine accessory drive hardware.
- Iron exhaust valve seat facing for better valve durability with alternative fuel applications.
- Platinum tip long-life spark plugs.
- High torque camshaft with hydraulic roller valve lifters provides maximum performance.
- Positive Crankcase Ventilation (PCV) system is integral to intake manifold (no valve required).
- Coated cast aluminum 8-quart oil pan with full baffle and 12-mm drain plugs on port and starboard sides.
- Industrial external water crossover.
- Coated, flat top hypereutectic cast aluminum pistons.
- Engine block quick-connect oil fittings for easy assembly of oil coolers or remote oil systems.

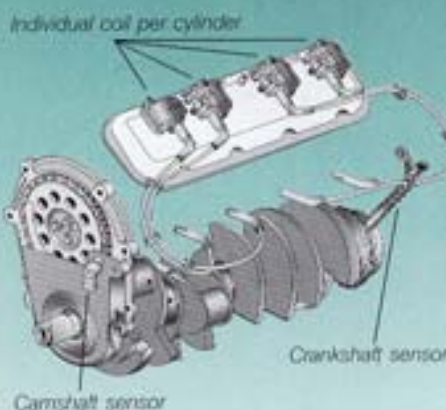
Options

- "Vortec 8100" Sight Shield and related mounting hardware available in kit form.
- A fourth-generation electronic control module (MEFI IV) utilizing state-of-the-art hybrid technology and related parts is available in kit form.
- GM-designed accessory drive components available in kit form.
- Engine block heater for cold climate operations available in kit form.



Shipping cover plate

Feature Focus



The coil-near-plug ignition system, with both crankshaft sensor and camshaft sensor, is another example of GM Powertrain bringing advanced automotive technology to the industrial engine market.

Factory-installed alternate fuel intake manifold and coil-near-plug ignition are now standard on the Vortec 8100 industrial engine.

Product Specifications

Type: 90° 8.1L V8

Displacement: 496 cid (8127 cc)

Compression Ratio: 9.1:1

Valve Configuration: Pushrod Actuated
Overhead Canted Valves

Manufactured: Tonawanda, New York

Valve Lifters: Hydraulic Roller

Bore & Stroke: 4.25 x 4.37 in
(107.95 mm x 111 mm)

Main Bearing Caps: 4-Bolt Cast Iron

Balance Method: Internal

Intake Manifold: Factory-Installed Alternate
Fuel Manifold

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

Oil Pan Capacity: 8 qt

Fuel Type: CNG / LPG

Engine Rotation: Clockwise (from the front)

Spark Plugs: Platinum (1.5-mm gap)

Paint Protection: Component Painted

Shipping Weight: 729 lb (307.49 kg)

Horsepower:

264 hp @ 3000 rpm (Propane)

240 hp @ 3000 rpm (Natural Gas)

Torque:

462 lb-ft @ 3000 rpm (Propane)

417 lb-ft @ 3000 rpm (Natural Gas)

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

Materials:

Block: Cast Iron

Cylinder Head: Cast Iron (with sintered powder metal exhaust valve seat inserts)

Intake Manifold: One-Piece Cast Aluminum

Crankshaft: High-Density Nodular Iron (with undercut and rolled fillets)

Pistons: Hypereutectic Cast Aluminum

Connecting Rods: Forged 1141 SAE Steel
(shot-peened and magnafluxed, with 9-mm diameter connecting rod bolts)

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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