



The first production Gen-IV
supercharged V8 for the
marine industry

“LSA” 6.2L V8 SC Marine Engine

New for
2009

Features & Benefits

- High flow cylinder head design with Swirl-Wing technology
- Enhanced valvetrain with offset intake rocker arms to enable a more direct intake port
- Returnless fuel injection with center feed stainless steel fuel rail
- 103.25 mm bore block with structural improvements and nodular iron bearing caps
- New sumped pistons with 9.1:1 compression ratio
- 6.52 gms/sec. high flow injectors
- 1.9L /rev Roots type four lobe rotor supercharger with 160 deg. rotor twist
- Integrated single brick charge air cooler
- Piston oil spray cooling
- Forged steel crankshaft
- Four active layer MLS head gasket
- Stacked plate aluminum oil cooler



“LSA” 6.2L V8 SC Marine
(Premium Fuel Required)



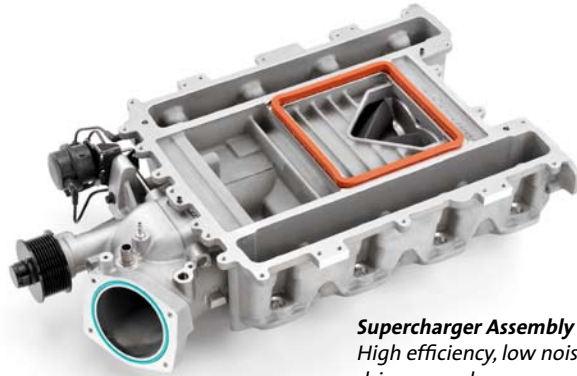
MEFI-5 (Marine Electronic Fuel Injection - Fifth-Generation), is an advanced engine controller capable of meeting all the emissions, OBD-M and driveability requirements of marine applications.

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 control
- “LSA” acoustic cover and related mounting hardware are available in kit form
- GM-designed accessory drive components will be available in kit form (includes supercharger drive parts)

"LSA" 6.2L Feature Focus

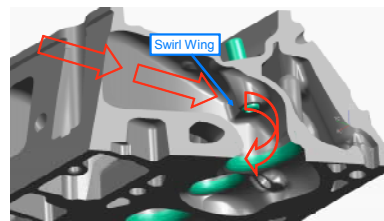
Considered by many as a key "new" member in our "Image" engine category, the "LSA" makes its debut for marine applications in the 2009 model year. The "LSA" introduces the first production supercharged Gen-IV small block engine to the marine industry and is slated to exceed customer expectations with outstanding overall performance.



Supercharger Assembly
High efficiency, low noise front drive supercharger assembly with throttle inlet adapter



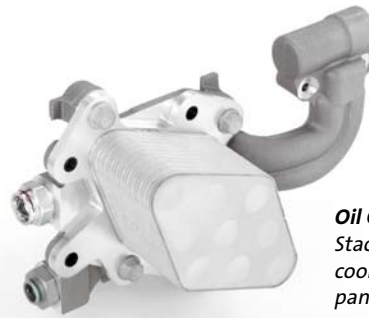
Piston Squirter
Block-mounted oil squirter for piston cooling



Swirl Wing Cylinder Head
Cast aluminum cylinder head with wing in inlet port to induce combustion chamber swirl



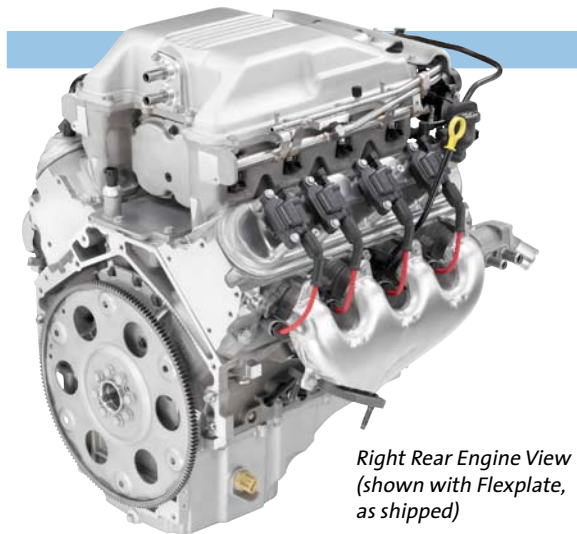
Supercharger Rotor Set
Four-lobe "TVS" rotor set with 160 degree twist



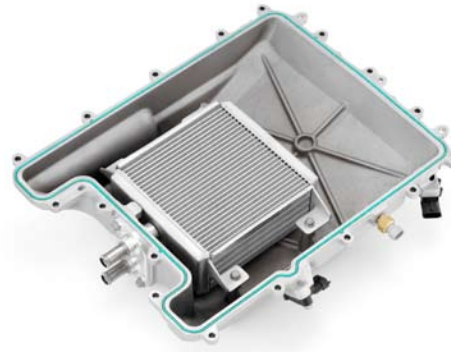
Oil Cooler Assembly
Stacked plate aluminum oil cooler for direct mounting to oil pan (requires closed cooling).



Sumped 9.1:1 Piston
Cast hypereutectic coated skirt piston with sump in dome for compression control.



Right Rear Engine View
(shown with Flexplate, as shipped)



Charge Air Cooler Assembly
Integrated single brick tube and fin charge air cooler with rear coolant entry (requires closed cooling)

Specifications

Type: 6.2L Gen-IV V8 Small Block

Displacement: 6162 cc (376.0 ci)

Compression Ratio: 9.1:1

Valve Configuration: Overhead Valves

Assembly Site: Silao, Mexico

Valve Lifters: Hydraulic Roller

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

Bore x Stroke: 103.25 x 92 mm

Fuel System: Sequential Fuel Injection

Fuel Type: Premium Fuel Required

Engine Orientation: Longitudinal

Valves Per Cylinder: 2

Bore Center (mm): 111.76

Engine Mass: 467 lbs (212 kg)

Horsepower:

540 hp (403 kW) @ 5400 rpm (Preliminary/Estimated)

Torque:

540 lb-ft (732 Nm) @ 4000 rpm (Preliminary/Estimated)

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

Fuel Shutoff: 5600 rpm

Materials:

Block: Cast Aluminum

Cylinder Head: A356-T6 Rotocast Cast Aluminum

Intake Manifold: Cast Aluminum

Exhaust Manifold: High Silicon/High Moly Cast Iron

Main Bearing Caps: Nodular Iron

Crankshaft: Forged Steel

Camshaft: Hollow Steel

Connecting Rods: Forged Powder Metal

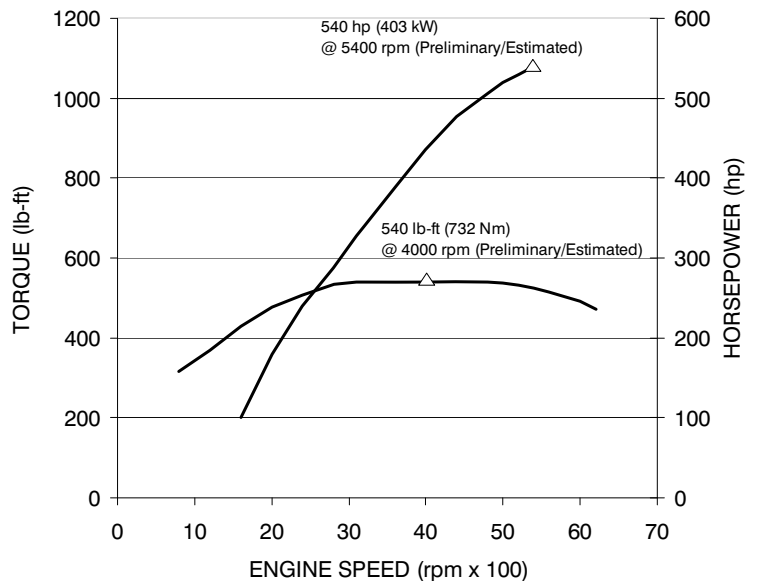
Additional Features: 1.9 L/rev Supercharger

Integrated Single Coolant To Air Intercooler

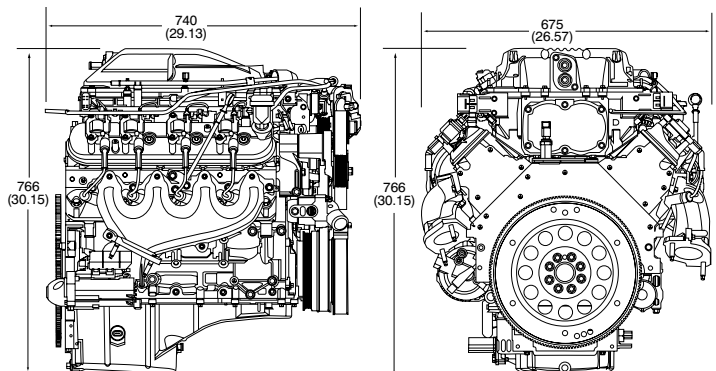
Requires closed cooling system

Piston Oil Spray Cooling

Direct Mount Ignition Coils



Actual power levels may vary depending on OEM calibration and application. Plot depicted represents Marine "LSA" engine as tested with Premium Fuel (Preliminary/Estimated values).



GM Powertrain

www.gmpowertrain.com