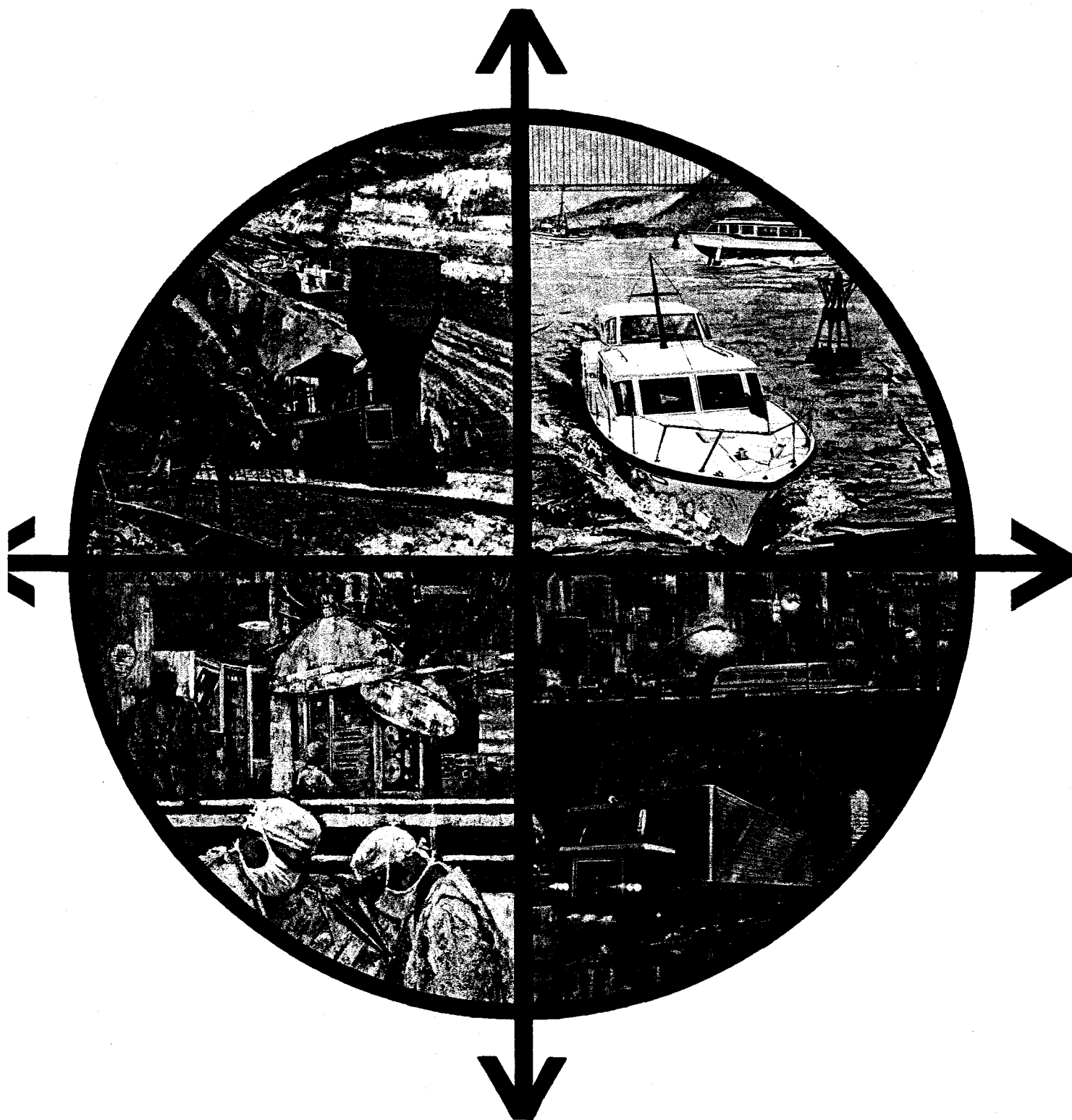


Family of Engines

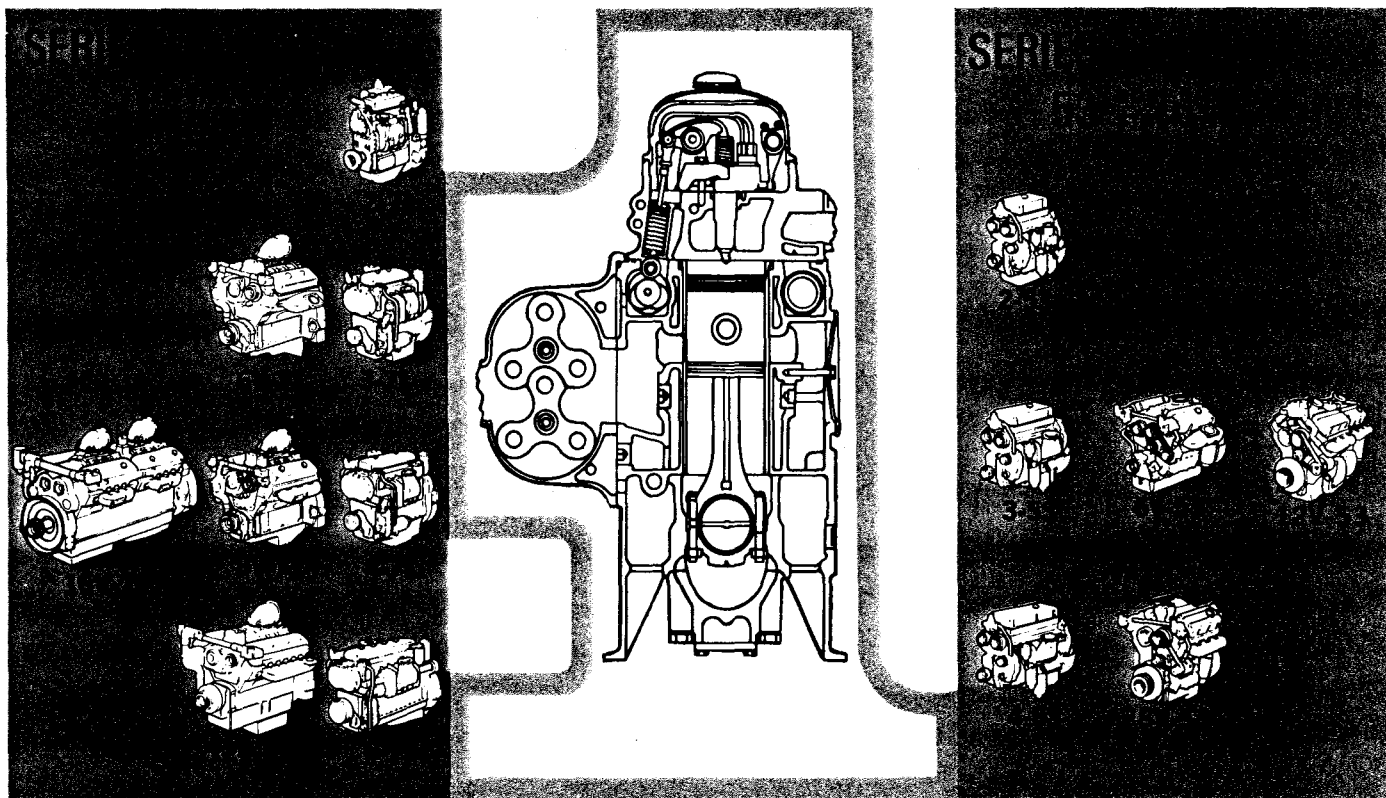
DETROIT DIESEL



A Power Product of **GM** General Motors

Family of Engines

DETROIT DIESEL

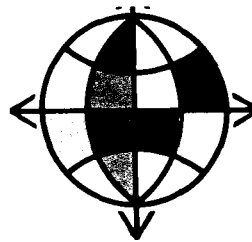


*From a SINGLE BASIC CYLINDER DESIGN,
... a complete engine line!*

The DETROIT DIESEL Family of Engines springs from a single basic design pioneered in 1938, proved over 27 years and 125 million horsepower, refined and developed and expanded to give you these proven engines:

- ★ **Series 53 Engines** — 2, 3, and 4-cylinder in-line;
6, 8, and 12-cylinder "V" type models.
- ★ **Series 60 Engines** — 2, 3, 4, and 6-cylinder in-line;
6, 8, 12, and 16-cylinder "V" models.

All with the same basic cylinder design, each with up to 70% interchangeability of wearing parts with other engines of the same Series.



Exclusive *FAMILY* Benefits

• **Power for today and tomorrow.** You can meet growing horsepower needs (without loss of existing parts inventory or maintenance knowhow) merely by stepping up to the next engine in the Series. • **Newest engines are proven engines.** Because proven basic components are used exclusively, every new Detroit Diesel comes off the line a *proven* engine. The industry's most complete research and testing facilities are devoted to a single design that lets the *latest advances* be added without sacrificing reliability and long life. • **No obsolescence.** Every Detroit Diesel built since 1938 can be brought up to today's standards of performance and savings. And the engines we build today can benefit from the progress we make in years to come. • **Unmatched parts interchangeability and unequalled serviceability.** Most moving parts are interchangeable between all engines in a Series, so you need stock fewer of them, their price is lower, and you can always get the parts you want. Because of design similarity, the mechanic who knows how to service one Detroit Diesel can service them all, in the least time and at lowest cost. • **Adapted to your exact needs.** Each one of the 16 basic Detroit Diesel engines can be built into scores of models and equipped with hundreds of accessory groups to meet any specific power or installation requirement.



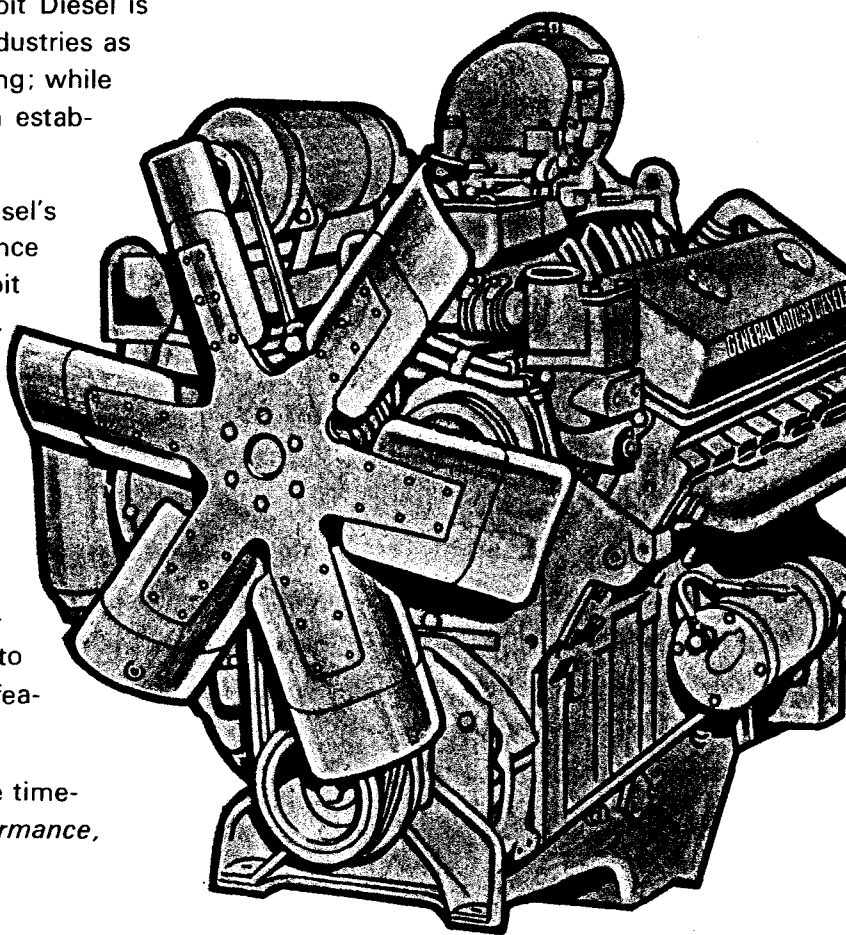
DETROIT DIESEL

The Universal Power

Thousands of important jobs throughout the world require high-performance, low-cost *power*. In the last 27 years, over 120 million Detroit Diesel HP have answered this need in more than 2700 different types of jobs. This impressive list of applications is still growing. Every day a Detroit Diesel is taking on a new job in such rapidly growing industries as petroleum exploration and even rocket launching; while at the same time doing *old* jobs better in such established fields as lumbering and fishing.

There is nothing secret about Detroit Diesel's formula for doing a better job. Years of experience in the engine business have convinced Detroit Diesel that three factors—*Performance*, *Economy*, and *Durability*—are the key ingredients in successful power applications. Sometimes one is more important than the others, but in most cases it takes a *balanced combination* of all three to achieve the ultimate goal of any installation—greater profit or satisfaction for the user. Each Detroit Diesel engine that comes off the production line is designed, constructed, and applied to yield the best profit-making combination of features for the specific job to be done.

The next time you choose a power plant, let the time-proven Detroit Diesel combination of *performance*, *economy*, and *durability* go to work for you.





BASIC ENGINE SPECIFICATIONS							
Engine	Bore and Stroke	Total Displacement cu. in.	No. of Cyl.	Max. BHP Back Engine	Cont. BHP Back Engine	GMF (lb.)	Rated Torque (lb.-ft.)
1.6L 4-cyl.	71.0 x 86.0	109	4	11 @ 3000	15 @ 1800	100	10.5 @ 1800
1.8L 4-cyl.	73.0 x 86.0	125	4	11 @ 3000	14 @ 1800	100	10.5 @ 1800
2.0L 4-cyl.	73.0 x 92.0	133	4	12 @ 3000	16 @ 1800	100	11.5 @ 1800
2.5L 4-cyl.	73.0 x 100.0	150	4	14 @ 3000	17 @ 1800	100	12.5 @ 1800
3.0L 4-cyl.	73.0 x 106.0	174	4	16 @ 3000	19 @ 1800	100	14.0 @ 1800
3.5L 4-cyl.	73.0 x 112.0	199	4	18 @ 3000	21 @ 1800	100	15.5 @ 1800
4.0L 4-cyl.	73.0 x 118.0	224	4	20 @ 3000	23 @ 1800	100	17.0 @ 1800
4.5L 4-cyl.	73.0 x 124.0	249	4	22 @ 3000	25 @ 1800	100	18.5 @ 1800
5.0L 4-cyl.	73.0 x 130.0	274	4	24 @ 3000	27 @ 1800	100	20.0 @ 1800
5.7L 4-cyl.	73.0 x 136.0	300	4	26 @ 3000	29 @ 1800	100	21.5 @ 1800
6.0L 4-cyl.	73.0 x 142.0	325	4	28 @ 3000	31 @ 1800	100	23.0 @ 1800
6.6L 4-cyl.	73.0 x 148.0	350	4	30 @ 3000	33 @ 1800	100	24.5 @ 1800
7.0L 4-cyl.	73.0 x 154.0	375	4	32 @ 3000	35 @ 1800	100	26.0 @ 1800
7.4L 4-cyl.	73.0 x 160.0	400	4	34 @ 3000	37 @ 1800	100	27.5 @ 1800
7.7L 4-cyl.	73.0 x 166.0	425	4	36 @ 3000	39 @ 1800	100	29.0 @ 1800
8.0L 4-cyl.	73.0 x 172.0	450	4	38 @ 3000	41 @ 1800	100	30.5 @ 1800
8.3L 4-cyl.	73.0 x 178.0	475	4	40 @ 3000	43 @ 1800	100	32.0 @ 1800
8.6L 4-cyl.	73.0 x 184.0	500	4	42 @ 3000	45 @ 1800	100	33.5 @ 1800
9.0L 4-cyl.	73.0 x 190.0	525	4	44 @ 3000	47 @ 1800	100	35.0 @ 1800
9.4L 4-cyl.	73.0 x 196.0	550	4	46 @ 3000	49 @ 1800	100	36.5 @ 1800
9.7L 4-cyl.	73.0 x 202.0	575	4	48 @ 3000	51 @ 1800	100	38.0 @ 1800
10.0L 4-cyl.	73.0 x 208.0	600	4	50 @ 3000	53 @ 1800	100	39.5 @ 1800
10.4L 4-cyl.	73.0 x 214.0	625	4	52 @ 3000	55 @ 1800	100	41.0 @ 1800
10.7L 4-cyl.	73.0 x 220.0	650	4	54 @ 3000	57 @ 1800	100	42.5 @ 1800
11.0L 4-cyl.	73.0 x 226.0	675	4	56 @ 3000	59 @ 1800	100	44.0 @ 1800
11.4L 4-cyl.	73.0 x 232.0	700	4	58 @ 3000	61 @ 1800	100	45.5 @ 1800
11.7L 4-cyl.	73.0 x 238.0	725	4	60 @ 3000	63 @ 1800	100	47.0 @ 1800
12.0L 4-cyl.	73.0 x 244.0	750	4	62 @ 3000	65 @ 1800	100	48.5 @ 1800
12.4L 4-cyl.	73.0 x 250.0	775	4	64 @ 3000	67 @ 1800	100	50.0 @ 1800
12.7L 4-cyl.	73.0 x 256.0	800	4	66 @ 3000	69 @ 1800	100	51.5 @ 1800
13.0L 4-cyl.	73.0 x 262.0	825	4	68 @ 3000	71 @ 1800	100	53.0 @ 1800
13.4L 4-cyl.	73.0 x 268.0	850	4	70 @ 3000	73 @ 1800	100	54.5 @ 1800
13.7L 4-cyl.	73.0 x 274.0	875	4	72 @ 3000	75 @ 1800	100	56.0 @ 1800
14.0L 4-cyl.	73.0 x 280.0	900	4	74 @ 3000	77 @ 1800	100	57.5 @ 1800
14.4L 4-cyl.	73.0 x 286.0	925	4	76 @ 3000	79 @ 1800	100	59.0 @ 1800
14.7L 4-cyl.	73.0 x 292.0	950	4	78 @ 3000	81 @ 1800	100	60.5 @ 1800
15.0L 4-cyl.	73.0 x 298.0	975	4	80 @ 3000	83 @ 1800	100	62.0 @ 1800

DETROIT DIESEL

20-700 HP

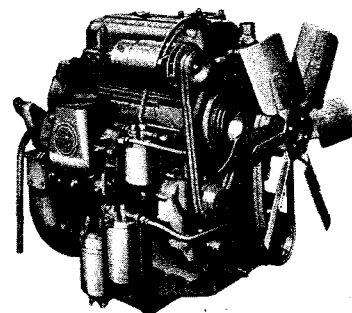
Detroit Diesel offers 55 fan-to-flywheel models designed to deliver profit-making productivity in a thousand different construction and industrial jobs. The fact that virtually every major equipment manufacturer offers Detroit Diesel power in his equipment is significant testimony to its superiority.

A major reason for this is *performance*. Detroit Diesel engines get jobs done faster throughout the long life of the engine. In cycling operations, users realize tangible savings in time required to complete each job. Where speed and load vary, a Detroit Diesel meets every changing demand with *instant power*.

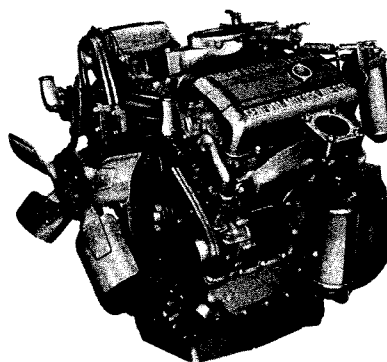
But performance is only half of the Detroit Diesel story. *Total economy*—that lowers every operating cost—is built into each engine. Thus Detroit Diesel users get more work done per dollar of operating expense.

Together, Detroit Diesels performance and economy add up to greater productivity on the job and higher earnings on your profit statement. The next time you buy new equipment or repower an existing machine, specify Detroit Diesel power and watch your profits grow.

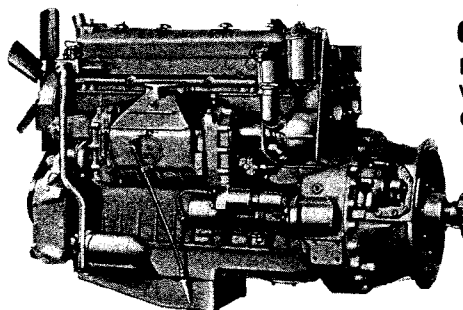
3-53
MODEL 5033
PICTURED



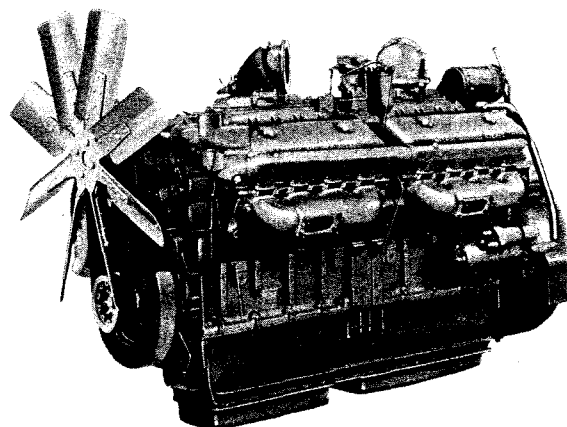
6V-53
MODEL 5063
PICTURED

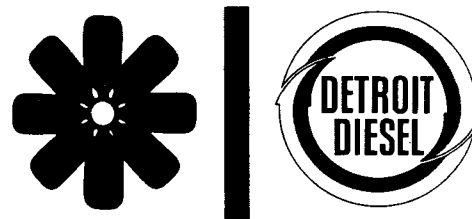
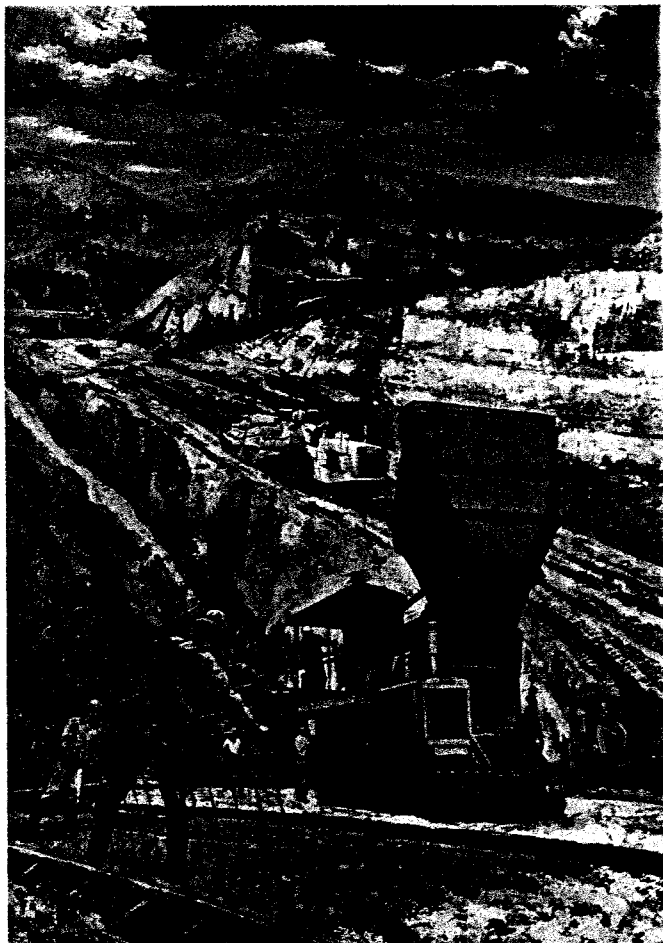


6-71
MODEL 6080T/C
WITH TORQUE
CONVERTER SHOW



16V-71
MODEL 7163
SHOWN





POWER RATINGS

The power output of an engine in a specific application depends on many factors: the RPM at which the engine runs; the number and type of engine driven accessories; ambient temperature and barometric conditions to name a few. Because diesel engines do thousands of varied jobs, published ratings cannot possibly be absolutely accurate for every application. Detroit Diesel ratings reflect the most basic set of conditions: The ratings in this book were obtained in actual dynamometer testing of basic engines equipped with those accessories necessary to the operation of the engine and corrected to 60°F, sea level. The RPM are those most frequently used in a particular industry or, in the case of maximum ratings, the highest. It is important to note, however, that these ratings are not so-called "flash" or "5-minute" ratings. Detroit Diesels are designed and engineered to produce their rated output in practical applications.

53	5023	47 @ 2000 rpm	35	27 ¹¹ / ₃₂	25%	35 ¹ / ₁₆	780
71	2055	68 @ 2000 rpm	48	31 ¹ / ₂	28 ¹ / ₁₆	40 ¹ / ₂	960
53	5033	78 @ 2200 rpm	64 @ 2200 rpm	33 ¹¹ / ₃₂	27	35 ¹ / ₁₆	950
53	5033	97 @ 2800 rpm	64 @ 2200 rpm	33 ¹¹ / ₃₂	27	35 ¹ / ₁₆	950
71	3045C	106	75	41 ¹¹ / ₁₆	29 ¹¹ / ₁₆	45 ¹ / ₁₆	1575
71	3055C	106	75	37 ¹ / ₈	29 ¹ / ₈	40 ¹ / ₂	1525
71	3057C	106	75	36 ⁵ / ₃₂	29 ³ / ₈	40 ²¹ / ₃₂	1525
71	3058C	106	75	36 ⁵ / ₈	29 ³ / ₈	41 ¹ / ₈	1605
53	5043	108 @ 2200 rpm	87 @ 2200 rpm	38 ³ / ₈	25%	34 ³ / ₄	1110
53	5043	130 @ 2800 rpm	87 @ 2200 rpm	38 ³ / ₈	25%	34 ³ / ₄	1110
71	4045C	148	101	47 ⁹ / ₁₆	29 ¹¹ / ₁₆	47 ³ / ₈	1750
71	4055C	148	101	42 ⁷ / ₈	29 ¹ / ₈	41 ¹¹ / ₁₆	1780
71	4057C	148	101	41 ²⁷ / ₃₂	29 ³ / ₈	41 ²⁷ / ₃₂	1780
71	4058C	148	101	42 ⁷ / ₈	29 ¹ / ₈	41 ¹ / ₈	1770
53	5063	185 @ 2500 rpm	130 @ 2200 rpm	38 ⁵ / ₁₆	40%	37 ¹ / ₄	1440
71	7063	218	170	41 ¹ / ₄	38 ³ / ₈	47 ¹ / ₄	2010
71	6045C	227	154	59 ⁵ / ₁₆	29 ¹¹ / ₁₆	48 ¹⁹ / ₃₂	2135
71	6055C	227	154	54 ¹ / ₁₆	29 ¹ / ₈	43 ¹ / ₁₆	2190
71	6057C	227	154	53 ⁹ / ₁₆	29 ³ / ₈	43 ¹ / ₁₆	2190
71	6058C	227	154	53 ⁹ / ₁₆	31 ¹⁹ / ₃₂	42 ²¹ / ₃₂	2210
71	7063N	238	175	41 ¹ / ₈	38 ³ / ₈	47 ¹ / ₄	2010
53	5083N	247 @ 2500 rpm	185 @ 2400 rpm	45 ¹ / ₃₂	39%	45 ¹ / ₈	1800
71	7083	290	227	47 ¹³ / ₃₂	39	47 ³ / ₄	2395
71	7083N	318	233	47 ¹³ / ₃₂	39	47 ³ / ₄	2395
71	7123	370	300	60	45 ¹ / ₈	56 ⁵ / ₁₆	3350
71	7123	434	340	60	45 ¹ / ₈	56 ⁵ / ₁₆	3350
71	7123N	475	350	60	45 ¹ / ₈	56 ⁵ / ₁₆	3350
71	7163	580	454	78 ¹ / ₄	44%	58 ³ / ₁₆	4600
71	7163N	635	466	78 ¹ / ₄	44%	58 ³ / ₁₆	4600
71	3080	# 77 @ 1890 rpm	640	47 ⁹ / ₃₂	30%	40 ²⁹ / ₃₂	1635
71	3081	# 77 @ 1890 rpm	640	47 ⁹ / ₃₂	28 ⁵ / ₃₂	40 ²⁹ / ₃₂	1635
71	4080	# 104 @ 1725 rpm	1195	56 ¹ / ₄	33 ³ / ₁₆	42 ³ / ₃₂	2100
71	4081	# 104 @ 1725 rpm	1195	56 ¹ / ₄	33 ³ / ₁₆	42 ³ / ₃₂	2100
71	7063	# 166 @ 1852 rpm	1725	54 ¹¹ / ₁₆	38 ³ / ₈	47 ¹ / ₄	2380
71	6080	# 175 @ 1850 rpm	1732	68 ¹ / ₁₆	33 ³ / ₁₆	43 ¹ / ₁₆	2610
71	6081	# 175 @ 1850 rpm	1732	68 ¹ / ₁₆	33 ³ / ₁₆	43 ¹ / ₁₆	2610
71	7083	# 211 @ 1660 rpm	2165	60 ¹ / ₈	39	47 ¹ / ₄	2900
71	7123	# 322 @ 1835 rpm	3745	81 ¹ / ₂	45 ¹ / ₈	56 ¹³ / ₁₆	3800

#Tailshaft speed, engine governed @ 2100 rpm

DETROIT DIESEL

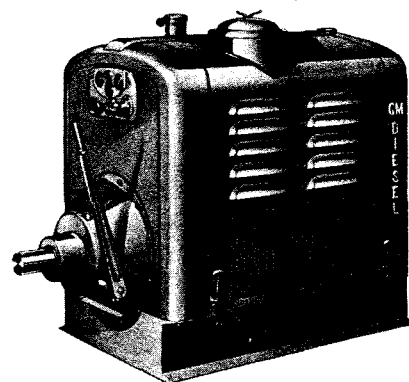
20-1008 HP

Detroit Diesel durability in design and construction provides the high degree of dependability needed for power unit application. No other engine delivers as many thousands of trouble-free hours at peak performance in rugged continuous-duty jobs as a Detroit Diesel. That's because each engine is built sturdy to a proven basic design under the continuous supervision of a watchful reliability team.

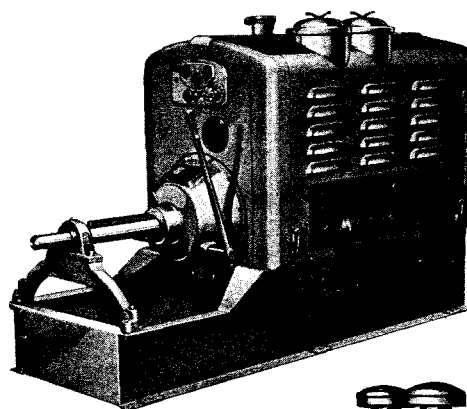
These features assure you of *power when you need it*. In addition, the virtual elimination of downtime, the extra long life between overhauls and the time-saving serviceability of Detroit Diesel engines are easily measurable as reduced operating expenses in your business. Thus Detroit Diesel *durability* is another way each engine helps build profits.

If your application presents rugged operating conditions, you can't afford to be without Detroit Diesel power. Even if your operating conditions are of more routine difficulty, the economic benefits of reliable, long-lived Detroit Diesel power can make a big contribution to your profit picture.

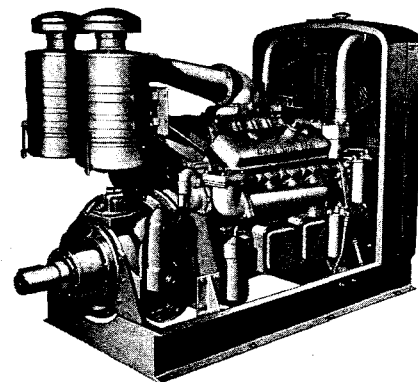
3-71
MODEL 3031C
ILLUSTRATED



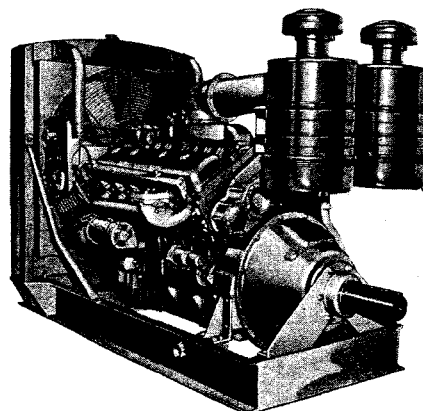
6-71
MODEL 6028C
SHOWN

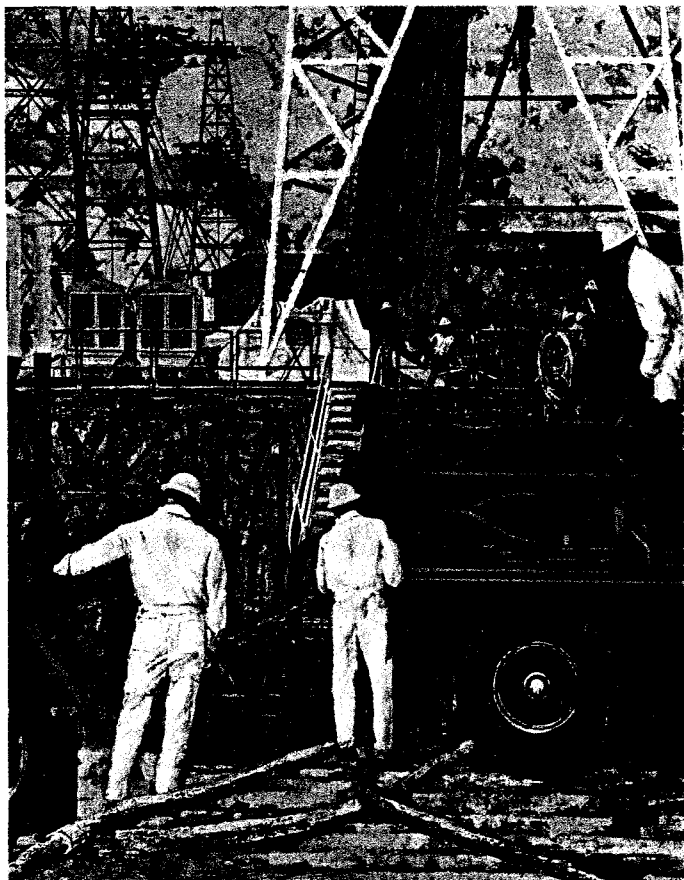
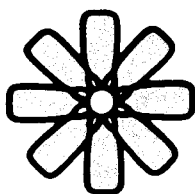


8V-71
MODEL 7084
(WITH TORQMATIC
CONVERTER) SHOWN



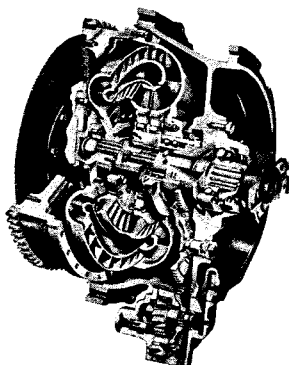
12V-71
MODEL 7124
SHOWN





TORQMATIC CONVERTERS

Detroit Diesels are available with torqmatic converters for applications requiring high starting torque or protection for the engine-driven machinery against heavy shock loads. GM torqmatic converters are compact units with maximum torque multiplication of 3.5:1. As the load drops off during acceleration, the converter automatically becomes a stable driving member assuming the characteristics of a fluid coupling. Torqmatic converters are available on virtually all Detroit Diesel industrial engines.



53	5024	47 @ 2200 rpm	35	48 ⁷ / ₃₂	27 ¹ / ₂	38 ⁵ / ₁₆	940
71	2030C	68 @ 2000 rpm	48	51 ¹ / ₄	33	46 ⁵ / ₁₆	1400
71	2031	68 @ 2000 rpm	48	51 ¹ / ₄	35 ¹ / ₂	52 ¹ / ₂	1480
53	5034	78 @ 2200 rpm	64 @ 2200 rpm	54 ⁵ / ₁₆	29	40 ⁹ / ₁₆	1120
53	5034	97 @ 2800 rpm	64 @ 2200 rpm	54 ⁵ / ₁₆	29	40 ⁹ / ₁₆	1120
71	3029C	106	75	76 ¹ / ₂	35 ¹ / ₂	58 ¹ / ₂	2545
71	3030C	106	75	76 ¹ / ₂	32	49 ⁵ / ₁₆	2045
71	3031C	106	75	61 ¹ / ₁₆	35 ¹ / ₂	49 ¹ / ₂	2045
53	5044	108 @ 2200 rpm	87 @ 2200 rpm	60	29	41 ¹ / ₂	1370
53	5044	130 @ 2800 rpm	87 @ 2200 rpm	60	29	41 ¹ / ₂	1370
71	4028C	148	101	82 ¹ / ₄	32	58 ¹ / ₂	2880
71	4029C	148	101	82 ¹ / ₄	35 ¹ / ₂	58 ¹ / ₂	2880
71	4030C	148	101	67 ¹ / ₁₆	32	49 ⁵ / ₁₆	2360
71	4031C	148	101	67 ¹ / ₁₆	35 ¹ / ₂	49 ⁵ / ₁₆	2360
71	6028C	227	154	99 ¹ / ₁₆	32	58 ¹ / ₂	3390
71	6029C	227	154	99 ¹ / ₁₆	35 ¹ / ₂	58 ¹ / ₂	3390
71	6030C	227	154	83 ¹ / ₁₆	32	49 ⁵ / ₁₆	2890
71	6031C	227	154	83 ¹ / ₁₆	35 ¹ / ₂	49 ⁵ / ₁₆	2890
31	7064	218	170	70 ¹ / ₂	39 ¹ / ₄	56 ¹ / ₁₆	2700
71	7084	290	227	77 ¹ / ₂	39 ¹ / ₄	59 ⁵ / ₁₆	3600
71	7124	434	340	95	48 ¹ / ₄	64 ¹ / ₁₆	4700

53	5024	47 @ 2200 rpm	35	42 ³ / ₁₆	33 ¹ / ₂	37 ¹ / ₁₆	930
71	2061A	68 @ 2000 rpm	48	43 ³ / ₈	30 ³ / ₈	36 ³ / ₈	1060
53	5034	78 @ 2200 rpm	64 @ 2200 rpm	49 ¹ / ₁₆	34 ³ / ₃₂	37 ³ / ₄	1160
71	3061A	106	75	51 ¹ / ₁₆	30 ³ / ₄	48 ³ / ₃₂	1225
53	5044	108 @ 2200 rpm	87 @ 2200 rpm	55 ¹ / ₃₂	33 ³ / ₈	47 ² / ₃₂	1340
71	4061A	148	101	57 ¹ / ₁₆	31 ¹ / ₂	48 ³ / ₃₂	1910
71	7064	218	170	60 ¹ / ₁₆	44 ¹ / ₁₆	55 ⁵ / ₈	2450
71	6061A	227	154	69 ¹ / ₁₆	31 ¹ / ₂	48 ³ / ₃₂	2830
71	7084	290	227	86	38 ³ / ₈	62 ¹ / ₂	2930
71	7124	434	340	87 ¹ / ₂	46 ¹ / ₁₆	59 ⁵ / ₈	4200

Series	Model	Net Rated SHP	Torque Output at Stall Speed lb. ft.	Length in.	Width in.	Height in.	Weight lb.
53	5034	### 68 @ 2225 rpm	639	58 ¹ / ₁₆	29	41 ¹ / ₁₆	1845
71	3082	# 77 @ 1890 rpm	640	63 ⁷ / ₃₂	32	49 ¹ / ₄	2135
53	5044	### 89 @ 1995 rpm	850	63 ¹ / ₃₂	29	41 ¹ / ₁₆	1600
71	4082	# 107 @ 1910 rpm	1235	67 ² / ₃₂	33 ⁵ / ₁₆	49 ¹ / ₄	2510
71	6082	# 169 @ 1860 rpm	1700	79 ⁹ / ₃₂	33 ⁵ / ₁₆	49 ¹ / ₄	3190
71	7064	# 166 @ 1852 rpm	1725	67 ¹ / ₁₆	39 ¹ / ₄	56 ¹ / ₁₆	3000
71	7084	# 211 @ 1660 rpm	2165	72 ¹ / ₂	39 ¹ / ₄	59 ⁵ / ₈	4070
71	7124	# 322 @ 1835 rpm	3745	91 ² / ₃₂	48 ¹ / ₄	64 ¹ / ₁₆	5500

Series	Model	No. of Cyls.	Rated BHP 2100 rpm	Cont. BHP 1800 rpm	Length in.	Width in.	Height in.	Weight lb.
71	8103	8	296	202	74 ³ / ₆₄	56	57 ¹ / ₁₆	4820
71	12103	12	454	308	85 ² / ₆₄	56	57 ¹ / ₁₆	5620
71	24103	24	908	616	181 ¹ / ₄	57 ¹ / ₁₆	68 ⁵ / ₈	12425
71	12105	12	454	308	74 ² / ₆₄	51 ¹ / ₄	51 ¹ / ₄	5320

#Tailshaft speed, engine governed @ 2100 rpm

###Tailshaft speed, engine governed @ 2500 rpm.

DETROIT DIESEL

Family of Marine Engines

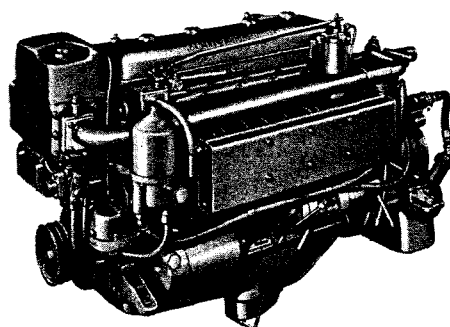
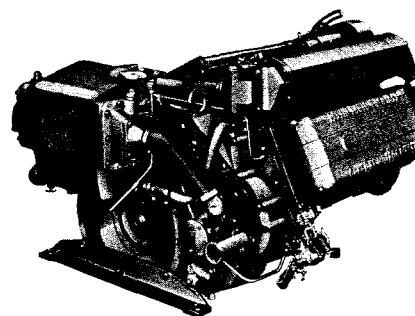
62-1400 HP

A record of outstanding performance and trustworthy reliability has earned for Detroit Diesel the position as the world's foremost marine engine. The ability of the same basic engine to profitably power a tug through its grueling harbor duties while at the same time propelling a pleasure boat to world speed records graphically demonstrates the wide scope of Detroit Diesel performance. In the tug or any workboat, high torque and instant responsiveness get big jobs done faster and cheaper. In the race boat or any pleasure craft, fast acceleration and the ability to continuously cruise at higher RPM gives Detroit Diesel owners greater satisfaction with their boats.

In addition, Detroit Diesels are heavy-duty engines designed to deliver their best under any conditions. Greater trust can be placed in these engines because of their extended cruising ranges and inherent safety features (elimination of fire hazard due to fuel explosion and freedom from troublesome breakdowns). Owners answer the challenge of the sea with complete confidence that their Detroit Diesels are more than equal to any occasion.

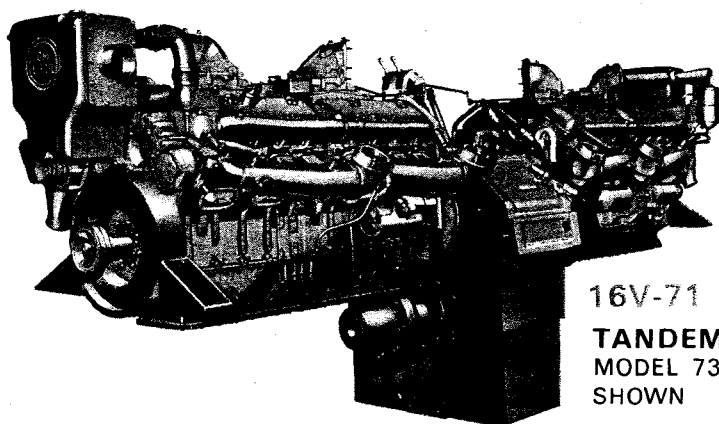
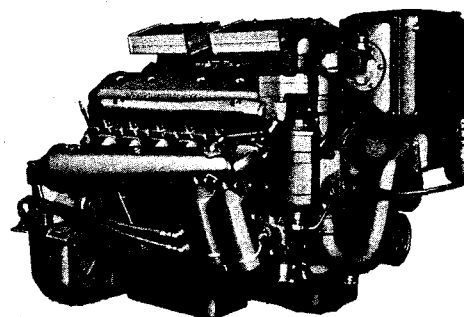
If you are considering buying a new boat or repowering one you now have, your authorized distributor will be happy to demonstrate the advantages of Detroit Diesel power.

4-53
INCLINED
MODEL 5042N
SHOWN

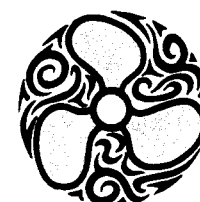
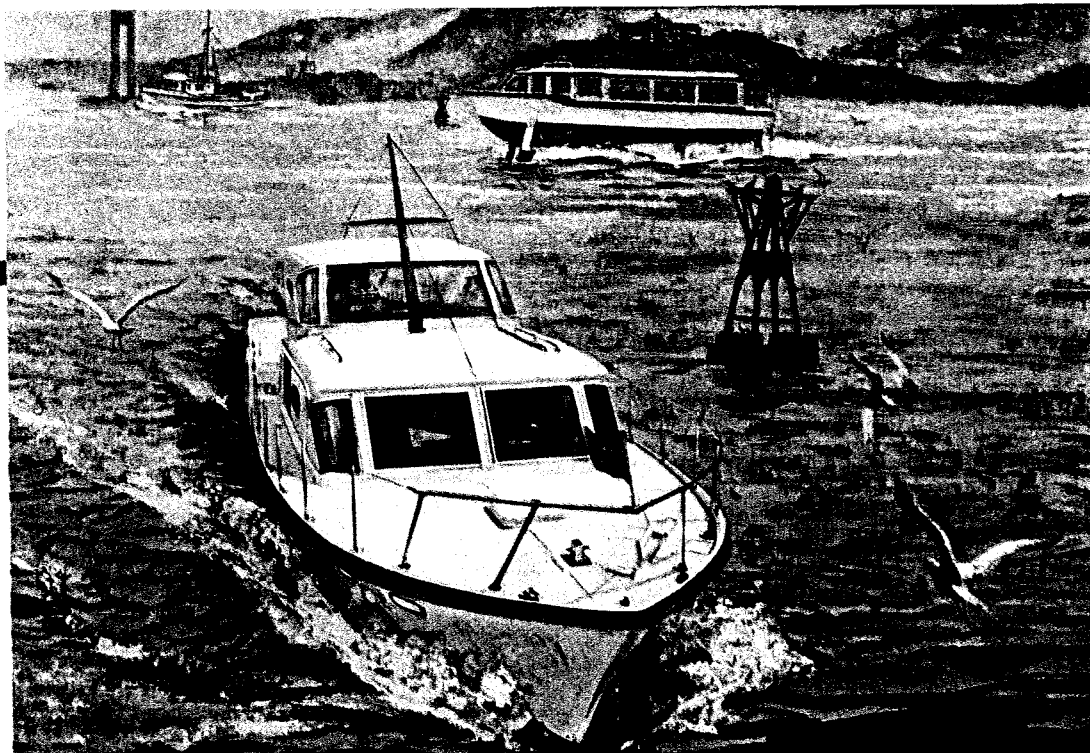


6-71
MODEL 6071M
PICTURED

12V-71
MODEL 7122N
ILLUSTRATED



16V-71
TANDEM
MODEL 7322N
SHOWN



3-53	5032	5032	78 @ 2200	62 @ 2200	40 ¹¹ / ₁₆	30 ⁹ / ₁₆	33 ⁹ / ₁₆	1090
3-53	5032	5032	97 @ 2800	62 @ 2200	40 ¹¹ / ₁₆	30 ⁹ / ₁₆	33 ⁹ / ₁₆	1090
3-53	5032N	5032N	101 @ 2800	—	40 ¹¹ / ₁₆	30 ⁹ / ₁₆	33 ⁹ / ₁₆	1090
3-71	3071C	3072C	120 @ 2300	68 @ 1800	49 ¹ / ₁₆	36 ⁹ / ₁₆	39 ⁹ / ₃₂	1580
4-53	5042	5042	107 @ 2200	85 @ 2200	46 ¹ / ₃₂	30 ⁹ / ₁₆	36 ¹ / ₄	1350
4-53	5042	5042	130 @ 2800	85 @ 2200	46 ¹ / ₃₂	30 ⁹ / ₁₆	36 ¹ / ₄	1350
4-53	5042N	5042N	140 @ 2800	—	46 ¹ / ₃₂	30 ⁹ / ₁₆	36 ¹ / ₄	1350
4-71	4071C	4072C	165 @ 2300	95 @ 1800	56 ¹ / ₁₆	36 ⁹ / ₁₆	40 ⁹ / ₁₆	1700
6V-53	5062	5062	195 @ 2800	—	49 ¹ / ₄	40	39 ⁹ / ₁₆	1700
6V-53	5062N	5062N	215 @ 2800	—	49 ¹ / ₄	40	39 ⁹ / ₁₆	1700
6-71	6071A	6072A	255 @ 2300	147 @ 1800	68 ³ / ₄	35 ¹ / ₂	44 ¹ / ₄	2740
6-71	6071E	6072E	255 @ 2300	170 @ 1800	68 ³ / ₄	35 ¹ / ₂	44 ¹ / ₄	2740
6V-71	7062	7062	255 @ 2300	170 @ 1800	55 ¹ / ₄	44 ¹ / ₁₆	45 ¹ / ₄	2570
6V-71	7062N	7062N	285 @ 2300	172 @ 1800	55 ¹ / ₄	44 ¹ / ₁₆	45 ¹ / ₄	2570
8V-53	5082N	5082N	283 @ 2800	—	59 ¹ / ₃₂	40	42 ³ / ₄	2300
6-71	6071M	6072M	280 @ 2300	—	68 ³ / ₄	35 ¹ / ₂	44 ¹ / ₄	2740
8V-71	7082	7082	336 @ 2300	227 @ 1800	64 ¹ / ₁₆	45 ¹ / ₂	47	3130
8V-71	7082N	7082N	350 @ 2300	230 @ 1800	64 ¹ / ₁₆	45 ¹ / ₂	47	3130
6-71 (Twin)	12005A	12006A	510 @ 2300	295 @ 1800	79 ¹ / ₆₄	59	46 ¹ / ₃₂	5860
12V-71	7122	7122	504 @ 2300	335 @ 1800	79 ¹ / ₁₆	47 ³ / ₄	49 ¹ / ₁₆	4925
12V-71	7122N	7122N	525 @ 2300	340 @ 1800	79 ¹ / ₁₆	47 ³ / ₄	49 ¹ / ₁₆	4925
16V-71	7162	7162	675 @ 2300	457 @ 1800	116	49 ¹ / ₂	56 ¹ / ₁₆	7000
16V-71	7162N	7162N	700 @ 2300	463 @ 1800	116	49 ¹ / ₂	56 ¹ / ₁₆	7000
6-71 (Quad)	24003	24003	1020 @ 2300	590 @ 1800	128	58	57 ¹ / ₁₆	12850
12V-71 (Twin)	7242	7242	1008 @ 2300	665 @ 1800	169 ¹ / ₁₆	61 ⁹ / ₁₆	80 ¹ / ₁₆	13490
12V-71 (Twin)	7242N	7242N	1050 @ 2300	685 @ 1800	169 ¹ / ₁₆	61 ⁹ / ₁₆	80 ¹ / ₁₆	13490
16V-71 (Twin)	7322N	7322N	1400 @ 2300	910 @ 1800	194	49 ¹ / ₂	79 ¹ / ₁₆	14800
ALUMINUM MARINE ENGINE								
6-71	6071MB	6072MB	280 @ 2300	—	75 ¹ / ₁₆	35 ¹ / ₂	44 ¹ / ₄	2270
INCLINED MARINE ENGINE								
3-53	5032-8202	5032-2202	97 @ 2800	—	44 ¹¹ / ₁₆	35 ⁹ / ₃₂	30 ¹ / ₄	1110
4-53	5042-8202	5042-2202	130 @ 2800	—	50 ¹ / ₃₂	35 ⁹ / ₃₂	30 ¹ / ₂	1370
ALUMINUM INCLINED MARINE ENGINE								
4-71	4087M	4087M	184 @ 2300	—	69 ¹ / ₁₆	39 ¹ / ₄	32 ¹ / ₂	1920
6-71	6087M	6087M	280 @ 2300	—	77 ¹ / ₁₆	39 ¹ / ₄	35 ¹ / ₂	2270

DETROIT DIESEL Family of Generator Engines and Sets

13.5-400 KW

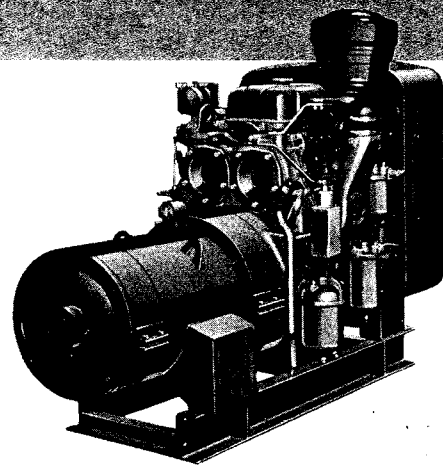
Generator sets are ordinarily employed where a loss of electrical power could mean a substantial loss of materials, profits, or even human lives. Thus, buyers demand extraordinary reliability. Detroit Diesels are favorites with these users because *they can be trusted*. Whether the application is standby or prime power, fast starting, quickly responsive Detroit Diesel generator sets deliver constant voltage and frequency for hours, days, months, or even years as required. User experience universally affirms this statement. And cost per KW hours is the lowest available anywhere.

Virtually any application fits Detroit Diesel power because these compact, lightweight power plants fit anywhere. Typical prime power applications are remote construction or oil drilling sites, shipboard power, and military or defense installations. Countless hospitals, radio and TV stations, food and chemical processing plants, public utilities, financial institutions, and retail outlets depend on fast-starting Detroit Diesel powered generator sets to handle emergency situations within 3 to 5 seconds after a power failure.

If you are in the market for a generator set, see your Detroit Diesel distributor early in the planning stage. He can lend his skill and experience to every aspect of your job from initial engineering to final installation and testing.

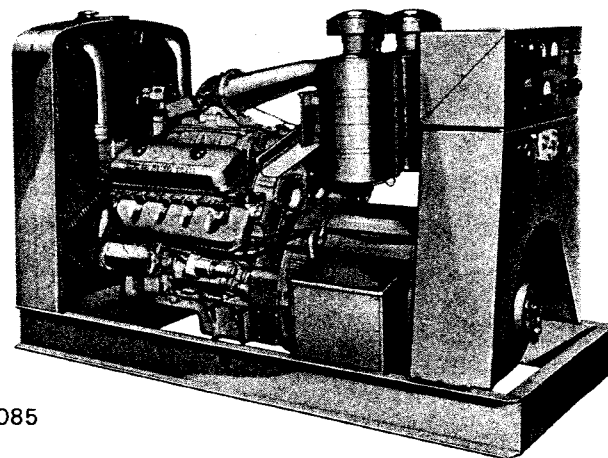
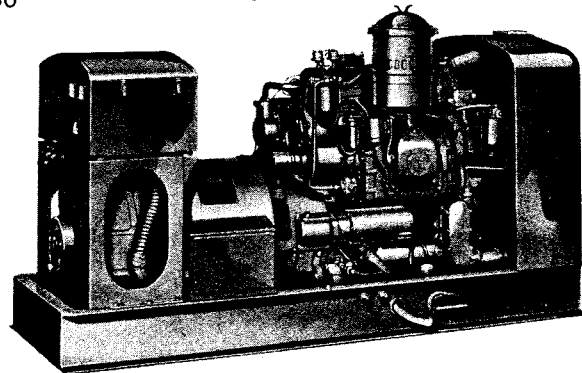
2-53

MODEL 5025
ILLUSTRATED



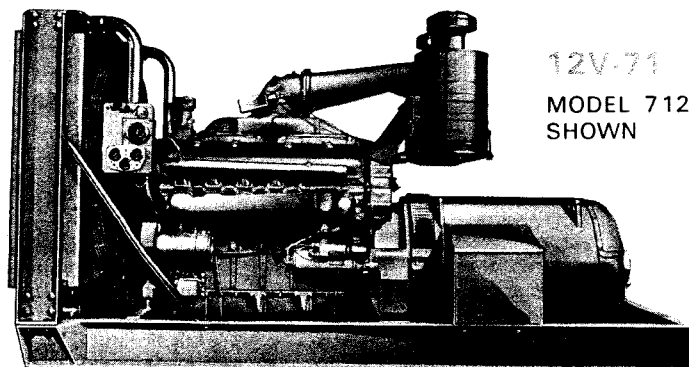
4-71

MODEL 4150
SHOWN



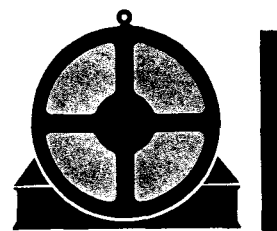
8V-71

MODEL 7085
PICTURED



12V-71

MODEL 7125
SHOWN

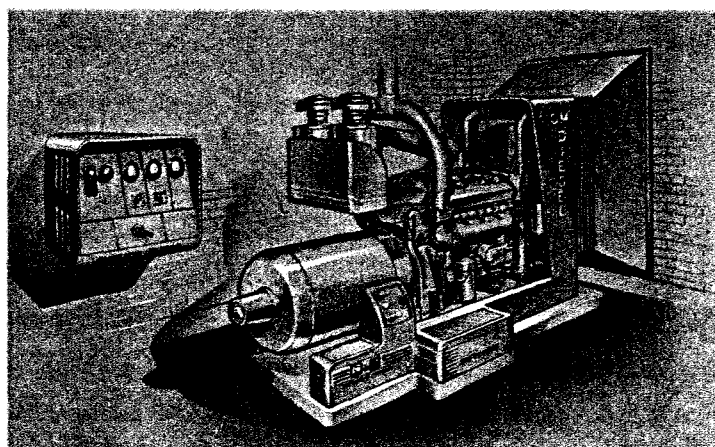


GENERATOR SETS									
Engine	Model	50 Cycle Kw.	Basic Engine BHP @ 1500 rpm.	60 Cycle Kw.	Basic Engine BHP @ 1800 rpm.	Length in.	Width in.	Height in.	Weight lb.
RADIATOR COOLED									
2-53	5025	20	37	23.5	43	59 ²³ / ₃₂	27 ³ / ₁₆	41 ¹ / ₈	1520
2-71	2150	27.5	54	35	63	65 ¹ / ₂	32 ¹ / ₁₆	47 ¹⁵ / ₁₆	2110
3-71	3150	35	82	55	98	76 ¹ / ₂	32 ¹ / ₁₆	49 ¹ / ₈	2965
4-71	4150E	75	123	82	146	83 ¹ / ₂	32 ¹ / ₁₆	49 ¹ / ₈	3415
6-71	6150E	115	183	140	216	102	32 ¹ / ₁₆	53 ¹⁵ / ₁₆	4400
6-71N	6150N	105	184	150	222	102	32 ¹ / ₁₆	53 ¹⁵ / ₁₆	4400
6-110	62508	160	268	170	312	113 ³ / ₃₂	39 ¹ / ₄	64 ¹ / ₂	7200
8V-71	7085	135	248	185	292	98 ²¹ / ₃₂	39 ¹ / ₄	58 ³ / ₈	5400
8V-71N	7085N	150	248	200	298	98 ²¹ / ₃₂	39 ¹ / ₄	58 ³ / ₈	5400
12V-71	7125	235	370	280	439	119 ³¹ / ₃₂	48 ¹ / ₄	64 ¹ / ₁₆	9000
12V-71N	7125N	235	370	300	445	119 ³¹ / ₃₂	48 ¹ / ₄	64 ¹ / ₁₆	9000
16V-71N	7165N *	310	490	400	595	78 ¹ / ₄	44 ¹ / ₈	58 ¹ / ₁₆	4600
HEAT EXCHANGER									
2-53	5025	20	37	23.5	43	56 ¹ / ₄	33 ¹ / ₂	41 ¹ / ₄	1450
2-71	2151	27.5	54	35	63	57 ⁷ / ₁₆	32 ¹ / ₁₆	43 ¹ / ₁₆	1945
3-71	3151	35	82	55	98	68 ¹ / ₈	34 ¹ / ₄	43 ³ / ₈	2925
4-71	4151E	75	123	82	146	74 ¹ / ₄	34 ¹ / ₄	43 ³ / ₈	3290
6-71	6151E	115	183	140	216	93 ³ / ₈	34 ¹ / ₄	43 ³ / ₈	4200
8V-71	7085	135	248	185	292	89 ¹ / ₈	45 ¹ / ₂	58 ¹ / ₄	4350
12V-71	7125	235	370	280	439	112 ¹ / ₁₆	46 ¹⁵ / ₁₆	62 ¹ / ₈	7600

*Fan-to-Flywheel dimensions shown

DISTRIBUTOR FABRICATED UNITS

Many generator set installations are so unique that no production model can be found to exactly satisfy all the needs of the job. In these cases, your Detroit Diesel Distributor is of invaluable aid. He is thoroughly experienced in custom-engineering and fabricating a unit to exact specifications. The basic flexibility of Detroit Diesel engines allows the distributor to use any electrical components you require or specify. This extra service costs no more and in most cases saves substantial amounts of money for the user.



DETROIT DIESEL

Family of Truck and Bus Engines

97-434 HP

Success in transportation is achieved by a vehicle's ability to quickly move cargo or passengers at the lowest possible cost per mile. Detroit Diesel's growing favor with truckers reflects the engine's ability to fit this formula. No engine has ever been able to match a Detroit Diesel's fast acceleration for maneuverability in congested areas or its high torque responsiveness for quickly negotiating steep grades. Thus, Detroit Diesel has always moved its payloads faster.

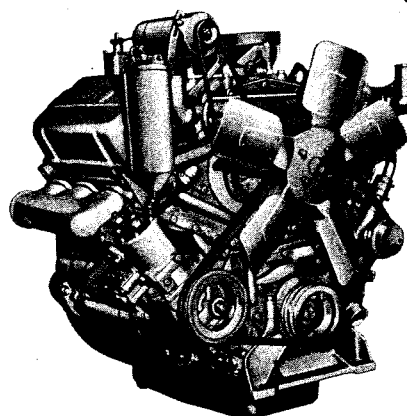
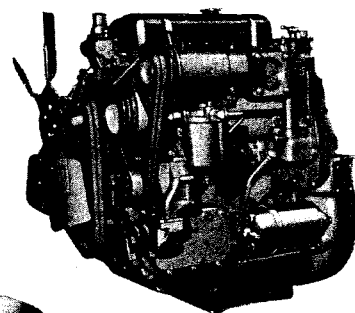
Today Detroit Diesel "N" models match performance superiority with economy second to none. Needle-valve injectors and high compression pistons are important new additions that have resulted in *lower specific fuel consumption than that offered by any manufacturer.*

But that's not the whole story! Detroit Diesels cut operating costs in other areas too: up to 70% parts interchangeability keeps parts prices low; superior design and construction plus a complete service organization virtually eliminate downtime; and durable Detroit Diesels keep working for you almost indefinitely, outliving other engines two, three, or even 5 times over.

The big switch by truckers to Detroit Diesels should really be no surprise. Bus operators have known for years that they are the world's finest engines.

3-53

MODEL 5037
PICTURED

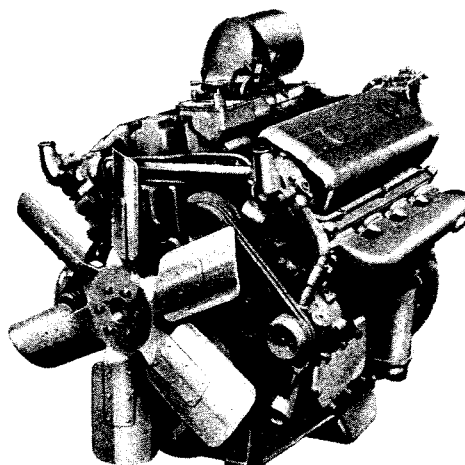
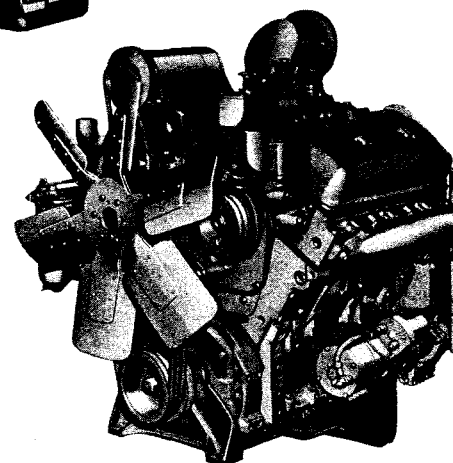


6V-53

MODEL 5067
PICTURED

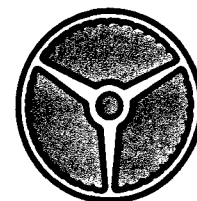
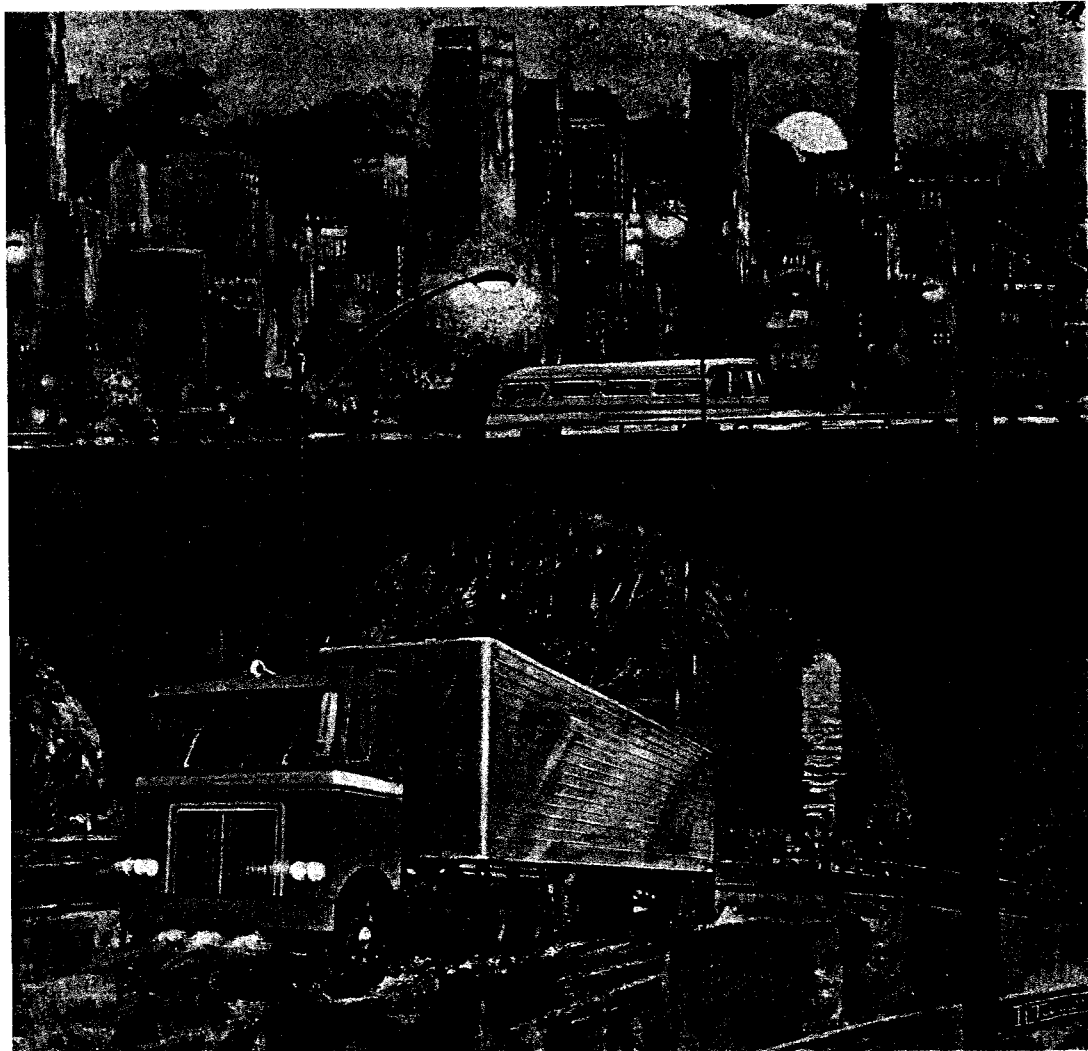
6V-71

MODEL 7067
ILLUSTRATED

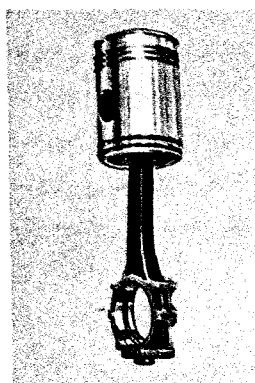
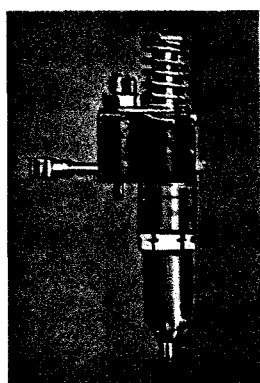


8V-53

MODEL 5087
PICTURED

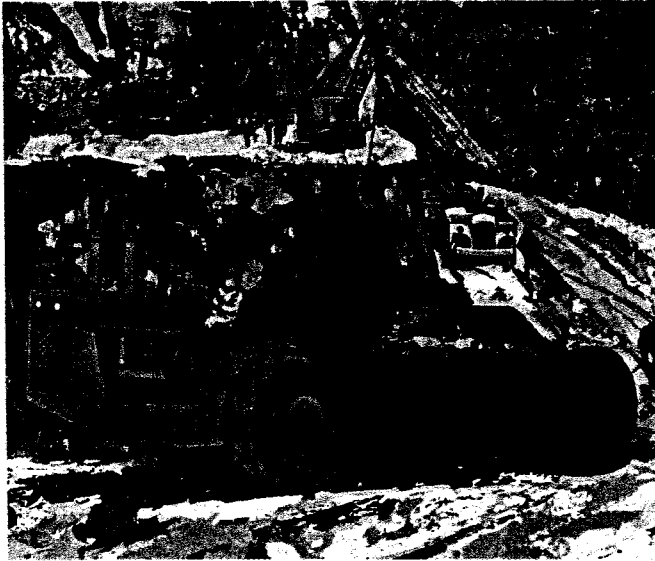


DETROIT DIESEL "N" ENGINES



Detroit Diesel "N" engines incorporate needle-valve injectors and high compression pistons. The new injectors function exactly as their renown predecessors. Different only in the higher "popping" pressure employed at the opening and closing of fuel injection. The new pistons reach an 18.7:1 or 21:1 compression ratio providing lower piston to cylinder-head clearance. Working in conjunction with each other, these new products of Detroit Diesel forward engineering increase combustion efficiency allowing you to get more work out of each gallon of fuel.

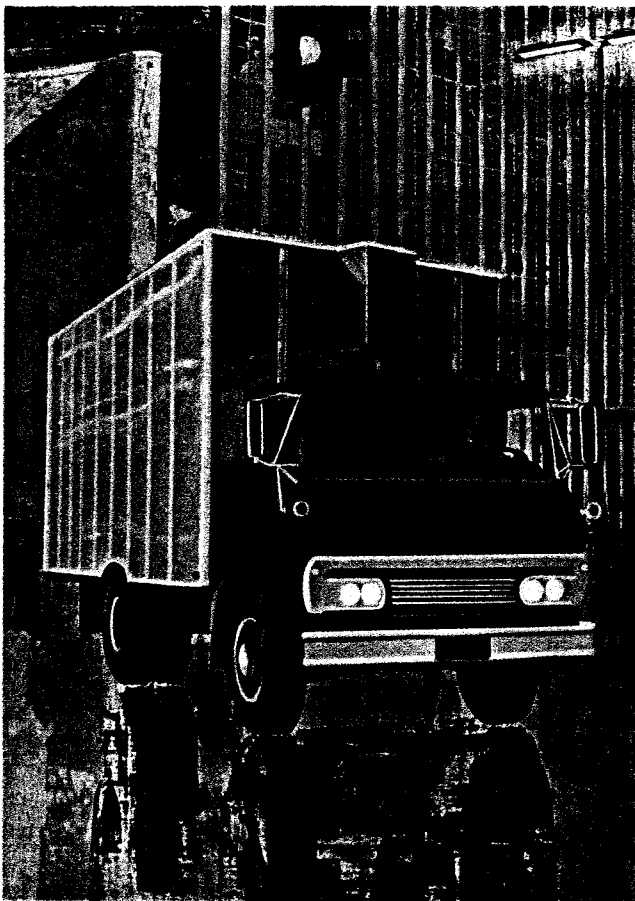
53	5037	3	97 @ 2800 rpm	202 @ 1500 rpm	34 1/4	28 1/4	33 13/16	1005
53	5037N	3	101 @ 2800 rpm	216 @ 1500 rpm	34 1/4	28 1/4	33 13/16	1005
53	5047	4	130 @ 2800 rpm	273 @ 1500 rpm	39 3/8	28 1/2	33 13/16	1190
53	5047N	4	140 @ 2800 rpm	295 @ 1800 rpm	39 3/8	28 1/2	33 13/16	1190
71	4171E	4	145 @ 2100 rpm	403 @ 1200 rpm	43 25/32	36 13/32	39 1/8	1750
71	4172E	4	145 @ 2100 rpm	403 @ 1200 rpm	44 1/32	36 3/8	40 9/32	1750
71	4174E	4	145 @ 2100 rpm	403 @ 1200 rpm	44 1/16	32 3/8	39 1/8	1750
71	4171N	4	160 @ 2100 rpm	396 @ 1200 rpm	43 25/32	36 13/32	39 1/8	1750
71	4172N	4	160 @ 2100 rpm	396 @ 1200 rpm	44 1/32	36 3/8	40 9/32	1750
71	4174N	4	160 @ 2100 rpm	396 @ 1200 rpm	44 1/16	32 3/8	39 1/8	1750
53	5067	6V	195 @ 2800 rpm	423 @ 1500 rpm	36	35 1/4	38 1/4	1540
53	5067N	6V	195 @ 2600 rpm	446 @ 1500 rpm	36	35 1/4	38 1/4	1540
71	6171E	6	218 @ 2100 rpm	604 @ 1200 rpm	55 1/4	33 11/32	49 3/8	2150
71	6171N	6	238 @ 2100 rpm	649 @ 1400 rpm	55 1/4	33 11/32	49 3/8	2150
71	6172E	6	218 @ 2100 rpm	604 @ 1200 rpm	54 3/4	33 3/16	48 1/32	2150
71	6174E	6	218 @ 2100 rpm	604 @ 1200 rpm	56 3/16	33 3/8	43 11/16	2150
71	6174N	6	238 @ 2100 rpm	649 @ 1400 rpm	56 3/16	33 3/8	43 11/16	2150
71	6174	6	227 @ 2100 rpm	606 @ 1400 rpm	56 3/16	33 3/8	43 11/16	2150
71	7067	6V	218 @ 2100 rpm	604 @ 1200 rpm	48 1/4	42 19/32	47 1/4	1960
71	7067N	6V	238 @ 2100 rpm	649 @ 1400 rpm	48 1/4	42 19/32	47 1/4	1960
53	5087N	8V	247 @ 2500 rpm	580 @ 1500 rpm	48 19/32	39 3/32	46 3/32	1900
71	7087	8V	290 @ 2100 rpm	805 @ 1200 rpm	54 1/16	38 5/16	47 3/4	2345
71	7087N	8V	318 @ 2100 rpm	864 @ 1400 rpm	54 1/16	38 5/16	47 3/4	2345
71	7127	12V	434 @ 2100 rpm	1205 @ 1200 rpm	59 1/16	45 3/4	46 1/16	3300



PRODUCTIVITY

The ability to continuously supply instant power is one reason the Detroit Diesel Family of Engines is the most productive on the market. Every engine delivers full power immediately to any increased load without a moment's lag. A Detroit Diesel will do any job involving a variable load faster than any other engine. And what's more, the precious seconds saved on each work cycle are protected by Detroit Diesel's remarkable durability and long life. Rugged construction and inherent serviceability keep your equipment continuously on the job, practically eliminating downtime. When service is needed, ready availability of low-cost parts and a simple uncluttered design facilitate fast expert service. You can depend on your Detroit Diesel to work at a record-high production rate every day for the extra long life of the engine.

DETROIT DIESEL

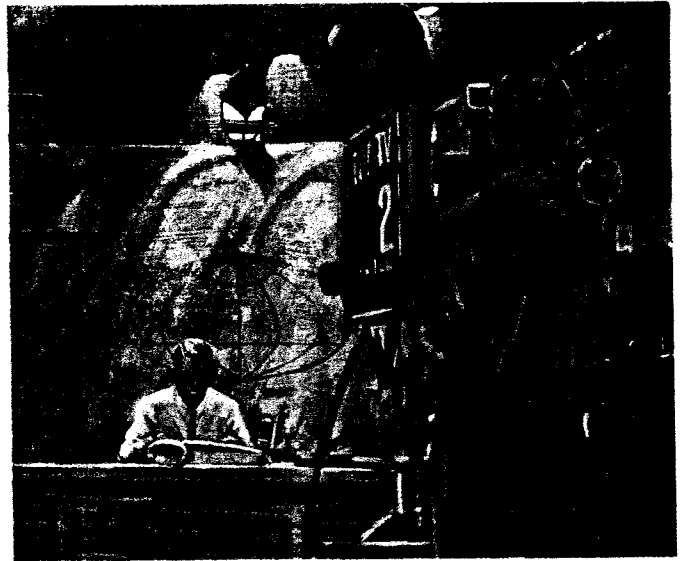


ECONOMY

Detroit Diesel "N" engines cost less to operate than any other engines. One of the main reasons for this economy leadership is the outstanding fuel economy of the new "N" engines. Needle-valve injectors and higher compression ratios have given these engines the cleanest, most efficient combustion process in the diesel industry. For the power user, the result is lower fuel costs *with no sacrifice in performance*. But fuel savings is only part of the Detroit Diesel economy story. Service is faster and cheaper, downtime is virtually eliminated due to the easy-to-understand, easy to work with, design of all Detroit Diesels. A high degree (up to 70%) of parts interchangeability lets you buy parts at up to 50% lower costs. And when overhaul is needed, you can make a Detroit Diesel as good as new for as little as 40% the cost of overhauling other diesels.

RELIABILITY

A factory reliability team coordinates the design, manufacture and application of each Detroit Diesel to assure maximum, trouble-free productive life without failure. From drawing board design to metallurgical specification, from laboratory test to quality control, from initial installation to operation on your job, every step, process and part is minutely evaluated and tested. One out of every ten production employees is a full-time inspector charged with nothing but guaranteeing precision and fine quality in each engine. Every engine must pass a thorough dynamometer test before it is allowed to leave the plant. All these steps are taken to guarantee that you get the high quality dependable engine you expect every time you buy a Detroit Diesel.



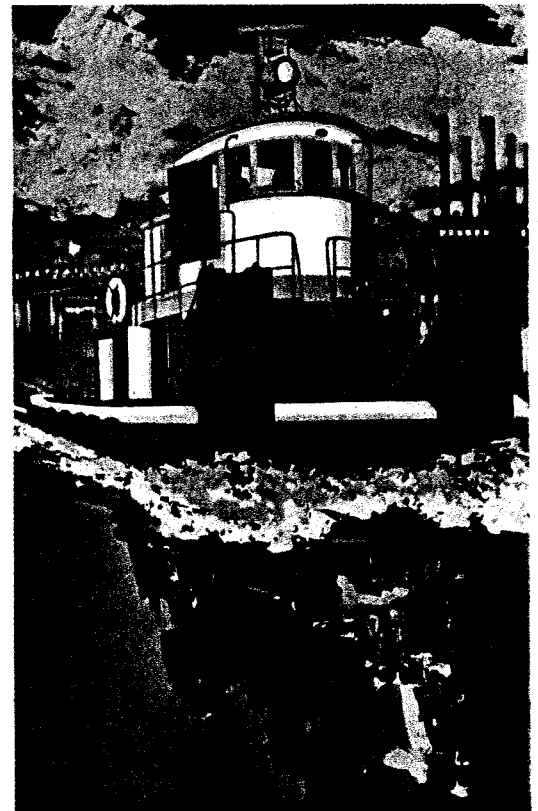
ADVANTAGES

SERVICEABILITY

Detroit Diesels are unequaled in serviceability because they are built to the world's simplest engine design. Virtually every service operation requires less labor time because moving parts are more readily accessible and easier to handle. In fact, a complete overhaul for a Detroit Diesel usually takes 50% less time than other diesels. Even more important, Detroit Diesel's uncluttered design cuts downtime by permitting the wide use of unit exchange sub-assemblies—which can be installed in a fraction of the time it would take to repair the individual part. And you can be sure of getting this kind of money-saving service every time you need it. The design similarity within the Family of Engines makes it possible for any mechanic who knows one to service them all without additional training.

PARTS INTERCHANGEABILITY

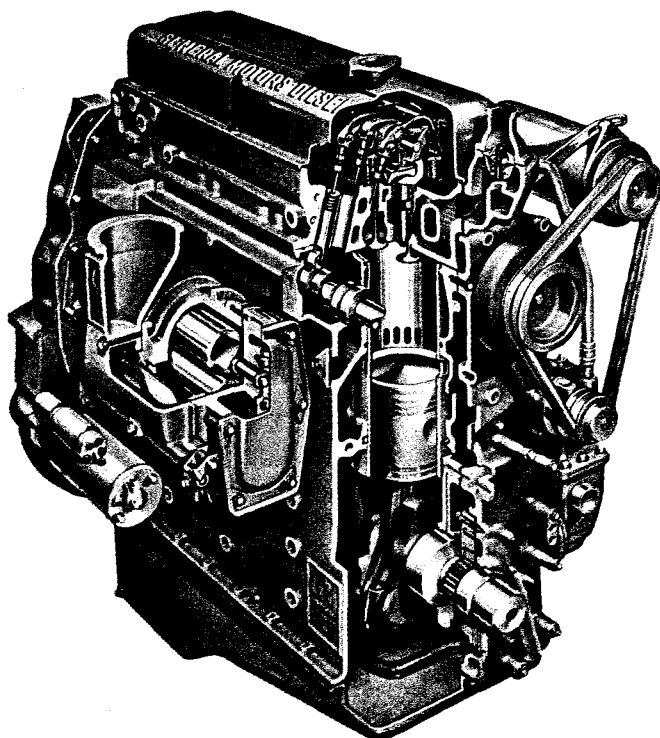
Detroit Diesel offers you an unequaled degree of parts interchangeability. Up to 70% of all moving parts within a Series type are interchangeable and many are common to the whole line. For users with a large number of engines, this remarkable feature naturally means lower parts inventories—less capital investment. In addition, any Detroit Diesel owner benefits from up to 50% lower parts costs resulting from mass production methods for interchangeable parts. And parts availability is greater because high interchangeability makes it easier for distributors and dealers to carry a full line of parts at all times. High parts interchangeability is an investment-building advantage available only with Detroit Diesels.



CHARACTERISTICS

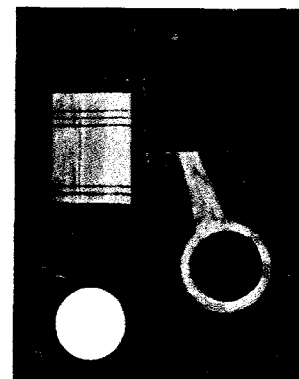
CONSTRUCTION

- Laminated metal compression rings and synthetic rubber washer-like seals provide leak-proof bond between the cylinder head and block.
- Cylinder head is a sturdy distortion-resistant, one-piece alloy iron casting.
- Hardened valve seats are pressed into the cylinder head for proper valve seating, longer head life and less valve grinding.
- One-piece drop-forged camshaft with hardened cams and journals.
- Replaceable heat-treated cast iron cylinders liner with a hard scuff-resistant wearing surface.
- Precision machined pistons, ribbed for cooling and strength and tin-plated for superior oil retention.
- Break-resistant hard chrome steel piston rings.
- Drop-forged steel connecting rods rifle-drilled for lubrication at the pin and for spray tip cooling of the piston head.
- Strong, durable, induction-hardened crankshaft, counter-weighted for proper static and dynamic balancing and drilled for pressure lubrication to main and connecting rod bearings.
- Positive air flow through the cylinder, oil spray on the underside of the piston crown, and circulated water around cylinder and head maintain proper engine temperatures.
- Positive-pressure lubrication system, finely engineered to reach and safeguard every moving part.

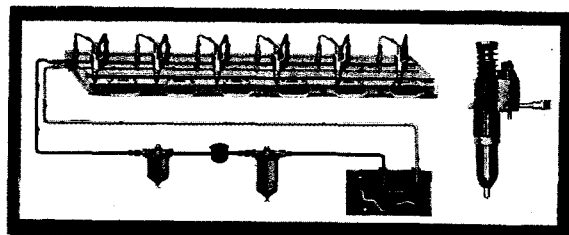


MODERN DESIGN

Detroit Diesel engines deliver big power in small packages with fast-stepping acceleration that increases productivity. Modern two-cycle design, providing power on every piston downstroke, is the reason for this. Because Detroit Diesel pistons never act as inefficient air pumps they are able to answer your needs for sudden power twice as fast. Doubling the number of power strokes means that engine size and weight can be greatly reduced, making the Family of Engines the most adaptable Diesels for portable and indoor application. Smaller engine size means that less valuable space is required for installation and more space can be devoted to productive activity. The simplicity of modern design allows faster, easier service and simplified service training.

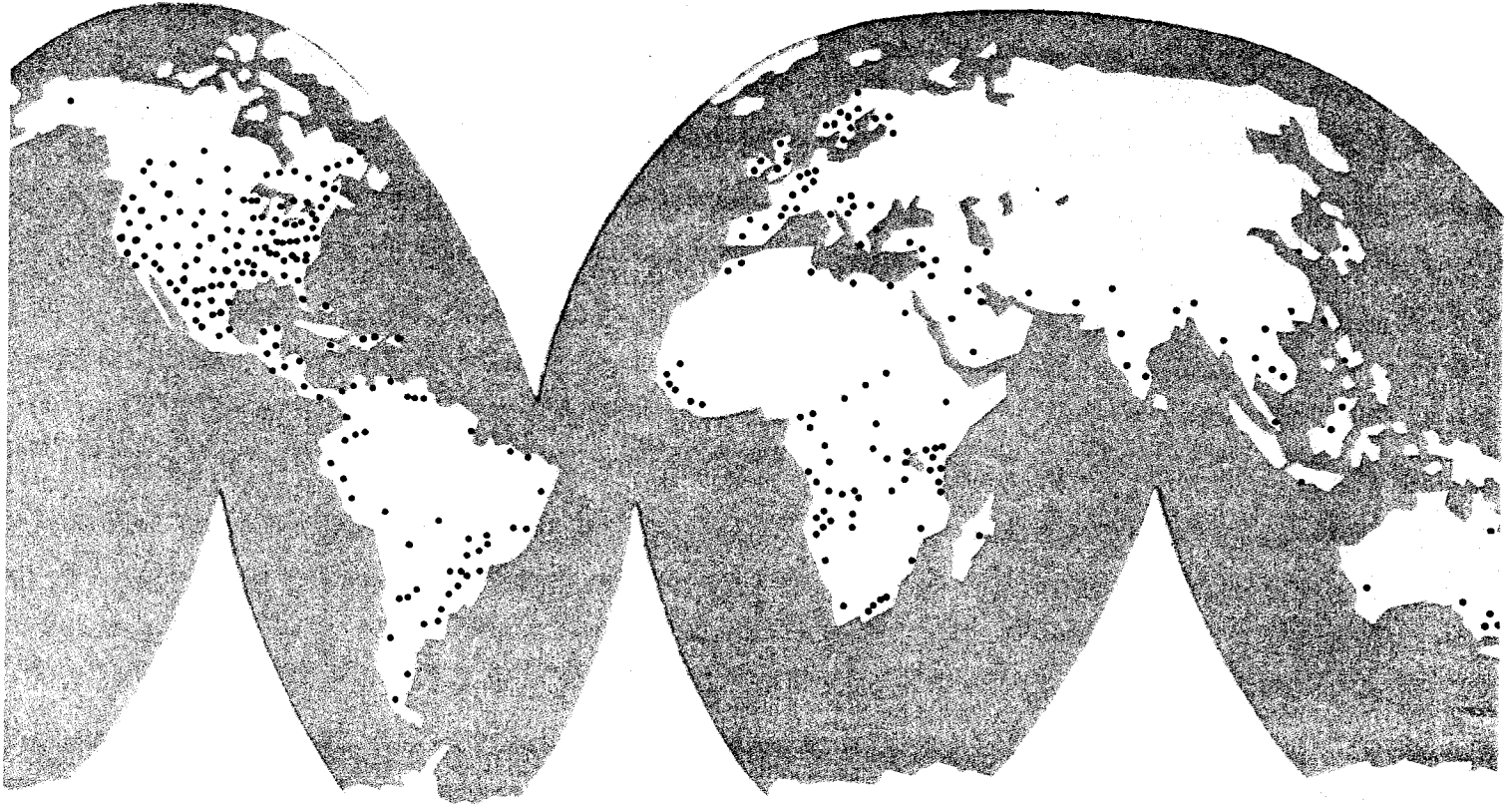


UNIT INJECTION FUEL SYSTEM



This is the simplest, most efficient fuel system ever developed. The heart of the system is the unit injector in each cylinder which meters, pressurizes, atomizes and injects the fuel in one operation. Since the injectors provide the pressure, no high pressure or critical-pressure fuel lines are needed. Each injector has its own cooling system which assures even operating temperatures. Rarely will you have to service an injector, but when you do, a low cost replacement can be inserted as easily and quickly as a sparkplug in a gasoline engine.

WORLD-WIDE SALES, PARTS & SERVICE



Today, over 750 Distributors and Dealers throughout the free World form a solid blanket of service protection for every Detroit Diesel engine, old or new. The map above indicates their "home" locations, but can't begin to show where their thousands of trained mobile servicemen are right now performing on-the-spot work.

Detroit Diesel Distributors provide the following services to keep Detroit Diesels on the job.

- 24-Hour Service in the Distributor's shop, on the job-site, or out on the road.
- Low Cost Available Parts due to unique Detroit Diesel parts interchangeability.
- Unit Exchange System where worn parts, sub-assemblies or entire engines can be exchanged for warranted rebuilt ones.
- Expert Personnel & Latest Equipment stimulated by the Distributor's desire to render the finest service and by the availability of world-renowned Detroit Diesel service training.
- Free Start-up Inspections for every new Detroit Diesel engine when it is delivered to the user.
- Warranty and Claim Service rendered quickly and efficiently, based on the Distributor's close knowledge of the application.
- Reasonable Rates, based on an announced flat labor time in most cases, but always low due to the easy serviceability of Detroit Diesel Engines.

These and many other features of Detroit Diesel's Worldwide service after the sale policy have been convincing engine buyers for 25 years that Detroit Diesel means investment protection.



DETROIT DIESEL ENGINE DIVISION

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