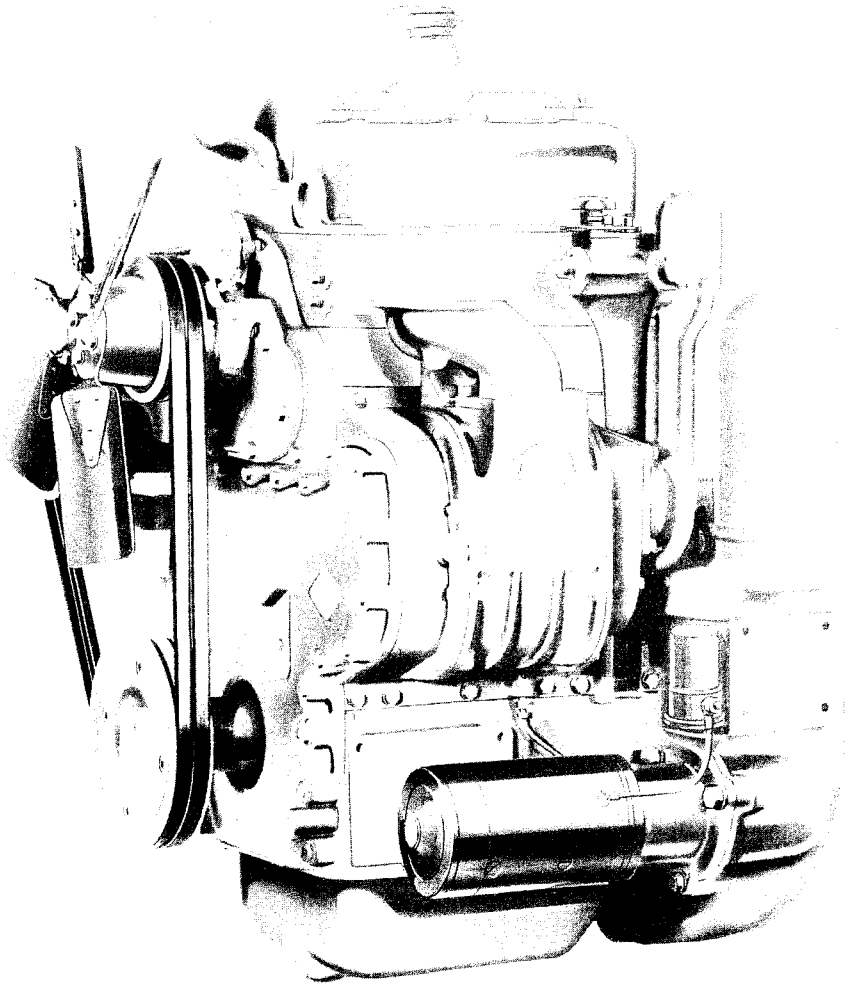
.DETROIT DIESEL

MODELS

2-71

2055
2030C
2031
2061A



Typical Model 2055

DETROIT DIESEL

A Power Product of General Motors

GM
MARK OF EXCELLENCE

SPECIFICATIONS

	2-71	
Model	2055	Fan-to-Flywheel
	2030C	Power Unit Radiator Cooled
	2031	Power Unit Radiator Cooled
	2061A	Power Unit Heat Exchanger Cooled
Engine Type		Two Cycle
No. of Cylinders		2
Bore and Stroke		4¼ in. x 5 in.
Two Cycle Displacement (Every Downstroke a Power Stroke)		142 cu. in.
Rated Brake Horsepower—2000 RPM		68
Continuous Brake Horsepower—1800 RPM		48
Torque—1400 RPM		195 lb. ft.
Compression Ratio		17 to 1
Net Weight (Dry) with Standard Equipment		
Model 2055		960 lbs.
Model 2030C		1400 lbs.
Model 2031		1430 lbs.
Model 2061A		1060 lbs.

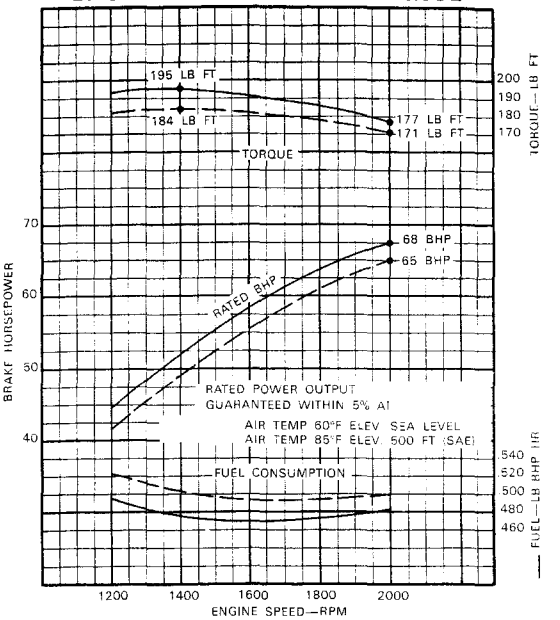
STANDARD EQUIPMENT

Air Cleaner—Light duty oil bath—Model 2030C, 2031 and 2061A only
Air Inlet Housing—Without mechanical shutdown
Base—Models 2030C and 2031 only
Exhaust Manifold
Fan—18″—5 blade, suction—Models 2055, 2030C and 2031 only
Fan Shroud and Guard—Models 2030C and 2031 only
Flywheel—For GM heavy duty power take-off
Flywheel Housing—SAE #2
Generator—12 volt—25 amp.
Governor—Constant speed
Heat Exchanger—Model 2061A only
Injectors—Cam-Operated, Unit type
Instruments—Includes ammeter, oil pressure and water temperature gauge, starter switch, tachometer on Models 2030C, 2031 and 2061A only
Lube Oil Filter—Full flow filter
Power Take-Off—Models 2030C, 2031 and 2061A only
Radiator—Models 2030C and 2031 only
Radiator Short Hood—Model 2030C only
Hoods and Side Panels—Model 2031 only
Starting Equipment—12 volt, Sprag clutch

OPTIONAL AND EXTRA EQUIPMENT AVAILABLE

PERFORMANCE

MODEL 2055, 2030C, 2031 and 2061A WITH HV7 INJECTORS BASIC ENGINE PERFORMANCE



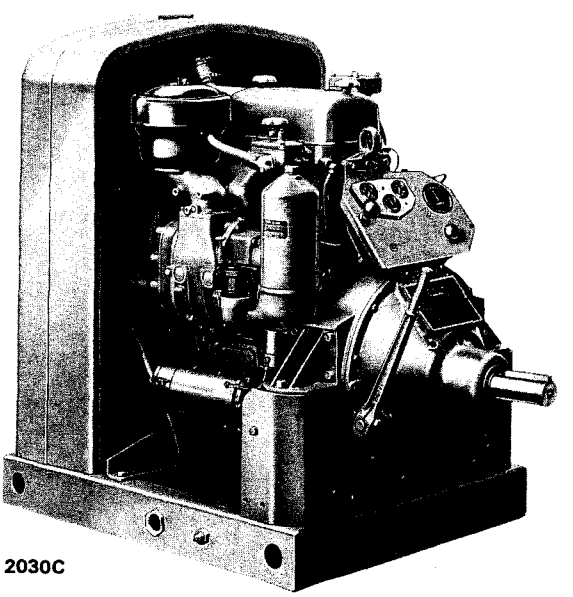
Rating Explanation

RATED BHP is the power rating for variable speed and load applications where full power is required intermittently. Performance may be derated to improve fuel economy and extend engine life.

CONTINUOUS BHP is the power rating for applications operating under a constant load and speed for long periods of time.

FUEL CONSUMPTION CURVE shows fuel used in pounds per brake horsepower hour.

THESE RATINGS do not include power requirements for accessory and standard equipment.

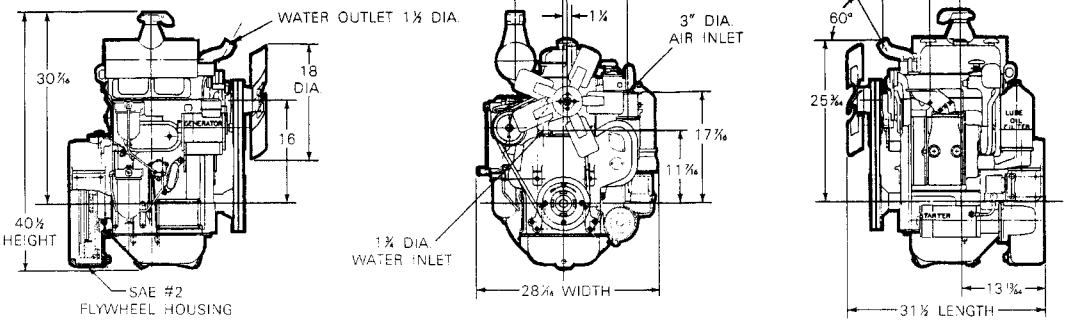


MODEL 2030C

For complete engine specifications for your particular application, see your authorized Detroit Diesel representative.

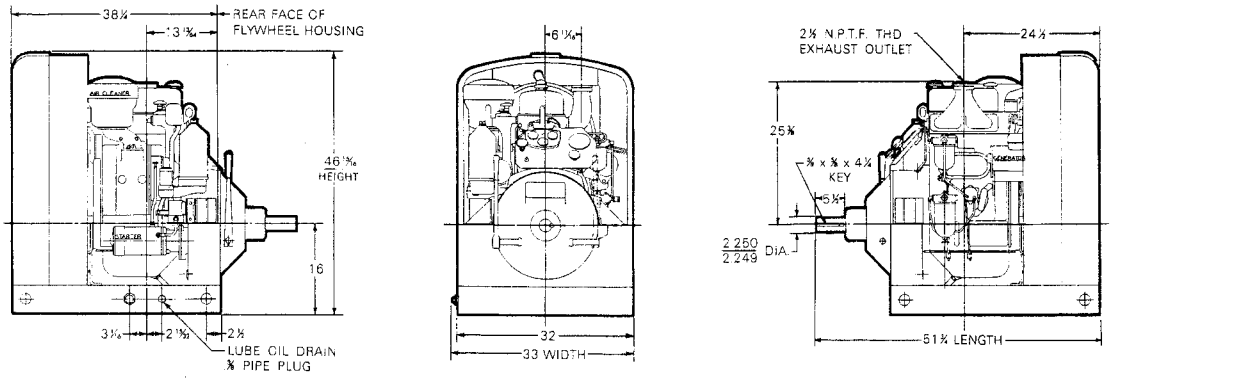
PRINCIPAL DIMENSIONS

2055



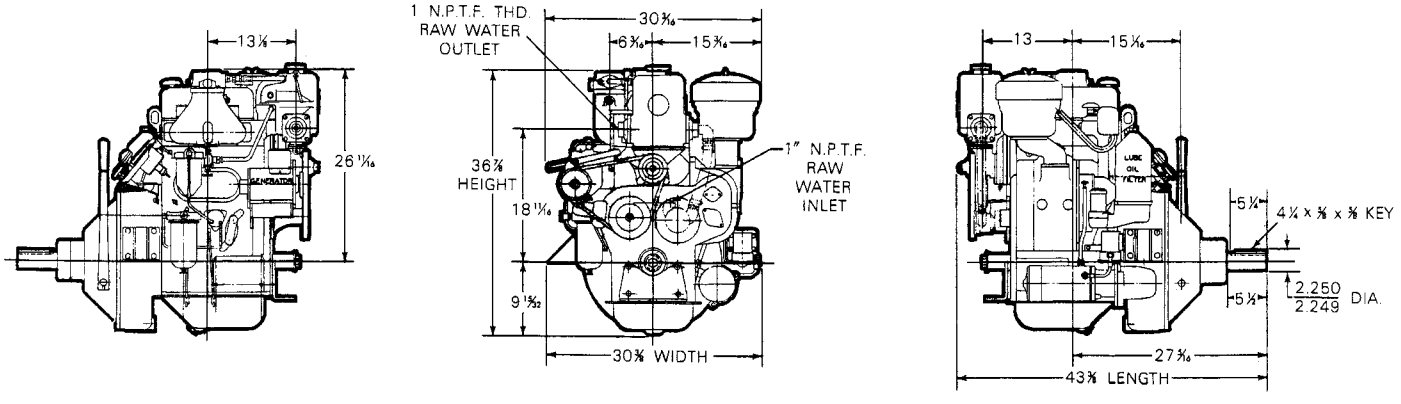
FOR COMPLETE DIMENSIONS REFER TO INST. DWG. 2SA23

2030C



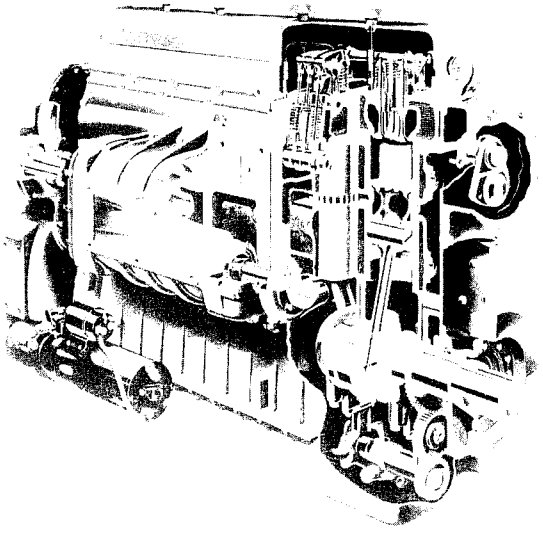
FOR COMPLETE DIMENSIONS REFER TO INST. DWG. 2SA35
FOR MODEL 2031 REFER TO INST. DWG. 2SA21

2061A



FOR COMPLETE DIMENSIONS REFER TO INST. DWG. 2SA31

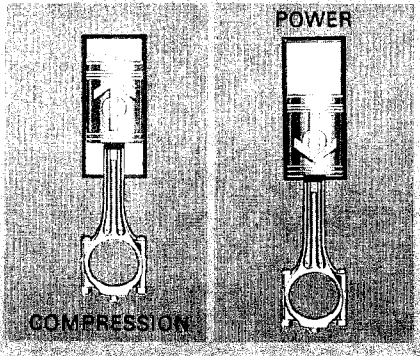
DETROIT DIESEL FAMILY OF ENGINES ADVANTAGES



Rugged, precision construction

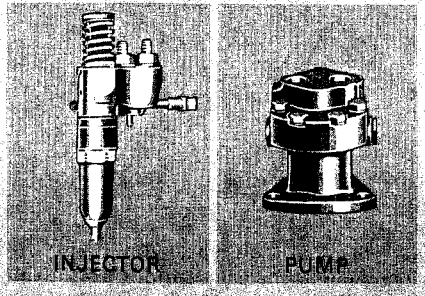
- Laminated metal compression gaskets and synthetic rubber water and oil seals provide a longer-lived, leakproof bond between the cylinder head and block. The resulting metal-to-metal contact gives better heat transfer, preventing head cracking.
- Distortion-resistance is built into the cast iron cylinder head. Hardened valve seats are pressed into the head for proper valve seating and longer head and valve life.
- Long life, resistance to deflection and precise performance are accomplished by the drop-forged camshaft with hardened cams and journals.
- Easily replaceable, heat-treated cast iron cylinder liners provide a hard, scuff-resistant wearing surface, lengthening intervals between overhauls.
- The pistons are ribbed for cooling and strength and tin-plated for superior oil retention, giving longer life. Rings are of break-resistant, chrome-plated steel.
- Durability of connecting rods is provided by drop-forged steel construction. Rifle-drilled oil passages provide piston pin lubrication and spray cooling of the piston underhead.
- The crankshaft is a drop-forged, induction-hardened unit giving maximum strength and better wear. It is statically and dynamically balanced for smooth operation.

Two cycle design



Each cylinder performs the four functions of intake, compression, power and exhaust in one crankshaft revolution. Every piston downstroke is a powerstroke. This design makes Detroit Diesels lightest in weight, smallest in size and fastest in acceleration of all diesels. Work is done faster, more economically.

Unit injector fuel system



The Unit Injector fuel system provides maximum fuel economy from fast, complete combustion and affords excellent serviceability because of its simple, efficient design. Cam-actuated Unit Injectors meter, pressurize, atomize and inject the fuel in one precise operation. A simple low-pressure transfer pump circulates fuel through the lines, filters and injectors.

Unmatched parts interchangeability

Only Detroit Diesel builds engines with maximum parts interchangeability (up to 70% within a Series). This means that parts are readily available, inventories can be held to a minimum, and parts cost less as a benefit of volume production.

World-Wide sales, parts and service

Detroit Diesels are sold, installed and serviced by a world-wide network of over 1400 distributors and dealers. They are experienced "engine people" who know and understand your problems and are equipped to give you complete service. You can count on dependable parts and reliable service if you own a Detroit Diesel engine.

DETROIT DIESEL ENGINE DIVISION
GENERAL MOTORS CORPORATION • 13400 West Outer Drive Detroit, Michigan, 48228
IN CANADA DIESEL DIVISION GENERAL MOTORS OF CANADA LIMITED • LONDON ONTARIO

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Litho in U.S.A.