DETROIT DIESEL

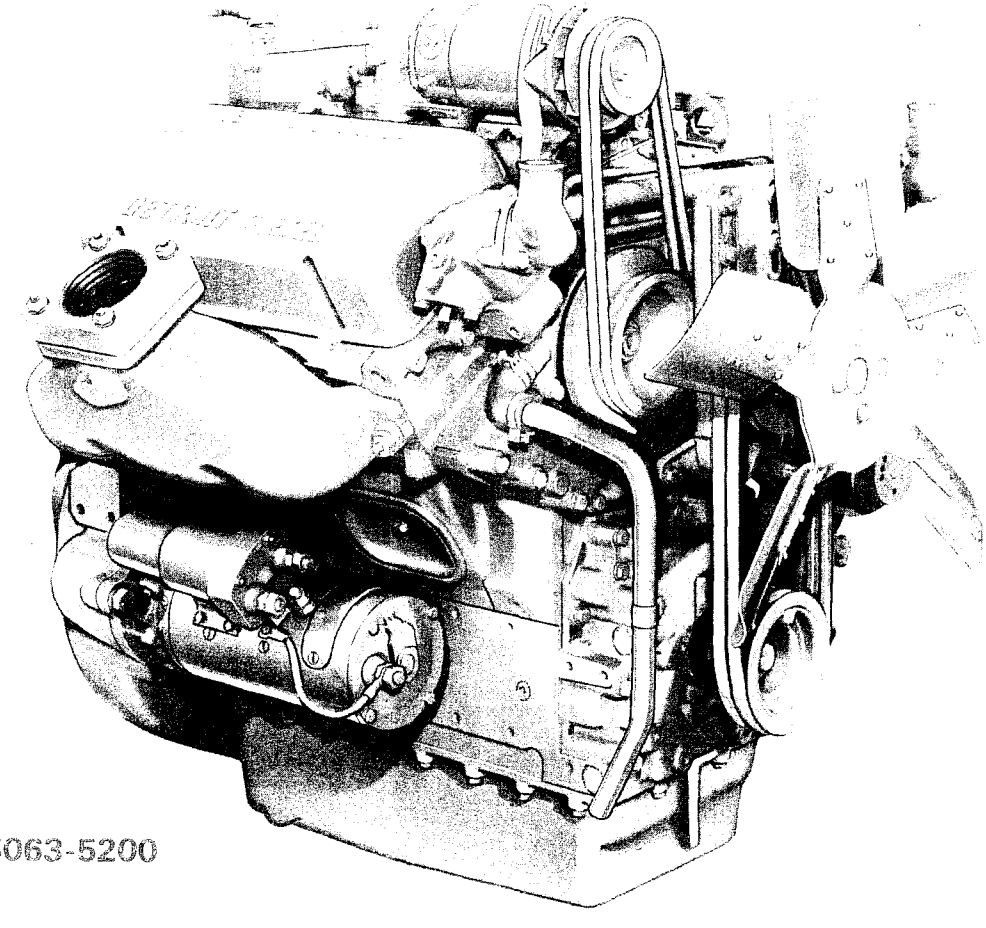
FAN-TO-FLYWHEEL ENGINES

6V-53

184 HP

MODEL

6V-53 5063-5200



5063-5200

DETROIT DIESEL

A Power Product of General Motors

GM

MARK OF EXCELLENCE

SPECIFICATIONS

	6V-53
Model	5063-5200
Engine Type	Two Cycle
No. of Cylinders	6
Bore and Stroke	3⅞ in. x 4½ in.
Two Cycle Displacement (Every Downstroke a Powerstroke)	318 cu. in.
Maximum Brake Horsepower—2800 RPM	195
Rated Brake Horsepower—2500 RPM	184
Continuous Brake Horsepower	130 at 2200 rpm
Torque	429 lb. ft. at 1000 rpm
Compression Ratio	17 to 1
Net Weight (Dry) with Standard Equipment	1485 lbs.

STANDARD EQUIPMENT

Air Inlet Housing—Manual shutdown with 50″ cable

Crankshaft Pulley—2 groove—5.38″ diameter

Exhaust Manifold and Flange

Fan—22″-6 blade-suction

Flywheel Housing—SAE #3

Generator—12 volt—25 amp

Governor—Variable speed with throttle controls

Injectors—Cam operated Unit type

Instruments—Includes ammeter, water temperature and oil pressure gauges, and starter switch

Lube Oil Filter—Full-flow filter

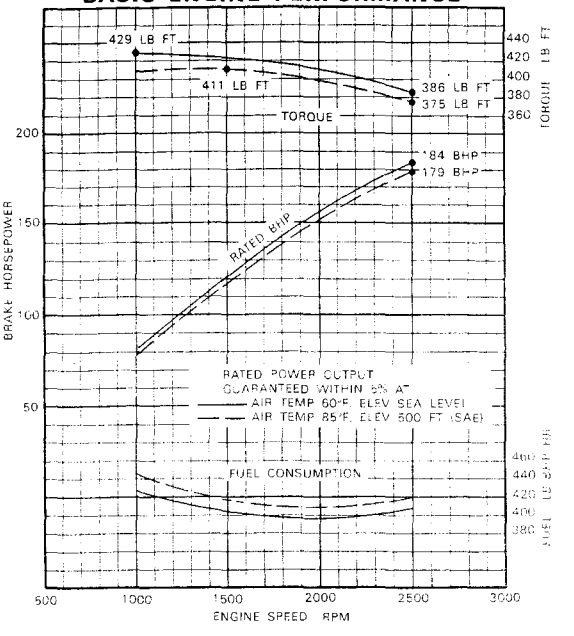
Oil Pan and Distribution System—Shallow pan for 15 degree inclination

Starting Equipment—12 volt, Sprag clutch

OPTIONAL AND EXTRA EQUIPMENT AVAILABLE

PERFORMANCE

MODEL 5063-5200
BASIC ENGINE PERFORMANCE



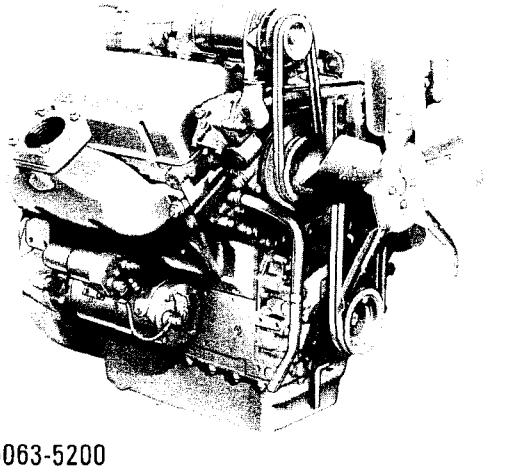
Rating Explanation

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

CONTINUOUS BHP is the power rating for [illegible] applications at constant load and speed for long periods [illegible]

FUEL CONSUMPTION CURVE shows fuel [illegible] brake horsepower hour.

THESE RATINGS do not include power requirements for [illegible] series and standard equipment.

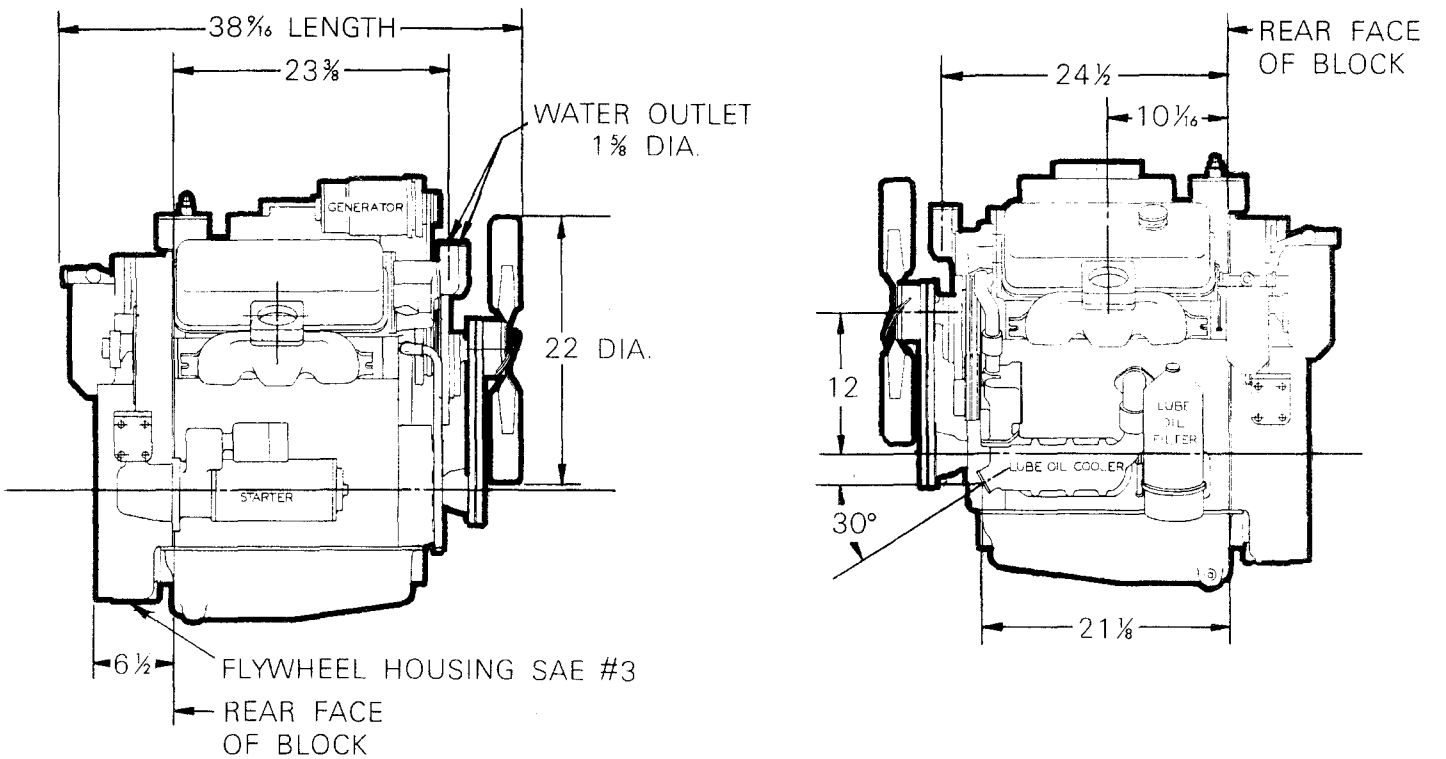


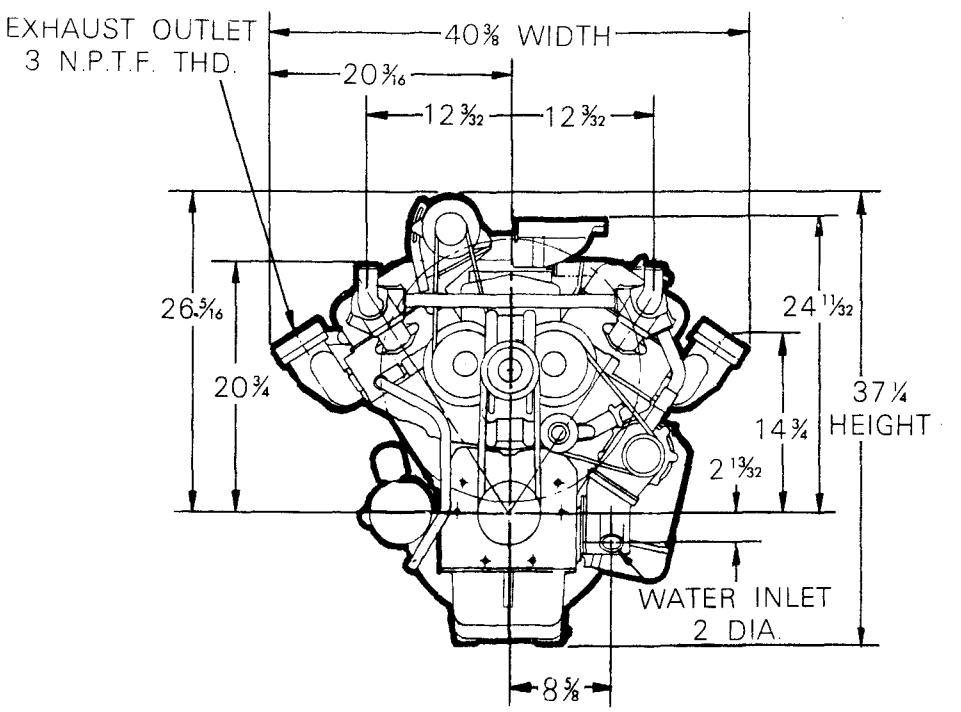
Model 5063-5200

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

PRINCIPAL DIMENSIONS

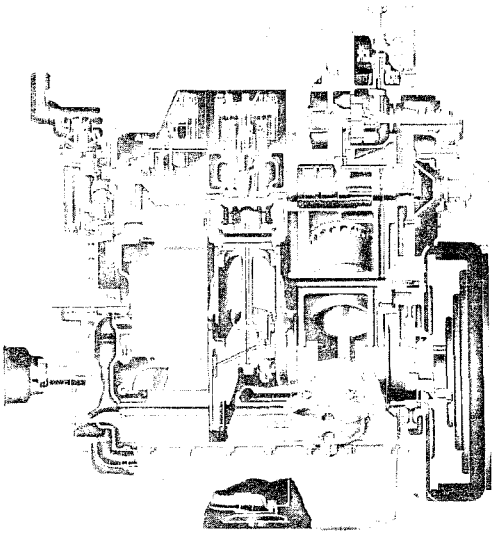
5063-5200





FOR COMPLETE DIMENSIONS REFER TO INST. DWG 2SA 293

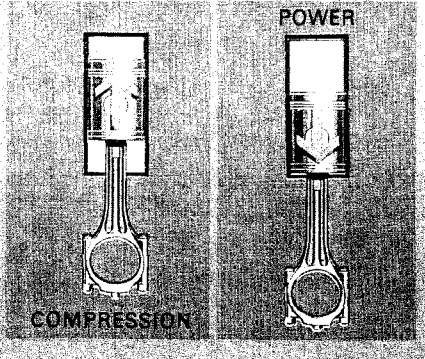
DETROIT DIESEL FAMILY OF ENGINE ADVANTAGES



Rugged, precision construction

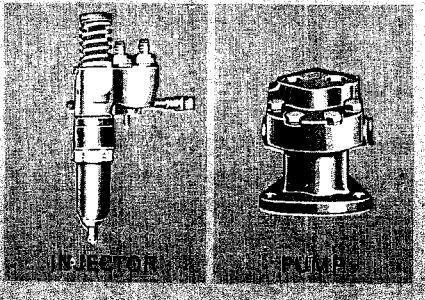
- Laminated metal compression gaskets and synthetic rubber water and oil seals provide a longer-lived, leakproof bond between the cylinder head and block. The resulting metal-to-metal contact gives better heat transfer, preventing head cracking.
- Distortion-resistance is built into the cast iron cylinder 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
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IN CANADA: GENERAL MOTORS DIESEL LIMITED ▪ LONDON, ONTARIO

3SA 124 REV. 1-69 10M

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

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