

# DETROIT DIESEL

POWER  
UNITS

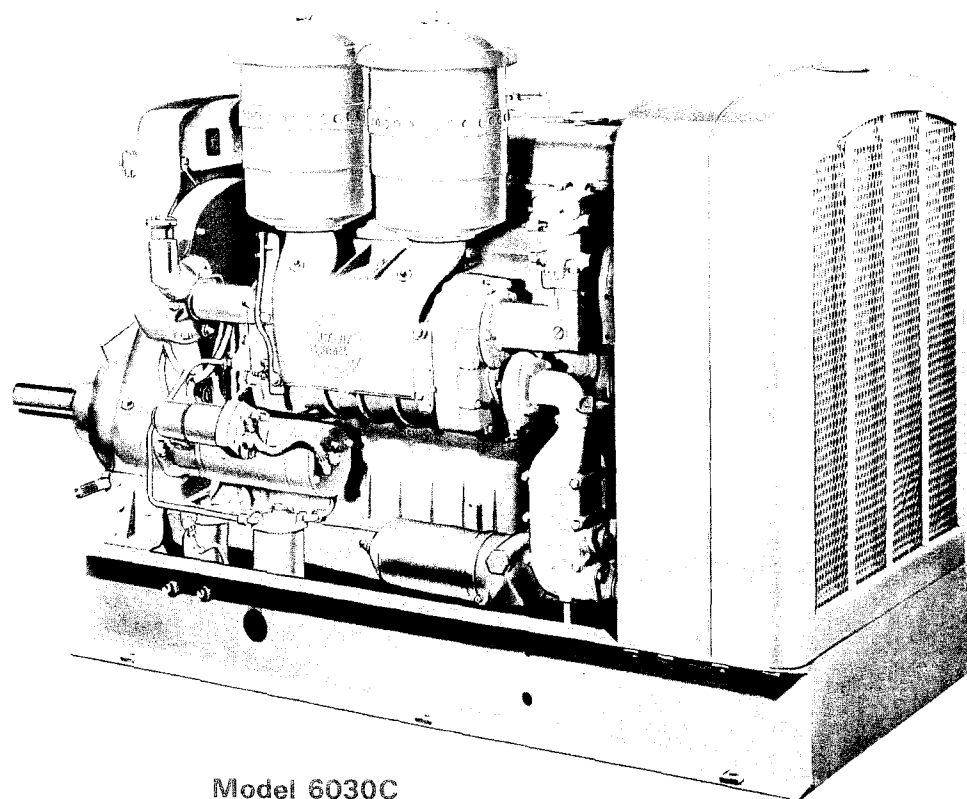
3-71	4-71	6-71
150 HP	145 HP	227 HP

## MODEL

3-71	3029C
	3030C
	3031C

4-71	4029C
	4030C
	4031C

6-71	6028C
	6029C
	6030C
	6031C



Model 6030C

A Power Product of General Motors



DETROIT  
DIESEL

# SPECIFICATIONS

	3-71	4-71	6-71
Model—Long Base—Without Hoods	—	—	6028C
With Hoods	3029C	4029C	6029C
Short Base—Without Hoods	3030C	4030C	6030C
With Hoods	3031C	4031C	6031C
Engine Type	Two Cycle	Two Cycle	Two Cycle
No. of Cylinders	3	4	6
Bore and Stroke	4¼ in. x 5 in.	4¼ in. x 5 in.	4¼ in. x 5 in.
Two Cycle Displacement (Every Downstroke a Powerstroke)	213 cu. in.	284 cu. in.	426 cu. in.
Maximum Brake Horsepower—2300 RPM	120	165	255
Rated Brake Horsepower—2100 RPM	106	148	227
Continuous Brake Horsepower—1800 RPM	75	101	154
Torque—1400 RPM	293 lb. ft.	396 lb. ft.	606 lb. ft.
Compression Ratio	17 to 1	17 to 1	17 to 1
New Weight (Dry) with Standard Equipment—			
Long Base Models	2545 lbs.	2880 lbs.	3390 lbs.
Short Base Models	2045 lbs.	2360 lbs.	2890 lbs.

## STANDARD EQUIPMENT

Air Inlet Housing and Air Cleaner—Direct Mounted, oil bath  
 Crankshaft Pulley—3 groove—7½ in. diameter  
 Exhaust Manifold—With companion flange  
 Fan—26 in.-4 blade, suction, 3-71 and 4-71 Models  
     26 in.-6 blade, suction, 6-71 Models  
 Generator—12 volt-25 amp  
 Governor—Hydraulic governor with instrument panel

Hoods—With side panels, '029C and '031C Models

Injectors—Cam-operated, Unit Type

Lube Oil Filter—Full-flow filter

Oil Pan and Distribution System—Shallow oil pan for 16° inclination 3-71 and 4-71; 13 degree on 6-71.

Power Take-Off—Includes flywheel, clutch, shaft and base

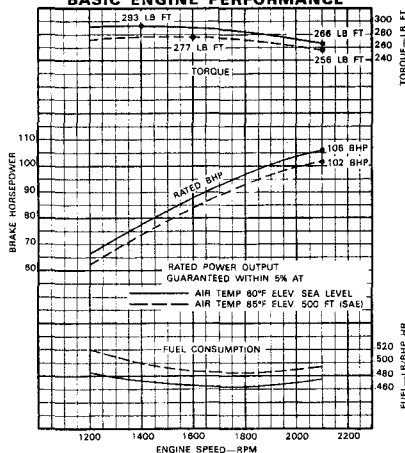
Radiator—Heavy-duty with short hoods

Starting Equipment—12 volt, Sprag clutch

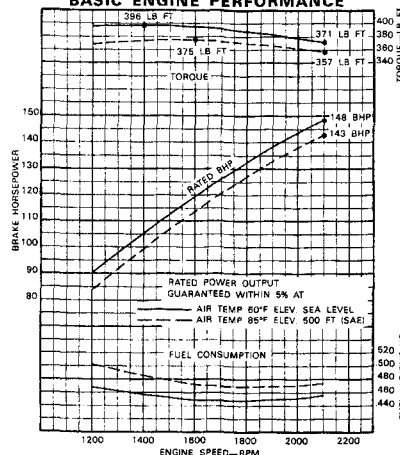
OPTIONAL AND EXTRA EQUIPMENT AVAILABLE

## PERFORMANCE

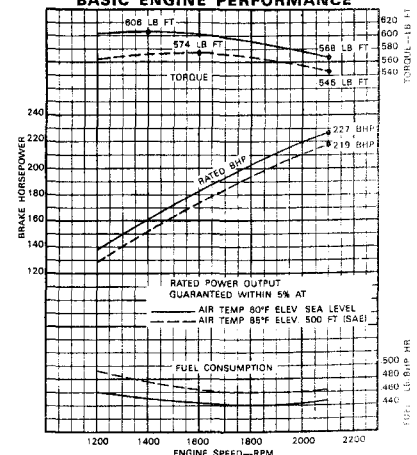
MODELS 3029C, 3030C, AND 3031C  
WITH HV7 INJECTORS  
BASIC ENGINE PERFORMANCE



MODELS 4029C, 4030C, AND 4031C  
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BASIC ENGINE PERFORMANCE



MODELS 6028C, 6029C, 6030C, AND 6031C  
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 horsepower hour.

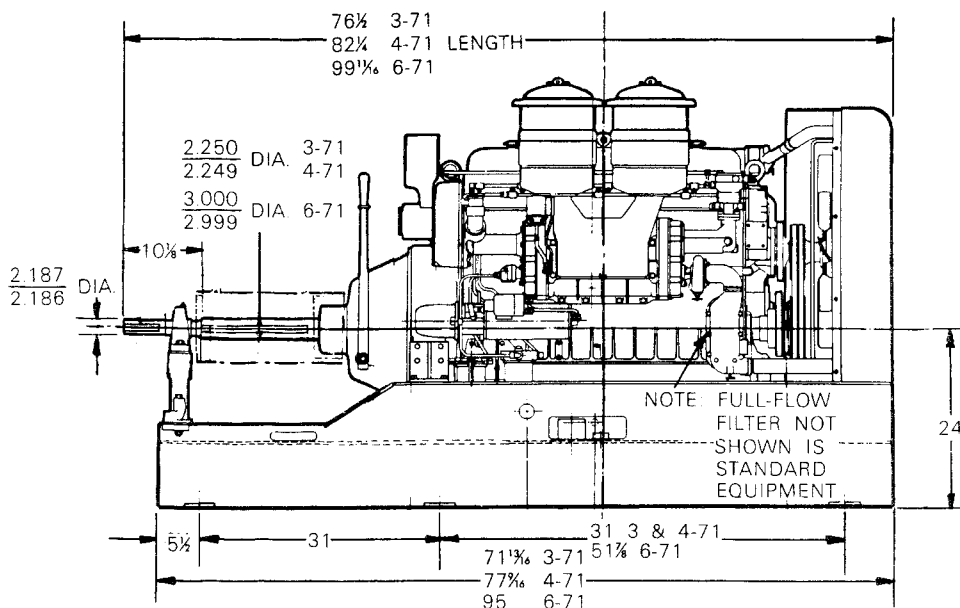
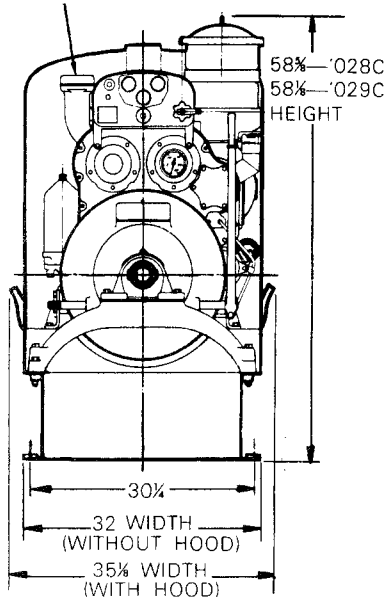
THESE RATINGS do not include power requirements for accessories and standard equipment.

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

# PRINCIPAL DIMENSIONS

## 6028C 3-4-6029C

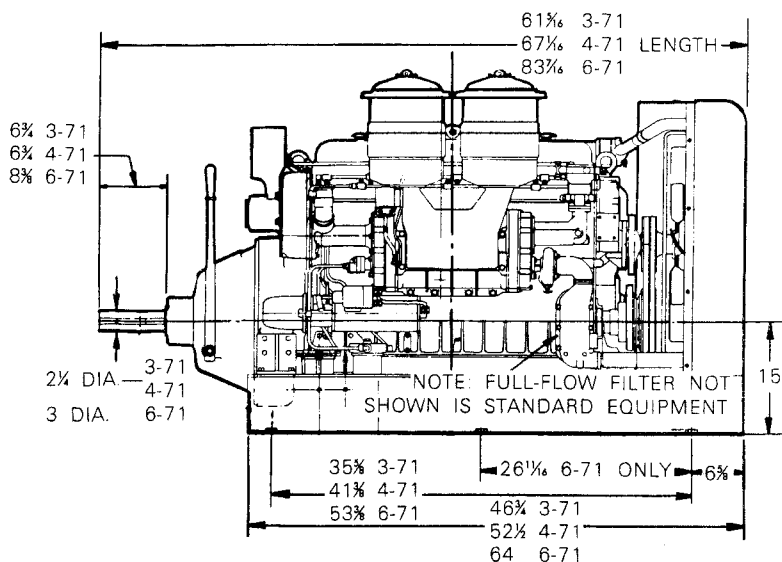
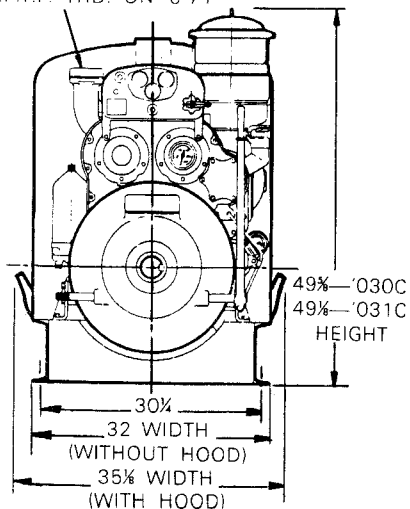
EXHAUST OUTLET  
3" N.P.T.F. THD. ON 3-71  
3 1/2" N.P.T.F. THD. ON 4-71  
4" N.P.T.F. THD. ON 6-71



FOR COMPLETE DIMENSIONS REFER TO INST. DWG. 2SA80 FOR MODEL 6028C  
FOR COMPLETE DIMENSIONS REFER TO INST. DWG. 2SA81 FOR MODELS 3, 4, 6029C

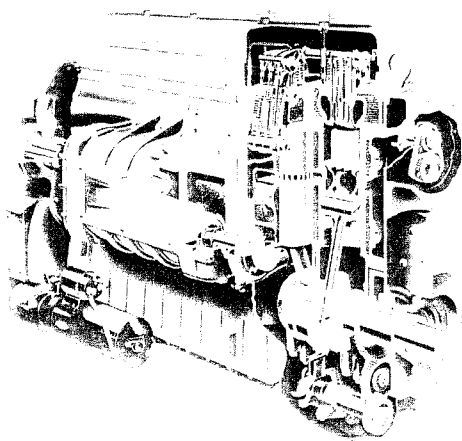
## 3-4-6030C 3-4-6031C

EXHAUST OUTLET  
3" N.P.T.F. THD. ON 3-71  
3 1/2" N.P.T.F. THD. ON 4-71  
4" N.P.T.F. THD. ON 6-71



FOR COMPLETE DIMENSIONS REFER TO INST. DWG. 2SA46 FOR MODELS 3, 4, 6030C  
FOR COMPLETE DIMENSIONS REFER TO INST. DWG. 2SA43 FOR MODELS 3, 4, 6031C

# 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

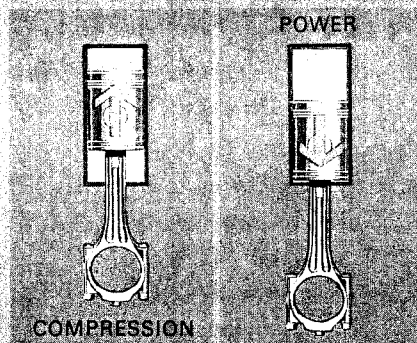
hard, scuff-resistant wearing surface, lengthening intervals between overhauls.

- 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 under-head.

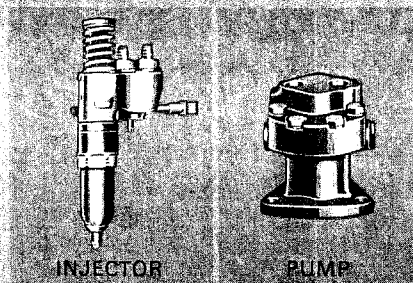
- The crankshaft is a drop-forged, induction-hardened unit giving maximum strength and better wear. It is statically and dynamically balanced for smooth operation.

## 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, DIESEL DIVISION, GENERAL MOTORS OF CANADA LIMITED ■ LONDON, ONTARIO