

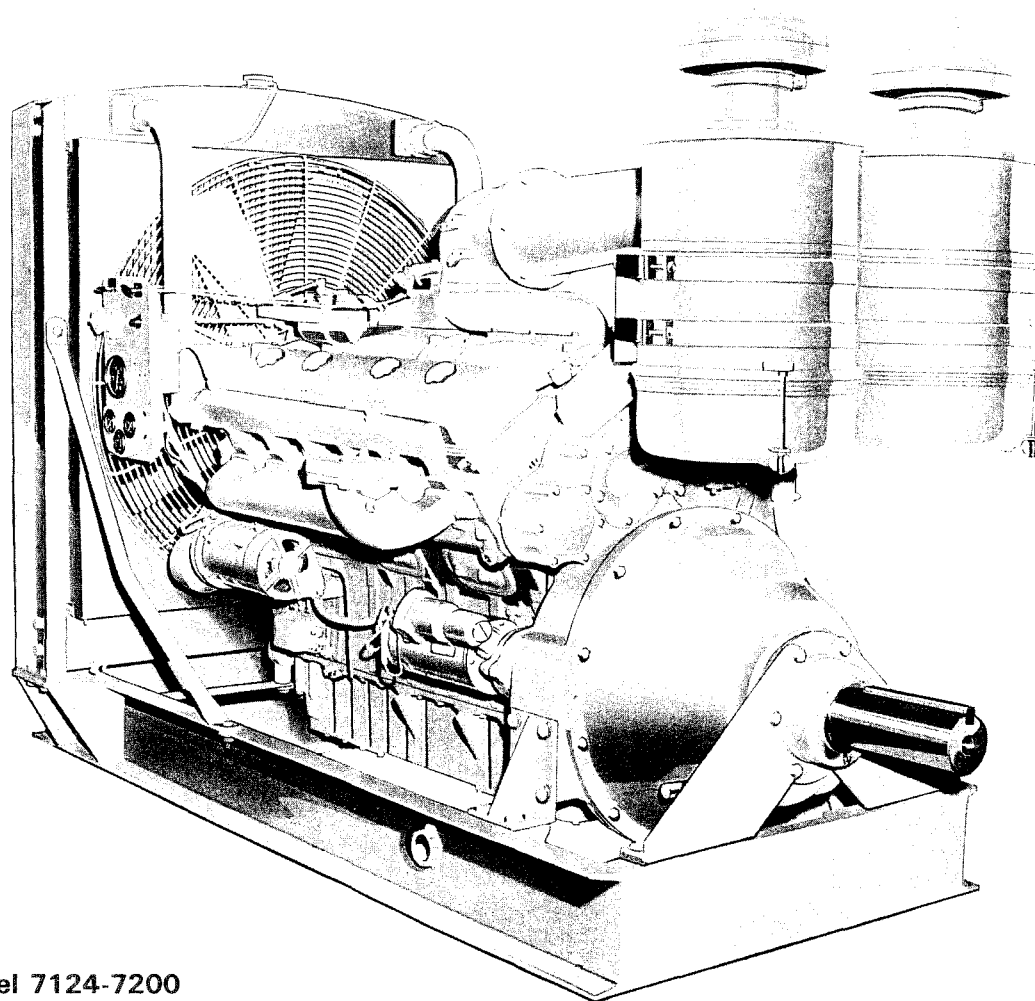
# DETROIT DIESEL

POWER  
UNITS



## MODEL

6V-71	7064-7200
8V-71	7084-7200
12V-71	7124-7200



Model 7124-7200

A Power Product of General Motors



DETROIT  
DIESEL

# SPECIFICATIONS

	6V-71	8V-71	12V-71
Model	7064-7200	7084-7200	7124-7200
Engine Type	Two Cycle	Two Cycle	Two Cycle
No. of Cylinders	6	8	12
Bore and Stroke	4 1/4 in. x 5 in.	4 1/4 in. x 5 in.	4 1/4 in. x 5 in.
Two Cycle Displacement (Every Downstroke a Powerstroke)	426 cu. in.	568 cu. in.	852 cu. in.
Maximum Brake Horsepower—2300 RPM	255	336	504
Rated Brake Horsepower—2100 RPM	218	290	434
Continuous Brake Horsepower—1800 RPM	170	227	340
Torque—1200 RPM	604 lb. ft.	805 lb. ft.	1205 lb. ft.
Compression Ratio	17 to 1	17 to 1	17 to 1
Net Weight (Dry) with Standard Equipment	2700 lbs.	3600 lbs.	4700 lbs.

## STANDARD EQUIPMENT

Air Cleaners—Heavy-duty oil bath  
 Air Inlet Housing—Manual shutdown with 50" control cable  
 Engine Base—For standard model power take-off  
 Exhaust Connections—Exhaust manifold and exhaust outlet flange  
 Fan—28"—6 blade suction Model 7064-7200  
 36"—8 blade suction Model 7084-7200  
 40"—8 blade suction Model 7124-7200  
 Flywheel—SAE #1 Model 7064-7200 and 7084-7200  
 SAE #1/2 Model 7124-7200  
 Flywheel Housing—SAE #1 Model 7064-7200 and 7084-7200  
 SAE #1/2 Model 7124-7200  
 Generator—12 volt, 25 amp, Model 7064-7200  
 24 volt, 20 amp, Models 7084-7200 and 7124-7200  
 Governor—Limiting speed with throttle control

Injectors—Cam operated, Unit type

Instrument Panel—Includes tachometer, Ammeter, water temperature and oil pressure gages, starter button and wiring harness.

Lube Oil Filter—Full-flow filter

Oil Pan and Distribution System—

Stamped for 10 degree inclination. Models 7064-7200 and 7084-7200.

Cast Iron for 0 degree inclination. Model 7124-7200.

Power Take-Off—

Short shaft—single plate—14" Model 7064-7200

Short shaft—double plate—14" Model 7084-7200

Short shaft—double plate—18" Model 7124-7200

Radiator—Mounted, with water connections and fan guards

Starting Equipments—12 volt Sprag clutch, Model 7064-7200

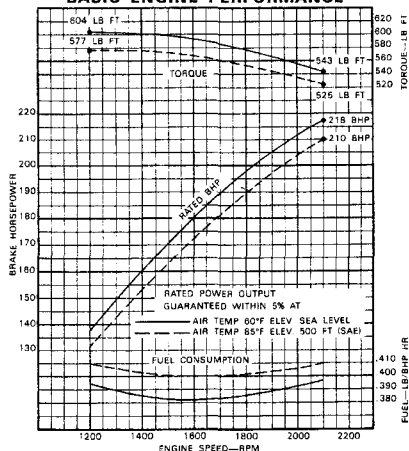
24 volt Sprag clutch, Model 7084-7200

24 volt Sprag clutch, Model 7124-7200

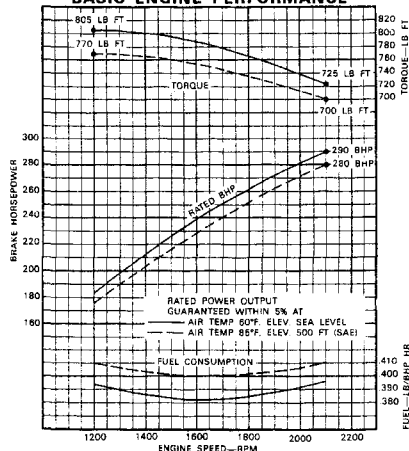
OPTIONAL AND EXTRA EQUIPMENT AVAILABLE

## PERFORMANCE

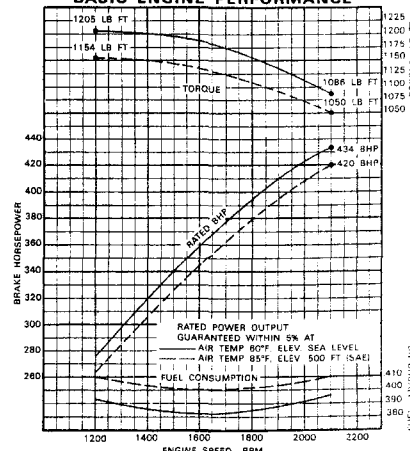
MODEL 7064-7200  
WITH S60 INJECTORS  
BASIC ENGINE PERFORMANCE



MODEL 7084-7200  
WITH S60 INJECTORS  
BASIC ENGINE PERFORMANCE



MODEL 7124-7200  
WITH S60 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.

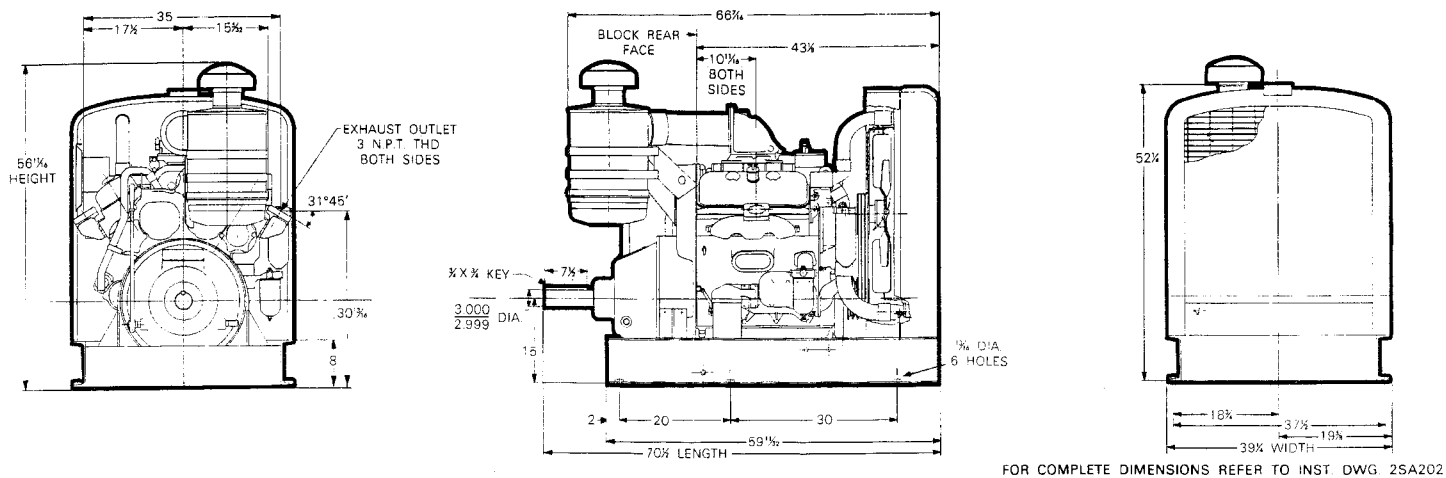
FUEL CONSUMPTION CURVE shows fuel used in pounds per brake horsepower hour.

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

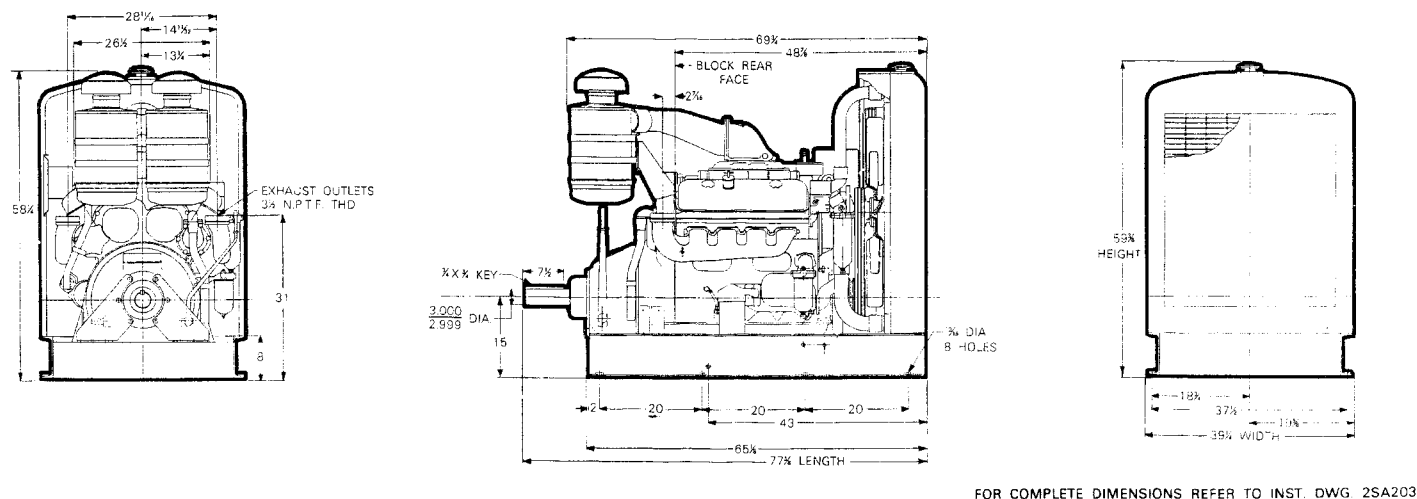
For complete engine specifications for your particular application, see your authorized Detroit Diesel representative.

# PRINCIPAL DIMENSIONS

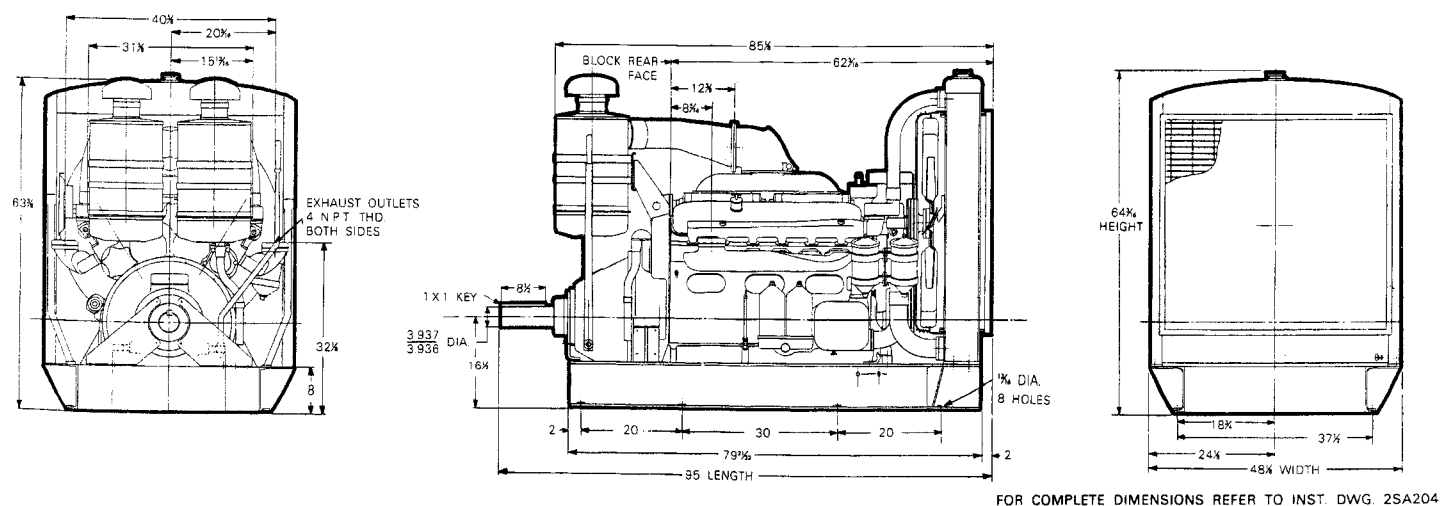
## 7064-7200



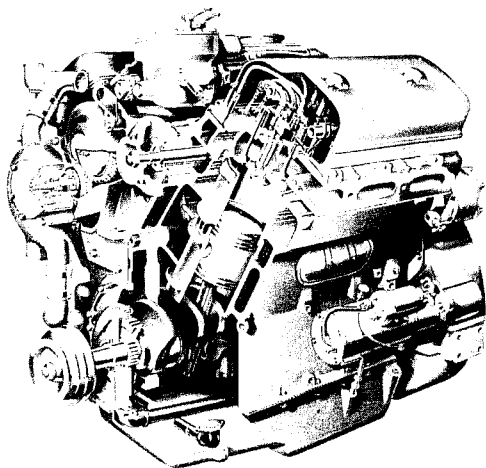
## 7084-7200



## 7124-7200



# 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

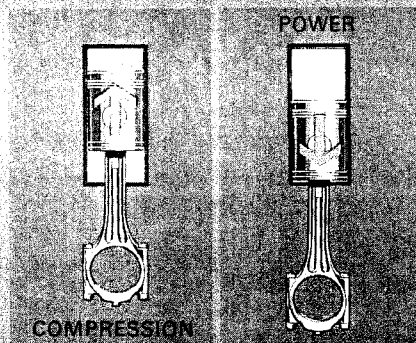
hard, scuff-resistant wearing surface, lengthening intervals between overhauls.

■ 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.

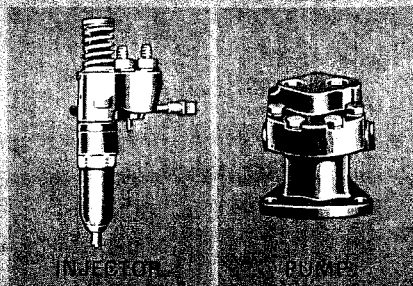
■ The crankshaft is a drop-forged, induction-hardened unit giving maximum strength and better wear. It is statically and dynamically balanced for smooth operation.

## 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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