Ly6 specs

GM began producing the LY6 in as a new entry into its Vortec engine line. The LY6 also goes by the name Vortec , which refers to its 6. In reality the LY6 has a displacement of 5, cubic inches, which is equivalent to cubic inches. The LY6's displacement qualifies it as a small-block engine. It uses a V8 configuration. The LY6 has an overhead valve layout with just one exhaust valve and one intake valve per cylinder, for a total of 16 valves. Hydraulic rollers lift the valves, which open to allow the cylinders to fire in a 1,8,7,2,6,5,4,3 sequence. The LY6 has a cast iron block and cast aluminum cylinder head, as well as a hollow steel camshaft and a nodular iron exhaust manifold. The LY6 has a compression ratio of 9. Its bore and stroke measure 4. The engine uses sequential fuel injection and drivers can use regular unleaded gasoline as fuel. The LY6 has a fuel shut-off feature that engages at 6, revolutions per minute rpm. GM included the LY6 engine in several different vehicles for the model year. In some cases the LY6 was just one of several options in each of these vehicles, with smaller and larger Vortec engines, as well as hybrid and diesel variants, also available. For each application the LY6 engine achieves slightly different power output. For example, in the Silverado Work Truck, the LY6 produces up to horsepower at 5, rpm and foot-pounds of torque at 4, rpm, while the same engine makes horsepower and foot-pounds of torque at similar engine rpm in the GMC Yukon XL. Tuning The LY6 has a compression ratio of 9. Applications GM included the LY6 engine in several different vehicles for the model year. Power For each application the LY6 engine achieves slightly different power output. Article may contain affiliate links. As an Amazon Associate I earn from qualifying purchases. The 6. This platform had a lot of variety, but the 6. Primary changes to the Gen IV were block modifications to enable displacement on demand as well as designs to enable variable valve timing. The Gen III version of the 6. The LQ4 was designed to provide great durability. The LQ9 is a very similar engine based on the LQ4, but it was developed specifically for the Cadillac Escalade, although this version was also added to certain GMC and Chevrolet full-size pickup models as well. One of the distinguishing features was the increased compression ratio for the LQ9, enabled by a different piston design. The first Gen IV version of the 6. The L76 essentially replaced the LQ9, and it offered the displacement on demand technology, as well as the variable cam phasing. This engine was eventually phased out in The LY6 was very similar to the L76, but primarily developed for heavy-duty trucks, and the LY6 is still an option for these heavy duty pickups. This engine was very popular for its power and towing ability, particularly for a gasoline engine, as well as its durability. The major negative comment for most owners was related to fuel consumption associated with this engine. These engines had a bore of 4. A couple of model years of the Gen III engine used cast iron head, but after that the engine switched to aluminum alloy cylinder head. The Gen III block was constructed from cast iron for the entirety of its availability. The LY6, which was a very similar engine but used in the heavier duty applications, used a cast iron block. Both engines used traditional overhead valve OHV design with 2 valves per cylinder, driven by a traditional camshaft in block design. This engine is well known for having plenty of power and providing good performance in heavy load, but it is also known for its high fuel consumption. Overall, customers are generally happy with the performance and durability of this engine. Head and Block Construction A couple of model years of the Gen III engine used cast iron head, but after that the engine switched to aluminum alloy cylinder head. Conclusion The 6. The L96 engine is a 6. It replaced the LY6 and added Flex Fuel capability. For marketing purposes, it was also known as the Vortec The engine specs and information listed here is for a stock L96 engine. These motors are capable of making a lot of horsepower, and respond well to upgrades like turbos, superchargers, high-flow cylinder heads, intake systems, cams, and nitrous oxide. Check out L96 6. Summit Racing has created a series of comprehensive guides for each engine in the LS family, so engine builders and tuners can have a handy reference for their projects. Does not need a thing. Well ok, what can be done to it? Is there a better program, or is it stealing from Peter to pay paul? I did a l96 swap in my 58 apache. I switched to a Holley intake and double pumper carb. I am also running a toploader 3 speed behind it. Everything is stock in the engine but im wanting to do a cam swap. William, going along with your truck engine into a truck application, we would suggest a truck cam. They are intended to maximize torque and midrange with a strong top end. The Stage 1 truck cam has a noticeable lope and works with stock springs. It makes a ton of power and is good in a daily driver. Not that you have to worry about if running a manual trans, but the Stage 2 cam is about as much as you would want with a stock converter and has a steady lope. The Stage 3 works with a converter and has a more aggressive lope. The Stage 4 is pretty serious even yet. It works with a converter and makes power higher in the RPM range. You can read up on the descriptions and specs a little more by checking out this article. They have small primaries and extra-large secondaries and people say they run like injection. You could get by with a cfm with your cammed L96, but the electric choke composite bowl is a match for the double pumper. Give Summit Racing a call at if you

have any further questions on any of that to help you make the best choice. Flex fuel, iron block. What do you have to do with the VVT? Will it work OK without connectors? No i camed this engine one of the sensors damaged by mistake and it run horribly you can delete vvt and its become almost ls2 with ls3 heads stock heads its the deference its valves material its great engine for the money only bad thing its pistons if they make it lighter. I did a swap in my yukon you have to ad the vvt wires and pin it to your ecm then change tune to kill the afm and to run vvt. I did this with a new L96 crate on Silverado. Had base tune with ECM out of truck and runs like shit. Likely more due to improper guesses on MAP and injector flow than vvt. Used an adapter to connect the cam position sensor to the 5 pin connector on the engine, leaving vvt empty for now. Turns out the heads were cracked as bad as a dry lake bed, so I found a replacement set. Upon installation I found out the block is cracked just as bad. What blocks will interchange with this one? My motor ran fine, no knocks or rattles just kept getting hot, so my internals are fine. Does it have to be the L96? Where is it cracked? It is iron and a good machine shop may be able to fix it with a good weld. Then againā€¦. Any 6. So just throw the parts from your L96 into any iron 6. I have a model l96, how well will it respond to a stage 4 cam swap with a single 78mm turbo and stall backed by a 6l90e transmission, this setup will be in a 84 c10 truck. I have a HD and I am thinking about the L96 as a fresh replacement motor other than VVT delete, front timing cover, and 58x relucter what else needs attention. I am going to use intake and injectors for early style 02 type. I have timing cover for front cam sensor,? Crank sensor and knock sensor are there cost effective ways to make this work? What is the difference between the 2 and it was my understanding that you can make more horsepower using E85? Your email address will not be published. Your Website. Save my name, email, and website in this browser for the next time I comment. This site uses Akismet to reduce spam. Learn how your comment data is processed. Summit Racing Equipment. LS Engines L96 6. Bore Dia. Stroke 3. Deck Height 9. Bore Spacing 4. Cam Housing Bore Dia. Cam-to-Crank Centerline 4. Connecting Rod Housing Bore 2. Crankshaft Rod Journal Dia. Reluctor Wheel 58x. Exhaust Valve Diameter 1. Pushrod Length 7. Author: OnAllCylinders Staff. And I love it. Even stock it is a hoss. William Murphy says: August 13, at pm. Brian Nutter says: August 14, at am. Rolf Pawelka says: September 26, at pm. Fkh says: January 15, at pm. Robert says: January 13, at pm. Steve says: August 31, at am. Any specific pin locations used for vvt or did you just pick any unused location? Poul says: January 24, at pm. Chris says: March 11, at pm. John Waller says: September 18, at pm. I have a L96 with HP. Can I use this guide or should I be doing something different? Simon Boettcher says: October 24, at pm. Clinton Cochrane says: March 11, at am. Does the injectors handle flex fuel detection or do you need the sensor in the fuel line? Steve says: November 21, at pm. Leave a Reply Cancel Your email address will not be published. The LY6 engine is a 6. For marketing purposes, it was also known as the Vortec The engine specs and information listed here is for a stock LY6 engine. These motors are capable of making a lot of horsepower, and respond well to upgrades like turbos, superchargers, high-flow cylinder heads, intake systems, cams, and nitrous oxide. Read : LY6 6. Summit Racing has created a series of comprehensive guides for each engine in the LS family, so engine builders and tuners can have a handy reference for their projects. This guide is specifically about the GM LY6. Building a 6. Want to change out dish Pistons with flat tops. My question is I want to use a. Is there going to be a valve to piston clearance problem? Pingback: LY6 6. Excellent post. I was checking constantly this blog and I am impressed! I was seeking this particular info for a very long time. For most recent news you have to pay a visit web and on the web I found this web page as a best site for latest updates. I got this web page from my buddy who informed me about this web site and now this time I am browsing this website and reading very informative posts here. Good information. Lucky me I recently found your website by accident stumbleupon. I have book-marked it for later! Can you tell me if it would work or recommend another cam? Some in my Hummer club have successfully done this and typically go through and build up their transmissions at the same time. I plan to do the same. Is it that they got L92 heads and a car intake manifold? I am looking to either buy a crate engine with a warranty or totally rebuild one. If I go the rebuild route I would want to consider light mods that add perhaps HP but retain or improve excellent reliability. Looking to stick to around HP and bulletproof. Pingback: L96 6. I am looking to do a ls swap in my oldsmobile dynamic I really need assistance for this one. Your email address will not be published. Your Website. Save my name, email, and website in this browser for the next time I comment. This site uses Akismet to reduce spam. Learn how your comment data is processed. Summit Racing Equipment. Bore Dia. Stroke 3. Deck Height 9. Bore Spacing 4. Cam Housing Bore Dia. Cam-to-Crank Centerline 4. Connecting Rod Housing Bore 2. Crankshaft Rod Journal Dia. Reluctor Wheel 58X. Exhaust Valve Diameter 1. Pushrod Length 7. Author: OnAllCylinders Staff. I have a 6. OnAllCylinders Staff says: March 30, at am. Johnny Case says: April 27, at pm. Dewayne knowles says: March 2, at am. Daftar

Togel says: December 11, at am. Agen Togel says: December 11, at am. Wonderful post but I was wanting to know if you could write a litte more on this topic? Thank you! Situs Togel says: December 11, at am. Thank you and good luck. Lan says: December 11, at pm. Agen togel says: December 11, at pm. Agen Togel says: December 11, at pm. Situs Togel says: December 11, at pm. Lance says: December 13, at am. Richard Vonderhaar says: February 28, at pm. Rob in Colorado says: July 9, at pm. Any advice? Frederick Hickling says: July 24, at pm. Leave a Reply Cancel Your email address will not be published. The LY6 engine is a 6. For marketing purposes, it was also known as the Vortec The engine specs and information listed here is for a stock LY6 engine. Upgrades to the motor can take it well beyond these numbers. Camshaft, intake, headers and exhaust can work serious magic once tuned. These motors are capable of making a lot of horsepower, and respond well to upgrades like turbos, superchargers, high-flow cylinder heads, intake systems, cams, and nitrous oxide. This is a stock pull out, which may have some accessories, stock intake, stock manifolds, etc. All Body Panels Roll Pan. Recent Posts. Welcome to LSx Everything! As our name implies, we are your one-stop shop for everything related to y â€¦. Mar 11th Leon Millette. My fellow C10 friend! I hope that you are doing well! Are you building a C10, and are not sure i â€¦. Chevrolet Performance 6. Rating Required Select Rating 1 star worst 2 stars 3 stars average 4 stars 5 stars best. Email Required. Review Subject Required. Comments Required. Current Stock:. Quantity: Decrease Quantity: Increase Quantity:. Compression Ratio 9. Casting Number Material Iron Displacement 6. Bore Dia. Stroke 3. Deck Height 9. Bore Spacing 4. Cam Housing Bore Dia. Cam-to-Crank Cente

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rline 4. Connecting Rod Housing Bore 2. Crankshaft Rod Journal Dia. Reluctor Wheel 58X. Exhaust Valve Diameter 1. Pushrod Length 7. Add to Cart. Quick view. Don't rule them out because they have the least displacement. Hot Rod Magazine was able to squeeze 1, HP out of a junkyard motor with The LM7 engine produced hp The LS engine design has incredible potential, but once you start bolting on big superchargers, an aluminum block just can't contain all of that power. These iron LS blocks have all of the same Customers Also Viewed. Choose Options. Gen IV 6. Gen III 5. LQ4 6. They're hand-built. Get your ultimate fun out of your vehicle with over Horsepower on tap and 6-speed automatic transmission with double overdrive for better gears and cruise ability! Finance it with Klarna at High Performance Chevy LQ4 6. Instead of building your most prized possession with a Junkyard Dropout with medium to high miles, save some time, and start with this High Performance Chevy LQ4 6. You already know