The Vortec 5.7L V-8 engine delivers excellent performance and durability for a variety of applications.

**STATE-OF-THE-ART TECHNOLOGIES**

- High-flow cylinder head with straighter intake ports and a higher compression ratio delivers impressive horsepower.
- Valvetrain features advanced-design silent timing chain for added durability and positive inlet valve stem seals for reduced oil consumption.
- Roller valve lifters for reduced friction and improved performance.
- Composite front timing cover for noise reduction and corrosion protection.
- Water pump with a revised housing, upgraded shaft, bearing, and seal for extended life.
- Shrouded impeller for improved efficiency.
- Cylinder head gaskets have stainless steel core for corrosion resistance.

**AVAILABLE OPTIONS**

- Integral Air Fuel Module (IAFM) inlet manifold (gasoline only)
- EST and HEI distributors and coils are available in kit form
5.7L L31

SPECIFICATIONS

TYPE: 5.7L V-8 Gen 1e Small-Block
DISPLACEMENT: 5736 cc
ENGINE ORIENTATION: Longitudinal
COMPRESSION RATIO: 9.4:1
VALVE CONFIGURATION: Overhead valves (2 valves per cylinder)
ASSEMBLY SITE: Toluca, Mexico
VALVE LIFTERS: Hydraulic roller
FIRING ORDER: 1 - 8 - 4 - 3 - 6 - 5 - 7 - 2
BORE X STROKE: 101.60 x 88.39 mm
FUEL SYSTEM: None
FUEL TYPE: LP & CNG
HORSEPOWER: 216 hp (161 kW) @ 4000 rpm (LP)
           196 hp (146 kW) @ 4000 rpm (CNG)
TORQUE: 308 lb-ft (418 Nm) @ 1400 rpm (LP)
         283 lb-ft (384 Nm) @ 1600 rpm (CNG)
FUEL SHUTOFF: N/A
SHIPPING WEIGHT: 432 lb (196 kg)
EMISSIONS CONTROLS: Positive crankcase ventilation
BLOCK: Cast iron GM232-M
CYLINDER HEAD: Cast iron
INTAKE MANIFOLD: None
EXHAUST MANIFOLD: None
MAIN BEARING CAPS: Cast iron GM232-M
CRANKSHAFT: Nodular iron
CAMSHAFT: 5150 steel billet
CONNECTING RODS: Forged – SAE 1141