6.2L L86

THE V-8 THAT ACCOMMODATES

The Gen-V engine family delivers greater efficiency, performance, and durability thanks to a combination of advanced technologies, including Direct Injection, Active Fuel Management (cylinder deactivation), and dual-equal camshaft phasing (Variable Valve Timing) that support an advanced combustion system.

STATE-OF-THE-ART TECHNOLOGIES

Direct Injection Technology
- Moves the point where fuel feeds into an engine closer to the point where it ignites, enabling greater combustion efficiency.
- Fosters a more complete burn of the fuel in the air-fuel mixture.
- Operates at a lower temperature than conventional port injection.
- Allows the mixture to be leaner, so less fuel is required to produce the equivalent horsepower of a conventional port injection fuel system.

Active Fuel Management (AFM) Technology
- Expands the range of operation by more than 10 percent.
- AFM temporarily deactivates four of the cylinders on the V-8 engines under light load conditions – effectively operating as a V-4.
- When cylinders are deactivated, the engine’s pumping work is reduced, which translates into fuel economy improvements.
- Seamlessly reactivates all cylinders when full power is demanded.

Variable Valve Timing (VVT)
- The dual-equal cam phasing system adjusts camshaft timing at the same rate for both intake and exhaust valves.
- Allows linear delivery of torque, with near-peak levels over a broad rpm range, and high specific output without sacrificing overall engine response.

Variable Displacement Pump
- Advanced Oiling System

ADDITIONAL FEATURES
- All-new weight-saving aluminum cylinder block casting
- All-new cylinder head design with new port shape and valve placement
- Increased compression ratios
- Advanced Oiling System – variable-displacement pump
- High-strength aluminum alloy pistons
- Oil-jet piston cooling
- Stronger, larger-diameter push rods
- High-flow intake manifold and electronic throttle
- Iridium-tipped, extended-life spark plugs
- 58x crank timing
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**SPECIFICATIONS**

- **TYPE:** 6.2L Gen-V V-8 Small-Block
- **DISPLACEMENT:** 6162 cc
- **ENGINE ORIENTATION:** Longitudinal
- **COMPRESSION RATIO:** 11.5:1
- **VALVE CONFIGURATION:** Overhead valves
- **VALVES PER CYLINDER:** 2
- **ASSEMBLY SITES:** Tonawanda, NY, and St. Catharines, Ontario
- **VALVE LIFTERS:** Hydraulic roller
- **FIRING ORDER:** 1-8-7-2-6-5-4-3
- **BORE X STROKE:** 103.25 x 92 mm
- **FUEL SYSTEM:** DI
- **FUEL TYPE:** Premium recommended
- **MAXIMUM ENGINE SPEED:** 6000 rpm
- **EMISSIONS CONTROLS:** Catalytic converter, three-way catalyst, positive crankcase ventilation
- **HORSEPOWER:** 420 hp (313 kW) @ 5600 rpm*
- **TORQUE:** 460 lb-ft (624 Nm) @ 4100 rpm*
- **BLOCK:** Cast aluminum
- **CYLINDER HEAD:** Cast aluminum
- **INTAKE MANIFOLD:** Composite
- **EXHAUST MANIFOLD:** Cast nodular iron
- **MAIN BEARING CAPS:** Cast nodular iron
- **CRANKSHAFT:** Forged steel
- **CAMSHAFT:** Billet steel
- **CONNECTING RODS:** Forged powder metal

*As tested in Chevrolet Silverado.

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