

# JG Engine & Generator 916 332 4010

**GM 4.3L**

6 cyl. | 262 cu. in. | V-6 | 12 volt

**POWERED by**  
INDUSTRIAL ENGINES

**GM**

## Standard Features

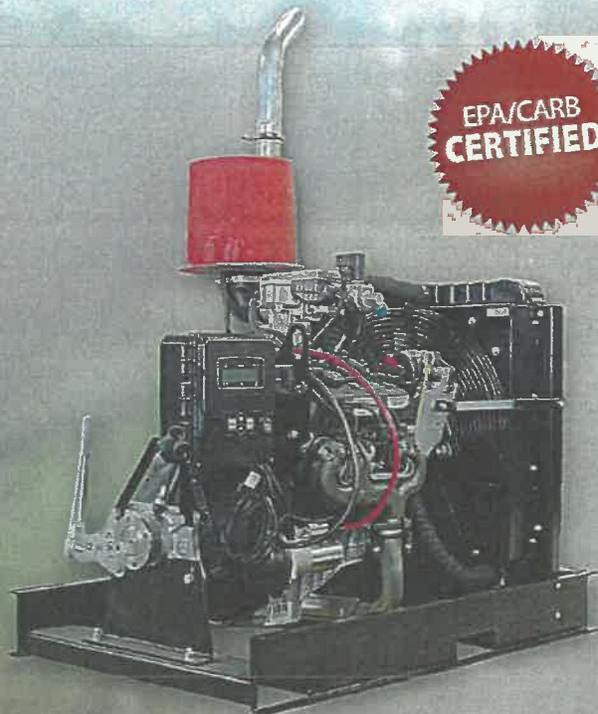
- » Designed to work with liquid propane gas and natural gas.
- » Roller valve lifters for reduced friction and improved fuel economy.
- » Nodular iron crankshaft has undercut and rolled fillets for durability.
- » Counter-rotating balance shaft for smooth performance and low noise.
- » Engine comes completely component painted.
- » Composite rocker arm cover and front cover for noise reduction.
- » World-class engine sealing system for superior leak protection.
- » High Voltage Switch (HVS) distributor and non-adjustable, variable spark coil are standard.
- » Cast aluminum oil pan for increased strength and noise reduction.
- » Common rear face on most GM Powertrain industrial engines for easy hookup with housing.

## Specifications

- » Type: 90° 4.3L V6
- » Displacement: 262 cid (4294.18 cc)
- » Compression Ratio: 9.4:1
- » Valve Configuration: Pushrod Actuated Overhead Valves
- » Manufactured: Tonawanda, New York
- » Valve Lifters: Hydraulic Roller
- » Bore X Stroke: 4.00" X 3.48" (101.60 mm X 88.39 mm)
- » Main Bearing Caps: 2-Bolt
- » Balance Method: External
- » Intake Manifold: 2-BBL, IAFM
- » Rear Oil Seal: Full Circle
- » Fuel Delivery: Electronic Mixer
- » Oil Pan Capacity: 4.5 qt with filter
- » Fuel Types: LPG or NG
- » Engine Rotation: Clockwise (from the front)
- » Paint Protection: Completely component painted
- » Horsepower: 105hp @ 3000 rpm (LPG/NG)
- » Torque: 197 lb-ft @ 2500 rpm (LPG/NG)
- » Shipping Weight: 434 lb (197 kg)

## Materials

- » Block: Cast Iron
- » Cylinder Head: Cast Iron
- » Intake Manifold: Cast Iron
- » Crankshaft: Nodular Iron
- » Camshaft: Steel
- » Pistons: High Silicon Aluminum
- » Exhaust Seat: Induction Hardened



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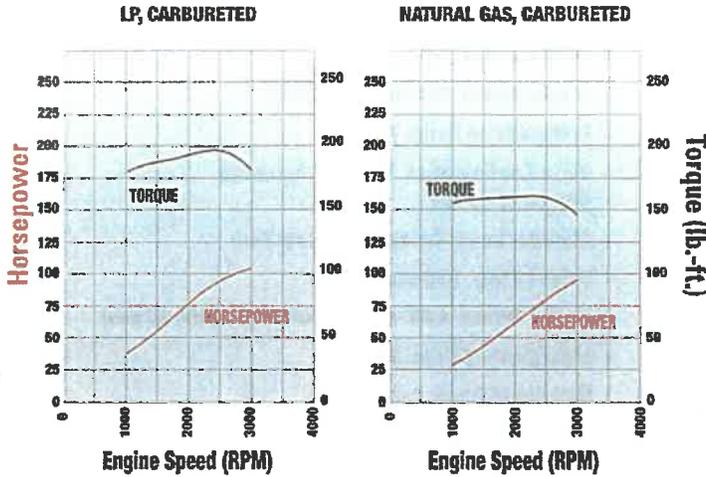
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## Performance Curves



RATIO	1:1	11:10	6:5	5:4
RPM	1760	1936	2112	2200
HP/NG	53	59	64	68
HP/LPG	60	66	72	76

Recommended application at 2500', 100 degree temp. with fan and radiator.  
Derate 1% per 10 degrees above 100, 3.5% per 1000' over 2500'

Power corrected to SAE J1995. Actual power levels may vary due to fuel system calibration, and design of induction and exhaust system.

\*B.S.F.C. in pounds per brakehorsepower - hour

## Options

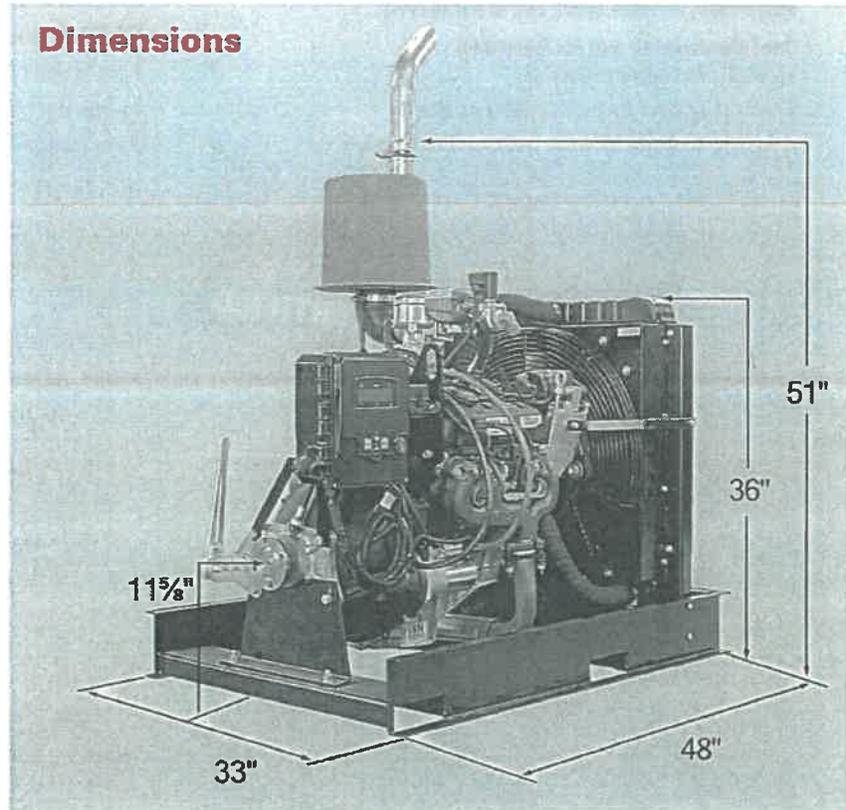
- » Fuel options: LPG or NG
- » Fuel and Emission Control System that Meets EPA/ CARB Stationary Emergency & Non-Emergency Emission Regulations for LSI Engines
- » SAE flywheel housings and flywheels
- » Auxiliary drive pulleys available
- » Cooling fans
- » Radiators
- » Dry type industrial air cleaners (safety element air cleaners available)
- » Sintered powered metal exhaust valve seat

## Fuel System Features

- » Closed Loop Fuel System
- » LPG Carb Dual Fuel
- » LPG: Integrated Electronic Pressure Regulator (IEPR) Mixer, Electronic Throttle Body, Fuel Lock
- » LPG W/Governor
- » Three Way Catalyst

\*Generators, Drive Shafts and Pumps also available.

## Dimensions



**From:** JG Engine jgengine@gmail.com  
**Subject:** Re: Quote to replace existing diesel engine at Bolen South Tract  
**Date:** December 5, 2016 at 11:50 AM  
**To:** Jennifer Skupic jskupic@natomasbasin.org



This is the exact same engine with 2 exceptions, it has a hood on it and that is why it would be \$750.00 more, and instead of the SAE backend it has a clutch backend.

The SAE backend uses a drive plate to couple the driveline direct to the engine. On this setup when you start the engine the pump starts turning to.

With the clutch backend when you start the engine you have the clutch disengaged and let the engine warm up, then you engage the clutch to spin the pump so in a way its better. I was matching what you have there now and that is why I went with the SAE backend.

Thanks

John Graesser

JG Engine & Generator  
5740 Roseville RD Suite K  
Sacramento CA 95842

916 332 4010 shop (try first)  
916 616 4726 Cell

**From:** Jennifer Skupic  
**Sent:** Monday, December 5, 2016 11:15 AM  
**To:** JG Engine  
**Subject:** Re: Quote to replace existing diesel engine at Bolen South Tract

John,

Two things:

Is this the same quality as the original bid engine?

Are you able to simply swap the engines and keep the original bid price amount?

The reason is that this item in detail has already been added to the agenda for the Board meeting which has been sent out to Board members.

Thank you,  
Jennifer



**Jennifer Skupic** | Contract & Compliance Manager

**The Natomas Basin Conservancy**

[jskupic@natomasbasin.org](mailto:jskupic@natomasbasin.org)

Office: 916.649.3331

Fax: 916.649.3322



On Dec 5, 2016, at 10:42 AM, JG Engine <jgengine@gmail.com> wrote:

Jennifer, it looks like the engine as quoted will be about mid next January before I can get one here. However I do have one in stock but it has a hood on it. If you get the project approved and want it done this year add \$750.00 to the engine cost and then I can get started right away using the one in stock here.

A plus would be this engine has a clutch backend instead of the SAE backend like the existing engine, so the clutch would basically be free

the station would preferably be free.

Just giving you an option.

Thanks

John Graesser

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Sacramento CA 95842

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**From:** JG Engine

**Sent:** Friday, November 18, 2016 10:19 AM

**To:** Jennifer Skupic

**Subject:** Quote to replace existing diesel engine at Bolen South Tract

Jennifer, attached is a data sheet for the PSI 4.3L engine I am quoting to replace the existing Yanmar Diesel engine at the Bolen South Tract. The PSI 4.3L is a prime power agricultural power unit.

Included in the bid is,  
PSI 4.3L open power unit, includes the following  
Vapor LPG certified fuel system  
Exhaust system with catalyst  
Control panel  
Engine safety shutdowns  
Oil level gauge with low oil level shutdown  
Coolant level gauge with low level shutdown  
Engine skid  
Radiator cooled  
SAE back end  
Battery  
Fully assembled and test ran

Engine stand built to set the center of crankshaft to 26.5" to match the existing engines height.

Drive plate to match the existing driveline.

Removal of the existing engine and base.

Removal of approximately 4 2X4's on the southwest side of the enclosure to gain access for removal and installation. This is currently open anyway as the siding has already been torn off.

Installation of the new engine at site and hooking up the driveline and shield.

\$15,778.00 plus any applicable tax. This pricing is good for 30 days as PSI is having a price increase at year end.

A 50% deposit is required when placing the order. Remainder due upon completion.

The engine is out about 3 weeks from date of order.

This engine will have a vapor LPG fitting on it for the propane supplier to hook their line onto. The LPG tank and plumbing of the line to the engine is the responsibility of the propane supplier so it can be done to local code.

Thank you and please call or e-mail with any questions. Please let me know if you would like any LPG suppliers in your area that I have heard good things about.

John Graesser

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