

5.3L V-8, L84

FIVE GENERATIONS OF REFINEMENT

The L84 builds upon the previous 5.3L L83 with the addition of integral components for Automatic Start/Stop capability and available Dynamic Fuel Management (DFM) for even greater efficiency over Active Fuel Management. Proven technologies including Direct Injection, Variable Valve Timing, and a single-stage oil pump continue to be part of the 5.3L heritage.



GM Powered Solutions 5.3L L84 engine shown

STATE-OF-THE-ART TECHNOLOGIES

Direct Injection

- Injects fuel only where it is needed, directly into the combustion chamber, promoting precise fuel control, combustion and efficiency.
- Fosters a more complete burn of the fuel in the air-fuel mixture.
- Operates at a lower temperature than conventional port injection.
- Improved fuel atomization at cold temperatures enhances ability to start at cold temperatures.
- The high-pressure fuel pump incorporates “soft stop” control for the pump’s internal solenoid to minimize the characteristic “ticking” sound of direct injection systems.

Dynamic Fuel Management (DFM)

- Available Dynamic Fuel Management (DFM) operates in multiple cylinder deactivation patterns making it more efficient than Active Fuel Management which alternates between eight- and four-cylinder modes.
- Seamlessly reactivates all cylinders when full power is demanded.

Variable Valve Timing (VVT) Technology

- The dual-equal cam phasing system adjusts camshaft timing at the same rate for both intake and exhaust valves.
- Enhances torque and power across a wider engine speed range by adjusting camshaft timing at the same rate for both intake and exhaust valves to match performance needs at any engine speed.

Single-Stage Variable Displacement Oil Pump

- Oil pump adjusts pressure to precisely deliver as much oil as needed for any temperature and operating condition while protecting critical engine components, without losing performance.

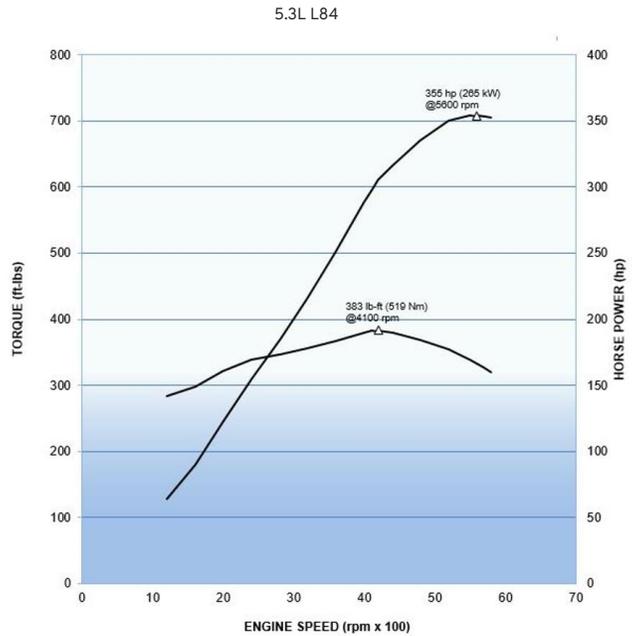
ADDITIONAL FEATURES

- Available Start/Stop technology
- Weight-saving cast aluminum cylinder block and head vs cast iron
- High-strength aluminum alloy pistons
- High-flow intake manifold and electronic throttle control
- PCV integrated rocker covers
- dexos1™ Gen2 0W20 engine oil
- Iridium-tipped, extended life spark plugs
- 58X crank timing

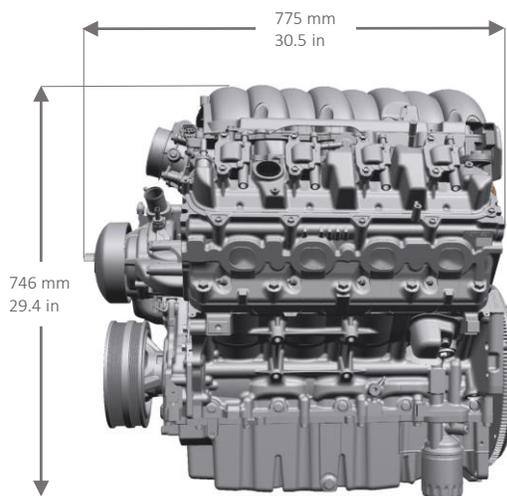
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SPECIFICATIONS

Type:	5.3L
Displacement:	5328 CC (325 CI)
Engine orientation:	Longitudinal
Compression ratio:	11.0:1
Valve configuration:	Overhead valves
Vales per cylinder:	Two
Assembly site:	St. Catherines, ON of globally sourced parts
Valve lifters:	Hydraulic roller
Firing order:	1-8-7-2-6-5-4-3
Bore x stroke:	96.0 mm x 92.0mm
Fuel System:	Direct Injection
Fuel type:	Regular unleaded
Horsepower:	355 hp (265 kW) @ 5600 rpm*
Torque:	383 lb-ft (519 Nm) @ 4100 rpm*
	*GM tested per SAE J1349
	Actual power levels may vary depending on OEM calibration and application
Maximum engine speed:	5800 RPM
Emissions control:	Three-way catalytic converter, Positive crankcase ventilation
Block:	Cast aluminum
Cylinder head:	Cast aluminum
Intake manifold:	Composite
Exhaust manifold:	Cast nodular iron
Main bearing caps material:	Powdered metal
Crankshaft:	Cast nodular iron
Camshaft:	Billet steel
Connecting rod:	Forged powdered metal



Chevrolet Silverado (Double, Crew Cab)



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