

6.2L V-8, L87

STRONG HERITAGE MEETS EFFICIENCY

The L87 builds upon the previous 6.2L L86 with integral components for Automatic Start/Stop capability and available Dynamic Fuel Management (DFM) for even greater efficiency. Efficient, robust technologies including Direction Injection, Variable Valve Timing, oil-jet piston cooling, and a two-stage oil pump continue to part of the 6.2L heritage.



GM full size truck L87 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.

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.

Refinement Features

- 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.
- 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.
- Two-stage oil pump adjusts oil pressure to precisely deliver as much oil as needed for any temperature and operating condition while protecting critical engine components, without losing performance.
- Oil-jet piston cooling helps keep pistons cooler and optimizes durability by spraying oil underneath each piston.

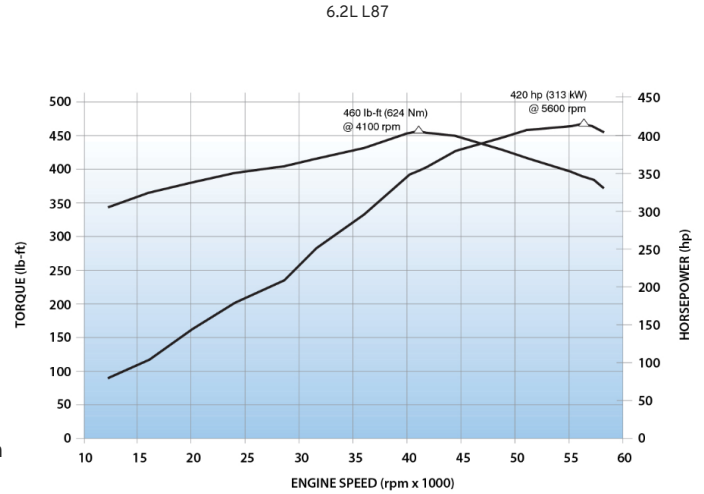
ADDITIONAL FEATURES

- Weight saving aluminum cylinder block and head
- High strength aluminum alloy pistons
- High flow intake manifold and electronic throttle control
- Two-stage oil pump
- Oil-jet piston cooling
- PCV Integrated rocker covers
- Dexos1 Gen2 0W20 engine oil
- Iridium-tipped, extended life spark plugs
- GM developed E92 engine controller
- 58X crank timing

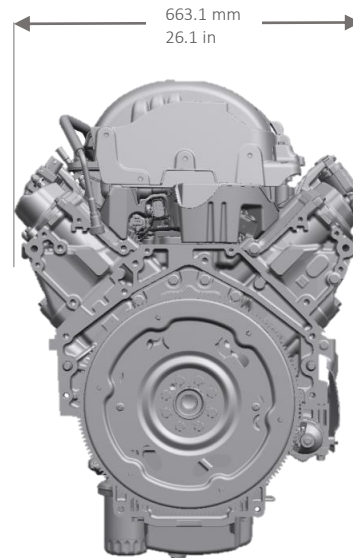
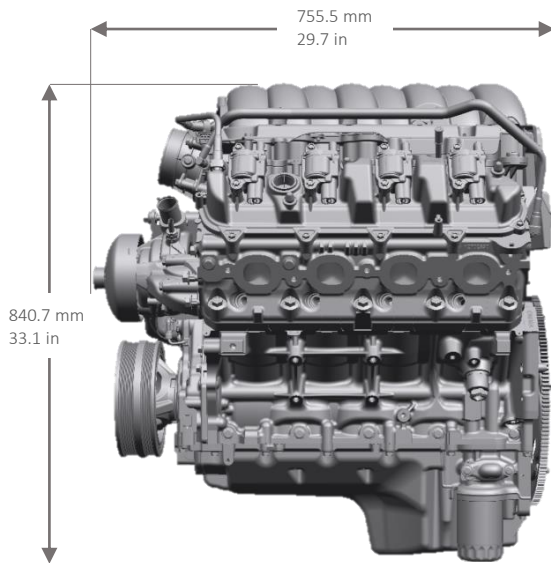
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SPECIFICATIONS

Type:	6.2L
Displacement:	6162 CC (376 CI)
Engine orientation:	Longitudinal
Compression ratio:	11.5:1
Valve configuration:	Overhead valves
Vales per cylinder:	Two
Assembly site:	St. Catherines, ON
Valve lifters:	Hydraulic roller
Firing order:	1-8-7-2-6-5-4-3
Bore x stroke:	103.25 x 92.0mm
Fuel type:	Regular gasoline (87 Octane)
Horsepower:	420 hp (313 kW) @5600 rpm*
Torque:	460 lb-ft (624 Nm) @4100 rpm*
	*GM tested per SAE J1349
	Actual power levels may vary depending on OEM calibration and application
Maximum engine speed:	6000 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:	Cast nodular iron
Crankshaft:	Forged steel
Camshaft:	Billet steel
Connecting rod:	Forged powdered metal



*As tested in Chevrolet Silverado 1500 (Dbl., Crew)



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