

1.8L I-4, LHE

MINI-POWERHOUSE

The 1.8L LHE is a proven naturally aspirated GM production engine used in the Chevrolet Spin for the South American market. It's small package size and performance rating is an ideal power unit for non-highway applications like small-delivery, industrial, construction, or recreational vehicles. For engine control integration, the LHE can be calibrated for most off-highway applications using the latest GM Powered Solutions Electronic Control Module hardware and software.



GM Powered Solutions 1.8L LHE
Simulated Image

STATE-OF-THE-ART TECHNOLOGIES

Cylinder Block

- Cast-iron block is the 1.8L's foundation, matched with an aluminum cylinder head enhances strength while helping minimize weight vs an all-iron assembly.
- The block has fine cylinder honing for low internal friction.

Light Rotating Assembly

- The tubular camshaft is lighter than conventional solid shafts which helps lower the inertia of the valvetrain, allowing the engine to rev higher and more quickly.

Piston Assembly

- Lightweight aluminum pistons and forged connecting rod result in less mass inside the engine – leading to more efficiency, decreased vibration, and performance at high rpm.

Engine Control Module (Optional)

- Rugged MEFI-6 E78 ECM hardware and software designed to interface with GM engine components for most non-highway performance calibrations.
- Don't waste time and resources programming aftermarket engine control modules (ECMs) with uncertain outcomes, GM Powered Solution engineers are available to recommend and calibrate GM original engine controls to help optimize engine performance and efficiency for most non-highway applications.

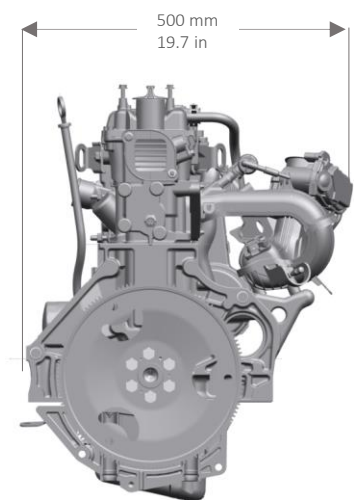
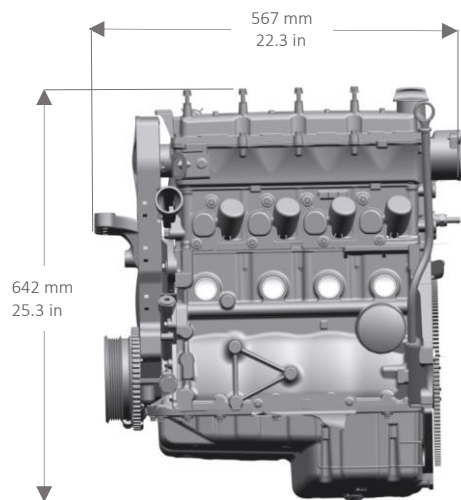
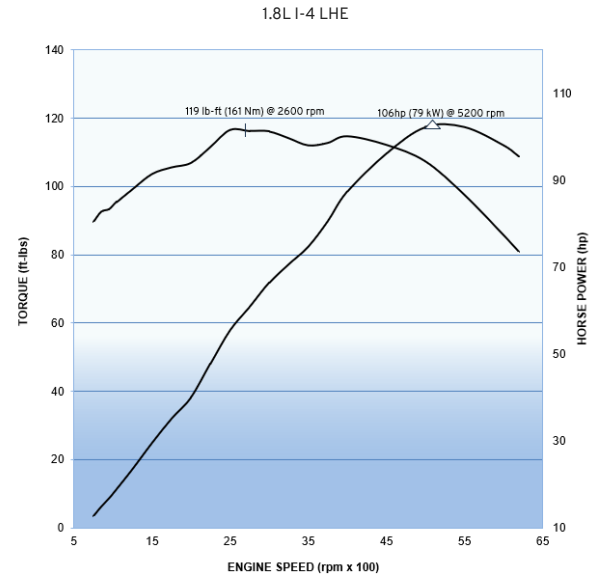
ADDITIONAL FEATURES

- Three-layer steel cylinder head gasket
- 87 Octane Gasoline Minimum, (91 RON Min)
- Intake manifold with optimized flow
- Individual Ignition coil
- Dexos1 Gen3 5W30 engine oil
- Alternate fuel variant, 1.8L-LI3, also available.

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SPECIFICATIONS

Type:	1.8L I-4
Displacement:	1796 CC
Engine Orientation:	Transverse
Compression Ratio:	10.5:1
Valve Configuration:	Single Overhead Camshaft
Vales Per Cylinder:	Two
Assembly Site:	São Jose dos Campos, Brazil Of Globally Sourced Parts
Valve Lifters:	Roller Finger Follower With Hydraulic Lash Adjuster
Firing Order:	1-3-4-2
Bore x Stroke:	80.5 x 88.2 mm
Fuel System:	Multi-Port Fuel Injection (MPFI)
Fuel type:	87 Octane Gasoline Minimum, (91 RON Min)
Horsepower:	106hp (79 kW) @ 5200 rpm
Torque:	119 lb-ft (161 Nm) @ 2600 rpm As Tested In Chevrolet Spin, South America
Maximum Engine Speed:	6300 RPM
Emissions Control:	No Emission Components Included. Actual Emission Levels Dependent On Customer Calibration And Validation.
Block:	Grey Cast Iron
Cylinder Head:	Aluminum
Intake Manifold:	Composite
Exhaust Manifold:	Steel
Main Bearing Caps:	Grey Cast Iron
Crankshaft:	Nodular Cast Iron
Camshaft:	Tubular (Powdered Metal/Sintered Lobes)
Connecting Rod:	Forged Steel



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