

# Chevrolet 350

8 cyl. | 350 cu. in. | V-8 | 12 volt

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INDUSTRIAL ENGINES

GM

## Standard Features

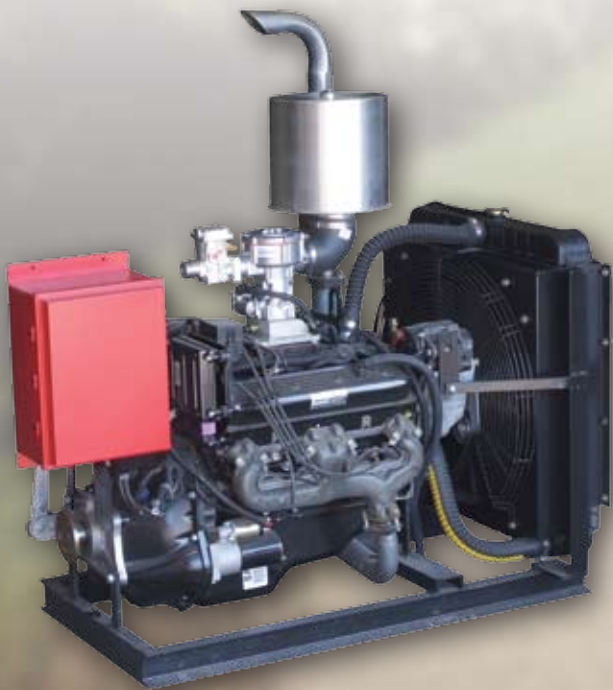
- » Designed to work with gasoline, liquid propane gas and natural gas.
- » Nodular iron crankshaft has enlarged journal fillet radii for increased durability.
- » World-class engine sealing system uses composite cylinder head gaskets with steel cores, a one-piece rear main crankshaft seal, a one-piece oil pan seal and moulded rocker cover seals.
- » Hydraulic roller camshaft is optimized for maximum performance.
- » Sintered powdered-metal exhaust valve seat inserts for enhanced durability.
- » Exhaust valve rotators improve valve and valve seat durability.
- » Positive inlet valve stem seals to control oil consumption.
- » High Voltage Switch (HVS) distributor and coil are standard. Non-adjustable variable spark.
- » Common rear face on most GM industrial engines for easy hookup with housing.

## Specifications

- » Type: 90 5.7L V8
- » Displacement: 350 cid (5736.50 cc)
- » Compression Ratio: 9.4:1
- » Valve Configuration: Pushrod Actuated Overhead Valves
- » Manufactured: Toluca, Mexico
- » Valve Lifters: Hydraulic Roller
- » Bore X Stroke: 4.00 x 3.48 in (101.60 mm x 88.39 mm)
- » Main Bearing Caps: 2-Bolt
- » Balance Method: External
- » Intake Manifold: Electronic Mixer
- » Oil Pan Capacity: 5 qt
- » Fuel Types: LPG or NG
- » Engine Rotation: Clockwise (from the front)
- » Paint Protection: Component Painted
- » Horsepower: 151 hp @ 3000 rpm (LP and natural gas)
- » Torque: 272 lb-ft @ 2500 rpm (LP and natural gas)
- » Shipping Weight: 582 lb (264 kg)

## Materials

- » Block: Cast Iron
- » Cylinder Head: Cast Iron
- » Intake Manifold: Cast Aluminum
- » Main Bearing Caps: Cast Iron
- » Crankshaft: Nodular Iron
- » Camshaft: Cast Iron
- » Pistons: High Silicon Content Aluminum
- » Exhaust Seat: Sintered Powdered Metal Insert



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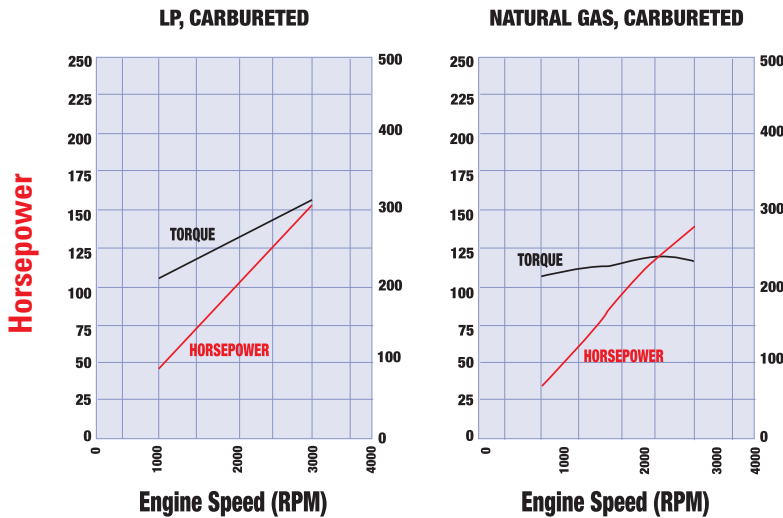
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		H/O		H/O		H/O		H/O
RATIO	1:1	1:1	11:10	11:10	6:5	6:5	5:4	5:4
RPM	1760	1760	1936	1936	2112	2112	2200	2200
HP/NG	64	80	69	85	74	90	77	95

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

## Performance Curves



Torque (lb.-ft.)

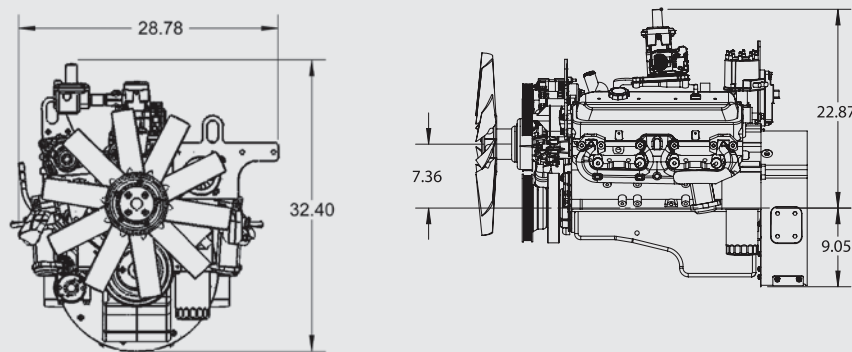
Power corrected to SAE J1995. Actual power levels may vary due to fuel system calibration, and design of induction and exhaust system.

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

## Options

- » Cast iron 4 barrel intake manifold is standard
- » An Electronic control Module (ECM) utilizing state-of-the-art hybrid technology and related hardware to optimize fuel and spark requirements are standard
- » Fuel options LPG, NG
- » SAE 3 flywheel housing (cast iron)
- » SAE flywheels
- » Custom made flywheels for numerous applications
- » Cooling fans
- » Radiators
- » Dry type industrial air cleaners (safety element air cleaners available)
- » Electric governor systems standard
- » High Output Camshaft standard

## Dimensions



## Fuel System Features

- » Closed-Loop Fuel System Kit
- » Dual Fuel
- » LPG (Mixer, Throttle Body, Fuel Lock, Regulator)
- » LPG w/Elec. Governor
- » LPG Electronic Mixer
- » NG/LPG Carb Dual Fuel
- » NG Electronic Mixer
- » NG (Mixer, Throttle Body & Air Cleaner)
- » NG w/Elec. Governor
- » Three Way Catalyst Available

\*Generators, Drive Shafts and Pumps also available.

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