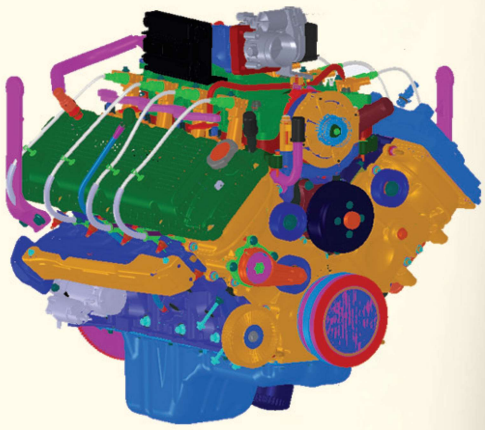
RSG-862 EFI

6.2 Liter
V-8



Options

Engine Cooling Fans
- 18" (457mm) diameter suction
- 18" (457mm) diameter pusher

Flywheels
- 11.5" SAE
- flat face flywheel

Flywheel Housings
- SAE #3

Exhaust Manifold
- rear dump down

Power Steering Pump
Wiring Harnesses
Discrete Speed Switch
Variable Speed Hand Throttle
Variable Speed Foot Pedal
Engine Mounts
- Automotive with insulators
- Open power unit

Electronic Instrument Panel, Gauges
Three Way Catalyst / Muffler Standard
Powersteering
AC Compressor

Transmissions
6R80 electronic shift

Emissions Information
California Air Resources Board (CARB)
Environmental Protection Agency (EPA)

Warranty
Contact Engine Distributors, Inc for warranty details.

Ford Power Products

Powertrain Assemblies
& Components
Provided By Ford
Component Sales

Specifications

Engine Type	V-8
Bore and Stroke	4.02" x 3.74" (102mm x 95mm)
Displacement	6.2L (379 CID)
Compression Ratio	9.8:1
Oil Capacity	7 qts. including filter
Net Weight	589 lbs. (267 kgs)
Dimensions	L 26.8" x W 31.1" x H 34.3" (682.2 mm x 791 mm x 873.5 mm)

Gasoline (corrected per SAE J1349)

Unleaded 87 or 89 octane

Intermittent Power	166 [HP] @ 2800rpm	(124 [kW] @ 2800rpm)
Continuous power	150 [HP] @ 2800rpm	(111 [kW] @ 2800rpm)
Intermittent Torque	355 [ft-lbs] @ 2250rpm	(481 [N-m] @ 2250rpm)
Continuous Torque	320 [ft-lbs] @ 2250rpm	(433 [N-m] @ 2250rpm)

Natural Gas (corrected per SAE J1349)

Intermittent Power	232 [HP] @ 3600rpm	(173 [kW] @ 3600rpm)
Continuous power	208 [HP] @ 3600rpm	(155 [kW] @ 3600rpm)
Intermittent Torque	340 [ft-lbs] @ 3600rpm	(460 [N-m] @ 3600rpm)
Continuous Torque	305 [ft-lbs] @ 3600rpm	(413 [N-m] @ 3600rpm)

Liquefied Petroleum Gas (corrected per SAE J1349)

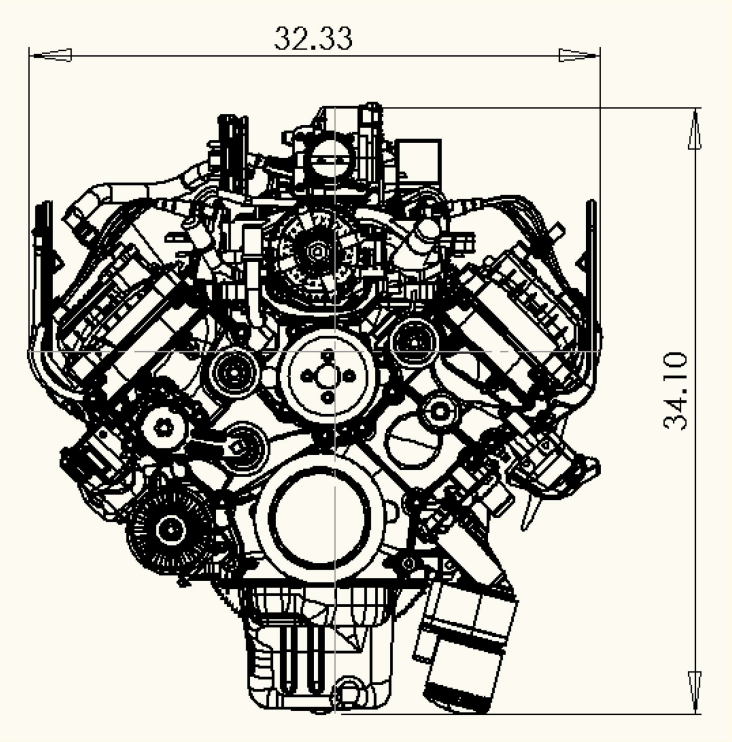
Intermittent Power	233 [HP] @ 3400rpm	(174 [kW] @ 3400rpm)
Continuous power	210 [HP] @ 3400rpm	(156 [kW] @ 3400rpm)
Intermittent Torque	365 [ft-lbs] @ 3300rpm	(494 [N-m] @ 3300rpm)
Continuous Torque	329 [ft-lbs] @ 3300rpm	(446 [N-m] @ 3300rpm)

Standard Features / Benefits

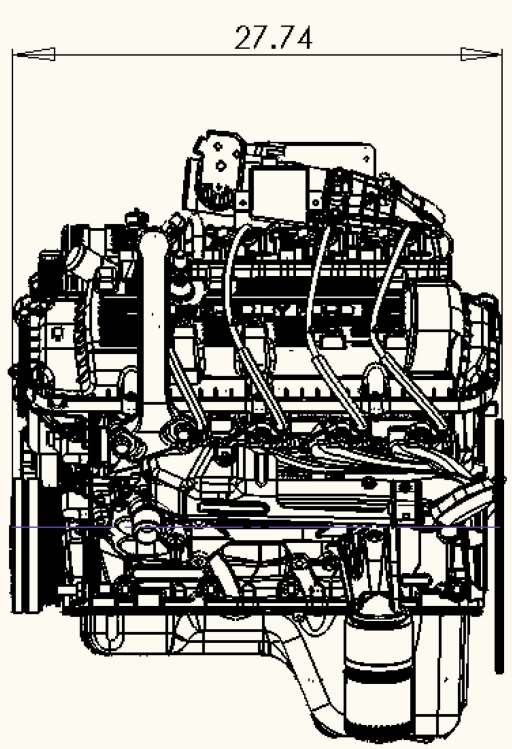
- 157 Amp Alternator - Standard
- Dual equal variable cam timing for outstanding torque
- Cam torque actuated variable cam timing optimized intake and exhaust valve opening and closing events to maximize fuel economy Dimensions
- Distributorless Ignition system and Twin spark plugs ensure a smooth stable idle and efficient combustion
- Large single intake and exhaust valves for outstanding breathing
- Individually chain-driven camshafts with a hydraulic timing chain tensioner on each timing chain
- Stiff overhead cam roller-rocker shaft valvetrain
- High-strength deep skirt block with 4 bolt mains and side bolts for strength and durability
- High compression ratio enhances engine efficiency
- Tuned composite intake manifold and ports tuned for optimal airflow for excellent torque across entire engine speed range
- Cast exhaust manifolds for heavy duty operation and durability
- Piston cooling jets for improved fuel economy and durability
- Gasoline Sequential Port Fuel Injection
- Closed loop fuel control for all fuels
- Electronic engine management system with built-in engine protection against detonation, high coolant temperature, low oil pressure, over speed shutdown and starter lockout
- Next generation governing – discrete speeds, variable speeds, drive by wire – using the highest quality components.

Installation Drawings

Front End View

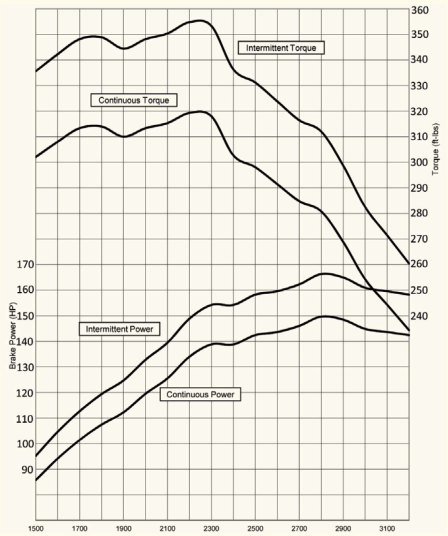


Left Side View

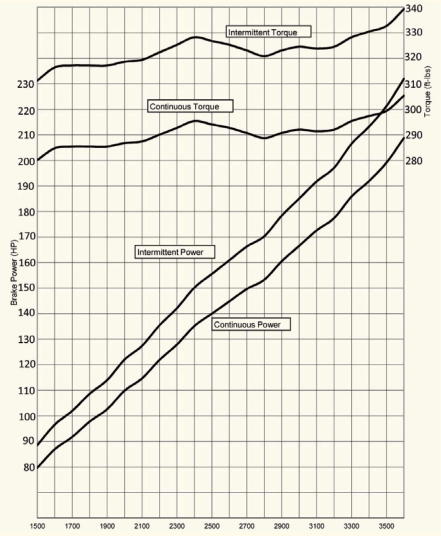


Power Curves (corrected per SAE J1349)

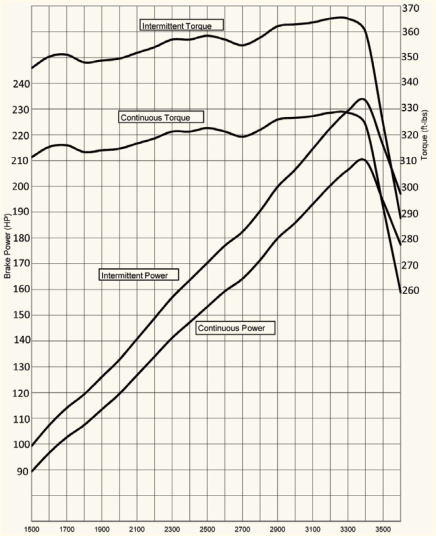
Gasoline



Natural Gas



Liquefied Petroleum Gas



Ford Power Products

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For additional information Contact:

Crosspoint Power & Refrigeration

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