

2010

GM

A very efficient engine that offers proven performance in a compact package. It is a global engine used in a multitude of applications.

New for 2010

Vortec 2.4L

Features & Benefits

- Single overhead cam valvetrain optimizes performance and efficiency
- Crank-triggered, waste spark ignition system utilizes the coil pack, crankshaft position sensor and Mefi 5 ECM for accurate spark timing
- World-class engine sealing system for superior leak protection
- Serpentine belt harmonic balancer is standard
- Automatic belt tensioner
- Pistons have high silicon content for improved durability and noise reduction
- Water cooled cast aluminum exhaust manifold reduces radiated heat to nearby components
- Heat exchanger cooling system

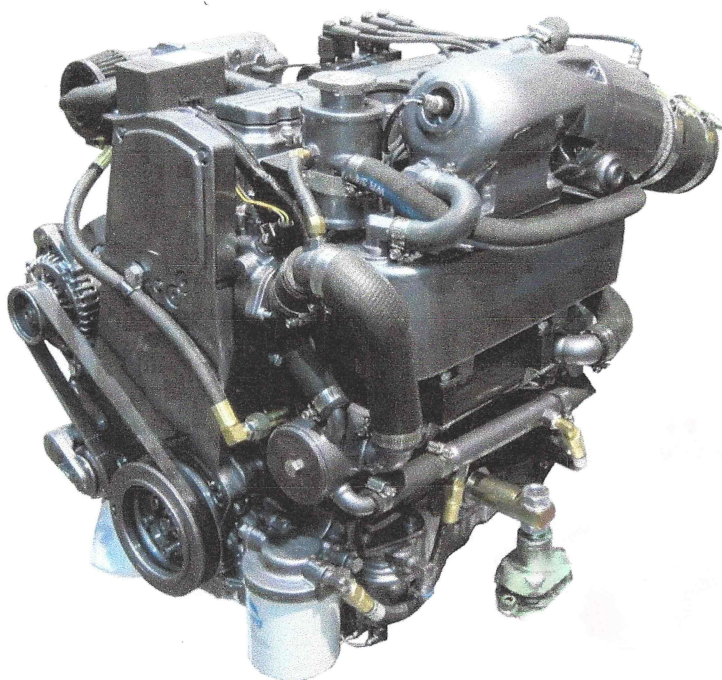


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Vortec 2400 Feature Focus

The Vortec 2400 is a global engine used in a multitude of applications. It has a reputation around the world for delivering the uncompromised power and rugged durability you've come to expect from GM Vortec engines.

Specifications

Type: 2.4L I-4

Displacement: 147 cid (2405 cc)

Compression ratio: 9.6:1

Valve configuration: SOHC

Firing order: 1-3-4-2

Bore x Stroke: 3.44 x 3.94 in.
(87.5 x 100mm)

Fuel system: PFI

Fuel type: Gasoline

Horsepower: 130 hp @ 4400 rpm

Torque: 169 lb-ft @ 3200 rpm

Engine redline: 5500 rpm

Weight: 410 lbs

Materials:

Block: Cast Iron

Cylinder head: Aluminum with Valve Seat Inserts

Intake manifold: Aluminum

Exhaust manifold: Aluminum

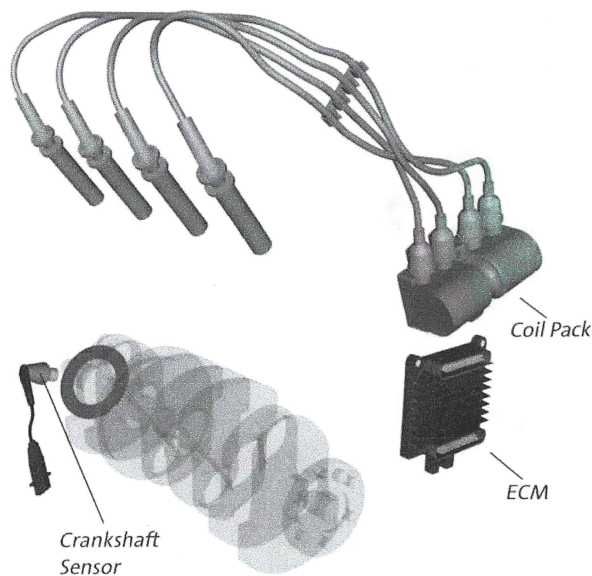
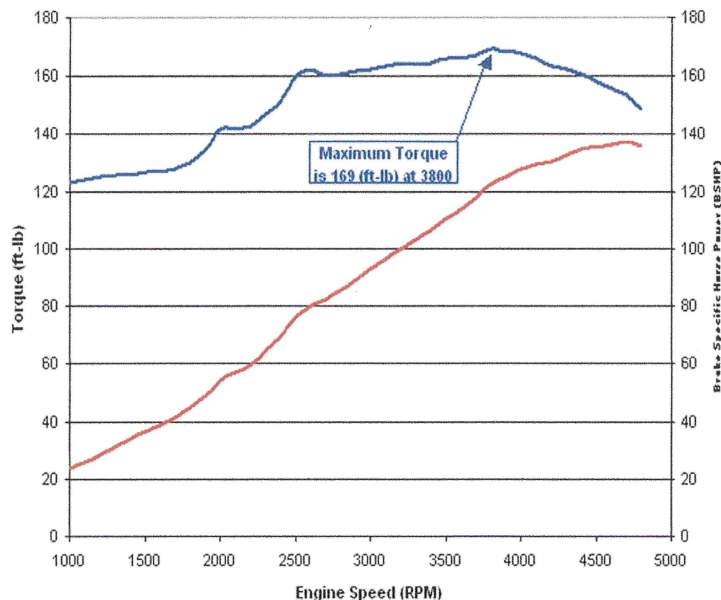
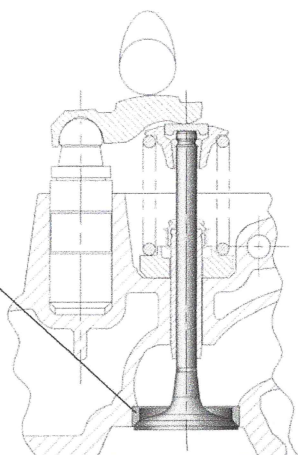
Main bearing caps: Cast Iron

Crankshaft: Nodular Iron

Connecting rods: Cast Iron

Exhaust Valve
Seat Insert

The exhaust valve seat inserts in the cylinder head provide superb durability.



The crank-triggered, waste spark ignition system uses a crankshaft position sensor, coil pack, and available ECM to replace the distributor and coil used in conventional ignition systems, so servicing of distributor caps and rotors is eliminated. Crankshaft position is precisely determined directly from the crankshaft, resulting in improved spark accuracy. The OEM-established spark timing cannot be changed by the end user.

Information may vary with application. All specifications listed are Based on the latest product information available at the time of



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