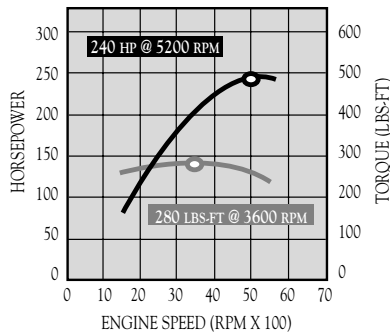




3800 SFI SERIES II SUPERCHARGED V-6



SPECIFICATIONS

Type	90° V-6
Piston Displacement	3.8L (231 CID)
Fuel Management	Supercharged sequential-port fuel injection
Compression Ratio	8.5:1
Bore/Stroke (in.)	3.80/3.40
Net Horsepower @ rpm	240 @ 5200
Net Torque @ rpm	280 @ 3600
EPA (Est.) City (projected)	18
Highway (projected)	27

USAGE

• Regal GS • Park Avenue Ultra

FEATURES

- Belt-driven supercharger
- Supercharger bypass
- Improved exhaust sealing
- Preset boost levels
- Balance shaft
- On-center cylinder design
- Mass air flow sensor
- Micro-finished crankshaft
- Computer-controlled coil ignition
- Electronic spark control
- Gerotor oil pump
- Low-tension piston rings
- Tubular exhaust manifolds
- Single-belt accessory drive

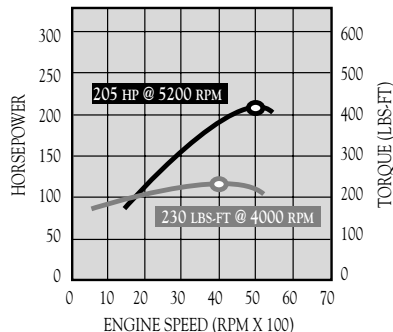


- High-flow injectors
- Linear EGR valve
- Cast iron block and cylinder head
- Long-life spark plugs

SIGNIFICANT FEATURES/BENEFITS

- Meets California LEV standards
- OBD II compliant
- 240 horsepower
- 280 lbs.-ft. of torque
- Character and feel of a V-8 while maintaining the fuel efficiency of a V-6
- Integrated, compact casting incorporating a 90-cubic-inch, roots-type blower
- Supercharger boost controlled by the Powertrain Control Module (PCM) to allow shaping of the engine "character"
- Sequential-port fuel injection (SFI) for precise fuel delivery, giving excellent starting characteristics, smooth idle and enhanced performance
- Mass air flow (MAF) for precise air metering providing improved smoothness
- The robust design of the base 3800 Series II engine means many of the main engine parts are the same, such as cylinder block, crankshaft and valve train

3800 SFI SERIES II V-6



SPECIFICATIONS

Type	90° V-6
Piston Displacement	3.8L (231 CID)
Fuel Management	Sequential-port fuel injection
Compression Ratio	9.4:1
Bore/Stroke (in.)	3.80/3.40
Horsepower @ rpm	205 @ 5200 ¹
Torque @ rpm	230 @ 4000 ¹
EPA (Est.) City (projected)	19
Highway (projected)	30 ²

¹Regal LS (Horsepower = 200 @ 5200 rpm; Torque = 225 @ 4000 rpm) ²28 on Park Avenue

USAGE

• Regal LS • Le Sabre • Park Avenue

FEATURES

- Sequential-port fuel injection
- Low deck engine block
- 9.4:1 compression ratio
- Direct mounted engine accessories
- Laminated oil pan
- Lightweight pistons with floating pin design
- Tuned intake
- Symmetrical combustion chambers
- Cast iron block and cylinder head
- Long-life spark plugs
- OBD II compliant



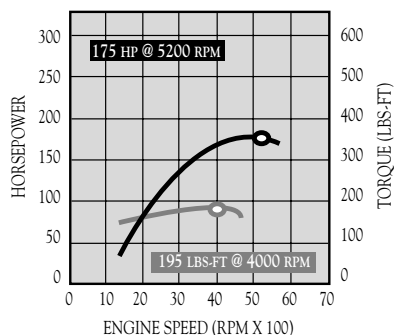
SIGNIFICANT FEATURES/BENEFITS

- Meets both ULEV and California LEV standards
- 200-205 horsepower (depending on application)
- 225-230 lbs.-ft. of torque (depending on application)
- Sequential-port fuel injection (SFI) for precise fuel delivery, giving excellent starting characteristics, smooth idle and enhanced performance
- Mass air flow (MAF) for precise air metering, providing improved smoothness
- Lightweight, high performance, low friction valve train for higher speed capability and improved fuel economy
- Counter-rotating balance shaft for reduced vibration
- Deep skirt block with cross-bolted main caps for reduced noise

Revised July 1999; subject to change.



3100 SFI V-6



SPECIFICATIONS

Type	60° V-6
Piston Displacement	3.1L (191 CID)
Fuel Management	Sequential-port fuel injection
Compression Ratio	9.6:1
Bore/Stroke (in.)	3.51/3.31
Net Horsepower @ rpm	175 @ 5200
Net Torque @ rpm	195 @ 4000
EPA (Est.) City (projected)	20
Highway (projected)	30

USAGE

• Century Custom • Century Limited

FEATURES

- Sequential-port fuel injection
- Improved starter for quiet reliable operation
- One-piece flywheel
- Increased heater capacity via coolant flow changes
- Roller rocker arms
- Low-restriction aluminum intake manifold/low-friction piston rings
- Net build valve train (no need to adjust)
- 24X ignition system
- Quiet intake manifold design
- Single-belt accessory drive
- Steel assembled camshaft
- Forged steel connecting rods
- Cast iron block

SIGNIFICANT FEATURES/BENEFITS

- OBD II compliant
- 175 horsepower for lively passing performance
- 195 lbs.-ft. of torque provide great launch feel
- Sequential-port fuel injection (SFI) for precise fuel delivery, giving excellent starting characteristics, smooth idle and enhanced performance
- Mass air flow (MAF) for precise air metering, providing improved smoothness
- Low-friction valve train for improved fuel economy
- Lightweight aluminum cylinder heads contribute to mass efficient design
- Cast aluminum "structural" oil pan reduces engine noise
- Transitional Low Emission Vehicle (TLEV) compliance in California and some Northeast states



- Low-oil-level sensor
- Long-life spark plugs
- Extended-life coolant