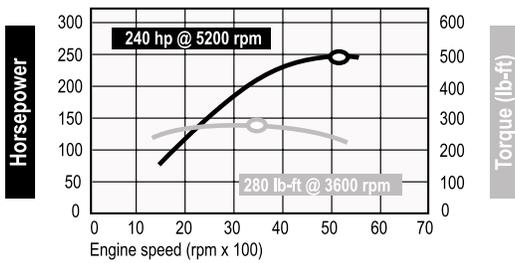




3800 SFI Series II Supercharged V-6



Type	Overhead-valve 90° V-6
Bore and stroke	3.80 x 3.40 in./96.52 x 86.36 mm
Piston displacement	231 cu. in./3791 cc
Cylinder head and block material	Cast iron
Compression ratio	8:5:1
Net horsepower	240 hp @ 5200 rpm
Torque	280 lb-ft @ 3600 rpm
Recommended fuel	Unleaded premium
Fuel management	Sequential port fuel injection
EPA fuel economy rating, city/hwy	18/27

Usage – Regal GS, Park Avenue Ultra

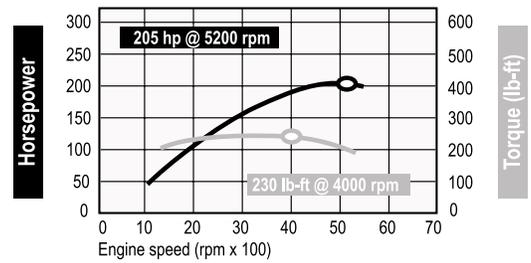
NEW FOR 2001

Smaller, lighter, more efficient catalytic converter meets National Low Emissions Vehicle (NLEV) and California Low Emissions Vehicle (LEV) certification
 Spark plugs' platinum tips have self-cleaning properties for greater reliability
 Soldered plug wire connection (at spark plug end), as opposed to snap fit, improves connection reliability
 Improved manifold absolute pressure and mass air flow sensors are less susceptible to operational fluctuations due to electrical interferences or radio waves

KEY FEATURES

Compact 90 cu. in. supercharger, housing throttle-body adaptor, crankcase ventilation plumbing, coolant passages and rotor drive mechanism
 Belt-driven supercharger
 Supercharger bypass
 Preset boost levels controlled by powertrain control module
 Permanently lubricated rotor drive mechanism
 Direct mounted engine accessories
 Low-friction pistons with floating-pin design
 Lightweight, high-performance, low-friction valve train for higher speed capability and improved fuel economy
 Counter-rotating balance shaft for reduced vibration
 Low deck engine block
 Tuned intake
 Symmetrical combustion chambers
 Deep skirt block with cross-bolted main caps for reduced noise
 Micro-finished crankshaft
 Computer-controlled coil ignition
 Electronic spark control
 Gerotor oil pump
 Single-belt accessory drive
 Linear EGR valve

3800 SFI Series II V-6



Type	Overhead-valve 90° V-6
Bore and stroke	3.80 x 3.40 in./96.52 x 86.36 mm
Piston displacement	231 cu. in./3791 cc
Cylinder head and block material	Cast iron
Compression ratio	9:4:1
Net horsepower	205 hp @ 5200 rpm ¹ 200 hp @ 5200 rpm ²
Torque	230 lb-ft @ 4000 rpm ¹ 225 lb-ft @ 4000 rpm ²
Recommended fuel	Unleaded regular
Fuel management	Sequential port fuel injection
EPA fuel economy rating, city/hwy	19/30 ¹ , 20/29 ²

Usage – Regal LS, LeSabre Custom, LeSabre Limited, Park Avenue

¹ LeSabre, Park Avenue

² Regal LS

NEW FOR 2001

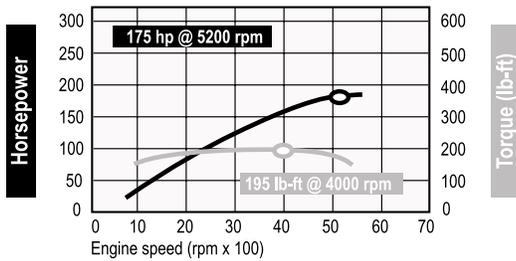
Multec II fuel injectors increase efficiency and reduce emissions
 Smaller, lighter, more efficient catalytic converter meets National Low Emissions Vehicle (NLEV) and California Low Emissions Vehicle (LEV) certification
 Improved starter reduces mass while maintaining quality (now in Regal; Park Avenue and LeSabre upgrade in 2000)
 Platinum-tipped spark plugs now silicon oil coated, for greater reliability
 Soldered plug wire connection (at spark pug end), as opposed to snap fit, improves connection reliability
 New fuel pressure regulator with increased pressure reduces possibility of idle instability in high temperature operating conditions
 Improved manifold absolute pressure and mass air flow sensors are less susceptible to operational fluctuations due to electrical interferences or radio waves

KEY FEATURES

Cast aluminum structural oil pan (Park Avenue)
 Direct mounted engine accessories
 Low-friction pistons with floating-pin design
 Lightweight, high-performance, low-friction valve train for higher speed capability and improved fuel economy
 Counter-rotating balance shaft for reduced vibration
 Low deck engine block
 Tuned intake
 Symmetrical combustion chambers
 Deep-skirt block with cross-bolted main caps for reduced noise
 Micro-finished crankshaft
 Computer-controlled coil ignition
 Electronic spark control
 Gerotor oil pump
 Single-belt accessory drive
 Linear EGR valve



3100 SFI V-6



Type	Overhead-valve 60° V-6
Bore and stroke	3.51 x 3.31 in./89 x 84 mm
Piston displacement	191 cu. in./3136 cc
Cylinder head and block material	Cast aluminum/cast iron
Compression ratio	9:6:1
Net horsepower	175 hp @ 5200 rpm
Torque	195 lb-ft @ 4000 rpm
Recommended fuel	Unleaded regular
Fuel management	Sequential port fuel injection
EPA fuel economy rating, city/hwy	20/30

Usage – Century Custom, Century Limited

NEW FOR 2001

- Smaller, lighter, more efficient catalytic converter meets National Low Emissions Vehicle (NLEV) and California Low Emissions Vehicle (LEV) certification
- Air gap downpipe increases emissions reduction efficiency
- Improved water pump extends life and reduces potential for leaks
- Improved drive-belt tensioner
- Platinum-tipped spark plugs are now silicon oil coated, for greater reliability
- Lower engine idle speed
- Lighter, more efficient starter motor maintains output with less drain on battery

KEY FEATURES

- Multec II fuel injectors increase efficiency and reduce emissions
- Reduced-friction piston rings
- High-flow intake manifold and cylinder heads
- One-piece flywheel
- Roller rocker arms
- 24X ignition system
- Steel-assembled camshaft
- Forged-steel connecting rods
- Low-friction valve train
- Cast-aluminum structural oil pan



3800 SFI Series II Supercharged V-6



3800 SFI Series II V-6



3100 SFI V-6