

2009 GM 3.6L V-6 VVT (LY7)		08/11/08
Type:	3.6L V-6	
Displacement:	3564cc (217 ci)	
Compression ratio:	10.2:1	
Valve configuration:	dual overhead camshafts	
Valves per cylinder:	4	
Assembly site:	St Catharines, Ontario Flint Engine South, Flint, Mi Ramos Arizpe, Mexico Melbourne, Australia Suzuki, Japan	
Valve lifters:	roller follower with hydraulic lash adjusters	
Firing order:	1-2-3-4-5-6	
Bore x stroke:	94 x 85.6 mm	
Bore Center (mm)	103	
Fuel system:	SFI	
Fuel Type:	Regular Unleaded	
Applications:	Horsepower: hp (kw)	
Cadillac SRX	255 hp (190 kW) @ 6500 rpm	
Cadillac CTS	263 hp (196 kW) @ 6400 rpm SAE CERTIFIED	
Saturn AURA XR	252 hp (188 kW) @ 6300 rpm SAE CERTIFIED	
Pontiac G6	252 hp (188 kW) @ 6300 rpm SAE CERTIFIED	
Chevrolet Malibu	252 hp (188 kW) @ 6300 rpm SAE CERTIFIED	
Saturn VUE	257 hp (192 kW) @ 6500 rpm SAE CERTIFIED	
Chevrolet Equinox	264 hp (197 kW) @ 6500 rpm SAE CERTIFIED	
Pontiac Torrent	264 hp (197 kW) @ 6500 rpm SAE CERTIFIED	
Pontiac G8	256 hp (190 kW) @ 6300 rpm SAE CERTIFIED	
Applications:	Torque: lb-ft. (Nm)	
Cadillac SRX	254 lb-ft (344 Nm) @ 2800 rpm	
Cadillac CTS	253 lb-ft (343 Nm) @ 3100 rpm SAE CERTIFIED	
Saturn AURA XR	251 lb-ft (340 Nm) @ 3200 rpm SAE CERTIFIED	
Pontiac G6	251 lb-ft (340 Nm) @ 3200 rpm SAE CERTIFIED	
Chevrolet Malibu	251 lb-ft (340 Nm) @ 3200 rpm SAE CERTIFIED	
Saturn VUE	248 lb-ft (336 Nm) @ 2100 rpm SAE CERTIFIED	
Chevrolet Equinox	250 lb-ft (339 Nm) @ 2300 rpm SAE CERTIFIED	
Pontiac Torrent	250 lb-ft (339 Nm) @ 2300 rpm SAE CERTIFIED	
Pontiac G8	248 lb-ft (336 Nm) @ 2100 rpm SAE CERTIFIED	
Fuel shut off:	7000 rpm for CTS, SRX, 6900 rpm for AURA, G6, Malibu, VUE, Equinox & Torrent	
Emissions controls:	evaporative system dual catalytic converters positive crankcase ventilation	
Engine Orientation: L= (longitudinal) / T (Transverse)	Longitudinal & Transverse	
Engine Mass (kg/lbs) engine plant as shipped weight	165 / 364 Automatic 187 / 412 Manual	
MATERIALS		
Block:	sand cast aluminum (319) with cast in iron bore liners	
Cylinder head:	cast aluminum (319 semi permanent mold)	
Intake manifold:	aluminum (319 Upper, and Lower)	
Exhaust manifold:	high-silicon moly cast iron	
Main bearing caps:	sintered steel (CU infiltrated)	
Crankshaft:	forged steel (1038 V)	
Camshaft:	cast nodular iron	
Connecting rods:	sinter forged steel	
Additional features:	four-cam continuously variable cam phasing internal exhaust gas recirculation (EGR) pressure-actuated piston cooling jets torque-based engine management system Variable Intake Manifold system (VIM) secondary throat cut inlet ports fuel rail with internal pressure damper internal front cover damper plates cartridge style oil filter extended life spark plugs extended life coolant extended life accessory drive belts 7.7mm IT chain system for all HFV6 applications 5W30 GF4 Mineral Oil Synthetic Oil for Cadillac applications	