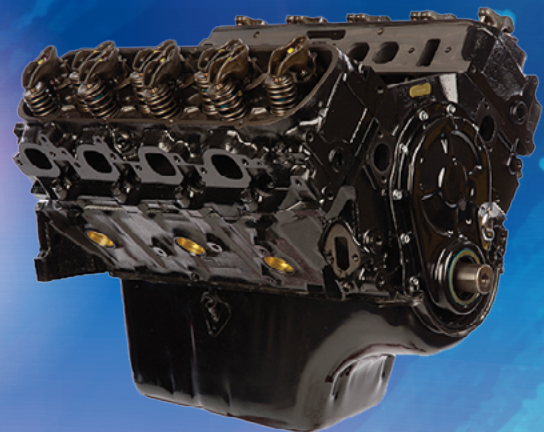
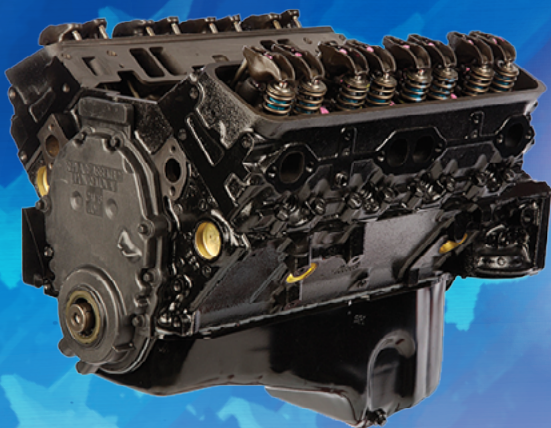




# MARINE ENGINE CATALOG



**TRI STAR MARINE ENGINES LEAD THE INDUSTRY IN QUALITY AND DURABILITY. ALL OF OUR MARINE ENGINES ARE BUILT USING THE LATEST IN STATE OF THE ART CNC MACHINING AND ASSEMBLY PROCESS. IN ADDITION, ALL OF OUR MARINE ENGINES ARE TESTED 100% UPON COMPLETION, INCLUDING FULL PRESSURE TESTING OF THE COOLING SYSTEM.**

**TRI STAR MARINE ENGINES ARE BUILT WITH HIGH QUALITY MARINE SPECIFIC PARTS THAT MEET AND MOST CASES EXCEED OE SPECIFICATIONS. FOR EXAMPLE, WE USE ONLY FORGED OR GRAPHITE COATED HYPEREUTECTIC PISTONS IN ALL OUR ENGINES. WE ALSO USE MARINE DESIGNED CAMS AND BRASS FREEZE PLUGS.**



**320 10TH AVENUE  
BALDWIN, WI 54002**

**1-800-322-5859**

**WWW.TRISTARENGINES.COM**

**MADE IN BALDWIN, WISCONSIN**

**REMANUFACTURING ENGINES SINCE 1988**

# GENERAL MOTORS MARINE

CLICK PART # TO FIND YOUR PART!

YEAR	C.I.D. LITER		DESCRIPTION	ROTATION	PART #
1991 & UP	181	3.0	REMAN ENGINE, LX TYPE HEAD, 1PC. RMS, VERIFY STARTER TYPE	STD.	<a href="#">P4152M</a>
1985	262	4.3	2PC. RMS FLAT TAPPET CAMSHAFT	STD.	<a href="#">P4049M</a>
1986-1992	262	4.3	1PC. RMS WITH MECHANICAL FUEL PUMP PROVISION, ROLLER CAM	STD.	<a href="#">P4096M</a>
1993-1996	262	4.3	BALANCE SHAFT MARINE ENGINE NO FUEL PUMP PROVISION ENGINE HAS 12 INTAKE MANIFOLD BOLTS	STD.	<a href="#">P4097M</a>
1996-1999	262	4.3	BALANCE SHAFT ENGINE, WITH 3/8" STD. THREAD STARTER BOLTS, THIS ENGINE HAS 8 TOTAL INTAKE MANIFOLD BOLTS	STD.	<a href="#">P4112M</a>
2000 & UP	262	4.3	BALANCE SHAFT ENGINE, WITH 10X1.25 METRIC THREAD STARTER BOLTS, THIS ENGINE HAS 8 TOTAL INTAKE MANIFOLD BOLTS, WITH OR WITHOUT CRANKSHAFT POSITION SENSOR	STD.	<a href="#">P4165M</a>
2008 & UP	262	4.3	BALANCE SHAFT ENGINE, WITH 10X1.25 METRIC THREAD STARTER BOLTS, THIS ENGINE HAS 8 TOTAL INTAKE MANIFOLD BOLTS, MPI WITH CRANKSHAFT POSITION SENSOR, ALUMINUM TIMING COVER	STD.	<a href="#">P4214M</a>
1977-1985	305	5.0	2PC. RMS WITH PERIMETER BOLT VALVE COVERS	STD.	<a href="#">P4058M</a>
1986	305	5.0	1PC. RMS WITH PERIMETER BOLT VALVE COVERS	STD.	<a href="#">P4059M</a>
1987-1995	305	5.0	1PC. RMS WITH CENTER BOLT VALVE COVERS	STD.	<a href="#">P4060M</a>
1996 & UP	305	5.0	8 BOLT INTAKE MANIFOLD, PLASTIC TIMING COVER, WITHOUT CRANKSHAFT POSITION SENSOR	STD.	<a href="#">P4119M</a>
2002 & UP	305	5.0	8 BOLT INTAKE MANIFOLD, PLASTIC TIMING COVER, WITH CRANKSHAFT POSITION SENSOR, MULTI PORT INJECTION	STD.	<a href="#">P4199M</a>
1969-1985	350	5.7	2PC. RMS, PERIMETER BOLT VALVE COVERS	STD.	<a href="#">P4066M</a>
1969-1985	350	5.7	2PC. RMS, PERIMETER BOLT VALVE COVERS	REV.	<a href="#">P4066MR</a>
1986	350	5.7	1PC. RMS, PERIMETER BOLT VALVE COVERS	STD.	<a href="#">P4067M</a>
1986	350	5.7	1PC. RMS, PERIMETER BOLT VALVE COVERS	REV.	<a href="#">P4067MR</a>
1987-1995	350	5.7	1PC. RMS, CENTER BOLT VALVE COVERS, FLAT TAPPET CAM	STD.	<a href="#">P4068M</a>
1987-1995	350	5.7	1PC. RMS, CENTER BOLT VALVE COVERS, FLAT TAPPET CAM	REV.	<a href="#">P4068MR</a>
1991-1997	350	5.7	MAGNUM WITH 12 BOLT INTAKE MANIFOLD, ROLLER LIFTERS	STD.	<a href="#">P4069M</a>
1996	350	5.7	8 BOLT INTAKE, USES BLOCK MOUNTED FUEL PUMP, WITHOUT CRANK POSITION SENSOR	STD.	<a href="#">P4196M</a>
1996 & UP	350	5.7	8 BOLT INTAKE, NO PROVISION FOR BLOCK MOUNTED FUEL PUMP, WITHOUT CRANK POSITION SENSOR	STD.	<a href="#">P4120M</a>
2002 & UP	350	5.7	8 BOLT INTAKE, NO PROVISION FOR BLOCK MOUNTED FUEL PUMP, WITH CRANK POSITION SENSOR	STD.	<a href="#">P4197M</a>
2005 & UP	350	5.7	2005 UP MAG MPI WITH CRANK POSITION SENSOR, FITS SERIAL # OW310000 AND UP	STD.	<a href="#">P4212M</a>
2000-2001	383	6.2	STROKER ENGINE WITHOUT CRANK POSITION SENSOR, FITS SERIAL # OL680003 - OM299999	STD.	<a href="#">P4215M</a>
2002 & UP	383	6.2	STROKER ENGINE WITH CRANK POSITION SENSOR, FITS SERIAL # OM300000 AND UP	STD.	<a href="#">P4201M</a>
1977-1990	454	7.4	GEN IV WITH 2PC. RMS, SMALL OVAL PORT HEADS, FLAT TAPPET	STD.	<a href="#">P4077M</a>
1977-1990	454	7.4	GEN IV WITH 2PC. RMS, SMALL OVAL PORT HEADS, FLAT TAPPET	REV.	<a href="#">P4077MR</a>
1977-1990	454	7.4	GEN IV WITH 2PC. RMS, HIGH FLOW RECTANGLE PORT HEADS, FLAT TAPPET	STD.	<a href="#">P4250M</a>
1991-1996	454	7.4	GEN V 1PC. RMS WITH SMALL OVAL PORT HEADS, FLAT TAPPET	STD.	<a href="#">P4108M</a>
1991-1996	454	7.4	MAGNUM WITH 12 BOLT INTAKE MANIFOLD, ROLLER LIFTERS, HIGH FLOW RECTANGLE PORT HEADS, FLAT TAPPETS	STD.	<a href="#">P4300M</a>
1996-1997	454	7.4	GEN VI BLOCK WITH SMALL OVAL PORT HEADS, ROLLER LIFTERS	STD.	<a href="#">P4216M</a>
1996 & UP	454	7.4	GEN VI BLOCK, MAGNUM HEADS WITH LARGE RECTANGLE PORTS, ROLLER CAM AND LIFTERS	STD.	<a href="#">P4217M</a>
1998 & UP	454	7.4	GEN VI MPI L-29 WITH ROLLER LIFTERS, NO EXHAUST CROSSOVER IN HEADS ON INTAKE FACE.	STD.	<a href="#">P4148M</a>
2001 & UP	496	8.1	MAGNUM LONG BLOCK ONLY	STD.	<a href="#">P4178M</a>
2001 & UP	496	8.1	MAGNUM H.O. CHECK AVAILABILITY LONG BLOCK ONLY	STD.	<a href="#">P4178MH</a>
ALL	502	8.2	1PC. RMS WITH HIGH FLOW RECTANGLE PORT HEADS, GEN VI, ROLLER	STD	<a href="#">P4202M</a>

\*GM ENGINES INCLUDE OIL PAN AND TIMING COVER  
ALL MARINE ENGINES RECEIVE FULL CORE CREDIT IF LIKE FOR LIKE ENGINE IS RETURNED.  
NO CHARGE BACK FOR CRACKED BLOCKS

# MUST DO MARINE ENGINE INSTALLATION TIPS

## COOLING SYSTEM

1. ALWAYS REPLACE RAW WATER PUMP
2. REPLACE ENGINE WATER CIRCULATING PUMP
3. INSPECT EXHAUST MANIFOLDS AND REPLACE RISER GASKETS
4. INSPECT INTAKE MAIFOLD FOR CRACKS IN WATER JACKETS

## FUEL SYSTEM

1. REBUILD CARBURETOR AND INSPECT THROTTLE SHAFT FOR WEAR
2. REPLACE ALL FUEL FILTERS
3. REPLACE FUEL THAT IS OF UNKNOWN QUALITY

## LUBRICATION

1. REPLACE OIL COOLER
2. PRIME OILING SYSTEM UNTIL PRESSURE READS ON A MANUAL GAUGE
3. VERIFY OIL LEVEL AFTER PRIMING COMPLETE SYSTEM

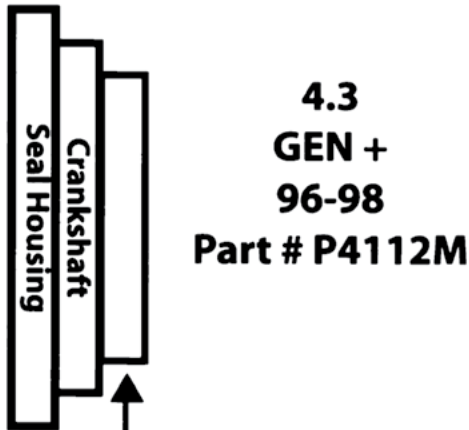
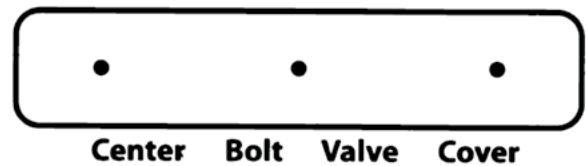
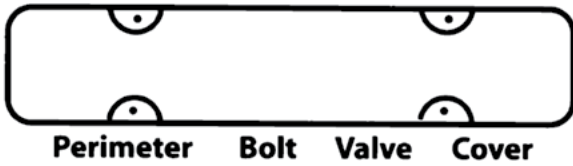
## IGNITION SYSTEM

1. REPLACE SPARK PLUG WIRES
2. INSPECT DISTRIBUTOR AND REPLACE WORN COMPONENTS
3. SET TIMING ACCORDING TO MANUFACTURER'S SPECS
4. VERIFY BASE AND TOTAL TIMING ADVANCE WHEN APPLICABLE

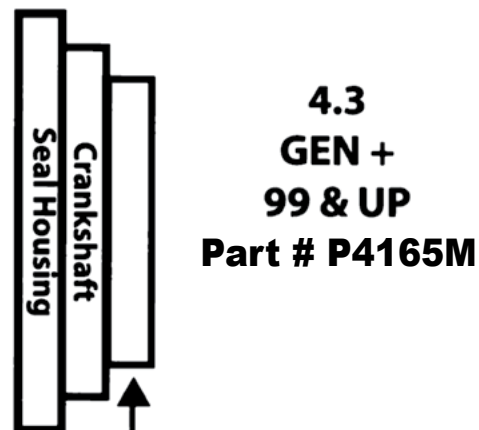
*IF AFTER READING THROUGH THIS CHECKLIST YOU HAVE ANY QUESTIONS PLEASE CALL 1.800.322.5859 FOR TECHNICAL ASSISTANCE*



# APPLICATION NOTES



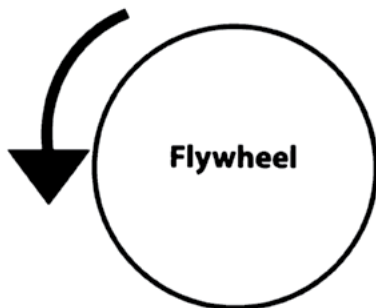
Rear Flywheel  
Flange Thickness  
98 & Older 4.3 (262 c.i.)  
.325 this engine uses  
standard thread  
starter bolts.



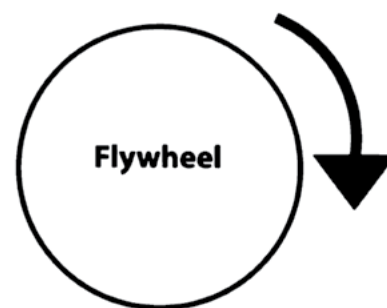
Rear Flywheel  
Flange Thickness  
99 & Newer 4.3 (262 c.i.)  
.450 this engine uses  
metric starter bolts.

Engine rotation is one of the most common types of mis-applications. It is highly recommended that when ordering an engine, that its rotation be checked by a qualified mechanic and compared to the guide listed below.

## Engine Rotation, as viewed from behind the flywheel



Standard, LH, or  
CCW Rotation  
(MSR, DSR)



Opposite, Reverse,  
RH, or CW Rotation  
(MOR, DOR)

# WARRANTY

TRI STAR REPLACEMENT MARINE ENGINES INCLUDE A 2 YEAR LIMITED WARRANTY. TO RECEIVE A COPY OF THE COMPLETE WARRANTY PLEASE CONTACT ONE OF OUR CUSTOMER SERVICE REPRESENTATIVES.

## GENERAL INFORMATION

TO ENSURE TROUBLE FREE PERFORMANCE OF YOUR REMANUFACTURED TRI STAR ENGINE, IT MUST BE PROPERLY MAINTAINED. THIS INCLUDES BUT NOT LIMITED TO:

1. OIL AND FILTER CHANGED AFTER INITIAL 5 HOURS OF SERVICE, SUBSEQUENT CHANGES AT 60 DAYS/25 HOURS.
2. REGULAR CHECK OF ALL FLUID LEVELS THROUGHOUT THE ENGINE. DAMAGE RESULTING FROM OPERATING THE ENGINE WITHOUT ADEQUATE OIL IN THE CRANKCASE WILL VOID THE WARRANTY.
3. TUNE-UP, FILTERS, BELT AND HOSE REPLACEMENT AT O.E.M. RECOMMENDATIONS.
4. COOLING SYSTEM MUST BE MAINTAINED TO OPERATE AT NORMAL TEMPERATURES.

RECORDS OF THE MAINTENANCE PERFORMED, RECEIPTS, AND WORK ORDERS MUST BE KEPT. THE PARTS, LABOR, DATE AND HOURS OF SERVICE PERFORMED MUST BE DOCUMENTED ON THE RECEIPTS. FAILURE TO PERFORM THESE BASIC OPERATIONS WILL RESULT IN A VOIDED WARRANTY.

THIS CATALOG WAS PREPARED WITH THE BEST INFORMATION AVAILABLE. MANY OF THE DESCRIPTIONS AND YEARS GIVEN ARE OF A GENERIC NATURE. THEY ARE INTENDED AS A GENERAL GUIDE, AND NOT TO BE USED AS A SPECIFIC APPLICATION, UNLESS OTHERWISE NOTED. TRI STAR ENGINES COVER A WIDE RANGE OF USES AND APPLICATIONS, IT IS THEREFORE THE RESPONSIBILITY OF THE INSTALLER TO CAREFULLY COMPARE THE NEW ENGINE TO THE APPLICATION BEFORE BEGINNING THE INSTALLATION, AND CONTACT THE SUPPLIER IF SIGNIFICANT PROBLEMS OR DIFFERENCES ARE ENCOUNTERED.

ALL SPECIFICATIONS AND PARTS CONTENT ARE ACCURATE AT THE TIME OF PRINTING, HOWEVER TRI STAR RESERVES THE RIGHT TO CHANGE SPECIFICATIONS OR SUBSTITUTE PARTS CONTENT OR PACKAGING WITHOUT NOTICE.



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