



Marine Engines *Applications Guide*



Marine Engine Applications

Part	Size	Years	Description	HP Rating	Notes
General Motors					
NGM30M	3.0 / 181	1967-2013	GM NEW 3.0 Marine Engine, Std rotation only, Complete with tinware, water circulation pump, distributor, coil, flywheel, damper are installed. Will replace the 2.5 liter and early 3.0 (1967-90) engine with purchase of updated 12-3/4" flywheel and updated engine coupler. 1991-97 must use your original flywheel.	140	NEW GM
DM27	4.3 / 262	1985-86	GM 4.3 / 262 Std rotation, 2 pc rear seal, 12 bolt intake	205	Block casting number 177
DM28	4.3 / 262	1986-88	GM 4.3 / 262 Std rotation, 1 pc rear seal, flat tappet cam, 12 bolt intake, valve cover bolts down center.	205	Block casting numbers: 553, 683
DM29	4.3 / 262	1987-92	GM 4.3 / 262 Std rotation, Roller cam engine. Heads have 3 bolt hole accessory mounting on the front of each head. Head casting numbers are 768, 103, 066, 996 and 476. With fuel pump hole. 12 bolt intake	205	Block casting numbers: 011, 867
VM29	4.3 / 262	1987-92	GM 4.3 / 262 Complpete with oil pan, front cover, valve covers installed. Std rotation, Roller cam engine. Heads have 3 bolt hole accessory mounting on the front of each head. Head casting numbers are 768, 103, 066, 996 and 476. With fuel pump hole. 12 bolt intake	205	Block casting numbers: 011, 867
DMC7	4.3 / 262	1992-97	GM 4.3 / 262 Standard rotation, roller cam, balance shaft casting 12550286 or 10224541, no fuel pump hole, 14 bolt oil pan, 10 bolt steel front cover, 12 bolt intake	205	Block casting numbers: 196, 534, 359, 535
VMC7	4.3 / 262	1992-97	GM 4.3 / 262 Standard rotation, Complete with oil pan, front cover, valve covers installed, roller cam, balance shaft casting 12550286 or 10224541, no fuel pump hole, 14 bolt oil pan, 10 bolt steel front cover, 12 bolt intake	205	Block casting numbers: 196, 534, 359, 535
DMC4	4.3 / 262	1992-97	GM 4.3 / 262 Std rotation, roller cam, no balance shaft, block casting 011, 867, head casting 064, 181, 209. Mech fuel pump, steel front cover.	205	Block casting numbers 011, 867
DMW3	4.3 / 262	1996-2008	GM 4.3 / 262 Std rotation, FI, 262 Roller cam with balance shaft. Has roller rockers. Block has metric mounts. 6 bolt plastic timing cover. Head casting should be 113. 8 bolt intake	230	Block casting number 090M
VMW3	4.3 / 262	1996-2008	GM 4.3 / 262 Std rotation, FI, Complete with oil pan, front cover, valves covers installed. Roller cam with balance shaft. Has roller rockers. Block has metric mounts. 6 bolt plastic timing cover. head casting should be 113. 8 bolt intake	230	Block casting number 090M
DMW4	4.3 / 262	1996-2008	GM 4.3 / 262 Std rotation, Block casting 090M, metric threads, head casting 113, plastic front cover, roller cam, roller, rockers, balance shaft last 3 digits 542 or 748	230	Block casting number 090M
VMW4	4.3 / 262	1996-2008	GM 4.3 / 262 Std rotation, Complete w ith oil pan, front cover, valve covers installed. Block casting 090M w/ 7mm knock sensor, metric threads, head casting 113, plastic front cover, roller cam, roller, rockers, balance shaft last 3 digits 542 or 748	230	Block casting number 090M
DMK9	4.3 / 262	1996-99	GM 4.3 / 262 Std rotation, block casting 090, head casting 772 or 140, roller cam, 10 bolt oil pan, 8 bolt intake. Balance shaft casting 10224542	205	Block casting number 090
VMK9	4.3 / 262	1996-99	GM 4.3 / 262 Std rotation, Complete with aluminum oil pan, front cover, valve covers installed, block casting 090, head casting 772 or 140, roller cam, 10 bolt oil pan, 8 bolt intake. Balance shaft casting 10224542	205	Block casting number 090
DMX1	4.3 / 262	2007-11	GM 4.3 / 262 Std rotation, Block Cast #12600234/324, Balance Shaft, Head Cast # 12557113/12558114, M8 Bolts For Roller Rockers 2 Knock Sensor Both Sides	230	Block casting numbers: 234, 324
VMX1	4.3 / 262	2007-11	GM 4.3 / 262 Complete with oil pan, front cover, valve covers installed. Std rotation, Block Cast #12600234/324, Balance Shaft, Head Cast # 12557113/12558114, M8 Bolts For Roller Rockers 2 Knock Sensor Both Sides	230	Block casting numbers: 234, 324
DM07	5.0 / 305	1976-85	GM 5.0 / 305 2pc rear seal, flat tappet cam, dipstick on starboard side of block.	230	Block casting numbers: 909, 979, 776, 777, 371, 778
DM07R	5.0 / 305	1976-85	GM 5.0 / 305 Reverse rotation, 2pc rear seal, flat tappet cam, dipstick on starboard side of block.	230	Block casting numbers: 909, 979, 776, 777, 371, 778
DM95R	5.0 / 305	1985-87	GM 5.0 / 305 Reverse rotation, 1 pc rear seal, valve covers bolt on perimeter, head casting 416, 301, 601, flat tappet cam. Use DM95 for Std rotation	230	Block casting number 551
DM95	5.0 / 305	1985-87	GM 5.0 / 305 Std rotation, 1 pc rear seal, valve covers bolt on perimeter, head casting 416, 301, 601, flat tappet cam. Use DM95R for Reverse rotation	230	Block casting number 551
DMB3	5.0 / 305	1987-95	GM 5.0 / 305 Non Roller, 1 pc rear main, Carbureted, steel front cover.	230	Block casting numbers: 535, 551, 627, 058
VMB3	5.0 / 305	1987-95	GM 5.0 / 305 Complete with oil pan, front cover and valve covers installed, Non Roller, 1 pc rear main, Carbureted, steel front cover.	230	Block casting numbers: 535, 551, 627, 058
DMB3R	5.0 / 305	1987-95	GM 5.0/305 Reverse rotation, Non Roller, 1 pc rear main, Carbureted, steel front cover.	230	Block casting number: 535, 551, 627, 058
VMB3R	5.0 / 305	1987-95	GM 5.0 / 305 Reverse rotation, Complete with oil pan, front cover and valve covers installed, Non Roller, 1 pc rear main, Carbureted, steel front cover.	230	Block casting numbers: 535, 551, 627, 058
DMM2	5.0 / 305	1996-2006	GM 5.0 / 305 Vortec, SAE threads, Roller Cam, Plastic Front Cover (not included). 8 bolt intake	230	Block casting numbers: 880, 878
VMM2	5.0 / 305	1996-2006	GM 5.0 / 305 Vortec, Complete with oil pan, front cover and valve covers installed, SAE threads, Roller Cam, Plastic Front Cover w/sensor hole. 8 bolt intake	230	Block casting numbers: 880, 878
VMM2S	5.0 / 305	1996-2006	GM 5.0 / 305 Vortec, Complete with oil pan, front cover and valve covers installed, SAE threads, Roller Cam, Plastic Front Cover w/o sensor hole. 8 bolt intake	230	Block casting numbers: 880, 878
DM02	5.7 / 350	1964-80	GM 5.7 / 350 2 pc rear seal, 9.0:1 CR, port side dipstick. Use DM03 for Reverse rotation.	270	
DM03	5.7 / 350	1964-80	GM 5.7 / 350 Reverse rotation, 2 pc rear seal, 9.0:1 CR, 2 bolt main, port side dipstick. Use DM02 for STD rotation	270	
DM20	5.7 / 350	1980-85	GM 5.7 / 350 STD rotation, 2 bolt main, 2 pc rear seal, starboard side dipstick. Valve cover bolts on perimeter. Use DM21 for reverse rotaion	260	Block casting numbers: 909, 979, 776, 777, 371, 778, 535, 551, 627, 058
DM21	5.7 / 350	1980-85	GM 5.7 / 350 Reverse rotation, 2 bolt main, 2 pc rear seal, starboard side dipstick. Valve cover bolts on perimeter. Use DM20 for standard rotaion	260	Block casting numbers: 909, 979, 776, 777, 371, 778, 535, 551, 627, 058
DM96	5.7 / 350	1986-87	GM 5.7 / 350 Standard rotation, 2 bolt main, 1 pc rear seal, valve cover bolts on perimeter. Use DM96R for reverse rotation.	260	Block casting number: 245, 379, 010, 014, 678, 388, 618
DM96R	5.7 / 350	1986-87	GM 5.7 / 350 Reverse rotation, 2 bolt main, 1 pc rear seal, valve cover bolts on perimeter. Use DM96 for standard rotation.	260	Block casting number: 245, 379, 010, 014, 678, 388, 618

(See Full Warranty for Details)

Part	Size	Years	Description	HP Rating	Notes
DMM6	5.7 / 350	1987-95	GM 5.7 / 350 2 bolt main, 1 pc rear seal, flat tappet cam, valve covers bolt thru center, steel front cover. 12 bolt intake.	260	Block casting numbers: 548, 526, 148, 638
VMM6	5.7 / 350	1987-95	GM 5.7 / 350 Complete with oil pan, front cover and valve covers installed. 2 bolt main, 1 pc rear seal, flat tappet cam, valve covers bolt thru center, steel front cover. 12 bolt intake.	260	Block casting numbers: 548, 526, 148, 638
DMM6R	5.7 / 350	1987-95	GM 5.7 / 350 Reverse rotation, 2 bolt main, 1 pc rear seal, flat tappet cam, valve covers bolt thru center, steel front cover. 12 bolt intake.	260	Block casting numbers: 548, 526, 148, 638
VMM6R	5.7 / 350	1987-95	GM 5.7 / 350 Reverse rotation, Complete with oil pan, front cover and valve covers installed. 2 bolt main, 1 pc rear seal, flat tappet cam, valve covers bolt thru center, steel front cover. 12 bolt intake.	260	Block casting numbers: 548, 526, 148, 638
VMH4	5.7 / 350	1996-2005	GM 5.7 / 350 Complete with oil pan, front cover and valve covers installed, 1 pc rear seal, Roller cam, 2 Bolt Main, valve covers bolt thru center, plastic front cover w/ crank sensor hole. 8 bolt intake. Electric fuel pump	260	Block casting number 880
VMH4S	5.7 / 350	1996-2005	GM 5.7 / 350 Complete with oil pan, front cover and valve covers installed. 2 bolt main, 1 pc rear seal, Roller cam, valve covers bolt thru center, plastic front cover w/o crank sensor hole. 8 bolt intake. Electric fuel pump	260	Block casting number 880
DMH4	5.7 / 350	1996-2005	GM 5.7 / 350 2 bolt main, 1 pc rear seal, Roller cam, 8 bolt intake, electric fuel pump.	260	Block casting number 880
HP90	6.2 / 383	1987-95	GM 6.2 / 383 Std rotation only, Vortec "stroker" engine, roller cam, Dart Vortec heads, tinware installed	345	
HP96	6.2 / 383	1996-2005	GM 6.2 / 383 High Performance Marine Engine, Std rotation only. New Pro_Filer heads, scat crank & rods.	360	
DM32	7.4 / 454	1973-90	GM 7.4 / 454 Reverse rotation rotation, Mark IV, 2 pc rear seal, flat tappet, 10 bolt front cover, round intake port. 2 bolt main. Use DM25 for Std rotation	330	Block casting numbers: 959, 445, 286, 775, 289
DM25	7.4 / 454	1973-90	GM 7.4 / 454 Std rotation, Mark IV, 2 pc rear seal, flat tappet, 10 bolt front cover, round intake port. 2 bolt main. Use DM32 for Reverse rotation	330	Block casting numbers: 959, 445, 286, 775, 289
HP50	7.4 / 454	1974-90	GM 7.4 / 454 Std rotation, HP Engine, OE head 781, HP cam lift. 489 int / .520 ex, Duration 224.	415	Block casting 445
DME1	7.4 / 454	1991-97	GM 7.4 / 454 Reverse rotation, Gen V, 4 bolt main, 1 pc rear seal, oval intake port, flat tappet, steel timing cover. Use DMC5 for Std rotation	330	Block casting numbers: 182, 313
DMC5	7.4 / 454	1991-97	GM 7.4 / 454 Std rotation, Gen V, 4 bolt main, 1 pc rear seal, oval intake port, flat tappet, steel timing cover. Use DME1 for Reverse rotation	330	Block casting numbers: 182, 313
DMK2	7.4 / 454	1996-03	GM 7.4 / 454 Std rotation, Gen VI, 4 bolt main, electric fuel pump, head casting 297, oval intake port, 6 bolt aluminum front cover.	330	Block casting number 297
DMK1	7.4 / 454	1996-2003	GM 7.4 / 454 Std rotation, Gen VI, 4 bolt main, electric fuel pump, head casting 156, oval intake port, 6 bolt aluminum front cover.	330	Block casting number 297
DMW2	8.1 / 496		GM 8.1 / 496 Special order		
HP95	8.2 / 502	1990-2008	GM 8.2 / 502 Std rotation only. Actual displacement is 509CI. New Dart Big M block, Aluminum Pro-Filer heads, Scat crank & rods, tinware installed. Direct replacement for the Mercruiser Mag 502.	450+	New dart "M" block
Ford					
DM34	5.0 / 302	1968-81	Ford 5.0 / 302 Std rotation, Crank casting 2M, 2MA, 2MAB only, flat tappet, windsor firing order 13726548. Use DM35 for Reverse rotation	200	Block casting D4DE-AA, D8YE-a#A, D9DE-E3A, D5ZY-AA
DM35	5.0 / 302	1968-81	Ford 5.0 / 302 Reverse rotation, Crank casting 2M, 2MA, 2MAB only, flat tappet, windsor firing order 13726548. Use DM34 for Std rotation	200	Block casting D4DE-AA, D8YE-a#A, D9DE-E3A, D5ZY-AA
DMA4	5.0 / 302	1981-95	Ford 5.0 / 302 Std rotation, Crank casting must be 2MAE, flat tappet, 14mm spark plugs, Windsor firing order 13726548	200	Block casting E1AE-AA, E5AE, E0AE, E6SE
DM33	5.8 / 351	1968-87	Ford 5.8 / 351 Reverse rotation, flat tappet cam. Use DM06 for Std rotation	250	Block casting C90E,D2AE,D4AE,D9TE,E3AE
DM06	5.8 / 351	1968-87	Ford 5.8 / 351 Std rotation, flat tappet cam. Use DM33 for Reverse rotation	250	Block casting C90E,D2AE,D4AE,D9TE,E3AE
DMA1	5.8 / 351	1988-94	Ford 5.8 / 351 Std rotation, dipstick in block, flat tappet cam. Use DMA1R for Reverse rotation	250	Block casting E4AE, E9AE, F0AE
DMA1R	5.8 / 351	1988-94	Ford 5.8 / 351 Reverse rotation, dipstick in block, flat tappet cam. Use DMA1 for Std rotation	250	Block casting E4AE, E9AE, F0AE
DMA1GTP	5.8 / 351	1988-94	Ford 5.8 / 351 Std rotation, dipstick in block, flat tappet cam. 9.0:1 comp, GT40 performance heads Requires 92 octane.	285	Block casting E4AE, E9AE, F0AE
DM85	7.5 / 460	1978-90	Ford 7.4 / 460 Std rotation, Crank 3YA, 3YAB, flat tappet cam	340	Block casting D9TE
DM26	7.5 / 460	1973-78	Ford 7.5 / 460 Std rotation, Crank 2YA, 2YAB, 2YABC, 2Y, C8VE-A, flat tappet cam.	340	Block casting D1TE, D1V, D1VE-AA, D1VE-A2
Chrysler Marine					
DM15	5.2 / 318	1966-88	Chrysler Marine 5.2 / 318, Std rotation, dipstick in front of block. Use DM24 for Reverse rotation	200	Block casting numbers: 730, 230, 603, 803, 030
DM24	5.2 / 318	1966-88	Chrysler Marine 5.2 / 318, Reverse rotation, dipstick in front of block. Use DM15 for Std rotation	200	Block casting casting numbers: 730, 230, 603, 803, 030
DM17	5.9 / 360	1975-88	Chrysler Marine 5.9 / 360 Std rotation, dipstick in front of block. Use DM30 for Reverse rotation	250	Block casting casting numbers: 496, 230, 830
DM30	5.9 / 360	1975-88	Chrysler Marine 5.9 / 360 Reverse rotation, dipstick in front of block. Use DM17 for Std rotation	250	Block casting casting numbers: 496, 230, 830

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Engine Rotation

Engine rotation is determined by observing flywheel rotation from the rear (stern end) of the engine looking forward (toward water pump end). Propeller rotation is not necessarily the same as engine rotation. When ordering replacement engine, short blocks or parts for engine, be certain to check engine rotation. Do not rely on propeller rotation in determining engine rotation.

Stern Drive (Inboard/Outboard, Outdrive)

The engine is mounted inside the boat. The transmission/drive unit is outside, attached to the transom. The engine and drive unit are joined by a torque coupler and universal joint.

Inboard

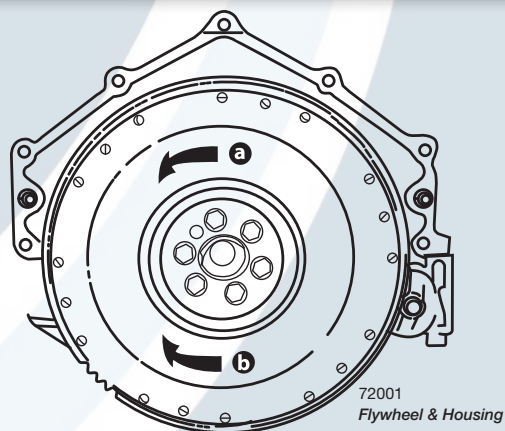
The engine and transmission/drive unit are inside the boat. A drive shaft is connected at the rear of the transmission and is run out of the hull through a sealing unit. The propeller is connected directly to the drive shaft at the in-water end.

V-Drive

Basically a modified inboard installation. The engine is mounted with the front (pulley end) facing stern (rear). The transmission faces the bow (front) and by the use of a universal joint on the end of the transmission, the drive shaft is directed stern-wards under the engine and through the hull.

Jet Drive

The engine is mounted inside the boat and attached to a high speed pump which draws in water through an intake grate, increases its velocity and forces it out through a directionally-adjustable nozzle which is mounted outside the boat.



a. Standard Left Rotation – All MCM Stern Drive Engines, MIE Inboard, Left Hand Rotation Engines.

b. Opposite Right Hand Rotation – MIE Inboard Right Hand Rotation Engines.