

# **WEIGHTS & SIZES**

*organized by Dave Farmer*

## 1. [ENGINE WEIGHTS](#)

## 2. [ENGINE SIZES](#)

## 2. [GEARBOX WEIGHTS](#)

engine	weight pounds	ref.	comments
ABC Dragonfly aero	650	(87)	1917 9-cyl radial
Alfasud flat-4	240	(2)	(19) "complete"
Alfa Romeo SOHC V6	375	(2)	
Alfa Romeo 415/85T	279	(31)	F1 four, '87 season
Alfa 155 V6 TI	242	(75)	BTCC Class 1 race engine
Alfa Romeo Type 33 V8	286	(137)	2000cc DOHC, Chiti design, 1967
Alfa Romeo 1600	261	(150)	(with cams, generator, distributor, oil, etc but no manifolds or carbs)
Allison V12	1160	(160)	1710 CID, 1400 HP aircraft
Allison V-1710-G6 V12	1595	(174)	1710 CID, supercharged, 1250hp, 1941
Allison T63 turbine	150	(230)	
AMC V8	540		(late design V8s)
AMC V8	600		(early design V8s)
AMC 6	500		(early design six - 199)
AMW F-440	86	(78)	SAE F440 spec motor, 2 cyl
Armstrong-Siddely turboprop	1180	(203)	"Python 3" 2736KW aero
ATS 1.5L GP V8	247	(137)	DOHC, Chiti design, 1966
Audi 2.0 L4	335	(2)	
Audi 5	364	(2)	(non-turbo)
Audi 80 1300	230	(2)	
Audi 100 1500	240	(2)	
Audi V6 2.8	354	(190)	
Austin C-series L6	562	(2)	('56 Austin-Healey 100-6)
BL "B" L4 OHV	335	(2)	British Leyland
BL "E" L6	345	(2)	("complete")
BL "O" L4 OHC	298	(2)	
948cc or not)	246	(156)	(no indication of dressed

1098cc	253	(156) Midget/Sprite
A-Series	252	(199)
K-Series	216	(199)
BMW M52 3.3,3.5 Big Six	500	(2)
BMW M60 B 40 4.0 V8	468	(17)
BMW M60 Small Six	388	(2)
BMW slant-6 turbodiesel	430	
BMW 4.5L V12 prototype	607	(2) (50) "Fully dressed"
BMW 4.5L V12	974	(57) iron prototype
BMW 5.0 V12	529	(22) (57) "fully dressed"
BMW V12 (1986)	528	(236)
BMW 3.0,4.0 V8	462	(70) all aluminum
BMW 3.0,4.0 V8	448-468	(79) all aluminum
BMW M105 Diesel 6 2.5L	430	(4)
BMW 2.3 turbo Diesel "complete"	408	(21) iron block, alum head,
BMW S14 four	350	(23) 318i motor
Bollee vertical twin cooled	330	(86) 6 bhp, 600 RPM, evaporative
BRM V12	375	(87) 1965? F1 motor
BRM "290" V12	319	(74) 1992 3.5L Le Mans engine
Benz B2-3BZ, 1917, V8 aircraft	683	(98) built-up steel, 940 ci,
Benz V12 1921	946	(250) 300HP aircraft engine,
Bombardier V220 w/reduction	418	(263) Rotax-made 120deg V6, aero
Bombardier V300T w/reduction, turbo	462	(263) 120deg V6 aero
Briggs & Stratton flywheel, exhaust	101	(165) 20HP w/electric start,
BSA Lightning 650 twins, 1966-1968.	138	(193) unit construction 650
Buick 1963 odd-fire V6	414	(2)
Buick V6	375	
Buick 3.0 V6 '85-up	350	
Buick odd-fire V6	367	(245)
Buick even-fire 3.8	380	(245)
Buick 4.1 V6	410	(245)
Buick 3.0 V6	377	(245)
Buick 198 V6, 62-63	354	(245)
Buick/Rover 215 V8	318	(and Olds)
Buick 1961 215 V8	324	(2)
Buick 1953 322 V8	635	(51) OHV V8

Buick 300 V8 heads, 1964 only	400	(242) iron block, aluminum
Buick 300 V8	467	(245) 1965 all-iron version
Buick 350	450	
Buick 350 V8 V8s"	450	(247) "lightest of GM's iron
Buick 401	685	(1) ('59 Nail Head)
Buick 430-455 V8 600)	600	(one ref showed 640) (10 -
Cadillac V-16	1,300	(2) (1931) 45 degree bank angle
Cadillac V16 1938 flathead "Engine weight including clutch and control and all accessories..."	1,056	(191) 135 degree bank angle,
Cadillac V8 390	720	(1) ('59)
Cadillac V8 472-500	625	
Cadillac V8 500	595	(10)
Cadillac 331 V8	699	(2) (1949)
Cadillac Northstar V8	484	(71)
Cadillac Northstar V8	403	(79) (bare, no accessories)
Cadillac Northstar V8	464	(80) (dressed)
Cadillac Northstar V8	404	(155) (without accessories)
Cadillac 4.9L (300 ci) flexplate	360	(188) '91 DeVille, w/alt &
Callaway Indy HH-V8	277	(54) 2.6L Drake design
Callaway "Wee 8"	200	(91) light weight design study
Caterpillar L6	2867	(157) 3406E 600 Diesel 966CID
Chevy Sprint 993cc L3 mfr)	147	(55) 24L x 20W x 25H (Suzuki
Chevy 1.8-2.0 L4	302	(4) (39) "J car" pushrod
Chevy Chevette 1.6 SOHC	300	(4) (39) (also Opel)
Chevy Vega L4	285	
Chevy II 153 L4	350	
Chevy II 153 L4	283	(245)
Chevy Corvair flat 6	300	(244)
Chevy L6 194-250	440	
Chevy L6 292	---	
Chevy L6 216/235	630	(2)
Chevy L6 216/235 than 235"	615	(88) "265 V8 was 40# lighter
Chevy V6-90 229-4.3	425	
Chevy V6-60 2.8, 3.1	350	(2)
Chevy V6-60, 2.8	350	(245)
Chevy small block V8 motors)	575	(generic for '60s-'70s
Chevy small block V8 intake)	535	(1) ('59 Corvette 283 w/alum.
Chevy small block LS1	460	(185)
Chevy 5.7 industrial V8 w/water pump only	434	(182) '99 iron long block

Chevy LT-5 DOHC 5.7	600	(122)
Chevy L98 5.7 V8	600	(122)
Chevy V8 348/409	620	(1)
Chevy V8 348/408	655	(83)
Chevy big block V8	685	Mark IV
Chevy big block V8	---	Mark V
Chevy 454	675	(10)
Chevy 7.4L V8 carb, starter	656	(183) iron, no intake, exh,
Chevy 427 ZL-1 than SB"	550	(35) all-aluminum, "20# lighter
Chevy 6.5L Diesel V8	644	(183)
Chevy 400 SB no acc. or wp	470	(235) aluminum heads and intake,
Chevy 396 BB intake, no acc.	610	(235) iron heads, alum. wp and
Chrysler 2.2 L4	216	(6) (bare motor)
Chrysler 2.2, 2.5 L4	276	(245)
Chrysler 413 wedge	640	(1) ('59 300-E)
Chrysler 331 Hemi	745	(5) 1955
Chrysler M4 tank engine flathead, WWII	5,244	(87) 30 cyl, 5 banks of 6,
Chrysler 1955 V8 300 ci 188 hp	691	(99) Spitfire, 'polyspheric',
Chrysler 1955 Hemi 1x4v	729	(99) Firepower 331.1 ci, 250hp,
Chrysler 1955 300 Hemi 2x4v	735	(99) C-300, 331.1 ci, 300hp,
Chrysler Patriot hybrid EV)	186	(110) gas turbine (part of
Chrysler CR2A turbine SAE net	410	(111) 1964 Turbine Car, 130hp
Citroen 2.0 Douvrin 4	263	
Clerget Rotary Type 9 Sopwith Camel	295	(175) 1917 French 9-cyl radial,
Clerget Rotary Model B 130hp	380	(256) 1911, 9 cyl radial, 16.3L,
Continental TSIO-550B	566	(113) turbocharged, aircraft
Continental Voyager	571	(113) turbocharged, aircraft
Cosworth AC V8 ('93)	286	(23,64) 75 degree bank angle
Cosworth HB 75 deg V8	309	(52,63) 23.4L x 23.3W x 20.5H
Cosworth HB Series 6	286	(70) 75 deg V8 595mmL
Cosworth DFV V8	313	(23) 90 degree bank angle
Cosworth DFR V8	308	(63) 90 degree bank angle
Cosworth DFX V8	340	(29)
Cosworth XB V8	260	(29, 89)
Cosworth V8	375	(87) 1965? F1
Cosworth MBA 2.5L V6	242	(61,68) 90 deg V

Cosworth ED 75 deg V8	292	(103) F1, 3 liter 1994
Cosworth 72 deg V10 (street)	440	(134) 4.3L 325hp prototype
Cosworth V8 injection	370	(136) 1967, with clutch and
Cosworth CR-1 V10	220	(144) 1999 F1
Cosworth YBF	319	(199)
Cosworth DOHC V8	260	(240) circa 1995
Coventry Climax FWMV V8 (2 valve)	270	(121) 1963, w/starter & dynamo
Coventry Climax FWMV V8 (4 valve)	298	(121) 1965, w/starter & dynamo
Crosley Cobra ('46-'48) generator	59	(25,26) less starter and
Curtiss-Wright		
RC2-60-N8 rotary	900	(96)
RC2-60-U10 rotary flywheel	325	(96) "heavy fuel" plus 50.2 for
RC1-60 rotary accessories	192	(96) air cooled, w/all
RC2-60 rotary accessories	266	(96) air cooled, w/all
RC4-60 rotary accessories	417	(96) air cooled, w/all
RC2-90 rotary accessories	317	(96) air cooled, w/all
RC2-90 rotary accessories	345	(96) water cooled, w/all
RC3-90 rotary accessories	410	(96) air cooled, w/all
RC3-90 rotary accessories	480	(96) water cooled, w/all
RC4-90 rotary accessories	510	(96) air cooled, w/all
RC4-90 rotary accessories	613	(96) water cooled, w/all
RC5-90 rotary accessories	605	(96) air cooled, w/all
RC5-90 rotary accessories	740	(96) water cooled, w/all
RC6-90 rotary accessories	710	(96) air cooled, w/all
RC6-90 rotary accessories	860	(96) water cooled, w/all
RC2-60 U5 rotary	280	(96)
G series Cyclone dia, 43-1/4 long	1163	(181) radial, geared, 54-1/4
G series Cyclone dia, 43-1/4 long	1068	(181) radial, direct, 54-1/4

F series Cyclone	1070	(181) radial, geared, 54-1/8 dia
F series Cyclone	975	(181) radial, direct, 54-1/8 dia
Curtiss V12, 1920 crankcase	1086	(98) 1650 ci, steel with Al
Curtiss D12 aero	698	(251) 400hp V12, 1920?
Daimler-Benz 605 CID, 1475hp	1662	(176) inverted V12, 1937, 2179
Daimler 4.5 V8	400	(241) "over 400 pounds"
DeSoto 383	630	(1) ('59)
DeSoto V8	675	(5) (276-341 CID, '50s)
Detroit Diesel 6	2448	(37) (old design)
Detroit Diesel 6 design)	1848	(37) (new Penske/Mercedes
Dodge Colt (Japanese) 1.6L four	212	(245) also Plymouth Champ, 1.4,
Dodge V8	645	(5) (241-325 CID, '50s)
Dodge 361	625	(1) ('59)
Dodge Viper V10	716	(24) (30) with accessories
Dodge Viper V10 ('97) lighter heads	648	(133) 40# lighter block, 14#
Dodge truck V10	816	(30) ("about 100 pounds heavier")
Dodge truck V10	836	(34) ("about 120 pounds heavier")
Dodge truck V10	816	(128) "dressed weight"
Drake DT-160 Indy V8 racing engine	420	(138) 1978 model Meyer-Drake
Drysdale 750cc V8	143	(214) with carbs, no radiator
Ducati 864cc V2 w/o starter	131	(192) Electric start side case
Edsel 361	680	(1) ('59)
Fairbanks-Morse 408hp locomotive	40,840	(126) 2894 CID, 12 cyl, 12,
Falconer V12 Chevy based	523	(112) aluminum, small block
Ferrari 312T	397	(2) (V12 3.0L racing engine)
Ferrari "250" V12	382	(2)
Ferrari V12 F1	~300	(23) 65 degree bank angle, 1992
Ferrari 456 V12		