

Cummins Naturally Aspirated Engines 4 Cylinder

<u>Model</u>	<u>Bore X Stroke</u>	<u>Cubic Inch</u>	<u>Valves/Cylinder</u>	<u>HP@RPM</u>
HRC-4	5 1/8 x 6	495	2	115@1800
NHC-4 (N495P130)	"	"	4	130@2000
NH-135	5 1/2 x 6	570	4	135@2100
NH-160	"	"	4	160@2100

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H-135 (H672C135)	4 7/8 x 6	672	2	135@1800
H-6 (H672B160)	"	"	2	160@1800
HU-170	"	"	2	170@1800
HR-6 (H743P175)	5 1/8 x 6	743	2	175@1800
HRF-6 (H743B190)	"	"	2	190@2000
NH-180	4 7/8 x 6	672	4	180@2100
NHE-180	5 1/8 x 6	743	4	180@1950
NHE-195	"	"	4	195@1950
NH-220 (N743B220)	"	"	4	220@2100
NHE-225 (N855B225)	5 1/2 x 6	855	4	225@1950
NH-230 (N855B230)	"	"	4	230@2100
NH-250 (N855B250)	"	"	4	250@2100
NHC-250	"	"	4	225@2100
NHC-250	"	"	4	250@2100

Cummins Supercharged Engines 6 Cylinder

<u>Model</u>	<u>Bore x Stroke</u>	<u>Cubic Inches</u>	<u>Valves/cylinder</u>	<u>HP@RPM</u>
HS-6 (H672B210)	4 7/8 x 6	672	2	210@1800
HRS-6 (H743B240)	5 1/8 x 6	743	2	240@1800
NHS-6 (N743B290)	"	"	4	290@2100
NHRS-6 (N743B320)	"	"	4	320@2100

Cummins Turbocharged Engines 4 Cylinder

<u>Model</u>	<u>Bore x Stroke</u>	<u>Cubic Inches</u>	<u>Valves/Cylinder</u>	<u>HP@RPM</u>
NT-165	5 1/8 x 6	495	4	165@2000

Cummins Turbocharged Engines 6 Cylinder

<u>Model</u>	<u>Bore x Stroke</u>	<u>Cubic Inches</u>	<u>Valves/Cylinder</u>	<u>HP@RPM</u>
NTE-235 (NT743B235)	5 1/8 x 6	743	4	235@2100
NT-6	"	"	4	250@2100
NRT-6	"	"	4	300@2100
NTO-6 (NT743B262)	"	"	4	262@2100
NRTO-6 (NT743B335)	"	"	4	335@2100
NT-270	5 1/2 x 6	855	4	270@2100
NHCT-270	"	"	4	240@2100
NHCT-270	"	"	4	255@2100
NHCT-270	"	"	4	270@2100
NHCT-270-CT	"	"	4	240@2100
NT-280 (NT855B280)	"	"	4	280@2100
NT-300	"	"	4	300@2100
NT-310	"	"	4	310@2100
NT-335 (NT855B335)	"	"	4	335@2100

Cummins Turbocharged continued

<u>Model</u>	<u>Bore x Stroke</u>	<u>Cubic Inches</u>	<u>Valves/Cylinder</u>	<u>HP@RPM</u>
NTC-335	5 ½ x 6	855	4	260@2100
NTC-335	"	"	4	280@2100
NTC-335	"	"	4	300@2100
NTC-335	"	"	4	320@2100
NTC-335	"	"	4	335@2100
NT-350	"	"	4	350@2100
NT-380 (NT855B380)	"	"	4	380@2100
NT-400	"	"	4	400@2100

Cummins Lettering System

- H engine** - 2 valve head, usually governed @ 1800 rpm
- NH engine** - 4 valve head, usually governed @ 2100 rpm
- 2nd H** - horizontal configuration
- B** - automotive
- C** - off highway (per book), custom rated ??
- E** - economy version
- I** - industrial version
- R** - revised for more HP
- S** - supercharged
- T** - turbocharged
- CT** - custom torque