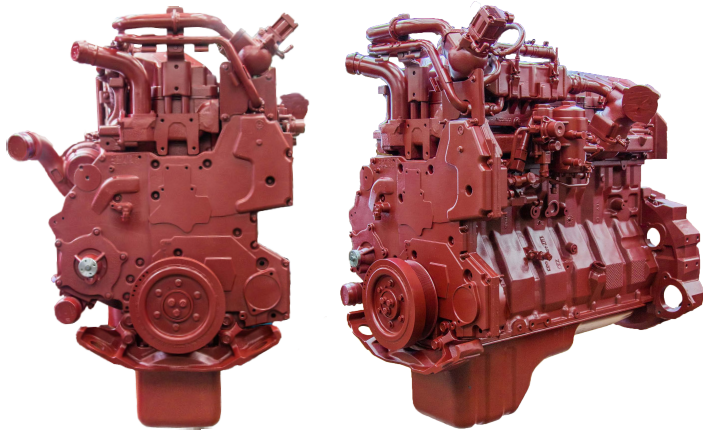


International® MaxxForce DT Diesel Engine



LONG BLOCK INCLUDES:

- Block
- Rods
- Valve cover
- Piston/sleeve assemblies
- Timing gears
- Front cover & seal
- High pressure oil pump
- Crankshaft
- Oil pump
- Valve train
- Camshaft
- Head
- Crankshaft hub & damper
- **Breather Assembly**

* GASKET SET TO COMPLETE LONG BLOCK
AVAILABLE FOR PURCHASE

RUNNING ENGINE INCLUDES:

ALL PARTS ON THE LONG BLOCK PLUS

- Oil pan
- Pickup tube
- Oil filter
- Thermostat housing
- Front engine mount
- Turbocharger
- Complete fuel system (injectors, high & low pressure lines & fuel filter assembly)
- Exhaust manifold
- Crankcase breather assembly
- Oil cooler
- Water pump (no pulley)
- Thermostat
- Flywheel housing
- Dipstick guide (lower portion)
- Intake manifold & duct inlet with heater**
- All sensors

* GASKET SET TO COMPLETE RUNNING ENGINE
AVAILABLE FOR PURCHASE

** DUCT INLET WITH HEATER DOES NOT INCLUDE
INTAKE THROTTLE VALVE

**VERIFY GRID HEATER STUDS

COMPLETE DROP-IN ENGINE INCLUDES:

ALL PARTS ON THE RUNNING ENGINE PLUS

- Both EGR coolers (Hot & Cold) - Brand NEW
- EGR coolant pipes & air pipes
- EGR valve

Tube style EGR Cooler

Advantage: Makes it easier for the exhaust to pass through and less susceptible to leaking and plugging up. **Benefit:** Longer life, less downtime & maintenance costs.

APPLICATIONS

Reviva's MaxxForce DT diesel engines are configured for International delivery trucks, garbage trucks, dump trucks and school buses.

- Model Years 2007-2009
- Engine Serial Number Range 3,000,000 - 3,300,000

ABOUT THE REVIVA MAXXFORCE DT

- All Reviva engines are assembled in the USA.
- Reviva replaces 100% of pistons, rings, bearings, bushings, gaskets and seals.
- All heads get new valves and are vacuum tested to ensure the quality of the valve job.
- Reviva grinds and polishes 100% of camshafts' lobes.
- All connecting rods are de-magnetized.
- All high pressure oil pumps are remanufactured and tested to ensure performance.
- Core plugs are 100% stainless steel to avoid corrosion.
- Blocks, heads and crankshafts are magnaflux tested to avoid any possible cracks.
- Cylinder heads are pressure tested before assembly to eliminate possibility of coolant leak.
- Blocks are resurfaced and have counterbores re-machined to ensure proper sleeve protrusion and head gasket sealing.
- Connecting rods have new bushings installed and both large and small end are re-machined to OEM specifications.
- Crankshaft is checked for size, reground, if necessary, and polished to OEM specifications.

REVIVA'S DYNO TEST

All of Reviva's Complete Drop-In engines are 100% dyno tested prior to shipment. Computer controls ensure that each engine dyno test is conducted under standard, repeatable settings. Every engine is run through a warm up cycle; three separate segments simulating light, medium and heavy throttle conditions; maximum torque and horsepower tests; both high and low idle tests; and a black light leak detection test with dyed oil, coolant and fuel.

WARRANTY COVERAGE

On-Road Complete Drop-In configurations: 2yr/unlimited mileage.*

Long Block configurations: 1 year/unlimited mileage.

Transit Bus Applications: 1 yr/unlimited miles on all configurations.

Some restrictions apply; see limited warranty details or call for more information.

2nd year long block coverage only.

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ISSUE: MAXXFORCE-DT



Navistar MaxxForce DT Engine Core Evaluation

SECTION I: CUSTOMER INFORMATION

User/Installer _____ Date _____

Dealer/Distributor Contact _____ Phone #() _____

Engine Part Number _____ Serial Number _____

SECTION II: NON TYPE FOR TYPE OR JUNKYARD CORE DEDUCTION

If returning a core of a type different than the engine being purchased (ie: different displacement or horsepower rating), junkyard or disassembled core that cannot be remanufactured, the deduction will be a full core deposit.

\$

SECTION III: CORE DEDUCTIONS

The following table represents the deductions for missing or damaged components. Missing miscellaneous fittings will be charged at cost. Oil and coolant must be drained (including oil cooler), and oil filter must be removed and discarded. Fuel Filters must not be removed.

- | | |
|--|---|
| 1) <input type="checkbox"/> Block \$1,500 | 11) <input type="checkbox"/> Exhaust Manifold \$200 |
| 2) <input type="checkbox"/> Cylinder Head \$500 | 12) <input type="checkbox"/> Centrifuge Breather Assembly \$500 |
| 3) <input type="checkbox"/> Oil Pan \$250 | 13) <input type="checkbox"/> Turbocharger \$500 |
| 4) <input type="checkbox"/> Vibration Damper \$100 | 14) <input type="checkbox"/> High Pressure Oil Pump \$150 |
| 5) <input type="checkbox"/> Gear Housing \$250 | 15) <input type="checkbox"/> Fuel Filter Base \$100 |
| 6) <input type="checkbox"/> Gear Cover \$200 | 16) <input type="checkbox"/> Fuel Injectors (ea) \$100 |
| 7) <input type="checkbox"/> Valve Cover \$200 | 17) <input type="checkbox"/> Fuel Lines Low PSI (ea) \$25 |
| 8) <input type="checkbox"/> Oil Cooler \$300 | 18) <input type="checkbox"/> Coolant/Oil Filter/Oil not removed \$500 |
| 9) <input type="checkbox"/> Flywheel Housing \$250 | 19) <input type="checkbox"/> Original Engine Skid \$600 |
| 10) <input type="checkbox"/> Intake Manifold \$250 | |

**TOTAL EXTERNAL
DEDUCTIONS**
(add lines 1 through 19)

\$

SECTION IV: NET CORE CREDIT

CORE DEPOSIT
(Complete and
Assembled)

—

DEDUCTIONS
(Sum of Section
II, III and IV)

=

NET
CORE
CREDIT

SECTION V: AUTHORIZATION

Dealer/Distributor Signature _____ Date _____

Inspector Signature _____ Date _____

Inspector Phone #() _____