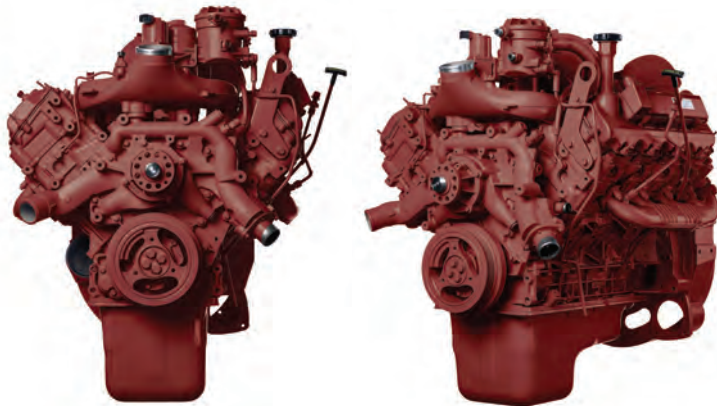


PRODUCT BULLETIN

REVIVA®

International® VT365 Diesel Engine



LONG BLOCK INCLUDES:

- Block
- Camshaft
- Timing gears
- Lifters
- Piston cooling tubes
- Valve train w/ drilled rocket arms
- Oil pan & pick-up tube
- Oil cooler
- Water pump
- Valve covers
- Crankshaft
- Pistons/rings
- Connecting rods
- Main/rod bearings
- Cam bearings
- Cylinder heads/valves
- Oil pump
- Front cover
- Rear cover/flywheel housing
- Oil filter canister

LONG BLOCK SUPREME INCLUDES:

ALL PARTS ON THE LONG BLOCK PLUS

- Injectors
- Glow plugs
- High pressure oil pump
- Crankshaft position sensor
- Engine oil pressure sensor
- EOT-Engine oil temperature sensor
- ICP Injection control pressure sensor
- High pressure oil rails
- Vibration damper
- Injection pressure regulator valve
- Camshaft position sensor

COMPLETE DROP-IN ENGINE INCLUDES:

ALL PARTS ON THE LONG BLOCK SUPREME PLUS

- Intake manifold
- Turbo exhaust piping
- Turbocharger
- Intake air temperature sensor
- Intake air pressure sensor
- EGR Valves
- Exhaust back pressure sensor
- Exhaust manifold
- Dipstick tube & dipstick

BulletProof® 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.

IMPORTANT INSTALLATION INFORMATION

EGR Cooler must be tested and/or replaced to activate warranty on all long block and long block supremes.

APPLICATIONS

Reviva's VT365 diesel engines are configured for International delivery trucks, garbage trucks, dump trucks and school buses.

ABOUT THE REVIVA VT365

- All Reviva engines are assembled in the USA.
- Blocks, heads and crankshafts are 100% magnaflux tested to avoid cracked components.
- Crankshaft is checked for size, reground, if necessary, and micro-polished to OEM specifications.
- Camshaft is checked for wear, reground as necessary, and micro-polished to OEM specifications.
- Connecting rods have new bushings installed and both large and small end are remachined to OEM specifications.
- All connecting rods are de-magnetized.
- All heads get new valves and are vacuum tested to ensure the quality of the valve job. All heads are pressure tested.
- Core plugs are 100% stainless steel to avoid corrosion.
- Reviva replaces 100% internal wear items including rings, bearings, bushings, gaskets and seals.

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.

*Some restrictions apply; see limited warranty details or call for more information.
2nd year long block coverage only.

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ISSUE: VT365-C



Ford 6.0L / International VT365 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 up to 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 \$1,000 | 10) <input type="checkbox"/> Oil Cooler \$125 |
| 2) <input type="checkbox"/> Cylinder Heads (ea) \$300 | 11) <input type="checkbox"/> Oil Pan \$125 |
| 3) <input type="checkbox"/> Exhaust Manifolds (ea) \$100 | 12) <input type="checkbox"/> Rock Arm Covers (ea) \$50 |
| 4) <input type="checkbox"/> Front Cover \$150 | 13) <input type="checkbox"/> Turbocharger/Housing/Pedestal \$400 |
| 5) <input type="checkbox"/> Fuel Filter Assembly \$100 | 14) <input type="checkbox"/> Vibration Damper \$100 |
| 6) <input type="checkbox"/> High Pressure Oil Pump \$150 | 15) <input type="checkbox"/> Intake Manifold \$125 |
| 7) <input type="checkbox"/> Fuel Injectors (ea) \$100 | 16) <input type="checkbox"/> Coolant/Oil Filter/Oil not removed \$500 |
| 8) <input type="checkbox"/> Fuel Return Lines \$25 | 17) <input type="checkbox"/> Original Engine Skid \$300 |
| 9) <input type="checkbox"/> Flywheel Housing/Rear Cover \$600 | |

**TOTAL EXTERNAL
DEDUCTIONS**
(add lines 1 through 17)

\$

SECTION IV: NET CORE CREDIT

CORE DEPOSIT
(Complete and
Assembled)

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DEDUCTIONS
(Sum of Section
II, III and IV)

=

NET
CORE
CREDIT

SECTION V: AUTHORIZATION

Dealer/Distributor Signature _____ Date _____

Inspector Signature _____ Date _____

Inspector Phone #() _____