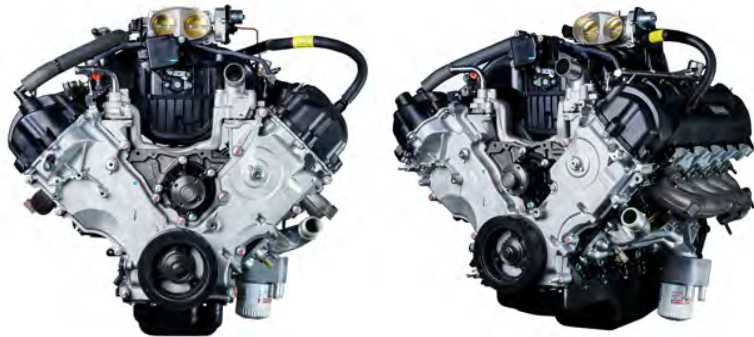


PRODUCT BULLETIN

REVIVA®

FORD® 6.8L Triton V10 - 2 or 3 Valve



COMPLETE DROP-IN INCLUDES:

ALL PARTS ON THE LONG BLOCK PLUS

- Water pump - New
- Thermostat - New
- Thermostat housing
- Coolant crossover (3 valve only)
- Heated PCV (when applicable)
- Intake manifold
- Intake runner controller (when applicable)
- Exhaust manifolds
- Exhaust manifold heat shields (when applicable)
- Throttle body
- Spark plugs - New
- Ignition coils
- Knock sensor harness (when applicable)
- Fuel rail
- Fuel injectors - New
- EVAP purge solenoid - New
- Crank position sensor - New
- Cylinder head temp sensor - New
- Knock sensors - New (when applicable)
- Engine oil pressure sensor - New
- All gaskets and seals - New

APPLICATIONS

The Ford 6.8L is a popular engine used in step van applications including parcel package, snack food, bread, uniform/laundry and other commercial delivery vehicles. This engine is also found in the Ford Econoline Van E250-E450, Ford F250-F750 Super Duty, Ford F53 and F59 stripped chassis, Blue Diamond & Vision school bus chassis and a variety of off highway applications such as yard tractors.

ENGINE IDENTIFICATION

To determine correct part number, please supply the vehicle VIN number.

CONFIGURATION:

Complete Drop-In (as pictured)

ABOUT THE REVIVA FORD 6.8L TRITON V10

- All Reviva engines are assembled in the USA.
- Complete drop-in with value added top end components. No need to waste time or sacrifice quality by re-installing used parts or sourcing components from various suppliers.
- Complete with factory installed manifolds.
- Compare the actual time and money saved by installing a drop-in vs. transferring parts and hoping the engine will run properly.
- Dyno tested with the OEM Ford ECM, specific to application, not generic or modified to "get it close."
- During dyno testing, engines are fully monitored with OEM Ford IDS Scan Tool and precision analog gauges.
- Do not settle for a "live run" or sim tested engine; Dyno testing is the only accurate method to prove performance and eliminate issues at install.

WARRANTY COVERAGE

Complete Drop-In configurations: 2yr/unlimited mileage, complete engine.*

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

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ISSUE: Ford6.8-C



High-Quality Remanufactured Engines

REVIVA.COM



Ford Gasoline - Triton V10 6.8L 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 must be drained.

- | | |
|---|--|
| 1) <input type="checkbox"/> Intake Manifold \$250 | 7) <input type="checkbox"/> Threaded Oil Filter Adapter \$30 |
| 2) <input type="checkbox"/> Throttle Body \$300 | 8) <input type="checkbox"/> Throttle Body Spacer \$100 |
| 3) <input type="checkbox"/> Fuel Rail \$125 | 9) <input type="checkbox"/> Intake Manifold Runner Control \$200 |
| 4) <input type="checkbox"/> Exhaust Manifold (ea) \$500 | 10) <input type="checkbox"/> Coolant Crossover \$200 |
| 5) <input type="checkbox"/> Oil Cooler \$75 | 11) <input type="checkbox"/> Oil not removed \$100 |
| 6) <input type="checkbox"/> Oil Filter Adapter \$125 | 12) <input type="checkbox"/> Original Engine Tote \$500 |

**TOTAL EXTERNAL
DEDUCTIONS**
(add lines 1 through 12)

\$

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 #() _____