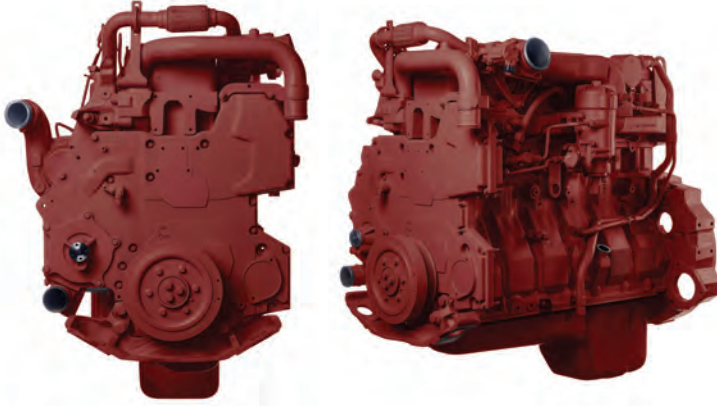


# PRODUCT BULLETIN

# REVIVA®

## International® DT-466EGR 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

\* 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
- Exhaust manifolds
- Complete fuel system (injectors, high & low pressure lines & fuel filter assembly)
- Oil cooler
- Water pump (no pulley)
- Thermostat
- Flywheel housing
- Dipstick guide (lower portion)
- Intake manifold & air inlet
- All sensors

\* GASKET SET TO COMPLETE RUNNING ENGINE AVAILABLE FOR PURCHASE

### COMPLETE DROP-IN ENGINE INCLUDES:

ALL PARTS ON THE RUNNING ENGINE PLUS

- EGR cooler
- EGR pipes
- EGR valve

### APPLICATIONS

Reviva's DT-466EGR diesel engines are configured for International delivery trucks, garbage trucks, dump trucks and school buses.

- Model Years 2004-2007.5

### ABOUT THE REVIVA DT-466EGR

- 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: DT466EGR-C



## Navistar DT466 EGR 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 (What to send back? Send back what we sent you)

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. This list is generic and subject to change. Please contact Reviva with any specific questions regarding core deductions. Some items will not apply to you. At Reviva you return the core in the same configuration as you purchased the replacement engine. No missing or extra parts.

- |  |   |
|--|---|
| 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"/> EGR Cooler ..... \$750                         |
| 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 High 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 #( ) \_\_\_\_\_