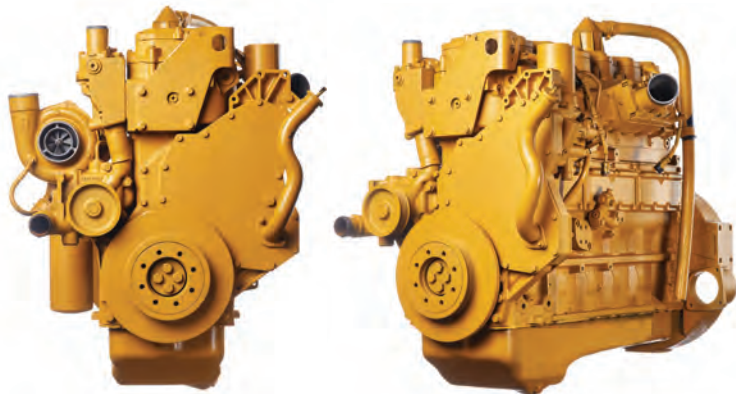


# PRODUCT BULLETIN

**REVIVA®**

## Caterpillar® 3126 and C7 Diesel Engines



### LONG BLOCK INCLUDES:

- Block
- Rods
- Piston assemblies
- Cylinder head
- Gear housing & front seal
- Oil cooler
- Crankshaft
- Valve train
- Camshaft
- Gasket set
- Oil pump

### LONG BLOCK SUPREME INCLUDES:

ALL PARTS ON THE LONG BLOCK PLUS

- Front cover
- Oil pan
- Flywheel housing

**\*INJECTORS CAN BE ADDED FOR  
ADDITIONAL COST UPON REQUEST**

### COMPLETE DROP-IN ENGINE INCLUDES:

ALL PARTS ON THE LONG BLOCK SUPREME PLUS

- Intake manifold
- Damper
- Injection pump & lines
- Exhaust manifolds
- Injectors
- Valve cover
- Water pump & pulley
- Turbocharger
- High pressure pump

### ELECTRONIC COMPLETE ENGINES WILL ALSO INCLUDE:

- Injection pressure sensor
- Boost pressure sensor
- Oil pressure sensor
- Engine timing & speed sensor
- Coolant temperature sensor
- Air temperature sensor
- Atmospheric sensor

### APPLICATIONS/ENGINE IDENTIFICATION

Reviva's Caterpillar diesel engines are available for many class 6-8 truck, bus, vocational, and industrial applications. Reviva's long block and drop-in engines are available for years 1996 and up for the 3126 and C7 families. To determine correct part number and configurations available, please gather the following information from the engine data tag on the valve cover:

- Engine Serial Number (Format 7AS OR WAX....)
- Engine Arrangement Number (Format 108-5291)
- Engine Model Year
- Vehicle: Year, Make, Model

### ABOUT THE REVIVA 3126/C7

- All Reviva engines are assembled in the USA.
- Reviva replaces 100% of pistons, rings, bearings, bushings, gaskets and seals.
- Reviva matched OEM requirements for piston type depending upon HP and application.
- All heads get new valves and are vacuum tested to ensure the quality of the valve job. All heads are pressure tested and upgraded to the latest style valve seal.
- Cylinder head seats replaced 100% new.
- Reviva grinds 100% of camshafts' lobes.
- All connecting rods are de-magnetized.
- Core plugs are 100% stainless steel to avoid corrosion.
- Blocks, heads and crankshafts are 100% magnaflux tested to avoid cracked components.
- 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 micro-polished to OEM specifications.

### REVIVA'S TESTING

All of Reviva's Long Block engines are 100% SIM tested prior to shipment.

All of Reviva's Drop-In engines are 100% Dyno tested prior to shipment.

### WARRANTY COVERAGE

On-Road Complete Drop-In configurations: 2 year/unlimited mileage.\*  
Long Block configurations: 1 year/unlimited mileage.  
Off-Road Complete Drop-In configurations: 1 year/2,000 hours.

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

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ISSUE: 3126-E

Every Engine Built to its Exact Serial Number

**REVIVA.COM**



## Caterpillar 3126 / C7 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 ..... \$1,000          | 10) <input type="checkbox"/> Exhaust Manifold ..... \$100                   |
| 2) <input type="checkbox"/> Cylinder Head ..... \$400    | 11) <input type="checkbox"/> Turbocharger ..... \$500                       |
| 3) <input type="checkbox"/> Oil Pan ..... \$150          | 12) <input type="checkbox"/> High Pressure Oil Pump ..... \$500             |
| 4) <input type="checkbox"/> Vibration Damper ..... \$100 | 13) <input type="checkbox"/> Fuel Filter Base ..... \$100                   |
| 5) <input type="checkbox"/> Gear Housing ..... \$250     | 14) <input type="checkbox"/> Fuel Injectors (ea) ..... \$100                |
| 6) <input type="checkbox"/> Gear Cover ..... \$200       | 15) <input type="checkbox"/> Fuel Lines High PSI (ea) ..... \$15            |
| 7) <input type="checkbox"/> Valve Cover ..... \$200      | 16) <input type="checkbox"/> Coolant/Oil Filter/Oil not removed ..... \$500 |
| 8) <input type="checkbox"/> Oil Cooler ..... \$125       | 17) <input type="checkbox"/> Oil Pump ..... \$100                           |
| 9) <input type="checkbox"/> Flywheel Housing ..... \$200 | 18) <input type="checkbox"/> Original Engine Skid ..... \$600               |

**TOTAL EXTERNAL  
DEDUCTIONS**  
(add lines 1 through 18)

\$

### 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 #( ) \_\_\_\_\_