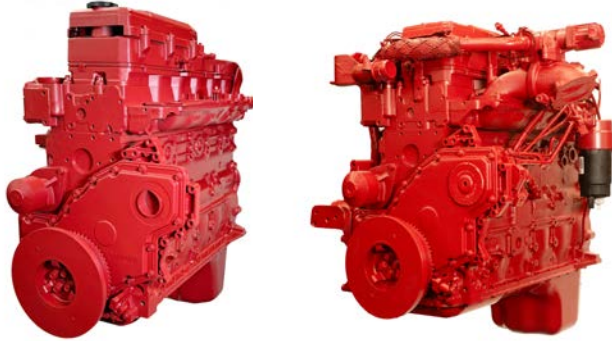


Cummins® 6.7L Common Rail Diesel Engines

ISSUE: DodgeCummins 6.7-A

RAM/Sterling Bullet Applications



LONG BLOCK INCLUDES:

- Block
- Rods
- Piston assemblies
- Head
- Rear seal plate w/ seal
- Oil filter assembly
- Water pump
- Fuel pump gear
- Oil pan
- Valve train (lifters, pushrods & rockers arms)
- Front cover & gear housing
- Crankshaft w/ gear
- Oil pump
- Camshaft w/ gear
- Oil cooler
- Gasket set
- Valve cover & rocker cover
- Breather cover w/ filter
- Intake cover
- Damper

COMPLETE DROP-IN ENGINE INCLUDES:

ALL PARTS ON THE LONG BLOCK PLUS

- High pressure fuel pump
- Low pressure lines w/ filter
- Injectors
- High pressure lines w/ manifold
- Intake cover & air intake heater
- Intake connection
- VC turbocharger w/ lines
- Exhaust manifold
- Sensors & switches
- EGR cooler w/ lines
- EGR valve
- Dipstick & dipstick tube

ARP head studs are an available upgrade with this engine. The studs help to mitigate the head gasket issues common in these engines.

**FROM SKIDSTEERS TO SEMI-TRUCKS,
REVIVA HAS YOU COVERED!**

QUALITY PROCESSES

Every engine is machined using state-of-the-art equipment and assembled using precise and repeatable methods. All engine production follows documented lean manufacturing processes and principles to create consistent quality and dependable outcomes.

- All Reviva engines are assembled in the USA.
- Reviva replaces 100% of rings, bearings, 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 or machined.
- Camshafts are checked for size, reground if necessary, and micro-polished to OEM specifications.
- All connecting rods are de-magnetized.
- Frost plugs are 100% stainless steel to avoid corrosion.
- Blocks, heads and crankshafts are 100% magnaflux tested to avoid cracked components.
- Connecting rods are re-machined to OEM specifications.
- Crankshaft is checked for size, reground if necessary, and micro-polished to OEM specifications.

REVIVA TESTING

- **Long blocks** are SIM tested for performance.
- The machine measures cylinder compression, rotational torque, oil pressure, coolant pressure.
- Engines are checked with a black light to ensure no leaks.
- **Drop-In** engines are Dyno tested prior to shipment.
- Reviva runs a 30 minute, 12-stage dyno process which includes running the engine at high idle, full load.
- Multiple engine parameters are monitored including horsepower and torque. Fuel, oil, coolant pressure and temperature along with crank case pressure.
- All fluids are dyed different colors for post dyno leak inspection with a UV light.
- All electronic engines are hooked up to a scan tool to check for active codes and a copy is added to the dyno sheet.

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. Motorhome/RV Applications: 1 year parts and labor only.

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

©2022 Reviva, All Rights Reserved. Reviva is an independent manufacturer and is not affiliated with Navistar, Ford, Cummins, General Motors, Mercedes-Benz or Caterpillar.