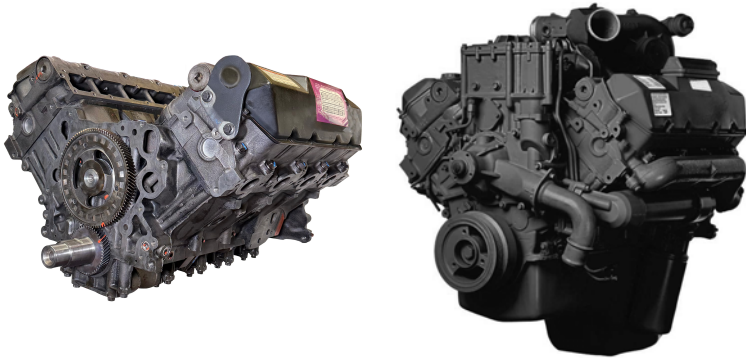


Ford® Powerstroke 7.3L DI Diesel Engine

ISSUE: NAV-DI-H



LONG BLOCK INCLUDES:

- Block
- Crankshaft
- Camshaft
- Pistons/rings
- Timing gears
- Connecting rods
- Lifters
- Main/rod bearings
- Piston cooling tubes
- Cam bearings
- Rear cover & seal
- Heads
- Glow plugs
- Valve train
- Gasket set*
- Oil pump

*GASKET SET DOES NOT INCLUDE VALVE COVER GASKET

LONG BLOCK WILL NOT BE PAINTED

LONG BLOCK SUPREME INCLUDES:

ALL PARTS ON THE LONG BLOCK PLUS

- Camshaft positioning sensor
- Oil cooler
- Damper/Pulley
- Oil pan & pick-up tube
- Front cover & seal
- Valve covers
- High pressure oil pump, regulator, & lines
- Oil filter
- Injectors
- Water pump

COMPLETE DROP-IN INCLUDES:

ALL PARTS ON THE LONG BLOCK SUPREME PLUS

- Turbo pedestal
- Turbo exhaust plumbing
- Front cover & seal
- EBP valve*
- Turbocharger
- Fuel filter/heater assembly
- Low pressure fuel lines
- Water pump
- Lift pump*
- Exhaust manifolds
- Intake manifold
- Oil cooler

*WHERE REQUIRED

- E 350-450 from 1994 to end of OE 7.3L production
- F 250-550 from 1994 to end of OE 7.3L production

**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.