

## LONG BLOCK INCLUDES:

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

## LONG BLOCK SUPREME INCLUDES:

all parts on the long block plus

HEUI injectors	Oil pan & pick-up
Vibration damper	tube Valve covers
Camshaft positioning sensor	
High pressure oil pump, regulator, & lines	

## COMPLETE DROP-IN INCLUDES :

all parts on the long block plus

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

## DYNO TEST

All of the 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. Tests include oil and coolant temperature; monitors crankcase pressure, oil and turbo boost pressures; and tests fuel consumption.

## Warranty Coverage

On-Road Complete Drop-In configurations: 2yr/unlimited mileage.  
2nd year long block coverage only

Off-Road Complete Drop-In configurations: 1yr/2,000 hours.

## DI/INTERNATIONAL T444E 7.3L TURBO

The DI/T444E 7.3L turbo is the most popular diesel engine on the road today. 7.3L Turbo engines, which are available for Ford and International T444E Series applications, are configured for delivery vans, pick up trucks, ambulances, utility trucks, airport shuttle buses and International school buses.

E 350-450/F 250-550 from 1994 to end of OE 7.3L production  
International T444E from 1994 to end of OE 7.3L production

## ABOUT REVIVA'S 7.3L/T444 ENGINES

### Assembled in the USA.

100% of pistons, rings, bushings, gaskets and seals are replaced.

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.

All Camshafts lobes are ground 100% of the time.

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 remachined to OEM specifications.

Crankshaft is checked for size, reground, if necessary, and micro-polished to OEM specifications.

