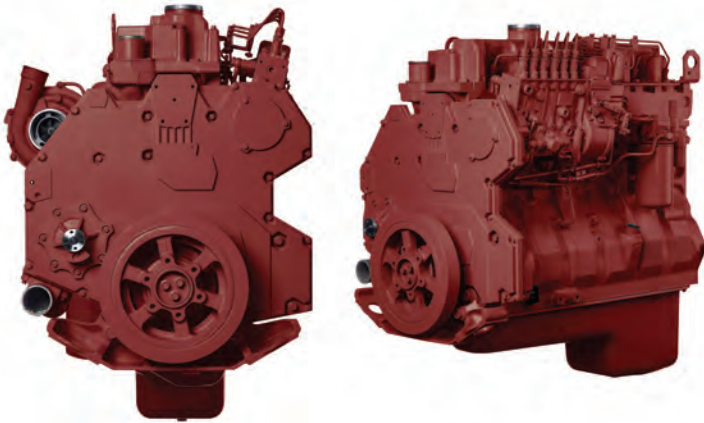


International® DT-466 Diesel Engine C & P Series



LONG BLOCK SUPREME INCLUDES:

- Block
- Rods
- Oil cooler
- Valve cover
- Water pump (no pulley)
- Piston/sleeve assemblies
- Timing gears
- Front cover & seal
- Gasket set
- Thermostat housing
- Damper & pulley assembly
- Flywheel housing (not on P models)
- Crankshaft
- Oil pan
- Oil pump
- Pickup tube
- Valve train
- Camshaft
- Head
- Oil filter
- Thermostat
- Water filter (P only)
- Front engine mount (P only)

COMPLETE DROP-IN ENGINE INCLUDES:

ALL PARTS ON THE LONG BLOCK SUPREME PLUS

- Air crossover tube*
- Intake manifold**
- Dipstick guide (lower portion)
- Complete fuel system (injectors, high & low pressure lines, injection pump & fuel filter assembly)
- Turbocharger
- Exhaust manifolds

*WHERE REQUIRED

**PART OF THE VALVE COVER ON THE P SERIES

APPLICATIONS

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

DT-466 B Series

DT-466 C Series

DT-466 P Series through 1999.5

ABOUT THE REVIVA DT-466

- 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. All heads are pressure tested and upgraded to the latest style valve seal.
- Reviva grinds 100% of camshafts' lobes.
- All connecting rods are de-magnetized.
- OEM components are used in injection pumps.
- Core plugs are 100% stainless steel to avoid corrosion.
- Blocks, heads and crankshafts are 100% magnaflux tested to avoid cracked components.
- 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: DT466-K



Navistar DT466 - B & C Series Engine Core Evalutation

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 \$1000 | 10) <input type="checkbox"/> Aftercooler \$500 |
| 2) <input type="checkbox"/> Cylinder Head \$250 | 11) <input type="checkbox"/> Oil Pan \$100 |
| 3) <input type="checkbox"/> Exhaust Manifold \$100 | 12) <input type="checkbox"/> Rocker Arm Cover \$75 |
| 4) <input type="checkbox"/> Front Cover \$200 | 13) <input type="checkbox"/> Turbocharger w/ Housing \$300 |
| 5) <input type="checkbox"/> Fuel Filter Base \$25 | 14) <input type="checkbox"/> Vibration Damper \$100 |
| 6) <input type="checkbox"/> Fuel Injection Pump \$400 | 15) <input type="checkbox"/> Water Pump \$50 |
| 7) <input type="checkbox"/> Fuel Injectors (ea) \$20 | 16) <input type="checkbox"/> Flywheel Housing \$200 |
| 8) <input type="checkbox"/> Fuel Lines High PSI (ea) \$25 | 17) <input type="checkbox"/> Coolant/Oil Filter/Oil not removed \$500 |
| 9) <input type="checkbox"/> Intake Manifold \$75 | 18) <input type="checkbox"/> Original Engine Skid \$300 |

**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 #() _____