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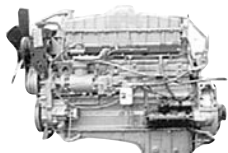
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4239D, Non turbo	\$2,750
4239T, Turbocharged	\$2,950
4039D, Non turbo	\$2,950
4039T, Turbocharged	\$3,250
4045D, Non turbo	\$3,250
4045T, Turbocharged	\$3,400
6059T, Turbocharged	\$4,950
6068T, Turbocharged	\$5,500

FORD

7.8, 6 cyl., 240 hp.	\$2,750
7.8, 6 cyl., 210 hp.	\$2,350
6.6, 6 cyl.	\$1,950

DETROIT

Ser. 60 II, III, IV	P.O.R.
'09 DD-15	\$10,500
8V-92-TA	\$2,950
8V-71, (318 hp)	\$2,450
6V-92-TA	From \$2,500
6-71 (238 hp)	\$2,250
6V-71	\$2,750
6V-53	\$2,500
3-71	\$1,850
4-71	From \$2,750
3-53	\$2,350
4-53	\$2,950
8.2-T, Turbo & natural	\$2,450
12V-71	\$4,750
Series 50	From \$3,250

MACK ENGINES

300 2-val.	From \$2,950
T675, 237 hp	\$2,500
T676, 300 hp	\$3,000
E-M-6, 4-valve	\$3,500
E-M-7 4-valve	From \$3,750
MS-200, 6 cyl.	\$1,950
MS-300, 6 cyl.	\$2,750
E-Tech 300 hp	\$3,750

CUMMINS

ISX 400-500 hp	From \$6,500
N14 (330-500 hp)	From \$3,950
400 BC I, III & IV	Call
300/350 BC III & IV	From \$3,500
300/350 BC I & II	\$2,950
350 S.C.	\$2,350
Cum. S.C. 290, 270, 250	From \$1,500
4BT, 3.9	\$3,350
6-BT, 5.9	From \$2,750
6CT 6 Cyl., 8.3L	From \$3,450
M11-E Clect-Plus	\$3,750
L-10	From \$2,750
ISM 330-370 hp	From \$3,950
ISC, elec., 8.3, 285 hp	\$4,250

V-8 CUMMINS

504 V8	\$3,000
555 V8 & Turbo	From \$3,500
VT 903 V8	\$2,750

INT'L. DIESELS

DT466-E, elec.	\$3,250
DT466, NGD	\$3,250
DT 466 In-Line Pump	\$2,450
DT530-E	\$5,500
9.0L, V8	\$2,250
Int'l. T-444	\$2,250

PERKINS

4-236, 4 cyl.	\$2,200
6-354, 6 cyl., natural	\$2,950
1004, 4 cyl.	From \$2,950

CAT ENGINES

C-15	From \$7,500
C-12	From \$4,750
C-10	\$3,750
3208	\$2,500
3208-T turbo	From \$3,250
3116 6-Cyl.	From \$2,950
3126 6-Cyl.	From \$2,950
3406-B	From \$3,500
3406E (355-500 hp)	From \$3,500
3406TA, after cooled	\$4,200
3306-TA (DI)	\$5,500
3176-TA	\$2,950
3412	P.O.R.

DEUTZ

FL3-912/913	\$2,150
FL4-912	\$2,950
FL4-914	\$2,950
FL5-912	\$2,750
FL6-912	\$3,750
FL6-913-T turbo	\$4,250

MERCEDES

MB4000 EGR, 435 & 460 hp	
	\$5,250 ea.
MB4000 non-EGR	\$4,500

VOLVO

VD-12 EGR ('04-'08)	\$6,500
VD-12 ('95-'03)	\$4,500



Engines



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