

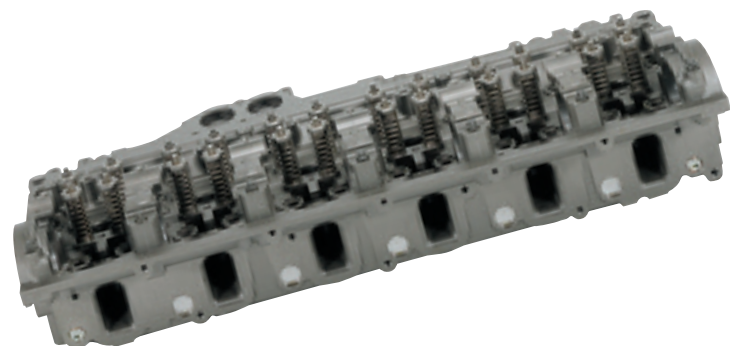
DETROIT DIESEL



reliabilt[®] vs Non-Genuine **No Comparison**



Always Use Genuine
reliabilt[®] Cylinder Heads
On Your Series 60 Engine.



See reverse side to find out why.

Here's what the engineers said.

Genuine

reliabilt[®] cylinder heads are remanufactured with all of the latest engineering improvements. This provides quality and dependability that you can rely on.

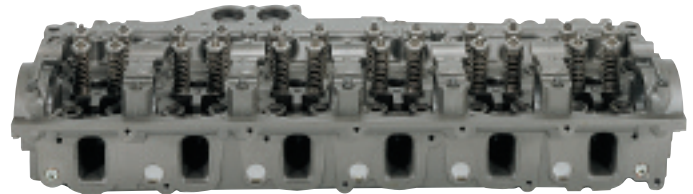
- **New “racetrack” seal installed.**
 - Cam cap is machined to allow the insert of the rubber seal.
 - Reduces the likelihood of an oil leak occurring in the front of the engine.
- **Three-bolt cam cover installed.**
 - Increases sealing surface and reduces the likelihood of oil leaks.
- **Three-angle valve seat machining utilized.**
 - Results in better valve seating for ensured performance.
- **All gasket surfaces are machined.**
 - The surface is restored to a like new finish that reduces the likelihood of oil, coolant and exhaust leaks.
- **Parts are remanufactured to original blueprint specifications or replaced, including:**
 - Valves
 - Springs
 - Cam followers
- **Fully warranted and supported by Detroit Diesel Corporation.**
- **Supported by Detroit Diesel's worldwide distributor and dealer network.**

Non-Genuine

After a thorough analysis of non-genuine cylinder heads, Detroit Diesel's engineers found that they **did not** have the engineering updates that are **critical** to avoiding failures.

- **Head was not machined for new “racetrack” seal.**
 - May increase the chance of oil leaks.
- **Three-bolt cam cover design was not used.**
 - May increase the chance of oil leaks.
- **Three-angle valve machining was not used on the subject heads that DDC tested.**
 - May cause poor performance due to incomplete valve seating.
- **Numerous gasket surfaces were not machined, including:**
 - Thermostat Housing
 - Intake Manifold
 - Exhaust Manifold

This may lead to premature gasket failure.



*Findings are the result of a head-to-head engineering study comparing a genuine Detroit Diesel Series 60 cylinder head to a competitor's non-genuine cylinder head. The heads were purchased through their respective outlets, analyzed by engineers at Detroit Diesel's manufacturing facility in Redford, Michigan, and torn-down to their individual components for complete analysis during a seven-day study at Detroit Diesel Remanufacturing-East in Cambridge, Ohio.

DETROIT DIESEL

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