POWERtec ENGINEERING

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Powertec RPA Macroblock V8 - **Phase 3**

Following two years of continuous development, the Powertec RP - V8 engine is not only the most powerful small capacity V8 racing engine, but also the most reliable. All new phase 3 engines are fully warranted for 30 hours between rebuilds.

The Powertec RP Macroblock engine comprises Suzuki GSXR 1300 cylinder heads mounted to a dedicated dry sumped crankcase. A flat-plane steel billet crankshaft transmits power to the gearbox, while a gear-driven shaft drives four scavenge pumps, two oil supply pumps and the water pump.

Now available in 2.6 and 2.8 litres, the RP Macroblock can be supplied in standard or tuned specification with either a twin-butterfly plenum chamber or eight-butterfly induction system.

Powertec RPA Macroblock V8

Engine Specification
72° V8 cylinder, 32 valve quad cam
Steel flat-plane crankshaft
Twin pump lubrication system
Four scavenge pump dry sump system
Rotary vane coolant pump
Pre-engaged starter motor
Belt driven 45amp alternator

Dimensions
Length: 546mm
Width: 513mm
Height: 440mm
Dry Weight: 88kg (194lb)

Bellhousing/Clutch
Twin-plate dry clutch
Integral oil tank capacity: 9 litre
Integral rear engine mount
Engine-gearbox spacing: 126mm
Dry weight 13.7kg

Powertec RPA – 2.6 Litre, Standard tune
Maximum power 360bhp (plenum), 380bhp (8 butterfly)
Maximum torque 215ft lbs
Maximum revs 10,500rpm
Bore 81mm diameter
Stroke 63mm
Compression ratio 11.0:1

Powertec RPB – 2.8 Litre, Tuned
Maximum power 430bhp (plenum), 450bhp (8 butterfly)
Maximum torque 250ft lbs
Maximum revs 10,500rpm
Bore 84mm diameter
Stroke 63mm
Compression ratio 13.5:1