

## Powertec RP 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

