

PRODUCT SHEET:

RAMPTTECH® FORD 300 (4.9L) REMANUFACTURED ENGINES



**RAMPTTECH**®
ENGINEERED FOR THE RAMP

Revvng up quality, Performance and value.

Not all remanufactured engines are created equal. And some are recreated better than the original. Such is the case with the RAMPTTECH® Ford 300 (4.9L) Engine. Sage engineers have taken one of the finest engines ever made, analyzed every aspect of the engine to optimize quality and performance, and remanufactured the Ford 300 for the highly demanding environment of an airport ramp. The end result is a durable, top quality GSE engine that not only exceeds the expectations of ground support operations... it also delivers incomparable value and return on investment.

Among the many enhancements to the RAMPTTECH® Ford 300 is a specification that requires the use of all high quality, name brand internal replacement parts:

- ✓ All new hypereutectic pistons (8:1 ratio)
- ✓ All chrome moly rings
- ✓ All steel industrial timing gears
- ✓ All aluminum silicon alloy
- ✓ All Felpro® rear main seals
- ✓ All new hydraulic lifters
- ✓ All Viton® valve stem seals
- ✓ All new high volume

To ensure maximum performance in GSE, our team of engineers take the RAMPTTECH® Ford 300 engine through rigorous quality checks, tests and processes, including:

- ✓ 100% magnafluxed and checked for cracks
- ✓ 100% heads surfaced
- ✓ 100% blocks surfaced
- ✓ 100% oil galleys cleaned and flushed
- ✓ 100% threaded holes tap chased
- ✓ 100% valve seats are machined to “Triple Angle” precision for best performance and valve/seat life
- ✓ 100% of all cylinder walls are plateau diamond honed
- ✓ 100% of the cylinders are bored to standard oversize and measured at three locations, assuring uniformity and straightness
- ✓ 100% of the crankshafts are maximum 0.020/0.020
- ✓ 100% of our crankshafts are reground and micro-polished to an 8-12 micro-inch finish
- ✓ 100% of our cam shafts are new or reground to closer than an OEM tolerance
- ✓ 100% of our valve guides are replaced or machined to better than OEM tolerances
- ✓ 100% of the tolerances used are custom engineered to improve reliability and durability, decrease wear and improve longevity

See all configurations inside

www.sageparts.com

RAMPTECH® FORD 300 (4.9L): COMPLETE DRESSED DROP-IN



On your mark, get set. Go.

Immediate uptime, big savings in labor. And the confidence in knowing you're getting a Ford 300 engine that's not only been re-manufactured better than the original, but is also thoroughly tested to assure the most reliable performance. These are all reasons why the Complete Dressed Drop-In version of the RAMPTECH® Ford 300 Engine is a very smart choice.



Photographed 300F3

- ✓ Totally turn-key. Just drop it in, hook it up, start the engine, and go.
- ✓ 100% Dyno tested. Sage engineers utilize state-of-the-art analytics and comprehensive processes to ensure that all engine components and systems are working perfectly.
- ✓ All necessary adjustments to ignition timing and fuel system are completed for you, eliminating break-in time when you receive the engine and reducing your labor expenses.
- ✓ Each variation on the RAMPTECH® Ford 300 Drop-In Engine is carefully engineered for both customer-specific and equipment-specific applications.
- ✓ Packages can be custom built to your requirements.
- ✓ Choice of gasoline, LPG and CNG configurations.

CONFIGURATIONS

Complete Dressed (Drop-in) Ford 300 (4.9L) Engines for Gasoline Applications

Complete Dressed Engines Come with New Carburetor, New Governor, New Fuel Pump, New Distributor, Moroso® Long Life Plug Wires, Spark Plugs, New Water Pump, New Water Outlet, Harmonic Balancer, Timing Cover, Valve Cover, Oil Filler Cap, PCV, Oil Pan, Dipstick and Tube, Side Cover, Oil Filter

Complete Early Applications with 3-5/8" Water Pump Height

- 300F1** Ford 300, 2 Groove Balancer, Carburetor, Governor, 3-5/8 WP Height
- 300F3** Ford 300, 2 Groove Balancer, Carburetor, Governor, 3-5/8 WP Height

Early Applications with 3-5/8" Water Pump, Same as Above, NO Carburetor

- 300F2** Ford 300, 2 Groove Balancer, No Carburetor, No Governor, 3-5/8 WP Height
- 300F7** Ford 300, 2 Groove Balancer, No Carburetor, With Governor, 3-5/8 WP Height

Complete Late Applications with 4-1/4" Water Pump Height, Including High Mount Fan Applications

- 300F4** Ford 300, 2 Groove Balancer, Carburetor, Governor, 4-1/4 WP Height
- 300F5** Ford 300, 3 Groove Balancer, Carburetor, Governor, 4-1/4 WP Height
- 300F6** Ford 300, 2 Groove Balancer, Carburetor, Governor, 4-1/4 WP Height

Late Applications with 4-1/4" Water Pump Height, NO Carburetor

- 300F8** Ford 300, 2 Groove Balancer, No Carburetor, Governor, 4-1/4 WP Height

Dry Fuel (LPG, CNG) Application Engines, NO Carburetor or Governor

- 300F10** Ford 300, 2 Groove Balancer, No Carburetor or Governor 4-1/4 WP Height
- 300F10B** Ford 300, 2 Groove Balancer, No Carburetor or Governor, 4-1/4 WP Height
- 300F11** Ford 300, 3 Groove Balancer, No Carburetor or Governor, 4-1/4 WP Height

Configurations are subject to change. Please contact Sage Parts for the latest specifications.



RAMPTECH® FORD 300 (4.9L): DRIVE BY WIRE ELECTRONIC FUEL INJECTED



Photographed 300F12CTH

Advanced technology, solid peace of mind.

Tamper-proof engineering makes this engine as close to failsafe as failsafe gets. The Drive By Wire Electronic Fuel Injected version of the RAMPTECH® Ford 300 Engine offers many technologically superior controls and features that are not available on standard carbureted engines, including the fact that all adjustments are electronically set for optimal performance and software protected – eliminating the need or opportunity for costly tinkering by operators and mechanics.

- ✓ 100% Dyno tested. Sage engineers utilize state-of-the-art analytics and comprehensive processes to ensure that all engine components and systems are working perfectly.
- ✓ Throttle body injected utilizing drive by wire technology.
- ✓ Electronic governance to eliminate governor tampering; low oil pressure shut down; high temperature shut down; electronic data collection.



CONFIGURATIONS

Application Based Complete Drive by Wire Electronic Fuel Injected Engines

Complete DBW EFI Engines Come with Complete DBW EFI System, New Electric Fuel Pump, New Hall Effect Distributor, Moroso® Long Life Plug Wires, Spark Plugs, New Water Pump, New Water Outlet, Harmonic Balancer, Timing Cover, Valve Cover, Oil Filler Cap, PCV, Oil Pan, Dipstick and Tube, Side Cover, Oil Filter, and Application Installation Kit

300F1DBW	Ford 300, 2 Groove Balancer, EFI DBW, 3-5/8 WP Height
300F12660	Ford 300, 3 Groove Balancer, EFI DBW, 4-1/4 WP Height, 660 TUG™
300F12CTH	Ford 300, 3 Groove Balancer, EFI DBW, 3-5/8 WP Height, CLARK™, TUG™, HARLAN™
300F12MA	Ford 300, 3 Groove Balancer, EFI DBW, 3-5/8 WP Height, TUG™ MA
300F12MH	Ford 300, 3 Groove Balancer, EFI DBW, 4-1/4 WP Height, TUG™ MH

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RAMPTECH® FORD 300 (4.9L): LONG BLOCK ENGINES FOR GASOLINE OR DRY FUEL APPLICATIONS



Ramp-exceeding specs, versatile savings opportunities.

Depend on it, day after day. Year after year. Like all other RAMPTECH® Ford 300 Engines, RAMPTECH® Ford 300 Long Block Engines for Gasoline or Dry Fuel Applications are engineered to exceed the highly demanding performance and dependability expectations of ground support operations. Furthermore, this version of the Ford 300 offers you the opportunity to re-use your existing components for added savings and value.

- ✓ Sim tested for oil flow and compression; compression checked on each cylinder.
- ✓ Comes dressed with all tin wear.
- ✓ Includes a harmonic balancer.
- ✓ Both gasoline and dry fuel versions are available with or without manifolds.



Photographed 300FLB3G

CONFIGURATIONS

Ford 300 (4.9L) Long Block Engines for Gasoline Applications

Gasoline Long Blocks Come With Head, Harmonic Balancer, Valve Cover, Timing Cover, Oil Pan and Side Cover

300LB2G Ford 300 Long Block, 2 Groove Balancer

300LB3G Ford 300 Long Block, 3 Groove Balancer

Gasoline Long Blocks, With Intake and Exhaust Manifolds

300LB2GWM Ford 300 Long Block, 2 Groove Balancer, With Manifolds

300LB3GWM Ford 300 Long Block, 3 Groove Balancer, With Manifolds

Ford 300 (4.9L) Long Block Engines for Dry Fuel Applications (LPG, CNG)

Dry Fuel Long Blocks come with Dry Fuel Head, Harmonic Balancer, Valve Cover, Timing Cover, Oil Pan and Side Cover

300LB2GDF Ford 300 Long Block, 2 Groove Balancer, Dry Fuel

300LB3GDF Ford 300 Long Block, 3 Groove Balancer, Dry Fuel

Dry Fuel Long Blocks, With Intake and Exhaust Manifolds

300LB2GWMDF Ford 300 Long Block, 2 Groove Balancer, With Manifolds, Dry Fuel

300LB3GWMDF Ford 300 Long Block, 3 Groove Balancer, With Manifolds, Dry Fuel

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Sage Parts
30 Hub Drive, Melville, NY 11747
+1.877.SAGE.877 | +1.631.501.1300 Tel
+1.631.501.1619 Fax
info@sageparts.com

SAGE
PARTS

Anticipating needs, meeting demands. Reducing cost.



1.877.SAGE.877