



Chrysler 3.6L Pentastar Engines

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Bringing More Value to You and Your Customers

- 100% replacement of early-style cylinder head valve seats with copper-infiltrated seats and NEW nitrided valves for improved heat dissipation and reduced wear, preventing engine misfire (dropped valve seats and valve guide wear). Valve guides are air-gauge tested to verify proper clearance between the valve and guide.
- 100% installation of NEW late-design rockers/cam followers, improving longevity of the bearing assembly and the rocker.
- Installation of JASPER-designed pins in the block, locking the cylinders together under heavy load. This prevents the cylinders from moving, which can lead to head gasket scuffing, a common cause of failure.

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JASPER upgrades Chrysler 3.6L Pentastar engines with improved parts such as nitrided valves, copper-infiltrated valve seats, and JASPER designed pistons with robust rings for increased durability.



JASPER 100% replaces the early-style cylinder head valve seats with copper-infiltrated seats to improve heat dissipation and reduce wear.



JASPER provides 100% installation of a NEW engine oil cooler and includes: oil temperature sensor, oil pressure sensor, knock sensor, and adapter harness.



JASPER engines undergo live-run testing using state-of-the-art data acquisition to check compression, vacuum, and oil pressure with other assessments to ensure reliability.

- 100% installation of high-strength, Class 12.9 rod bolts to prevent stretching, which can lead to rod bearing failure.
- JASPER® engineered pistons include a graphite coated skirt and 28% more major thrust bearing area to help prevent dry startup and piston scuffing.
- JASPER® engineered pistons include a smooth, fully-machined, anodized crown, which provides a thermal barrier and reduces carbon buildup.
- JASPER's Chrysler 3.6L piston design includes additional oil return holes (12 total) to increase oil drain back, which reduces oil consumption and prevents the oil rings from sticking.
- JASPER installs a robust two-piece 2.0 mm oil ring for improved oil control and uses a steel top ring, which includes a PVD coating for longevity and less friction.
- An accumulator groove is machined into the piston, decreasing the pressure between the 1st and 2nd ring land, preventing the upper (compression) ring from unseating at higher RPMs.
- JASPER designed pistons have 20% more pin bearing surface area than the original design to improve stability and prevent piston slap.
- Thicker, D-shaped, polytetrafluoroethylene (PTFE) coated multi-layer steel (MLS) head gaskets are installed, with new head bolts, along with better block and head surface finishes (50-150 Rz), to prevent leaks and maintain the correct compression ratio.
- Block is CNC machined for 100% installation of steel-threaded inserts for head bolts, increasing strength over the original aluminum design, which pull out.
- 100% installation of NEW engine oil cooler, and for ease of installation, assembly includes: oil temperature sensor, oil pressure sensor, knock sensor, and adapter harness.
- 100% of the Chrysler 3.6L remanufactured oil pumps are tested on state-of-the-art, JASPER designed, stand-alone oil pump testing equipment. Oil pressure and flow are measured with the solenoid on and off throughout a full RPM sweep of the oil pump operating range.
- Live-run tested, utilizing data acquisition with other assessments to ensure reliability of compression, vacuum, and oil pressure. JASPER also performs actuator testing and a blacklight leak test.

3 Year / 100,000 Mile Nationwide Transferable Warranty

Full warranty disclosure available at www.jasperengines.com or upon request. Specifications subject to change without notice.

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