
Chrysler 3.6 Pentastar

Value Added Quality Improvements

from JASPER

Issue / Concern:

JASPER Solution:

Rocker and Camshaft Failure

- 100% installation of NEW late-design rockers/cam followers, improving longevity of the bearing assembly in the rocker.

Engine Misfire
(Dropped Valve Seats,
and Valve Guide Wear)

- 100% replacement of early-style cylinder head valve seats with copper-infiltrated seats for improved heat dissipation and reduced wear.
- 100% installation of NEW nitrided valves for improved heat resistance and reduced valve guide wear.

Rod Bearing Failure

- 100% installation of high-strength, Class 12.9 rod bolts to eliminate stretching, which can lead to bearing failure.

Dry Start-Up and Piston Scuffing

- JASPER-designed piston with graphite coating helps prevent dry start-up and piston scuffing.
- JASPER-designed pistons include 28% more major thrust bearing area to prevent dry start-up and piston scuffing.

Oil Consumption

- Stronger JASPER-engineered pistons have a smooth, fully-machined, anodized crown which provides a thermal barrier and reduces carbon buildup.
- JASPER's piston design includes additional oil return holes (12 total) for increased oil drainback, to reduce oil consumption and prevent the oil rings from sticking.
- JASPER installs a robust, two-piece 2.0mm oil ring for improved oil control.
- JASPER uses a steel top ring which includes a PVD coating for longevity and less friction.
- Additional accumulator groove is machined into the piston to decrease the pressure between the first and second ring land, preventing the upper (compression) ring from unseating at higher RPMs.
- 100% installation of synthetic, rubber-based PTFE (polytetrafluoroethylene) valve stem seals.

3 Year/100,000 Mile
Nationwide
Parts & Labor Warranty



Remanufactured in the U.S.A.

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

815 Wernsing Road • P.O. Box 650 • Jasper, IN 47547-0650
(800) 827-7455 • Fax (812) 634-1820 • www.jasperengines.com

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- Piston Slap
- 100% torque plate honing of engine block, utilizing a torque plate and specially-designed, ARP2000® bolts, provides cylinder wall geometry that matches the cylinder head as a complete running assembly, for improved ring sealing.
 - JASPER-designed pistons include 20% more pin bearing area for better stability.
- Head Gasket Failure
- Installation of JASPER-designed pins in the block, which lock the cylinders together under heavy load. This prevents the cylinders from moving, which can lead to head gasket scuffing, a common cause of failure.
 - Block is CNC machined for 100% installation of steel threaded inserts for head bolts, increasing strength over the original aluminum design that pull out.
 - Upgraded D-shaped head gaskets increase fire ring pressure for improved sealing under heavy use.
 - JASPER installs a thicker, PTFE (polytetrafluoroethylene) coated MLS (Multi-layer steel) head gasket.
 - Block and heads are resurfaced to a 50–150 Rz finish.
- Engine Oil Contamination
- 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.
- Low Oil Pressure
- 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 solenoid on and off throughout a full RPM sweep of the remanufacture oil pump operating range.
- VVT Failure
- VVT's are hydraulically tested using a state-of-the-art oil-controlled, test stand.
- Reliability
- 100% live-run tested to verify proper compression, vacuum and oil pressure.
 - 100% tested intake and exhaust cam actuators to verify proper performance.
 - 100% black light leak tested to ensure the unit is leak free.

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