



GM 3.6L GDI **Engines**

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3.6L GDI engines.



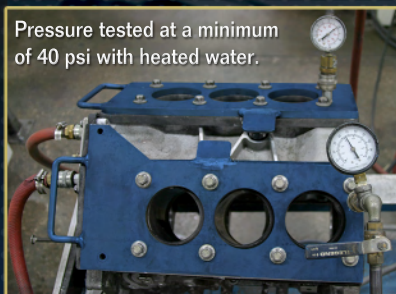
JASPER Has Increased Production on this GM V6 and has Great Availability

- JASPER-engineered pistons include a smooth, fully-machined, anodized crown which provides a thermal barrier and reduces carbon buildup.
- JASPER's piston design includes additional oil return holes (14 total) to increase oil drain back by 250%, or greater, to reduce oil consumption and prevent oil rings from sticking.
- JASPER installs a robust two-piece 2.0mm oil ring for improved oil control. OE uses a thinner, 1.5mm, three-piece oil ring design on LFX models.
- Top piston ring land is profiled to prevent scuffing at higher temperatures.
- An accumulator groove is machined into the piston to decrease the pressure between the 1st and 2nd ring land, preventing the upper (compression) ring from unseating at higher RPMs.

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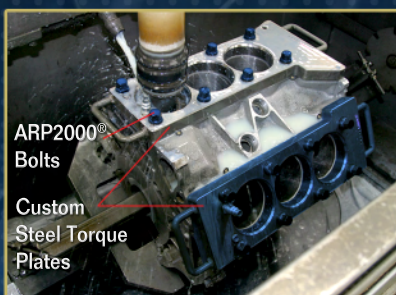


JASPER upgrades GM 3.6L GDI engines with improved parts such as nitrided valves, JASPER designed pistons with robust rings for increased durability, plus we include fuel injection line(s) and, on LLT models, a high pressure fuel sensor.



Pressure tested at a minimum of 40 psi with heated water.

JASPER 100% pressure tests the coolant passages on GM 3.6L blocks to ensure there are no cracks or leaks.



ARP2000® Bolts
Custom Steel Torque Plates

For the best possible cylinder wall geometry, JASPER torque-plate hones all GM 3.6L GDI blocks to ensure the bore is consistent from top to bottom for improved ring sealing, and reduced piston scuffing and oil blow-by.



JASPER Engines undergo Live-Run Testing using state-of-the-art Data Acquisition to check compression, vacuum and oil pressure with other assessments for your assurance of reliability.

- 100% torque-plate honing, utilizing a torque plate and ARP2000® bolts, provides cylinder wall geometry that matches the cylinder head as a complete running assembly, for improved ring sealing.
- JASPER engineered pistons have a wider graphite coated skirt than OE to help prevent dry startup and piston scuffing.
- An improved piston skirt profile provides greater stability in the cylinder bore for less wear and better ring sealing.
- JASPER's piston has a 40% wider piston pin surface area than the original design to improve durability and promote scuff resistance.
- 100% installation of a set screw on the reluctor wheel to prevent it from spinning on the crankshaft, eliminating timing and runability issues, or even crankshaft damage.
- Chrome nitrided steel top rings are installed for improved durability, heat resistance and reduced cylinder wall wear.
- Thicker, fluoroelastomer polymer coated Multi-Layer Steel 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.
- Crankshafts are machined and micro polished to exact tolerances for improved bearing oil clearance and reduced wear.
- 100% installation of NEW nitrided valves for improved heat resistance and reduced valve guide wear.
- Live-Run Testing, utilizing Data Acquisition with other assessments for your assurance of reliability include: compression, vacuum, oil pressure, actuator and reluctor testing, and blacklight leak testing.
- JASPER furnishes a fuel injection kit which includes the fuel line(s), high pressure fuel sensor, (on LLT models), and injector seals to prevent fuel spray leaks that can potentially lead to a fire hazard. PTFE Seal Installation/Sizing Tool sold separately.

JASPER also offers a full line of GM 3.6L non-GDI engines.

3 Year / 100,000 Mile Nationwide Transferable Warranty

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

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