

# GM 2.4L DOHC ECOTEC ENGINE



**APPLICATIONS**

**Buick:** LaCrosse, Regal, Verano  
**Chevrolet:** Captiva Sport, Equinox, HHR, Impala, Malibu  
**GMC:** Terrain  
**Pontiac:** G5, G6, Solstice  
**Saturn:** Aura, Ion, Sky, Vue



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JASPER'S GM 2.4L DOHC  
ECOTEC VIDEO LIBRARY.

**JASPER® UPDATES**

JASPER-engineered pistons include a smooth, fully-machined, anodized top land and crown, providing a thermal barrier and reducing carbon buildup.

JASPER's piston design includes additional oil return holes (12 total) to increase oil drain back by 300%, reducing oil consumption and preventing the oil rings from sticking.

JASPER installs a high tension oil ring, versus the OEM's low tension design. This reduces oil consumption and prevents the oil rings from sticking.

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# JASPER® UPDATES



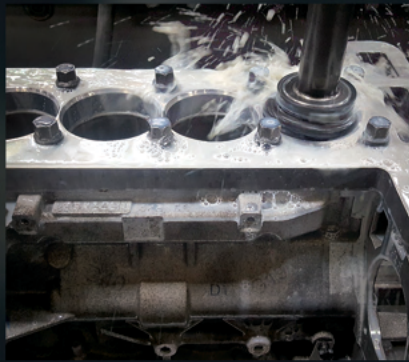
An accumulator groove is machined into the piston to decrease the pressure between the 1st and 2nd ring land, preventing the upper (compression) ring from unseating at higher RPMs.

JASPER designed pistons have a wider graphite coated skirt than OE to help prevent dry startup and piston scuffing.

JASPER uses a steel top ring which includes a PVD coating for longevity and less friction.

100% installation of high grade synthetic, rubber-based FKM (fluoroelastomer) valve stem seals to help prevent oil consumption.

100% installation of upgraded Stellite faced exhaust valves for increased heat resistance and protection against micro welding.

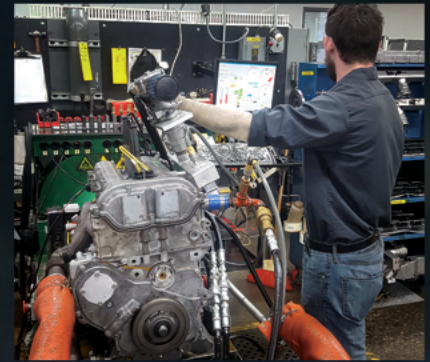


100% torque plate honing, utilizing a torque plate and ARP2000® bolts, provides cylinder wall geometry that matches the cylinder head as a complete running assembly, for improved ring sealing. (See picture above.)

Valve guides are air gauge tested to verify proper clearance between the valve and guide.

Thicker, fluoroelastomer polymer coated Multi-Layer Steel head gaskets are installed on the GDI application, with new head bolts, along with better block and head surface finishes (50-150 Rz), to prevent leaks and maintain the correct compression ratio.

An improved piston skirt profile provides greater stability in the cylinder bore for less wear and better ring sealing.



100% Live-Run Tested, utilizing Data Acquisition with other assessments for your assurance of reliability. These tests include: compression, vacuum, oil pressure, actuator and reductor testing, and blacklight leak testing. (See picture above.)

JASPER designed piston is destroyed to prevent detonation.

100% installation of NEW timing chains and tensioners for longevity.

Crankshafts are machined and micro polished to exact tolerances for improved bearing oil clearance and reduced wear.

VVTs are hydraulically tested using a state-of-the-art, oil-controlled, test stand.



3 Year /100,000 Mile Nationwide | Transferable Warranty

Full warranty disclosure available at [www.jasperengines.com](http://www.jasperengines.com) or upon request. Specifications subject to change without notice.

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