

**Enginetech Inc**  
**Tech Assistance 800-410-3664 ext. 340 or 237**

| TECHNICAL BULLETIN                                                                |                       |
|-----------------------------------------------------------------------------------|-----------------------|
|  | <b>September 1995</b> |
|                                                                                   | <b>TB 1262</b>        |
| <b>Mfg:</b>                                                                       | <b>CHRYSLER</b>       |
| <b>Model:</b>                                                                     | <b>CARAVAN</b>        |
| <b>Liter:</b>                                                                     | <b>3.0L</b>           |
| <b>V I N:</b>                                                                     | <b>3</b>              |
| <b>Year:</b>                                                                      | <b>96-00</b>          |

Head Gasket Failures On  
Chrysler/Mitsubishi 3.0L Engines

AERA members have reported head gasket failures on Chrysler/Mitsubishi 3.0L engines. This type of failure has been reported on engines that have had no previous work done and engines that had recent cylinder head service.

One cause of this type of failure may be carbon build up within the internal passages of the exhaust gas recirculation (EGR) system. If carbon is present in this area it will restrict the flow of EGR gases and alter the combustion process. The center two cylinders seem to be affected most often, with actual burning or cracking of the head gasket fire ring. Combustion gases may then enter the cooling system and cause engine overheating.

One other cause of possible premature head gasket failure may be caused from insufficient head bolt clamping force. Some earlier service manuals list 65-72 ft. lbs. for cylinder head torque. Later service manuals, as well as the engine manufacturer Mitsubishi, call for 80 ft. lbs. of torque.

Some AERA shops have cured external coolant seepage complaints by re-torquing the head bolts to 80 ft. lbs. on a hot engine.

Another cause of head gasket failure may be a cooling system that is not allowing sufficient heat transfer. To adequately cool the engine coolant, the radiator should lower the coolant temperature 25-30° F. Some vehicle applications offer a towing package which includes a radiator with improved cooling capability. Some AERA shops are installing the improved cooling radiator on vehicles that previously did not use it.

The AERA Technical Committee

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