

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

TECHNICAL BULLETIN		Mfg: CHRYSLER
	October 1998 TB 1619	Model: DURANGO
		Liter: 5.9L
		V I N: Z
		Year: 98-03

Valve Seat Caution On
1992-98 Chrysler 3.9, 5.2 & 5.9L Engines

AERA members have expressed the following caution to consider while rebuilding 1992-98 Chrysler 3.9, 5.2 & 5.9L cylinder heads. These engines are used in the truck model line and have been referred to as the "Magnum" design. During tear down and inspection, it is very common to find cracks in the valve seat area of these cylinder heads. Depending on the extent of those cracks, a seat insert may be considered as a repair.

Caution: there have been numerous reports of engine coolant loss after valve seat inserts have been installed in these cylinder heads. Using too deep or too large of an outside diameter on a seat insert may lead to coolant leakage. In most instances, counter boring a casting for 1/4" deep seat will produce a passage into the coolant area.

Counter boring and installing a 7/32" deep seat may not show signs of coolant leakage while pressure testing, but coolant loss was reported later. It appears that the parent metal between the valves is shallow in depth and very close to engine cooling passages. Even though the seat inserts were sealed at time of installation, a passage developed after the engine was placed in service.

If valve seat replacement is considered, it is suggested to use the smallest outside diameter and shallowest depth possible. This problem has been found on various castings and is not a random occurrence. AERA is aware of several seat manufacturers of .165" and .187" depth seat inserts and members have reported success using those seats.

The AERA Technical Committee

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