News & Updates

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PENSKE-JASPER Alliance Forged for 2001 Winston Cup Season

Penske Engines and Jasper Engines have announced an alliance of their two NASCAR engine shops for the 2001 Winston Cup season. This new company, called Penske-Jasper Engines, will be located in a new 28,000 square foot facility in Concord, North Carolina. The alliance will supply engines for the #77, #2, #12 and #02 Winston Cup teams.

Jasper Engines President Doug Bawel is excited about the partnership. "Roger and I have been friends for many years and we at JASPER have admired what he has made happen. By combining forces, all of us will benefit. With Don Miller as Operations Manager and Larry Wallace as General Manager the best is yet to come."

Penske Engines owner Roger Penske says the alliance allows all four teams to improve. "JASPER is the leader in remanufacturing, and with their contacts to automotive suppliers and experience, it just makes sense. Our new facility will truly be state of the art. We are giving Larry and his entire crew what they need to keep improving."

Jasper Motorsports driver Robert Pressley is coming off his best Winston Cup season ever. Pressley and the #77 Jasper Engines & Transmissions Ford Taurus finished 25th in the final point standings, an improvement of 14 positions from the 1999 season.

In 34 points-paying races in 2000, the Jasper Motorsports team averaged a 23.7 on the starting grid, and earned a first-round qualifying spot 19 times. Their best starting position was 3rd at Phoenix on November 5th.

At the finish line, Pressley averaged a 24.6 for the year. The team had one top-five, seven top-15 and 13 top-20 finishes. Their best finish was 5th at Michigan on June 11th.

Robert Pressley will sport a new blue on yellow paint scheme on his #77 Ford Taurus when the 2001 season starts in February.

Customer Profile

Myers Garage

Myers Garage in Lizton, Indiana, has been a family owned and operated business since 1952. They take care of automotive and light truck repair, including engines, brakes and computer diagnosis.

Owner Dick Myers has been an automotive technician since 1962. During that time, Myers was an auto technician in the Army between 1964 and 1967. Myers later worked at an Oldsmobile dealership in Danville, Indiana, from 1972 to 1977. He was promoted to Service Manager in 1975.

Dick took over the family garage from his father, who started the business in nearby Brownsburg in 1952. The garage was moved to Lizton in 1978. And after setting up shop in two different buildings, the business moved to its present location at 522 West Second Street in 1990.

Myers Garage currently has eight employees, including one ASE Certified Technician, and three Master ASE Technicians. To keep up with the latest automotive advancements, Myers' seven service bays utilize the latest in computer diagnostic equipment, including the New Generation Star Tester, the Tech 2 Diagnostic System, and OTC Diagnostic equipment. This allows Myers to service domestic and most import vehicles.

Myers has used JASPER remanufactured products for the past 12 years.

> ***"They (JASPER) make a really good product. They are good people to work with too."***
>
> ***- Dick Myers***

He uses approximately 50 gas engines and transmissions a year. Myers says his garage had used several other engine brands in the past, but wasn't happy with their quality or workmanship. That's why he uses JASPER Quality Remanufactured Products, because he found JASPER to have the best quality and availability. "They (JASPER) make a really good product," says Myers. "And they are good people to work with too."

Myers sells the JASPER name while he makes the sale, and he says the customer is very familiar with the JASPER name. "It's the warranty that wins them over," says Myers.

The business philosophy of Myers Garage is, "Do it right the first time" and "Treat the customer the way you would want to be treated." That's a good philosophy to follow. Now that third-generation technician Mike Myers is handling more of the day-to-day business, Myers Garage is ensured of continuing a fine level of service for many years to come.

Myers Garage has been a family owned and operated business since 1952. Standing from left to right is Dave Barr, Rick Bachelor, Dick Myers (owner), Melissa Myers, Margie Myers and Mike Myers.

On The Technical Side:

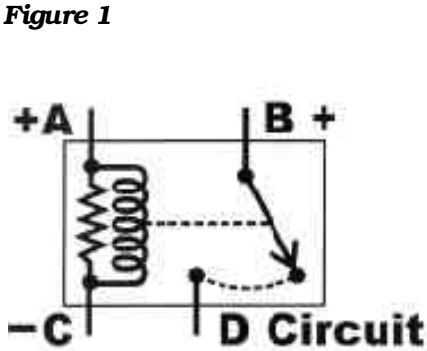
Relay Checks for Chrysler 41TE, 42LE and 42RE

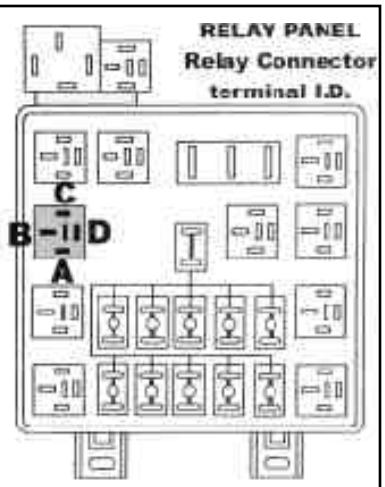
by Bob Cherrnay, Technical Editor
Transmission Digest Magazine

Bob Cherrnay

Bob Cherrnay is an internationally recognized expert in the transmission industry. He is Technical Director of the Automatic Transmission Service Group and Technical Editor of Transmission Digest and Transmission Tech/Talk newsletter. Over the years, Cherrnay has been responsible for producing many transmission manuals, video training tapes and seminars that run in the hundreds. He is a consultant to both OEM and aftermarket manufacturers. The following article appeared in the October 2000 issue of Transmission Digest Magazine. It is being reprinted with the permission of M D Publications.

Figure 1





With the growth of electronics in transmission repair, checking electrical components has become as common as checking the fluid level. Relays have become more widely used in the automotive industry during the past several years, particularly with the controlling of electrical circuits related to the automatic transmission. Relays are normally open switches that are closed when energized.

Their purpose is to isolate one part of an electrical circuit from another. Once the operation of the relay is understood, any relay can be checked with ease.

Figure 1 is a wiring diagram of a typical relay. Each terminal is lettered for identification. Terminal A energizes the relay either from the ignition switch or from a control module. Terminal B is a fused direct battery feed terminal. Terminal C is a ground circuit going to either a direct ground, or a control module. Terminal D is the intended circuit that the direct battery feed terminal (Terminal B) will supply when the switch is closed. When Terminal C is grounded and voltage is supplied to Terminal A, the relay becomes energized, pulling two contacts together and joining terminals B and D.

To check the relay for proper operation, supply 12 volts to Terminal A, ground Terminal C and check for continuity across terminals B and D with a digital volt-ohm meter (Figure2). If terminal identification is uncertain, simply unplug the relay from the connector. Place the negative lead of the DVOM to ground with the meter set to DC volts. With the positive lead, carefully check each terminal in the connector with the ignition OFF.

(continued on page 4)

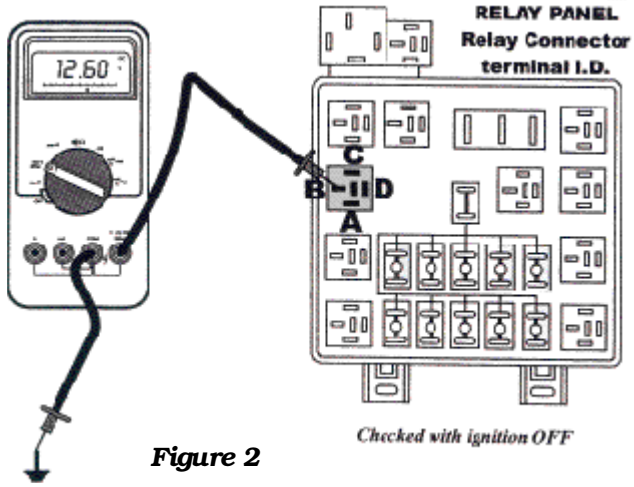


Figure 2

(continued from page 3)

The terminal in the connector that supplies battery voltage would be Terminal B. The terminal of Terminal B is Terminal D (See Figure 1).

Now turn the ignition ON. Recheck the remaining two identified terminals (See Figure 3). The one that has voltage with the ignition ON is Terminal A. The remaining terminal is the ground terminal (C).

With the terminals identified in the connector, the relay terminal scan can be identified and ready for testing (See Figure 4). Run two jumper wires from the battery. Place the positive battery-post jumper wire to Terminal A. Have the negative battery-post jumper lead prepared to ground Terminal C. With the DVOM set to ohms, place the lead across terminals B and D. When Terminal C is grounded, a click should be heard and the continuity should be displayed on the meter. When Terminal C is not grounded, the switch should be open, and the meter should display the same. If the relay does not open and close as described, replace the relay.

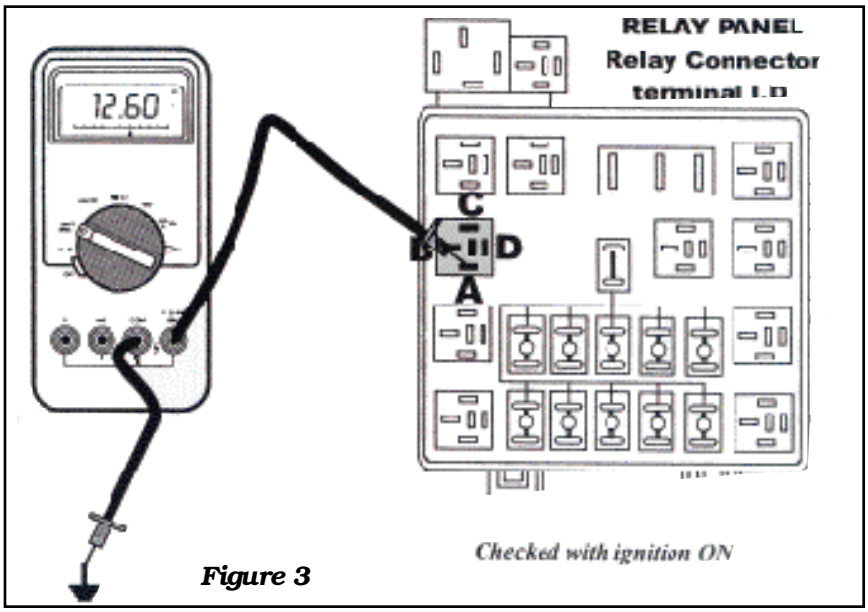


Figure 3

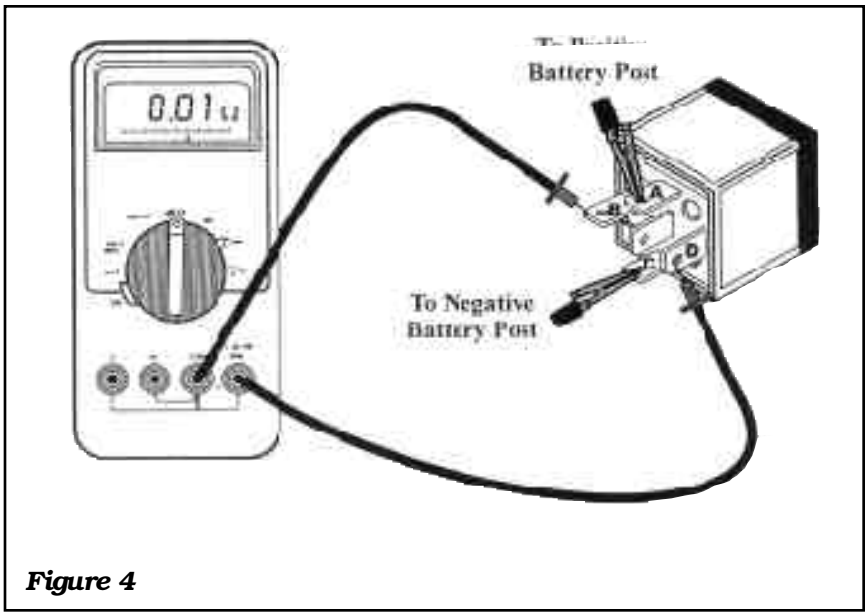


Figure 4

JASPER Has New Technical Update Videos

Your JASPER Factory Representative has some videos to show you the next time he comes to your business.

These Technical Update videos provide you with the latest information on research and processes at Jasper Engines & Transmissions.

Here is a brief description of the videos your JASPER representative can show you:

•Allison Transmission Dynamometer - Shows you JASPER's most versatile transmission tester.

•Transmission Fluid Evacuation Service - Discusses two methods of draining automatic transmission fluid.

•444 Front Cover Oil Filter Update - A JASPER improvement for the early model 444 diesel engine.

•Postal Conversion Updates - An improvement to the 700R4 transmission conversion for postal delivery trucks.

•The Spindle - JASPER never butt welds a spindle onto an axle housing. We'll show you why.

•Diesel Torque Plate Honing - We'll tell you how JASPER eliminates cylinder distortion through this process.

There are additional videos in production at this time, as JASPER continues to keep you up to date on the processes we take to improve your product. Ask to see these new videos when your JASPER Factory Representative comes to visit.

JASPER & Federal-Mogul Announce Strategic Partnership

Federal-Mogul becomes JASPER's Official Source of Replacement Engine Components and Systems

Federal-Mogul Corporation has been named official supplier of replacement engine bearings, pistons, gaskets, piston rings and complete "loaded-piston" assemblies to Jasper Engines & Transmissions, the nation's leading engine remanufacturer.

The strategic partnership includes both a supply agreement and a marketing element, and is the first of its kind between a major aftermarket supplier and engine remanufacturer.

Terms of the agreement call for the company's Sealed Power pistons, piston rings, engine bearings, and Fel-Pro gaskets to be installed in engines remanufactured by JASPER. In addition, JASPER will become the first aftermarket customer worldwide to utilize Federal-Mogul's signature engine systems manufacturing capabilities; JASPER will purchase complete, ready to install Sealed Power piston and ring assemblies for its automotive and diesel engines, eliminating the need to source, stock, and assemble pistons and rings prior to engine production.

Jasper Engines & Transmissions remanufactures more than 65,000 gasoline and 5,000 diesel engines annually.

The strategic partnership will enable JASPER to promote its use of Sealed Power and Fel-Pro to existing and prospective customers. The brands will be displayed on all JASPER engine packaging and other merchandising tools, advertisements, newsletters and a broad range of trade-related communications. The brands and logos also will be prominently displayed on JASPER's fleet of engine transport trailers and in a variety of other prominent locations.

"This is a partnership in every sense of the word," said Jay Burkhart, Vice President of Strategic Planning and Marketing for Federal-Mogul. "Both organizations will benefit from JASPER's use of the world's finest engine components and systems and its commitment to leveraging the full value of the Sealed Power and Fel-Pro brands."

According to Doug Bawel, President of Jasper Engines & Transmissions, "Federal-Mogul has been a strong partner and player in JASPER's success. As we move forward, we need to take this partnership to the utmost level."

The agreement also calls for Federal-Mogul's Champion spark plugs and PowerPath wire and cable products to be included in JASPER's engine installation kits, and for the increased use by JASPER of a variety of Sealed Power valvetrain components.

"JASPER engines represent the very best of the remanufacturing industry, a fact that's understood and appreciated by tens of thousands of professional technicians and repair businesses across North America," Burkhart said. "Customers will now have the added confidence that every JASPER engine and installation kit features all of the parts and technologies needed to ensure unsurpassed performance and durability. We are proud to have our brands and products play a vital role in the continued growth of JASPER's business."

Sealed Power OE-replacement pistons are manufactured from exclusive aluminum alloys matched to each engine's performance requirements. Federal-Mogul's proprietary casting and machining techniques and quality control procedures ensure outstanding reliability and service life.

Sealed Power pistons also feature Federal-Mogul's DurOshield™ piston skirt coating, which greatly reduces the possibility of skirt scuffing and allows engine builders to run the pistons with minimal clearances for increased sealing performance and power output.

Sealed Power piston rings represent the technologies, designs and materials specified each day by a majority of engine repair professionals. The legendary Sealed Power SS-50 oil ring features electro-polished stainless steel expander-spacers to better resist corrosion, provide superior side-sealing and maintain original tension.

Engine bearings from Federal-Mogul feature advanced, application-specific technologies that enhance the performance and durability of automotive and heavy-duty engines. Federal-Mogul is the industry's largest engine bearing manufacturer, with OEM and aftermarket customers worldwide.

Fel-Pro is North America's leading brand of gaskets for replacement applications. Fel-Pro products feature exclusive, aftermarket engineered technologies preferred by millions of engine remanufacturers, professional technicians and race teams.

FEL-PRO®

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