

GM 6L80/90

Value Added Quality Improvements from JASPER

Issue / Concern:

Converter clutch shudder

2-3 harsh or delayed shift,
harsh or delayed shift from park,
harsh or delayed shift from reverse,
burnt 1-2-3-4 clutch,
burnt 3-5/reverse clutch

Check Engine Light (DTC P0751
Code)

TEHCM and/or CAN software
malfunction and runability issues

Reprogramming hassle, TEHCM
calibrations and runability issues

JASPER Solution:

- A billet converter cover is available for all GM 6L80/90 non-captive clutch applications to prevent the front cover from distorting during the converter welding process.
- Early-style stator support shaft is modified for 100% installation of updated 1-2-3-4 and 3-5/reverse seal rings to prevent seal leakage, harsh/delayed shifts and burnt clutches.
- Early-style GM 6L80/90 includes 100% installation of an updated notched valve body spacer plate gasket to provide better oiling to the solenoid, preventing a DTC P0751 code (due to lack of oil to solenoid).
- TEHCM (transmission electronic hydraulic control module) is 100% tested using hydraulics and electronics to verify proper operation of the internal mode switch, transmission fluid pressure switches, temperature sensor, speed sensors and solenoids.
- 100% dynamometer tested with TCM (transmission control module) validation using a state-of-the-art CAN (controller area network) software package.
- JASPER offers free rental of a J2534 pass-through device, with transmission purchase, to assist in the reprogramming of the TEHCM and ECM (engine control module) to ensure the latest OEM calibration is installed in the vehicle.
**J2534 reprogramming will require a subscription fee charged by General Motors.*

**3 Year/100,000 Mile
Nationwide
Parts & Labor Warranty**

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



Remanufactured in the U.S.A.

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