4M Parts Warehouse

THE APS SOLUTION

BUILT TO RUN. BACKED TO LAST

In-Process Machining & Monitoring
Industry-leading machining with continuous in-process testing — quality checks at every phase of production.

Manufacturing Execution System
Every torque value and inspection is electronically controlled, monitored, and recorded against spec.

100% Pressure & Spin Tested
Long blocks pressure-tested for internal and external leaks; spin tested for compression, oil pressure, and flow.

VVT, AFM & MDS Validated
Variable cam phaser, Active Fuel Management, and MDS solenoid testing where applicable — 100% inspection.

MLS Gaskets & New Hardware
Multi-Layered Steel head gaskets for higher temp & pressure tolerance. All-new rod and head bolts to prevent fatigue.

Quick Delivery, Nationwide
Multi-Layered Steel head gaskets for higher temp & pressure tolerance. All-new rod and head bolts to prevent fatigue.

NATIONWIDE WARRANTY

Standard on every engine
3 year / 100,000 mile warranty

SILVER
No fault warranty coverage
Rental car included
Free engine replacement
$50/hour labor claim

GOLD *all silver benefits included*
$100/hour labor claim

4MPartsWarehouse.com

4M is an NMG company.

NMG | NexaMotion Group

ENGINE FAMILIES

GENERAL MOTORS | V6

GM 3.6L

3.6
Liter V6

APPLICATIONS
Chevy Acadia, Camaro, Caprice, Colorado, Equinox, Impala, Malibu, Traverse. **GMC** Canyon, Terrain. **Cadillac** ATS, CTS, SRX, STS, XTS. **Pontiac** G6, G8, Torrent. **Saturn** Aura, Outlook, Vue. **Buick** Allure. Enclave. LaCrosse.

ISSUES RESOLVED
Oil Consumption. Improved 3-pc pistons accepting 2.5mm oil ring; chrome top ring for sealing.
Dry Startup / Piston Scuffing. Torque-plate cylinder honing with OEM head bolts replicates final clamp pressure.
Spun Reluctor / Timing. Reluctor ring position inspected and tested for perfect positioning.
Head Gasket Failure. Block decks machined to RZ 15–20µm; heads to RA 3.2µm max for OEM MLS gasket life.
VVT / Cam Noise. Cam thrust washers 100% replaced; intake & exhaust cam actuators 100% tested.

CHRYSLER | HEMI V8

CHRYSLER HEMI

5.7 – 6.1
6.4
Liter V8

APPLICATIONS 2003 - 2018
Chrysler 300C/300S, Aspen. **Dodge** Charger, Magnum, Challenger, Durango. **Jeep** Grand Cherokee, Commander. **Ram** 1500 / 2500 / 3500 Truck.

ISSUES RESOLVED
Piston Slap / Oil Use. Hypereutectic, PTFE-coated pistons with tighter bore clearance; tighter ring grooves.
VVT & MDS Reliability. Variable cam phaser (VVT) and Active Fuel Management (MDS) solenoid testing.
Valve Train Noise. 100% lifter-bore diameter inspection for OE-level lifter-to-bore clearance.
Valve Guide Wear. Chromed valves, CNC-cut seats, seat replacement on early-style heads, FKM stem seals.
Sealing & Fatigue. PTFE front & rear seals; MLS gaskets; all-new rod and head bolts.

GENERAL MOTORS | GEN III & IV V8

GM V8 LS/ VORTEC

4.8 – 5.3
6.0 – 6.2
Liter V8

APPLICATIONS
Chevy & GMC Silverado, Sierra, Tahoe. Suburban, Yukon, Yukon XL, Express, Savana. **Cadillac** Escalade. **Performance** Camaro, Corvette · Full-size SUV & truck applications across the Gen III/IV platform.

ISSUES RESOLVED
Cracked Heads / Coolant Leaks. Cylinder heads 100% pressure-tested after installation; MLS gaskets standard.
Piston Slap / Oil Consumption. Updated piston size, PTFE-coated hypereutectic pistons, in-process circlip validation.
AFM Lifter Issues. Latest-design Active Fuel Management; 100% lifter-bore diameter inspection.
Low Oil Pressure. 100% installation of updated oil-pressure relief valve on all 2007-newer.
Runability & Leaks. Oil pan, timing & rear covers installed; 100% crankcase leak-tested.

FORD | TRITON MODULAR V8 / V10

FORD TRITON

4.6 – 5.4
6.8
Liter V8 / V10

APPLICATIONS 1996 - 2014
Ford F-Series Trucks, E-Series Vans, Explorer, Expedition, Mustang, Crown Victoria. **Lincoln** Mark LT, Town Car, Navigator

ISSUES RESOLVED
Low Oil Pressure. Updated high-volume oil pump with cast-iron backing plate and higher relief-valve spring.
Piston Slap / Wear. 100% PTFE-coated pistons, in-process circlip validation, tighter piston-to-bore clearance.
Head Cracks / Sealing. Cylinder heads 100% pressure-tested after installation.
Valve Train Noise. 100% lifter-bore inspection for OE-level lifter-to-bore clearance.
Sealing & Fatigue. CNC-cut valve seats; all-new rod and head bolts; dyno-tested for compression and flow.