



## TORQUE RECOMENDATIONS

| Part description   | Part Number | Tensile Strength PSI | Torque With 30cwt Oil | Torque ARP lube #L99 <sup>(1)</sup> |
|--|-------------|----------------------|-----------------------|-------------------------------------|
| Stainless Steel Manifold Stud Kit <sup>(2)</sup>                 | AMS-1       | 170,000 PSI          | 30 ft lbs             | 20 ft lbs                           |
| 848 – 1098 Rod Bolt  | BEB-08      | 220,000 PSI          | 65 ft lbs             | 45 ft lbs                           |
| 1275 large journal crank<br>1800 18V MGB (11/32" dia.)           | BEB-1       | 190,000 PSI          | 45 ft lbs             | 35 ft lbs                           |
| 'B' Series 3 Main Rod Bolts (diagonal split rods)                | BEB-12      | 190,000 PSI          | 60 ft lbs             | 40 ft lbs                           |
| Triumph Rod Bolts (4 & 6 cylinder)                               | BEB-15      | 220,000 PSI          | 65 ft lbs             | 45 ft lbs                           |
| Triumph TR2, TR3, TR4 Rod Bolts 7/16" dia.                       | BEB-20      | 220,000 PSI          | 68 ft lbs             | 50 ft lbs                           |
| Jaguar Rod Bolts 3/8" dia.                                       | BEB-29      | 190,000 PSI          | 60 ft lbs             | 40 ft lbs                           |
| Triumph TR7 Rod Bolts  | BEB-42      | 190,000 PSI          | 60 ft lbs             | 40 ft lbs                           |
| Cooper S (1.625" journal )<br>1275 Midget (3/8" dia.)            | BEB-6001    | 190,000 PSI          | 58 ft lbs             | 45 ft lbs                           |
| Rover V8 Rod Bolt Set  | BEB-RV60    | 190,000 PSI          | 55 ft lbs             | 38 ft lbs                           |
| Fly Wheel Bolt all 5 main 'B' series                             | FBB716      | 190,000 PSI          | 90 ft lbs             | 65 ft lbs                           |
| Fly Wheel Bolt Triumph 1500 + all 6 cyl. engines                 | FBT716      | 190,000 PSI          | 90 ft lbs             | 65 ft lbs                           |
| Fly Wheel Bolt Inline 'A' engines.                               | FB900       | 190,000 PSI          | 60 ft lbs             | 40 ft lbs                           |
| Head Stud Kit 9 stud <sup>(3)</sup>                              | HSA9        | 190,000 PSI          | 60 ft lbs             | 40 ft lbs                           |
| Head Stud Kit 11 stud (see note) <sup>(3)</sup>                  | HSA11       | 190,000 PSI          | 60 ft lbs             | 40 ft lbs                           |
| Head Stud Kit 10 stud + 5/16" bolt <sup>(3)</sup>                | HSA11-B     | 190,000 PSI          | 60 ft lbs             | 40 ft lbs                           |
| Head Stud Kit Austin Healey 3000 MKII MKIII                      | HSAH3       | 190,000 PSI          | 95 ft lbs             | 75 ft lbs                           |
| Head Stud Kit all 'B' Series 1489 – 1800 <sup>(3)</sup>          | HSB42       | 190,000 PSI          | 60 ft lbs             | 40 ft lbs                           |
| Head Stud Kit Triumph GT6 (TR6 OK to 3.43" thick) <sup>(4)</sup> | HSGT6       | 190,000 PSI          | 95 ft lbs             | 75 ft lbs                           |
| Head Stud Kit Triumph 1300/1500 (10 studs)                       | HST425-10   | 190,000 PSI          | 60 ft lbs             | 40 ft lbs                           |
| Head Stud Kit Triumph 1147 (11 Studs)                            | HST425-11   | 190,000 PSI          | 60 ft                 | 40 ft lbs                           |
| 4 Bolt Main 2x outer studs 7/16" dia.                            | MCS-1       | 190,000 PSI          | 85 ft lbs             | 70 ft lbs                           |
| 4 Bolt Main 2x outer studs 3/8" dia (APT steel caps)             | MCS-2       | 190,000 PSI          | 60 ft                 | 40 ft lbs                           |
| Main Stud Kit 948 – early 1098                                   | MSA44       | 190,000 PSI          | 95 ft lbs             | 75 ft lbs                           |
| Main Stud Kit 1071/1275 Cooper S and late 1098 <sup>(5)</sup>    | MSA33       | 190,000 PSI          | 95 ft lbs             | 75 ft lbs                           |
| Main Stud Kit 1275 ( not Cooper S ) <sup>(6)</sup>               | MSA54       | 190,000 PSI          | 95 ft lbs             | 75 ft lbs                           |
| Main Stud Kit 'B' Series 3 Main <sup>(7)</sup>                   | MS3B54      | 190,000 PSI          | 145 ft lbs            | 95 ft lbs                           |
| Main Stud Kit 'B' Series 5 Main <sup>(7)</sup>                   | MS5B54      | 190,000 PSI          | 145 ft lbs            | 95 ft lbs                           |
| Main Stud Kit 1300/1500 (Large main engines.) <sup>(8)</sup>     | MST54       | 190,000 PSI          | 95 ft lbs             | 75 ft lbs                           |
| Stainless Steel Thermostat Housing Stud Kit <sup>(9)</sup>       | THS-1       | 170,000 PSI          | 30 ft lbs             | 20 ft lbs                           |
| Stainless Steel Thermostat Housing Bolt Kit A+                   | THB-2       | 170,000 PSI          | 30 ft lbs             | 20 ft lbs                           |

### NOTES FOR:-

- <sup>(1)</sup> There is a technique to be followed if using lube rather than oil:- to distribute the lube between all metal surfaces the fastener must be torque'd, then unscrewed, and the process repeated at least 3 times. You will notice that the torque wrench rotates a little further each time. When it doesn't rotate any further you are done.
- <sup>(2)</sup> Fits all 'A' series, but can also be used on 'B' Series with Manifold intake and exhaust manifolds.
- <sup>(3)</sup> Rocker studs, nuts & washers are included in these kits. Torque to 30 ft lbs oil, 20 ft lbs with ARP lube. When using some roller rockers you must check carefully and make sure that rockers clear 3/8" nuts/washers. Kit HSA11-B front 5/16" bolt torque 33 ft lbs with oil, 22 ft lbs with ARP lube
- <sup>(4)</sup> Cannot be used on the very low compression heads unless they are skimmed to 3.43" max.
- <sup>(5)</sup> Some early 1071 & 970 blocks used special bolts and these studs will not work without modifying the main caps
- <sup>(6)</sup> MSA54 – for a Mini only: do not fit the washers to the end studs on the mains, and also make sure the stud does not protrude above the nut. This may require drilling the top 2 or 3 threads out in the block (CAREFULLY) and perhaps shortening the stud also. Please see our web site for a complete step by step "How To".
- The clearance on the gearbox casting must be checked carefully. In some cases it may be necessary to relieve the gearbox casing a little. Its worth the extra effort, line honing is also recommended for a top class job.
- <sup>(7)</sup> These studs will only work on a block that has studs already, bolt type blocks will not work with studs.
- <sup>(8)</sup> Check clearance on aluminum rail on end main caps, stud may need shortening or washer to be left off.
- <sup>(9)</sup> THS-1 stud kits suit housings up to 1" inch in height
- ALL ARP COMPONENTS are coated with an anti-rust coating, this is NOT oil and must be washed off before installing anything. If you have any questions please call our tech. department.**