INSTALLATION METHOD FOR MAIN STUD KITS
Part Number: 250-5801   Application: Ford 7.3L Powerstroke Diesel

1. To ensure proper thread engagement and accurate torque readings, clean **ALL** threads in the block. Chase the threads if necessary with ARP Thread Chaser, part number 912-0008 (M12 X 1.75).
2. Clean and inspect all hardware prior to installation. Look for obvious defects or shipping damages, plus proper fit, length and dimension.
3. Screw the studs into the block "HAND TIGHT ONLY".
   NOTE: LOCTITE MAY BE USED IF A PERMANENT MOUNTING OF THE STUDS IS PREFERRED.
   THE FASTENERS, HOWEVER, MUST BE TORQUED PRIOR TO THE LOCTITE SETTING UP.
4. Install the main caps and check for binding or misalignment.
5. Lubricate the stud threads, nuts and washers with ARP ULTRA-TORQUE FASTENER ASSEMBLY LUBRICANT. Then install the washers and the nuts onto the studs and tighten them hand tight. **ARP recommends using the ARP ULTRA-TORQUE FASTENER ASSEMBLY LUBRICANT that is provided with each kit as opposed to motor oil. This is due to higher friction on the studs as well as inconsistencies in the clamping force of the fasteners when motor oil or other low quality lubricants are used.**

PRELOAD (TORQUE) RECOMMENDATIONS

6. Following the manufacturers recommended torque sequence tighten the nuts **in three equal steps** to the specifications listed below **with ARP ULTRA-TORQUE FASTENER ASSEMBLY LUBRICANT.**

M12 studs 125 ft lbs   **M10 nut 45 ft lbs** (use ¾" dia. washer for spacer under oil pick up mount)

FOOTNOTE: When changing from factory fasteners to high strength fasteners, clamping force and tolerances will change, therefore it will be necessary to check the main bearing bores for proper size and out of round condition after installation of the studs and align hone the cylinder block if necessary. The main bores should always be align honed using the same fasteners and lubricant which will be installed during final engine assembly at the recommended preload.