

# Install



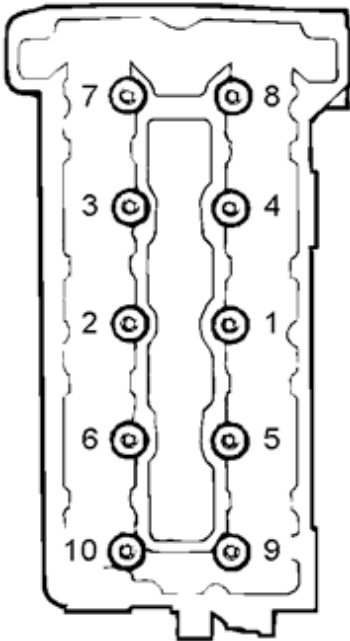
GenuineSaab.com

TO: Customers  
FROM: Nick Taliaferro  
DATE: 3.14.06  
SUBJECT: ARP Head Studs

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Those of you familiar with the later model 4cyl engines issues with head bolts will understand what a problem they have been. On stock vehicles the head bolts after 50K miles are usually only finger tight! This poor clamping of the head gasket can lead to simple oil seepage cured with re-torque and in worst cases complete failure needing gasket replacement. Most of the problem cars are 1997 through 2001, these had the worst bolt design. For most stock applications one of the latest bolts and a proper re-torque will be fine. However for high output applications where the cylinder pressures are much higher better fasteners are justified. In the pursuit of high output durability on my project Viggen I chose to use ARP studs giving better clamping and long term durability. The studs have a 5 mm hex socket in the top for easy install and are a direct fit. The new fasteners have a finer pitch nut and therefore require less torque to generate the same preload. The materials used are also much stronger (190,000 psi) allowing them to better keep the needed clamping force on the head.



- First, remove only one bolt at a time. Starting with #1 as shown in the image to the left.
- The new Studs are installed using the 5mm hex socket in the top. The stud should only be hand tight. Then drop the washer on and coat the inside and face of the nut with the provided Moly Assembly Lube.
- Tighten the nuts with a 12-point 14 mm socket to 80ftlbs final torque if using the ARP moly. (If using 30wt Motor Oil final torque is 120ftlbs.) If you have removed the head tighten the all nuts in 2 steps. First step should be 40ftlbs on all then final torque on all.

As always if you get stuck call us before you get really frustrated.

Nick Taliaferro